Project Implementation Report

FISCAL YEAR 2026

Reporting period: 1 July 2025 to 30 June 2026

UNEP GEF Coordination Office

United Nations Environment Programme

SECTION 1

1 PROJECT IDENTIFICATION

ℹ *In this section, you'll identify your project. Most fields are basic facts about the project that don't change year to year (project ID, title, financing, dates, key contacts).*

1.1 Project Details

REFERENCE NUMBERS

GEF ID * *The 4–6 digit identifier from the GEF database.*	10272
Umoja WBS * *Format: SB-XXXXXX. Found in the project's Umoja record.*	Umoja WBS : SB-017818
SMA IPMR ID *The Strategic Management Application Implementation Plan and Monitoring Report ID.*	SMA IPMR ID : 84906
Grant ID *Format: S1-XXXXX-NNNNNN.*	S1-32GFL-000675

PROJECT IDENTITY

Project Short Name * *A short name to identify the project in lists. E.g. "Togo E-mobility".*	Togo E-mobility
Full Project Title * *The full official title from the ProDoc.*	Support the Shift to Electric Mobility in Togo
Project Type *	Medium-sized project (MSP)
Parent Programme *(Optional)* *If this is a child project of a larger programme, name the parent.*	10114
Project Scope *	National
Region * *E.g. "Asia Pacific" — or list multiple if cross-regional.*	Africa
Countries * *List all project countries. Write them however you usually do — comma-separated, line-break, etc.*	Togo
GEF Focal Area(s) * *E.g. Climate Change Mitigation, Biodiversity, International Waters, Land Degradation, Chemicals & Waste.*	Climate Change Mitigation

DURATION

Planned Duration * *In months. E.g. "48".*	48
Project Age at Reporting Date * *How long the project has been running, in months.*	55

FINANCIALS

GEF Financing Amount * *Total GEF grant amount.*	$ 423,716.00
Co-financing (Total Planned) * *Total co-financing pledged at CEO endorsement.*	$ 1,220,000.00
Co-financing (Actual to date) * Total co-financing materialized to date — verified actual amount.	$ 1,214,065.00
Total Disbursement (as of 30 June) * *Total disbursed by UNEP since project start.*	$ 380,048.03
Total Expenditure (as of 30 June) * *Total spent by EA since project start.*	$ 236,341.73

KEY DATES

CEO Endorsement / Approval *	11/06/2021
UNEP Project Approval Date *	08/09/2021
Start of Implementation * *Date PCA came into force.*	30/09/2021
Date of Inception Workshop *(Optional)*	05/09/2022
Date of First Disbursement *	06/12/2021
Completion Date — Original PCA *	30/11/2025
Completion Date — Revised / Current PCA *(Optional)* *Only fill if the project has been formally extended or revised.*	31/08/2026
Midterm Review Undertaken? *	N/A
Actual Mid-Term Date *(Optional)* *Only fill if Midterm = Yes.*	

Expected Mid-Term Date *(Optional)* *Only fill if Midterm = No.*	
Expected Terminal Evaluation Date *	31/05/2027
Expected Financial Closure Date *	31/08/2027

1.2 Project Description

Describe the project in 3–5 paragraphs. Include the project objective, the problem being addressed, the main components, and the expected outcomes. If you've written this in the ProDoc, you can copy from there.

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 Contact

IMPLEMENTING AGENCY

Implementing Division(s) * *The UNEP division(s) leading this project.*	Climate Change Division
UNEP Portfolio Manager(s) *	Asher Lessels
UNEP Task Manager(s) *	Julien Lheureux
UNEP Budget / Finance Officer *	Tsungi Mutesva
UNEP Support / Assistants *(Optional)*	Hassan Coulibaly

EXECUTING AGENCY

Executing Agency(ies) * *Full official name as it appears in the PCA.*	Ministry of Environment and Forest Resources
Co-implementing Agency *(Optional)*	N/A
EA Manager / Representative *	Méry YAOU
EA Project Coordinator / Manager *	Tchannibi BAKATIMBE
EA Finance Manager *	Comlan AWOUGNON
EA Communications Lead *(Optional)*	N/A
Other Project Partners *(Optional)* *List any other organisations partnering on this project.*	N/A

SECTION 2

2 OVERVIEW OF PROJECT STATUS

ℹ *In this section, you'll describe how the project is progressing this year — the ratings, the co-finance, stakeholder engagement, gender, safeguards, and management risks.*

2.1 UNEP Programme of Work and UN Linkages

How this project links to UNEP's Programme of Work and UN frameworks.

Current UNEP Subprogramme(s) * *E.g. "Climate action subprogramme".*	Theme: Climate Action Sub-Program
Previous UNEP Subprogramme(s) *(Optional)* *Only if the subprogramme has changed during this project.*	N/A
PoW Indicator(s) *The Programme of Work indicators this project contributes to.*	Climate: (i) Number of national, subnational and private actors adopting climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.
UNSDCF / UNDAF Linkages *The UNSDCF/UNDAF outcome(s) this project contributes to.*	UNDAF 2019-2023 Increase employment and entrepreneurship among youth and women in order to benefit from decent employment opportunities in the agriculture, industry and services sectors Strengthen the resilience of the population in vulnerable areas to climate change and disaster risks by promoting equitable access to a decent living environment as well as natural resources and sustainable energy.
Relevant SDG Goal(s) * *E.g. "Goal 13: Climate Action, Goal 15: Life on Land".*	Goal 13: Take urgent action to address climate change and its impacts
Relevant SDG Target(s) * *E.g. "13.1, 13.2, 15.3".*	13.2 Integrating climate action into national policies, strategies and planning

