

# GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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

## 1 PROJECT IDENTIFICATION

### 1.1 Project Details

<b>GEF ID:</b> 10272	<b>Umoja WBS:</b> SB-017818
<b>SMA IPMR ID:</b> 84906	<b>Grant ID:</b> S1-32GFL-000675
<b>Project Short Title:</b> Togo E-mobility	
<b>Project Title:</b> Support the Shift to Electric Mobility in Togo	
<b>Duration months planned:</b>	48
<b>Duration months age:</b>	31
<b>Project Type:</b>	Medium Sized Project (MSP)
<b>Parent Programme if child project:</b>	10114
<b>Project Scope:</b>	National
<b>Region:</b>	Africa
<b>Countries:</b>	Togo
<b>GEF Focal Area(s):</b>	Climate Change Mitigation
<b>GEF financing amount:</b>	\$ 423,716.00
<b>Co-financing amount:</b>	\$ 1,220,000.00
<b>Date of CEO Endorsement/Approval:</b>	2021-06-11
<b>UNEP Project Approval Date:</b>	2021-09-08
<b>Start of Implementation (PCA entering into force):</b>	2021-09-30
<b>Date of Inception Workshop, if available:</b>	2022-09-05
<b>Date of First Disbursement:</b>	2021-12-06
<b>Total disbursement as of 30 June 2024:</b>	\$ 213,000.00
<b>Total expenditure as of 30 June:</b>	\$ 83,400.00

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

## 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.

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**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

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

## 2 Overview of Project Status

### 2.1 UNEP PoW & UN

<b>UNEP Current Subprogramme(s):</b>	Thematic: Climate action subprogramme
<b>UNEP previous Subprogramme(s):</b>	N/A
<b>PoW Indicator(s):</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>UNSDCF/UNDAF linkages</b>	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.
<b>Link to relevant SDG Goals</b>	<ul style="list-style-type: none"> <li>Goal 13: Take urgent action to combat climate change and its impacts</li> </ul>
<b>Link to relevant SDG Targets:</b>	<ul style="list-style-type: none"> <li>13.2 Integrate climate change measures into national policies, strategies and planning</li> </ul>

### 2.2. GEF Core and Sub Indicators

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

Indicators	Targets – Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated	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 2025.
11- People benefitting from GEF-financed investments	N/A	Total: 1,341 (Women: 515 ; Men: 824)	Total: 1,341 (Women: 515 ; Men: 824)	Total: 143 (Women: 39 ; Men: 104)

Implementation Status 2024: 2nd PIR

### 2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2024	2nd PIR	S	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				

#### Summary of status

As a recommendation from the 2023 PIR, the Ministry of Environment and Forestry Resources prepared a project revision to factor in the delays incurred in kicking off the project activities, and also to change the pilot project under component 2 given the evolving national context on e-mobility.

Indeed, 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 is estimated that around 3,000 e-motorcycles were in 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. As such, in consultation with the steering committee members during the PSC meeting held in May 2023, it was 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.

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### **Rating towards outcomes:**

The project management unit (PMU) was established and stabilized following the recruitment of the new Chief Technical Advisor in March 2023. A project revision including and updated budget, workplan and results framework (factoring in the delays incurred and the adjustments to component 2 mentioned above) was prepared by the PMU and approved by UNEP in October 2023. The PMU then completed in December 2023 the recruitment process of all the project's international experts responsible for producing the various deliverables. While project implementation has gained significant momentum over the 1st semester of year 2024, some of the project outputs are still lagging behind (in particular the e-motorcycle pilot project) and will have to be closely monitored by the PMU over the next few months, to avoid incurring further delays.

Nonetheless, the conditions for a successful implementation of the project are now in place. As such, and based on the elements detailed in section 3.1 of the PIR, the progress towards the achievement of expected outcomes is rated as "**Satisfactory**".

### **Rating towards Outputs:**

#### **Component 1: Institutionalization of low-carbon electric mobility.**

The cross-sector coordination body for electric mobility is currently being set up and discussions have been held on the institutional framework, nature, tasks and composition of the body (output 1.1.).

The International Policy, Business and Strategy expert was recruited in Q4 2022. Preliminary consultations on the strategy were held in May 2023. A first draft of the strategy was submitted for review in November 2023. An updated version is currently being prepared and will be presented to national stakeholders in September 2024 (output 1.2). However, the work under this output is running late compared to the workplan revision 1.

