

**UNEP GEF PIR Fiscal Year 2023**  
Reporting from 1 July 2022 to 30 June 2023

**1. PROJECT IDENTIFICATION**

**1.1. Project details**

Identification Table	GEF ID.: 10272	Umoja WBS: SB-017818
	SMA IPMR ID: 84906	Grant ID: S1-32GFL-000675
	Project Short Title: EM Togo	
Project Title	Support the Shift to Electric Mobility in Togo	
Duration months	Planned	48 Months
	Age	19 Months
Project Type	Medium Size Project	
Parent Programme if child project	Global Programme to Support Countries with the Shift to Electric Mobility	
Project Scope	National	
Region	Africa	
Countries	Togo	
GEF Focal Area(s)	Climate Change Mitigation	
GEF financing amount	\$ 423,716	
Co-financing amount	\$ 1,220,000	
Date of CEO Endorsement/Approval	11 June 2021	
UNEP Project Approval Date (on Decision Sheet)	08 September 2021	
Start of Implementation (PCA entering into force)	30 September 2021	
Date of Inception Workshop, if available	05 September 2022	
Date of First Disbursement	06 December 2021	
Total disbursement as of 30 June 2023	Total: \$ 82,472 - MEFR: \$ 80,000 - UNEP SMU \$ 2,472	
Total expenditure as of 30 June 2023	Total: \$ 23,897 - MEFR: \$ 21,425 <sup>1</sup> - UNEP SMU: \$ 2,472	
Midterm undertaken?	N/A	
Actual Mid-Term Date, if taken	N/A	
Expected Mid-Term Date, if not taken	N/A	
Completion Date	<i>Planned – original PCA</i>	30 November 2025

<sup>1</sup> At the time of PIR submission, the expenditures for Q2 2023 were cleared by UNEP's Task Manager and Administrative Officer, but not yet recorded in UNEP's system (Umoja).

<i>Revised – Current PCA</i>	N/A
Expected Terminal Evaluation Date	31 May 2026
Expected Financial Closure Date	30 November 2026

## 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-moto-taxi demonstration and charging development

Expected Outcome 2: Demonstrations provide evidence of technical, financial and environmental sustainability to government and transport companies to plan for scale-up of low-carbon electric mobility.

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

## 1.3. Project Contacts

Division(s) Implementing the project	Industry and Economy Division, Energy and Climate Branch, Climate Change Mitigation unit
Name of co-implementing Agency	N/A
Executing Agency	Ministry of Environment and Forestry Resources (MEFR)

Names of Other Project Partners	UNEP Sustainable Mobility Unit (SMU)
UNEP Portfolio Manager(s)	Geordie Colville
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support/Assistants	Hassan Coulibaly
EA Manager/Representative	Méry YAOU
EA Chief Technical Advisor	Tchannibi BAKATIMBE
EA Finance Manager	Comlan AWOUGNON
EA Communications Lead, if relevant	N/A

## 2. OVERVIEW OF PROJECT STATUS

### 2.1 UNEP PoW and UN

UNEP Current Subprogramme(s)	PoW 2022-2023, Sub-Programme 1 Climate Change
PoW Indicator(s)	Countries increasingly adopt and/or implement low greenhouse gas emission development strategies and invest in clean technologies
UNEP previous Subprogramme(s)	N/A
UNSDCF / UNDAF linkages	UNDAF 2019-2023 Increase employment and entrepreneurship among young people and women to benefit from decent employment opportunities in the agriculture, industry and service sectors Increase the resilience of the population of the areas vulnerable to climate change and disaster risks by promoting equitable access to a decent living environment and to natural resources and sustainable energy
Link to relevant SDG Goal(s)	SDG 3 – Ensure healthy lives and promote well-being for all at all ages SDG 11 – Make cities and human settlements inclusive, safe, resilient and sustainable SDG 13 – Take urgent action to combat climate change and its impacts
Link to relevant SDG Target(s)	3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management 13.2 Integrate climate change measures into national policies, strategies and planning

### 2.2. GEF Core Indicators:

Indicators	Targets – Expected Value			Materialized to date
	Mid-term	End-of-project	Total target	
<b>Greenhouse Gas Emissions Mitigated</b> (metric tons of CO <sub>2e</sub> )	N/A	Total direct: 134,135 tCO <sub>2</sub> Indirect: 312,272 tCO <sub>2</sub> (by year 2036)	Total direct: 134,135 tCO <sub>2</sub> Indirect: 312,272 tCO <sub>2</sub> (by year 2036)	The project will only be in a position to report against this indicator towards the end of year 2025.
Number of <b>direct beneficiaries disaggregated by gender</b> as co-benefit of GEF investment	N/A	Total: 1,341 (Women: 515 Men: 824)	Total: 1,341 (Women: 515 Men: 824)	Total: 69 Women: 17 Men: 52 These are the participants in the various meetings organized by the project, in particular: - Stakeholder consultation workshop in October 2022 - Stakeholder consultation workshop in May 2023

### 2.3. Implementation Status and Risk

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

*Rating towards outcomes:*

The project has faced challenges in setting up the Project Management Unit (PMU), and the 1<sup>st</sup> Chief Technical Advisor (CTA) that had been hired has resigned in December 2022 due to health issues. A new CTA was hired in February / March 2023. The PMU and is still in the process of recruiting of the experts that will be in charging of producing the various deliverables. As such, the implementation of most activities is yet to start. While it is too early to assess progress towards reaching the expected outcomes, the enabling conditions to ensure project is properly implemented are now in place, so the likelihood of meeting the expected outcomes is rated “**Satisfactory**”.

