



Project Implementation Report

(1 July 2021 – 30 June 2022)

Project Title:	Egyptian Programme for Promoting Industrial Motor Efficiency
GEF ID:	9423
UNIDO ID:	160007
GEF Replenishment Cycle:	GEF-6
Country(ies):	Egypt, the Arab Republic of
Region:	MNA - Middle East and North Africa
GEF Focal Area:	Climate Change Mitigation (CCM)
Integrated Approach Pilot (IAP) Programs¹:	NA
Stand-alone / Child Project:	Stand-alone
Implementing Department/Division:	ENE / ESI
Co-Implementing Agency:	NA
Executing Agency(ies):	Industrial Modernization Centre (IMC) and Egyptian National Cleaner Production Center (ENCPC)
Project Type:	Full-Sized Project (FSP)
Project Duration:	48
Extension(s):	1
GEF Project Financing:	2,750,000
Agency Fee:	261,250
Co-financing Amount:	16,800,000
Date of CEO Endorsement/Approval:	6/12/2018
UNIDO Approval Date:	7/5/2018
Actual Implementation Start:	8/6/2018
Cumulative disbursement as of 30 June 2022:	1 455 862,95
Mid-term Review (MTR) Date:	6/15/2021
Original Project Completion Date:	8/6/2022
Project Completion Date as reported in FY21:	8/6/2022
Current SAP Completion Date:	2/29/2024
Expected Project Completion Date:	2/29/2024

¹ Only for GEF-6 projects, if applicable

Expected Terminal Evaluation (TE) Date:	2/29/2024
Expected Financial Closure Date:	6/30/2024
UNIDO Project Manager ² :	ATTIA / GHONEIM

I. Brief description of project and status overview

Project Objective		
<p>The project objective is to reduce GHG emissions by facilitating and supporting market penetration of highly energy efficient motor systems in the industrial sector in Egypt through promoting policies that support the development of low carbon technologies and mitigation options and demonstrate innovative mechanisms and solutions for technical assistance and financing. The project focuses on implementing a sustainable strategy that utilizes local value chains to meet demand for energy efficient technology in Egypt. The project will strengthen linkages between local manufacturers of energy efficient motors and other products, suppliers, and industrial enterprises/end users.</p>		
Project Core Indicators		Expected at Endorsement/Approval stage
4	Support to transformational shifts towards a low-emission and resilient development path	<p>750 million tons of CO₂e mitigated (include both direct and indirect)</p> <p>Direct: 0.598</p> <p>Indirect: 1.922</p> <p>Total: 2.52</p>

Baseline
<p>The Government of Egypt has identified energy efficiency in Electric Motor Driven Systems (EMDS) as one of the highest impact opportunity areas to increase industrial energy efficiency while combating climate change. Estimates suggest that Egypt has a total stock of 950,000 motors (larger than 1hp), with an installed capacity of over 17GW. The industrial sector accounts for 86% of the installed capacity, with the remaining 14% attributed to the agricultural and commercial sectors. Motor systems consume 60% of the total industrial electricity demand in Egypt accounting for approximately 23,463 GWh. Without policies and support programs in place to encourage motor system optimization and the replacement of old inefficient motors, the industrial sector will continue to find it more attractive to maintain the status quo, postpone the decision to upgrade inefficient motors and continue to rewind old motors due to the low cost of rewinding and electricity compared to the higher costs of new efficient motors.</p>

Overall Ratings ³	FY22	FY21
Global Environmental Objectives (GEOs) / Development Objectives (DOs) Rating	<i>Satisfactory (S)</i>	<i>Satisfactory (S)</i>

² Person responsible for report content

³ Please refer to the explanatory note at the end of the document and assure that the indicated ratings correspond to the narrative of the report

Implementation Progress (IP) Rating	<i>Satisfactory (S)</i>	<i>Moderately Satisfactory (MS)</i>
<p><i>Using the progress rationale reported in section II, please briefly justify the selected FY22 IP ratings versus the IP ratings reported in FY21. Following the MTR, the implementation is currently progressing upon schedule and project outcomes have exceeded their mid-term targets with 17 outputs out of 19 are progressing according to the project plan. Remainder two outputs are forecasted to be on schedule by the coming reporting FY23.</i></p>		
Overall Risk Rating	<i>Low Risk (L)</i>	<i>Low Risk (L)</i>

II. Targeted results and progress to-date

Please describe the progress made in achieving the outputs against key performance indicator's targets in the project's **M&E Plan/Log-Frame at the time of CEO Endorsement/Approval**. Please expand the table as needed.

Project Strategy	KPIs/Indicators	Baseline	Target level	Progress to-date
Component 1 - Conducive Policy and Legal Environment for EE Motors				
Outcome 1: Legislative and regulatory frameworks for EE motors developed				
Output 1.1: Recommendations on policy tools and guidelines for the deployment of EE motors developed	Number of recommended policy tools and guidelines applicable to energy efficient motors developed	Baseline: 1 MEPS for industrial motors is currently being developed with support from the IFC. The MEPS is expected to go into effect no later than 2021. No other policy tools or guidelines are being developed.	3 policy tools and guidelines (gender responsive)	Major deliverable: Assessment of the market structure of industrial energy efficiency in Egypt with focus on Electric Motor Driven Systems (EMDS) The baseline report includes stakeholders' mapping, existing policies' identification, regulatory and institutional arrangements' description and ESCO models review as well as a review of the existing financial mechanisms which support the deployment of EE motors in Egypt and Institutions relevant to IEE and EMDS (Policy, Planning, Data, Implementation, Monitoring).
Output 1.2: Action plans to support rewinding shops in adapting to the changes in the industrial motors marketplace developed	Number of action plans and guidelines to support rewinders in upgrading their operations developed and adopted by the relevant stakeholders Number of action plans to support rewinders in reintegrating into the job market developed and adopted by the relevant stakeholders	Baseline: 0	1 action plan and 1 guidelines for upgrading operations (gender responsive) developed	Roadmap & action plan developed to support motor rewinding shops: Market sizing & segmentation, presenting feedback on market key barriers & business opportunities. Guidelines on best practices developed in motors rewinding, highlighting drawbacks of bad rewinding practices, focusing on most commonly used 3-phase induction motors in industrial sector
Output 1.3.: Action plan to support local industries in the development of EE and clean technologies for motor systems developed	-Number of action plans to support local industries -Number of match-making	Baseline: 0	1 action plan to support local industries (gender responsive) by the end of year 2	Complete gender report completed covering gender and gaps analysis within the motors industry and EE in the Egyptian market.

