# Reducing barriers to promote electric mobility in the Republic of Belarus through the introduction of ultra-fast charging stations

## Part I: Project Information

**GEF ID**
**10421**

**Project Type**
MSP

**Type of Trust Fund**
GET

**CBIT/NGI**
CBIT **No**
NGI **No**

**Project Title**
Reducing barriers to promote electric mobility in the Republic of Belarus through the introduction of ultra-fast charging stations

**Countries**
Belarus

**Agency(ies)**
UNDP

**Other Executing Partner(s)**
Ministry of Natural Resources and Environmental Protection

**Executing Partner Type**
Government

**GEF Focal Area**
Climate Change

**Taxonomy**

Focal Areas, Climate Change, Climate Change Mitigation, Technology Transfer, Sustainable Urban Systems and Transport, Influencing models, Demonstrate innovative approache, Stakeholders, Type of Engagement, Partnership, Participation, Information Dissemination, Consultation, Communications, Awareness Raising, Public Campaigns, Beneficiaries, Gender Equality, Gender Mainstreaming, Sex-disaggregated indicators, Gender-sensitive indicators, Women groups, Gender results areas, Access to benefits and services, Capacity Development, Knowledge Generation and Exchange, Capacity, Knowledge and Research, Learning, Knowledge Generation, Knowledge Exchange, Innovation

**Rio Markers**

**Climate Change Mitigation**

Climate Change Mitigation 2

**Climate Change Adaptation**

Climate Change Adaptation 0

**Submission Date**

8/17/2021

**Expected Implementation Start**

1/1/2022

**Expected Completion Date**

12/31/2026

**Duration**

48In Months

**Agency Fee($)**

123,305.00

**A. FOCAL/NON-FOCAL AREA ELEMENTS**

| Objectives/Programs | Focal Area Outcomes | Trust Fund | GEF Amount($) | Co-Fin Amount($) |
|---|---|---|---|---|
| CCM-1-2 | Promote electric drive technologies and electric mobility | GET | 1,297,945.00 | 13,296,000.00 |
| | | **Total Project Cost($)** | **1,297,945.00** | **13,296,000.00** |

**B. Project description summary**

**Project Objective**

To remove barriers in e-vehicle market in Belarus to help make e-vehicles more accessible to the population by changes to legislation, regulations, and policy, leading to 152,090 tonnes CO2e of direct greenhouse gas emission reductions, and 3.766 million tonnes CO2e (top-down) and 0.304 million tonnes CO2e (bottom-up) consequential greenhouse gas emission reductions.

| Project Component | Financing Type | Expected Outcomes | Expected Outputs | Trust Fund | GEF Project Financing($) | Confirmed Co-Financing($) |
|---|---|---|---|---|---|---|

| Project Component | Financing Type | Expected Outcomes | Expected Outputs | Trust Fund | GEF Project Financing($) | Confirmed Co-Financing($) |
|---|---|---|---|---|---|---|
| 1. Policies and regulations to promote increased purchase and improved management of electric vehicles | Technical Assistance | Improved policies and regulations to promote increased purchase and management of electric vehicles | 1.1: Developed and adopted national policy on sustainable transport which include measures for the promotion of the mobility and future management of operation and maintenance of the mobility technology | GET | 204,900.00 | 56,000.00 |
| | | | 1.2: Gap analysis of all current relevant legislation to identify gaps that could be introduced to promote electric mobility | | | |
| | | | 1.3: Regulations brought into force on minimum purchase quotas for e-vehicles for state fleets | | | |
| | | | 1.4: Municipal regulations for incentivizing e-vehicle use including the use of bus lanes and free parking | | | |

| Project Component | Financing Type | Expected Outcomes | Expected Outputs | Trust Fund | GEF Project Financing($) | Confirmed Co-Financing($) |
|---|---|---|---|---|---|---|
| 2. Investment into super fast charging stations | Technical Assistance | Investment into super-fast charging stations is realized | 2.1: Feasibility studies for at least 3 Super-Fast Charging Stations<br><br>(This output will be executed in close collaboration with Belorusneft)<br><br>2.3: Consensus amongst senior government officials on moving forward with a super fast charging station program<br><br>(This output will be executed in close collaboration with Belorusneft) | GET | 46,700.00 | 135,000.00 |

| Project Component | Financing Type | Expected Outcomes | Expected Outputs | Trust Fund | GEF Project Financing($) | Confirmed Co-Financing($) |
|---|---|---|---|---|---|---|
| 2. Investment into super fast charging stations | Investment | Investment into super-fast charging stations is realized | 2.2: Installation of at least 3 - two or more berth Super-Fast Charging Station(s) (300+kW) to compliment the charging infrastructure network of Belarus (Additional 25 charging stations to be installed by Belorusneft as a cofinancing)<br><br>(This output will be executed in close collaboration with Belorusneft) | GET | 740,000.00 | 11,380,000.00 |

| Project Component | Financing Type | Expected Outcomes | Expected Outputs | Trust Fund | GEF Project Financing($) | Confirmed Co-Financing($) |
|---|---|---|---|---|---|---|
| 3. Promotion of e-vehicles | Technical Assistance | Promotion of eVehicles to help consumers make educated decisions on e-vehicle purchases | 3.1: Nationwide PR Campaign on eVehicles deployed involving car dealers | GET | 146,930.00 | 630,000.00 |
| | | | 3.2: Project website that includes an interactive app created with charging infrastructure locations and calculations of charging cost (one time, monthly and annually) | | | |
| | | | 3.3: Monitoring, reporting and verification of GHG emission reductions from the project activities | | | |
| | | | 3.4: National Workshop on Electric Vehicles | | | |
| | | | 3.5: Video highlighting results from the demo projects | | | |

| Project Component | Financing Type | Expected Outcomes | Expected Outputs | Trust Fund | GEF Project Financing($) | Confirmed Co-Financing($) |
|---|---|---|---|---|---|---|
| Monitoring and Evaluation | Technical Assistance | Monitoring and Evaluation | Monitoring and Evaluation | GET | 56,480.00 | 45,000.00 |
| | | | | **Sub Total ($)** | **1,195,010.00** | **12,246,000.00** |
| **Project Management Cost (PMC)** | | | | | | |
| | | | | GET | 102,935.00 | 1,050,000.00 |
| | | | | **Sub Total($)** | **102,935.00** | **1,050,000.00** |
| | | | | **Total Project Cost($)** | **1,297,945.00** | **13,296,000.00** |

**C. Sources of Co-financing for the Project by name and by type**

| Sources of Co-financing | Name of Co-financier | Type of Co-financing | Investment Mobilized | Amount($) |
|---|---|---|---|---|
| GEF Agency | UNDP | In-kind | Recurrent expenditures | 56,000.00 |
| Recipient Country Government | Ministry of Natural Resources and Environmental Protection | In-kind | Recurrent expenditures | 200,000.00 |
| Other | UNDP EU4Climate | Grant | Investment mobilized | 620,000.00 |
| Recipient Country Government | Belorusneft | In-kind | Recurrent expenditures | 120,000.00 |
| Recipient Country Government | Belorusneft | Grant | Investment mobilized | 12,300,000.00 |
| | | | **Total Co-Financing($)** | **13,296,000.00** |

**Describe how any "Investment Mobilized" was identified**

* Co-financing from RUE Production Association Belorusneft (Belorusneft in short), who are the national operator in charge of building and operating a chain of electric vehicle charging stations in the country, will be in the form of grant. The Belorusneft is the national organization that is responsible from building new charging stations in Belarus taking into account EV projections in the country. The Belorusneft will be investing in 25 superfast charging stations based on the knowledge and experience gathered with the 3 pilot demonstrations made by the Project. * Co-financing from UNDP?s EU4 Climate Project will be paralel financing as two projects will be implemented at the same time. EU4Climate Project supports the development and implementation of climate-related policies by the EU Eastern Partnership countries, including Belarus, to strengthen the capacity for domestic implementation of the Paris Agreement. The EU4Climate assistance will be in the collection of app information that would contain GHG emission reduction information from EVs on road transport that would fall within NDC implementation plans, roadmaps and timeframes for MoNREP; and to collect data on the total number of kilowatt hours being used for driving EVs, which will be useful in determining the GHG impact of an increased number of EVs in Belarus.

**D. Trust Fund Resources Requested by Agency(ies), Country(ies), Focal Area and the Programming of Funds**

| Agency | Trust Fund | Country | Focal Area | Programming of Funds | Amount($) | Fee($) |
|---|---|---|---|---|---|---|
| UNDP | GET | Belarus | Climate Change | CC STAR Allocation | 1,297,945 | 123,305 |
| | | | | **Total Grant Resources($)** | **1,297,945.00** | **123,305.00** |

**E. Non Grant Instrument**

NON-GRANT INSTRUMENT at CEO Endorsement

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Includes Non grant instruments? **No**

Includes reflow to GEF? **No**

**F. Project Preparation Grant (PPG)**

PPG Required **true**

**PPG Amount ($)**

50,000

**PPG Agency Fee ($)**

4,750

| Agency | Trust Fund | Country | Focal Area | Programming of Funds | Amount($) | Fee($) |
|---|---|---|---|---|---|---|
| UNDP | GET | Belarus | Climate Change | CC STAR Allocation | 50,000 | 4,750 |
| | | | | **Total Project Costs($)** | **50,000.00** | **4,750.00** |

## Core Indicators

**Indicator 6 Greenhouse Gas Emissions Mitigated**

| Total Target Benefit | (At PIF) | (At CEO Endorsement) | (Achieved at MTR) | (Achieved at TE) |
|---|---|---|---|---|
| Expected metric tons of CO?e (direct) | 28000 | 152090 | 0 | 0 |
| Expected metric tons of CO?e (indirect) | 115000 | 304000 | 0 | 0 |

**Indicator 6.1 Carbon Sequestered or Emissions Avoided in the AFOLU (Agriculture, Forestry and Other Land Use) sector**

| Total Target Benefit | (At PIF) | (At CEO Endorsement) | (Achieved at MTR) | (Achieved at TE) |
|---|---|---|---|---|
| Expected metric tons of CO?e (direct) | | | | |
| Expected metric tons of CO?e (indirect) | | | | |
| Anticipated start year of accounting | | | | |
| Duration of accounting | | | | |

**Indicator 6.2 Emissions Avoided Outside AFOLU (Agriculture, Forestry and Other Land Use) Sector**

| Total Target Benefit | (At PIF) | (At CEO Endorsement) | (Achieved at MTR) | (Achieved at TE) |
|---|---|---|---|---|
| Expected metric tons of CO?e (direct) | 28,000 | 152,090 | | |
| Expected metric tons of CO?e (indirect) | 115,000 | 304,000 | | |
| Anticipated start year of accounting | 2022 | 2023 | | |
| Duration of accounting | 10 | 4 | | |

**Indicator 6.3 Energy Saved (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)**

| Total Target Benefit | Energy (MJ) (At PIF) | Energy (MJ) (At CEO Endorsement) | Energy (MJ) (Achieved at MTR) | Energy (MJ) (Achieved at TE) |
|---|---|---|---|---|
| Target Energy Saved (MJ) | | | | |

**Indicator 6.4 Increase in Installed Renewable Energy Capacity per Technology (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)**

| Technology | Capacity (MW) (Expected at PIF) | Capacity (MW) (Expected at CEO Endorsement) | Capacity (MW) (Achieved at MTR) | Capacity (MW) (Achieved at TE) |
|---|---|---|---|---|

**Indicator 11 Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment**

| | Number (Expected at PIF) | Number (Expected at CEO Endorsement) | Number (Achieved at MTR) | Number (Achieved at TE) |
|---|---|---|---|---|
| **Female** | 14,000 | 3,000 | | |
| **Male** | 21,000 | 3,000 | | |
| **Total** | 35000 | 6000 | 0 | 0 |

## Part II. Project Justification

### 1a. Project Description

**describe any changes in alignment with the project design with the original pif**

Since April 2019 when the original PIF for eVehicles Project was approved, there have not been many developments to strengthen the Government of Belarus?s drivenness on eVehicles due to the COVID-19 pandemic. The only change of significance has been the duration of the Project which has been extended from 4 years to 5 years. However, more details of the components have been formulated based on discussions with MoNREP, Belorusneft and the GoB as listed in Table 1. Changes include only output levels with only old Outputs 3.2 and 3.3 being combined into a new Output 3.2.

**Table 1: Changes brought to the project design due to changes in baseline activities.**

| PIF Outcomes and Outputs | Changes made | Reasons for change |
|---|---|---|
| **Output 1.1:** Developed and adopted national policy on sustainable transport which include measures for the promotion of the mobility and future management of operation and maintenance of the mobility technology. | **Output 1.1**: Gap analysis of all current relevant legislation to identify gaps that could be introduced to promote electric mobilit. | These were flipped to better reflect the priority that MoNREP saw in these two outputs. |
| **Output 1.2:** Gap analysis of all current relevant legislation to identify gaps that could be introduced to promote electric mobility | **Output 1.2:** Developed and adopted national policy on sustainable transport which include measures for the promotion of the mobility and future management of operation and maintenance of the mobility technology | |

| PIF Outcomes and Outputs | Changes made | Reasons for change |
|---|---|---|
| **Output 2.3:** Walk through visits for senior governmental officials to the Super-Fast Charging Stations | **Output 2.3:** Consensus amongst senior government officials on moving forward with a super fast charging station program | The walk-through needed to lead to an outcome where these senior government officers would support the propsed network of super-fast charnging stations by Belorusneft and other private investors. This output wold be supported by a Project consultant (who is involved on all performance-based eVehicle work) in a manner that informs the reader of the benefits of super-fast charging station performance in terms of its revenue, rate of return, the increase in the number of electric vehicles, and an estimated economic impact. This would facilitate quicker decision-making of these senrio government officials. |
| **Output 3.2:** Interactive website/app created with charging infrastructure locations and calculations of charging cost (one time, monthly and annually)<br>**Output 3.3:** Project website | **Output 3.2:** Project website that includes an interactive app created with charging infrastructure locations and calculations of charging cost (one time, monthly and annually) | The project website is a logical place to get ifnraion to download the interactive app. Work has already begun on the app which needs improvements once the super-fast charging stations are set up. |
| **Output 3.4:** Monitoring, reporting and verification of GHG emission reductions from the project activities | **Output 3.3:** Monitoring, reporting and verification of GHG emission reductions from the project activities | Renumbering of outputs necessary since Outputs 3.2 and 3.3 were combined. |
| **Output 3.5:** National Workshop on Electric Vehicles held | **Output 3.4:** National Workshop on Electric Vehicles | Renumbering of outputs necessary since Outputs 3.2 and 3.3 were combined |
| **Output 3.6:** Video highlighting results from the demo projects | **Output 3.5:** Video highlighting results from the demo projects | Renumbering of outputs necessary since Outputs 3.2 and 3.3 were combined |
| **Output 3.7**: Lessons learned study completed | **Output 3.6**: Lessons learned study | Renumbering of outputs necessary since Outputs 3.2 and 3.3 were combined |

**1a. *Project Description*.**

**1) The global environmental and/or adaptation problems, root causes and barriers that need to be addressed:**

Greenhouse gas emissions (GHG) for Belarus in 2017 was 94 million tonnes $CO_{2e}$ excluding land use, land-use change and forestry (LULUCF)[1][1], which is about 0.176% of the global GHG emissions. Despite the economy of Belarus growing by almost 300% during the 1995-2017 period, the level of greenhouse gas (GHG) emissions only increased 12%, remaining relatively stable. This is largely due to implementation of energy efficiency policies and measures and reduction in the share of oil in the total primary energy supply from 1990 to 2017. Approximately 61% of the GHGs was emitted from energy use, followed by agriculture (25%) and waste (7%). The country is also a large net sink of carbon, estimated to be 13.3 million $tCO_{2e}$ in 2017.

In 2015, Belarus submitted its intended nationally determined contribution (NDC) to the UNFCCC with an absolute GHG emission reduction target by at least 28% of the 1990 level (excluding emissions and removals in the land use, land-use change and forestry sector) by 2030. Belarus has managed to prevent its GHG intensity per unit of GDP from increasing over the past decade. With most cost-effective options to reduce GHG emissions having been realized in the past decade, the potential for sustained low-carbon economic growth beyond 2020 appears limited. Continued economic growth, however, will likely lead to an increase in GHG emissions during the decade of 2020-2030.

Considering the forecast of future growing GHG emissions beyond 2020 and the increasing contribution of GHGs in a ?business-as-usual? (BAU) scenario for the road transport sector, an obvious solution to future GHG emission reductions for Belarus is in technology improvements, such as electric vehicles (EVs) which can displace internal combustion engine (ICE) vehicles. To catalyse their EV market, public declarations have been made by Government of Belarus regarding the growth of the use of electric cars in Belarus.

With around 1,016 electric cars (including more than 80 electric buses) in Belarus, there are currently 415 charging stations installed in Belarus (100 stations are Level 3 and 315 stations are Level 4). The reasons for the slow deployment of electric vehicles in Belarus can be defined as:

? Lack of municipal regulation incentives to promote electric vehicles (e.g. permission to electric trucks to use toll roads for free, use of bus lanes

? High price of e-vehicles where reductions to customs duties and VAT regulations can reduce the end user cost;

? Lack of charging stations that do not take more time to charge than re-fuelling a diesel or petrol vehicle;

? Lack of maintenance and spare parts depots that need addressing from the private sector with government support;

? Low level of consumer knowledge of electric vehicles.

With Government of Belarus (GoB) attempts to catalyse this market through the scrapping of VAT (20%) on electric vehicle imports until 31 December 2025, an increasing number of EVs is expected to appear in Belarusian cities. Without the VAT, the Belorusneft e-vehicle market report would assume a very slow growth from the existing 1,016 to 7,000 vehicles by 2025. With the VAT removal and based on data of Bloomberg NEF and the International Energy Agency, Belorusneft and other experts expect the number of electric vehicles to be close to 5,000 at the end of 2021, 25,800 in 2022, all the way to 112,200 in 2025.

**2) The baseline scenario and any associated baseline projects:**

RUE Production Association Belorusneft (Belorusneft), who are the national operator in charge of building and operating a chain of electric vehicle charging stations in the country, are currently engaged on a programme to build new charging stations in Belarus taking into account these projections. In 2020 alone, the number of charging stations doubled from 200 to 400. Based on foreign experience and pilot projects for installation of charging stations, Mode 4 type charging stations have been located in places where the charging time of the EV is critical along long-distance routes within the city limits. Mode 3 charging stations have been located at places where the owner of the electric car can leave their vehicle for charging for 4 - 8 hours such as parking lots of large business centers, hotels, and public places.

According to Belorusneft, the amount of electricity used by electric cars in Belarus has increased by four times within one year. According to the estimates of the Belarusian vehicle charging stations chain, Malanka, the number of electric cars in the country has already exceeded 1,016 while the amount of electricity they consume has quadrupled to reach 6.4 million kWh. Taking into account the growth trends in Para0, the number of EVs in Belarus will exceed 565,000 by 2030, and will consume 2.3 billion kWh of electricity.

Support for the super-fast charging stations would complement the Government of Belarus policies regarding the promotion of electric vehicles. Some of the more important policies include:

*Decree of the President of the Republic of Belarus dated July 10, 2018 No. 273 on promoting the use of electric cars. The Decree stated that the state fee for the issuance of the permit to allow EVs on the roads and the VAT for importing charging stations for eVehicles was set to zero until the end of 2020;

*Decision of the Council of Ministers of the Republic of Belarus dated October 10, 2018 No. 731 on approval of the Program for the creation of the state charging network for charging electric vehicles. According to this Decision, RUE ?Production Association ?Belorusneft? was defined as state operator for the development of the charging network for eVehicles in Belarus. This program was to provide for the installation of 1,304 charging stations by 2030 (including 1,224 charging stations of Mode 3 in buildings and 80 charging stations of Mode 4 on all main highways with the distance between the two nearest stations of 50-70 kilometers), and the installation of 25 superfast electric charging complexes in the cities and on the main highways (with the distance of 120-150 kilometres between the two nearest stations). Most of the Mode 4 charging stations in Belarus have capacities between 50 to 100 kW with the highest one with the capacity of 180 kW. (The super-fast charging stations that the project aims to pilot are the ones with capacities over 300 kW.);

*The Decree of the President of the Republic of Belarus dated on March 12, 2020 No. 92 where it is established that by 31 December 2025 that:

- ? no state duty is charged for the issuance of the permit for e-vehicles to be in road traffic with passenger cars of category M1 or M1G;
- ? have the right to apply an investment deduction as prescribed by the Tax Code of the Republic of Belarus;
- ? charging stations imported by legal entities or individual entrepreneurs into the territory of the Republic of Belarus are exempt from VAT levied by customs authorities;
- ? the rate of VAT is applied at the rate of 0% when importing electric vehicles for personal use;
- ? the costs incurred by the entity installing charging stations are transferred free of charge to legal landowner;
- ? land users have the right to simultaneously use land plots for their intended purpose and for the installation of charging stations;
- ? individuals who have purchased EVs in Belarus before 31 December 2025 have the right to receive a VAT refund;
- ? regional executive committees and Minsk City executive committee EVs are exempted from paying fees for communally owned parking lots.