*Rating towards outputs:*

During the period under review, the MEFR organized the project’s inception workshop, the 1<sup>st</sup> (September 2022) and 2<sup>nd</sup> (May 2023) project steering committee meetings. The Project Management Unit (PMU) also concluded the recruitment of the International Policy, Business and Strategy expert was and launched the recruitment of the 2 other international experts, a national consultant and a data collection structure, which should be finalized in Q3 or Q4 2023. Finally, the PMU organized a round stakeholder consultations in May 2023, to support the international’s expert preparatory work on the national e-mobility strategy and on the national policy / regulatory framework.

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

The International Policy, Business and Strategy expert was recruited towards the end of year 2022. Consultations to prepare for the strategy development 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.

**Component 2: Short term barrier removal through low-carbon e-moto-taxi demonstration and charging development.**

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 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 are circulation in Togo, and that approximately 500 e-motorcycles are 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 is no longer relevant. The MEFR and UNEP are therefore working on a redesign of the demo project, possibly looking into piloting a small fleet of e-motorcycles in the public sector.

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

The International Policy, Business and Strategy expert was recruited towards the end of year 2022. Preliminary consultations to prepare for the regulations / policies’ development 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.

**Component 4: Long-term environmental sustainability of low-carbon electric mobility.**  
The recruitment of International Charging & Renewable Energy integration and Battery expert was launched on 14 April 2023. The procurement process is running and should be completed in Q4 2023. The work related to this component will therefore begin in Q4 2023.

Based on the above and the detailed analysis conducted in section 3.2 below, the project’s implementation progress is rated “**Marginally Unsatisfactory**”. The MEFR and UNEP are currently working on a budget and workplan revision to factor the delays incurred, to set new completion milestones for the different project deliverables and outputs and to include the provisions for the redesign of component 2.

Overall risk rating:

It is noteworthy to mention that a 1<sup>st</sup> CTA had been hired by the Ministry of Environment and Forestry Resources (MEFR) early 2022, but he had to resign in January 2023 due to health-related issues, putting the project at risk. The MEFR however managed to hire a new CTA in February / March 2023 and as a result the project is now starting to gain momentum as of mid-2023. Given the delays incurred over the course of year 2022, the project has experienced important delays in activity implementation, and the CTA is currently working with UNEP to prepare a revised workplan to assess whether these delays may have an impact on the project’s ability to reach technical completion by end of November 2025 – as originally planned.

In addition, 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 in Togo. MEFR and UNEP will therefore need to work on a redesign of project Component 2.

Finally, so far the coordination and engagements among key national stakeholders has been sporadic. Since project start, the MEFR only managed to organize 2 meeting of the national coordination body on e-mobility, while the body is supposed to meet every quarter. The MEFR also still needs to establish the thematic working groups with representatives from key ministries / institutions to support the work on the different project themes (i.e. e-mobility technology, e-mobility business models and finance, e-mobility policy), otherwise the deliverables prepared by international experts risk lacking national ownership.

Based on the above and the analysis undertaken in section 4 below, the project is rated at “**Moderate**” risk.

[section will be uploaded into the GEF Portal]

**2.4. Co-financing**

<p><b>Planned Co-finance Total: \$1,220,000</b></p> <p><b>Actual to date: US\$ 385,420 (~32%)</b></p>	<p>The Ministry of Environment and Forestry Resources (MEFR) has mobilized a total of US\$ 46,000 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\$ 285,420 in the form of grants.</p> <p>The Ministry of Mines and Energy has not mobilized any co-finance yet. Their contribution will be reported in the next reporting period.</p> <p>Finally, during the period under review, UNEP’s Sustainable Mobility Unit (SMU) mobilized US\$ 24,000 of grant co-financing through the SolutionsPlus project.</p>
<p><b>Progress</b></p>	<p>The MEFR’s in-kind contributions during the period under review consist in the following: office premises for the CTA (furniture, electricity, water, etc.), supplement of remuneration to the CTA, time spent by the National Project Director and other support staff on the GEF project, time spent by other executives from the Ministry on the preparation / review / validation of TORs and conducting the recruitment process of experts / consultants.</p> <p>The MTRAF in-kind co-financing consists in: working time of the Ministry’s Focal Point supporting the GEF project, premises for the Focal Point, logistical</p>