2.2 GEF Core and Sub Indicators

One row per GEF core indicator or sub-indicator that this project reports against. Each indicator gets its own targets and materialised value. ***The first row below is shown as a sample — replace with your data.*** *Press Tab in the last cell to add new rows.*

Indicator	Mid-Term Target	End-of-Project Target	Total Target	Materialised to Date
6- Reduction of greenhouse gas emissions	N/A	Total Direct: 134,135 tCO2 Indirect: 312,272 tCO2 (by the year 2036)	Total Direct: 134,135 tCO2 Indirect: 312,272 tCO2 (by the year 2036)	0
11- Persons	N/A	Total: 1,341 (Women:	Total: 1,341	Total direct beneficiaries

benefiting from investments financed by the GEF		515; Men: 824)	(Women: 515; Men: 824)	since the beginning of the project: Women: 101 Men: 222 Total: 323

Need more rows? Press Tab in the last cell of the bottom row to add an indicator.

2.3 Implementation Status & Risk

Fill in the PIR number and rating codes for THIS reporting year (FY 2026 — the leftmost column). Past years will be filled in automatically by the Implementing Agency (UNEP) from prior PIRs. If you see past-year cells that are blank, leave them as they are.

Past-year columns (FY 2025 and earlier) are auto-filled by UNEP from prior PIRs — do not edit. Only fill the FY 2026 column.

	FY 2026 THIS YEAR	FY 2025	FY 2024	FY 2023
PIR #	4th PIR	3rd PIR	2nd PIR	1st PIR
Outcomes rating	MS	S	S	S
Outputs rating	MS	S	MS	MU
Risk rating	M	M	M	M

Summary of Progress this Reporting Period

Summarise progress towards outcomes and outputs, including the key achievements this reporting period. This is the most important narrative in the report — take your time.

Substantial progress has been made in strengthening the institutional, strategic and regulatory framework for electric mobility in Togo. The gender-sensitive national strategy was submitted for ministerial review in June 2026. The draft decree establishing the national coordinating body, once finalized, can be submitted to the Government in the third quarter of 2026; the consolidated report on the regulatory framework, financial mechanisms and reform proposals was submitted to the Government in March 2026. Two financing concepts have also been developed and submitted to technical and financial partners. The rider of 10 electric motorcycles started in May 2026 after the purchase, registration and training of the drivers. Progress has also been made on charging infrastructure and the management of used batteries.

However, some key activities / outputs have still not been fully completed, just 1 month away from operational completion – particularly the e-motorcycle pilot project. There is also a risk that some key project deliverables (such as the national e-mobility strategy and some if the regulatory reforms) may not be formally adopted by the government by the end of August 2026.

As such the progress towards achieving outcomes and outputs is rated as **Moderately Satisfactory** (MS).

Summary of Challenges & Actions Taken to address them

Describe the main challenges encountered this reporting period and the corrective actions taken (or planned) to address them.

Implementation was affected by the institutional changes that took place in October 2025 and by the evolution of the validation and disbursement procedures. Several critical activities remain to be finalized, including the formalization of the coordinating body, the adoption of the national strategy and some regulatory instruments, the finalization of the pilot and the validation of some environmental products. Some of these activities are scheduled for the third quarter of 2026, while the revised operational end date of the project is set for August 31, 2026.

These constraints justify the overall project risk rating remaining **Moderate** (M).

2.4 Co-Finance

Planned Co-Finance *	$1,220,000
Actual Co-Finance to Date *	$1,214,065

Co-Finance Justification

Explain why actual co-finance differs from planned co-finance. Note any delays or challenges in materialising co-finance commitments.

During the period under review, USD 49,500 in co-financing was materialised, mainly in the form of in-kind contributions from partner ministries. These contributions covered, inter alia, the operating costs and provision of offices, associated services, the participation of technical staff in project activities, as well as support for the preparation and validation of project documents and the organization of Steering Committee meetings. As of June 30, 2026, cumulative co-financing amounted to USD 1,214,065, or approximately 99.5% of the total target of USD 1,220,000. As the main planned financial contributions have already been mobilized in previous periods, the level of implementation of co-financing remains broadly in line with expectations.

This contribution has played a key role in the successful implementation of the planned activities and demonstrates the Togolese Government's continued commitment to support the implementation of the project and sustainably accompany the transition to electric mobility in Togo.

2.5 Stakeholder Engagement

Date of PSC / Steering Committee Meeting * 16 December 2025

Most recent PSC meeting in this reporting period.

Stakeholder Engagement Narrative

Describe PSC meetings, consultations, workshops, and key partnerships during this period.

During the period under review, the project continued to engage key national stakeholders through Steering Committee meetings, consultations with national stakeholders and the work of technical working groups. The 8th meeting of the Steering Committee, held on 16 December 2025, was attended by 15 participants, including 6 women (40%) and 9 men (60%). The institutions represented included the ministries in charge of Energy, Transport, Trade and the Environment, as well as the Adétikopé Industrial Platform (PIA) and the communication service of the

Directorate of the Environment.