Representatives from the government of Togo participated in 3 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 (output 1.3).

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

The work related to the preparation of the feasibility study for the new e-motorcycle pilot in the public sector has experienced significant delays. The draft feasibility study is still under preparation and should be presented to national stakeholder by the end of year 2024 (output 2.1).

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The procurement of the pilot e-motorcycles, the training of the drivers and the beginning of the pilot operations are now being postponed to early 2025 (output 2.2).

The work relating to the awareness raising campaign has also been slightly delayed (output 2.3). A draft of the communication strategy was prepared which will be submitted for validation by stakeholders during the Q3 2024. The preparation of communication materials will start in Q4 2024 and the awareness raising campaign in Q1 2025.

Component 3: Preparing for the expansion and replication of low-carbon electric mobility.

The draft policy / regulatory proposals (vehicle import taxation and regulation, vehicle registration, power sector regulations) are under preparation and are expected to be shared with national stakeholders for review in Q4 2024 (output 3.1).

The activities related to the e-mobility business roundtables to develop a financial scheme and concepts for e-mobility upscaling will start in the next reporting period (output 3.2).

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

The International Charging & Renewable Energy integration and Battery expert was recruited in December 2023. The work related to the preparation of the draft study to integrate RE power for EV charging (output 4.1) started in December 2023 and is ongoing. The draft regulatory proposal and scheme for sound management of used batteries (Output 4.2) are also under preparation by the international expert. These studies / proposals will be presented to and validated by national stakeholders during the 2nd half of year 2024.

While the project implementation has gained significant momentum during the period under review, there are still a few outputs that are getting delayed vis-a-vis the timelines set in workplan revision 1. Based on this, the project's progress towards delivering the Outputs is considered to be "**Marginally Satisfactory**".

**Risk Rating:**

Three (3) new 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. Based on this, the project is considered at “**Moderate**” risk.

## 2.4 Co Finance

<b>Planned Co-finance:</b>	\$ 1,220,000
<b>Actual to date:</b>	1,070,065
<b>Progress</b>	<p><b>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</b></p> <p>The total cumulative co-finance mobilized since project start is US\$ 1,070,065, corresponding to approximately 88% of the pledged co-finance. During the period under review (July 2023 to June 2024), the following contributions were mobilized:</p> <p>The Ministry of Environment and Forestry Resources (MEFR) has mobilized US\$ 35,000 in the form of in-kind contributions.</p> <p>The Ministry of Road, Air and Rail Transport (MTRAF) mobilized US\$ 30,000 in the form of in-kind contributions and US\$ 14,580 in the form of grant.</p> <p>The Ministry of Mines and Energy has not mobilized US\$ 55,000 in the form of in-kind contributions and US\$ 500,000 in the form of public investments.</p> <p>UNEP’s Sustainable Mobility Unit (SMU) mobilized US\$ 20,000 in the form of in-kind contributions and US\$ 30,065 in the form of grant through the SolutionsPlus project.</p> <p>The MEFR continued its in-kind contributions during the period through office premises and utilities (furniture, electricity, water, etc.), partial remuneration of the Chief Technical Advisor, time spent by the National Project Director and other support staff for the GEF project, such as time spent by other Ministry executives in preparing / reviewing / validating the ToRs and conducting the recruitment process for experts/consultants.</p> <p>The public investment from the the Ministry of Mines and Energy is related to the construction of a 50 MW photovoltaic power plant in Blitta. The Ministry also provided in-kind contributions in the form of staff time for participation in the different meetings / workshops of the project.</p> <p>The Ministry of Transport's grant contribution is associated with the development of a study on the transport industry and the renewal of the vehicle fleet. In kind contributions are related with staff time for participation in the GEF project activities.</p> <p>The grant contribution from UNEP SMU / SolutionPlus co-financing was provided through private company MANA Mobility Ltd. The company purchased 20 electric-assisted bicycles (each including two batteries, helmets, and padlocks), set up a battery exchange station, and recruited 20 women drivers in Togo to partnerp with e-commerce platforms. The UNEP SMU also continued its technical assistance in the evaluation of the consultants’ reports / deliverables.</p>