	<p>arrangements to support the Focal Point in his duties, working time of other executives of the Ministry on the preparation / review / validation of TORs and conducting the recruitment process of experts / consultants. The MTRAF's grant contributions is associated with the implementation of several other projects directly or indirectly contributing to the GEF project's objective, such as: (1) the development of a study on bus, city taxi and 2-3-wheeler stopping points to better organize small-scale public transport in Lomé ; (2) the construction of a car scrappage facility in Kpévégo ; (3) the implementation of a vehicle fleet renewal program through tax / customs cuts for EVs and hybrid vehicles ; (4) the training of 150 truck drivers in professional driving including eco-driving.</p> <p>The UNEP SMU / SolutionPlus co-finance contribution is provided through MANA Mobility Ltd. The contractor will procure 20 pedal assist bikes, inclusive of two batteries, helmets and locks; procure and set up of a battery swap station, recruit, support 20 female riders in Togo, and provide employment through establishing delivery agreements for pipeline of deliveries for women riders in partnership with e-commerce platforms.</p>
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**2.5. Stakeholder engagement**

<b>Date of project steering committee meeting (during reporting period)</b>	<ul style="list-style-type: none"> <li>• 05 September 2022</li> <li>• 16 May 2023</li> </ul>
<b>Stakeholder engagement</b>	<p>The project was officially launched on September 5, 2022 through an inception workshop and the 1<sup>st</sup> PSC meeting, with the participation of a wide range of national actors (transport, energy, environment, trade, economy and finances, housing, etc.).</p> <p>A consultation workshop was also held between the Ministry of Environment, UNEP and different moto-taxis suppliers and operators on 30 September 2022, to present and discuss the pilot project to be implemented under component 2 of the project.</p> <p>Consultations were also 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 to present and discuss the project's expected results as well as the contribution expected from each actor.</p> <p>It should also be noted that:</p> <ul style="list-style-type: none"> <li>• The Direction Road and Rail Transport, a key player in the project, has provided the project with more up-to-date information on the 2 &amp; 3 electric wheels registered in Togo for the year 2022;</li> <li>• The General Direction of Energy, another key contracting authority for the project, is continuing to plan the extension of the electricity grid for the construction of charging stations in specific locations in Lomé and other towns in the country;</li> <li>• Visits to the electric motorcycle assembly plant of the Sprio company in May 2023 allowed to appreciate the growing demand of the 2&amp;3 electric wheels in Togo.</li> </ul> <p>Finally, it is noteworthy to mention that a UNEP team with a representative from the Climate Change Mitigation Unit and the Sustainable Mobility Unit undertook and supervision mission from 15 to 18 May, to participate in the 2<sup>nd</sup> PSC meeting and in the 1<sup>st</sup> round of stakeholder consultations on the e-mobility strategy and the regulatory framework, and to meet the different stakeholder involved in the topic of e-mobility.</p>

	<p>During the next reporting period, the Project Management Unit (PMU) of the Ministry of Environment and Forestry Resources will ensure the ad hoc Technical Working Groups (i.e. e-mobility technology, e-mobility business models and finance, e-mobility policy) are established to facilitate the implementation of the different project components.</p> <p>[section will be uploaded into the GEF Portal]</p>
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**2.6. Gender**

<b>Does the project have a gender action plan?</b>	Yes
<b>Gender mainstreaming</b>	<p>Gender occupies an important place in the implementation of the project. Thus, efforts are made for a greater participation of women to the activities of the project. The PMU developed in 2022 a 3-pager Gender Representations' Guideline and disseminated among the different 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 inception workshop held on 5 September at Hôtel La Concorde in Lomé had a total of 37 participants out of which 9 women (24%) and 28 men (76%). The 1<sup>st</sup> PSC meeting had a total of 10 participants with 1 woman (10%) and 9 men (90%);</li> <li>• The second meeting of the steering committee including the technical workshop group held on May 16, 2023, at Hôtel La Concorde in Lomé, had a total of 26 participants out of which 8 women (31%) and 18 men (69%);</li> <li>• The stakeholder consultation workshop held on May 17, 2023, at the conference room of the Ministry of Environment and Forest Resources in Lomé had total of 35 participants out of 9 women (26%) and 26 men (74%).</li> </ul> <p>The Chief Technical Advisor (CTA) will continue to implement and monitor the gender mainstreaming activities outlined in the project's Gender Action Plan, and report on them in the next July-December 2023 Half-Yearly Progress Report and in the 2024 PIR. Particular attention will be given to ensuring that:</p> <ul style="list-style-type: none"> <li>• Member institutions of the coordination body appoint more female representatives (output 1.1)</li> <li>• The national e-mobility strategy will include a gender analysis and action plan to mainstream gender equality, from the very beginning of the development process (output 1.2)</li> <li>• Participation of women in regional / international events, meetings and trainings is actively promoted. The agencies or institutions that will be invited to participate will be encouraged to nominate women to participate in the events (output 1.3)</li> <li>• Encourage female participation in the business round tables (output 3.2)</li> <li>• The participation of women in all project consultation meetings and workshops continues to be encouraged (cross cutting)</li> </ul> <p>[section will be uploaded into the GEF Portal]</p>

**2.7. Environmental and social safeguards management**

<b>Moderate/High risk projects (in terms of Environmental and social safeguards)</b>	<p>Was the project classified as <b>moderate / high risk CEO Endorsement / Approval Stage?</b> <b>No</b></p>
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<b>New social and/or environmental risks</b>	Have any new social and/or environmental risks been identified during the reporting period? <b>No</b>
<b>Complaints and grievances related to social and/or environmental impacts</b>	Has the project received complaints related to social or environmental impacts (actual or potential) during the reporting period? <b>No</b>
<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 the project is still at a very early stage of implementation. The project management unit will continue to monitor these aspects as project implementation gains momentum over the next few months.  [section will be uploaded into the GEF Portal]