The project has also strengthened mobilization and sharing of experiences with national and international stakeholders through its participation in the African Electric Mobility Week (AEW 2025), held from 13 to 16 October 2025 in Addis Ababa, and COP30, held from 10 to 21 November 2025 in Belém. These events provided an opportunity to present Togo's experience in electric mobility and to promote exchanges with ministries, local authorities, transport operators, technical and financial partners, civil society organizations and other stakeholders in the sector.

As part of the finalization of the project's main outputs, national stakeholders were also involved in the review and validation of the work on the national e-mobility strategy, the regulatory framework and financial mechanisms, charging infrastructure and the integration of renewable energy, as well as the environmentally sound management of used batteries and e-waste

2.6 Gender

Does the project have a Gender Action Plan? * Yes

Gender Mainstreaming Activities

Describe gender mainstreaming activities and results, including participation rates by gender.

During the period under review, the project continued to integrate the gender dimension into its activities. The national strategy for gender-sensitive electric mobility has been finalized and is currently under ministerial review with a view to its adoption. The participation of women in governance mechanisms was also encouraged: at the 8th meeting of the Steering Committee, 6 out of 15 women participants (40%) were represented. Awareness-raising and experience-sharing activities have also contributed to promoting increased participation of women in the development of electric mobility in Togo.

2.7 ESSM (relating to safeguards)

ESSM compliance and risks during this period.

Was the project classified as moderate/high risk? * *At project design.*	No
If Yes, what safeguard risks were identified? * *Leave blank if you answered No above.*	N/A
New environmental/social risks this period? *	No
If Yes, describe the new risks * *Leave blank if you answered No above.*	N/A
Any complaints received this period? *	No

If Yes, describe the complaints *

Leave blank if you answered No above.

N/A

ESSM Management Narrative *

Describe how environmental and social safeguards are being managed.

This project has been classified as a low-risk project in the Safeguard Risk Identification Form. No environmental or social challenges have emerged so far, as this project is essentially technical assistance on normative and policy work. The project management unit will continue to monitor these aspects as the project begins implementation of the electric motorcycle pilot project in the next reporting period.

2.8 Knowledge Management and Learning

Knowledge Activities and Products *

Knowledge products developed, events participated in, knowledge shared.

During the reporting period, the project participated in the Africa E-Mobility Week, held from 13 to 16 October 2025 in Addis Ababa, Ethiopia. The Togolese delegation, composed of six participants from the Ministries of Transport and Energy, SOTRAL, UNDP and GGGI, discussed the electric mobility ecosystem, battery management, the development of electric mobility in Africa and financing mechanisms. A report on the participation was prepared to document the main lessons learned and good practices learned from this experience and to facilitate its capitalization at the national level.

The project also participated in COP30, held from 10 to 21 November 2025 in Belém, Brazil. This participation made it possible to share with the national and international communities the experience and lessons learned from the implementation of the electric mobility project in Togo.

Main Learning During the Period *

Lessons learned this period and how they'll influence future implementation.

Please see the items mentioned above.

2.9 Stories

Stories to be Shared *

A story illustrating the project's impact or a significant achievement this period. Helps GEF communications team showcase the work.

No story to share

SECTION 3

3 PERFORMANCE

ℹ *In this section, you'll rate progress against each project outcome and each output. Please ensure that this aligns with the Project Structure and Log Frame from your Project Document. These tables grow — press Tab in the last cell to add new rows.*

3.1 Rating of Progress Towards Achieving Project Outcomes

One row per objective or outcome indicator. The first column says "Objective" for the project objective row, or "Outcome 1", "Outcome 2" etc. ***The first row below is shown as a sample — replace with your data.***

Objective / Outcome	Indicator	Baseline	Mid-Term Target	End-of-Project Target	Progress (Current)	EA Summary	TM 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 after project completion, during the Terminal Review.	S
	Indicator B: Number of direct beneficiaries of the project, disaggregated by gender	0	N/A	Women: 515 Men: 824 Total: 1,341	Women: 101 Men: 222 Total: 323	As of June 30, 2026, the project has reached 323 cumulative direct beneficiaries, including 101 women and 222 men. The final target of 1,341 beneficiaries remains to be achieved.	MS
Outcome 1: The government adopts a strategy for the promotion of low-carbon electric mobility by establishing a coordinated	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	No	The national coordination body is established and includes all key institutions. It has formulated shared goals and	Yes - The coordination body remains operational and has agreed on post-project plan to promote e-mobility. - The national	Draft decree in preparation	The draft decree establishing the national intersectoral coordination body was prepared in November 2025 and is being finalized by the ministry and its official adoption remains pending in the third quarter of 2026.	MS

institutional framework.	operational		defined roles & responsibilities of all members.	coordination body has at least 1 female member.			
	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	The adoption procedure is ongoing.	The National Gender-Sensitive Electric Mobility Strategy was finalized in September 2025 and submitted to the Ministry for finalization and its formal adoption remains pending in the third quarter of 2026.	MS
	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	Under preparation	The report on best practices and lessons learned is currently being developed. It is expected to be finalized and shared with the Global e-Mobility Program in the third quarter of 2026.	MS
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 pilot e-motorcycles were delivered and registered in November 2025, the drivers were trained in January 2026 and the rider started in May 2026. Results will be disseminated to national stakeholders in Q3 2026, and the PMU will enquire about interest to procure more EVs, as a result of the pilot project.	MS
Outcome 3: Government creates conditions for removing existing barriers by drafting regulatory reforms and financial mechanisms for	Indicator 3.1: Number of policies to incentivize the uptake of electric mobility submitted for adoption by the government	0	3 Draft Policies	3 policies submitted for adoption	2 decrees have been adopted 1 draft policy has been prepared	A consolidated set of policy and regulatory proposals on energy, taxation, registration and charging infrastructure has been developed. The texts validated during the workshop on 21 January 2026 are submitted to the Ministry in June 2026. Two (2) decrees favorable to electric mobility had already been adopted: Decree No. 2021-082/PR of 11 August 2021, setting the conditions for the import,	S