## 2.5. Stakeholder

<b>Date of project steering committee meeting</b>	2024-06-20
<b>Stakeholder engagement (will be uploaded to GEF Portal)</b>	<p>During the period under review, the MERF organized the 3rd and the 4th PSC meetings as well as several consultation workshops with the national stakeholders and technical working groups (TWG).</p> <p>The 3rd PSC meeting was held on 28 December 2023 and was broadened to the members of the newly created TWGs. The meeting was attended by 51 people, including 15 women and 36 men. This meeting provided an opportunity to take stock of the project's progress in 2023 and to present the budget and workplan revision 1, and to start discussing the preparation of the national e-mobility strategy for Togo.</p> <p>The 4th PSC meeting was held on 20 June 2024 and was attended by 23 participants, including 7 women and 16 men. The meetings provided an opportunity to validate the 2024 work plan and budget and to discuss the establishment of the national coordination body for electric mobility.</p> <p>Back to back with the 4th PSC meeting, a series of consultation workshops involving the project's TWGs were also held from 18 to 20 June 2024. During these workshops, various topics were discussed, such as the role of the TWGs, the progress in the preparation of the national e-mobility strategy for Togo, the communication strategy of the project, EV financing, EV charging, battery end-of-life, as well as feedback on the participation in the events organized by the Regional Support and Investment Platform of the Global E-mobility Programme.</p>

## 2.6. Gender

<b>Does the project have a gender action plan?</b>	Yes
<b>Gender mainstreaming (will be uploaded to GEF Portal):</b>	<p>Gender plays an important role in the implementation of the project. Thus, efforts are being made to increase women's participation in project activities. In 2022, the PMU developed a 3-page guide on gender representation and distributed it to the various project partners.</p> <p>For the activities carried out to date, the situation of women's participation is as follows:</p>

	<ul style="list-style-type: none"> <li>• The project's inception workshop organized on 5 September 2022 brought together a total of 37 participants, including 9 women (24%) and 28 men (76%).</li> <li>• The 1st PSC meeting had a total of 10 participants, including 1 woman (10%) and 9 men (90%);</li> <li>• The 2nd PSC meeting including the technical workshop group held on 16 May 2023 brought together a total of 26 participants, including 8 women (31%) and 18 men (69%);</li> <li>• The stakeholder consultation workshop organized on 17 May 2023 with national stakeholders to present the project brought together a total of 35 participants including 9 women (26%) and 26 men (74%);</li> <li>• The 3rd PSC including the consultation workshop on the national strategy held on 28 December 2023 was attended by 51 people including 15 women (29%) and 36 men (71%);</li> <li>• The 4th PSC meeting including the consultation workshops on the national strategy and the meetings of the technical working groups, held from 18 to 20 June 2024 brought together 23 participants including 7 women (30%) and 16 men (70%)</li> </ul> <p>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.</p> <p>Finally, as the international expert finalizes the work on the national e-mobility strategy in the next few months, the PMU will need to ensure the strategy is gender responsive.</p>
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## 2.7. ESSM

<b>Moderate/High risk projects (in terms of Environmental and social safeguards)</b>	<b>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</b> No <b>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</b>  N/A
<b>New social and/or environmental risks</b>	<b>Have any new social and/or environmental risks been identified during the reporting period?</b> No <b>If yes, describe the new risks or changes?</b>

	N/A
<b>Complaints and grievances related to social and/or environmental impacts</b>	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</p> <p>No</p> <p>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</p> <p>N/A</p>
<b>Environmental and social safeguards management</b>	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

<b>Knowledge activities and products</b>	<p>During the period under review, representatives from the government of Togo participated in 3 peer-to-peer / knowledge sharing events organized by the African Regional Support and Investment Platform of the GEF-7 Global E-Mobility Programme:</p> <ul style="list-style-type: none"> <li>• The Global Conference on Electric 2-3 Wheelers from 9 to 12 October 2023 in Bangkok, Thailand</li> <li>• The workshop on Used Electric Vehicles, Battery End-of-Life and Circularity, held from 24 to 25 April 2024 in Nairobi, Kenya</li> <li>• The 2nd African E-mobility Forum held from 14 to 17 May 2024 in Dakar, Senegal</li> </ul>
<b>Main learning during the period</b>	Refer to the elements provided above.