	opportunities facilitated		5 matchmaking events by the end of the project	A technical memo with the operational framework/market regulation for the decree was created upon a stakeholders' meeting on the 2nd of November 2021 with GOIEC, EOS, and ICA to set the role of each organization in regards to the ministerial decree no 463. 3rd working group meeting on 30th of November 2021 in cooperation with IMC to present the selected operational policy tools and guidelines for the deployment of EE motors through a participatory process involving the relevant public and private sector actors Developed on the 9th of March 2022 a workshop for the validation of the roadmap to support the rewinding motor industry and market study for local manufacturing of motors systems and concrete policies for promoting local manufacturing of motors systems. The Number of participants was 30 from motor manufacturers, rewinders, and all stakeholders. Developed on the 30th of March 2022 a business-to-business linkage. The event focused on connecting components manufacturers with producers of motors, suppliers, and financial facilities (40 participants) Development of an online electronic motor registration platform for the registration of imported and locally manufactured certified motor models
Output 1.4: ESCO market support policies and tools developed	Number of supports frameworks for ESCO developed	There are no support policies in place for ESCOs	3 ESCO support frameworks developed	
Component 2 – Awareness and Capacity Building on Energy Efficient Motors				
Outcome 1: Key stakeholder trained and awareness campaign conducted on EE motors and motor systems				
Output 2.1: National awareness campaign on the benefits of EE upgrades to Electric Motor Driven Systems	-Number of workshops, conferences, stakeholder engagement meetings -Number of people reached (disaggregated by sex) -Award for "EE EMDS Champion" [as part of the Ministry's Innovation Award] with a category for women	Baseline: A few meetings conducted by IFC to promote MEPS/S&L for industrial motors	20 workshops, conferences, and meetings conducted; 500 people reached (at least 30% women) 1 award ceremony within the life of the project	Project website and social media platforms developed with continuous updates are made in both English and Arabic languages. Awareness campaign initiated through social media platforms and mail campaign. Full media coverage for all running activities. Developing Female beneficiaries' statements to produce an Energy gender video.
Output 2.2: Peer-to-peer platform for information exchange, cooperation and partnerships among seekers and providers of services and information on EE motors developed	Number of peer-to-peer platforms established Number of active participants on the platform (disaggregated by sex)	Baseline: 0 (Basic platform developed for IFC project but currently inactive)	1 peer-to-peer platform 20 active participants (at least 20% women)	8 Awareness events took place all over Egypt with 664 participants over the reported period FY2021-2022. (~7% females participation). 5 Webinars conducted over same period to boost awareness on the vitality of EE motors and benefits of investing in them, the decree 463/2020, and shedding light on the market analysis and neighbouring countries' practices that are relative to
Output 2.3:	-Number of published	Baseline: 0	30 case studies, reports, or web stories; reaching at least	

Information gained through the 30 demonstration projects disseminated	case studies, web stories, or reports about 30 demonstration projects		200 people online (at least 30% women reached)	<p>the project's EE activities. The webinar targeted diverse stakeholders; suppliers, end users, and local consultants</p> <p>4 Articles and 7 infographics published.</p> <p>Continuous coordination with IMC in order to increase the reach out of the project objective and implement the national awareness campaign through IMC in industrial cities.</p> <p>A Peer-to-Peer Network was established to promote the deployment of energy-efficient motor driven systems in the petrochemical and plastics sectors in Egypt.</p>
Output 2.4: Industrial end users, suppliers, and motor system optimization experts trained	Number of Qualified System Optimization Practitioners (including experts, suppliers and enterprises) trained and certified (disaggregated by sex)	Baseline: 0	300 users, of which 50 certified system optimization experts (at least 20% women)	<p>19 Trainings took place during the reported period FY2021-2022 for PSO, MSO, EnMS and rewinders.</p> <p>Trainees are 733 with 143 females (19.5%).</p> <p>12 Case studies were assigned for the trainees to start working on it under the supervision of the international consultants as a part of the CASO and MSO experts training program (this serves for output 3.1.1).</p> <p>The project has succeeded to complete 27 trainings during its life time with a total of 962 trainees 182 females (18.9%) participation.</p>
Output 2.5: Local rewinding and refurbishing workshops technical capacity improved	Number of staff from rewinding workshops trained in best practices	Baseline: 0	Staff from 20 rewinding workshops trained on best practices for rewinding	<p>Rewinders best practices manual, guidelines and training material for the local rewinding and refurbishing workshops were developed and used.</p> <p>3-Days rewinders training took place in March 2022 over two rounds with the presence of 28 trainees (1st and 2nd rounds) 0% females. The training was conducted at two industrial zones; 10th of Ramadan industrial zone and 6th of October industrial zone.</p>
Component 3 – Technical Assistance for Technology Demonstration and Upgrading				
Outcome 1: Technology demonstrations and mechanism to support wide scale deployment are in place				
Output 3.1: Detailed motor efficiency audits for 40 selected enterprises conducted by UNIDO-trained motor system optimization experts	<p>-Number of detailed motor efficiency audits and technical assistance support conducted</p> <p>-Number of EE motor upgrade projects implemented with support from GEF</p>	Baseline: 0	<p>40 energy audits and technical assistance support to identify EE measures conducted</p> <p>30 motor upgrade projects Implemented</p>	<p>IMC and ENCPC are working on generating the demand for the deployment of EE motors services and are carrying out the walk-throughs and auditing activities in enterprises as part of the national execution following their TOR.</p> <p>The project to date completed 12 Company cases (MSO & CASO), whilst completing 81 walkthroughs and produced 70 reports.</p>
Output 3.2: Technical and business advisory services for 30 motors upgrade projects facilitated	Number of pilot and business projects receiving technical and business advisory services	Baseline: 0	30 enterprises and projects receiving TA	<p>Series of awareness session was conducted to IMC branches' staff introducing them to the services which are delivered by the project in order for IMC staff to be able to promote for the project activities and attract clients</p>

				<p>and consequently build the project's clients' base.</p> <p>IMC has added the CASO and MSO technical services to their list of business development service to be available for all their clients.</p> <p>57 (22 CASO/35 MSO) approved consultants contracted by IMC as service providers for CASO and MSO technical assistance services.</p>
Output 3.3: System optimization for EMDS implemented and EE motors installed in 30 enterprises	<p>-Number of motors upgrade and system optimization projects implemented with support from GEF</p> <p>-Number of industrial facilities with firm plans to procure and install EE motors due to the technical assistance provided by the project</p>		<p>30 EE motors and system optimization projects</p> <p>30 industrial facilities assisted</p>	<p>The project to date completed 12 Company cases (MSO & CASO)</p> <p>242 Registration forms received.</p>
Output 3.1.4: Public private partnerships with international suppliers developed to accelerate the deployment of EE motors	<p>Number of public-private partnerships with international suppliers</p> <p>Number of EE motors projects initiated through these partnerships</p>	Baseline: 0	<p>1 public-private partnership</p> <p>10 EE motors projects initiated through these partnerships</p>	Series of sessions were conducted by the project lead by IMC branches' staff to promote the deployment of energy-efficient motor driven systems to the private sector in various industrial areas as reported in output 3.2.

