

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10272	Umoja WBS:SB-017818
SMA IPMR ID:84906	Grant ID:S1-32GFL-000675
Project Short Title: Togo E-mobility	
Project Title: Support the Shift to Electric Mobility in Togo	
Duration months planned:	48
Duration months age:	48
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Africa
Countries:	Togo
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 423,716.00
Co-financing amount:	\$ 1,220,000.00
Date of CEO Endorsement/Approval:	2021-06-11
UNEP Project Approval Date:	2021-09-08
Start of Implementation (PCA entering into force):	2021-09-30
Date of Inception Workshop, if available:	2022-09-05
Date of First Disbursement:	2021-12-06
Total disbursement as of 30 June 2025:	\$ 290,698.00
Total expenditure as of 30 June:	\$ 122,044.00

Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	
Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2025-11-30
Completion Date Revised - Current PCA:	2026-08-31
Expected Terminal Evaluation Date:	2027-05-31
Expected Financial Closure Date:	2027-08-31

1.2 Project Description

Project Objective: Mitigate GHG emissions by accelerating the introduction of electric mobility in Togo through the development of a policy framework, capacity building and demonstration of electric motorcycles to prepare for upscaling and replication.

Component 1: Institutionalization of low-carbon electric mobility

Expected Outcome 1: The government adopts a strategy for the promotion of low-carbon electric mobility by establishing a coordinated institutional framework.

Component 2: Short term barrier removal through low-carbon e-mobility demonstrations

Expected Outcome 2: Demonstrations provide evidence of technical, financial and environmental sustainability to government and public sector to plan for scale-up of low-carbon electric mobility. [REVISED]

Component 3: Preparing for scale-up and replication of low-carbon electric mobility.

Expected Outcome 3: Government creates conditions for removing existing barriers by drafting regulatory reforms and financial mechanisms for adoption of e-mobility in the country.

Component 4: Long-term environmental sustainability of low-carbon electric mobility

Expected Outcome 4: Long term sustainability of low carbon electric mobility is ensured by government institutions.

Executing Agency: Ministry of Environment and Forestry Resources (MEFR)

Overview: The Electric Mobility Project aims to enable Togo to build climate resilience by reducing the country's dependence on fossil fuel imports through the adoption of electric vehicles. Indeed, a global transition to lower zero-emission mobility is essential to meeting international climate commitments, including the Paris Climate Agreement. The transport sector is currently responsible for about a quarter of energy-related carbon dioxide emissions, which is expected to rise to a third by 2050. In addition, the transportation sector is a major contributor to short-term climate pollution, particularly black carbon. This project will provide reliable and up-to-date information on electric vehicles and local implementation partners for electric mobility initiatives in Togo. This project will contribute to the mitigation of GHG emissions and the strengthening of the resilience of populations and ecosystems to climate change. This will facilitate the consideration of concerns related to electric mobility in Togo. It will also strengthen collaboration between local partners such as Gozem, Motorhino/Taxietogo, M AUTO, SANYA MOTO, OLE MOTO and the drivers' unions. The electric mobility project will strengthen the policy, legal and institutional frameworks for the transition to the use of electric vehicles. Finally, the project, beyond meeting Togo's commitments to the convention, will contribute to the effective implementation of the revised NDCs, and thus to the achievement of the indicators related to the SDGs, the NDP and the government's 2020-2025 roadmap.

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	
Executing Agency (ies)	Ministry of Environment and Forestry Resources
names of Other Project Partners	N/A
UNEP Portfolio Manager(s)	Asher Lessels
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Hassan Coulibaly
Manager/Representative	Méry YAOU
Project Manager	Tchannibi BAKATIMBE
Finance Manager	Comlan AWOUGNON

Communications Lead, if relevant	N/A
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2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	N/A
PoW Indicator(s):	Climate : (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.
UNSDCF/UNDAF linkages	UNDAF 2019-2023 Increase employment and entrepreneurship among young people and women to benefit from decent employment opportunities in the agriculture, industry and service sectors Increase the resilience of the population of the areas vulnerable to climate change and disaster risks by promoting equitable access to a decent living environment and to natural resources and sustainable energy.
Link to relevant SDG Goals	Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	13.2 Integrate climate change measures into national policies, strategies and planning

2.2. GEF Core and Sub Indicators

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

Indicators	Targets - Expected Value				Remarks
	Mid-term	End-of-project	Total Target	Materialized to date	
6- Greenhouse gas emissions mitigated	N/A	Total direct: 134,135 tCO2Indirect: 312,272 tCO2 (by year 2036)	Total direct: 134,135 tCO2Indirect: 312,272 tCO2 (by year 2036)	The project will only be in a position to report against this indicator towards the end of year 2026	Reporting against this indicator will only be possible towards project completion.
11- People benefitting from GEF-financed investments	N/A	Total: 1,341 (Women: 515 ; Men: 824)	Total: 1,341 (Women: 515 ; Men: 824)	240 direct beneficiariesTotal cumulative direct	Total cumulative direct

Indicators	Targets - Expected Value				Remarks
	Mid-term	End-of-project	Total Target	Materialized to date	
				beneficiaries since project start: Women: 77 Men: 163Total: 240	beneficiaries since project start: Women: 77 Men: 163. So a total of 240 direct beneficiaries.

Implementation Status 2025: 3rd PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2025	3rd PIR	S	S	M
FY 2024	2nd PIR	S	MS	M
FY 2023	1st PIR	S	MU	M
FY 2022				
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

Progress: Information on progress outcomes of project implementation activities

Summary on progress towards outcomes: During the reporting period, the project faced several delays primarily due to prolonged administrative and procurement procedures. These issues significantly impacted the Ministry of Environment and Forest Resources (MERF)'s ability to recruit the necessary experts and service providers for

activities under Component 2: Short-term barrier removal through low-carbon e-mobility demonstrations, and Component 3: Preparing for scale-up and replication of low-carbon electric mobility. Additionally, internal administrative challenges within the Project Management Unit (PMU) further hindered the timely execution of planned activities. In response, the 5th Project Steering Committee (PSC) meeting held on 27 December 2024 recommended a revision of the workplan and budget, along with a request to extend the project's technical completion date to 31 August 2026 to ensure full delivery of remaining outputs/deliverables. Despite these setbacks, progress was made in developing the enabling environment. The policy, legal, and institutional framework for electric mobility was validated during a technical workshop held from 25 to 27 September 2024. Draft regulatory proposals are currently under preparation and are expected to be shared with national stakeholders for review in Q3 2025. Based on the detailed assessment undertaken in sections 3.1 of this PIR, the progress towards achieving the expected outcomes is now rated at "Satisfactory".