## 2.9. Stories

<b>Stories to be shared</b>	<p>During the period under review, a short video clip was prepared by UNEP on the Togo e-mobility project, and presented in the 7th GEF Assembly in August 2023.</p> <p>The video clip can be found on the following link: <a href="https://www.youtube.com/watch?v=9nvm_I-OFyM">https://www.youtube.com/watch?v=9nvm_I-OFyM</a></p>
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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	Baseline A: 0	Mid-point target A: N/A	End-of-project Target A: Direct: 134,135 tCO2 Indirect: 312,272 tCO2 (by year 2036)	N/A	Reporting against this indicator will only be possible towards project completion., towards the end of year 2025.	S
	Indicator B: Number of direct beneficiaries of the project, disaggregated by gender	Baseline B: 0	Mid-point target B: N/A	End-of-project target B: Women: 515 ; Men: 824 ; Total: 1,341	Total: 143 (Women: 39 ; Men: 104)	So far, the project has directly benefited to a total of 143 individuals, among which 39 women and 104 men. However, given that the pilot project under component 2 has changed from e-motorcycle taxis expected to transport passengers to e-motorcycles used for deliveries in the public sector, it is likely the target that had been set during project design will not be met.	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	Baseline 1.1: No	Mid-point target 1.1: The national coordination body is established	End-of-project target 1.1: Yes - The coordination body remains operational	The nature, tasks and composition of the coordination body is under discussion among national	The steering committee for the electric mobility project was set up based on the interministerial decree signed by the Minister of the Environment and Forest Resources, the Minister of Road, Air and Rail Transport and the Minister of	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
			and includes all key institutions. It has formulated shared goals and defined roles & responsibilities of all members.	and has agreed on post-project plan to promote e-mobility. - The national coordination body has at least 1 female member .	stakeholders.	Energy and Mines. This is interministerial decree No. 0048/MERF/MTRAF/MDEM, of December 17, 2021, defining the institutional framework for steering the process of developing and monitoring the implementation of the green mobility program integrating electric mobility.The 3rd (December 2023) and 4th (June 2024) PSC meetings began discussions with stakeholders to set up the national coordination body for electric mobility.The establishment of this body will be finalized during the next review period.	
	Indicator 1.2: The government of Togo endorses a gender sensitive national strategy to promote low-carbon electric mobility	Baseline 1.2: No	Mid-point target 1.2: The respective Ministries are discussing the draft strategy.	End-of-project target 1.2: Yes	The draft strategy was prepared and discussed with national stakeholder. An updated version is being prepared.	Consultations were organized in May 2023 to discuss the e-mobility strategy with economic operators of electric motorcycles, public administration, civil society (including non-governmental organizations), financial organizations (including banks, microfinance), technical and financial partners. A 1st draft was developed and shared in November 2023 for review / comments. The strategic orientations were further validated in June 2024 and a updated version of the strategy is expected in the 3rd quarter of 2024.	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
	Indicator 1.3: # of reports on best practices and lessons learned on low carbon electric mobility shared with the global e-mobility programme	Baseline 1.3: 0	Mid-point target 1.3: n.a.	End-of-project target 1.3: 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: # of governmental / public institutions committing to include electric vehicles in its future public procurement plans [REVISED]	Baseline 2.1: 0	N/A	End-of-project target 2.1: 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 towards the end of year 2025, 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 1]	MS
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 3.1: # of policies to incentivize the uptake of electric mobility submitted for adoption by the government	Baseline 3.1: 0	Mid-point target 3.1: 3 draft policies	End-of-project target 3.1: 3 policies submitted for adoption	The policy / regulatory proposal drafts are under preparation.	Consultations were organized in May 2023 with economic operators of electric motorcycles, public administration, civil society (including non-governmental organizations), financial organizations (including banks, microfinance), technical and financial partners. The draft policy / regulatory proposals are under preparation and are expected to be shared with national stakeholders for review in Q4 2024.	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
	Indicator 3.2: # of financing concepts for e-mobility replication and / or upscaling in Togo submitted to financial institutions for approval	Baseline 3.2: 0	Mid-point target 3.2: N/A	End-of-project target 3.2: 2 e-mobility concepts submitted for approval	0	Consultations were organized by this expert in May 2023 with economic operators of electric motorcycles, public administration, civil society (including non-governmental organizations), financial organizations (including banks, microfinance), technical and financial partners. The concept notes to access additional financing will start being prepared during the next reporting period.	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	Baseline 4.1: No	Mid-point target 4.1: N/A	End-of-project target 4.1: Yes	The study is under preparation.	A 1st draft of the study on e-mobility and renewable power integration in Togo is expected to be submitted during Q4 of 2024.	S
	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	Baseline 4.2: No	Mid-point target 4.2: N/A	End-of-project target 4.2: Yes	Draft scheme under development	A 1st draft of the scheme for re-use, recycling and sound disposal of used electric vehicle batteries is expected to be submitted by Q4 2024.	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	2025-11-30	31%	47%	The cross-sector coordination body for electric mobility is currently being set up. Discussions have been held on the institutional framework, nature, tasks and composition of the body.	S
	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.	2023-05-31	100%	100%	This was completed in previous reporting periods.	S
	Deliverable 1.1.2: Quarterly coordination body meetings are carried out and annual summary reports are issued.	2025-11-30	25%	40%	The 4th PSC meeting including the technical working group was held on 20 June 2024. Recommendations were made to enable the technical working groups to hold meetings in 2024 and to set up the national coordinating body on the basis of Decree no. 2021-082/PR of 11 August 2021, which sets out the conditions for importing, assembling, manufacturing and marketing electric or hybrid vehicles or converted thermal vehicles in Togo and establishes an approval committee.	S
	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	2024-11-30	0%	50%	The government's intersectoral coordination body for the promotion of low-carbon electric mobility has not yet been formally established. However, the aforementioned Decree No. 2021-082/PR of 11 August 2021 set up an approval committee responsible for examining applications for any activity involving	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
					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. Discussions are underway to set up a national coordination body based on this committee and steering committee.	
	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)	2025-09-30	0%	0%	Once the various studies are completed and available and the institutional arrangements for promoting electric mobility are in place, a report on lessons learned will be prepared towards the end of the project.	S
	Output 1.2: A national strategy for electric mobility, including gender sensitive business development in the transport sector is developed and submitted for adoption.	2024-05-31	15%	57%	The International Policy, Business and Strategy expert was recruited in Q4 2022. Preliminary consultations on the strategy were held in May 2023. A first draft of the strategy was submitted for review in November 2023. An updated version is currently being prepared and will presented to national stakeholders in September 2024. The work under this output is behind schedule, New tentative completion date: 31 December 2024	MS
	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.	2023-09-30	25%	100%	A preliminary consultation workshop was held after the second meeting of the PSC on 16 May 2023. This workshop included economic operators of electric motorbikes, public administration, civil	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
					society (including NGOs), financial organisations (including banks, microfinance), technical and financial partners. Additional consultation workshops will be 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	
	Deliverable 1.2.2: Transport and energy sector data including vehicle fleet and current policy frameworks are collected and consolidated.	2023-07-31	50%	90%	The consultations mentioned above have enabled the expert to begin collecting data on the transport and energy sectors. A report on the data will be prepared by the end of August 2024. New tentative completion date: 30 September 2024	MS
	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.	2023-09-30	50%	70%	The draft national e-mobility strategy is currently being finalized. A first draft was submitted on 27 November 2023 and discussed with stakeholders. An updated draft was prepared and the strategic guidelines were validated on 19 June 2024. New tentative completion date: 30 September 2024	MS
	Deliverable 1.2.4: The final national gender-sensitive e-mobility strategy is presented in a workshop	2023-11-30	0%	25%	The strategic guidelines for the draft strategy were presented and validated on 19 June 2024. New provisional completion date : 31 December 2024	MS