**2.8. Knowledge management**

<b>Knowledge activities and products</b>	The recruitment of the International Policy, Business and Strategy expert towards the end of year 2022 and the carrying out of consultations with stakeholders (in May 2023) both for the national strategy electric mobility, including gender sensitive and for fiscal policies and regulatory constitute a major step forward in the production of knowledge. This will start yielding results in the next reporting period.  So far, the Togo e-mobility project has not managed to participate in the events organized by the Africa Regional Support and Investment Platform of the Global GEF-7 E-mobility Programme. This will however start in October 2023, with Togo's participation in the Global Conference on electric 2-3 wheelers to be organized in Bangkok.  [section will be uploaded into the GEF Portal]
<b>Main learning during the period</b>	N/A

**2.9. Stories to be shared**

<b>Stories to be shared</b>	2&3 wheeler electric mobility has grown rapidly in Togo. When the project was designed in 2019-2020, one of the expected results was the demonstration of the viability of electric mobility of 2&3 wheels, from 25 electric motorcycles to be piloted in the private sector. It turned out that in the meantime, a company called Spiro (formerly M-Auto) set up an assembly plant for electric motorcycles in Lomé. Spiro also set up a battery swapping scheme and a financial mechanism to support e-moto taxi drivers to have a access to the technology. As of mid-2023, it is estimated that 3,000 e-motorcycles are circulation in Togo, and an additional 500 e-motorcycles are added on the market every month. Therefore, electric 2&3-wheeler is already proving to be a viable technology in Togo. This sector could therefore strongly contribute to the reduction of CO2 emissions in transport in Togo.  [section to be shared with communication division/ GEF communication]
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### 3. PROJECT PERFORMANCE AND RISK

Based on inputs by the Project Manager, the **UNEP Task Manager** will make an overall assessment and provide ratings of:

- (i) Progress towards achieving the project Results(s)- see section 3.1
- (ii) Implementation progress – see section 3.2

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

Objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
<b>Objective:</b> 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)	0	Reporting against this indicator will only be possible towards project completion.	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	Women: 17 Men: 52 Total: 69	Direct beneficiaries: Women: 17 Men: 52 Total: 69	S
<b>Outcome 1:</b> 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 and includes all key institutions. It has formulated shared goals and defined roles & responsibilities of all members.	End-of-project target 1.1: Yes - The coordination body remains operational and has agreed on post-project plan to promote e-mobility. - The national coordination body has at least 1 female member	Coordination body creation is underway	An order signed by the Minister of Environment and Forest Resources, the Minister of Road, Air and Rail Transport and the Delegate Minister of Energy and Mines has set up a framework for coordinating green mobility integrating electric mobility. This is inter-ministerial decree n°0048/MERF/MTRAF/MDEM, of 17 December 2021, defining the institutional framework for steering the process of developing and monitoring the implementation of the green mobility program.  During the next reporting period, the Project Management Unit (PMU) of the Ministry of Environment and Forestry Resources will ensure the national inter-sectorial coordination body to support and promote the uptake of low-carbon e-mobility in Togo is established, formalized and operational, and that it meets on a quarterly basis.	S

<sup>2</sup> Numeric, percentage, or binary entry only

<sup>3</sup> Use GEF Secretariat required six-point scale system: Highly Satisfactory (HS), Satisfactory (S), Marginally Satisfactory (MS), Marginally Unsatisfactory (MU), Unsatisfactory (U), and Highly Unsatisfactory (HU).

Objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
	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	Strategy under preparation	The International Policy, Business and Strategy expert was recruited towards the end of year 2022. 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.	S
	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
<b>Outcome 2:</b> Demonstrations provide evidence of technical, financial and environmental sustainability to government and transport companies to plan for scale-up of low-carbon electric mobility.	Indicator 2.1: # of transport companies making investments in e-motorcycles based on the evidence generated through the demonstration project	Baseline 2.1: 0	Mid-point target 2.1: The demonstration e-motorcycles have been procured and a monitoring plan for the collection of data is established	End-of-project target 2.1: At least 1 transport company	N/A	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 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 are circulation in Togo, and that approximately 500 e-motorcycles are added to the market every month. However, this cannot be directly attributed to the GEF project. The MEFR and UNEP are therefore considering redesigning the demo project that was originally planned under component 2, possibly looking into piloting a small fleet of e-motorcycles in the public sector.	S
<b>Outcome 3:</b> Government creates conditions for removing existing barriers by drafting regulatory	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	Policies under development	The International Policy, Business and Strategy expert was recruited towards the end of year 2022. 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.	S

Objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
reforms and financial mechanisms for adoption of e-mobility in the country.	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	Finance mechanisms under development	See status above.	S
<b>Outcome 4:</b> 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	No	The expert that will be in charge of delivering the work related to this indicator is currently under recruitment. Too early to report on this indicator.	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	No	The expert that will be in charge of delivering the work related to this indicator is currently under recruitment. Too early to report on this indicator.	S