adoption of e-mobility in the country.						assembly, manufacture and marketing of electric, hybrid or thermal vehicles converted in Togo, and Decree No. 2024-053/PR of 30 September 2024, setting the conditions for granting and withdrawing the right of access to the national electricity distribution network for the injection of renewable energy.	
	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 concepts developed and submitted to technical and financial partners	Two concept notes were developed in December 2025: - "Transition to electric mobility in Togo: transforming the energy system" (under preparation with the GGGI); - "Accelerating the transition to low-carbon mobility in Togo: structuring and electrification of the motorcycle taxi sub-sector" (submitted to the NAMA facility in February 2025)	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	The report is validated	The interim report on charging infrastructure taking into account interoperability, standards and operating models, the integration of renewable energies for electric vehicle charging with a focus on rural applications and the integration of mini-grids was validated in January 2026	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	No	N/A	Yes	The provisional report shall be drawn up	The plan for the environmentally sound management of used electric vehicle batteries and e-waste, including the collection, transport, storage, reuse, recycling and rational disposal of used electric vehicle batteries will be submitted to stakeholders in the third quarter of 2026	MS

Need more rows? Press Tab in the last cell of the bottom row to add an outcome.

3.2 Rating of Progress Towards Delivery of Outputs

Please put one output per row. In the Component column, write the number and name (e.g. "1 Component 1: Institutional capacity"). Press Tab in the last cell to add rows.

Component	Output / Deliverable	Expected Completion	Previous (%)	Current (%)	EA Justification & Challenges	TM Rating
1. Institutionalization of low-carbon electric mobility						
	Output 1.1: An inter-sectorial electric mobility coordination body is established	**2026-05-31**	**59%**	**84%**	**The intersectoral body for the coordination of electric mobility is being set up, Discussions have been held on the institutional anchoring, the nature, missions and composition of the body. New Expected Completion Date: August 31, 2026**	**MS**
	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 terms and conditions of use of the Project Steering Committee (PSC) have been drawn up. The project kick-off workshop and the first meeting of the project steering committee took place on 5 September 2022.	S
	Deliverable 1.1.2: Quarterly coordination body meetings are carried out and annual summary reports are issued.	2026-05-31	60%	95%	The 8th meeting of the Steering Committee was held on 16 December 2025. The ToR for the 9th meeting have been prepared. The workshop is supposed to be held on August 26, 2026. New Tentative Completion Date : August 31, 2026	MS
	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	75%	90%	The draft decree establishing the national coordinating body is being finalized. Its adoption remains pending in the third quarter of 2026. New completion date: August 31, 2026.	MS
	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%	50%	The report on lessons learned and good practices is being consolidated. However, the production of this report is strongly conditioned by the implementation of the pilot phase. New completion date: August 31, 2026.	MU
	Output 1.2: A national strategy for electric mobility, including gender sensitive business development in the transport	**2025-12-31**	**80%**	**100%**	**The strategy was validated by national stakeholders on 30 June 2025 and the final report was submitted to the Ministry in June 2026 for adoption in the third quarter of**	**S**

	sector is developed and submitted for adoption.				**2026.**	
	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 in May 2023. This workshop included economic operators of electric motorcycles, public administration, civil society (including NGOs), financial organizations (including banks, microfinance), as well as technical and financial partners. Additional consultation workshops were held later in 2023 to deepen discussions with national stakeholders.	S
	Deliverable 1.2.2: Transport and energy sector data including vehicle fleet and current policy frameworks are collected and consolidated.	2025-06-30	100%	100%	Data collection took place in 2023, 2024 and was completed in May 2025. Reports presenting the results for the transport and energy sectors are available.	S
	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	100%	100%	The preparation of the national strategy is underway. A draft 0 was submitted on 27 November 2023 and discussed with UNEP/FPTP on 7 December 2023; A project 1 was prepared, the strategic orientations of which were validated on June 19, 2024. A draft report was also technically validated during the workshop held from 25 to 27 September 2024.	S
	Deliverable 1.2.4: The final national gender-sensitive e-mobility strategy is presented in a workshop	2025-05-31	100%	100%	The national strategy was validated by stakeholders at a workshop held on 30 June 2025.	S
	Deliverable 1.2.5: Final national gender sensitive e-mobility strategy is submitted for adoption.	2025-12-31	0%	100%	The final report was submitted to the Ministry of Environment, Forest Resources, Coastal Protection and Climate Change in June 2026	S
	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**	**85%**	**100%**	**Togo participated in two events organized by the Global E-Mobility Program, three forums organized by the African Platform for Electromobility, as well as a Conference of the Parties (COP 30) on the United Nations Framework Convention on Climate Change. At these events, topics such as finance were discussed and training on electric mobility was provided.**	**S**
	Deliverable 1.3.1: Participation in three Africa Platform / Community of Practice	2025-11-30	80%	100%	Togo participated in the 2025 edition of the Africa Electric Mobility Week, which was held from 13 to 16 October 2025	S