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
	Deliverable 1.2.5: Final national gender sensitive e-mobility strategy is submitted for adoption.	2024-05-31	0%	0%	This action will be initiated during the next review period. New provisional completion date : 31 March 2025	MS
	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).	2025-04-30	0%	63%	Representatives from the government of Togo participated in 3 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
	Deliverable 1.3.1: Participation in three Africa Platform / Community of Practice events (+ 1 report for each event)	2025-01-31	0%	34%	The project took part in the 2nd African Electromobility Forum, held from 14 to 17 May 2024 in Dakar, Senegal. Togo was represented by a participant from the Directorate General of Energy, a representative from the Directorate of Road and Rail Transport and the Chief Technical Adviser. New provisional completion date : 31 October 2025	S
	Deliverable 1.3.2 : Participation in three electric mobility / electric 2&3 wheeler training events (+ 1 report for each event)	2025-04-30	0%	67%	The project participated in the World Conference on Electric 2&3 Wheel Mobility from 9-12 October 2023 in Bangkok and a mission report was produced. The project also took part in the workshop on Used electric vehicles, end-of-life batteries and circularity - held from 24 to 25 April 2024 in Nairobi, Kenya.	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
	Deliverable 1.3.3: Participation in two financing / marketplace events (+ 1 report for each event)	2024-11-30	0%	50%	During the world conference on electric 2- and 3-wheel mobility in Bangkok and during the 2nd African e-mobility forum, the themes of electric vehicle finance were addressed with the participation of local and international financial institutions. New provisional completion date : 31 October 2025	S
	Deliverable 1.3.4: Participation in one e-mobility replication event (+ 1 report for each event)	2025-03-31	0%	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]	2024-03-31	24%	48%	The work related to the preparation of the feasibility study for the new e-motorcycle pilot in the public sector has experienced significant delays. The draft feasibility study is still under preparation and should be presented to national stakeholder by the end of year 2024.	MU
	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]	2023-09-30	82%	95%	An international expert and a national consultant in electric mobility technology were recruited in December 2023 and have started their assignments. The local university's contract is under final negotiation phase. New provisional completion date : 31 October 2024	MS