Summary on progress towards outputs: The Intersectoral Coordination Mechanism for Electric Mobility is being set up. Discussions were held on the institutional structure, nature, tasks and composition of the body. A draft of the national strategy for low-carbon and gender-sensitive electric mobility was prepared and technically validated in September 2024, followed by its validation during the validation workshop on 30 June 2025 by all national stakeholders. Representatives of the Togolese government participated in 4 global/regional events organized by the Global E-Mobility Programme during the reporting period. During these events, topics such as finance were discussed and e-mobility training was provided. The feasibility study for the new electric motorcycle pilot project in the public sector was developed, discussed and validated by the various stakeholders during a workshop held on 20 June 2025 at the Saint Lazaros Hotel in Lomé, and the final report is now available. Based on the results of the feasibility study of product 2.1, in particular the technical specifications of the electric motorcycles, the tender for the recruitment of the supplier of the 10 electric motorcycles of the pilot fleet is being finalized. The report on the Gender-Sensitive Communication and Awareness Strategy was published in September 2024, and the final version has been available since December 31, 2024. In addition, a decree was issued in 2024 to promote the production and use of renewable energies, including in electric mobility. The five-year plan (2026-2030) for financing needs for electric mobility was approved in June 2025. As such and based on the elements detailed in section 3.2 of the PIR, the progress towards the achievement of expected outputs is rated as "Satisfactory".

Challenges: Information on challenges of project implementation activities

Three (3) moderate risks to the project have been identified in this PIR: - Delayed implementation of the e-motorcycle pilot may not yield results in time to inform future investments in electric governmental fleets by the public sector - Delayed implementation of certain outputs may impact the overall project workplan and technical completion date. - Length governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Togo before project completion. An action plan to mitigate these risks is presented in section 4.3 of the PIR. - Lack of communication by the MEFR on project progress and challenges hinders UNEP's ability to ensure proper oversight. Based on this, the project is considered at "Moderate" risk.

2.4 Co Finance

Planned Co-finance:	\$ 1,220,000
Actual to date:	1,169,565

Progress	Justify progress in terms of materialization of expected co-finance. State any relevant challenges: During the reporting period (1 July 2024 to 30 June 2025), steady progress was made in mobilizing in-kind co-financing (USD 99,500) to support the project's implementation. Out of the expected USD 1,220,000 in co-financing commitments, USD 1,164,565 materialized since the project started, representing about 95% of the total target.
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2.5. Stakeholder

Date of project steering committee meeting	2025-06-26
Stakeholder engagement (will be uploaded to GEF Portal)	During the period under review, the MERF organized the 5th, 6th and 7th PSC meetings as well as several consultation workshops with the national stakeholders and technical working groups (TWG). The 5th PSC meeting was combined to a series of technical workshop (25, 27 and 30 September) to validate the documents of the national gender-sensitive electric mobility strategy, the communication plan, the electric mobility promotion framework and the identification and selection of project ideas. The 6th PSC meeting (27 December 2024) was extended to include the technical committee to discuss the overall progress of the project. The seventh meeting of the steering committee (26 June 2025) was extended to include the technical committee to discuss the overall progress of the project. Two workshops for the validation of a detailed feasibility study (including technical specifications) and implementation plan (including identification of beneficiary government institutions, EV purchase or lease arrangements and data collection framework) for piloting the small fleet of 10 electric motorbikes in the public sector developed on the 20 June 2025 and the validation of the document of the national strategy for gender-sensitive electric mobility (30 June 2025) were organized. Many stakeholders come to public sector, private sector, civil society and economic operator were take place. The project also collected data for the studies planned in components 2 and 4 of the project. Several stakeholders were consulted for this purpose. Additionally, the project took part in the African Electric Mobility Week held from 17 to 21 September 2024 in Nairobi, Kenya. During this

	event, aspects relating to the electric mobility ecosystem, battery management, the emergence of electric mobility in Africa and finance were shared. The project has started the media coverage of the workshops for the validations of a detailed feasibility study (including technical specifications) and implementation plan (including identification of beneficiary government institutions, EV purchase or lease arrangements and data collection framework) for piloting the small fleet of 10 electric motorbikes in the public sector developed and the validation of the document of the national strategy for gender-sensitive electric mobility held on national television (TVT), the national press (Togo presse) and on the social media platforms of Ministries, private individuals and civil society organizations
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2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	With regard to gender promotion, the Ministry continues to work on getting women more involved in the project's activities. The 5th PSC meeting was organized alongside a technical workshop (25, 27 and 30 September 2024) to validate the documents of the national gender-sensitive electric mobility strategy, the communication plan, the framework for promoting electric mobility and the identification and selection of project concepts / ideas. During these workshops, a total of 19 people participated, among which 6 women (32%) and 13 men (68%). The 6th PSC meeting (27 December 2024) was also extended to include the technical committee to discuss the overall progress of the project, was held on 27 December 2024. A total of 16 people participated, out of which 2 women (12.5%) and 14 men (87.5%). The 7th PSC meeting (26 Jun 2025) was also extended to include the technical committee to discuss the overall progress of the project, was held on 26 Jun 2025. A total of 21 people participated, out of which 8 women (38%) and 13 men (42%). Two workshops for the validation of a detailed feasibility study (including technical specifications) and implementation plan (including identification of beneficiary government institutions, EV purchase or lease arrangements and data collection framework) for piloting the small fleet of 10 electric motorbikes in the public sector developed [REVISED] on the 20 Jun 2025 and the validation of the document of the national strategy for gender-sensitive electric mobility (30 Jun 2025) were organized. A total of 57 people participated, out of which 24 women (42%) and 33 men (58%). The project succeeded in validating the communication/awareness-raising plan on electric mobility, including gender. The final report was received on 31 December 2024. This document will be an essential tool for taking gender into account in the project's activities in 2025. The project has started to implement this document by media coverage of the workshops for the validations of a detailed feasibility study (including technical specifications) and implementation plan (including identification of beneficiary government institutions, EV purchase or lease arrangements and data collection framework) for piloting the small fleet of 10 electric motorbikes in the public sector developed and the validation of the document of the national strategy for gender-sensitive electric mobility held on national television (TVT), the national press (Togo presse) and on the social media platforms of Ministries, private individuals and civil society organizations