	events /international conference for climate change(+ 1 report for each event)				in Addis Ababa, Ethiopia, as well as in the 30th Conference of the Parties (COP 30) to the United Nations Framework Convention on Climate Change, held from 10 to 21 November 2025 in Belém, in Brazil.	
	Deliverable 1.3.2 : Participation in three electric mobility / electric 2&3 wheeler training events (+ 1 report for each event)	2026-02-28	80%	100%	During the 2025 edition of the Africa Electric Mobility Week, held from 13 to 16 October 2025 in Addis Ababa, Ethiopia, where the project took part, capacity building on electric two-wheelers and three-wheelers was organized, followed by visits to companies and companies working on electric motorcycles	S
	Deliverable 1.3.3: Participation in two financing / marketplace events (+ 1 report for each event)	2025-09-30	70%	100%	During the 2025 edition of the Africa Electric Mobility Week, which was held from 13 to 16 October 2025 in Addis Ababa, Ethiopia, topics related to the financing of electric mobility were discussed and new financing opportunities were presented	S
	Deliverable 1.3.4: Participation in one e-mobility replication event (+ 1 report for each event)	2024-05-31	100%	100%	The project participated in the World Conference on 2 and 3 Wheeler Electric Mobility in Bangkok as well as the 2nd African Electromobility Forum held from 14 to 17 May 2024 in Dakar, Senegal, during which the replicability of the results of the SOLUTIONplus project 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**	**100%**	**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 20 June 2025 at the Saint Lazaros Hotel in Lomé, and the final report is now available.**	**S**
	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	100%	100%	An international expert and a national consultant in e-mobility technology were recruited in December 2023. A local university was recruited on November 28, 2024.	S
	Deliverable 2.1.2: A detailed feasibility	2025-05-31	100%	100%	The detailed feasibility study report (including technical	S

	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]				specifications) and an implementation plan (including the identification of beneficiary government institutions, the conditions for the purchase or lease of electric vehicles, as well as the data collection framework) to pilot the small fleet of 10 electric motorcycles in the public sector were prepared by the consultant and then validated by the stakeholders	
	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	100%	100%	The detailed feasibility study report (including technical specifications) and an implementation plan (including the identification of beneficiary government institutions, the conditions for the purchase or lease of electric vehicles, as well as the data collection framework) to pilot a small fleet of 10 electric motorcycles in the public sector were validated at a workshop held on June 20, 2025. at the Saint-Lazaros Hotel in Lomé.	S
	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**	**15%**	**51%**	**The 10 electric motorcycles were purchased, registered and delivered to the ministry in November 2025. The drivers were trained in January 2026. The pilot started in May 2026 after a pre-test phase to resolve some technical constraints.**	**MS**
	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	50%	100%	Based on the results of the feasibility study for output 2.1, in particular the technical specifications of the electric motorcycles, a request for quotation was launched to recruit an electric motorcycle supplier. Bids from four suppliers were received and evaluated by the department's procurement committee. The contract with the electric motorcycle supplier is currently being signed. The 10 electric motorcycles were registered and received by the MERF on November 5, 2025.	S
	Deliverable 2.2.2: Training of e-motorcycle drivers [REVISED]	2025-09-30	25%	100%	Electric motorcycle drivers were trained on January 26, 2026	S
	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	2026-04-30	0%	33%	The pilot started in May 2026 after a phase of adjusting the technical constraints. The period of exploitation and data collection continues. New completion date: August 31, 2026	MS

	set prepared) [REVISED]					
	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]	2026-04-30	0%	20%	Data collection for the riding of electric motorcycles started in May 2026 and is ongoing New completion date: August 31, 2026.	MS
	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 deliverable will be produced upon implementation of the pilot fleet of 10 electric motorcycles New completion date: August 31, 2026	MU
	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**	**48%**	**77%**	**The implementation of the communication and awareness strategy began in June 2025 and is ongoing.**	**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]	2025-01-31	100%	100%	The draft report on the communication strategy was approved by stakeholders on September 27, 2024. The final report, incorporating the final comments, was approved by the MERF on December 31, 2024	S
	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	85%	95%	Communication on e-mobility activities is ensured through radio, television and social networks. A communication agency has also been recruited for awareness-raising materials. New completion date: August 31, 2026.	S
	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	2026-03-31	0%	35%	The terms of reference for the training courses are validated. The training and awareness workshops will be carried out in the third quarter of 2026 New completion date: August 31, 2026.	MS