Component 4: Support for developing the ESCO market, with a specific focus on EMDS optimization and motor upgrades

Outcome 1: ESCO models to provide energy efficiency services to industry piloted

Output 4.1: Contractual framework for energy performance contracting [ESCO business models] developed	<p>-Number of contractual frameworks developed</p> <p>-Number of arbitrations and dispute resolution options identified and disseminated</p> <p>-Number of trainings for independent arbitration bodies</p>	Baseline: 0	<p>1 standard contract for energy performance contracting, with a specific focus on EMDS</p> <p>1 guideline developed on arbitration and dispute resolution relating to EPC projects</p> <p>3 trainings for independent arbitration bodies in Egypt on ESCO contracts (at least 20% women participants)</p>	<p>ESCO market support policies and tools developed:</p> <p>Perform a rapid assessment to validate the findings of the ESCO assessment undertaken during PPG phase and confirm the selection of ESCO business models</p> <p>Develop an accreditation scheme for ESCOs</p> <p>Develop an M&V framework and operational guide for motor system applications</p> <p>Identify and adapt a certification scheme for M&V service providers</p>
Output 4.2: M&V tools established and made available to ESCOs, M&V providers and industry	<p>-Number of M&V tools made available</p> <p>-Number of M&V service providers trained</p> <p>-Number of M&V service providers accredited</p>	Baseline: 0	<p>- 1 standard M&V plan for EMDS projects</p> <p>- 1 mobile testing lab to support M&V activities developed</p> <p>-10 M&V service providers trained</p> <p>-2 M&V service providers accredited</p>	<p>Further information will be documented in the next reporting period.</p>
Output 4.3: ESCO businesses developed	-Number of motors systems optimization experts/companies	Baseline: 0	5 experts/companies (at least 1 women expert/women-led)	

and established	registered to implement EPC projects within the market		business)	
Output 4.4: Output 4.1.4: Revolving fund to offer project-based financing packages EPC projects introduced	-Number of financial institutions participating in the revolving fund -Number of bank officers trained in energy performance contract project assessment -Number of energy service companies/MSO experts trained in financial analysis for EPC projects -\$ invested in EMDS optimization projects during the life of the project	Baseline: 0	-1 participating financial Institution -10 bank officers trained (at least 30% women) -10 companies/MSO experts trained (at least 20% women) \$500,000 invested	
Component 5: Monitoring and Evaluation				
Outcome 1: Project progress towards objectives continuously monitored and evaluated				
Output 5.1.: Project progress monitored, documented and recommended actions formulated	Number of evaluations reports completed	Baseline: 0	1 Midterm review and 1 Terminal Evaluation	On-going monthly reports. Quarterly reports submitted covering project summaries and disbursements to the Ministry of Trade and Industry. Yearly reporting completed as part of GEF Regulations. Mid-Term Review completed.
Output 5.2. Terminal Evaluation (TE) conducted in a timely manner	Number of progress reports	Baseline: 0	At least one progress report per year	Two progress report developed. (2-PIRs)

III. Project Risk Management

1. Please indicate the overall project-level risks and the related risk management measures: (i) as identified in the CEO Endorsement document, and (ii) progress to-date. Please expand the table as needed.

	(i) Risks at CEO Stage	(i) Risk level FY21	(i) Risk level FY22	(i) Mitigation measures	(ii) Progress to-date	New defined risk ⁴
1	Policy recommendations are not approved or effectively enforced by relevant authorities	Low	Low	The project will develop policy recommendations and tools in close collaboration with all relevant stakeholders including: policy makers, industrial sector representatives and EE motors manufacturers. By	The Ministry of Trade and Industry is encouraging the adoption of highly efficient motors. A ministerial decree #463 was issued in October 2020, identifying the Minimum Energy Performance Standard (MEPS) and promoting the use of IE3 motors. The project developed policy recommendations and various operational policy tools, guidelines, market	Low <input type="checkbox"/>

⁴ New risk added in reporting period. Check only if applicable.

				creating final recommendations, tools, and action plans in an inclusive, collaborative manner, it is expected that the recommendations are adopted and effectively enforced.	sizing and engagement plan were developed. The project has formulated a working group comprising various stakeholders to include 14 different entities in order to encourage participation and sharing of opinions and views. A series of meetings were held where the policy recommendations were presented and welcomed by the stakeholders. The policy recommendations were enforcing the Ministerial decree and helping the Ministry in its implementation.	
2	Users of old motors do not want to purchase EE motors	Medium	Low	End users of industrial motors may not want to replace their old motors, especially if they are still functional. The project will include comprehensive awareness raising and promotion activities to ensure that end users fully understand the benefits of EE motors, especially from an energy and cost savings perspective. Through the ESCO business models, the up-front cost of replacing the motors will be shifted to the ESCO and its financing institutions and therefore reduce this risk.	<p>The Minister of Trade and Industry has issued a decree # 463/2020 with six articles to support manufacturers and producers of the Electric Motors to move to IE3 and gave them a grace period for smooth transition.</p> <p>The Project is creating the enabling environment through the policy recommendations and proposing various tools to enforce the above-mentioned decree and through the advocacy for the use of highly efficient motors so that end users would recognize the benefits which they will gain when changing to highly efficient motors. The project aims at helping the government to reach a smooth transition to highly efficient motors systems in the near future.</p>	Low <input type="checkbox"/>
3	ESCOs local market remains underdeveloped	Medium	Medium	<p>The ESCO market in Egypt is underdeveloped as there is limited expertise, awareness and service supply in the country. To mitigate this risk, the project has identified the challenges faced by local ESCOs, especially with regards to working with industrial enterprises</p> <p>The project will provide technical support to the relevant stakeholder to develop a contractual framework for EPC, an accompanying dispute and arbitration mechanism, independent M&V protocols, business plans and operational modalities, and opportunities to access finance for MSO and EE motors upgrades. It is expected that the ESCOs market will expand and the industrial sector will be eager to seek ESCOs services.</p>	<p>An ESCO Market Assessment Report is currently being developed as part of the policy component. The project will start working toward the development of 3 ESCO frameworks including accreditation and certification scheme and M&V frameworks.</p>	Medium <input type="checkbox"/>
4	Industrial enterprises receiving TA and/or the ESCOs might not be able to come up with the required co-financing	Medium	Low	Industries, especially SMEs, might not be able to access financing to cover system optimization and motor upgrade projects. This could cause delays in the demonstration projects, limiting the opportunity to disseminate success stories and to develop case studies. The demonstration projects will be designed so that milestones can be documented and disseminated with the aim of encouraging knowledge sharing and peer-to-peer dialogue.	<p>The industrial sector is eager to receive UNIDO services related to the TA for EE Motors as a continuation of the GEF4 Industrial Energy Efficiency project which has created a market for EE services in Egypt.</p> <p>The project was informed that EBRD and GIZ are currently working on the establishment of a super ESCO which will provide funding to the ESCOs which will be established by the project. https://www.gfa-group.de/projects/Energy_efficiency_service_market_potentials_and_feasibility_of_establishing_a_Super_Energy_Service_Company_3950501.html</p> <p>Also, GIZ is working on establishing a fund for providing support to ESCOs on EE and therefore this risk is considered low.</p>	Low <input type="checkbox"/>