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

Output/ Deliverable	Completion date as per workplan <sup>4</sup>	Implementation status (%) as at 30 June 2022	Implementation status (%) as at 30 June 2023	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating <sup>5</sup>
<b>COMPONENT 1: Institutionalization of low-carbon electric mobility</b>					
<b>Output 1.1: An inter-sectorial electric mobility coordination body is established</b>	<b>31 May 2025</b>	<b>25%</b>	<b>31%</b>	<b>While the intersectoral body for the coordination of electric mobility has been set up, the Ministry still needs to ensure that it holds its meetings on a quarterly basis. New tentative completion date: 30 November 2025</b>	<b>MS</b>
<b>Deliverable 1.1.1:</b> 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.	30 Apr 2022	100%	100%	The Project Steering Committee's (PSC) ToRs have been developed. The project's inception workshop and the 1 <sup>st</sup> project steering committee meeting were held on 5 September 2022.	S
<b>Deliverable 1.1.2:</b> Quarterly coordination body meetings are carried out and annual summary reports are issued.	30 Nov 2024	0%	25%	The 2 <sup>nd</sup> meeting of the steering committee including the technical workshop group was held on 16 May 2023. However, the MEFR has not managed to hold coordination body meetings on a quarterly basis, as normally planned. This will have to be improved in the subsequent reporting periods, to ensure proper coordination on and ownership of the different project activities. New tentative completion date: 30 November 2025	MU
<b>Deliverable 1.1.3:</b> Government notification to establish the national e-mobility coordination body as a strategic, national, multi-stakeholder steering committee on e-mobility received	30 Nov 2024	0%	0%	The government's intersectoral coordination body for promoting low-carbon electric mobility has not been formally established yet. A document is under preparation for the same and should be discussed with PSC members during the next PSC meeting. Once this document is available, the coordination body will be formally set-up.	MS
<b>Deliverable 1.1.4:</b> 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)	31 May 2025	0%	0%	Once the various studies are completed and available, as well as the institutional arrangements for the promotion of electric mobility are made, then the lessons learned can be carried forward. New tentative completion date: 30 September 2025	S
<b>Output 1.2: A national strategy for electric mobility, including gender sensitive business development in the transport sector is developed and submitted for adoption.</b>	<b>30 Nov 2023</b>	<b>3%</b>	<b>15%</b>	<b>The International Policy, Business and Strategy expert was recruited in Q4 2022. Preliminary consultations on the strategy were organized in May 2023. New tentative completion date: 31 May 2024</b>	<b>MS</b>

<sup>4</sup>Refer to approved workplan appended to the PCA (Appendix 17)

<sup>5</sup> To be provided by the UNEP Task Manager

Output/ Deliverable	Completion date as per workplan <sup>4</sup>	Implementation status (%) as at 30 June 2022	Implementation status (%) as at 30 June 2023	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating <sup>5</sup>
<b>Deliverable 1.2.1:</b> A workshop to discuss scope, objective and milestones of the national e-mobility strategy is held and a workshop report is delivered.	31 Dec 2022	0%	25%	A preliminary consultation workshop was held after the 2 <sup>nd</sup> PSC meeting, on 16 May 2023. This included economic operators of electric motorcycles, public administration, civil society (including NGOs), financial organizations (including banks, microfinance), technical and financial partners. Additional consultations workshops will be organized later in year 2023 to deepen the discussion with national stakeholders. New tentative completion date: 30 September 2023	MS
<b>Deliverable 1.2.2:</b> Transport and energy sector data including vehicle fleet and current policy frameworks are collected and consolidated.	31 Aug 2022	0%	50%	The consultations mentioned above allowed the expert to start collecting data on transport and energy sectors. A report on the data will be prepared by end of August 2023. New tentative completion date: 31 August 2023	MS
<b>Deliverable 1.2.3:</b> 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.	31 May 2023	15%	50%	The preparation of the draft national strategy is under way. A first draft will 1 <sup>st</sup> draft will be presented / disseminated among national stakeholders and with UNEP SMU by end of September 2023 to collect feedback / comments. New tentative completion date: 30 September 2023	MS
<b>Deliverable 1.2.4:</b> The final national gender-sensitive e-mobility strategy is presented in a workshop	30 Jun 2023	0%	0%	The work related to this deliverable will take place in November 2023 New tentative completion date: 30 November 2023	MS
<b>Deliverable 1.2.5:</b> Final national gender sensitive e-mobility strategy is submitted for adoption.	31 Nov 2023	0%	0%	The work related to this deliverable will start in December 2023 New tentative completion date: 1 May 2024	MS
<b>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).</b>	<b>31 Mar 2025</b>	<b>0%</b>	<b>0%</b>	<b>So far, none of the key stakeholders from Togo have participated in the events organized by the Global E-mobility Programme.</b>	<b>MU</b>
<b>Deliverable 1.3.1:</b> Participation in three Africa Platform / Community of Practice events (+ 1 report for each event)	31 Mar 2024	0%	0%	So far, the project did not have the possibility to participate in any community of practice event organized by the African platform. If such an event is organized during the 2 <sup>nd</sup> half of year 2023, the PMU will make sure relevant stakeholders from Togo participate and produce a mission report.	MU
<b>Deliverable 1.3.2 :</b> Participation in three electric mobility / electric 2&3 wheeler training events (+ 1 report for each event)	31 Mar 2024	0%	0%	So far, the project did not have the possibility to participate in any electric mobility / electric 2&3 wheeler training events. If such an event is organized during the 2 <sup>nd</sup> half of year 2023, the PMU will make sure relevant stakeholders from Togo participate and produce a mission report.	MU
<b>Deliverable 1.3.3:</b> Participation in two financing / marketplace events (+ 1 report for each event)	31 Mar 2024	0%	0%	So far, the project did not have the possibility to participate in any of the funding/marketing events. If such an event is organized during the 2 <sup>nd</sup> half of year 2023, the PMU will make sure relevant stakeholders from Togo participate and produce a mission report.	MU
<b>Deliverable 1.3.4:</b> Participation in one e-mobility replication event (+ 1 report for each event)	31 Mar 2025	0%	0%	No replication event has been organized yet.	MS