	organized and reports are produced [NEW]					
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**	**64%**	**100%**	**The analysis of the policy and regulatory framework has been carried out and a set of reform proposals has been developed and submitted to the Government.**	**S**
	Deliverable 3.1.1: A draft proposal to reform vehicle import taxation and regulation is developed	2025-03-31	80%	100%	Togo has adopted Law No. 2025-002 of December 3, 2025, on the Finance Law for the 2026 fiscal year. This law established the conditions for exemption on the import of electric vehicles and their batteries. Article 8 stipulates that from January 1 to December 31, 2026, customs and tax benefits will be granted in the form of a 100% reduction in the customs value on electric vehicles, electric motorcycles and their batteries.	S
	Deliverable 3.1.2: A draft proposal to reform vehicle registration is developed	2025-03-31	70%	100%	The consolidated report on the analysis of the regulatory framework and financial mechanisms, as well as the proposals for a reform plan aimed at the adoption of electric mobility in Togo, were prepared in November 2025.	S
	Deliverable 3.1.3: A draft proposal of power sector regulations is developed	2025-03-31	80%	100%	The consolidated report on the analysis of the regulatory framework and financial mechanisms, as well as the draft decrees on the registration of electric vehicles in Togo, were prepared in November 2025.	S
	Deliverable 3.1.4: A package of policy proposals is circulated for review and presented at a workshop	2025-07-31	70%	100%	The MERF is developing, with the support of the consultant in electric mobility policy and strategy, the draft decree setting the rules for electric mobility. This decree proposing a reform package concerning electric vehicles has gone through its first evaluation. The draft texts were validated during a workshop held on 21 January 2026	S
	Deliverable 3.1.5: A consolidated package of policy proposals is presented is submitted for adoption.	2026-01-31	50%	100%	The draft texts validated during the workshop of January 21, 2026 were submitted to the government in June 2026	S
	Output 3.2: An e-mobility business roundtable including private sector and financial institutions is established to develop financial schemes and concepts	**2026-04-30**	**43%**	**79%**	**The financing needs for electric mobility have been estimated at around USD 120 million for 2026–2030. The ToRs of the roundtables have been prepared and validated. New completion date: August 31, 2026**	**MS**

	for e-mobility upscaling					
	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	70%	100%	Based on the stakeholder consultation carried out in the framework of the e-mobility strategy and the data collection reports of the academic structure, a list of private sector actors and international/national financial institutions interested in e-mobility has been developed.	S
	Deliverable 3.2.2: Three private sector and finance e-mobility roundtables are carried out (1 report issued per roundtable)	2026-04-30	15%	40%	On the basis of the financing needs estimated in the national electric mobility strategy as well as the list of public and private financial institutions, the terms of reference developed have been validated for the organization of the round tables to be held in the third quarter of 2026. New completion date: August 31, 2026	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 workshop.	2025-06-30	50%	75%	The synthesis report highlighting the targeted financing needs and initial patterns for the respective financing products and mechanisms is being developed and will be presented during a workshop in the third quarter of 2026. New completion date: August 31, 2026	MS
	Deliverable 3.2.4: Two e-mobility upscaling project concepts are prepared and submitted to the targeted financing institution	2025-09-30	35%	100%	Two project ideas were selected by the technical committee and validated by the 5th meeting of the steering committee. Based on these ideas, two concept notes have been developed	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**	**50%**	**97%**	**The report on charging infrastructure, integrating standards, interoperability, operating models and renewable energy, including for rural areas and mini-grids, has been prepared and is being finalised. New completion date: August 31, 2026**	**MS**
	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 expert in integration and batteries in charging and renewable energies was recruited in December 2023.	S
	Deliverable 4.1.2: A draft study to integrate renewable power for electric	2025-08-31	60%	100%	The interim report on charging infrastructure taking into account interoperability, standards and operating models,	S

	vehicle recharging with a focus on rural applications and minigrid integration is developed, circulated for review and presented at a workshop				the integration of renewable energies for electric vehicle charging with a focus on rural applications and the integration of mini-grids was validated in January 2026	
	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%	90%	The study will be finalized and released in the third quarter of 2026. The new completion date for this deliverable is now set for August 31, 2026.	MS
	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**	**35%**	**92%**	**The production of this deliverable has been delayed due to the recruitment of the data collection structure. However, a data collection report enabling the development of a system for the collection, reuse, recycling and environmentally friendly disposal of used electric vehicle batteries is available. New completion date: August 31, 2026.**	**MS**
	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	35%	100%	The draft regulatory proposal and the programme for the sound management of used batteries are developed	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	2025-12-31	50%	100%	The plan for the environmentally sound management of used electric vehicle batteries and electronic waste, including the collection, transport, storage, reuse, recycling and rational disposal of used electric vehicle batteries shall be validated in July 2026	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.	2026-02-28	0%	75%	The comments were forwarded to the consultant. The final plan will be prepared and disseminated to all stakeholders.	MS
Total Progress (for QBR)			**57.90%**	**88.0%**		

Need more rows? Press Tab in the last cell of the bottom row to add an output.

SECTION 4

4 RISKS

ℹ *In this section, you'll log all project risks and describe how you're mitigating them. Please ensure you use the Safeguard Risk Identification Form (SRIF) to help you fill out this section. Risks are tracked across multiple PIRs — past columns are pre-filled.*

4.1 Project Management Risk

Rate each management risk factor from BOTH the EA's perspective and the Task Manager's perspective. Use the drop-downs in each cell.

Risk factor	EA Rating	TM Rating
1. Management structure & roles *Are roles clear? Is the team well-structured?*	L	L
2. Governance & oversight *Is the steering committee functional? Are decisions documented?*	L	M
3. Implementation schedule *Is the project on track? Are milestones being hit?*	M	M
4. Budget *Is the budget realistic and tracking to actual spend?*	L	L
5. Financial management *Are financial controls in place? Audits clean?*	L	L
6. Reporting *Are progress reports timely and accurate?*	L	L
7. Capacity to deliver *Does the EA have the capacity to deliver the project?*	M	M

4.2 Risk Log

One row per risk. The Δ (delta) column shows whether the risk has changed since last PIR. Past PIR columns are pre-filled by the Implementing Agency (UNEP).