*Decision of the Council of Ministers of the Republic of Belarus dated April 9, 2021 No.213 on approval of the Integrated Program for development of the electric transport for 2021-2025. This Decision envisages the organization of production of EVs from:

- o the infrastructure required to manufacture basic components;
- o the formation of institutional conditions to support the manufacture of EVs based on standardization, regulations and enforcement;
- o creation of the EV infrastructure including charging network;
- o coordination of governmental actions on the development of EVs and its infrastructure on the national and regional levels;
- o implementation of measures to stimulate the development of EVs from production, acquisition and operation to disposal and reuse;
- o minimization of economic, environmental, social and other risks

*Explanation of the Ministry of Economy of a presidential decree on 12 March 2020 on the launch of domestic production of electric cars to encourage their use through a number of incentives for buyers of electric cars[2][2], for corporations that buy and install charging stations, and preferences designed to stimulate the expansion of the chain of electric vehicle charging stations all over the country. In this explanation, buyers of eVehicles will have access to free public parking lots and will not have to pay taxes on the use of public roads. In addition, individuals who buy an electric car abroad will pay zero VAT for importing the eVehicles into Belarus, and those who buy an electric car domestically will receive a VAT discount;

*Decision of the Council of the Eurasian Economic Commission (EEC) dated on March 16, 2020, No. 29 that establishes the rate of import customs duty of the Unified Customs Tariff of the Eurasian

Economic Union to 0% of the customs value until December 31, 2021. However, on May 2021, the EEC has prepared the draft amendment for the re-introduction of a 15% duty rate for EVs from 2022 (equivalent to the general rate for other passenger cars). This issue is under currently discussion between the members of EEC;

Support for the super-fast stations would complement the Government of Belarus policies regarding the promotion of electric vehicles. Some of the more important policies include the Decree of the President of the Republic of Belarus dated on March 12, 2020 No. 92 where it is established that by 31 December 2025 that:

? no state duty is charged for the issuance of the permit for e-vehicles to be in road traffic with passenger cars of category M1 or M1G;

? buyers of EVs have the right to apply an investment deduction as prescribed by the Tax Code of the Republic of Belarus;

? charging stations imported by legal entities or individual entrepreneurs into the territory of the Republic of Belarus are exempt from VAT levied by customs authorities;

? the rate of VAT is applied at the rate of 0% when importing electric vehicles for personal use;

? the costs incurred by the entity installing charging stations are transferred free of charge to legal landowner;

? land users have the right to simultaneously use land plots for their intended purpose and for the installation of charging stations;

? individuals who have purchased EVs in Belarus before 31 December 2025 have the right to receive a VAT refund;

? regional executive committees and Minsk City executive committee EVs are exempted from paying fees for communally owned parking lots.

**3) The proposed alternative scenario with a brief description of expected outcomes and components of the project:**

The eVehicles Project aims to remove barriers to the e-vehicle market in Belarus helping to make e-vehicles more accessible to the population. It will do so by developing changes to legislation, regulations, and policy (concepts, strategies, programs), and by pilot investments to stimulating the necessary infrastructure investments in the charging network, leading to direct greenhouse gas emission reductions of 137,541 tonnes of $CO_{2e}$ cumulative over the Project implementation period and consequential greenhouse gas emission reductions of 3.766 million tonnes $CO_{2e}$ (top-down) and 1.726million tonnes $CO_{2e}$ (bottom-up).

For Belarus to achieve its intended nationally determined contribution (NDC) to the UNFCCC with an absolute GHG emission reduction target by at least 28% of the 1990 level, the concept of strengthening ongoing promotion of EVs appears especially appealing in the context of reducing fossil consumption.

The opportunity for GEF resources to be utilized for this purpose would create an alternative scenario for Belarus where there is an increased focus on deployment of EVs by:

? involving central and municipal governments to promote the use of e-vehicles through municipal regulations and amending policies as appropriate;
? setting up a demonstration for super-fast charging stations; and
? build capacity of all public and private stakeholders to popularize and mainstream e-vehicles.

The primary focus of creating this alternative scenario for Belarus would be on assisting with initial investments in super-fast charging stations (that is innovative charging technology for Belarus) with supporting activities from central and municipal government to promote e-vehicles. While Belorusneft is already installing Mode 3 and Mode 4 charging stations, the installation of super-fast charging stations is also necessary to make e-vehicle use more attractive and convenient for local users and transit users. Super-fast charging stations should also be located where drivers would not normally stop for long such as locations on regional and international highways. As such, it is believed that a pilot super-fast charging station would introduce users to the convenience of being able to charge their vehicles in 10 minutes, thus incentivising e-vehicle use, and providing a significant boost to decreasing the carbon footprint of the Belarusian road transport sector. To support this expected growth of electric vehicles in concert with the installation of new super fast charging stations, this Project would also support innovative ideas to promote the uptake of EVs through a variety of tools such as municipal regulations for EVs, public awareness raising activities, rebate financing schemes and policies to support EVs for public transport.

The alternative scenario proposed by the eVehicles Project is a 3-step strategy to achieve the objective of ?removal of barriers to the e-vehicle market in Belarus by removing barriers to help make e-vehicles more accessible to the population by changes to legislation, regulations, and policy, by pilot investments to stimulate the necessary infrastructure investments in the charging network?. To achieve this objective, 3 components are proposed to achieve 3 outcomes:

- Component 1 is expected to lead to an outcome of ?improved policies and regulations to promote increased purchase and management of electric vehicles?;
- Component 2 is expected to lead to an outcome of ?investment in super-fast charging stations is realized?; and
- Component 3 is expected to lead to the outcome of ?promotion of eVehicles to help consumers make educated decisions on e-vehicle purchases?.

Details of project outcomes, outputs and activities are provided below:

***Outcome 1: Policies and regulations to promote increased purchase and improved management of electric vehicles***. This outcome will be achieved through the collaborative involvement of the Central, State and municipal governments and UNEP led Global E-Mobility Programme to formulate a new national policy on transport promoting electric vehicles or eMobility. The new policy will contain a number of measures including e-vehicle quotas for municipal companies, free parking and bus lane use by EVs, and rebate schemes with car dealerships. A gap analysis of all of existing legislation on sustainable transport will be undertaken to identify the tweaking of existing legislation or introducing of new regulations and policies as appropriate.

*Output 1.1: Gap analysis of all current relevant legislation to identify gaps that could be introduced to promote electric mobility*. Activities to deliver this output will commence in Q4 of Year 1 (2022) including:

•Activity 1.1.1: Review of all existing legislation on sustainable transport in Belarus including:
•a review of current GoB policies related to EVs and charging infrastructure including incentives for the uptake of EVs including private cars, commercial fleets and public transport;
•review of any expected policy changes in the short term;
•

•Activity 1.1.2: Undertaking comparisons with best international practices including:
•comparing local policies to international best practices and assessing the gaps versus best international practice. This will include attendance at a number of the regional trainings organized as part of the Global E-Mobility?s regional platform;
•a strategy to prepare for the collection, re-use or environmentally sound disposal of downgraded EV batteries. By examining best practices at this stage of Belarus?s EV programme, this strategy can be further developed in about 10 to 15 years, at a time when higher volumes of downgraded batteries can be expected;
•present suggestions for development of regulations and policies based on gaps identified by the aforementioned assessment analysis;
•present findings to the Project Board for further action.

*Output 1.2: Developed and adopted national policy on sustainable transport which include measures for the promotion of the mobility and future management of operation and maintenance of the mobility technology*. Activities to deliver this output will commence in Q4 of Year 2 (2023) to provide assistance to the Project Board (chaired by the Ministry of Natural Resources and Environmental Protection who will also act as the National Implementing Agency of the Project) for the initiation of the preparation of the programme documents (concepts, strategies, programs) for broader adoption and the operation and maintenance of e-vehicles:

•Activity 1.2.1: Updating market surveys on EVs, including:
•update gender disaggregated market surveys of e-vehicle usage and consumer opinions of e-vehicles; and
•update gender disaggregated survey on e-vehicle infrastructure including charging stations and e-vehicles in use;
•

•Activity 1.2.2: Technical and legal assistance for the preparation of a national policy on sustainable transport promoting e- mobility and its proper operation and maintenance including:
•preparation of the drafts of the programme documents for national policy on sustainable transport promoting e- mobility and its proper operation and maintenance;
•inclusion of actions by relevant ministries to improve the integration of renewable energy development and low carbon electric mobility;
•development of guidelines, regulations and schemes defined for development under Output 1.1 for the collection, re-use or environmentally sound disposal of downgraded EV batteries; and
•preparation of proposals for amendments to regulatory and legal acts resulting from the development and adoption of program documents;
•development, based on international best practices, of the concept of organizations using renewable energy sources for own needs and vehicle to grid systems.

*Output 1.3: Proposals developed for stimulating the purchase of e-Vehicles from the budget, and agreed with the national and municipal authorities.* This output would commence upon the catalysed interest in EV investments by municipalities throughout Belarus, commencing in Q1 of Year 3 (2024) with the following activities:

•Activity 1.3.1: Workshops and meetings to inform municipal governments and financial institutions about possible incentive options for the purchase of e-vehicles;

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•Activity 1.3.2: Preparation of proposals on the implementation of measures to stimulate the procurement of e-vehicles at the municipal level and with financial institutions. Preparations will include how city provides permits to EV fleets (i.e. municipal companies, taxis, delivery companies) based on pipeline EV investment plans and infrastructural readiness of the municipality to accommodate an influx of EVs. This preparation should include international best practices of municipalities to accelerate EV adoption and informal consultations with municipalities and financial institutions for their inputs into preliminary strategies;

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•Activity 1.3.3: Conduct 2 round tables for municipalities and financial institutions to present draft proposals to stimulate the procurement of e-vehicles at the expense of budget funds. During the events, local authorities will be involved in the development of measures to stimulate the procurement of e-vehicles;

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•Activity 1.3.4: Technical assistance to municipal administrations and financial institutions to draft plans for increasing vehicle purchases for the municipality. Technical assistance will be offered as required or requested by municipalities and financial institutions for the drafting of specific issues within a municipality?s bankable plan for increased EV adoption.

*Output 1.4: Municipal regulations for incentivizing e-vehicle use including the use of bus lanes and free parking*. Project assistance will be provided to the Project Board to accelerate the development of regulations which would give advantages to operational e-vehicles. Activities will commence by Q2 in Year 3 (2024) including:

•Activity 1.4.1: Conduct a round table to discuss incentivization measures and concepts. This could include an introduction to the participating municipalities of parking regulations which clear road space, dedicated bus lanes for synchronize lighting, and park-and-ride facilities;

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•Activity 1.4.2: Provide assistance to municipalities to implement stimulation measures for the use of electric vehicles. This activity would be done through the use of international experience.

*Output 1.5: Feasibility study on stimulation measures for promoting purchase of electric vehicles*. Project assistance will be provided to the stakeholders to unlock the potential for increasing the deployment of electric vehicles in Belarus. The study should focus on financial institutions (particularly EBRD), the sources of funds from the state budget and the types of vehicle markets that could be transitioned into electric vehicles, especially those vehicle owners who are of lower income. Activities will commence by Q2 in Year 3 (2024) including:

•Activity 1.5.1: Government officers and consultants to attend Global E-Mobility Programme?s regional workshops, events on community of practice and an e-mobility market place led by EBRD as part of Regional Support and Investment Platforms;

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•Activity 1.5.2: Consultants to prepare the feasibility study on rebate schemes for accelerating EV purchases;

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•Activity 1.5.3: Conduct workshop to brief financial stakeholders of the feasibility study findings.

***Outcome 2: Investment into super fast charging stations is realized***. This outcome will be achieved through implementing pilot demonstration projects on super-fast charging stations under the programme proposed under Belorusneft. Implementing of these pilot projects will be preceded by feasibility studies for at least 3 super fast charging stations with at least one station in Minsk. By strategically locating stations according to the latest international standards for their installation, their use by EVs will become popularized, especially for EVs travelling long distances. These 3 pilot projects would then be used to guide the 25 super fast charging stations to be co-financed by Belorusneft as identified in Table 1 (23 stations completed before 2025 and 5 stations starting in 2026).

*Output 2.1: Feasibility studies for at least 3 Super-Fast Charging Stations*. This feasibility study will be conducted to ensure the pilot implementation of 3 super fast charging stations has the desired effect of popularizing these stations and catalyzing the electric vehicle market in Belarus. This study should consider previous studies that were done on super-fast charging stations and their impact on the country?s power grid infrastructure but also consider the latest scenarios regarding the changing of the EV market in Belarus, and the Belarus electricity sector including the potential for renewable energy sources and energy stored systems. The feasibility study should also define the existing international experience on deploying charging stations, bottlenecks faced elsewhere and overcoming strategies. The study should help the Project team by defining which types of superchargers will be needed in charging station hubs, what can be the ideal numbers of different charging models in hubs with respect to the current and future EV models in Belarus. Similarly, the study present best cases on software-hardware compatibility experiences between charging equipment and EVs for best results on charging efficiency. The feasibility study will not consider market privatization options for the network expansion of super-fast charging stations given that the government agencies responsible for issuing permits for super-fast charging stations would provide approvals with certain state guarantees. An Environmental and Social Impact Assessment (ESIA) will be carried out simultaneously with the feasibility studies development for each station in order to identify and assess the potential social and environmental impacts of each station in its area of influence, evaluates alternatives, and designs appropriate avoidance, mitigation, management, and monitoring measures. Further details on project?s safeguards procedures can be find in ESMF (Annex O). If the scoped ESMPs would result from the scoped ESIAs of any of 3 super fast charging stations these ESMPS will be developed also in frames of this output as a part of the first stage of 3 super fast charging stations design. The most important aspect of this study will be a strategic location of the 3 pilot super-fast charging stations that will popularize all long-distance electric vehicle travel. The study will analyse the possible effects of Covid-19 pandemic to the procurement, deployment and management of charging stations and define measures to tbe considered to avoid any delays in piloting and future impacts to the users. Finally, the study will elaborate on climate change related risks for Belarus and define measures for the selection of charging equipment, deployment of charging stations, and measures to be taken in order to mitigate any possible climate change related risks. Activities to deliver this output in Q3 of Year 2 (2023) will include:

- Activity 2.1.1: Undertake a review of existing information on fast charging and super fast charging stations in Belarus. There are possibly several proceedings studies on fast charging and super fast charging stations already done in Belarus. The information may be useful in determining how to locate 3 pilot super fast charging stations. This may include an existing study on the most optimal locations for super-fast charging stations based on a study of available networks. Information from the Global E-Mobility Programme?s Regional Support and Investment Platforms on super-fast charging stations may also be of benefit;
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- Activity 2.1.2: Assess cities in Belarus where super fast charging stations can have a maximum demonstrative effect. With Minsk being one of the obvious locations, placement of the other pilot stations may be advantageous in other locations such as the terminus is of the East-West corridor of Grodno-Minsk-Orsha. This assessment should be supported by surveys and data analysis. These findings may affect the rate of return on some of these locations. The review should be wide-ranging looking at other secondary cities within Belarus to ensure that the same care policies and development plans apply;
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•Activity 2.1.3: Assess the specific locations of the pilot super-fast charging stations in each of the selected cities. These locations need to meet specific conditions that will provide a competitive advantage over existing fast charging stations. The super-fast charging stations should be located near a 110 kV electrical substation, and be located where there is both incoming and outgoing city traffic as well as transit traffic. Land ownership issues should also be examined under this activity with the relationship between the landowner and Belorusneft to be very clear in terms of payments and land rights. An estimate in terms of the rate of return on investment in a particular super fast charging station site should be made on the basis of the land rights, tariff policies and expected revenue from EV traffic using the station;

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•Activity 2.1.4: Prepare a short list of super-fast charging station suppliers for the pilot demonstration. There is a growing supplier market for super fast charging stations globally. Some companies have excellent products but may be difficult to get timely delivery of their products. For this reason, the outcome of the feasibility study may recommend anywhere from 1 to 3 suppliers selected for 3 pilot super fast charging stations. The analysis will take into consideration of limitations on procurement and transportation of assets to Belarus due Covid-19 pandemic. Then, the Project team will define a procurement modality in line with UNDP and GEF procurement principles and rules. The procurement model will be submitted to Project Board for final approval before implemented (refer to the principles set under Activity 2.2.1)

*Output 2.2: Installation of at least 3 Super-Fast Charging Station(s) (300+kW) to compliment the charging infrastructure network of Belarus*. By Q1 of Year 3 (2024), selection of the suppliers for a minimum of 3 pilot super-fast charging stations (the number of super-fast charging stations may increase) will have been selected for installation. MoNREP will manage the Project budget for procurement of the super-fast charging stations and the tendering process for the selection of the 3 chargers with the assistance of Belorusneft, and provide staff to oversee its installation. Later, the Project will support Belorusneft to procure and install the 25 super-charging stations with the know-how gathered from the Project. Activities to deliver this output will include:

Activity 2.2.1: Assistance in preparation of the ToR and other documents for tendering process for selecting a supplier (or suppliers) for the supply and installation and construction of civil works for three 2 or more super-fast charging stations. During Project implementation, all Project activities providing direct financial support to investments (GEF INV) under this Output will begin with an initial step where with PMU, in consultation with key stakeholders, will prepare individual ?Project Investment Plan?. This plan will finalize, via detailed financial, technical, legal, procurement and operational assessments, the Project?s approach to providing GEF INV support to procurement activity. The plan will address the key principles detailed below. This plan will be submitted for clearance to UNDP (CO and BPPS NCE), and then shared with Project Board, for approval. The key principles to be considered are:

o Ensure that the IP (GEF executing entity) selected modality to make the GEF INV is in line with UNDP?s policies and financial rules and regulations. If there is a departure between the IP?s policies and UNDP?s polices, UNDP?s policies must prevail;

o Ensure that the level of GEF INV support for private sector beneficiaries is determined on the principle of minimal concessionality or, in other words, that the GEF INV is used as efficiently as possible. In practice, during implementation, this will nearly always involve a step in the GEF INV financial mechanism where a financial analysis of the investment opportunity will be performed;

o Ensure that the design of the mechanism to provide GEF INV support in the particular sector safeguards financial resources against potential wrongdoing. For example, this may involve checks-and-balances, committees, and multiple individuals, on key decisions. Quoted cost of investments should be checked against market prices.

o Ensure that any GEF INV to the private sector recipients is done on a competitive process to identify the recipients;

? Activity 2.2.2: Consulting support in site preparations, civil works, installation of equipment, and commissioning of at least 3 super fast charging stations based on the findings of feasibility studies and Environmental and Social Impact Assessment (and the resulting ESMPs) under Output 2.1. Such support will include feedback to the Project Board on the compliance to best practices for the construction and installation of the super-fast charging stations. Considering the suppliers that are being considered, the likelihood of compliance to best practices should be something that the supplier provides to the Project for learning purposes. Moreover, the project team will ensure putting in place necessary measures to mainstream COVID-19 considerations for charging station use by customers. The know-how and lessons-learnt from this piloting experience will be shared with Belorusneft for the realization of 25 super-fast charging stations as part of their co-financing contribution. The e-Mobility Project will not have control over these 25 stations and therefore will not be accountable for them.

*Output 2.3: Consensus amongst senior government officials on moving forward with a super fast charging station program*. By Q2 of Year 3 (2024), the 3 super fast charging stations will be fully operational, allowing senior government officials to review the results and impact of the stations on EV deployment in Belarus. Based on stations performance in terms of revenue generation and increase in number of EVs being used, decisions should be easier to make on moving forward with a program to increase the number of super-fast charging stations throughout Belarus. Activities to deliver this output by 2025-26 (Year 4) include:

Activity 2.3.1: Collect super fast charging station performance data. This should be done by a Project consultant (who is involved on all performance-based eVehicle work) in a manner that informs the reader of the benefits of super-fast charging station performance in terms of its revenue, rate of return, the increase in the number of electric vehicles, and an estimated economic impact;

Activity 2.3.2: Conduct a tour to all 3 pilot super-fast charging stations for senior government officers and technocrats. This tour should assist the decision-making process of these officials in replicating strategically located super fast charging stations throughout Belarus. The super fast charging station performance data from Activity 2.3.1 will serve as a useful tool in passing information to these technocrats;

Activity 2.3.3: Assist in any plans or papers required by these officials for the expansion of the super fast charging station network in Belarus. At this time, arrangements will be made to transfer the ownership of the super-fast charging stations to Belorusneft.

***Outcome 3: Promotion of e-vehicles to help consumers make educated decisions on e-vehicle purchases.*** This outcome will be achieved upon the completion of the super-fast charging station pilots, and with policies and national initiatives on electric mobility being promoted by the Government of Belarus. A primary initiative of this outcome will be to disseminate as much positive information on EV usage for Belarus through a number of measures that target certain stakeholders such as car dealers, banks and the general public.