	The MEFR continues to implement and monitor the gender mainstreaming activities described in the gender action plan. The next period will be marked by raising awareness among populations and target groups for the adoption of electric mobility. To this end, particular attention will be paid to the participation of women in awareness-raising events, meetings, and training by encouraging agencies or institutions that will be invited to nominate women to participate in the events (output 2.3). It will also be a question of encouraging the participation of women in business round tables (output 3.2) as well as in all consultation meetings and workshops of the project.
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2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	Was the project classified as moderate/high risk CEO Endorsement/Approval Stage? No If yes, what specific safeguard risks were identified in the SRIF/ESERN? N/A
New social and/or environmental risks	Have any new social and/or environmental risks been identified during the reporting period? No If yes, describe the new risks or changes? N/A
Complaints and grievances related to social and/or environmental impacts	Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period? No If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken? N/A
Environmental and social safeguards management	This project was rated as a low-risk project in the Safeguard Risk Identification Form. No environmental or social challenges have emerged so far, since this project is essentially technical assistance on normative and policy work. The project management unit will continue to monitor these aspects as project begins the implementation of the e-motorcycle pilot in the next reporting period.

2.8. KM/Learning

Knowledge activities and products	The Project took part in the African Electric Mobility Week held from 17 to 21 September 2024 in NAirobi, Kenya. During this event, aspect relating to the electric mobility ecosystem, battery managment, the emergence of electric mobility in Africa and finance were shared. In addition, during the technical workshop held form 25 September 2024, the participant's capacities were strengthend by technical assistance from UNEP/SMU.
Main learning during the period	Refer to the elements provided above.

Reflows

Reflows (for NGIs only)	Not applicable.
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2.9. Stories

Stories to be shared	During the period under review, the MEFR has started the media coverage of the workshops for the validations of a detailed feasibility study (including technical specifications) and implementation plan (including identification of beneficiary government institutions, EV purchase or lease arrangements and data collection framework) for piloting the small fleet of 10 electric motorbikes in the public sector developed and the validation of the document of the national strategy for gender-sensitive electric mobility held on national television (TVT), the national press (Togo presse) and on the social media platforms of Ministries, private individuals and civil society organizations.
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3 Performance

3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
Mitigate GHG emissions by accelerating the introduction of electric mobility in Togo through the development of a policy framework, capacity building and demonstration of electric motorcycles to prepare for upscaling and replication.	Indicator A: Direct and Indirect Greenhouse Gas Emissions Mitigated (metric tons of CO2e) over the period 2021-2036	0	N/A	Direct: 134,135 tCO2 Indirect: 312,272 tCO2 (by year 2036)	0	Reporting against this indicator will only be possible towards project completion., towards the end of year 2026.	S
Mitigate GHG emissions by accelerating the introduction of electric mobility in Togo through the development of a policy framework, capacity building and demonstration of electric motorcycles to prepare for upscaling and replication.	Indicator B: Number of direct beneficiaries of the project, disaggregated by gender	0	N/A	Women: 515 ; Men: 824 Total: 1,341	240 (women:77 Men:163)	Total cumulative direct beneficiaries since project startWomen:77Men:163Total: 240	S
Outcome 1: The government adopts a strategy for the promotion of low-carbon electric mobility by establishing a coordinated institutional framework.	Indicator 1.1: A national inter-sectorial coordination body to support and promote the uptake of low-carbon e-mobility in Togo is established, formalized and operational	No	The national coordination body is established and includes all key institutions. It has formulated	Yes - The coordination body remains operational and has agreed on post-project plan to promote e-	Draft text for the creation of the coordination body currently being prepared	A draft text for the creation of the coordination body is currently being prepared by the Ministry. The creation of the national inter-sectorial coordination body to support and promotethe uptake of low-carbon e-mobility will be finalized during the next review period. A draft text is currently being prepared by the Ministry.	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
			shared goals and defined roles & responsibilities of all members.	mobility. - The national coordination body has at least 1 female member .			
Outcome 1: The government adopts a strategy for the promotion of low-carbon electric mobility by establishing a coordinated institutional framework.	Indicator 1.2: The government of Togo endorses a gender sensitive national strategy to promote low-carbon electric mobility	No	The respective Ministries are discussing the draft strategy.	Yes	Strategy ready. To be submitted for endorsement	The strategy was validated by national stakeholders and will be submitted to the government of Togo for endorsement in the next reporting period	S
Outcome 1: The government adopts a strategy for the promotion of low-carbon electric mobility by establishing a coordinated institutional framework.	Indicator 1.3: Number of reports on best practices and lessons learned on low carbon electric mobility shared with the global e-mobility programme	0	N/A	1	0	Reporting against this indicator will only be possible towards the end of the project.	S
Outcome 2: Demonstrations provide evidence of technical, financial and environmental sustainability to government and public sector to plan for scale-up of low-carbon electric mobility [REVISED]	Indicator 2.1: Number of governmental / public institutions committing to include electric vehicles in its future public procurement plans [REVISED]	0	N/A	At least 1 governmental / public institution (i.e. ministry, agency, municipality, public utility, etc.) [REVISED]	0	The project will only be able to report on this indicator by the middle of year 2026, once the pilot project has been implemented. Given the delays incurred in the preparation of the feasibility study under output 2.1, it is still uncertain whether this target can be met by project completion. [Note: as explained earlier, this outcome indicator and target have been modified compared to the original project design as part of project revision 2]	S
Outcome 3: Government creates	Indicator 3.1: Number of	0	3 draft policies	3 policies	1 draft policy has	The policy, legal and institutional framework for the	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
conditions for removing existing barriers by drafting regulatory reforms and financial mechanisms for adoption of e-mobility in the country.	policies to incentivize the uptake of electric mobility submitted for adoption by the government			submitted for adoption	been prepared	promotion of electric mobility was validated during the technical workshop held from 25 to 27 September 2024, and guidelines were given to the consultant for the preparation of the various texts. The draft texts were developed and will be finalized by the MEFR second quarter of 2025. The draft policy / regulatory proposals are under preparation and are expected to be shared with national stakeholders for review in Q3 2025.	
Outcome 3: Government creates conditions for removing existing barriers by drafting regulatory reforms and financial mechanisms for adoption of e-mobility in the country.	Indicator 3.2: Number of financing concepts for e-mobility replication and / or upscaling in Togo submitted to financial institutions for approval	0	N/A	2 e-mobility concepts submitted for approval	2 draft concepts still under preparation	On the basis of the guidelines, vision and objectives of the strategy validated by the technical workshop held from 25 to 27 September 2024, project ideas for the development of concept notes were validated by the 5th meeting of the steering committee held on 30 September 2024.	S
Outcome 4: Long term sustainability of low carbon electric mobility is ensured by government institutions.	Indicator 4.1: The study on e-mobility and renewable power integration in Togo is approved by the e-mobility coordination body members, including the Ministry of Energy	No	N/A	Yes	Draft study under preparation	The data for integrating renewable energy for electric vehicle charging has been collected and analysed by the data collection consortium. The consultant started the draft study preparation, which will be submitted to the national stakeholders in third quarter of 2025.	S
Outcome 4: Long term sustainability of low carbon electric mobility is ensured by government institutions.	Indicator 4.2: An initial scheme for re-use, recycling and sound disposal of used electric vehicle batteries is endorsed by the Ministry of Environment	No	N/A	Yes	Draft scheme under preparation	The data has been collected and analysed by the data collection consortium and the consultant started the draft scheme preparation. which will be submitted to the national stakeholders in third quarter of 2025.	S