Overall project risk rating →			M	M	M	M			The project as a whole is classified as moderate risk.
Risk Description	**Affecting**	**CEO ED**	**PIR 1**	**PIR 2**	**PIR 3**	**PIR 4**	**PIR 5**	**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 grid through the construction of solar and hydroelectric power plants as well as the development of solar energy in rural areas. This will need to be continuously evaluated as the electric vehicle market grows in Togo
Higher upfront cost of electric vehicles may pose a barrier to implementation and scale up of activities	Outcome 2 and 3	M	L	L	L	L		=	The development of the Togolese electric mobility market and the economic model put in place by the private sector, particularly Spiro, have helped to create an environment conducive to the deployment of electric motorcycles. The development of financing mechanisms and the battery swapping system also helps to reduce the constraints related to the initial cost of acquisition. However, the risk remains to be monitored, especially in the context of the expansion of electric mobility and users' access to suitable financing solutions.
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		=	The implementation of the project did not present any conflict of interest that would have a negative impact on the development of the national electric mobility strategy.
Objection or low commitment from industry and lack of interest or participation from market players/private sector.	Outcome 2 and 3	M	L	L	L	L		=	A private sector operator, Spiro, has been established in Togo since 2021 and has deployed more than 9,000 electric motorcycles, as well as a battery swapping system in Lomé. Other operators are also showing interest in the Togolese

									market. These developments demonstrate a growing commitment of the private sector and help to reduce the risk associated with low participation by industry and market participants.
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 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 includes a component dedicated to the issue of pollution management generated by used electric vehicle batteries. This risk should be mitigated by the activities of Component 4.
2023 PIR risks									
The project has incurred delay on the implementation of certain outputs due to the resignation of the previous CTA and to lengthy procurement processes. *[Implementation schedule]*	All		M	L	L	M		↑	A second revision of the work plan was completed in the first quarter of 2025 and set new completion dates for all project deliverables/outputs. Given the delays incurred. The new completion date is now August 31, 2026. However, this delay is reflected in some project activities/deliverables that are still not completed in accordance with Workplan Rev 2.
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.	Outcome 2		M	L	L	L		=	The Togolese electric vehicle market has continued to grow significantly since the project was conceived. In order to take account of this development, UNEP and MEFR have reoriented the demonstration initially planned to pilot a small fleet of electric motorcycles in the public sector. The 10 electric motorcycles were acquired, registered and delivered to the ministry in November 2025, the drivers were trained in January 2026 and the rider started in May 2026. The risk related to the appropriateness of the initial

									design is therefore considered to be low.
Coordination among key national stakeholders is still too sporadic. *[Capacity to deliver + Governance and oversight]*			M	L	L	M		↑	Coordination among key national stakeholders remains sporadic. Only one meeting of the Steering Committee was held during the period under review, on 16 December 2025. In addition, delays in administrative processes and validation procedures continued to delay the implementation of some project activities and the finalization of some deliverables. Although technical exchanges and coordination meetings have been held between the PMU, national institutions and UNEP, coordination and close monitoring of activities remains necessary in the final period to ensure the completion of activities by 31 August 2026. The risk is therefore kept at a Moderate level.
2024 PIR risks									
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 *[Implementation schedule]*	Outcome 2			M	L	M		↑	The electric motorcycles were purchased, registered and delivered to the ministry in the fourth quarter of 2025. The driver training was completed in January 2026 and the pilot finally started in May 2026. As a result, the operations and collection of the data remains ongoing and will need to be completed before the project closes. The risk is Moderate.
Delayed implementation of certain outputs may impact the overall project workplan and technical completion date *[Implementation schedule]*	All			M	M	M		=	Several deliverables experienced delays and some timelines were revised as part of the second work plan review. The technical completion date has been extended to August 31, 2026. Despite the acceleration of implementation, several activities remain to be finalized during the final period.
Lengthy governmental processes	All			M	M	M		=	The National E-Mobility Strategy, EV import and

could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Togo before project completion. *[Implementation schedule + Capacity to deliver]*									registration reforms proposals for energy sector regulation and end-of-life battery management still require validation and government adoption processes. The PMU follows up on submissions and validations and continues exchanges with the Government.
2025 PIR risks									
Lack of communication by the MEFR on project progress and challenges hinders UNEP's ability to ensure proper oversight. *[Governance and oversight]*	All				M	M		=	The risk remains moderate. The MERF / PMU and UNEP continued the bi-monthly coordination meetings to monitor the progress of the project and discuss the difficulties encountered. These exchanges will have to be maintained until the closure of the project.
July-December 2025 HYPR risks									
Absence of a financial officer impacts proper financial management of the project and timely payments to consultants / service providers, hindering the project's implementation *[Capacity to deliver]*					M	L		↓	A new accountant has been appointed to ensure the financial management of the project and a compensation plan has been prepared to avoid financial disruption. The risk is now Low.
New risks identified in the 2026 PIR									
No new risks identified in the 2026 PIR. Some risks from previous periods remain valid (see action plan in next section).									

Need more rows? Press Tab in the last cell of the bottom row to add a risk.