				In order to mitigate the cost and risk factors, the project will establish a \$500,000 revolving fund with a participating financial institution to support small-scale MSO projects. The project will also partner with GEEF Egypt to facilitate access to the credit for EE motor upgrades and promote public private partnerships to accelerate investments in EE motors deployment and ESCOs		
5	Climate change risk	Low	Low	Climate change would not impact the implementation of this project.	None	Low <input type="checkbox"/>
6	Socio-economic risk Industrial enterprise owners lose interest in the programme due to lower energy prices and longer payback periods	Low	Low	The Government of Egypt has extended its five-year plan to phase out energy subsidies until 2021, which means that the costs for energy in the industrial sector will rise each year. Furthermore, the lack of security of the energy supply has become a major driver for industrial consumers to adopt EE measures. The project will highlight the benefits both financial and social of energy efficient motors to mitigate this risk	Energy subsidy reform is a main pillar of Egypt's economic reform program. The government has implemented the last round of subsidy cuts in June 2019 and the subsidy's system reform is supposed to be ongoing until 2020. The government raised household electricity prices by 19% on average as it introduced the latest round of electricity subsidy cuts. The remaining electricity subsidy will be phased over a further three years until 2024/25. The industrial sector is keen to receive the project's services.	Low
7	Economic and financial instability	Medium	Low	Future economic and financial instability in Egypt could result in currency devaluation and increased interest rates. Changes in the financial market could affect the ability of industrial enterprises to access finance. Increased interest rates could make EE investment, especially motors upgrades, unattractive for industrial enterprises. This project, therefore, will provide a \$500,000 revolving fund with stable terms and conditions, so that ESCOs and industrial end users can access finance for MSO upgrades and support public-private partnerships with suppliers to offer low prices and soft-financing options for EE motors upgrades	Electricity and gas prices in Egypt are increasing and subsidies are being waived specially from the private industrial sector. The re-opening of the economy and related government support to sectors is providing new opportunities for accelerating private sector driven and sustainable economic transformation.	Low
8	Social and Gender Risk There could be a risk of resistance against the involvement of women or activities that promote GEEW. Or there could be a lack of interest in the project activities from stakeholders, especially with regards to the active promotion of gender	Low	Medium	To mitigate this risk the project will pursue thorough and gender responsive communication showing the benefits of gender equality for both women and men, and ensure stakeholder involvement at all levels, with special regard to involving both women and men, as well as CSOs and NGOs promoting GEEW, and gender experts. This shall mitigate social and gender related risks, promote gender equality, create a culture of mutual acceptance and understanding, and maximize	Awareness raising activities is all inclusive of females. All campaigns completed under the second capacity building component outreach for both genders equally with the encouragement of females' participation. The project has succeeded to complete 27 trainings during its life time with a total of 962 trainees 182 females (18.9%) participation. Complete gender report completed covering gender and gaps analysis within the motors industry and EE in the Egyptian market. Media coverage activities focus on women representation to promote and empower female participation within this sector.	Low

equality. Low participation rates of suitable female candidates due to lack of interest, inadequate project activity or missing qualified female population within engineering sector			the potential contribution of the project to improving gender equality in the energy field. To attract qualified female candidates to the project, adequate and gender responsive communication strategy will be carried out by reaching out to women's groups and associations, while also making trainings and workshops accessible for women, e.g., by providing safe transport, offering childcare, offering trainings at suitable times for women when children are in school and day-care, etc. If necessary and in the scope of the project additional bridging courses for women will be considered, developed and implemented to empower women	Project team has developed female's speakers list as part of the planned awareness campaign to video shoot with them as a documentary of women different roles and involvement in the industrial sector.	
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2. If the project received a sub-optimal risk rating (H, S) in the previous reporting period, please state the actions taken since then to mitigate the relevant risks and improve the related risk rating. Please also elaborate on reasons that may have impeded any of the sub-optimal risk ratings from improving in the current reporting cycle; please indicate actions planned for the next reporting cycle to remediate this.

Not Applicable

3. Please indicate any implication of the **COVID-19** pandemic on the progress of the project.

The COVID-19 pandemic has led to slow down of the implementation rate due to restrictions and protective measures in Egypt. The project is working on accelerating the project execution towards catching up with all delays during the current and coming period.

However, the completion date was highly impacted by the pandemic and a request for extension was raised and approved during last steering committee meeting.

4. Please clarify if the project is facing delays and is expected to request an **extension**.

- 1.5 years delay strongly reflected on the deliverables due to; Change of the Minister of Trade and Industry, governmental approval of the project, changes in executing agency,
- COVID-19
- Changes at IMC management
- Limited capacity of ENCPC and IMC where their main focus is on the administrative side with low technical and management capacities.
- Low awareness on the Motors Decree and EE funding programs

MTR recommendation is to have 1.5 years extension to overcome delays which was raised and approved during last steering committee meeting. New project completion date is February 2024 instead of August 2022.

5. Please provide the **main findings and recommendations of completed MTR**, and elaborate on any actions taken towards the recommendations included in the report.

General positive findings:

1. IEE UNIDO project has paved the way for IMEEP project in parallel with MoTI's support.
2. Good local management and collaborative team

3. Active communication and coordination within the PSC but with limited contribution
4. Comprehensive and accepted number of trainings
5. Initialized and effective process on reducing the project barriers

General negative findings:

1. 1.5 years delay strongly reflected on the deliverables
2. COVID-19 and changes at IMC management
3. Limited capacity of ENPC and IMC where their main focus is on the administrative side with low technical and management capacities.
4. Low awareness on the Motors Decree and EE funding programs.

MTR recommendations are as follows:

1. 1.5 years extension is needed to overcome delays – Status: Completed
2. Revolving fund set up and management – Status: On-going
3. Steering committee continuous engagement – Status: Open
4. Increase awareness on EE funding & ministerial decree – Status: Completed
5. Identification of owners for the EE, M&V, trainings and awareness processes – Status: Open
6. Strengthening IMC's technological and administrative capacities – Status: On-going

Challenges:

1. Absence of process owners that will cover the following roles: M&V, trainings and awareness

IV. Environmental and Social Safeguards (ESS)

1. As part of the requirements for **projects from GEF-6 onwards**, and based on the screening as per the UNIDO Environmental and Social Safeguards Policies and Procedures (ESSPP), which category is the project?

- ☐ Category A project
- ☒ Category B project
- ☐ Category C project

(By selecting Category C, I confirm that the E&S risks of the project have not escalated to Category A or B).

Please expand the table as needed.