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
	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]	2024-02-28	15%	50%	The draft feasibility study for the pilot project is under preparation - this activity is behind schedule. New tentative completion date: 31 October 2024.	MU
	Deliverable 2.1.3: The feasibility study and implementation plan for the governmental pilot fleet is presented and validated during a workshop [REVISED]	2024-03-31	0%	0%	The workshop on the feasibility study will be organized during the 4th quarter of 2024. The new expected completion date is 31 December 2024.	MU
	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]	2025-05-31	0%	0%	The work under this output has been significantly delayed. It will start once the feasibility study being developed under output 2.1 is completed and validated.	MU
	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]	2024-05-31	0%	0%	This action will be initiated once the feasibility study and the specifications under output 2.1 are completed. New provisional completion date : 31 January 2025	MU
	Deliverable 2.2.2: Training of e-motorcycle drivers [REVISED]	2024-06-30	0%	0%	This action will be initiated once the pilot electric motorcycles are procured. New provisional completion date : 28 February 2025	MU
	Deliverable 2.2.3: Operation of the 10 e-motorcycles for 9 months and collection & analysis of data with the support of the local university / partner institution (data set prepared) [REVISED]	2025-02-28	0%	0%	This e-motorcycle pilot operations will start in Q1 2025, once the e-motorcycles are procured and the drivers trained. Given the delays incurred, is it likely the project will not be able to pilot	MU