4.3 Outstanding Moderate, Significant & High Risks

*For each outstanding risk **with a rating of Moderate or higher**, describe what was done and what's planned next.*

Risk	Previous Actions Decided	Actions Taken This Period	Next Steps	When	By Whom
2025 PIR risks					
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 *[Implementation schedule]*	**Action 1 [2025]:** The electric motorcycles be purchased in the third quarter in 2025, so the pilot phase can then start in Q4 2025.	Partially. The 10 motorcycles were purchased, registered and delivered in the fourth quarter of 2025. Driver training was completed in January 2026. However, the pilot only started in May 2026 and is still ongoing.	**Action 1 [2026]:** Ensure close monitoring of the pilot's operation, accelerate data collection and analysis, and finalize the technical report on performance, lessons learned, and recommendations for future public investments in electric mobility. The report on the e-motorcycles pilot phase will have to be prepared by end of Q3 2026 and presented to national stakeholders in a workshop by end year 2026.	By end of 2026	PMU / International EV Technology Expert
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. *[Implementation schedule + Capacity to deliver]*	**Action 2 [2025]:** The MERF/PMU will be responsible for monitoring, updating and ensuring compliance with the timetable / plan on deliverables submission and adoption by the government. Progress on the submission and adoption will be reviewed periodically during bi-monthly coordination meetings with UNEP.	At the time of this PIR, the key project deliverables have not been adopted / endorsed by the government yet. The PMU follows up on comments, revisions, and formal validation and approval procedures. However, administrative delays continue to affect the finalization and adoption of some deliverables.	**Action 2 [2026]:** Maintain close follow-up with the relevant authorities and accelerate the necessary steps for the adoption of the national electric mobility strategy, regulatory reforms and other key deliverables before the project closes. The PMU will provide UNEP with a monthly update on the progress in deliverables' adoption / endorsement steps.	Monthly, until end of 2026	MEFR / PMU
Lack of communication by the MEFR on project progress and challenges hinders UNEP's ability to ensure proper oversight.	**Action 3 [2025]:** The MEFR and UNEP will hold virtual coordination meetings every 2 weeks to discuss project	Yes. Bi-monthly coordination meetings continued to be held between MEFR/PMU and UNEP to monitor the implementation of the project.	**Action 3 [2026]** Maintain bi-monthly coordination meetings and strengthen timely sharing of information on progress, challenges, expected decisions,	Until end of 2026	MEFR / PMU / UNEP

[Governance and oversight]			and critical deadlines until completion of the project's Terminal Evaluation.		
July-December 2025 HYPR risks					
Absence of a financial officer impacts proper financial management of the project and timely payments to consultants / service providers, hindering the project's implementation *[Capacity to deliver]*	**Action 4 [2025]:** The unexpected departure of the previous financial officer accountant and its impact on the financial management of the project in terms of the tracking of expenditures incurred during his tenure.	Action completed. A new accountant has been appointed to ensure the financial management of the project and a compensation plan has been prepared to avoid financial disruption.	N/A		

Need more rows? Press Tab in the last cell of the bottom row to add a mitigation action.

SECTION 5

5 AMENDMENTS & LEGAL AGREEMENTS

ℹ *In this section, you'll record any project amendments and revision history. Please ensure you have all relevant documents related to project changes, such as PSC documents or revised legal agreements.*

5.1 Minor Amendments

For each item below, mark Yes if there has been an amendment to that aspect of the project this period.

Results Framework amended? *	Yes
Components and Cost amended? *	Yes
Institutional Arrangements amended? *	No
Financial Management amended? *	No
Executing Entity amended? *	No
Executing Entity Category amended? *	No
Minor Project Objective Change? *	No
Safeguards amended? *	No
Risk Analysis amended? *	No
Increase of GEF Project Financing up to 5%? *	No
Co-Financing amended? *	No
Location of project activity amended? *	No
Other amendment? *	Yes

Description of Minor Amendments *(Optional)*

If you marked Yes for any amendment above, describe what changed and why.

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 costs : 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 1st budget revision, which was approved by UNEP in October 2023. A 2nd budget revision was approved in May 2025, to rephase budget up to August 2026.

Implementation timeline: 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 Legal Agreements Log

One row per formal revision. Leave blank if no revisions. Press Tab in the last cell to add rows.

Version	Type	Signed	Entry Into Force	Expiry	Main Changes
Original legal instrument	/	08/09/2021	30/09/2021	30/11/2026	
Revision 1	Revision	18/10/2023	18/10/2023	30/11/2026	Revision of the work plan, budget and results framework, with the operational completion date remaining as 30 November 2025.
Revision 2	Extension	20/05/2025	27/05/2025	31/08/2027	Workplan and Budget revision, with an operational completion date extended to 31 August 2026.

Need more rows? Press Tab in the last cell of the bottom row to add a revision.

SECTION 6

6 GEO-LOCATION

ℹ *In this section, you'll record where your project works on the ground — the geographic locations and coordinates relevant to this reporting period.*

6.1 Geo-Location Information

One row per project location. ***Use Decimal Degrees (WGS84) — e.g. -1.286417, 36.817223 for Nairobi — to 6 decimal places.*** *This is the format used by OpenStreetMap, GeoNames, and most web mapping tools. If your source coordinates are in DMS or another format, convert them at https://coordinates-converter.com. Leave blank if not applicable.*

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

Need more rows? Press Tab in the last cell of the bottom row to add a location.

Further Geo-Referenced Information *(Optional)*

Any additional notes on project geography that don't fit the table above.

N/A