	E&S risk	Mitigation measures undertaken during the reporting period	Monitoring methods and procedures used in the reporting period
(i) Risks identified in ESMP at time of CEO Endorsement	Replaced motors in industry are not disposed in a sustainable way.	<ul style="list-style-type: none"> - Clarification note to elucidate the details and scope of Decree #463/2020 (developed) - Effective Market Regulation Framework for Decree #463/2020 implementation (developed) - Registration of EE motor models (informative): creating a platform to register IE3 and higher efficiency motor models will inform end-users and allow them to ensure they procure compliant motors while being able to find reliable information on motor efficiency and savings. (under development) - Mainstreaming of motors 	Project will work on the potential of conducting surveys to monitor methods and procedures (under development)

		<p>finance within existing green finance facilities</p> <ul style="list-style-type: none"> - Development of EE Motors Specialized Financial Products - Knowledge and Awareness Raising to be conducted on various important aspects including the scope of the decree, saving opportunities, value proposition for end-users and suppliers, payback and techno-financial details, etc. <p>9423_Policy Report_Final 24072022</p> <p>9423_UNIDO - Motor Rewinders Roadmap and Policies_20220612</p>	
	Rewinding of motors has health and safety implications on the technicians.	Adding a section with regards to the health and safety of the technicians/engineers in the rewinders guidelines is under progress.	Project will work on the potential of conducting surveys to monitor methods and procedures (under development)
	Job loss for rewinders	<p>Under a conclusion of the rewinding roadmap, the assessment showed an expected business loss of about 330,000 USD, versus an expected business gain of about 600,000 USD. Therefore, the net expected impact is a business gain (or increased market size) of about 270,000 USD. Accordingly, it is concluded that no specific measures are required to mitigate the negative impact of the decree on the Egyptian motor rewinding market.</p> <p>A Roadmap and action plan to support motors rewinding shops was developed in consultation with the rewinders as well as the Ministry of Trade and Industry. The major market business opportunities that can support the rewinding facilities to develop their businesses and/or expand their market were included in the road map. A Motor rewinding guideline and repair facility work construction, to support rewinders was also developed. Both documents will be published on the project website.</p> <p>9423_UNIDO - Motor Rewinders Roadmap and Policies_20220612</p>	Project will work on the potential of conducting surveys to monitor methods and procedures (under development)

(ii) New risks identified during project implementation (If not applicable, please insert 'NA' in each box)	N/A	N/A	N/A
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V. Stakeholder Engagement

1. Using the previous reporting period as a basis, please provide information on **progress, challenges and outcomes** regarding engagement of stakeholders in the project (based on the Stakeholder Engagement Plan or equivalent document submitted at CEO Endorsement/Approval).

Ministry of Trade and Industry

Mandate: MoTI is responsible for overseeing activities related to industrial development and international trade.

Progress: The ministry is supporting the project and issued a minister decree # 463/2020 to force manufacturers and producers of the Electric Motors to move to IE3 which is considered the corner stone for the projects' implementation activities.

The Ministry has identified both the Industrial Modernization Centre (IMC) and the Egyptian National Cleaner Production Centre (ENCPC) to be the national executing entities in order to ensure sustainability and consequently the IMC was added as a stakeholder.

Challenges: None

Outcomes: The project has close collaboration with MoTI as the main Government counterpart responsible for the overall coordination and monitoring of this project. The Ministry is the chair of the Project Steering Committee (PSC). The project collaborates with MoTI on ensuring that the project outputs are aligned with the Ministry's plans and strategies.

Egypt National Cleaner Production Centre (ENCPC) of the Ministry of Trade and Industry

Mandate: Egyptian National Cleaner Production Center (ENCPC) established by the Ministry of Industry, Trade & SMEs (MITS) in close cooperation with the UNIDO as a service provider for the Egyptian Industry providing technical assistance for technology transfer in the fields of resource efficiency in addition to energy efficiency and renewable energy applications.

Progress: PMU with ENCPC and IMC are collaborating to focus on the technical activities and services to be provided during the project time and beyond its life-time inclusive to assisting the registered industrial factories to become energy efficient factory.

During project life-time a total of 80 walkthroughs took place by ENCPC under IMC supervision.

Challenges: Deficiency of human resources available at the ENCPC to reach targeted technical assistance indicative numbers within the project.

Outcomes: The project identified ENCPC in collaboration with IMC as the executing agency for this project due to their strong relationships with governmental stakeholders, suppliers, and industrial enterprises. Therefore, the ENCPC with IMC will focus on executing project outcomes such as creating policy recommendations and tools in Component 1 (Outputs 1.1.1, 1.1.2, and 1.1.3); raising awareness and trainings on the benefits of EE EMDS in Component 2 (Outputs 2.1.1, 2.1.4, and 2.1.5); and; supporting industrial enterprises and demonstration projects (Outputs 3.1.1 and 3.1.3).

Industrial Modernization Center (IMC)

Mandate: The industrial Modernization Center (IMC) provides technical support to the industrial sector through performing Preliminary Energy Audits (PEA) and delivering energy efficiency Technical Assistance (TA) services as well as fostering the implementation of energy management systems. Furthermore, the project has encouraged a favourable technology transfer environment to enhance technological and non-technological innovation while stimulating the set-up of a supply chain in the EE sector. The proposed

project will build upon the IMC by supporting technology demonstration for motor system optimization and EE motor deployment in the industrial sector as well as developing the market for ESCOs.

Progress: IMC is working closely with the Project Management Unit PMU throughout components 1, 2 & 3. IMC participated in the first project steering committee meeting and presented to all members the progress covering the capacity building activities as they are responsible for all logistical aspects of the trainings. In addition to adding the list of verified trained consultants of the project to their list of certified consultants with MSO and CASO services to the list of provided services by IMC. Also, IMC is supporting policy component development by hosting the working group meetings and handling logistical matters inclusive of development of meeting minutes and distribution amongst all WG members.

During project life-time a total of 80 walkthroughs took place by ENPC under IMC supervision.

3rd working group meeting was developed on 30th of November 2021 in cooperation with IMC to present the selected operational policy tools and guidelines for the deployment of EE motors through a participatory process involving the relevant public and private sector actors 9423_IMEP 3rd Working Group MoM

Challenges: None

Outcomes: The project identified ENPC in collaboration with IMC as the executing agency for this project due to their strong relationships with governmental stakeholders, suppliers, and industrial enterprises. Therefore, the ENPC with IMC will focus on executing project outcomes such as creating policy recommendations and tools in Component 1 (Outputs 1.1.1, 1.1.2, and 1.1.3); raising awareness and trainings on the benefits of EE EMDS in Component 2 (Outputs 2.1.1, 2.1.4, and 2.1.5); and; supporting industrial enterprises and demonstration projects (Outputs 3.1.1 and 3.1.3).

Egyptian Environmental Affairs Agency (EEAA)

Mandate: EEAA represents the executive arm of the Egyptian Ministry of State for Environmental Affairs.