*Output 3.1: Nationwide PR Campaign on eVehicles deployed involving car dealers*. The purpose of this output is to build capacity and raise awareness about the mobility by disseminating results of Outcomes 1 and 2 the targets car dealers that are willing to sell e-vehicles. The expected move towards EVs will be sufficiently strong, starting in Q1 of Year 2 (2023) to Year 4 to convince 1st and 2nd hand car dealers to assist in the public relations and awareness raising campaigns for EVs. The communication materials and campaign language will take into consideration of gender perspectives. Activities to deliver this output will include:

Activity 3.1.1: Send out notices to all car dealers notifying them of an opportunity to enter the electric vehicle market. Those dealers that respond can be engaged and awareness raising sessions by the Project to notify them of the developments in Outcomes 1 and 2, and the strong momentum towards electric mobility throughout Belarus;

Activity 3.1.2: Conduct awareness raising sessions of lessons learned from Outcomes 1 and 2. During these sessions, car dealers will eventually be trained in terms on how to deliver positive public messaging on electric vehicle usage. The resulting sales from this effort may convince will many of these 1st and 2nd hand car dealers to do their own promotion of EVs;

*Output 3.2: Project website that includes an interactive app created with charging infrastructure locations and calculations of charging cost (one time, monthly and annually)*. This Belorusneft website (in partnership with MoNREP) will prove to be user-friendly and particularly useful to those wanting to evaluate an e-vehicle purchase and for those who have purchased an e-vehicle. The website (https://malankabn.by/en/) can be developed from existing websites[3][3] that will include information about the vehicle performance versus fossil fuel vehicles. It will also have applications for its users to view charging stations and calculate savings on costs of other owners EVs that are in operation. Activities that can be carried out starting in Q1 of Year 2 (2023) to Year 4 include:

Activity 3.2.1: Set up application for mobile users to interactively enter their e-vehicle usage data for the purposes of monitoring energy consumption. There are a number of other existing such applications globally from which the Belarusian program will benefit. The app developer, representing Belorusneft as the owner of the website, should also have the means to be able to collect all the data being generated on the app for the purposes of collating the energy and GHG information to a central site. In this way, there would be another data point in terms of estimating the energy and GHG impact of the EE vehicle program in Belarus;

•Activity 3.2.2: Set up the Belorusneft website with the application to provide a platform for reporting the latest news on E-mobility in Belarus. While the development of this app will mostly be done by the Project, its maintenance will partially be covered by the Project with the end goal the website maintenance being covered entirely by Belorusneft.

*Output 3.3: Monitoring, reporting and verification of GHG emission reductions from the project activities*: This output is important for MoNREP for reporting the impact of this Project as well as the overall efforts of the Government of Belarus to meet its NDC commitments. With the assistance of the EU4Climate Fund to build the Belarusian capacity for GHG emission reduction programme management, activities to deliver this output starting in Q3 of Year 3 (2024) to Year 5 will include:

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•Activity 3.3.1: Collect information from app set up in Activity 3.2.2 that should contain information on GHG emission reductions from e-vehicles. The information being collected will fall within NDC implementation plans, roadmaps and timeframes, for MoNREP, including plans for updates and development of the NDC framework that was setup under the EU4Climate Fund but focused on road transport;

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•Activity 3.3.2: Collect information from all charging stations (Mode 3, Mode 4 and super fast charging stations). Using MRV systems activities being funded and setup by the sister UNDP-GEF project ?Capacity Building for Emission Trading and Strengthened MRV in the Republic of Belarus?, the Paris Agreement establishes a new transparency regime, under which countries will have to report progress on reducing GHG emissions and building climate resilience. This transparency regime is currently being established within the UNFCCC framework and its final details are still to be defined. For the eVehicles Project, this will involve MoNREP and its consultants collecting data on the total number of kilowatt hours being used for driving EVs, which will be useful in determining the GHG impact of an increased number of EVs in Belarus;

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•Activity 3.3.3: Assistance to MoNREP on preparing NDC reports on GHG emission reductions from the road sector and electric vehicle program.

*Output 3.4: National Workshop on Electric Vehicles*. Another significant measure to raise awareness and build capacity, will be conducting a National Workshop that promotes eVehicle use and develops and disseminates the ?lessons learned? document (from Output 3.6) that can be used for by other countries and regions wishing to develop their eVehicle markets. With government agencies, the private sector and financial institutions participating in the National Workshop, activities to deliver this output starting in Q3 of Year 4 (2025) to Year 5 will include:

- Activity 3.4.1: Organization of and preparation of materials for workshops including:
- analysis of the current state of the e-vehicle market in the Republic of Belarus;
- analysis of the current state of the charging infrastructure for e-Vehicles in the Republic of Belarus, including charging stations Mode 3, Mode 4 and superfast charging stations;
- analysis of measures to stimulate the development of the e-vehicle market;
- Activity 3.4.2: Conduct the national workshop. The workshop will be conducted under 2 months before the conclusion of the Project. Topics to be covered will include:
- current status of the overall market of EVs in Belarus;
- impact of government interventions and initiatives from donor partners on the level of EV usage Belarus;
- a review of the government incentives and policies and bank programs that have catalyzed the EV market;
- the current market and future program for charging stations for EVs in Belarus that includes Mode 3, Mode 4 and super-fast charging stations;
- measures to ensure sustainability of EVs in Belarus including prudent operations and maintenance for the purposes of energy efficiency of EVs;
- Activity 3.4.3: Drafting of the national workshop closing statements. These will be forward-looking statements by senior government officials at the workshop and printed on an official communiqu?.

*Output 3.5: Video highlighting results from the demo projects*. Video of Project activities as well as those of other government interventions would be a very important media tool for disseminating information on the Government of Belarus?s EV program. These activities should start early, and be sustained throughout the duration of the eVehicle Belarus Project. Activities to deliver this output starting in Q1 of Year 2 (2023) to Year 5 include:

- Activity 3.5.1: Development of the video script reflecting the last 5 years of the development of e-vehicles in the Republic of Belarus. The Project team, jointly with the video team, will develop a script for creating a video, which will include:
- evolution of cars from internal combustion engines to e-vehicles;
- evolution of charging stations from slow to super fast;
- information on the prospects for the development of the e-vehicle market in the Republic of Belarus;
- Activity 3.5.2: Execute video plan for the development of electric vehicles in Belarus. The video should capture the following:
- old footage of ICE vehicles;
- early models of EVs and Mode 3 charging stations:
- increased numbers of EVs including public transit and additional charging stations including Mode 4;
- development of the super-fast charging stations from pilot stations from this Project to the ones subsequently developed by Belorusneft and other private sector entities;
- graphics showing the source of energy for electric vehicles (renewable energy sources or energy storage) and the energy and fiscal savings of electric vehicles;
- overview of operation and maintenance of electric vehicles and their advantages over ICE vehicles;
- testimonials from users;
- a statement on the future of electric ability in Belarus;

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•Activity 3.5.3: Post videos on the Project website of Output 3.2. The inaugural posting of the video could be done at the national workshop to bring it the proper profile that needs.

*Output 3.6: Lessons learned study*. The lessons learned document should be a record of electric vehicle development in Belarus that can be shared with other countries. As such, the document format should follow certain formats can be recommended for UNDP or the UNEP Global E-mobility Programme. Activities to deliver this output Q3 of Year 4 (2025) to Year 5 includes:

•Activity 3.6.1: Conduct lessons learned study. Prior to commencing the lessons learned study, the consultant should consult with UNDP or the UNEP Global E-mobility Programme to ensure the formatting of the lessons learned study is consistent with their formats, and would be favourably distributed amongst other countries. A rough sketch of the lessons learned study outline should be as follows:
•introduction to the Belarus vehicle market and its potential 10 years ago for electric vehicles;
•a compilation of early and later incentives by the government of Belarus to incentivize e-vehicles;
•early to current successes of the Government of Belarus in e-mobility;
•an overview of the impact of the electric vehicle program Belarus including environmental, economic and financial aspects. This will include strategies for the collection, re-use or environmentally sound disposal of downgraded EV batteries that may be employed in 10 to 15 years;
•impact of super fast charging stations on the mobility acceptance by the public;
The involvement of the Global E-Mobility Programme (the Support and Investment Platform) will augment the technical assistance being offered by the Project through workshops;

•Activity 3.6.2: Present lessons learned study at National Workshop.

Belorusneft is the primary stakeholder in charge of the installation of super-fast charging stations who have expressed an interest in receiving expert assistance on best international practices in the installation, operation and maintenance of these charging stations. Their key strategy for constructing super-fast charging stations for EVs in Belarus is the installation of a charging station near a 110 kV electrical substation. Such a location would provide competitive advantages over existing charging stations connected to regional distribution networks but with low-voltage. Considering the electric transport traffic potential between the main cities within Belarus, a charging network on all main highways of the country at a frequency of 50-70 kilometers would be required between super fast charging stations. Belorusneft are planning a network of 28 superfast charging stations with these conditions in mind. The superfast charging stations are in strategic locations that provide fast charging services for long distance electric vehicles. Table 2 lists all 28 superfast charging stations being proposed by Belorusneft alone. A map of the proposed super fast charging station network is provided on Figure 1 in Annex E.

Three of these 28 super fast charging stations are proposed as the pilot projects of this project. The total GEF investment sought for these pilots is US$740,000. With the growth of electric cars primarily taking place in Minsk, one of these stations will located in Minsk at Gas Station No. 13 located on Uborevicha str., 105. This pilot project has been strategically located to provide quick charging services for both incoming and outgoing transit e-vehicle traffic (this would include vehicles travelling along the East-West corridor of Warsaw, Berlin, Moscow and north-south court orders of Kiev, Gomel, Vitebsk, Vilnius and Klipeda). Two large advantages of this site are the availability of free land plots

sufficient in size to construct a large fast charging station complex and the proximity of the site to the Loshitsa electrical substation, located 0.5 km from the site. Details of the other 2 pilot super-fast charging stations are provided in Annex E.

**Table 2: List of Proposed Super-Fast Charging Station Complexes by Belorusneft**

| Place | Address | Estimated Installation Date | |
|---|---|---|---|
| | | 2022 ? 2025 | 2026 ?2030 |
| Site 1 | Minsk, Academicheskaya str., 2b/1 (near electric substation ?Podlesnaya?) | 1 | ? |
| Site 2 | Minsk, Slobodskaya str., 130a (near electric substation ?South-West?) | 1 | ? |
| Site 3 | Minsk, crossroad Gurskogo str., 48 and Lva Sapegi str. (near electric substation ?Petrovschina?) | 1 | ? |
| Site 4 | Minsk, Uborevicha str. 105 (near electric substation ?Loshitsa?)[4][4] | 1 | ? |
| Site 5 | Minsk, Matusevicha str., 33 (near electric substation ?Masiukovschina?) | 1 | ? |
| Site 6 | Minsk, Gintovta str., 51a (near electric substation ?Moskovskaia?) | 1 | ? |
| Site 7 | Minsk, Mazurova str., 39 (near electric substation ?Sukharevo?) | 1 | ? |
| Site 8 | Minsk, Station # 54, Napoleona Ordy street, 8 | 1 | - |
| Site 9 | Highway M-10 (near Kalinkovichi) | 1 | ? |
| Site 10 | Gomel (near electric substation ?Vostochnaia?) | ? | 1 |
| Site 11 | Highway M-10 (near electric substation ?Mikashevichi?) | 1 | ? |
| Site 12 | Highway M-10 (near electric substation ?Ivanovo?) | 1 | ? |
| Site 13 | Highway M-1 (near electric substation ?Ivatsevichi?) | 1 | ? |
| Site 14 | Highway M-1 (near Stetski village) | 1 | ? |
| Site 15 | Highway M-6 (near Lugomovichi village) | 1 | ? |
| Site 16 | Near crossroad M-7 and P146 | 1 | ? |
| Site 17 | Highway M-5 (near Boiary village) | 1 | ? |
| Site 18 | Highway M-1 (near Martiukhovo village) | 1 | ? |
| Site 19 | Highway M-3 (near Lepel) | 1 | ? |
| Site 20 | Highway E-28 (near Rakov) | 1 | ? |
| Site 21 | Highway M-4 (near Guzgalovka village) | 1 | ? |
| Site 22 | Near crossroad M-1 and M-2 | 1 | ? |
| Site 23 | Brest (near electric substation ?Kievskaia?) | ? | 1 |
| Site 24 | Brest, Station # 11 Brestoblnefteproduct; travel Krepostnoy 4, 224018 | 1 | |
| Site 25 | Grodno (near electric substation ?Foliush?) | ? | 1 |
| Site 26 | Grodno, Station # 87 107-th km of the ?-7/E28 highway, 2, Krevskiy a\s, Smorgon district | 1 | - |
| Site 27 | Vitebsk (near electric substation ?Technologicheskaia?) | ? | 1 |
| Site 28 | Mogilev (near electric substation ?Promuzel?) | ? | 1 |
| **Total** | | **23** | **5** |

The Department of Energy Efficiency of the State Committee for Standardization will coordinate the development of state standards in the field of electric transport, its components and infrastructure, harmonized with international and European standards, as well as the development of a regulatory legal act on super-fast charging stations for electric transport. The co-financing of the Department of Energy Efficiency was assessed as US$10,000 and will represent personnel time of the Department and its subordinate organizations in raising public awareness through the media on the results of the pilots for electric charging infrastructure, participation in the development of technical regulatory legal acts, coordinating the development of state standards for electric transport and infrastructure harmonized with international and European standards, and the development of a regulatory legal act on the maintenance of the charging stations.

By the end of the Project (EOP), there should be a positive investment environment resulting from the completion of de-risking and scaling-up actions that will exert a positive influence on the EV market and decrease GHG emissions from transport sector in Belarus. Table 3 summarizes this approach.

Finally, the project will establish synergies with UNEP led Global E-Mobility Programme. The Programme has already established a regional support and investment platform led by EBRD that includes a community of practice and an e-mobility market place. Belarusian stakeholders would benefit in attending these events to further discuss development and implementation issues, and share best practices and lessons learned. Furthermore, the platform will be an opportunity for Belarusian stakeholders to be exposed to representatives under the GEF Sustainable Cities Impact Programme to share other aspects of electric mobility. Similarly, the platform will seek to involve representatives from EBRD financed e-mobility projects and other country and city e-mobility projects from outside of GEF funded activities into a community of practice, as well as relevant private sector participants.

**4) Alignment with GEF focal area and/or Impact Program strategies:**

The eVehicles Project is strongly aligned with CCM 1-2: Promote innovation and technology transfer for sustainable energy breakthroughs for EV technologies and electric mobility. By demonstrating the use of super-fast charging stations, the reliability, convenience and environmental and social benefits of electric vehicles will be promoted for a desired impact of upscaling their usage and reduced GHG emissions from the transport sector.

**5) Incremental/additional cost reasoning and expected contributions from the baseline, the GEFTF, LDCF, SCCF, and co-financing:**

The baseline scenario of EVs is that their purchase in Belarus is not treated any differently from the purchase of other vehicles, mainly internal combustion vehicles (ICVs). As such, consumers and public entities currently make purchasing decisions based upon price and to some extent, the quality and attractiveness; this would apply to EVs and other traditional petrol/diesel vehicles on the market. While EVs are certainly more costlier than their petrol and diesel equivalent, the market for EVs can change in the next 5 to 10 years with EVs prices being reduced and becoming more competitive with ICVs. In a business-as-usual scenario, this EV market will change very slowly basically due to EVs being a relatively new technology.

The incremental cost reasoning of the eVehicles Project includes that the Project will catalyse the EV market in Belarus and that without GEF support, the Global Environmental Benefits will not be reached or will be delayed considerably as the EV market is currently developing very slowly. The GEF will accelerate eMobility development considerably through investment into innovative super-fast charging station technology and eMobility promotion and supporting legislation development. The

majority of co-financing negotiated for this project will come from the government?s state partner, Belorusneft, which has been tasked (through a government edict) to assist with EV market adoption and is planning to invest in super-fast charging infrastructure over the following years (as seen on Table 1). At the end of 2019, there were 100 charging stations of Level 3 and 105 charging stations of Level 4 installed in Belarus with a total investment of US$ 3,810,000. The total planned equity investment into charging stations scheduled for installation from 2021-2025 is US$ 360,000 for 80 Level 3 Chargers and US$ 10,944,000 for 342 Level 4 chargers, for a total investment of US$11,304,000[5][5]. During the period from 2026-2030, after expected project completion, Belorusneft is planning to install an additional 80 Level 3 and 327 Level 4 charging stations.

The decision to allocate the GEF investment into 3 super-fast charging stations was made to de-risk the technology by piloting the commissioning and operation of super-fast stations using best international practices. While there was the possibility of using the GEF investment for other purposes (such as subsidizing a portion of the stations resulting in a higher number being supported), the value of investing 100% into the cost of pilot super-fast charging stations could not be overlooked especially the de-risking aspect; the commissioning and operation of super-fast charging stations would be subject to best international practices, and users of these stations would experience the convenience of being able to charge their vehicles in 10 minutes or less, thereby incentivising e-vehicle use. With 3 or more operational super-fast charging stations, Belorusneft would have increased confidence to co-finance US$12.3 million into the planned 25 more super-fast charging stations.

Other co-financiers will mainly be ?in-kind? contributions in the Ministries, providing staff and time for assistance on drafting and proposing regulation changes for the project and consulting and assisting through all stages of the project with a Project Board that will be especially set up for this project. The Ministries and state agencies involved will include: i) Ministry of Natural Resources and Environmental Protection, ii) Ministry of Energy, iii) Ministry of Transport, iv) Ministry of Industry, and v) Department of Energy Efficiency.

There is also collaboration and cofinancing that will come from EU funded UNDP implemented project EU4Climate project (2019 ? 2022, US$1.6 milion for Belarus) which will be working in the energy and transport, sectors parallel to this project. This project will provide capacity building for the MoNREP for reporting the GHG impacts of this Project as well as the overall efforts of the Government of Belarus to meet its NDC commitments. A complete list of co-financing stakeholders can be found in Section C of this document.

**6) Global environmental benefits (GEFTF) and/or adaptation benefits (LDCF/SCCF):**

The global environmental benefits of this project are related to the decreased use of fossil energy resources through increased adoption of innovative technologies for GHG emission reduction. In addition, the project aims to popularize e-mobility with a focus on promotion of the new e-vehicle charging infrastructure that is to be financed within this project among other e-mobility promotional activities that will remove barriers to the standardization of eMobility in Belarus. As a result of the activities of this project, 152,090 tonnes $CO_{2eq}$ of direct cumulative emission reductions, 3.766 million tonnes $CO_{2eq}$ of consequential (top-down) emissions reductions, and 0.304 million tonnes $CO_{2eq}$ of consequential (bottom-up) emissions reductions shall be achieved through meeting the outcomes and outputs of the project. This is in comparison to 28,000 tonnes $CO_{2eq}$ estimated in the PIF. For direct and consequential GHG emission reductions, GHG emission reduction estimates have been estimated according to the ?Manual for Calculating Greenhouse Gas Benefits of Global Environment Facility Transportation Projects?[6][6]. The main difference between PIF and CEO ER numeration for direct GHG emissions reductions is due to the project team?s detailed work on GHG calculations. The PIF

assumes emission reductions from charging stations as well as regulation changes. During the project design phase, the project team has only focused on super-chargers for calculations. The main increase has been observed due to (i) the co-financing from Belorusneft which increases the number of charging stations from 3 (with GEF funding) to 23 (20 charging stations by Belorusneft funding); and (ii) assumption of grid emission factor to be 0 during the implementation of project given to the planned nuclear power plants in Belarus that will replace all fossil sources of electricity generation in the national grid. Savings are specifically achieved with new regulations, including the introduction of quotas on municipal fleets, incentivizing eVehicle use through changes to municipal regulations and the installation of super-fast charging stations. The GEF will invest in superfast charging stations as this is new technology where GEF can make a targeted investment that Belorusneft is not ready to invest in currently. It is assumed after the GEF financed pilot project(s), Belorusneft will have the skills to procure and install additional super-fast charging stations or other investors will become interested after seeing these stations in action.

**7) Innovativeness, sustainability and potential for scaling up:**

The innovative nature of the eVehicles Project are its primary investments being made into piloting super-fast charging stations (which will be used to remove any issues related to the inconvenience of long recharging times for EVs) combined with several measures to incentivize and popularize eMobility in Belarus. These measures include a new national policy to promote e-Vehicles, promotion of EVs with car dealerships, and introduction of state vehicle quotas. For Belarus to its targets in the PRF for the eVehicles Project, the piloting of super-fast charging stations in Belarus would demonstrate to consumers the convenience and long-term affordability of electric vehicle usage. With improvements to EV batteries, the possibilities for long-term travel by EV in Belarus is real, a development that would encourage more EV usage. This should result in a catalysis of the market for EVs and an immediate increase in the use of EVs in Belarus.

Furthermore, the holistic nature of the project design brings the experience of the pilot demonstrations in super-fast charging stations to the policy component (Outcome 1) and promotion component (Outcome 3). Once the super-fast charging stations are completed and operational as a part of Outcome 2, the Project Board consisting of 7 national government agencies will formulate policies and regulations to promote increased purchase of electric vehicles for Belarus as Outcome 1. These policies and accompanying new regulations will then be used in Outcome 3 to engage municipalities, financing institutions and car dealerships under the eVehicles Project to help these stakeholders and consumers make educated decisions on e-vehicle purchases in Belarus. As such, the eVehicle Project will combine changes to regulations with pilot projects and capacity building for an holistic approach to the promotion of eMobility. This would be complimentary to several partners and co-financers (including municipalities and car dealerships) to leverage a broader impact considering the limited GEF financing available for the project. Operation and maintenance costs of the pilot super-fast charging stations will be assumed by Belorusneft once the eVehicle Project is over.