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

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Institutionalization of low-carbon electric mobility	Output 1.1: An inter-sectorial electric mobility coordination body is established	2026-05-31	47%	59%	The intersectoral coordinating body for electric mobility is currently being set up. Discussions have been held on the institutional structure, nature, missions and composition of the body.	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.1.1: An inter-ministerial workshop to kick-off the project and to draft mandate and workplan of the Project Steering Committee is held and a workshop report is delivered.	2022-09-30	100%	100%	The Project Steering Committee's (PSC) ToRs were developed. The project's inception workshop and the 1st project steering committee meeting were held on 5 September 2022.	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.1.2: Quarterly coordination body meetings are carried out and annual summary reports are issued.	2026-05-31	40%	60%	During the review period, the 5th, 6th and 7th meeting of the steering committee, including the technical workshops, were respectively held on 30 September 2024, 27 December 2024 and on June 26, 2025. The organization of coordination meetings will continue during the next review period to ensure proper coordination and ownership of the various project activities.	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.1.3: Government notification to establish the national e-mobility coordination body as a strategic, national, multi-stakeholder steering committee on e-mobility received	2025-11-30	50%	75%	The government's intersectoral coordination body for the promotion of low-carbon electric mobility is currently being set up. However, decree n°2021-082/PR of August 11, 2021 created the approval committee responsible for examining files for any activity involving the import, assembly, manufacture and marketing of electric or hybrid vehicles or converted thermal vehicles in Togo regardless of their number of wheels, including electric velocipedes. Given that the terms of reference of this committee are restricted and do not	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					cover all areas of electric mobility, MERF, with the support of the electric mobility policy and strategy consultant, developed up a draft decree laying down the rules for electric mobility. This decree, proposing the creation of the national coordinating body, has been amended for the first time by UNEP/SMU. New provisional completion date: 31 March 2026	
1 Institutionalization of low-carbon electric mobility	Deliverable 1.1.4: Report compiling all the best practices and lessons learned based on studies / reports produced as part of the e-mobility project in Togo (to be shared with the Global E-mobility Programme)	2026-04-30	0%	0%	Once the various studies are completed and available, and the institutional arrangements for promoting electric mobility are in place, the lessons learned report can be prepared.	S
1 Institutionalization of low-carbon electric mobility	Output 1.2: A national strategy for electric mobility, including gender sensitive business development in the transport sector is developed and submitted for adoption.	2025-12-31	57%	80%	The draft report of the national low-carbon and gender-sensitive electric mobility strategy was validated on June 30, 2025 by all national stakeholders, including the administration, civil society and economic operators	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.2.1: A workshop to discuss scope, objective and milestones of the national e-mobility strategy is held and a workshop report is delivered.	2024-09-30	100%	100%	A preliminary consultation workshop was held after the second meeting of the PSC on 16 May 2023. Additional consultation workshops were organised later in 2023 to deepen the discussion with national stakeholders. On 19 June 2024, the technical working groups on policy and finance validated the strategic orientations	S
1 Institutionalization of low-carbon	Deliverable 1.2.2: Transport and energy sector data including vehicle fleet and current policy frameworks are collected and consolidated.	2025-06-30	90%	100%	Data collection took place in 2023, 2024 and was completed in May 2025. Reports presenting the results for the transport and energy sectors	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
electric mobility					are available.	
1 Institutionalization of low-carbon electric mobility	Deliverable 1.2.3: A national gender-sensitive e-mobility strategy outlining clear e-mobility market targets and identifying milestones and targets to close policy and funding gaps, is developed with input from all relevant stakeholders and circulated for review.	2025-03-31	70%	100%	Preparation of the national strategy is underway. A draft 0 was submitted on November 27, 2023 and discussed with UNEP /SMU on December 7, 2023, a draft 1 was prepared whose strategic orientations were validated on June 19, 2024. A draft report was also technically validated at the workshop held from September 25 to 27, 2024.	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.2.4: The final national gender-sensitive e-mobility strategy is presented in a workshop	2025-05-31	25%	100%	The national strategy was validated by stakeholders at a workshop held on June 30, 2025 .	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.2.5: Final national gender sensitive e-mobility strategy is submitted for adoption.	2025-12-31	0%	0%	This action will be undertaken during the next review period New tentative completion date : 31 December 2025	S
1 Institutionalization of low-carbon electric mobility	Output 1.3: Key stakeholders from public and private sector are trained in the Global Electric Mobility Programme activities (national and regional workshops, trainings and thematic working groups).	2026-02-28	63%	85%	Representatives from the government of Togo participated in 4 global / regional events organized by the Global E-mobility Programme during the period under review. During these events, topics such as finance were discussed and training in electric mobility was provided.	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.3.1: Participation in three Africa Platform / Community of Practice events /international conference for climate change(+ 1 report for each event)	2025-11-30	34	80%	The project took part in the African Electric Mobility Week held from September 17 to 21, 2024, in Nairobi, Kenya. Togo was represented by a participant from the Directorate General of Energy and the Chief Technical Adviser. New provisional completion date : 31 May 2026	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Institutionalization of low-carbon electric mobility	Deliverable 1.3.2 : Participation in three electric mobility / electric 2&3 wheeler training events (+ 1 report for each event)	2026-02-28	67%	80%	The project took part in the African Electric Mobility Week held from September 17 to 21, 2024, in Nairobi, Kenya. Togo was represented by a participant from the Directorate General of Energy and the Chief Technical Adviser. During this event, the training was made on the topic about growth electric mobility in Africa countries. New provisional completion date : 31 May 2026	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.3.3: Participation in two financing / marketplace events (+ 1 report for each event)	2025-09-30	50	70%	The project took part in the African Electric Mobility Week held from September 17 to 21, 2024, in Nairobi, Kenya. Togo was represented by a participant from the Directorate General of Energy and the Chief Technical Adviser. During this event, the training was made on the topic about financial electric mobility in Africa countries. New provisional completion date : 31 May 2026	S