The Administrative Council of the Agency is composed of the Minister of Environmental Affairs as Chairman, with the EEAA Chief Executive Officer as Vice Chairman, plus representatives from the ministries involved in environmental issues, non-governmental organizations (NGOs), the State Council, the public business sector, universities and scientific research centres. The main functions of EEAA include: i) Formulating environmental policies. ii) Preparing the necessary plans for environmental protection and environmental development projects, following up their implementation, and undertaking pilot projects. In addition, EEAA is the National Authority in charge of promoting environmental relations between Egypt and other countries, as well as regional and international organizations.

Progress and Outcome: EEAA was invited to the first and second project steering committee and was fully briefed about the project implementation since it is the main coordinating entity responsible for monitoring progress. EEAA had 3 representatives attending the 2nd PSC meeting. Also, EEAA is fully engaged with the project progress through their participation in the policy working group in addition to their involvement during the project Mid-Term Review (MTR) activity that took place by end of Q2 2021.

Egyptian Organization for Standardization and Quality (EOS) - Under MoTI

Mandate: The official body responsible for standardization activities, and quality and industrial metrology aiming at increasing the competitiveness of the Egyptian products in the international and regional markets along with consumer's and environment protection.

Role: EOS to assist with Component 1 and Component 4: developing policy tools and guidelines (Output 1.1.1) and supporting the accreditation and certification of ESCOs MSO experts (Output 1.1.4 and Output 4.1.3).

Progress and outcome: The project in communication with EOS and was invited to the first and second policy working group in-order to engage the organization in the project implementation.

The project and EOS have overcome the administrative challenges that were facing EOS and are currently fully engaged within project policy activities through attendance of policy working group.

UNIDO with EOS are working on the developed of an online platform for the registration of imported and locally manufactured certified motor models. The online platform will assist the consumers in ensuring the energy saving from motors they purchase, raise awareness of consumers on efficiency values of motor

models available in the market and facilitate linkages between motor importers and producers, and end-users.

Federation of Egyptian Industries (FEI)

Mandate: FEI is a group of industrial associations with It has 16 Chambers and 17 Decision Support Committees that develop programs and services to facilitate and support the various industrial associations within Egypt. FEI's business agenda is:

- i) To directly represent members' interests before governmental and legislative bodies, as well as other local and international associations.
- ii) To participate in developing policies and legislation that result in encouraging investment and developing suitable environments conducive to rapid growth of national economy.
- iii) To advocate for structural reforms that lead to transparency in governmental legislative and enforcement practices.
- iv) To contribute to the development of Egyptian industry by adopting new technology and international quality standards

Role: FEI will play a role in promoting the peer-to-peer knowledge sharing platform in Component 2 (Output 2.1.2) and disseminating calls for proposals for industrial enterprises to benefit from energy audits and demonstration projects in Component 3 (Outputs 3.1.1, 3.1.2 and 3.1.3).

Progress: The project has invited FEI to the first and second project steering committee to engage the federation in the project implementation

Challenges: FEI did not participate in the steering committee, however the project is trying to reach out to the various chambers and keep regular dialogue.

General Organization for Import and Export Control (GOIEC) – under MoTI

Mandate: The General Organization for Import and Export Control is an authority directly affiliated to the Minister of Economy and Foreign Trade which main functions are:

- i) Import and export control, ii) Issuance of Certificates of Origin

Role: The organization's role in the project will focus on Component 1: developing policy tools and guidelines to promote EE motor deployment (Output 1.1.1) and support the action plan for local manufacturing (Output 1.1.3).

Progress and Outcome: A meeting was conducted with GOIEC director to be fully briefed about the project objectives, targets and challenges. GOIEC director was informed of the project status and the expected role of its esteemed organization within the project framework and received its support. GOIEC manager director has participated in all three working groups meetings under the policy component umbrella and the meeting minutes were shared to be aligned with the different roles and responsibilities of the different project entities.

A meeting was developed on the 2nd of November 2021 with GOIEC, EOS, and ICA to discuss their roles regarding decree no 463. They agreed on the technical memo and finalize the operational framework/market regulation for the decree 9423_Motors Decree_Operational Framework

GOIEC has participated in the workshop held on 9th of March 2022 for the validation of the roadmap to support the rewinding motor industry as well as the presentation of the market study for local manufacturing of motors systems. GOIEC has also contributed to the business-to-business linkage event which was held on the 30th of March 2022. The event focused on connecting components manufacturers with producers of motors, suppliers, and financial facilities.

2. Please provide any feedback submitted by national counterparts, GEF OFP, co-financiers, and other partners/stakeholders of the project (e.g. private sector, CSOs, NGOs, etc.).

The project team conducts close coordination and collects continuous feedback from MoTI and its affiliated entities such as ENPC and IMC. The project communicates with the private sector, which has shown increasing interest, appreciation and willingness from the industrial enterprises to be part of the project in order to improve their energy performance levels.

3. Please provide any **relevant stakeholder consultation** documents.

- 9423_IMEP UNIDO PIR-2
- 9423_IMEP 2nd PSC MoM
- 9423_IMEP 3rd Working Group MoM
- 9423_Motors Decree_Operational Framework

VI. Gender Mainstreaming

1. Using the previous reporting period as a basis, please report on the **progress** achieved **on implementing gender-responsive measures** and **using gender-sensitive indicators**, as documented at CEO Endorsement/Approval (in the project results framework, gender action plan or equivalent),.

PMU has the gender dimension well integrated within project activities, publications and all related events. This is apparent within the gender sensitive language in publications, photos showing both women and men via project social media platforms and website, women representation is highlighted in pictures, videos and statements to empower and encourage women involvement in the industrial sector.

3rd policy working group female participation 27% (10 females out of 37 attendees).

Complete gender report completed covering gender and gaps analysis within the motors industry and EE in the Egyptian market:

9423_ Gender Baseline Report_UNIDO Motors

The project targets women attendance at all training courses during the project duration whether to engage women as participants or as facilitators. Females' participations is 126 with equivalence of 13% of the overall trainees attendance.

Two reporting tools were completed end of 2021 regarding the planned activities of gender streaming activities and the completed actions:

9423_GEEW ENE Work Plan 2021_Review2021 and plan for June 2022

9423_GEEW ENE Work Plan 2021_Review2021 and plan for 2022

Gender-sensitive recruitment will be practiced at all levels, when possible, especially in selection of project staff and consultants.: This is evident through the PMU setup consisting of 75% of females.

With regards to project management, the Project Steering Committee meetings will invite observers to ensure that gender dimensions are represented: This was evident through the participation of 36% females at the second steering committee meeting.

Also, the project team will consult with stakeholders promoting gender equality and women empowerment issues. These consultations are particularly relevant in Component 1, focusing on policy recommendations and tools: For this objective; an advisory communication was shared with the consulting company to ensure that all interviews conducted to have a gender perspective to be used in data collection on the obstacles and opportunities that faced the female participants in their career whilst in the industrial sector.