Scale up potential of the e-vehicles project is linked with the national and municipal government actions in promoting e-mobility scalability. E-vehicle usage resulting from these national and municipal government actions will result in EV scale up within the municipalities in Belarus but also to the Eurasian and EU region. With the eVehicles Project already focusing on municipal incentives for electric mobility in Minsk and Homel, there are already indications that similar replications will occur in other cities across Belarus including:

? Brest who developed and implement the concept of the ?Simbio-city? located near the border with Poland;

? Municipalities close to Russia - Mahileu, Zlobin or Orsha; and

? Viciebsk, already interested in popularization of e-vehicles.

In addition, super-fast charging stations could be advertised regionally with study tours organized from neighbouring countries/municipalities that do not yet have this technology.

The sustainability of eVehicles Project is tied to using lessons learned from the pilot super-fast charging stations (Outcome 2) to developing the numerous outputs from Outcome 1 (that includes the policies, legislations and regulations of future management of EV operation and maintenance issues and super-fast charging stations). With these policies looking forward, Outcome 3 is to cover the capacity building of municipalities who are to have quotas assigned for electrification of their transport fleets. The Project will also involve car dealerships and financing institutions to become more involved with the promotion of electric vehicles that will result in more sales of electric vehicles. Buttressed by Output 3.6 (Lessons learned study), Output 2.1 (Feasibility for at least 3 super-fast charging stations), feasibility studies for future super-fast charging in Belarus after eVehicles Project completion, and the strong GoB support for domestic production of electric vehicles for private use commercial transport and public transport, the sustainability of the eVehicles Project is in a robust situation.

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[1] GHG National Inventory Report 2019

[2] https://export.by/en/news/government-measures-to-facilitate-production-of-electric-cars-in-belarus and https://eng.belta.by/economics/view/government-measures-to-facilitate-production-of-electric-cars-in-belarus-128956-2020/

[3] An example of an existing app is the Malanka site, the company in charge of the largest EV charging network in Belarus, accessible on https://malankabn.by/en/#section-2

[4] Proposed as the first pilot super-fast charging station.

[5] The average cost including installation of the Level 3 charging stations is 4,500 USD, Level 4 ? 32,000 USD

[6] Accessible at : https://www.thegef.org/publications/manual-calculating-ghg-benefits-gef-transportation-projects

**1b. Project Map and Coordinates**

**Please provide geo-referenced information and map where the project interventions will take place.**

**Figure 1: Proposed Belorusneft network of super-fast charging stations for electric vehicles**


**Figure 2: Layout of pilot super-fast charging station in Minsk at Gas Station No. 13 located on Uborevicha str., 105**


**Figure 3: Layout of pilot super-fast charging station in Minsk, Station # 54, Napoleona Ordy street, 8**

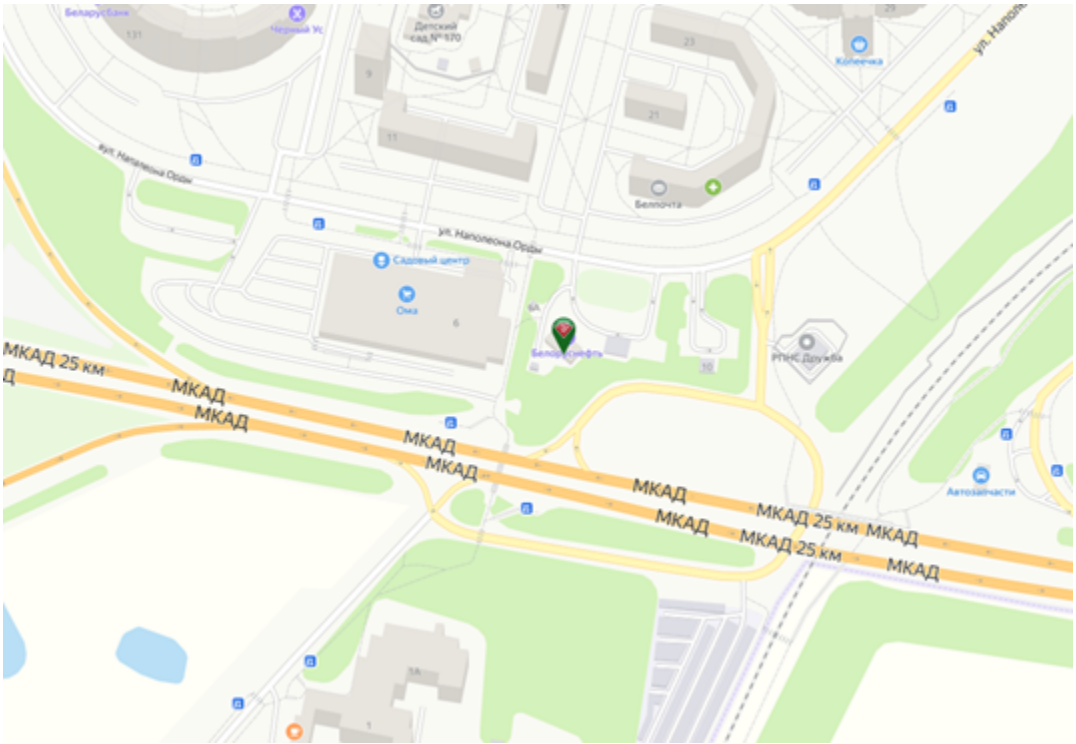
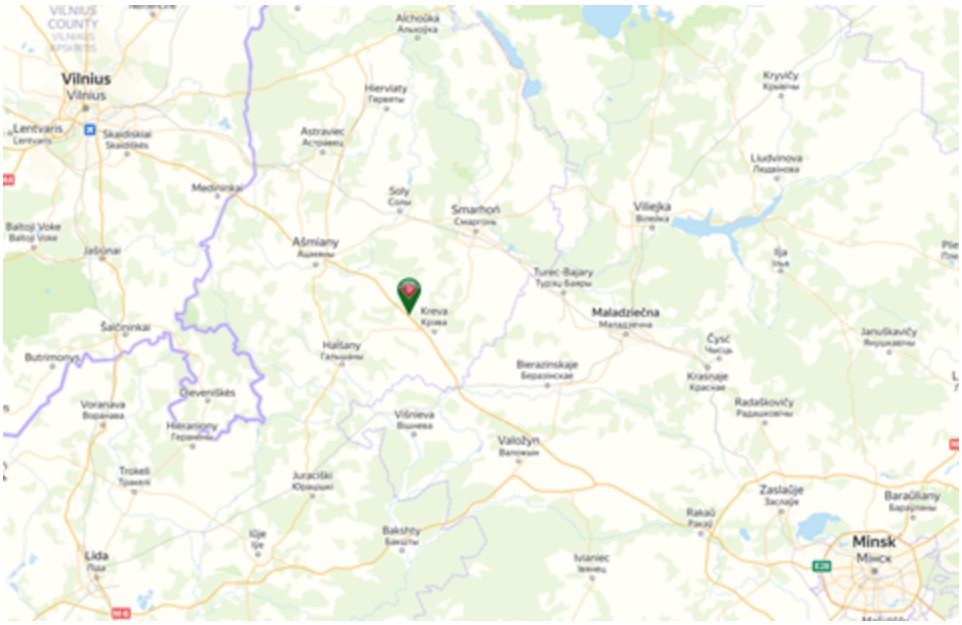



**Figure 4: Location of pilot super-fast charging station in Station # 87 107-th km of the ?-7/E28 highway, 2, Krevskiy a\s, Smorgon district, Grodno region**

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[1] https://azs.belorusneft.by/beloil-map/station?lang=en&id=751DDD95799B01DFE053BF0BA8C002BC. Currently a 1 unit Mode 4 350 kW + 1 unit Mode 4 180 kW charger.

[2] https://azs.belorusneft.by/beloil-map/station?lang=en&id=B89F84F7E29A4F70E043BF0BA8C03722. Currently a 2unit Mode 4 350 kW unit.

**1c. Child Project?**

**If this is a child project under a program, describe how the components contribute to the overall program impact.**

n/a

**2. Stakeholders**

**Select the stakeholders that have participated in consultations during the project identification phase:**

**Civil Society Organizations**

**Indigenous Peoples and Local Communities**

**Private Sector Entities** Yes

**If none of the above, please explain why:**

The ultimate beneficiaries and key stakeholders in the implementation of this Project are the operators of EVs. The provision of modern, safe, accessible, low-carbon, low-pollution and convenient super-fast charging stations to all EV operators is the ultimate objective of this Project. The Project promotes society-wide benefits of reduced GHG emissions and pollution, and climate change mitigation benefits.

More directly, the primary stakeholder of this Project is the owner and operator of these super-fast charging stations, Belorusneft, the state operator for the development of charging network for EVs for Belarus. Belorusneft will benefit financially from the piloting of the super-fast charging stations that de-risks the technology, and provides more confidence to Belorusneft in undertaking their programme to develop 25 more stations before 2030.

Secondary stakeholders of this Project include car dealers and financial institutions who will benefit from increased skills and capacity due to programs to promote the use of EVs planned under this Project.

At the macro-level, government institutions, such as MoNREP, Ministry of Transport and Communications, Ministry of Energy, Ministry of Industry and the Department of Energy Efficiency, would benefit from increased technical, financial and most importantly, low-carbon transport planning and policy and regulatory definition and promulgation skills and capacity, which would help them expand their ability to introduce favourable policy and regulatory frameworks for broader electric mobility. At the macro-economic level, the economy and the government would benefit from lower fossil fuel import requirements, lower GHG emissions and vehicular pollution, and passenger satisfaction due to introduction of super-fast charging stations. The Project will also be proactive in seeking to engage women in training and skill development activities.

During PPG phase, the Project has engaged with most of these stakeholders and will continue to engage them during Project implementation. While primary and most secondary stakeholders described in this section would be more directly involved in feasibility assessments, stakeholder consultations for promoting EVs, training and capacity building activities, and investment activities for procurement and deployment of EVs, the ultimate beneficiaries (the operators of EVs) will be involved in awareness raising and passenger feedback survey activities. All stakeholders described in this section are also key partners on the Project, since proposed interventions and investment support under GEF funding will directly expand the scope and increase the effectiveness of their work.

UNDP does not anticipate that any stakeholders will be adversely affected by the Project. Nevertheless, risks associated with this Project have been identified, their impact and probability have been assessed and mitigation measures have been devised to minimize their probability of occurrence and impact in accordance with UNDP?s Atlas Risk Register and its Social and Environmental Screening Procedure (SESP) report and Environmental and Social Management Framework (ESMF) annex provided with this document. Project communication and grievance redressal mechanisms have been described in ESMF and will be operationalized during Project implementation. The project will identify the provisional pilot sites for the 3 super-fast charging station demonstrations. The local people who may be impacted or may benefit from these pilot works will be consulted by the project. Details of engagement with the local people around pilot sites are described in the ESMF (please see Annex O).

The most important project beneficiary and stakeholder is the Government of Belarus, particularly MoNREP. As National Implementing Partner, MoNREP is directly engaged in all aspects of Project design and implementation. Belorusneft are also involved in Project planning and activity and will be a key institution during implementation as well. The roles of other project partners and key stakeholders are defined in Annex J ? Stakeholder Engagement Plan.

The partnership with UNEP led Global E-Mobility Programme will give the Belarusian stakeholders an opportunity for South-South cooperation. This can be achieved by the Programme?s regional platform led by EBRD that will seek to involve representatives from EBRD financed e-mobility projects from other countries and cities from outside of GEF funded activities. Learning opportunities and technology transfer from peer countries will be further explored during implementation of the eVehicles Project.

To present opportunities for replication in other countries, the Project will codify good practices and facilitate dissemination through the Global E-Mobility platforms and the UN South-South Galaxy knowledge sharing, if available.

**Please provide the Stakeholder Engagement Plan or equivalent assessment.**

**Annex J: Stakeholder Engagement Plan**

(Annex 4 of UNDP Project Document)

4-1. The stakeholder engagement plan (SEP) for the eVehicles Project has been designed to maximize effectiveness of the proposed project interactions with stakeholders during its 4-year implementation period. The aims of the SEP are to maintain effective dialogue primarily with relevant government stakeholders, including both national ministries, municipal governments, and state-owned companies as well as groups representing the beneficiaries of this project, primarily the urban citizens of Belarus where the majority of Evs will be located.

4-2. Levels of stakeholder engagement are defined in this plan as follows:

- informing stakeholders of eVehicle Project activities and intentions;
- consultation and collaboration where eVehicle activities can enhance ongoing activities by these stakeholders;
- consenting engagement where the stakeholder is able to inform the PMU of desired levels of assistance, consultation and collaboration from the eVehicles Project; and
- empowerment that encourages the stakeholder to undertake control of an eVehicles activity.

4-3. Table 4-1 below provides a listing of all relevant eVehicle stakeholders, their profile along with a description of recent consultations with the eVehicles Project, proposed role on eVehicles Project, a preliminary ToR of a partnership agreement with these stakeholders, and planned activities for their effective engagement on eVehicles Project. Figure 1 provides a map of all eVehicle stakeholders and their relationships with other eVehicle stakeholders.

**Table 4-1: Proposed eVehicle Belarus Stakeholder Engagement Plan**

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Government | Ministry of Natural Resources and<br><br>Environmental Protection<br><br>(MoNREP) | **Stakeholder profile:**<br><br>Responsible for development and implementation of national policy in climate change, both in mitigation and adaptation. It is authorized to develop and implement national climate change programmes and national system for GHG emissions reporting and reduction and co-ordinate its implementation with other governmental agencies.<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>National Implementing Partner of the project and Chair of the Project Board: lead and coordinate on all project components, including assistance to engage of the relevant inputs and co-financing from project partners.<br><br>**TOR for partnership:**<br><br>? assistance to engage of relevant inputs;<br><br>? obtain co-financing from project partners;<br><br>? reporting the impact of the Project on the country?s NDC on GHG emission reductions from the road sector and electric vehicle program;<br><br>? coordinating all policy and regulatory inputs on sustainable transport due to the large number of sectoral issues involved in the promotion and deployment of electric transport;<br><br>? ensuring all line ministries within the Project Board are key contributors. | As the implementing partner of the eVehicles Project, the PMU and UNDP will have frequent engagement with MoNREP with through:<br><br>? informing them of Project activities and intentions (at informal and Project Board meetings);<br><br>? consulting and collaborating with them on developing strategies that remove barriers to eMobility programmes of the GoB;<br><br>? consenting with them on optimized usage of super-fast charging stations and Evs (from an energy-usage perspective). |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Government | Ministry of Energy (MoEn) | **Stakeholder profile:**<br><br>Operates national power generation company Belenergo, state company in charge of production, transmission, distribution and sale of electricity and is also responsible for the state-owned nuclear power plant (NPP).<br><br>Also serves as the state regulator of the energy sector.<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>Key partner in implementing Component 1 of the project with respect to the submission the proposals for improving tariff policy, as well as one of the key partners for Component 2 on issuing technical conditions for connecting charging stations (especially super-fast) to the grid.<br><br>**TOR for partnership:**<br><br>? submission of the proposals for improving tariff policies for super-fast charging stations;<br><br>? issue technical conditions under which a super-fast charging station can be connected to the grid. | Project will frequently engage with MoEn throughout eVehicles, primarily on Outcomes 1 and 2 by:<br><br>? informing them of Project activities and intentions;<br><br>? consulting and collaborating with them on improving EV charging regulations and implementing tariff policies (specifically Outcome 1);<br><br>? connecting super-fast charging stations to the grid. |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Government | Ministry of Industry<br><br>(MoI) | **Stakeholder profile:**<br><br>Responsible for development of production and technical forecasts, financial and economic development of industrial sub-sectors and priority industries.<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>Key partner for Component 1 with respect to the promotion and stimulation of the internal production and sales of e-vehicles, batteries and charging stations. One of the key partners for Component 2 will be the promotion and stimulation of internal production and sales of e-vehicles, batteries and charging stations.<br><br>**TOR for partnership:**<br><br>? Generation of proposals to encourage individuals to buy EVs. This would include scrapping and ICE vehicle to get incentive reductions, 0 customs duty and VAT exemption for importing electric vehicles. | ? The eVehicles Project will engage with MoI through on a frequent basis throughout the course of implementation of Outputs within Outcomes 1 and 3:<br><br>? informing them of Project activities and intentions where their inputs will be impactful;<br><br>? consulting and collaborating with them. |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Government | Ministry of Transport and Communications<br><br>(MoTC) | **Stakeholder profile:**<br><br>Responsible for implementation of state regulation of activities in the field of automobile, city electric transport and metro, development and implementation of the programs in the field of transport activities.<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>Key partner for Component 1 with respect to improving regulations and policy on eMobility.<br><br>**TOR for partnership:**<br><br>? to pursue a unified transportation policy aimed at satisfying the demand of the economy and population for transport services while minimizing environmental impact;<br><br>? to facilitate the establishment of direct ties between transport organizations of Belarus and other countries to raise e-mobility investments;<br><br>? to form and improve the legal framework in the area of e-mobility. | ? The eVehicles Project will engage with MoT on a frequent basis throughout the course of implementation of Outputs good and Outcomes 1 and 3:<br><br>? informing them of activities and intentions where their inputs will be impactful;<br><br>? consulting and collaborating with them. |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Government | Department of Energy Efficiency of State Committee for Standardization<br><br>(Gosstandard) | **Stakeholder profile:**<br><br>Specifically in charge for the , development and implementation of national policies for energy efficiency and renewable energy, as well as the National Energy Saving Program<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>Key partner for Component 1 with respect to provide guidelines for the efficient charging of electric vehicles and the promotion of efficient driving habits of electric vehicles, as well as on the development of technical regulations concerning electric transport, charging stations, accumulator batteries.<br><br>**TOR for partnership:**<br><br>? monitors state control of rational energy use with respect to electric vehicle use<br><br>? development of technical regulations concerning electric transport, charging stations, accumulator batteries;<br><br>? provide inputs to develop for implementation national energy efficiency policies with respect to sustainable transport and electric mobility. | The eVehicles Project will engage with DEE through on a frequent basis throughout the course of implementation of the various Outputs of Outcome 1 by:<br><br>? informing them of Project activities and intentions where their inputs (regarding sustainable transport and electric mobility are relevant) would be impactful;<br><br>? consulting and collaborating with them |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| State-owned company | Belorusneft | **Stakeholder profile:**<br><br>A state-owned company in charge of building and operating a chain of electric vehicle charging stations in Belarus, who are currently engaged on a programme to build new charging stations in Belarus taking into account the expected growth of Evs.<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>As a Responsible Partner for Component 2 with respect to procurement and installation of the charging stations for e-vehicles. Key partner for Component 3 with respect to promotion and PR-activities for usage of the e-vehicles.<br><br>**TOR for partnership:**<br><br>? provide inputs for feasibility study for super-fast charging stations (Outcome 2);<br>? management oversight of the installation, commissioning and operation of super-fast charging stations (Outcome 2);<br>? activities to mainstream to interactive app for charging infrastructure locations and calculations of charging cost (Output 3.2)<br>? provide inputs into remainder of Outcome 3?s outputs. | The eVehicles Project will engage with Belarus-Neft through on a frequent basis throughout the course of implementation by:<br><br>? informing them of their provision of Project inputs, notable for Outcome 2;<br>? consulting and collaborating with them on mainstreaming the app in Output 3.2;<br>? consulting and collaborating with them on other Outputs of Outcome 3. |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Municipal Government | Partner Municipalities | **Stakeholder profile:**<br><br>To deal with local issues and represent the local population and the Syrians on issues relating to health, education, social welfare, trade and transport.<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>Key partner for Outcome 1, specifically Output 1.3 with the minimum purchase quotas for e-vehicles for municipal (state) fleets.<br><br>**TOR for partnership:**<br><br>? be a willing and active in meetings to discuss proposals to stimulate the purchase of electric vehicles at the expense of budgetary funds;<br>? being an active participant working with the Council of Ministers and the Government of Belarus to develop of policy documents and promote the adoption of proposals to stimulate the purchase of e-vehicles at the expense of budgetary funds;<br>? providing feasible municipal regulations to incentivize e-vehicle use. | The eVehicles Project will engage with partner municipalities on a frequent basis throughout the course of implementation of Outputs 1.3 and 1.4 by:<br>? informing them of Project activities and intentions;<br>? consulting and collaborating with them. |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Private Sector | Car dealers | **Stakeholder profile:**<br><br>Sellers of eVehicles to the mass market<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>Key partner for Output 3.1 involving promotion of eVehicles.<br><br>**TOR for partnership:**<br><br>? understanding the importance of the eMobility programme to the Government of Belarus, and the importance of Evs to the economy of Belarus<br>? being able to deliver positive messaging on Evs and their economic advantages over the ICE vehicles. | The eVehicles Project will engage with car dealers on a frequent basis throughout the course of implementation of Output 3.1 by:<br>? informing them of Project activities and intentions;<br>? consulting and collaborating with them. |

| Stakeholder type | Stakeholder list | Stakeholder profile History of consultations with the stakeholder | Proposed role of stakeholder during eVehicles and ToR for partnership | Engagement plan with the stakeholder during eVehicles implementation |
|---|---|---|---|---|
| Other donor projects | *EU-funded UNDP-implemented regional*<br><br>*EU4Climate project (2019 ? 2022, 1.6 million*<br><br>*USD for Belarus)* | **Stakeholder profile:**<br><br>Support the development and implementation of climate-related policies by the EU Eastern Partnership countries, including Belarus, to strengthen the capacity for domestic implementation of the Paris Agreement<br><br>**History of consultations:**<br><br>The first consultations began on 2019 during the PIF preparation, and have continued with unofficial meetings to discuss documentation progress since 2020. | **Stakeholder Role:**<br><br>Cooperation on project areas to build the Belarusian capacity for GHG emission reduction programme management as it pertains to increased EV usage in Belarus.<br><br>**TOR for partnership:**<br><br>? assistance in the collection of app information that would contain GHG emission reduction information from Evs on road transport that would fall within NDC implementation plans, roadmaps and timeframes for MoNREP;<br>? assistance to collect data on the total number of kilowatt hours being used for driving Evs, which will be useful in determining the GHG impact of an increased number of Evs in Belarus (data collected using MRV systems setup by the sister UNDP-GEF project ?Capacity Building for Emission Trading and Strengthened MRV in the Republic of Belarus?. | The eVehicles Project will engage with the EU4Climate Project on a frequent basis throughout the course of implementation of Output 3.3 by:<br>? informing them of Project activities and intentions;<br>? consulting and collaborating with them |

In addition, provide a summary on how stakeholders will be consulted in project execution, the means and timing of engagement, how information will be disseminated, and an explanation of any resource requirements throughout the project/program cycle to ensure proper and meaningful stakeholder engagement

**Select what role civil society will play in the project:**

**Consulted only;** Yes

**Member of Advisory Body; Contractor;**

**Co-financier;**

**Member of project steering committee or equivalent decision-making body;**

**Executor or co-executor;**

**Other (Please explain)**

**3. Gender Equality and Women's Empowerment**

**Provide the gender analysis or equivalent socio-economic assesment.**

Belarus ranks 29th of 153 countries in the 2020 World Economic Forum (WEF)?s Global Gender Gap Report, exceeding the global average in women?s overall economic participation and security, ranking 1st in terms of healthy life expectancy and of girls secondary and tertiary enrolment rates world-wide. One of the challenges which remain is the low levels of women?s participation in senior decision-making positions in public and political life. From that perspective, the Project potentially leads to adverse effect on the gender balance of the workforce in the field of transport (male-dominated workforce with skills required for the installation, operation and maintenance of super-fast charging stations).