Output/ Deliverable	Completion date as per workplan <sup>4</sup>	Implementation status (%) as at 30 June 2022	Implementation status (%) as at 30 June 2023	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating <sup>5</sup>
<b>COMPONENT 2: Short term barrier removal through low-carbon e-moto-taxi demonstration and charging development</b>					
<b>Output 2.1: A comprehensive feasibility study and implementation plan for electric moto-taxi demonstration including a low-carbon charging scheme, and a data collection framework are developed along with the reporting and analytical framework.</b>	30 Sep 2022	0%	6%	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 been created in Lomé by a private sector actor, and this company has also established a battery swapping scheme as well as 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 are circulation in Togo, and that approximately 500 e-motorcycles are added to the market every month. The MEFR and UNEP are therefore considering redesigning the demo project that was originally planned under component 2, possibly looking into piloting a small fleet of e-motorcycles in the public sector. This will be presented in the next PIR.	MU
<b>Deliverable 2.1.1:</b> Detailed terms of reference are developed to hire a team of experts (including an international e-mobility expert, a national e-mobility expert, Sustainable Transport Africa and a local university) to develop the feasibility study & implementation plan	30 Apr 2022	0%	25%	An International E-Mobility Technology expert is currently under recruitment to undertake the work under component 2. See explanations above for the re-design to be undertaken of outputs / deliverables under component 2..	MU
<b>Deliverable 2.1.2:</b> The detailed feasibility study (including technical specifications) & implementation plan for the e-mobility and charging demonstration is developed	30 Jun 2022	0%	0%	See explanations above.	MU
<b>Deliverable 2.1.3:</b> The feasibility study and implementation plan is presented during a workshop	30 Jun 2022	0%	0%	See explanations above.	MU
<b>Deliverable 2.1.4:</b> Private sector partners to implement the demonstration project are selected through a competitive process led by Sustainable Transport Africa (report on the bidding and selection process issued)	30 Sep 2022	0%	0%	See explanations above.	MU

Output/ Deliverable	Completion date as per workplan <sup>4</sup>	Implementation status (%) as at 30 June 2022	Implementation status (%) as at 30 June 2023	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating <sup>5</sup>
<b>Output 2.2: Demonstration vehicles and charging equipment are procured, staff trained, the demonstration project is implemented, monitored and data are collected, analysed and disseminated</b>	30 Apr 2024	0%	0%	As for Output 2.1, Output 2.2 will require a redesign. The MEFR and UNEP are currently working on it, and this will be presented in the next PIR.	MU
<b>Deliverable 2.2.1:</b> Procurement and delivery in Togo of electric motorcycles, based on the initial specifications established in the feasibility study (D 2.1.2), with support of Sustainable Transport Africa and UNEP SMU	31 Dec 2022	0%	0%	See explanations above.	MU
<b>Deliverable 2.2.2:</b> Procurement and delivery in Togo of charging equipment, based on specifications established in D 2.1.2 and with support of Sustainable Transport Africa and UNEP SMU	31 Dec 2022	0%	0%	See explanations above.	MU
<b>Deliverable 2.2.3:</b> Training of e-motorcycle drivers and charging equipment operators	31 Jan 2023	0%	0%	See explanations above.	MU
<b>Deliverable 2.2.4:</b> Implementation of the demonstration project as detailed in the implementation plan and collection and analysis of data with the support of the local university (data set and analysis report issued)	31 Dec 2023	0%	0%	See explanations above.	MS
<b>Deliverable 2.2.5:</b> A technical report summarizing the results of the demonstration project is developed including recommendations for technical specifications for e-motorcycles and charging equipment and operation for upscaling	31 Mar 2024	0%	0%	See explanations above.	MS
<b>Deliverable 2.2.6:</b> The results of the demonstration are presented in a workshop	30 Apr 2024	0%	0%	See explanations above.	MS
<b>COMPONENT 3: Preparing for scale-up and replication of low-carbon electric mobility</b>					
<b>Output 3.1: Fiscal policies and regulatory schemes are developed to incentivize the uptake of electric mobility.</b>	30 Nov 2024	0%	15%	The International Policy, Business and Strategy expert was recruited in Q4 2022. Preliminary consultations on the policy / regulatory framework were organized in May 2023. New tentative completion date: 30 November 2024	MS