VII. Knowledge Management

1. Using the previous reporting period as a basis, please elaborate on any **knowledge management activities / products**, as documented at CEO Endorsement / Approval.

To optimize the outreach the project has launched its social media platforms (LinkedIn, Facebook,

Instagram) and the project has developed the visual identity including; Factsheet template, Logos (vertical & horizontal), Marketing Report Template, Newsletter design, PowerPoint template, Brochure design, Roll up design, Word Document template, Flyer Design and Poster template.

PMU has produced promotional material that is used in conferences, meetings, events, trainings and field visits such as branded masks, helmets, environmentally friendly bags, desk calendars, notebooks, etc.

The project has conducted three working groups and invited all concerned parties related to the policy component, this led to the participation of 14 different entities. All were briefed about the project objective, targets and expected outcomes. The entities received a full presentation and WG meeting minutes as part of the knowledge management activities.

Second project steering committee meeting took place in October 2021 with the attendance of 22 participants representing 7 entities.

Project website was developed along with all social media platforms; Website (English and Arabic), Facebook, LinkedIn, Instagram, YouTube Channel and Twitter.

Throughout project website, several tabs created to ensure all capacity building activities are well covered and presented whether under the Gallery tab or publications that has all training materials and manuals for all the audience to benefit from. Total activities related to stakeholder engagement withing the project life-time and knowledge management is briefed below:

- 8 Awareness Events (webinars and seminars): 756 participants
- 2 Steering Committee Meetings
- 7 Infographics & 4 articles published
- Testimonials and Interviews with beneficiaries and stakeholders
- Website and social Media channels.

2. Please list any **relevant knowledge management mechanisms / tools** that the project has generated.

- LinkedIn: <https://www.linkedin.com/company/industrial-motors-efficiency-program-imep-project>
- Facebook: <https://www.facebook.com/MotorsProgramme>
- Twitter: <https://twitter.com/MotorsProgramme>
- YouTube channel: youtube.com/channel/UCNS7hnr07c33zqMkWWV-lgg
- Website: <https://www.imeep-eg.org/>
- Energy Video: <https://drive.google.com/file/d/1aOdT-hmuzVtZr4Op5VxlyVcuQO2cx8/view?usp=sharing>
- QR code flyer for Infographics: <https://www.imeep-eg.org/wp-content/uploads/2022/06/QR-code-flyerIMEEP.pdf>
- 2 Infographic PSA video:
 - YouTube Link (English Version): <https://youtu.be/kkkZ2qphLTA>
 - YouTube Link (Arabic Version): <https://youtu.be/vfPJWSnftXU>
- 2 Concise infographic PSA Video: YouTube Link (English): <https://youtu.be/KUOLgiEqJ0Y>
- Articles:
 - <https://gate.ahram.org.eg/News/3460567.aspx>
 - <https://gate.ahram.org.eg/News/3436481.aspx>
 - <https://gate.ahram.org.eg/news/3452497.aspx>
- Energy Gender video with subtitles from Vienna was published on social media platforms.: <https://youtu.be/gAikWZjW2os>
- Infographic Brochures: <https://www.imeep-eg.org/infographics/>
- Project Brochure: <https://www.imeep-eg.org/wp-content/uploads/2021/05/final-accepted-brochure-EnAr-IMEEP.pdf>
- Interviews: <https://www.youtube.com/channel/UCNS7hnr07c33zqMkWWV-lgg/videos>
- 9423_Policy Report_Final 24072022
- 9423_UNIDO - Motor Rewinders Roadmap and Policies_20220612

VIII. Implementation progress

1. Using the previous reporting period as a basis, please provide information on **progress, challenges and outcomes achieved/observed** with regards to project implementation.

Project management unit (PMU) is collaborating closely with the Ministry of Trade and Industry and its executing arms represented in IMC and ENCPC where their roles will mainly include activities related to the implementation of the activities under the following project outcomes:

- Outcome 1: Legislative and regulatory frameworks for EE motors developed
- Outcome 2: National awareness campaign on the benefits of EE upgrades to Electric Motor Driven Systems (EMDS)
- Outcome 3: Technology demonstrations and mechanism to support wide-scale deployment are in place

Policy component is progressing as planned where a baseline assessment, market sizing, policy recommendation and rewinder guidelines developed and shared with all parties. Three working groups conducted and stakeholders' engagement completed.

Awareness raising component is progressing satisfactory; project website, social media pages created. 4 articles published, 7 infographics, testimonials, interviews, 5 webinars and awareness events throughout the country during the reported FY 2021-2022 with 664 participants and 1 PSC meetings conducted. All previously mentioned awareness activities are published through the project various channels

Capacity building component: International experts were assigned to the project to develop training material and manuals. 19 trainings were completed within the reported fiscal year 2021-2022 with 761 attendees (143 females equivalent to 18.7% participation) covering user and expert level training for MSO, PSO, EnMS and rewinders.

Technical assistance has completed solid steps such as the creation of registration form and receipt of 212 beneficiaries' applications to join the project. IMC has included MSO and CASO as part of its listed services. Moreover, verified consultants from the project are added to IMC list of consultants. 35 MSO trainees & 22 CASO trainees added to IMC list. Rewinding manual developed in Arabic & English. Training material developed in Arabic & English: <https://www.imeep-eg.org/training-material/>

Monitoring and evaluation activities are taking place on regular basis through monthly reporting within project team, quarterly reporting to MoTI and by-yearly progress report and annual GEF reporting.

Second steering committee meeting was conducted in October 2021 via Zoom platform.

Project Mid-Term Review was conducted starting Mid-June 2021 by international and national consultants who have conducted 22 meetings with different stakeholders to assess the project implemented activities, outcomes and collect information about the possible challenges facing the team and the sustainability of the project beyond its life time. Monthly reporting takes place, Quarterly reporting to the Ministry of Trade and Industry in addition to continuous documentation of project material takes place.

2. Please briefly elaborate on any **minor amendments**⁵ to the approved project that may have been introduced during the implementation period or indicate as not applicable (NA).

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

Please tick each category for which a change has occurred and provide a description of the change in the related textbox. You may attach supporting documentation, as appropriate.

<input type="checkbox"/>	Results Framework	N/A
<input type="checkbox"/>	Components and Cost	N/A
<input type="checkbox"/>	Institutional and Implementation Arrangements	N/A
<input type="checkbox"/>	Financial Management	N/A
<input checked="" type="checkbox"/>	Implementation Schedule	Project start date was delayed 1.5 years due to Governmental approval and ministerial changes.
<input checked="" type="checkbox"/>	Executing Entity	IMC with ENCPD are executing few activities under the supervision of UNIDO
<input type="checkbox"/>	Executing Entity Category	N/A
<input type="checkbox"/>	Minor Project Objective Change	N/A
<input type="checkbox"/>	Safeguards	N/A
<input type="checkbox"/>	Risk Analysis	N/A
<input type="checkbox"/>	Increase of GEF Project Financing Up to 5%	N/A
<input type="checkbox"/>	Co-Financing	N/A
<input type="checkbox"/>	Location of Project Activities	N/A
<input type="checkbox"/>	Others	N/A

3. Please provide progress related to the **financial implementation** of the project.

The main project expenditures per component from the beginning of the project till 30th June 2022 are as follows: .