Enhancement of the Project?s gender impact will include:

- ? Communities should be encouraged to engage in local and national decision-making on e-mobility with women and men being equally involved in the related consultation processes, surveys, and assessments;
- ? Future assessments with survey data and information on transport in Belarus should be always generated in a sex-disaggregated manner;
- ? The eVehicles project can also build upon and enhance the capacity of relevant stakeholders where women and men can equally participate in decision-making related to e-

mobility. This would include building upon existing international, regional and national policies and strategies on urban planning, transport and climate change as well as support their further elaboration and operationalization in the Belarusian context;

? As beneficiaries of capacity development measures, MoNREP and Belorusneft should be advised to appoint gender focal points to enable them to take up the role of design and implementation of climate change policies in the transport sector, and implementation of gender policy as a part of the National Council on Gender Policy under the Council of Ministers of the Republic of Belarus (as well as regional expert working groups and ministries responsible for the implementation of the NAPGEB);

? Men and women have equal access to EV rebate financing schemes these funds, ensuring that hat the criteria for granting the fund is designed in a gender-sensitive way, taking into account the challenges that have historically prevented women from applying for;

? Active involvement of women?s organizations and female businesspersons in consultations and awareness raising campaigns;

? Address women and men equally in the consultations as well as the planning and design of awareness raising campaigns and educative measures ;

? The eVehicles project could promote women as change agents and multipliers at national and municipal level. It can also ensure that it addresses women, men, youth and elderly equally in the framework of awareness raising campaigns;

? All eVehicle Project members should take part in gender-specific capacity-development measures to ensure that future employees of the eVehicles Project are sensitive to the promotion of gender-competencies.

Details of the gender action plan are found in Annex F.

**Annex F: Gender Action Plan**

(Annex 12 of UNDP Project Document)

Project Objective: To remove barriers in e-vehicle market in Belarus to help make e-vehicles more accessible to the population by changes to legislation, regulations, and policy, leading to 152,090 tonnes $CO_{2e}$ of direct greenhouse gas emission reductions and 3.766 million tonnes $CO_{2e}$ (top-down) and 0.304 million tonnes $CO_{2e}$ (bottom-up) consequential greenhouse gas emission reductions.

GAP Objective: To ensure women?s equal and equitable access to and benefit from the e-vehicle market in Belarus

| Output / Activity | Indicators | Measures / Actions | Baseline | End of Project Target | Year | Comments |
|---|---|---|---|---|---|---|
| **Cross-cutting** | | | | | | |

| Output / Activity | Indicators | Measures / Actions | Baseline | End of Project Target | Year | Comments |
|---|---|---|---|---|---|---|
| All (cross-cutting) | Gender Indicator 1.: Number of project staff sensitized to gender mainstreaming | Develop the capacities of project team to provide gender sensitive implementation of project activities and to maximize participation of female personnel in planning, design and construction oversight of the super-fast charging stations | - | At least 30 % of the project personnel is sensitized to gender mainstreaming | 2023 | training |
| All (cross-cutting) | Gender Indicator 2.: Increase (in percent) of the number of women involved in project activities (seminars, trainings, round tables) | Support the involvement of female personnel of the Government and municipal agencies as well as private partners to improve the gender balance within the energy and transport sector | Baseline survey to be conducted during year 1 | Number of women implementing project activities has increased by at least 20%. | 2024 | Baseline survey, and one follow-up surveys (mid-term and project end) |
| All (cross-cutting) | Gender Indicator 3.: Monitoring and evaluation system is updated and gender indicators are integrated and monitored based on the collection and analyses of the sex disaggregated data | The indicators of the GAP are fully integrated into the M&E system and are reviewed regularly. Gender consultant is recruited and financial resources for implementation of the GAP are secured | | Annual reports, mid-term reports, and final reports all contain a section on gender. | 2024 | |

| Output / Activity | Indicators | Measures / Actions | Baseline | End of Project Target | Year | Comments |
|---|---|---|---|---|---|---|
| **Project Outcome 1: Improved policies and regulations to promote increased purchase and management of electric vehicles**<br>**GAP Objective 1: Gender mainstreaming is implemented within improved policies and regulations to promote increased purchase and management of electric vehicles** | | | | | | |
| 1.1, 1.2, 1.3, 1.4 | Gender Indicator 4.: New/revised laws, regulations and policies on eMobility explicitly consider gender (e.g. in the context of stakeholder roles, resource access and benefit-sharing) | Support the capacity of the drafters of the future regulations and policy guidelines to implement gender impact assessment with vulnerability aspects given special attention. If necessary ensure that external gender experts revise the regulations and policy documents. | Laws, regulations and policies in the field of transport and energy do not consider gender as an explicit factor in transport and energy | New regulations and guidelines consider gender as a factor in sustainable transport and energy | 2024 | |
| **Project Outcome 2: Investment in fast charging stations is realized**<br>**GAP Objective 2: Gender is mainstreamed in the technical design and implementation modalities of the installation of the Super-Fast Charging Station(s)** | | | | | | |
| 2.1 | Gender Indicator 5.: Gender-sensitive survey forms are used for feasibility studies for super-fast charging stations to ensure integration of gender-specific needs | To update gender disaggregated market surveys of e-vehicle usage and consumer opinions of e-vehicles;<br>To update gender disaggregated survey on e-vehicle infrastructure including charging stations and e-vehicles in use | 1 | 1 | 2023 | Standard Gender Mainstreaming Form |

| Output / Activity | Indicators | Measures / Actions | Baseline | End of Project Target | Year | Comments |
|---|---|---|---|---|---|---|
| 2.2 | Gender Indicator 6.: Installation of Super-Fast Charging Stations takes into account gender-specific needs | Physical design of the Super-Fast Charging Stations are to be easy in use and comfortable for women including pregnant ones (who need more space) | | | 2023 | |
| **Outcome 3: Promotion of eVehicles to help consumers make educated decisions on e-vehicle purchases**<br>**GAP Objective 2: Develop and implement a gender- sensitive promotion campaign** | | | | | | |
| 3.1, 3.2, 3.5, 3.6 | Gender Indicator 7.: Diverse communicative materials should be used to reach men and women with different education and technical literacy backgrounds | Awareness raising campaigns have to recognize, but not promote, gender stereotypes (reference to easy driving and maintenance for female audience). | | | | All major communication materials and awareness raising campaigns are reviewed and approved by the project Gender Safeguards Officer |
| 3.1, 3.2, 3.5, 3.6 | Gender Indicator 8.: Awareness raising campaigns on the benefits of improved public transport shall take into account special needs of vulnerable groups | The materials about benefits of public transport with a special focus on the health and economic benefits of electric transportation to the urban population as a whole and certain vulnerable groups of men and women (i.e. elderly, children and persons with disabilities) | | | 2024 | |

**Does the project expect to include any gender-responsive measures to address gender gaps or promote gender equality and women empowerment?**

Yes

**Closing gender gaps in access to and control over natural resources;**

**Improving women's participation and decision making** Yes

**Generating socio-economic benefits or services or women**

**Does the project?s results framework or logical framework include gender-sensitive indicators?**

Yes

**4. Private sector engagement**

**Elaborate on the private sector's engagement in the project, if any.**

The only private sector companies currently engaged with this Project will be the car dealerships and financial institutions. Car dealerships will be trained to deliver positive mesasages about the environmental, technical and economic performance of EVs in the hopes of selling more EVs. Financial institutions will benefit from increased skills and capacity to finance EV purchases in partnership with car dealiers. The participation of private sector and finance institutions to the project implementation will be sought especially for feasibility studies, development of national policies on EVs and charging network, developing proposals for EV based fleets for government and municipal organizations, and development and implementation of communication activities. The specific car dealeirships and financial institutions will be named during implementation of the Project.

**5. Risks to Achieving Project Objectives**

**Elaborate on indicated risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved, and, if possible, the proposed measures that address these risks at the time of project implementation.(table format acceptable):**

Risks are low to substantial on the eVehicles Project. Details of project risks and measures are presented in the UNDP Risk Register, in Annex G. In summary, the risks that can be mitigated through the activities of the eVehicles Project includes:

? charging stations not being sited correctly due to land use or cultural heritage conflicts;
? citizens not being able to afford the purchase of electric vehicles;
? State opposition to electric vehicle quotas;
? not implementing best practices regarding electric vehicle operation and maintenance;
? an increase in the use of hazardous substances that require special disposal (e.g. tires, batteries or lubricants);
? possible COVID-19 related risks and their effect on transport preferences of the community and in turn, its effect to project implementation, and possible effects of the post COVID-19 era to the priority setting of the government organizations;
? vulnerability to climate change;

•? Lack of willingness of project partners and key stakeholders resulting in poor collaboration environment and co-finance not materializing; and
•? Lack of cooperation with private sector and finance institutions.

The project design team has prepared this project under the circumstances posed by the Covid-19 pandemic which has caused the international project team leader not being able to travel to Belarus. Also, at local level, efficiency of communication with the key project partners and stakeholders was lower than expected due to the limitations in face to face communication. These conditions have also affected the project preparation timelines and as a result, the GEF Operational Focal Point has asked for an extension of for the CEO submission deadline. Being part of such limitations, the project team has carefully assessed the possible future effects of COVID-19 and come up with some measures to respond back to those expected impacts. These include definition of a risk in Risk Register (Annex G) and mitigation approaches as well as integrating the COVID-19 aspects into the project design. For instance, the project team will ensure that COVID-19 considerations will be analyzed as part of project feasibility studies such as analysis on super-fast charging equipment providers and their possible limitations on providing the assets on time, and ensuring COVID-19 measures are in place for end-users of charging stations and international experts to contribute to the project will have all means to execute their duties in case there are limitations for visiting the project sites. (Please see output 2.1 and 2.2)

The COVID-19 may pose risks in the form of disruptions to implementation of Project activities such as procurement and import of the super-fast charging stations to Belarus which may slow down Project implementation, thereby causing Project delays and unable to meet its goals and targets in a timely manner. The project defines a specific risk for COVID-19 under Risk Register (Annex G). This risk foresees the following possible effects on (i) promotion of super-fast charging stations and local business development projects which enables a post-Covid green recovery, (ii) possible disruptions to implementation of Project activities causing the Project to be unable to meet its goals and targets in a timely manner; and (iii) any other limitations that cannot be forecast at this stage caused by COVID-19. Failure to addressing this risk may pose serious negative impacts to the project implementation. The project team will continuously assess the impact of COVID-19 in the areas related to the project context. This will commence in the inception period of the project and early findings and project measures to any rising COVID-19 related risks will be addressed with a participatory approach. These assessments will both evaluate the possible negative effects of COVID-19 as well as any opportunities raising.

On the other hand, the COVID-19 crisis may present some opportunities for the Project too. For instance, a key opportunity is to build significantly modern, low-carbon super-fast charging stations so that post-pandemic promotion of low-carbon technologies such as electromobility (while not increasing the use of harmful chemicals and ensuring the ability to recapture and recycle materials at the end of life), thereby promoting local business development projects which improves resilience to climate change and hence, enabling post-Covid green recovery in the country.

Another risk is the Project?s vulnerability to climate change. The project design team has assessed the risks related to changing climate and their possible effects on project implementation and results. The design team didn?t come across with detailed assessments of possible climate impacts in Belarus that can be correlated with project interventions, namely deployment of charging stations. One of the resources that describes possible climate change impacts to different sectors is the 5th National Communication of Belarus, which mostly focuses on vulnerabilities and adaptation efforts around agriculture, forestry and water sectors as well as general conditions of humans. The report defines generic expected effects of climate change such as heats, humidity and diseases that might be introduced to the human population. Besides, the project design team has also listed risks that may be expected in Belarus due climate change and their possible impacts to the EV infrastructure that are given in the below table.

| Risk | For the Republic of Belarus | For EV infrastructure |
|---|---|---|
| 1. Landslides | Yes | No |
| 2. Abrasion | Yes | No |
| 3. Hurricanes, tornadoes, strong wind | Yes | Yes |
| 4. Heat | Yes | No |
| 5. Freezing | Yes | No |
| 6. Flooding of the territory | Yes | Yes |
| 7. Flood | Yes | No |
| 8. Hail | Yes | No |
| 9. Heavy precipitation | Yes | Yes |
| 10. Ice formation | Yes | No |

Systemic climate risks for EV infrastructure includes physical damage to production assets as a result of changes in weather conditions or natural disasters. The climatic risks of the territories are assessed according to the following risk sources: (i) atmosphere: very strong wind (including a hurricane, squall, tornado), drought, frost, abnormal heat (cold), large hail, abnormal precipitation, extremely high fire danger; (ii) hydrosphere: flooding (due to high water, congestion, catastrophic downpour, dam break), abrasion, processing of the shores of reservoirs, lakes, flat and gully erosion, channel deformations; (iii) cryosphere and lithosphere: avalanches, landslides, mudslides (including glacial ones), snow-white streams, thermal erosion, gully thermal erosion, thermokarst, heaving. According to the information gathered by the project design team, the charging stations have certain properties to mitigate any damage caused by such climatic events. Weather protection of connectors meets the requirements of IEC 61851-1 and has a degree of protection not lower than IP 54 (the degree of protection must be achieved in the connected and ready-to-work state). This degree of protection prevents serious damage to the equipment due to weather conditions. Thus, the impact on the charging infrastructure can only be exerted through the influence of weather factors on the entire electric power infrastructure.

In order to assess the future impacts of the climate change to the project interventions, the feasibility studies for the charging stations under Output 2.1 will cover analysis on possible effects of climate change to such products, and listing of precautions to be integrated to the procurement and establishment of charging stations by the project. Such information and know-how from the project will be available to Belorusneft for their future implementations too.

Furthermore, the Project Team has worked on the Social and Environmental Screening Procedure (SESP) and has identified the risk rating of Substantial. The SESP is presented in Annex K. Due to the Substantial risk category, an Environmental and Social Management Framework (ESMF) has also been prepared and attached to the project package (Annex O). The Project will also prepare a stand alone Strategic Environmental and Social Assessment (SESA) during the implementation before the piloting of super-fast charging station instalments which will describe how potential risks can be avoided or when avoidance is not possible, minimized, mitigated and managed. The main risk identified by the SESP is ?project leading to an increase in the use of EVs that needs disposal of certain vehicle components?. The Project will respond to this risk by preparation of a roadmap (under Outputs 1.1 and 1.2) that will be following the SESA approach to ensure that socioeconomic implications of the road map have been taken into account and that environmentally and socially sound options for management of EV batteries and other components potentially containing hazardous material have been considered and addressed in line with the UNDP Social and Environmental Standards.

**Annex G: Risk Register**

(Annex 9 of UNDP Project Document)

| # | Description | Risk Category | Likelihood & Impact | Risk Treatment / Management Measures | Risk Owner |
|---|---|---|---|---|---|
| 1 | Charging stations not being sited correctly due to land use or cultural heritage conflicts | Organizational, Financial, Social and Environmental | Restrictions on the use of the super fast charging station may result.<br><br>L = 3<br>I = 2<br>Moderate risk | Activities in Output 2.1 are designed for the feasibility study of the charging stations which should address the issues of land use or cultural heritage conflicts. | Project manager |
| 2 | Citizens not being able to afford the purchase of electric vehicles | Financial | Insufficient number growth of electric vehicles in Belarus.<br><br>L = 3<br>I = 2<br>Moderate risk | Activities within Outcome 3 will try to minimize the financial burden of potential electric vehicle buyers through rebates, concessional loans and free parking, and added efficiencies on the use of electric vehicles on the roads including the use of the bus lane. | Project manager |

| # | Description | Risk Category | Likelihood & Impact | Risk Treatment / Management Measures | Risk Owner |
|---|---|---|---|---|---|
| 3 | State opposition to electric vehicle quotas | Operational, Organizational | There is less conversion of electric vehicles in municipal fleets, hampering the growth of EVs in Belarus.<br><br>L = 3<br>I = 2<br>Moderate risk | Activities within Outcome 3 will also try to achieve compliance with all municipalities. | Project manager |
| 4 | Not implementing best practices regarding electric vehicle operation and maintenance | Operational | Less operational electric vehicles in Belarus, and possible loss of confidence in the technology.<br><br>L = 1<br>I = 2<br>Low risk | Output 1.2 will address the current legislation regarding the operation and maintenance of electric vehicles in Belarus, through a gap analysis and identification of possible new regulations and standards under Output 1.1. | Project manager |

| # | Description | Risk Category | Likelihood & Impact | Risk Treatment / Management Measures | Risk Owner |
|---|---|---|---|---|---|
| 5 | Possible COVID-19 related risks and their effect to the i) promotion of super-fast charging stations and local business development projects which enables a post-Covid green recovery, ii) possible disruptions to implementation of Project activities causing the Project to be unable to meet its goals and targets in a timely manner, iii) any other limitations that cannot be forecast at this stage caused by COVID-19. | Social and Environmental, Safety and Security | Failure to assessment and addressing of these risks may affect the project success.<br>L = 2<br>I = 3<br>Moderate risk | The project will continuously assess the impact of COVID-19 in the areas related to the project context. This will commence in the inception period of the project and early findings and project measures to any rising COVID-19 related risks will be addressed with a participatory approach. These assessments will both evaluate the possible negative effects of COVID-19 as well as any opportunities raising. | Project manager |
| 6 | An increase in the use of EVs that require special disposal of vehicle components (e.g. tires, batteries or lubricants). | Social and Environmental, Operational | There is no strategy for the disposal of vehicle components, particularly with respect to EV battery disposal, leading to detrimental health impacts.<br>L = 3<br>I = 4<br>Substantial risk | Environmentally and socially sound options for management of EV batteries and other components potentially containing hazardous material need to be considered. | Project manager |

| # | Description | Risk Category | Likelihood & Impact | Risk Treatment / Management Measures | Risk Owner |
|---|---|---|---|---|---|
| 7 | Vulnerability to climate change (i.e. heat waves and flooding) | Social and Environmental,Operational | Potential outcomes of the Project such as heat waves and flooding could be sensitive or vulnerable to the operations of super-fast charging stations and EVs<br><br>L = 1<br>I = 2<br>Low risk | Assessment of climate change effects to the project?s pilot interventions will be assessed as part of the feasibility studies under Output 2.1. The findings of these analysis and recommendations will be integrated into the terms of reference of procurement documents. Such principles and lessons learnt from the project interventions will be made available to Belorusneft for their future implementations too. Also, climate resilient designs, such as electric vehicles that can withstand flooding or heat waves, would be included in the project design specifications. Work with the government can also reduce the impact of flooding or heat waves through climate change adaptation of public transport. | Project Manager |

| # | Description | Risk Category | Likelihood & Impact | Risk Treatment / Management Measures | Risk Owner |
|---|---|---|---|---|---|
| 8 | Lack of willingness of project partners and key stakeholders as well as possible future bottlenecks resulting in poor collaboration environment and co-financing not materializing. | Political, Financial | With possible absence of effective participation of project partners and key stakeholders to the project implementation, the project may fall short in achieving its expected impact in creating the enabling environment for uptake of e-vehicles in Belarus.<br><br>L = 1<br>I = 3<br>Low risk | The project has undertaken stakeholder consultations during the project implementation and based on these an effective stakeholder engagement plan has been prepared. The Project Board will include key project partners as members including but not restricted to key project partner Belorusneft that is responsible from deployment of charging network in Belarus. The stakeholder engagement plan defined key principles and methods in involvement of stakeholders to the project implementation. The Board will assess any bottlenecks in collaboration of partners or any co-financing commitments not materializing and define mitigation measures to be executed by the Project team. | Project Board |

| # | Description | Risk Category | Likelihood & Impact | Risk Treatment / Management Measures | Risk Owner |
|---|---|---|---|---|---|
| 9 | Lack of cooperation by private sector and finance institutions. | Organizational, Financial | Participation of private sector to project implementation is key in terms of aligning the sectors? targets with the project and increase the efficiency of communication and awareness raising efforts. Similarly, future EV ownership rates as well as measures to be defined and implemented by government organizations, municipalities and other organizations who has jurisdictions and plans on EV deployment depend on financing instruments available for them too.<br><br>L = 1<br>I = 3<br><br>Low risk | The private sector is a key player in the EV sector. The project team will ensure engagement of private sector by recognizing them as a key partner especially under outcome 3. Similarly, finance institutions in Belarus, especially local development banks are defined as key stakeholders by the project. Several project outputs and activities foresee the active participation of private sector and finance institutions. The project team will raise any issues raising with private and finance sectors to the attention of Project Board. | Project Manager<br><br>Project Board |

| # | Description | Risk Category | Likelihood & Impact | Risk Treatment / Management Measures | Risk Owner |
|---|---|---|---|---|---|
| 10 | Changes in the conditions of remuneration in the country depending on the membership in trade union organizations. The management of enterprises implementing such changes in wages and the management of state trade unions do not consider these conditions/ policies to be discriminatory because tariff agreements are determined by the results of negotiations between state trade unions and sectoral governing bodies. | Social and Environmental, Organizational | During the implementation of the project, the participation of organizations applying this practice is potentially possible.<br><br>I = 4<br><br>L = 3<br><br>Sunstantial | Within the framework of the project, it is possible to contract organizations only after analysis their collective agreement and determining the absence of facts of discrimination in accordance with the UN principles, interviews with the independent trade unions of these organizations and their strike committees (if any). | |

**6. Institutional Arrangement and Coordination**

**Describe the institutional arrangement for project implementation. Elaborate on the planned coordination with other relevant GEF-financed projects and other initiatives.**

The project will be implemented following UNDP?s National Implementation Modality, according to the Standard Basic Assistance Agreement between UNDP and the Government of Belarus.