Output/ Deliverable	Completion date as per workplan <sup>4</sup>	Implementation status (%) as at 30 June 2022	Implementation status (%) as at 30 June 2023	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating <sup>5</sup>
<b>Deliverable 3.1.1:</b> A draft proposal to reform vehicle import taxation and regulation is developed	30 Sep 2023	0%	25%	The draft proposal to reform the taxation and regulation of vehicle imports is under development. New tentative completion date: 31 March 2024	MS
<b>Deliverable 3.1.2:</b> A draft proposal to reform vehicle registration is developed	30 Sep 2023	0%	25%	The International Policy, Business and Strategy expert was recruited and started the consultations. Discussions on the draft vehicle registration reform proposal are underway with the Ministry of Road, Air and Rail Transport. A reform proposal will be developed jointly with the Road Transport Directorate by December 31, 2023. New tentative completion date: 31 March 2024	MS
<b>Deliverable 3.1.3:</b> A draft proposal of power sector regulations is developed	30 Sep 2023	0%	25%	The International Policy, Business and Strategy expert was recruited and make the consultations. Discussions are also underway with the Directorate General of Energy to reflect on and develop a draft text regulating the electricity sector. This text will be available no later than December 31, 2023 New tentative completion date: 31 March 2024	MS
<b>Deliverable 3.1.4:</b> A package of policy proposals is circulated for review and presented at a workshop	31 May 2024	0%	0%	The work related to this deliverable will start in Q2 2024. New tentative completion date: 31 July 2024	MS
<b>Deliverable 3.1.5:</b> A consolidated package of policy proposals is presented is submitted for adoption.	30 Nov 2024	0%	0%	The work related to this deliverable will start in Q3 2024. New tentative completion date: 30 November 2024	MS
<b>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</b>	<b>30 Nov 2024</b>	<b>0%</b>	<b>0%</b>	<b>All activities under this output are yet to start. New tentative completion date: 28 February 2025</b>	<b>MU</b>
<b>Deliverable 3.2.1:</b> 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)	31 Mar 2022	0%	0%	The strategy document and the implementation plan, including the demonstration project are not yet available, so this activity of identifying private sector actors and international / national financing institutions interested in e-mobility has not yet been realized. New tentative completion date: 30 November 2023	MU
<b>Deliverable 3.2.2:</b> Three private sector and finance e-mobility roundtables are carried out (1 report issued per roundtable)	31 Jul 2023	0%	0%	This activity of organizing round tables with the private sector and finance institutions will start in December 2023. New tentative completion date: 30 November 2024	MU
<b>Deliverable 3.2.3:</b> 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.	3 Apr 2024	0%	0%	This activity will start in Q1 or Q2 2024. New tentative completion date: 31 August 2024	MS
<b>Deliverable 3.2.4:</b> Two e-mobility upscaling project concepts are prepared and submitted to the targeted financing institution	30 Nov 2024	0%	0%	The work related to this deliverable will start in Q3 2024. New tentative completion date: 28 February 2025	MS

Output/ Deliverable	Completion date as per workplan <sup>4</sup>	Implementation status (%) as at 30 June 2022	Implementation status (%) as at 30 June 2023	Describe progress made, challenges faced and explain delays (maximum one paragraph for each row)	Progress rating <sup>5</sup>
<b>COMPONENT 4: Long-term environmental sustainability of low-carbon electric mobility</b>					
<b>Output 4.1: A study to integrate renewable power for electric vehicle recharging is carried out.</b>	<b>30 Sep 2024</b>	<b>0%</b>	<b>8%</b>	<b>The recruitment of the international expert in charge of preparing the deliverables below is underway. Activities related to this output should start in Q4 2023 New tentative completion date: 31 January 2025</b>	<b>MS</b>
<b>Deliverable 4.1.1:</b> An International Charging & Renewable Energy integration and Battery expert is hire based on TORs including clear timelines and deliverables	30 Sep 2023	0%	25%	The recruitment of International Charging & Renewable Energy integration and Battery expert was launched on April 14, 2023. The procurement process is running and should be completed in Q4 2023. New tentative completion date: 30 November 2023	MS
<b>Deliverable 4.1.2:</b> A draft study to integrate renewable power for electric vehicle recharging with a focus on rural applications and minigrd integration is developed, circulated for review and presented at a workshop	28 Feb 2024	0%	0%	See status above. The work related to this deliverable will start in Q4 2023. New tentative completion date: 30 June 2024	MS
<b>Deliverable 4.1.3:</b> 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.	30 Sep 2024	0%	0%	See status above. The work related to this deliverable will start in Q3 2024. New tentative completion date: 31 January 2025	MS
<b>Output 4.2: A scheme for collection, re-use, recycling and sound disposal of used electric vehicle batteries is developed and submitted for adoption.</b>	<b>30 Sep 2024</b>	<b>0%</b>	<b>0%</b>	<b>The recruitment of the international expert in charge of preparing the deliverables below is underway. Activities related to this output should start in Q4 2023 New tentative completion date: 28 February 2025</b>	<b>MS</b>
<b>Deliverable 4.2.1:</b> 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	30 Nov 2022	0%	0%	The work related to this deliverable will start in Q2 2024. New tentative completion date: 30 November 2024	MS
<b>Deliverable 4.2.2:</b> 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	28 Feb 2024	0%	0%	The work related to this deliverable will start in Q1 2024. New tentative completion date: 31 August 2024	MS
<b>Deliverable 4.2.3:</b> 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.	30 Sep 2024	0%	0%	The work related to this deliverable will start in Q3 2024. New tentative completion date: 31 August 2024	MS