- Component 1 - Policy component: 75,519.15 USD
- Component 2 – Awareness raising and Capacity building: 120,329.18 USD
- Component 3 – Technical Assistance: 552.21 USD
- Component 4 – ESCO: 18,650.71 USD
- Component 5 – M&E: 412.22 USD

Total: 249,710.96 USD during reported period. Equivalent to 9% of total project amount.

Total: 1,455,862.95 USD equivalent to 52.94% of total project amount.

The information on the financial implementation is given in both attached reports covering the expenses during the reported period, all project expenses since execution and remaining available budget until the date of 30 June 2022.

9423_IMEEP Grant Delivery Report by Grant and SP and SC Detail - All till 30062022

9423_Grant Delivery Report by Grant and SP and SC Detail_FY21

IX. Work Plan and Budget

1. Please provide **an updated project work plan and budget** for the remaining duration of the project, as per last approved project extension. Please expand/modify the table as needed.

Outputs by Project Component	Year 4 (2022)		Year 5 (2023)				Year 6 (2024)	GEF Grant Budget Available (US\$)
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	

Output 1.1: Recommendations on policy tools and guidelines for the deployment of EE motors developed								239,442.86 USD
Output 1.2: Action plan and guidelines to support rewinding shops and their workers in adapting to the changes in the industrial motors marketplace developed								
Output 1.3: Action plan to support local industries in the development of EE and clean technologies for motor systems developed								
Output 1.4: ESCO market support policies and tools developed								
Output 2.1: National Awareness campaign on the benefits of EE upgrades to Electric Motor Driven Systems in the industrial sector conducted								7,838.86 US\$
Output 2.2: Peer-to-peer platform for information exchange, cooperation and partnerships among seekers and providers of services and information on EE in EMDS developed								
Output 2.3: Information gained through the 30 demonstration projects disseminated								
Output 2.4: 300 industrial end users, suppliers, and motor system optimization experts trained								
Output 2.5: 20 local rewinding and refurbishing workshops capacity improved								
Output 3.1: Detailed motor efficiency audits for 40 selected enterprises conducted by UNIDO-trained motor system Optimization experts								4,345.24 US\$
Output 3.2: Technical and business advisory services for 30 motor systems efficiency projects facilitated								
Output 3.3: System optimization for EMDS implemented and EE motors installed in 30 enterprises								
Output 3.4: Public private partnerships with international suppliers developed to accelerate the deployment of EE motors								
Output 4.1: Contractual framework for energy								864,485.52 US\$

performance contracting developed								
Output 4.2: M&V tools established and made available to ESCOs, M&V providers, and industry								
Output 4.3: 5 ESCO businesses developed and established								
Output 4.4: Revolving fund to offer project-based financing packages for system optimization EPC projects introduced								
Output 5.1.: Mid-term Review (MTR) and Terminal Evaluation (TE) conducted in timely manner								57,928.61 US\$
Output 5.2: Project progress monitored, documented, and recommended actions formulated								

X. Synergies

1. Synergies achieved:

Project team is working closely with the Ministry of Trade and Industry and gathering previous experiences from the national centers of excellence such as IMC and factories previously cooperated through the GEF4 IEE project to continue the efforts to optimize and maximize their efficiencies and production.

SIDPEC – One of the project industrial beneficiaries has taken the initiative to create a Peer to Peer networking to promote the deployment of energy-efficient motor driven systems in the petrochemical and plastics sectors in Egypt.

3. Stories to be shared (Optional)

<https://www.industrialenergyaccelerator.org/egypt/how-unido-is-helping-egypt-tackle-climate-change-one-motor-at-a-time/>

EXPLANATORY NOTE

1. **Timing & duration:** Each report covers a twelve-month period, i.e. 1 July 2021 – 30 June 2022.
2. **Responsibility:** The responsibility for preparing the report lies with the project manager in consultation with the Division Chief and Director.
3. **Evaluation:** For the report to be used effectively as a tool for annual self-evaluation, project counterparts need to be fully involved. The (main) counterpart can provide any additional information considered essential, including a simple rating of project progress.
4. **Results-based management:** The annual project/programme progress reports are required by the RBM programme component focal points to obtain information on outcomes observed.

Global Environmental Objectives (GEOs) / Development Objectives (DOs) ratings	
Highly Satisfactory (HS)	Project is expected to achieve or exceed <u>all</u> its major global environmental objectives, and yield substantial global environmental benefits, without major shortcomings. The project can be presented as "good practice".
Satisfactory (S)	Project is expected to <u>achieve most</u> of its <u>major</u> global environmental objectives, and yields satisfactory global environmental benefits, with only minor shortcomings.
Moderately Satisfactory (MS)	Project is expected to <u>achieve most</u> of its major <u>relevant</u> objectives but with either significant shortcomings or modes overall relevance. Project is expected not to achieve some of its major global environmental objectives or yield some of the expected global environmental benefits.
Moderately Unsatisfactory (MU)	Project is expected to achieve <u>some</u> of its major global environmental objectives with major shortcomings or is expected to <u>achieve only some</u> of its major global environmental objectives.
Unsatisfactory (U)	Project is expected <u>not</u> to achieve <u>most</u> of its major global environmental objectives or to yield any satisfactory global environmental benefits.
Highly Unsatisfactory (HU)	The project has failed to achieve, and is not expected to achieve, <u>any</u> of its major global environmental objectives with no worthwhile benefits.

Implementation Progress (IP)	
Highly Satisfactory (HS)	Implementation of <u>all</u> components is in substantial compliance with the original/formally revised implementation plan for the project. The project can be presented as "good practice".
Satisfactory (S)	Implementation of <u>most</u> components is in substantial compliance with the original/formally revised plan except for only few that are subject to remedial action.
Moderately Satisfactory (MS)	Implementation of <u>some</u> components is in substantial compliance with the original/formally revised plan with some components requiring remedial action.
Moderately Unsatisfactory (MU)	Implementation of <u>some</u> components is <u>not</u> in substantial compliance with the original/formally revised plan with most components requiring remedial action.
Unsatisfactory (U)	Implementation of <u>most</u> components is <u>not</u> in substantial compliance with the original/formally revised plan.
Highly Unsatisfactory (HU)	Implementation of <u>none</u> of the components is in substantial compliance with the original/formally revised plan.

Risk ratings	
Risk ratings will assess the overall risk of factors internal or external to the project which may affect implementation or prospects for achieving project objectives. Risk of projects should be rated on the following scale:	
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.
Substantial Risk (S)	There is a probability of between 51% and 75% that assumptions may fail to hold or materialize, 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 moderate risk.
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 low risks.