The Ministry of Natural Resources and Environmental Protection (MoNREP) will serve as the Implementing Partner for the eVehicles Project, the entity to which the UNDP administrator as entrusted the implementation of UNDP assistance specified in the eVehicles ProDoc along with the assumption of full responsibility and accountability for the effective use of UNDP resources and the delivery of outputs. As such, MoNREP will be responsible for executing this Project that includes chairing of the eVehicles Project Board that is responsible for taking corrective actions as needed to ensure the Project achieves the desired results. To ensure UNDP's ultimate accountability, Project Board decisions will be made in accordance with standards that shall ensure management for development results, best value money, fairness, integrity, transparency and effective international competitiont. Specific tasks of the Implementinig Partner include:

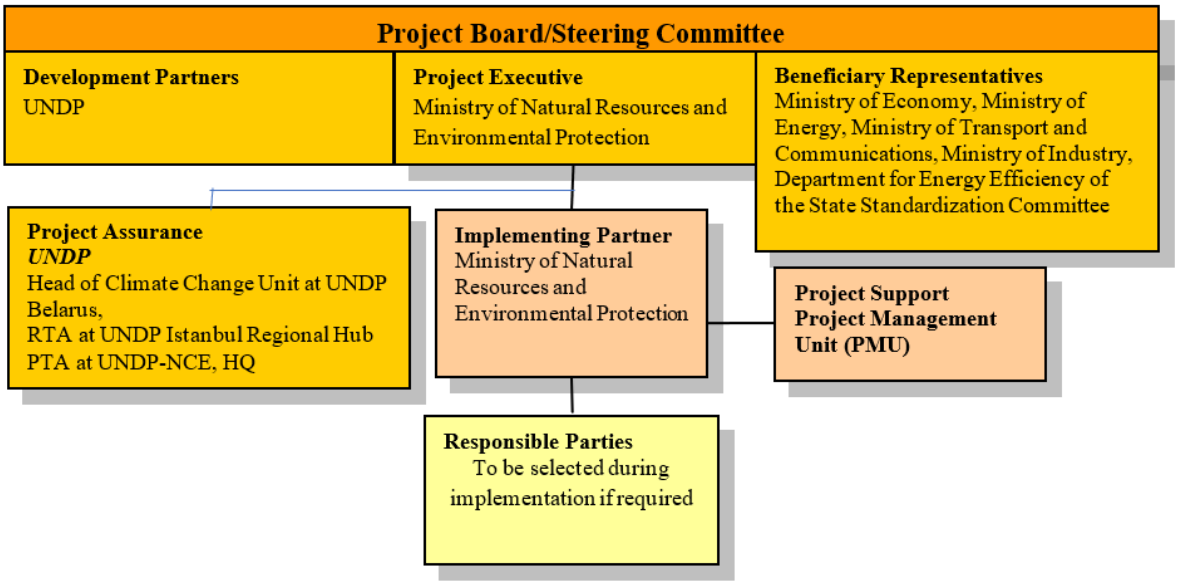
? Project planning, coordination, management, monitoring, evaluation and reporting. This includes providing all required information and data necessary for timely, comprehensive and evidence-based project reporting, including results and financial data, as necessary. The Implementing Partner will strive to ensure project-level M&E is undertaken by national institutes and is aligned with national systems so that the data used and generated by the eVehicle Project supports national systems;
? Risk management as outlined in this Project Document;
? Procurement of goods and services, including human resources;
? Financial management, including overseeing financial expenditures against eVehicle Project budgets;
? Approving and signing the multiyear workplan;
? Approving and signing the combined delivery report at the end of the year; an
? Signing the financial report or the funding authorization and certificate of expenditures.

RUE Production Association Belorusneft will serve the role during eVehicle Project of planning, design, installation oversight and commissioning of 3 or more pilot super fast charging stations, and to monitor their performance and ensure usage by the general public with electric vehicles.

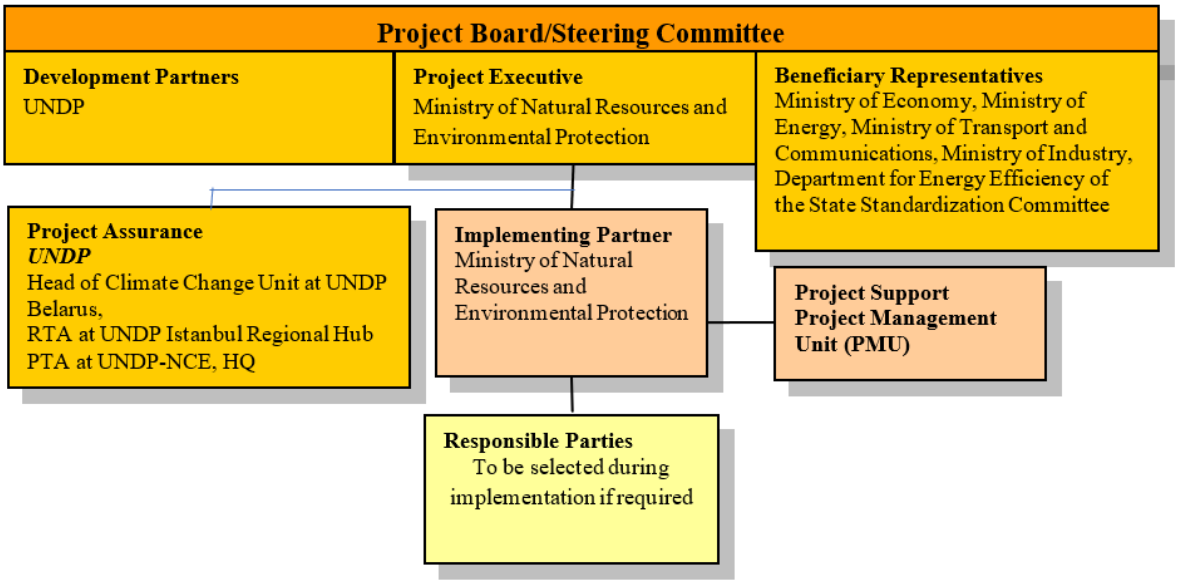
In addition to the MoNREP and Belorusneft, the group of national level government agencies sit on the Project Board. Other than these, there are no other committed entities, public or private that are currently committed to the eVehicles Project. Their identities would be revealed once the Project Board has fully developed its national policy on the mobility to be passed onto municipalities, car dealerships and financial institutions. Details of these entities are provided in Annex 4 and HACT assessments for MoNREP is contained in Annex 17 of the ProDoc.

**Figure 3: eVehicles Project organisation structure**

## Project Organisation Structure




## Project Organisation Structure



**7. Consistency with National Priorities**

Describe the consistency of the project with national strategies and plans or reports and assesments under relevant conventions from below:

NAPAs, NAPs, ASGM NAPs, MIAs, NBSAPs, NCs, TNAs, NCSAs, NIPs, PRSPs, NPFE, BURs, INDCs, etc.

This Project aims to support further development of electric mobility in Belarus, which will in turn contribute to meeting some of the objectives in the Paris Agreement, which requires a Long-Term Development Strategy for the Republic of Belarus up to 2050, the main objective of which is to achieve a balance between emissions from sources and removals by sinks of greenhouse gases by 2050. In effect, eMobility reduces emissions by substituting electrical vehicles for petrol vehicles. The carbon savings are achieved because eVehicles will make use of predominantly nuclear power, which is less carbon intensive than fossil fuels.

The project will also indirectly contribute to meeting many of Belarus?s priority measures for climate actions according to relevant policy documents and reports that have been internationally communicated. These include:

Finally, the 7th National Communication (NC) is currently under preparation together with the National Strategy for Sustainable Development of the Republic of Belarus to 2035. These strategies are required to include frameworks for ensuring low-carbon economic growth of the country, including contributions from eMobility.

? the Sixth National Communication (NC), submitted to the UNFCCC in 2013 and revised in 2015;
? the Biennial Update Report (BUR) to the UNFCCC in 2015;
? other domestic legal and policy documents as follows:
? the Energy Security Concept;
? the Law on Renewable Energy Sources;
? the Law on Energy Savings; and
? the National Strategy for Sustainable Development until 2030.

**8. Knowledge Management**

**Elaborate the "Knowledge Management Approach" for the project, including a budget, key deliverables and a timeline, and explain how it will contribute to the project's overall impact.**

Knowledge products to be generated and disseminated by the vehicles includes:

| Knowedge Product | Time of issuance |
|---|---|
| Feasibility studies for at least 3 super fast charging stations (Output 2.1) | Year 2 |
| Report on Waste disposal (Output 1.2). | Year 3 |
| Feasibility study on the rebate scheme for promoting purchase of electric vehicles (Output 1.5); | Year 4 |
| Awareness raising materials targeting car dealers that are willing to sell e-vehicle (Output 3.1) | Year 4 |
| Project website that includes an interactive app created with charging infrastructure locations and calculations of charging costs (Output 3.2) | Year 4 |
| Project website that includes an interactive app created with charging infrastructure locations and calculations of charging costs (Output 3.2 | Year 3 |

| Knowedge Product | Time of issuance |
|---|---|
| Videos of Project activities as well as those of other government interventions as a very important media tool for disseminating information on the Government of Belarus?s EV program (Output 3.5); | Year 5 |
| Lessons learned study that would serve as a record of electric vehicle development in Belarus that can be shared with other countries | Year 5 |

**9. Monitoring and Evaluation**

**Describe the budgeted M and E plan**

eVehicle Project results, corresponding indicators and mid-term and end-of-project targets in the PRF will be monitored annually and evaluated periodically during eVehicle implementation. If baseline data for some of the results indicators is not yet available, it will be collected during the first year of project implementation. The Monitoring Plan is provided in the following table complete with details the roles, responsibilities, frequency of monitoring project results.

Project-level monitoring and evaluation will be undertaken in compliance with UNDP requirements as outlined in the UNDP POPP and UNDP Evaluation Policy. The UNDP Country Office will be responsible for ensuring full compliance with all UNDP project monitoring, quality assurance, risk management, and evaluation requirements. Additional mandatory GEF-specific M&E requirements will be undertaken in accordance with the GEF Monitoring Policy and the GEF Evaluation Policy and other relevant GEF policies[1]. The costed M&E plan included belowwill guide the GEF-specific M&E activities to be undertaken by this project. In addition to these mandatory UNDP and GEF M&E requirements, other M&E activities deemed necessary to support project-level adaptive management will be agreed during the Project Inception Workshop and will be detailed in the Inception Report.

| GEF M&E requirements | Indicative costs (US$) | Time frame |
|---|---|---|
| **Inception Workshop** | US$4,680 for workshop | Within 60 days of CEO endorsement of this project. |
| **Inception Report** | None | Within 90 days of CEO endorsement of this project. |
| **Monitoring of indicators in project results framework** | US$1,100 x 4 yrs = US$ 4,400 | Annually typically between June-August by PM |
| **GEF Project Implementation Report (PIR)** | None | PIR is an oversight function covered by GEF fees. |
| **Monitoring all risks (UNDP risk register)** | None | On-going. |
| **Monitoring of stakeholder engagement plan** | US$2,400 x 3 yrs = US$ 7,200 | On-going by GSO. |

| | | |
|---|---|---|
| **Monitoring of gender action plan and safeguard management** | US$2,400 x 3 yrs = US$ 7,200 | On-going by GSO. |
| **Supervision missions** | None[2] | Annually |
| **Oversight missions** | None | Troubleshooting as needed |
| **Mid-term GEF Core indicators and other required Tracking Tools=** | None | Before mid-term review mission takes place. |
| **Independent Mid-term Review (MTR) and management response** | None | None required |
| **Terminal GEF Core indicators and other required Tracking Tools** | None | Before terminal evaluation mission takes place |
| **Independent Terminal Evaluation (TE)** | US$33.000 | Late in Year 5 (at least 3 months prior to EOP-operational closure) |
| **Total Indicative Cost** | **US$ 56,480** | |

[1] See https://www.thegef.org/gef/policies_guidelines

[2] The costs of UNDP Country Office and UNDP-NCE Unit?s participation and time are charged to the GEF Agency Fee

**10. Benefits**

**Describe the socioeconomic benefits to be delivered by the project at the national and local levels, as appropriate. How do these benefits translate in supporting the achievement of global environment benefits (GEF Trust Fund) or adaptation benefits (LDCF/SCCF)?**

The socio-economic benefits of eVehicles will primarily be created from the pilot of the super-fast charging stations. This pilot will be designed to generate evidence of the technical, financial and environmental sustainability that will subsequently catalyse the interest of the public and private sectors in the replication of super-fast charging stations and the increased use of electric vehicles throughout Belarus. Moreover, the increased volume of evidence of the environmental and economic benefits of the electric vehicle usage should increase the confidence of the private sector to invest in electric vehicles for taxi companies, delivery companies, and private vehicles.

With the increased air quality and health benefits, the increased use of electric vehicles expected at the end of the eVehicels Project from public and private electric vehicle investments, will provide a contribution to the GoB?s Law of the Republic of Belarus dated December 16, 2008 No. 2-? "On the protection of atmospheric air". This Law encompasses state protection, regulation and management of atmospheric air, and prevention of atmospheric air pollution and harm to the environment. This will also assist Belarus in meeting its UNFCCC target of intended nationally determined contribution (INDC) of at least 28% emission reductions below the 1990 level. It will also assist Belarus in meeting its second NDC (where transport sector GHG emission reductions are envisaged to reach 500,000 tonnes $CO_{2eq}$ by 2030, a number

that is dependent on the level of eVehicles penetration) now under official and expected approval during the UNFCCC Glasgow Climate Conference 2021.

**11. Environmental and Social Safeguard (ESS) Risks**

Provide information on the identified environmental and social risks and potential impacts associated with the project/program based on your organization's ESS systems and procedures

**Overall Project/Program Risk Classification***

| PIF | CEO Endorsement/Approval | MTR | TE |
|---|---|---|---|
| | High or Substantial | | |

**Measures to address identified risks and impacts**

Elaborate on the types and risk classifications/ratings of any identified environmental and social risks and impacts (considering the GEF ESS Minimum Standards) and any measures undertaken as well as planned management measures to address these risks during implementation.

**Annex K: Social and Environmental Screening Procedure (SESP)**

(Annex 8 of UNDP Project Document)

**Project Information**

| ***Project Information*** | |
|---|---|
| 1. Project Title | Reducing barriers to promote electric mobility in the Republic of Belarus through the introduction of ultra-fast charging stations (eVehicles Project) |
| 2. Project Number (i.e. Atlas project ID, PIMS+) | Atlas Award ID: 00120167; UNDP-NCE PIMS ID number: 6413 |
| 3. Location (Global/Region/Country) | Belarus |

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| 4. Project stage (Design or Implementation) | Design |
| 5. Date | 09.09.2021 |

## Part A. Integrating Programming Principles to Strengthen Social and Environmental Sustainability

**QUESTION 1: How Does the Project Integrate the Programming Principles in Order to Strengthen Social and Environmental Sustainability?**

***Briefly describe in the space below how the project mainstreams the human rights-based approach***

he project aims to remove technical and institutional barriers to the ownership and use of private electric vehicles by granting expert assistance on best international practices in the installation, operation and maintenance of super-fast charging stations (that is innovative charging technology for Belarus) and assisting with initial investments in three of such pilot charging station with supporting activities from central and municipal government to promote e-vehicles and support for sustainable mobility. The project provides a mixed approach that takes into account both public administration (top-down) and relevant stakeholders (bottom-up). This approach seeks to create an enabling environment in which the public and private sectors and civil society in general can reach to mutual understanding needed to move towards sustainable mobility.

In particular, the project supports a national charging station network and RUE Belorusneft, which is the national operator in charge of building and operating this charging station network, through pilot super-fast charging stations. Besides that, the project should enable the various stakeholders in sustainability, EV commercial opportunities and social inclusion to come together, develop a common vision and roadmap, and support a bottom-up approach to scale up the project, demonstrate and support implementation of the Comprehensive Program for the Development of Electric Transport.

The project will expand the rights of mobility by improving the conditions for urban, intercity and international mobility (quality, reliability, accessibility) for citizens, especially for vulnerable groups. This will contribute to environmental compliance by reducing vehicle emissions and hence air pollution and accident risks, since travel with modern Evs is less risky than with old (the average age of a private car in Belarus is over 10 years) transport with combustion engines.

Through this approach, the project will contribute to several SDGs including:

? **SDG Goal 3:** Ensure healthy lives and promote well-being for all at all ages, through reducing vehicle emissions in the project area;

? **SDG Goal 8:** Decent work and economic growth through providing green jobs in the transport sector;

? **SDG Goal 11:** Make cities and human settlements inclusive, safe, resilient and sustainable through providing green urban transport in the project area.

***Briefly describe in the space below how the project is likely to improve gender equality and women?s empowerment***

The project will decrease the mobility gap between citizens, including the gap that exists between men and women by addressing issues related comfort in driving/ transportation, accessibility of travelling and its security. The project will make driving and using of cars much more easy to women by significantly simplifying the maintenance and repair of vehicles, as well as simplifying driving, especially to compare to vehicles with a manual transmission. So women will get more freedom of moving and travelling also in fields of social and family life.

Gender equality will be improved by the project through increased access to transportation, knowledge and skills related to e-mobility and climate change mitigation as well as access to job and other economic opportunities, including for women.

The List of Heavy Jobs and Jobs with Harmful and (or) Dangerous Labor Conditions, on which it is prohibited to employ women, approved by the decree of the Ministry of Labor and social protection of the Republic of Belarus 06/12/2014 No. 35, does not contain restrictions for women on any type of work associated with the construction and operation of super-fast charging stations. In this way, the project will create economic and social opportunities for women, including the most marginalized (access to jobs).

The project will increase the participation of women in the decision-making process related to climate change mitigation strategies and actions and also to sustainable mobility, by proactively identifying women working in these sectors, and by including them in capacity building and trainings, to make sure women are also gaining knowledge related to e-mobility. The collection of data disaggregated by sex, age and place of residence will support the development of a better understanding of the mobility gap and gender inequalities, to adapt the project accordingly and ensure that gender equality is improved.

***Briefly describe in the space below how the project mainstreams sustainability and resilience***

One of the expected outcomes are e-vehicle fleets, e-buses and privately-owned e-vehicles contributing to several SDGs related to environmental sustainability including:

- **SDG 12: Ensure sustainable consumption and production patterns** through increasing the energy efficiency of urban transport consumption.
- **SDG 13: Take urgent action to combat climate change and its impacts by reducing greenhouse gas emissions** through the use of e-vehicles and increasing the share of renewable energy for powering e-vehicles.