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					the EVs for a total of 9 months, before project completion.	
	Deliverable 2.2.4: A technical report summarizing the results of the pilot project is developed (including technical specifications for e-motorcycles and charging equipment) to support the upscaling of e-vehicles in governmental fleets [REVISED]	2025-04-30	0%	0%	The report will start being prepared in Q3 2025.	MU
	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]	2025-05-31	0%	0%	This action will be initiated during Q3 2025.	S
	Output 2.3: A national awareness raising campaign on e-mobility for the general public and for institutional stakeholders is implemented [NEW]	2025-08-31	0%	27%	The work under this output is running behind schedule. A draft of the communication strategy was prepared which will be submitted for validation by stakeholders during the Q3 2024. The preparation of communication materials will start in Q4 2024 and the awareness raising campaign in Q1 2025.	MS
	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]	2023-12-31	0%	80%	A provisional report of the communication strategy has been prepared and will be validated by all stakeholders during a workshop in September 2024. New tentative completion date: 30 September 2024.	MS
	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]	2025-02-28	0%	0%	The communications materials will be prepared in Q4 2024, once the strategy is validated. They will then be disseminated to start the awareness raising campaign early 2025.	MS
	Deliverable 2.3.3: 4 training / awareness-raising workshops for the	2025-08-31	0%	0%	The trainings and awareness raising	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
	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]				workshops will start in Q4 2024.	
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.	2024-11-30	15%	21%	The draft policy / regulatory proposals are under preparation and are expected to be shared with national stakeholders for review in Q4 2024.	MS
	Deliverable 3.1.1: A draft proposal to reform vehicle import taxation and regulation is developed	2024-03-31	25%	35%	The draft proposal for reform of taxation and regulation of vehicle imports is being developed and the interim document will be available in Q4 2024. New tentative completion date: 31 March 2025.	MS
	Deliverable 3.1.2: A draft proposal to reform vehicle registration is developed	2024-03-31	25%	35%	Discussions on the draft reform of vehicle registration are ongoing with the Ministry of Road, Air and Rail Transport. A reform proposal will be developed jointly with the Road Transport Directorate and the interim document will be available in Q4 2024. New tentative completion date: 31 March 2025.	MS
	Deliverable 3.1.3: A draft proposal of power sector regulations is developed	2024-03-31	25%	35%	Discussions are also underway with the Directorate General of Energy to reflect on and develop a draft text regulating the electricity sector. The provisional document will be available during Q4 2024. New provisional completion date:	MS

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
					31 March 2025	
	Deliverable 3.1.4: A package of policy proposals is circulated for review and presented at a workshop	2024-07-31	0%	0%	Discussions are also underway with stakeholders. The policy / regulatory proposals will be presented in a workshop in Q1 2025. New provisional completion date: 31 March 2025	MS
	Deliverable 3.1.5: A consolidated package of policy proposals is presented is submitted for adoption.	2024-11-30	0%	0%	The policy / regulatory proposals will be submitted to the Government for adoption during the next review period. New tentative completion date: 31 May 2025.	MS
	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	2025-02-28	0%	0%	The activities related to this output will begin in Q3 2024. The new tentative completion date for the output is 30 June 2025.	MS
	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)	2023-11-30	0%	0%	This activity of identifying private sector actors and international / national financial institutions interested in e-mobility has not yet been carried out. New tentative completion date: December 31, 2024	MU
	Deliverable 3.2.2: Three private sector and finance e-mobility roundtables are carried out (1 report issued per roundtable)	2024-11-30	0%	0%	This activity of organizing round tables with the private sector and financing institutions will start in Q4 2024. The new tentative completion date is 30 June 2025.	MS
	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	2024-08-31	0%	0%	This activity will start in February 2025. New tentative completion date: 30 June 2025.	MU

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
	workshop.					
	Deliverable 3.2.4: Two e-mobility upscaling project concepts are prepared and submitted to the targeted financing institution	2025-02-28	0%	0%	The work related to this product will start in Q3 of 2024. The new technical completion date is 30 June 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.	2025-01-31	8%	47%	The work related to the preparation of the draft study to integrate RE power for EV charging started in December 2023 and is ongoing. The new technical completion date for this output is now 30 June 2025.	S
	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	25%	100%	The International Charging & Renewable Energy integration and Battery expert was recruited in December 2023.	S
	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	2024-06-30	0%	40%	The work related to the preparation of the draft study to integrate RE power for EV charging started in December 2023 and is ongoing. The draft study is expected to be completed and shared with national stakeholders in Q4 2024.	MS
	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.	2025-01-31	0%	0%	The study will be finalized and disseminated in 2025, once the draft study under deliverable 4.1.2 is completed and reviewed with national stakeholders. The new technical completion date for this deliverable is now 30 June 2025.	S
	Output 4.2: A scheme for collection, re-use, recycling and sound disposal of used electric vehicle batteries is developed and submitted for adoption.	2025-02-28	0%	17%	The activities under this output are underway. The draft regulatory proposal and scheme for sound management of used	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
					batteries are under preparation by the international expert.	
	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	2024-11-30	0%	25%	The work on the regulatory proposal started in December 2023 and is still ongoing. The proposal will be presented and validated during the next review period, in Q4 2024 latest.	S
	Deliverable 4.2.2: A draft scheme for re-use, and collection for recycling and sound disposal of used electric vehicle batteries is developed, circulated for review, and presented at a workshop	2024-08-31	0%	25%	The preparation of the draft scheme started in December 2023 and is still ongoing. The draft scheme will be presented and validated during the next review period, in Q4 2024 latest.	S
	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.	2025-02-28	0%	0%	The final scheme will be prepared once the previous deliverable 4.2.2 is completed. This deliverable is expected to be completed in Q1 2025.	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	Low	Low
6 Reporting	Low	Low
7 Capacity to deliver	Low	Low