1 Institutionalization of low-carbon electric mobility	Deliverable 1.3.4: Participation in one e-mobility replication event (+ 1 report for each event)	2024-05-31	100%	100%	The project took part in the World Conference on Electric 2- and 3-Wheels Mobility in Bangkok and the 2nd African Electromobility Forum held from 14 to 17 May 2024 in Dakar, Senegal, during which the replicability of SOLUTIONplus project results was presented.	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Output 2.1: A feasibility study and implementation plan for the piloting of a small fleet of 10 electric motorcycles in the public sector (including charging scheme and a data collection framework) are developed [REVISED]	2025-05-31	48%	100%	The feasibility study for the new electric motorcycle pilot project in the public sector was developed, discussed, and validated by the various stakeholders during a workshop held on June 20, 2025, at the Saint Lazaros Hotel in Lomé, and the final report is now available.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.1.1: Detailed ToRs are developed to hire a team of experts (including an international e-mobility expert, a national e-mobility expert and a local university) to develop the feasibility study & implementation plan of the pilot project [REVISED]	2024-11-30	95%	100%	An international expert and a national consultant in electric mobility technology were recruited in December 2023. A local university was recruited on November 28, 2024.	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.1.2: A detailed feasibility study (including technical specifications) & implementation plan (including identification of beneficiary governmental institutions, EVs procurement or leasing modalities and data collection framework) for the piloting of the small fleet of 10 e-motorcycles in the public sector is developed [REVISED]	2025-05-31	50%	100%	The detailed feasibility study report (including technical specifications) and an implementation plan (including the identification of beneficiary government institutions, the terms and conditions for purchasing or leasing EVs, and the data collection framework) for piloting the small fleet of 10 electric motorcycles in the public sector was prepared by the consultant and then validated by the stakeholders.	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.1.3: The feasibility study and implementation plan for the governmental pilot fleet is presented and validated during a workshop [REVISED]	2025-05-31	0%	100%	The detailed feasibility study report (including technical specifications) and an implementation plan (including the identification of beneficiary government institutions, the terms and conditions for purchasing or leasing EVs, and the data collection framework) for piloting a small fleet of 10 electric motorcycles in the public sector was validated during a workshop held on June 20, 2025, at the Saint Lazaros Hotel in Lomé.	S
2 Short term barrier removal through low-carbon e-mobility demonstrations	Output 2.2: E-motorcycles for the public sector are procured or leased, drivers are trained, the pilot project is implemented & monitored and the data is collected, analysed & disseminated. [REVISED]	2026-05-31	0%	15%	Based on the results of the feasibility study in Output 2.1, particularly the technical specifications for electric motorcycles, a request for quotation was issued to recruit a supplier of electric motorcycles. The process resulted in	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
[REVISED]					the selection of a supplier. The contract for the purchase of 10 electric motorcycles is currently being signed by the supplier and the Ministry.	
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.2.1: Procurement or leasing of 10 electric motorcycles, based on the specifications established in the feasibility study (D 2.1.2) [REVISED]	2025-08-31	0%	50%	Based on the results of the feasibility study for Output 2.1, particularly the technical specifications for electric motorcycles, a request for quotation was issued to recruit a supplier of electric motorcycles. Bids from four suppliers were received and evaluated by the ministry's procurement committee. The contract with the supplier of electric motorcycles is currently being signed. The 10 electric motorcycles will be delivered to the MERF during the third quarter of 2025. New completion date 30 September 2025	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.2.2: Training of e-motorcycle drivers [REVISED]	2025-09-30	0%	25%	The terms of reference are being developed, taking into account the results of the feasibility study. Once the electric motorcycles have been received, training will be provided to drivers in early August 2025 before the pilot phase begins.	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.2.3: Operation of the 10 e-motorcycles for 6 months and collection & analysis of data with the support of the local university / partner institution (data set prepared) [REVISED]	2026-04-30	0%	0%	This action will be initiated once the pilot electric motorcycles are procured.	MS
2 Short term barrier removal	Deliverable 2.2.4: A technical report summarizing the results of the pilot project is developed (including technical specifications for e-	2026-04-30	0%	0%	This report will be prepared towards the end of the pilot phase	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
through low-carbon e-mobility demonstrations [REVISED]	motorcycles and charging equipment) to support the upscaling of e-vehicles in governmental fleets [REVISED]					
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.2.5: The results of the pilot project are presented in a national workshop and shared with the Africa Regional Support and Investment Platform of the Global E-mobility Project [REVISED]	2026-05-31	0%	0%	This will be done once the pilot phase is completed and the report is prepared.	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Output 2.3: A national awareness raising campaign on e-mobility for the general public and for institutional stakeholders is implemented [NEW]	2026-05-31	27%	48%	The report on the gender-sensitive communication and awareness-raising strategy was published in September 2024, and the final version has been available since December 31, 2024. Based on this report, awareness-raising began in June 2025 and will continue in the next review period.	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.3.1: A national awareness raising strategy on e-mobility, including elements for a gender sensitive public communications campaign (billboards, advertising spots, advertorials, stickers, key rings, etc.) is developed [NEW]	2025-01-31	80%	100%	The provisional communication strategy report was approved by stakeholders on September 27, 2024. The final report, incorporating the latest comments, was approved by the MERF on December 31, 2024	S
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.3.2: Communication materials (including billboards, commercials, advertorials, stickers, key rings, etc.) that are gender sensitive are produced and distributed, and a report on the dissemination is prepared [NEW]	2026-05-31	0%	45%	The MERF began implementing the communication plan by promoting electric mobility activities on radio and TV channels and social media in June 2025.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
2 Short term barrier removal through low-carbon e-mobility demonstrations [REVISED]	Deliverable 2.3.3: 4 training / awareness-raising workshops for the public sector (including stakeholders in the public procurement chain and the planning, programming, budgeting and monitoring-evaluation (PPBSE) chain) the private sector (economic operators) and CSOs are organized and reports are produced [NEW]	2026-03-31	0%	0%	Training and awareness workshops will begin in the third quarter of 2025.	MS
3 Preparing for scale-up and replication of low-carbon electric mobility	Output 3.1: Fiscal policies and regulatory schemes are developed to incentivize the uptake of electric mobility.	2026-01-31	21%	64%	An analysis of the political and regulatory framework was conducted. Since 2020, Togo has been granting tax incentives for the import and sale of electric vehicles through finance laws. In addition, a decree was issued in 2024 to promote the production and use of renewable energies, including in electric mobility.	S
3 Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.1: A draft proposal to reform vehicle import taxation and regulation is developed	2025-03-31	35%	80%	Togo issued Decree No. 001/MEF/OTR/CG/CDDI of January 16, 2020, establishing the practical terms and conditions for granting benefits, including electric and hybrid vehicles. Every year since 2021, the finance law has incorporated the provisions of this decree. For 2025, Article 7 of Law No. 2024-007 of December 30, 2024, on the finance law for the 2025 fiscal year, sets out tax exemptions on imports of electric vehicles. Togo has also adopted Decree No. 2021-082/PR of August 11, 2021, setting the conditions for the import, assembly, manufacture, and marketing of electric or hybrid vehicles or converted combustion engine vehicles in Togo.	S
3 Preparing for scale-up and	Deliverable 3.1.2: A draft proposal to reform vehicle registration is developed	2025-03-31	35%	70%	The MERF, with the support of the electric mobility policy and strategy consultant, is	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
replication of low-carbon electric mobility					drafting a decree setting out the rules for electric mobility. This decree, which proposes procedures for registering electric vehicles, has passed its first reading. New provisional completion date: December 31, 2025.	