It will also contribute to target 11.6, which requires the reduction of adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management.

Relevant indicators to be tracked by the project include:

- Cumulative direct tonnes of $CO_{2eq}$ emission reduction by EOP
- Cumulative direct reduction of pollutant load (for CO, Nox and NH) along corridor (% reduction)

Besides that, the Project will have an indirect positive impact on such SDGs as:

- **SDGs 1 End poverty in all its forms everywhere** and **8 Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all** through creating new work places.
- **SDG 2 Ensure healthy lives and promote well-being for all at all ages target 3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination** through reducing transport pollutions:
- **SDG 5 Achieve gender equality and empower all women and girls target 5.b Enhance the use of enabling technology, in particular information and communications technology, to promote the empowerment of women** through making driving and owning a car more easy:
- **SDG 7 Ensure access to affordable, reliable, sustainable and modern energy for all through** providing access to clean energy for transport:
- **SDG 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation** through creating markets of new technologies;
- **SDG 11. Make cities and human settlements inclusive, safe, resilient and sustainable** through access to safe, clean, accessible and sustainable transport systems and urban planning.

As designed, the Program is also consistent with the GEF target area of ?climate change mitigation?, specifically CCM-1-2: Promote innovation and technology transfer for sustainable energy breakthroughs for electric drive technologies and electric mobility. Various multilateral environmental agreements and global processes, including the United Nations Framework Convention on Climate Change and the Paris Agreement, also inform the proposal.

***Briefly describe in the space below how the project strengthens accountability to stakeholders***

The Project supports meaningful participation and inclusion of all stakeholders, in particular women, in processes that may impact them including design, implementation and monitoring of the project, also using the results of the Project.

Social and environmental sustainability will be enhanced through application of the UNDP Accountability Mechanism. The Implementing Partner shall inform project-affected people about the project-level Grievance Redress Mechanism (GRM) and engage in a constructive and timely manner to address any concerns and complaints raised through GRM.

## Part B. Identifying and Managing Social and Environmental Risks

| **QUESTION 2: What are the Potential Social and Environmental Risks?**<br><br>*Note: Complete SESP Attachment 1 before responding to Question 2.* | **QUESTION 3: What is the level of significance of the potential social and environmental risks?**<br><br>*Note: Respond to Questions 4 and 5below before proceeding to Question 5* | | | **QUESTION 6: Describe the assessment and management measures for each risk rated Moderate, Substantial or High** |
|---|---|---|---|---|
| ***Risk Description***<br><br>***(broken down by event, cause, impact)*** | ***Impact and Likelihood (1-5)*** | ***Significance***<br><br>***(Low, Moderate Substantial, High)*** | ***Comments (optional)*** | ***Description of assessment and management measures for risks rated as Moderate, Substantial or High*** |

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| Risk 1: The project would, if successful, lead to an increase in the use of EVs that require special disposal of vehicle components (e.g. tires, batteries or lubricants); thus the project could lead to inadequate (or lack of) treatment of those vehicle components as a result of both the e-mobility strategy and during operation of the e-vehicles and charging stations.<br><br>Related to:<br><br>? Standard 1: Biodiversity Conservation and Sustainable Natural Resource Management; 1.1<br><br>? Standard 3: Community Health, Safety and Security; 3.1, 3.2<br><br>? Standard 8: Pollution Prevention and Resource Efficiency; 8.1 | I = 4<br><br>L = 3 | Substantial | There is no strategy for the disposal of vehicle components leading to detrimental health impacts. This is of most relevance at the national level in relation to the e-mobility strategy as e-vehicles and hybrid cars become more prevalent. | In line with the ESMF that has been prepared for the project and in line with the ProDoc, the preparation of the roadmap (Output 1.1 and Output 1.2) will follow the Strategic Environmental and Social Assessment (SESA) approach to ensure that socioeconomic implications of the road map have been taken into account and that environmentally and socially sound options for management of EV batteries and other components potentially containing hazardous material have been considered and addressed in line with the UNDP SES.<br><br>Since in frames of the project the risk is only from EV components, this risk will be managed through the SESA (which could yield a Waste Management Framework/Plan). |

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| Risk 2: There is a possibility of short-term ambient changes in conditions due to the construction of electrical grids to power the charging stations. Air and dust emissions, noise, vibration, injuries, and physical hazards from construction activities of pilot charging stations and other accessibility infrastructure.<br><br>Related to:<br><br>? Standard 3: Community Health, Safety and Security; 3.1, 3.2<br><br>? Standard 8: Pollution Prevention and Resource Efficiency; 8.1 | I = 2<br><br>L = 4 | Moderate | Activities associated with construction of the selected areas for charging stations and accessibility infrastructure (output 2.2) will likely lead to noise and air emissions that cause a nuisance to nearby residents. However, these will be short lived and will cease as soon as the activities end. Injuries and physical hazards to community members are also possible if safety measures are not implemented. | Under project output 2.1, the feasibility studies for the 3 charging stations will include site-specific ESIAs. Those will result in site-specific ESMPs, as needed to manage this risk and any other (potentially unforeseen) risks associated with the construction of the stations (output 2.2). |

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| Risk 3: The project might lead to an electricity consumption increase<br><br>since number of EVs will increase and as a consequence electricity consumption to charge them will grow. Related to:<br><br>? Standard 8: Pollution Prevention and Resource Efficiency; 8.6 | I = 1<br><br>L = 5 | Low | The project will replace gasoline and diesel consumption with more clean electricity generated from natural gas and nuclear power | - |
| Risk 4: The project potentially leads to minor influence on adjacent to a charging station ecosystem due to changes in an electromagnetic field. Related to:<br><br>? Standard 1: 1.1, 1.2 | I = 2<br><br>L = 2 | Low | - | - |

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| Risk 5: The project potentially leads to injuries and health problems for the builders/workers of pilot charging stations due breaking health and safety rules<br><br>Risk to worker health and safety during construction and operation of the pilot charging stations.<br><br>Workers at the construction site may be exposed to several occupational health risks including, falling from heights, accidents from moving machines, and exposure to high noise levels, and air pollutants. The health of the workers might be affected if sanitary facilities are not adequate. During operation, drivers of the buses may be exposed to accidents if they do not adhere to traffic regulations and speed limits.<br><br>Related to risks:<br><br>? Principle 3,<br><br>? Standard 3: Community Health, Safety and Working Conditions; 3.7 | I = 3<br><br>L = 2 | Moderate | This risk pertains to project outputs 2.1 and 2.2 only. | Under project output 2.1, the feasibility studies for the 3 charging stations will include site-specific ESIAs. Those will result in site-specific ESMPs, as needed to manage this risk and any other (potentially unforeseen) risks associated with the construction of the stations (output 2.2). |

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| Risk 6: The project has the potential risk that elites which can afford purchase relatively expensive EVs will be predominantly beneficiaries, while people with middle and low incomes won?t be able to afford EVs purchase and benefit from the project?s results.<br><br>Related to risks:<br><br>* Overarching Principle: Leave No One Behind. Human Rights; Principle 5 | I = 2<br><br>L = 2 | Low | The project envisages reducing this risk by Output 1.5, which is focused on research sources of funds from the state budget and the types of vehicle markets that could be transitioned into EVs, especially those vehicle owners who are of lower income. | |
| Risk 7: The project potentially leads to adverse effect on the gender balance of the workforce in the field of transport (male-dominated workforce with skills required for the installation, operation and maintenance of super-fast charging stations). Related to risks:<br><br>*Gender Equality and Women?s Empowerment; Principle 9 | I = 3<br><br>L = 3 | Moderate | | A Gender Action Plan has been prepared with the ProDoc and will be implemented. |

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| Risk 8: There is a possibility of changes in land use conditions due to the construction of electrical grids to power the charging stations<br><br>Related to risks:<br><br>? Accountability; Principle 14 | I = 4<br><br>L = 2 | Moderate | | Under project output 2.1, the feasibility studies for the 3 charging stations will include site-specific ESIAs. Those will result in site-specific ESMPs, as needed to manage this risk and any other (potentially unforeseen) risks associated with the construction of the stations (output 2.2). |

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| Risk 9: The project potentially leads to further charging stations (not 3 pilot charging stations but other 25 and even others after these 28) that could be sited and/or constructed in a manner inconsistent with the UNDP SES as part of the project?s co-financing.<br><br>Related to risks:<br><br>? Standard 1: Biodiversity Conservation and Sustainable Natural Resource Management; 1.2<br><br>? Standard 3: Community Health, Safety and Security; 3.1, 3.2<br><br>? Standard 4: Cultural Heritage, 4.1<br><br>? Standard 5: Displacement and Resettlement; 5.4<br><br>? Standard 7: Labour and Working Conditions; 7.5<br><br>? Standard 8: Pollution Prevention and Resource Efficiency; 8.1 | I = 4<br><br>L = 2 | Moderate | This risk does **not** pertain to the pilot charging stations directly supported by the project (outputs 2.1 and 2.2).<br><br>Instead, these activities would be conducted without the use of project funds, though within the project?s area of influence and potentially contributing to the project?s results. | Per the project?s ESMF and as noted in the ProDoc, the project will complete a policy analysis to determine if the national policy (including Belorusneft policy) is equivalent to or higher than the SES; if not the project will encourage/incentivize Belorusneft to adopt higher SES standards for the 25 stations through knowledge-transfer.<br><br>Regardless, as co-financing, these activities would not need to adhere to the UNDP SES, but would need to be consistent with them. |

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| Risk 10: Possibility of simultaneously use land plots for their intended purpose and for the installation of charging stations exists which is allowed by local law can potentially leads to adverse impacts on ecosystems.<br><br>Related to risks:<br><br>? Standard 1: Biodiversity Conservation and Sustainable Natural Resource Management; 1.3<br><br>? Standard 5: Displacement and Resettlement; 5.4 | I = 2<br><br>L = 3 | Low | | This risk will be further assessed in the ESIAs/ESMPs of the pilot sites. |
| Risk 11: The project potentially leads to additional dumping heat into the atmosphere by increasing the load on the Belarusian nuclear power plant cooling system.<br><br>Related to risks:<br><br>? Standard 2: Climate Change and Disaster Risks; 2.4 | I = 1<br><br>L = 4 | Low | | |

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| Risk 12: The project potentially leads to new bus lanes building which can demand of physical displacement of people living in areas adjacent to roads to be widening. Also the project potentially leads to increasing number of parking spaces for EVs which in condition of limited space (especially in cities) would demand building of new parking places or removing cars with internal combustion engine away from current parking.<br><br>Related to risks:<br><br>? Standard 5: Displacement and Resettlement; 5.1 | I = 4<br><br>L = 1 | Low | The road structure of Belarus currently has a high capacity for the existing number of vehicles. Traffic jams are not typical even for big cities. In addition, on most main streets with a large amount of traffic, dedicated lanes for public transport are already equipped. | |

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| Risk 13: Currently, there are facts of changes in the conditions of remuneration in the country depending on the membership in trade union organizations. The management of enterprises implementing such changes in wages and the management of state trade unions do not consider these conditions/ policies to be discriminatory because tariff agreements are determined by the results of negotiations between state trade unions and sectoral governing bodies. During the implementation of the project, the participation of organizations applying this practice is potentially possible.<br><br>Related to risks:<br><br>? Standard 7: Labour and Working Conditions; 7.5,, 7.6 | I = 4<br><br>L = 3 | Substantial | | Within the framework of the project, it is possible to contract organizations only after analysis their collective agreement and determining the absence of facts of discrimination in accordance with the UN principles, interviews with the independent trade unions of these organizations and their strike committees (if any). |

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| Risk 14: The siting and construction of the 3 (or more) pilot charging stations could cause localized environmental and/or social impacts.<br><br>? Standard 1: Biodiversity Conservation and Sustainable Natural Resource Management; 1.2<br><br>? Standard 3: Community Health, Safety and Security; 3.1, 3.2<br><br>? Standard 4: Cultural Heritage, 4.1<br><br>? Standard 7: Labour and Working Conditions; 7.2, 7.5, 7.6<br><br>? Standard 8: Pollution Prevention and Resource Efficiency; 8.1 | I = 4<br><br>L = 3 | Substantial | This is related to risk 2 above, though more broadly about the siting of the stations ? which will be determined during the project?s implementation. | Under project output 2.1 (and as described in the ESMF), the feasibility studies for the project?s pilot charging stations will include site-specific ESIAs. Those ESIAs will result in site-specific ESMPs, as needed for SES compliance, which would be implemented during the construction of the stations (in output 2.2). |
| | ***Low Risk*** | | **?** | |
| | ***Moderate Risk*** | | **?** | |

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| | ***Substantial Risk*** | **?** | | As the project has been categorized as a Substantial Risk Projects, an Environmental and Social Management Framework has been prepared.<br><br>In addition, a Stakeholder Engagement Plan and Gender Strategy and Action Plan have already been prepared to ensure participation of all relevant stakeholders and women within the project area. | |
| | ***High Risk*** | **?** | | | |
| | **QUESTION 5: Based on the identified risks and risk categorization, what requirements of the SES are triggered? (check all that apply)** | | | | |
| | Question only required for Moderate, Substantial and High-Risk projects | | | | |
| | ***Is assessment required? (check if ?yes?)*** | **?** | | | ***Status? (completed, planned)*** |
| | *if yes, indicate overall type and status* | | **?** | Targeted assessment(s) | Completed: gender analysis, stakeholder analysis |
| | | | **?** | ESIA (Environmental and Social Impact Assessment) | Planned (scoped; for each pilot charging station) |
| | | | **?** | SESA (Strategic Environmental and Social Assessment) | Planned |
| | ***Are management plans required? (check if ?yes)*** | **?** | | | |

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| | *If yes, indicate overall type* | | **?** | Targeted management plans (e.g. Gender Action Plan, Emergency Response Plan, Waste Management Plan, others) | Completed: Gender Action Plan, Stakeholder Engagement Plan |
| | | | **?** | ESMP (Environmental and Social Management Plan which may include range of targeted plans) | Planned (scoped for each pilot charging station, as needed per ESIAs) |
| | | | **?** | ESMF (Environmental and Social Management Framework) | Completed |
| | ***Based on identified <u>risks</u>, which Principles/Project-level Standards triggered?*** | | **Comments (not required)** | | |
| | ***Overarching Principle: Leave No One Behind*** | | | | |
| | ***Human Rights*** | **?** | | | |
| | ***Gender Equality and Women?s Empowerment*** | **?** | | | |
| | ***Accountability*** | **?** | | | |
| | ***1. Biodiversity Conservation and Sustainable Natural Resource Management*** | **?** | | | |
| | ***2. Climate Change and Disaster Risks*** | **?** | | | |
| | ***3. Community Health, Safety and Security*** | **?** | | | |
| | ***4. Cultural Heritage*** | **?** | | | |

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| | ***5. Displacement and Resettlement*** | **?** | |
| | ***6. Indigenous Peoples*** | **?** | |
| | ***7. Labour and Working Conditions*** | **?** | |
| | ***8. Pollution Prevention and Resource Efficiency*** | **?** | |

## Final Sign Off

*Final Screening at the design-stage is not complete until the following signatures are included*

| ***Signature*** | ***Date*** | ***Description*** |
|---|---|---|
| QA Assessor | | UNDP staff member responsible for the project, typically a UNDP Programme Officer. Final signature confirms they have ?checked? to ensure that the SESP is adequately conducted. |
| QA Approver | | UNDP senior manager, typically the UNDP Deputy Country Director (DCD), Country Director (CD), Deputy Resident Representative (DRR), or Resident Representative (RR). The QA Approver cannot also be the QA Assessor. Final signature confirms they have ?cleared? the SESP prior to submittal to the PAC. |
| PAC Chair | | UNDP chair of the PAC. In some cases, PAC Chair may also be the QA Approver. Final signature confirms that the SESP was considered as part of the project appraisal and considered in recommendations of the PAC. |

## SESP Attachment 1: Social and Environmental Risk Screening Checklist

| **Checklist Potential Social and Environmental Risks** | |
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| INSTRUCTIONS: The risk screening checklist will assist in answering Questions 2-6 of the Screening Template. Answers to the checklist questions help to (1) identify potential risks, (2) determine the overall risk categorization of the project, and (3) determine required level of assessment and management measures. Refer to the SES toolkit for further guidance on addressing screening questions. | |
| **Overarching Principle: Leave No One Behind**<br><br>**Human Rights** | **Answer (Yes/No)** |
| P.1 Have local communities or individuals raised human rights concerns regarding the project (e.g. during the stakeholder engagement process, grievance processes, public statements)? | No |
| P.2 Is there a risk that duty-bearers (e.g. government agencies) do not have the capacity to meet their obligations in the project? | No |
| P.3 Is there a risk that rights-holders (e.g. project-affected persons) do not have the capacity to claim their rights? | Yes |
| *Would the project potentially involve or lead to:* | |
| P.4 adverse impacts on enjoyment of the human rights (civil, political, economic, social or cultural) of the affected population and particularly of marginalized groups? | No |
| P.5 inequitable or discriminatory impacts on affected populations, particularly people living in poverty or marginalized or excluded individuals or groups, including persons with disabilities? [1] | Yes |
| P.6 restrictions in availability, quality of and/or access to resources or basic services, in particular to marginalized individuals or groups, including persons with disabilities? | No |
| P.7 exacerbation of conflicts among and/or the risk of violence to project-affected communities and individuals? | No |
| **Gender Equality and Women?s Empowerment** | |
| P.8 Have women?s groups/leaders raised gender equality concerns regarding the project, (e.g. during the stakeholder engagement process, grievance processes, public statements)? | No |
| *Would the project potentially involve or lead to:* | |
| P.9 adverse impacts on gender equality and/or the situation of women and girls? | Yes |
| P.10 reproducing discriminations against women based on gender, especially regarding participation in design and implementation or access to opportunities and benefits? | No |

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| P.11 limitations on women?s ability to use, develop and protect natural resources, taking into account different roles and positions of women and men in accessing environmental goods and services?<br>*For example, activities that could lead to natural resources degradation or depletion in communities who depend on these resources for their livelihoods and well being* | No |
| P.12 exacerbation of risks of gender-based violence?<br>*For example, through the influx of workers to a community, changes in community and household power dynamics, increased exposure to unsafe public places and/or transport, etc*. | No |
| **Sustainability and Resilience:** Screening questions regarding risks associated with sustainability and resilience are encompassed by the Standard-specific questions below | |
| **Accountability** | |
| *Would the project potentially involve or lead to:* | |
| P.13 exclusion of any potentially affected stakeholders, in particular marginalized groups and excluded individuals (including persons with disabilities), from fully participating in decisions that may affect them? | Yes |
| P.14 grievances or objections from potentially affected stakeholders? | Yes |
| P.15 risks of retaliation or reprisals against stakeholders who express concerns or grievances, or who seek to participate in or to obtain information on the project? | No |
| **Project-Level Standards** | |
| **Standard 1: Biodiversity Conservation and Sustainable Natural Resource Management** | |
| *Would the project potentially involve or lead to* | |
| 1.1 adverse impacts to habitats (e.g. modified, natural, and critical habitats) and/or ecosystems and ecosystem services?<br>*For example, through habitat loss, conversion or degradation, fragmentation, hydrological changes* | Yes |
| 1.2 activities within or adjacent to critical habitats and/or environmentally sensitive areas, including (but not limited to) legally protected areas (e.g. nature reserve, national park), areas proposed for protection, or recognized as such by authoritative sources and/or indigenous peoples or local communities? | Yes |
| 1.3 changes to the use of lands and resources that may have adverse impacts on habitats, ecosystems, and/or livelihoods? (Note: if restrictions and/or limitations of access to lands would apply, refer to Standard 5) | Yes |
| 1.4 risks to endangered species (e.g. reduction, encroachment on habitat)? | No |
| 1.5 exacerbation of illegal wildlife trade? | No |
| 1.6 introduction of invasive alien species? | No |

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| 1.7 adverse impacts on soils? | No |
| 1.8 harvesting of natural forests, plantation development, or reforestation? | No |
| 1.9 significant agricultural production? | No |
| 1.10 animal husbandry or harvesting of fish populations or other aquatic species? | No |
| 1.11 significant extraction, diversion or containment of surface or ground water?<br>*For example, construction of dams, reservoirs, river basin developments, groundwater extraction* | No |
| 1.12 handling or utilization of genetically modified organisms/living modified organisms?[2] | No |
| 1.13 utilization of genetic resources? (e.g. collection and/or harvesting, commercial development)[3] | No |
| 1.14 adverse transboundary or global environmental concerns? | No |
| **Standard 2: Climate Change and Disaster Risks** | |
| *Would the project potentially involve or lead to:* | |
| 2.1 areas subject to hazards such as earthquakes, floods, landslides, severe winds, storm surges, tsunami or volcanic eruptions? | No |
| 2.2 outputs and outcomes sensitive or vulnerable to potential impacts of climate change or disasters?<br>*For example, through increased precipitation, drought, temperature, salinity, extreme events, earthquakes* | No |
| 2.3 increases in vulnerability to climate change impacts or disaster risks now or in the future (also known as maladaptive or negative coping practices)?<br>*For example, changes to land use planning may encourage further development of floodplains, potentially increasing the population?s vulnerability to climate change, specifically flooding* | No |
| 2.4 increases of greenhouse gas emissions, black carbon emissions or other drivers of climate change? | Yes |
| **Standard 3: Community Health, Safety and Security** | |
| *Would the project potentially involve or lead to:* | |
| 3.1 construction and/or infrastructure development (e.g. roads, buildings, dams)? (Note: the GEF does not finance projects that would involve the construction or rehabilitation of large or complex dams) | Yes |
| 3.2 air pollution, noise, vibration, traffic, injuries, physical hazards, poor surface water quality due to runoff, erosion, sanitation? | Yes |
| 3.3 harm or losses due to failure of structural elements of the project (e.g. collapse of buildings or infrastructure)? | Yes |