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

### 4.2 Table B. Risk-log

#### 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	=	The Government has continued its policy of extending the electricity network through the construction of solar and hydroelectric power stations as well as the development of solar energy in rural areas. This will

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										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	=	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 2025 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	=	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	=	A private sector operator (Spiro) which assembles electric motorcycles has been established in Togo since 2021. To date, they have deployed over 5,104 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	=	This cannot really qualify as a risk to the project, since by nature most of the project expected outcomes will only be achieved by the time the project reaches completion. Project

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										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	=	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	↓	Although some project deliverables have been delayed, this is not expected to impact MERF's ability to conclude the project before the technical completion date of 30 November 2025. A revision of the work plan was carried out in October 2023 and set new completion dates for all project deliverables/outcomes, taking into account the delays incurred. 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	↓	The Togolese electric vehicle market has grown organically since the project was designed in 2019-2020. As of 31 December 2023, approximately 5.104 electric motorcycles are circulating in Togo and approximately 500 electric

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										motorcycles are added to the market each month. This is a private sector initiative. not directly attributable to the GEF project. MEFR and UNEP have revised the demonstration 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	↓	The situation has improved during the period under review. The MERF organized 2 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.
New risks identified in the 2024 PIR				N/A						
Delayed implementation of the e-motorcycle pilot may not yield results in time to inform future investments in electric	Outcome 2			M				M		The preparation of the feasibility for the e-motorcycle pilot project has faced significant delays, which is

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
governmental fleets by the public sector										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 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		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.				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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										will be for the MEFR to ensure that they are formally adopted / endorsed by the government of Togo before project completion. The MEFR will have to closely manage these processes to ensure the project achieves the expected outcomes by November 2025. This risk is associated with the Moderate risk category "Implementation schedule" in section 4.1 above.
Overall risk rating			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 identified in the 2023 PIR					
The project has incurred delay on the implementation of certain outputs due to the resignation of the previous	Action 1 [2023]:MEFR will work with UNEP on preparing a workplan and budget revision to reflect the delays incurred and set	Action cleared.			

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
CTA and to lengthy procurement processes.+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.	new completion dates for the different project deliverables / outputs. This workplan and budget revision will include the provisions for the redesign of Component 2.A final version of the workplan and budget revisions shall be shared with UNEP for approval.				
	Action 2 [2023]:The revised workplan and component 2 redesign will be presented in the next PSC meeting.	Action cleared.			
Coordination among key national stakeholder is still too sporadic.	Action 3 [2024]:MEFR to share with UNEP and national stakeholders a planning of the expected PSC & coordination body meeting dates until end of year 2024.	Action cleared.			
	Action 4 [2023]:PMU to establish thematic technical working groups (i.e. e-mobility technology. e-mobility business models and finance. e-mobility	Action cleared.			

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	policy) and share list with UNEP				
New risks identified in 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	N/A	N/A	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 stakeholders before the end of December 2024	31 December 2024	PMU / international expert on EV technology
			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	March 2025	PMU / e-motorcycles provider / beneficiary institutions
Delayed implementation of certain outputs may impact the overall project workplan and technical completion date	N/A	N/A	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 of	15 February 2025	MEFR / PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			the technical completion date may be required. If so, the MEFR will prepare a draft workplan revision 2 and share with UNEP for review by 15 February 2025.		
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.	N/A	N/A	Action 4 [2024]: The PMU of 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 batteries	31 December 2024	MEFR / PMU
			Action 5 [2024]: The PMU of the MEFR will provide	From January to November 2025	MEFR / PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			monthly updates to UNEP on the approval processes of the above listed deliverables by the government of Togo, and any challenges encountered.		

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 workplan revision to factor in the delays incurred on several outputs, which was approved by UNEP in October 2023. The project completion date remains the same as 30 November 2025.

## 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	Revision	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.

### 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]