3 Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.3: A draft proposal of power sector regulations is developed	2025-03-31	35%	80%	The MERF, with the support of the electric mobility policy and strategy consultant, is drafting a decree setting out the rules for electric mobility. This decree, which proposes procedures for registering electric vehicles, has passed its first reading. New provisional completion date: December 31, 2025. For the energy sector, the MERF has worked with the Ministry of Energy on the adoption of DECREE No. 2024-053/PR of 9/30/2024 setting the conditions for granting and withdrawing the right of access to the national electricity distribution network for the injection of electricity from renewable energy sources. This decree fills one of the gaps identified in the draft document in order to promote the production of renewable energy for charging electric vehicles, among other things, and the possibility of feeding surplus energy into the national grid."	S
3 Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.4: A package of policy proposals is circulated for review and presented at a workshop	2025-07-31	0%	70%	The MERF is working with the support of the electric mobility policy and strategy consultant to draft a decree setting out the rules for electric mobility. This decree, which proposes a set of reforms concerning electric vehicles, has	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					passed its first reading. New provisional completion date: December 31, 2025.	
3 Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.5: A consolidated package of policy proposals is presented is submitted for adoption.	2026-01-31	0%	50%	The MERF worked with the Ministry of Mines to submit the adoption of the decree resulting from 3.1.1 to the government. The other draft texts currently being developed will be submitted to the government during the fourth quarter of 2025.	S
3 Preparing for scale-up and replication of low-carbon electric mobility	Output 3.2: An e-mobility business roundtable including private sector and financial institutions is established to develop financial schemes and concepts for e-mobility upscaling	2026-04-30	0%	43%	The financing needs for electric mobility were assessed in a five-year plan for a gender-sensitive electric mobility strategy, which was approved in June 2025. These needs amount to US\$120 million for the period from 2026 to 2030. The terms of reference have been submitted to the MERF for the organization of the first round table. Two project ideas were also approved in September 2024 and their concept notes are currently being developed.	S
3 Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.2.1: Private sector e-mobility stakeholders and locally present international and national financing institutions interested in financing e-mobility upscaling projects in Togo are identified (detailed list with contact details issued)	2025-05-31	0%	70%	Based on consultations with stakeholders conducted as part of the electric mobility strategy and data collection reports from the academic structure, a list of private sector stakeholders and international/national financial institutions interested in electric mobility was drawn up and submitted to the MERF for review. New provisional completion date: September 30, 2025	S
3 Preparing for scale-up and	Deliverable 3.2.2: Three private sector and finance e-mobility roundtables are carried out (1 report issued per roundtable)	2026-04-30	0%	15%	Based on the estimated financing needs outlined in the national electric mobility	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
replication of low-carbon electric mobility					strategy and the list of public and private financial institutions, terms of reference have been developed for the organization of the first roundtable, which will be held in the third quarter of 2025. New provisional completion date: March 30, 2026	
3 Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.2.3: A synthesis report outlining the needs for targeted finance and initial schemes for respective financing products and mechanisms is developed and presented during a workshop.	2025-06-30	0%	50%	The national strategy for electric mobility proposed a five-year plan of activities from 2026 to 2030 with a financing requirement of \$120 million, as well as mechanisms for financing electric mobility. New provisional completion date: September 30, 2025	S
3 Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.2.4: Two e-mobility upscaling project concepts are prepared and submitted to the targeted financing institution	2025-09-30	0%	35%	Two project ideas were selected by the technical committee and validated by the 5th meeting of the steering committee. The consultant is currently developing these ideas into concept notes. New provisional completion date: September 28, 2025	S
4 Long-term environmental sustainability of low-carbon electric mobility	Output 4.1: A study to integrate renewable power for electric vehicle recharging is carried out.	2025-11-30	47%	50%	Work on preparing the study project aimed at integrating renewable energy into electric vehicle charging has begun and is ongoing. Data collection has been completed and the report is available. The new technical completion date for this output is now set for May 31, 2026.	S
4 Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.1.1: An International Charging & Renewable Energy integration and Battery expert is hire based on TORs including clear timelines and deliverables	2023-11-30	100%	100%	The International Charging & Renewable Energy integration and Battery expert was recruited in December 2023.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
4 Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.1.2: A draft study to integrate renewable power for electric vehicle recharging with a focus on rural applications and minigrid integration is developed, circulated for review and presented at a workshop	2025-08-31	40%	60%	The data collection structure has consulted with stakeholders and produced a report containing analyses of the data collected. The provisional report on charging infrastructure, taking into account interoperability, standards, and operating models, the integration of renewable energy for electric vehicle charging with a focus on rural applications, and the integration of mini-grids is currently being prepared.	S
4 Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.1.3: The study to integrate renewable power for electric vehicle recharging is finalized and disseminated to all local stakeholders and the Global Programme knowledge management focal point.	2025-11-30	0%	0%	The study will be finalized and released in 2025, once the study project under deliverable 4.1.2 has been completed and reviewed with national stakeholders. The new technical completion date for this deliverable is now set for September 30, 2025.	S
4 Long-term environmental sustainability of low-carbon electric mobility	Output 4.2: A scheme for collection, re-use, recycling and sound disposal of used electric vehicle batteries is developed and submitted for adoption.	2026-03-31	17%	35%	The production of this output has been delayed due to the recruitment of the data collection consortium. However, a data collection report enabling the development of a system for the collection, reuse, recycling, and environmentally sound disposal of used electric vehicle batteries is available.	S
4 Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.2.1: Together with the GEF 7 E-Mobility projects in Sierra Leone and Cote d'Ivoire, a coordinated approach to develop battery second and end-of-life regulation at the level of the ECOWAS is evaluated	2026-03-31	25%	50%	A data collection report is available. Activities related to this deliverable are ongoing. The draft regulatory proposal and the program for the sound management of used batteries are being developed by the international expert. New completion date: October 31, 2025	S
4 Long-term	Deliverable 4.2.2: A draft scheme for re-use, and collection for	2025-12-31	25%	50%	A data collection report is available. Work on	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
environmental sustainability of low-carbon electric mobility	recycling and sound disposal of used electric vehicle batteries is developed, circulated for review, and presented at a workshop				the regulatory proposal began in December 2023 and is still ongoing. The proposal will be presented and validated during the next review period, no later than the fourth quarter of 2024.	
4 Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.2.3: The scheme for reuse, and collection for recycling and sound disposal of used electric vehicle batteries is finalized and disseminated to all local stakeholders and the Global Programme knowledge management focal point.	2026-02-28	0%	0%	The final outline will be prepared once the previous deliverable 4.2.2 is completed. This deliverable is expected to be completed in the first quarter of 2026.	S