## 4. Risk Rating

### 4.1 Table A. Project management Risk

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

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

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

### 4.2 Table B. Risk-Log

Risk	Risk affecting:	Risk Rating		Variation in respect to last rating	
	Outcome / outputs	CEO ED	PIR 1 (this PIR)	Δ	Justification
<b>Risks identified at CEO Endorsement</b>					
The growing demand from electric vehicles destabilizes the power supply	Outcome 4	M	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 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	↓	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 2024 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	↓	So far, the implementation of the project did not present any conflict of interest that negatively impacts the implementation of the activities. This risk will continue to be assessed in the next reporting period, as the work on the national e-mobility strategy gains momentum.
Objection or low commitment from industry and lack of interest or participation from market players/private sector.	Outcomes 2 and 3	M	L	↓	A private sector operator (Spiro) which assembles electric motorcycles has been established in Togo since 2021. To date, they have deployed over 3,000 e-motorcycles as well as a battery swapping system in Lomé. Other operators are also looking to settle.

Time lag of results: Major results of the project may not be seen before the end of the project period.	All	S	L	↓	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	↓	This risk has not materialized so far, given that project is just starting implementation of activities. In addition, 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.
<b>New risks identified in the current 2023 PIR</b>					
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		While some project outputs have been delayed, this should not impact the MEFR's ability to conclude the project before the technical completion date of 30 November 2025. A workplan revision will need to be prepared to set new completion dates for all project deliverables / outputs, factoring in the delays incurred.
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		Togolese EV market has developed naturally since project was designed in 2019-2020. As of mid-2023, around 3,000 e-motorcycles are circulation in Togo and approximately 500 e-motorcycles are added to the market every month. This is an initiative from the private sector, not directly attributable to the GEF project. MEFR and UNEP are therefore redesigning the demo project originally planned under component 2, possibly looking into piloting a small fleet of e-motorcycles in the public sector. This will be presented in the next PIR.
Coordination among key national stakeholder is still too sporadic.			M		Since project start, MEFR only managed to organize 2 meeting of the national coordination body on e-mobility, while the body is supposed to meet every quarter. MEFR still needs to establish the thematic working groups with representatives from key ministries / institutions to support the work on the different project themes (i.e. e-mobility technology, e-mobility business models and finance, e-mobility policy), otherwise the deliverables prepared by international experts will lack national ownership.
Consolidated project risk			<b>M</b>		<i>This section focuses on the variation. The overall rating is discussed in section 2.3.</i>

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

Risk	Actions decided during the previous reporting instance (PIR <sub>t-1</sub> , MTR, etc.)	Actions effectively undertaken this reporting period	Additional mitigation measures for the next periods		
			What	When	By whom
The project has incurred delay on the implementation of certain outputs due to the resignation of the previous 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.	N/A	N/A	<p><b>Action 1 [2023]:</b> MEFR will work with UNEP on preparing a workplan and budget revision to reflect the delays incurred and set 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.</p> <p><b>Action 2 [2023]:</b> The revised workplan and component 2 redesign will be presented in the next PSC meeting.</p>	<p>Before 30 September 2023</p> <p>Before 30 November 2023</p>	<p>CTA / MEFR</p> <p>CTA / MEFR</p>
Coordination among key national stakeholder is still too sporadic.	N/A	N/A	<p><b>Action 3 [2023]:</b> MEFR to share with UNEP and national stakeholders a planning of the expected PSC &amp; coordination body meeting dates until end of year 2024.</p> <p><b>Action 4 [2023]:</b> PMU to establish thematic technical working groups (i.e. e-mobility technology, e-mobility business models and finance, e-mobility policy) and share list with UNEP</p>	<p>By 15 September 2023</p> <p>By 15 October 2023</p>	<p>CTA / MEFR</p> <p>CTA / MEFR</p>

**High Risk (H):** There is a probability of greater than 75% that **assumptions** may fail to hold or materialize, and/or the project may face high risks.  
**Significant Risk (S):** There is a probability of between 51% and 75% that **assumptions** may fail to hold and/or the project may face substantial risks.  
**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. Project Minor Amendments

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

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

<b>Minor amendments</b>	<b>No amendments were conducted so far. However, a re-design of Component 2 will take place during the next reporting period, given that the private sector is already scaling up the deployment of e-motorcycles in Togo.</b>
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### 5.2 Table B: History of project revisions and/or extensions

Version	Type	Signed/Approved by UNEP	Entry into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		30 September 2021	30 September 2021	30 November 2026	N/A

## 6. 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 Required field	Latitude Required field	Longitude Required field	Geo Name ID Required field if the location is not an exact site	Location Description Optional text field	Activity Description Optional text field
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
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