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

4 Risks

4.1 Table A. Project management Risk

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

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

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

4.2 Table B. Risk-log

Implementation Status (Current PIR)

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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
The growing demand from electric vehicles destabilizes the power supply	Outcome 4	M	L	L	L			L	=	The Government has continued its policy of extending the electricity network through the construction of solar and hydroelectric power

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										stations as well as the development of solar energy in rural areas. This will have to be assessed on a continuous basis as the EV market grows in Togo
Higher upfront cost of electric vehicles may pose a barrier to implementation and scale up of activities	Outcomes 2 and 3	M	L	L	L			L	=	The business plan put in place by the company Spiro (formerly M-Auto) has created the enabling environment to put a lot of electric motorcycles into circulation. Nevertheless, it will be necessary to wait for the evaluation of this price policy by the policy consultant to further assess this risk. This will be done in the next 2026 PIR
Conflicting interests making it impossible to find consensus or required compromises that render the strategy and action plan too vague.	Outcome 1	M	L	L	L			L	=	So far. The implementation of the project did not present any conflict of interest that negatively impacts the development of the national e-mobility strategy.
Objection or low commitment from industry and lack of interest or participation from market players/private sector.	Outcomes 2 and 3	M	L	L	L			L	=	A private sector operator (Spiro) which assembles electric motorcycles has been established in Togo since 2021. To date, they have deployed over 7,000 e-motorcycles as well as a battery swapping system in Lomé. Other operators are also looking to settle.
Time lag of results: Major results of the project may not be seen before the end of the project period.	All	S	L	L	L			L	=	This cannot really qualify as a risk to the project, since by nature most of the project expected outcomes will

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										only be achieved by the time the project reaches completion. Project results will be shared with the Global Program and the Africa Support & Investment Platform as they materialize.
Materials from EVs (e.g. from batteries) might generate environmental pollution	Outcome 4	S	L	L	L			L	=	The project has a dedicated component to tackle the issue of sound disposal of used electric vehicle batteries. This risk should be mitigated by activities under project Component 4.
2023 PIR risk: The project has incurred delay on the implementation of certain outputs due to the resignation of the previous CTA and to lengthy procurement processes.	All		M	L	L			L	=	A 2nd revision of the work plan was carried out in Q1 2025 and set new completion dates for all project deliverables/outcomes. taking into account the delays incurred. The new completion date is now 31 August 2026. MERF is working to meet this new plan.
2023 PIR risk: The original design of project Component 2 is no longer relevant. since the private sector has already started scaling up the deployment of e-motorcycles.			M	L	L			L	=	The Togolese electric vehicle market has grown organically since the project was designed in 2019-2020. Several thousands of electric motorcycles are already circulating in Togo, through a private sector initiative. not directly attributable to the GEF project. MEFR and UNEP have revised the demonstration

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										project initially planned under Component 2. considering piloting a small fleet of electric motorcycles in the public sector. The results of this pilot fleet will be presented in the next PIR.
2023 PIR risk: Coordination among key national stakeholder is still too sporadic.			M	L	L			L	=	The situation has improved during the period under review. The MERF organized 3 PSC meetings and several consultation workshops with the international experts and TWGs. Indeed, the MEFR has established TWG with representatives of key ministries/institutions (i.e. electric mobility technology. business models and financing of electric mobility. electric mobility policy). in order to support and appropriate the deliverables prepared by the international experts.
Risks from the 2024 PIR				N / A						
Delayed implementation of the e-motorcycle pilot may not yield results in time to inform future investments in electric governmental fleets by the public sector	Outcome 2			M	L			L	↓	The preparation of the feasibility for the e-motorcycle pilot project has faced significant delays, which is impacting the procurement of the EVs, training of drivers and start of the pilot operations. If the pilot starts too late, this will hinder the ability to draw lessons on the performance of

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										the e-motorcycle fleet and to inform future investments in EVs by the public sector. This risk is associated with the Moderate risk category "Implementation schedule" in section 4.1 above.
Delayed implementation of certain outputs may impact the overall project workplan and technical completion date	All			M	M			M	=	Several project outputs are experiencing implementation delays (in particular outputs 1.2, 2.1, 2.2, 3.2), which could have an impact on the MEFR's ability to complete all project activities by end of November 2025. This risk is associated with the Moderate risk category "Implementation schedule" in section 4.1 above.
Length governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Togo before project completion.	All			M	M			M	=	In the next few months, some of the key project deliverables such as the national e-mobility strategy, the reforms of EV imports & registration, the energy sector regulations, and the scheme for battery end-of-life management will be finalized. Once they are finalized, the next key step impacting the procurement of the EVs, training of drivers and start of the pilot operations. If the pilot starts too late, this will hinder the ability to draw lessons on the performance of

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										the e-motorcycle fleet and to inform future investments in EVs by the public sector. This risk is associated with the Moderate risk category "Implementation schedule" in section 4.1 above.
New risk identified in the 2025 PIR										
Lack of communication by the MEFR on project progress and challenges hinders UNEP's ability to ensure proper oversight.	All				M			M		Reporting and communications by the MEFR's PMU are not done in a sufficiently timely matter. Measures will need to be taken to improve the situation.
Overall risk rating			M	M	M			M	=	The overall project is rated at Moderate risk.

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

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Risks from the 2024 PIR					
Delayed implementation of the e-motorcycle pilot may not yield results in time to inform future investments in electric governmental fleets by the public sector	Action 1 [2024]: the PMU will have to ensure the EV pilot feasibility study (including specifications for the motorcycles) is finalized and validated by national	Action completed.The feasibility study for the new electric motorcycle pilot project in the public sector was developed, discussed, and validated by the various	N/A	N/A	N/A

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	stakeholders before the end of December 2024	stakeholders during a workshop held on June 20, 2025, at the Saint Lazaros Hotel in Lomé, and the final report is now available.			
	Action 2 [2024]: the PMU will ensure that the e-motorcycles operations begin in March 2025 to allow for a period of 9 months of pilot operations before project completion in November 2025	In parallel with the progress of the feasibility study, the coordination team worked with the MERF procurement department and the international expert to prepare the tender dossier for the provision of services. However, electric motorcycles will most likely not be available before the end of Q3 2025.	Action 1[2025] The electric motorcycles be purchased in the third quarter in 2025, so the pilot phase can then start in Q4 2025.	by 30 September 2025	MERF /PMU
Delayed implementation of certain outputs may impact the overall project workplan and technical completion date	Action 3 [2024]: as part of the July-December 2024 progress reporting exercise, MEFR and UNEP will determine whether the project is able to complete all activities by November 2025 or if an extension is needed.When: 15 February 2025	Action completed.The MEFR/PMU has prepared a revision of the work plan and budget (Rev 2), with a technical completion date extended to August 31, 2026. The revision entered into force on May 27, 2025.	N/A	N/A	N/A
Lengthy governmental	Action 4 [2024]: The PMU of	Action completed.A plan	N/A	N/A	N/A

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Togo before project completion.	the MEFR will prepare and share with UNEP a plan and timetable outlining the different steps and timelines of submission and adoption by the government of the following project deliverables:• The gender sensitive national e-mobility strategy • The policy / regulatory reforms package on (1) EV import, (2) EV registration and (3) the energy sector• The scheme for re-use, recycling and sound disposal of used EV batterieswhen 31 December 2024	and indicative timetable for the adoption of project deliverables by the government was shared with UNEP in June 2025.			
	Action 5 [2024]: The PMU of the MEFR will provide monthly updates to UNEP on the approval processes of the above listed deliverables by the government of Togo, and any challenges encountered.When:	A bi-monthly coordination meeting program between the PMU and UNEP is in place.	Action 2 [2025] The MERF/PMU will be responsible for monitoring, updating and ensuring compliance of the timetable / plan on deliverables submission and adoption by the government. Progress on the submission and	Every 2 weeks, until the technical completion date of the project	MERF/PMU /UNEP

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	January- November 2025		adoption will be reviewed periodically during bi-monthly coordination meetings with UNEP		
New risks identified in the 2025 PIR					
Lack of communication by the MEFR on project progress and challenges hinders UNEP's ability to ensure proper oversight.	N/A	N/A	Action 3 [2025]: The MEFR and UNEP will hold virtual coordination meetings every 2 weeks to discuss project progress and challenges.	Every 2 weeks, until the technical completion date of the project	PMU/UNEP

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

5 Amendment - GeoSpatial

Project Minor Amendments

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

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

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

Minor amendments

Results framework: The Togolese e-mobility market has started developing naturally since the time this project was designed in 2019-2020. An assembly plant for electric motorcycles has already been created in Lomé by a private sector actor. This company has also established a battery swapping scheme and financial mechanisms to support e-moto taxi drivers in accessing the technology. As of mid-2023, it was estimated that around 3,000 e-motorcycles were circulation in Togo, and that approximately 500 e-motorcycles were being added to the market every month. However, this cannot be directly attributed to the GEF project. Given this significant change in the Togolese context, the pilot project that was originally planned to be deployed under Component 2 would no longer be relevant. In consultation with the steering committee members during the PSC meeting held in May 2023, it was therefore decided to change the pilot project from a private e-moto taxi fleet into piloting

a small fleet of e-motorcycles in the public sector. As such, the project results framework has undergone a slight revision for the indicators / targets under Component 2 / Outcome 2. This was approved by UNEP in October 2023.

Components and cost: in order to accommodate a few changes related to the revision of the pilot under component 2 (see further details in the "Results framework" category above, the project has undergone a budget revision, which was approved by UNEP in October 2023.

Implementation schedule: the project has undergone a 2nd workplan revision to factor in the delays incurred on several outputs, which was approved by UNEP in May 2025. The project completion date has been pushed back to 31 August 2026.

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

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		2021-09-08	2021-09-30	2026-11-30	
Revision 1	Révision	2023-10-18	2023-10-18	2026-11-30	Workplan, Budget and Results framework revision, with a technical completion date remaining at 30 November 2025.
Revision 2	Extension	2025-05-20	2025-05-27	2027-08-31	Workplan and Budget revision, with a technical completion date extended to 31 August 2026.

GEO Location Information:

The Location Name, Latitude and Longitude are required fields insofar as an Agency chooses to enter a project location under the set format. The Geo Name ID is required in instances where the location is not exact, such as in the case of a city, as opposed to the exact site of a physical infrastructure. The Location & Activity Description fields are optional. Project longitude and latitude must follow the Decimal Degrees WGS84 format and Agencies are encouraged to use at least four decimal points for

greater accuracy. Users may add as many locations as appropriate. Web mapping applications such as OpenStreetMap or GeoNames use this format. Consider using a conversion tool as needed, such as: <https://coordinates-converter.com> Please see the Geocoding User Guide by clicking [here](#)

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Lomé. Togo	6.12874	1.22154	2365267		

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

N/A

[Annex any linked geospatial file]