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| 3.4 risks of water-borne or other vector-borne diseases (e.g. temporary breeding habitats), communicable and noncommunicable diseases, nutritional disorders, mental health? | No |
| 3.5 transport, storage, and use and/or disposal of hazardous or dangerous materials (e.g. explosives, fuel and other chemicals during construction and operation)? | Yes |
| 3.6 adverse impacts on ecosystems and ecosystem services relevant to communities? health (e.g. food, surface water purification, natural buffers from flooding)? | No |
| 3.7 influx of project workers to project areas? | Yes |
| 3.8 engagement of security personnel to protect facilities and property or to support project activities? | No |
| **Standard 4: Cultural Heritage** | |
| *Would the project potentially involve or lead to:* | |
| 4.1 activities adjacent to or within a Cultural Heritage site? | Yes |
| 4.2 significant excavations, demolitions, movement of earth, flooding or other environmental changes? | No |
| 4.3 adverse impacts to sites, structures, or objects with historical, cultural, artistic, traditional or religious values or intangible forms of culture (e.g. knowledge, innovations, practices)? (Note: projects intended to protect and conserve Cultural Heritage may also have inadvertent adverse impacts) | No |
| 4.4 alterations to landscapes and natural features with cultural significance? | No |
| 4.5 utilization of tangible and/or intangible forms (e.g. practices, traditional knowledge) of Cultural Heritage for commercial or other purposes? | No |
| **Standard 5: Displacement and Resettlement** | |
| *Would the project potentially involve or lead to:* | |
| 5.1 temporary or permanent and full or partial physical displacement (including people without legally recognizable claims to land)? | Yes |
| 5.2 economic displacement (e.g. loss of assets or access to resources due to land acquisition or access restrictions ? even in the absence of physical relocation)? | Yes |
| 5.3 risk of forced evictions?[4] | No |
| 5.4 impacts on or changes to land tenure arrangements and/or community based property rights/customary rights to land, territories and/or resources? | Yes |
| **Standard 6: Indigenous Peoples** | |
| *Would the project potentially involve or lead to:* | |
| 6.1 areas where indigenous peoples are present (including project area of influence)? | No |
| 6.2 activities located on lands and territories claimed by indigenous peoples? | No |

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|---|---|
| 6.3 impacts (positive or negative) to the human rights, lands, natural resources, territories, and traditional livelihoods of indigenous peoples (regardless of whether indigenous peoples possess the legal titles to such areas, whether the project is located within or outside of the lands and territories inhabited by the affected peoples, or whether the indigenous peoples are recognized as indigenous peoples by the country in question)?<br>*If the answer to screening question 6.3 is ?yes?, then the potential risk impacts are considered significant and the project would be categorized as either Substantial Risk or High Risk* | No |
| 6.4 the absence of culturally appropriate consultations carried out with the objective of achieving FPIC on matters that may affect the rights and interests, lands, resources, territories and traditional livelihoods of the indigenous peoples concerned? | No |
| 6.5 the utilization and/or commercial development of natural resources on lands and territories claimed by indigenous peoples? | No |
| 6.6 forced eviction or the whole or partial physical or economic displacement of indigenous peoples, including through access restrictions to lands, territories, and resources?<br>*Consider, and where appropriate ensure, consistency with the answers under Standard 5 above* | No |
| 6.7 adverse impacts on the development priorities of indigenous peoples as defined by them? | No |
| 6.8 risks to the physical and cultural survival of indigenous peoples? | No |
| 6.9 impacts on the Cultural Heritage of indigenous peoples, including through the commercialization or use of their traditional knowledge and practices?<br>*Consider, and where appropriate ensure, consistency with the answers under Standard 4 above.* | No |
| **Standard 7: Labour and Working Conditions** | |
| *Would the project potentially involve or lead to: (note: applies to project and contractor workers)* | |
| 7.1 working conditions that do not meet national labour laws and international commitments? | No |
| 7.2 working conditions that may deny freedom of association and collective bargaining? | Yes |
| 7.3 use of child labour? | No |
| 7.4 use of forced labour? | No |
| 7.5 discriminatory working conditions and/or lack of equal opportunity? | Yes |
| 7.6 occupational health and safety risks due to physical, chemical, biological and psychosocial hazards (including violence and harassment) throughout the project life-cycle? | Yes |
| **Standard 8: Pollution Prevention and Resource Efficiency** | |
| *Would the project potentially involve or lead to:* | |

| | |
|---|---|
| 8.1 the release of pollutants to the environment due to routine or non-routine circumstances with the potential for adverse local, regional, and/or transboundary impacts? | Yes |
| 8.2 the generation of waste (both hazardous and non-hazardous)? | Yes |
| 8.3 the manufacture, trade, release, and/or use of hazardous materials and/or chemicals? | No |
| 8.4 the use of chemicals or materials subject to international bans or phase-outs? *For example, DDT, PCBs and other chemicals listed in international conventions such as the Montreal Protocol, Minamata Convention, Basel Convention, Rotterdam Convention, Stockholm Convention* | No |
| 8.5 the application of pesticides that may have a negative effect on the environment or human health? | No |
| 8.6 significant consumption of raw materials, energy, and/or water? | Yes |

[1] Prohibited grounds of discrimination include race, ethnicity, sex, age, language, disability, sexual orientation, gender identity, religion, political or other opinion, national or social or geographical origin, property, birth or other status including as an indigenous person or as a member of a minority. References to ?women and men? or similar is understood to include women and men, boys and girls, and other groups discriminated against based on their gender identities, such as transgender and transsexual people.

[2] See the Convention on Biological Diversity and its Cartagena Protocol on Biosafety.

[3] See the Convention on Biological Diversity and its Nagoya Protocol on access and benefit sharing from use of genetic resources.

[4] Forced eviction is defined here as the permanent or temporary removal against their will of individuals, families or communities from the homes and/or land which they occupy, without the provision of, and access to, appropriate forms of legal or other protection. Forced evictions constitute gross violations of a range of internationally recognized human rights.

**Supporting Documents**

Upload available ESS supporting documents.

| Title | Module | Submitted |
|---|---|---|
| **6413_eVehicles_Belarus_Annex 21_ESMF_09Sept21_clean** | **CEO Endorsement ESS** | |

| Title | Module | Submitted |
| --- | --- | --- |
| 6413_eVehicles_Belarus_Annex 08_SESP_08Sept21_track changes_JM_BK | CEO Endorsement ESS | |

## ANNEX A: PROJECT RESULTS FRAMEWORK (either copy and paste here the framework from the Agency document, or provide reference to the page in the project document where the framework could be found).

**Annex A: Project Results Framework**

(Chapter V of UNDP Project Document)

| This project will contribute to the following Sustainable Development Goal (s): (gender disaggregated<br>? Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all<br>? Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable; and<br>? Goal 13. Take urgent action to combat climate change and its impacts | | | | |
|---|---|---|---|---|
| This project will contribute to the following country outcome (UNSDCF/CPD):<br>UNSDCF Outcome #2. A significant contribution to climate action is made by 2025 through the introduction of key measures of climate change adaptation and mitigation.<br>UNDP CPD Output 2.1. Climate change adaptation and mitigation measures and solutions developed and introduced | | | | |
| | **Objective and Outcome Indicators** | **Baseline** | **Mid-term Target** | **End of Project Target** |
| Project Objective: To remove barriers in e-vehicle market in Belarus to help make e-vehicles more accessible to the population by changes to legislation, regulations, and policy, leading to 152,090 tonnes $CO_{2e}$ of direct greenhouse gas emission reductions and 3.766 million tonnes $CO_{2e}$ (top-down) | Indicator 1: Cumulative emission reductions from re-fueling by super-fast charging stations by EOP (tonnes of $CO_{2eq}$) | 0 | 1,369 | 152,090 |
| | Indicator 2: Cumulative energy (from fossil-fuel based model) saved to EOP (kWh) | 0 | 1,640,000 | 8,000,000 |
| | Indicator 3: Number of e-vehicles registered after installation of super-fast charging stations | 1,016 electric cars<br>80 e-buses[1] | 2,616 electric cars<br>160 e-buses and trucks | 25,000 electric cars<br>1,000 e-buses and trucks |

| | Objective and Outcome Indicators | Baseline | Mid-term Target | End of Project Target |
|---|---|---|---|---|
| and 0.304 million tonnes $CO_{2e}$ (bottom-up) consequential greenhouse gas emission reductions. | Indicator 4: Number of direct beneficiaries (gender disaggregated) benefitted by eVehicles Project | 1,422[2] | 3,660 (to be gender-disaggregated in survey) | 35,000 (to be gender-disaggregated in survey) |
| Project component 1 | Government and Municipal Regulations and Policy Change | | | |
| Project Outcome 1: Improved policies and regulations to promote increased purchase and management of electric vehicles | Indicator 5: Number of adopted gender-inclusive national and municipal level policies and plans to promote Evs | 0 | 0 | 1 |
| | Indicator 6: Number of adopted gender-inclusive national and municipal regulations to promote eMobility | 0 | 0 | 3[3] |
| Outputs to achieve Outcome 1 | Output 1.1: Developed and adopted national policy on sustainable transport which include measures for the promotion of the mobility and future management of operation and maintenance of the mobility technology<br>Output 1.2: Gap analysis of all current relevant legislation to identify gaps that could be introduced to promote electric mobility<br>Output 1.3: Regulations brought into force on minimum purchase quotas for e-vehicles for state fleets<br>Output 1.4: Municipal regulations for incentivizing e-vehicle use including the use of bus lanes and free parking<br>Output 1.5: Feasibility study on rebate scheme for promoting purchase of electric vehicles | | | |
| Project component 2 | Pilot Studies for E-Vehicle and Charging Infrastructure | | | |
| Outcome 2: Investment in fast charging stations is realized | Indicator 7: Number of completed feasibility studies for super-fast charging stations | 0 | 1 | 1 |

| | Objective and Outcome Indicators | Baseline | Mid-term Target | End of Project Target |
|---|---|---|---|---|
| | Indicator 8: Total installed capacity of super-fast charging stations by EOP (kW) | 0 | 1,260 | 1,260 |
| Outputs to achieve Outcome 2 | Output 2.1: Feasibility studies carried out for at least 3 Super-Fast Charging Stations<br>Output 2.2: Installation of at least 3 ? two or more berth Super-Fast Charging Station(s) (300+kW) to compliment the charging infrastructure network of Belarus<br>Output 2.3: Consensus amongst senior government officials on moving forward with a super-fast charging station program | | | |
| Project component 3 | Building Capacity and Raising awareness about eMoblity | | | |
| Outcome 3: Promotion of eVehicles to help consumers make educated decisions on e-vehicle purchases | Indicator 9: % of persons (gender disaggregated) who are in favor of using e-vehicles | 20%[4] | 30% | 60% |
| | Indicator 10: Number of app users for charging stations | 0 | 1,000 | 25,000 |
| | Indicator 11: % increase in EV sales (disaggregated by gender) from baseline sales and from mid-term target | 0 | 157%[5] | 855%[6] |
| Outputs to achieve Outcome 3 | Output 3.1: Nationwide PR Campaign on eVehicles deployed involving car dealers<br>Output 3.2: Project website that includes an interactive app created with charging infrastructure locations and calculations of charging cost (one time, monthly and annually)<br>Output 3.3: Monitoring, reporting and verification of GHG emission reductions from the project activities<br>Output 3.4: National Workshop on Electric Vehicles<br>Output 3.5: Video highlighting results from the demo projects<br>Output 3.6: Lessons learned study | | | |

[1] These are not counted in the baseline for Indicators 1 and 2 since one cannot say that these vehicles exclusively use the super-fast charging stations.

[2] This assumes a 1.4 occupancy of each EV (based on total of 4,3139,635 households and 3,134,456 privately-owned vehicles in 2019 in Belarus).

[3] Assumes national and municipal regulations to promote eMobility include free parking, use of bus lanes and rebates.

[4] The same survey consultant will be used for the baseline, mid-term target and EOP target EV surveys.

[5] This is the increase over the existing 1,016 EVs already sold on the Belarus EV market.

[6] This is the increase over the 2,616 EVs already sold on Belarus EV market at the EOP.

## ANNEX B: RESPONSES TO PROJECT REVIEWS (from GEF Secretariat and GEF Agencies, and Responses to Comments from Council at work program inclusion and the Convention Secretariat and STAP at PIF).

**Annex B: Response to Project Reviews (**from GEF Secretariat and GEF Agencies, and Responses to Comments from Council at work program inclusion, and responses to comments from the Convention Secretariat and STAP at PIF).

| GEF Review Sheet at PIF Stage | Project Team Response |
|---|---|
| Part 1, Question 6:<br><br>The estimated total amount of emission reductions is low (28,000 Tonnes Direct and 115,000 Tonnes Indirect emissions). More work needs to be done in the CEO RE stage. This includes more detailed calculation of direct emission reductions and indirect emission reductions. In Table F, both direct and indirect emission reductions should be accounted. Please revise it. | The project team has re-calculated the GHG emission reduction targets of the project. The direct GHG emission reductions has been raised to 152,090 tCO2eq and consequential targets were increased to 3.766 million tCO2eq (top-down) and 0.304 million tCO2eq (bottom-up). The expected direct energy savings was also re-defined with the target increased to 28,800,000 MJ. The detailed calculations are given in Prodoc Annex 7 and brief explanation is presented in CEO ER section ?6) Global Environmental benefits?. |
| Part 2, Question 6:<br><br>Yes, but more detailed work needs to be done. See the comments above on GHG emission reduction calculations. Energy savings in MJ also need to be presented. | Details are given in the above row. |

| | |
|---|---|
| Additional comments:<br>Please breakdown the budgets for individual outputs for each of the components. For example, the budget for monitoring, evaluation and verification of the protect results needs to be specified at the CEO ER stage. | The breakdown of the components are placed in the budget. The budget for M&E and verification of the project results is separated as a new component and the allocated budget for M&E component is USD 56,480 in Table B of CEO ER. |
| Additional Comments:<br>Please indicate the exact venues for installation of fast charging stations. | The exact places of charging stations are given in the Annex E of the CEO ER. However, the project will execute feasibility studies (Output 2.1.) to finalize the details of pilot demonstrations. |
| Additional comments:<br>Please make sure the UNDP will not perform any executing functions. | UNDP will not provide any execution functions in this project and the Project will be executed under full National Implementation Modality by the Ministry of Natural Resources and Environmental Protection. Please see 6. Institutional Arrangements and Coordination Section as well as Checklist for details of implementation and governance of the project. |

## ANNEX C: Status of Utilization of Project Preparation Grant (PPG). (Provide detailed funding amount of the PPG activities financing status in the table below:

**Annex C: Status of Utilization of Project Preparation Grant (PPG)** (Provide detailed funding amount of the PPG activities financing status in the table below:

| PPG Grant Approved at: USD 50,000 | | | |
|---|---|---|---|
| ***Project Preparation Activities Implemented*** | ***GETF Amount ($)*** | | |
| | ***Budgeted Amount*** | ***Amount Spent To date*** | ***Amount Committed*** |
| Component A: Preparatory Technical Studies & Reviews | 20,000 | 13,596 | 6,404 |
| Component B: Formulation of the UNDP-GEF Project Document, CEO Endorsement Request, and Mandatory and Project Specific Annexes | 28,500 | 3,400 | 25,100 |
| Component C: Validation Workshop and Report | 1,500 | - | 1,500 |
| **Total** | **50,000** | **16,996** | **33,004** |

If at CEO Endorsement, the PPG activities have not been completed and there is a balance of unspent fund, Agencies can continue to undertake exclusively preparation activities up to one year of CEO Endorsement/approval date. No later than one year from CEO endorsement/approval date. Agencies should report closing of PPG to Trustee in its Quarterly Report.

## ANNEX D: Project Map(s) and Coordinates

## Please attach the geographical location of the project area, if possible.

## ANNEX E: Project Budget Table

## Please attach a project budget table.

| Expenditure Category | Detailed Description | Component (USDeq.) | Total (USDeq.) | Responsible Entity |
|---|---|---|---|---|

| | | *Component 1* | *Component 2* | *Component 3* | *Sub-Total* | *M&E* | *PMC* | | **(Executing Entity receiving funds from the GEF Agency) [1]** |
|---|---|---|---|---|---|---|---|---|---|
| | | ***Sub-component 1.1*** | ***Sub-component 2.1*** | ***Sub-component 3.1*** | | | | | |
| **Furniture/Equipment - Vehicle** | For office equipment such as computers, copy machines and desks. | | | | - | | 9,200 | 9,200 | MoNREP |
| **Furniture/Equipment** | For audio visual and communications cost. | | | | | | 4,335 | 4,335 | MoNREP |
| **Contractual Services-Companies** | $25,000 for EV market survey in support of national policy on sustainable transport promoting e-mobility (Output 1.1), $15,000 for gap analysis (Output 1.2) and $20,000 for feasibility study on rebate scheme for promoting purchase of electric vehicles (Output 1.5). | 60,000 | | | 60,000 | | | 60,000 | MoNREP |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Contractual Services-Companies** | $40,000 for feasibility study (Output 2.1), $700,000 for at least 3 super-fast charging stations supplied as a turnkey contract (Output 2.2). | | 740,000 | | | | | | |
| **Contractual Services-Companies** | $28,630 for Lessons Learned Study (Output 3.6). | | | 28,630 | | | | | |
| **Contractual Services-Imp Partn** | This includes Project Manager (PM) for 16, 16 and 6 weeks during Yrs 3, 4 and 5 @ US$550 per week. | 20,900 | | | 20,900 | | | 20,900 | MoNREP |
| **Contractual Services-Imp Partn** | This includes Project Manager (PM) for 22, 4, 2 and 2 weeks during Yrs 2 to 5 @ US$550 per week. | | 16,500 | | 16,500 | | | 16,500 | MoNREP |
| **Contractual Services-Imp Partn** | This includes Project Manager (PM) for 2, 4, 16 and 16 weeks during Yrs 2 to 5 @ US$550 per week. | | | 20,900 | 20,900 | | | 20,900 | MoNREP |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Contractual Services-Imp Partn** | PM involved in ?monitoring of indicators in project results framework? for 2 wks during Yrs 2 to 5 @ US$550 per week. | | | | | 4,400 | | 4,400 | MoNREP |
| **Contractual Services-Imp Partn** | This includes PM for 24, 26, 26 and 24 weeks for Yrs 2 to 5 @ US$550 per week. | | | | | | 55,000 | 55,000 | MoNREP |
| **International Consultants** | This includes consultancy services from the International Electric Vehicle Specialist (IEVS) @ US$800 per day for 2 weeks for Yr 3. | 8,000 | | | 8,000 | | | 8,000 | MoNREP |
| **International Consultants** | This includes consultancy services from the International Electric Vehicle Specialist (IEVS) @ US$800 per day for 2 weeks for Yr 2. | | 8,000 | | 8,000 | | | 8,000 | MoNREP |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **International Consultants** | This includes consultancy services from the International Electric Vehicle Specialist (IEVS) @ US$800 per day for 2 weeks for Yr 4. | | | 8,000 | 8,000 | | | 8,000 | MoNREP |
| **International Consultants** | International Evaluation Specialist (IES) for Terminal Evaluation (late in Yr 5). | | | | - | 24,000 | | 24,000 | MoNREP |
| **Local Consultants** | This includes Chief Technical Advisor (CTA) for 36, 26 and 16 wks in Yrs 3, 4 and 5 respectively @ US$500 per week and Gender Safeguards Officer (GSO) for 4, 4 and 2 wks for Yrs 3, 4 and 5 @ US$400 per week. | 43,000 | | | 43,000 | | | 43,000 | MoNREP |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Local Consultants** | This includes CTA for 16 wks in Yr 3 @ US$500 per week and GSO for 26 and 2 wks for Yrs 2 and 3 @ US$400 per week. | | 19,200 | | 19,200 | | | 19,200 | MoNREP |
| **Local Consultants** | This includes the CTA for 26 and 36 wks in Yr 4 and 5 @ US$500 per week and the GSO for 4 and 2 wks for Yrs 4 and 5 @ US$400 per week. | | | 33,400 | 33,400 | | | 33,400 | MoNREP |
| **Local Consultants** | This involves the GSO for 12 wks each year from Yrs 3 to 5@ US$400 per week (US$14,400). In addition, the costs for a National Evaluation Specialist to support the Terminal Evaluation in Yr 5 (US$9,000). | | | | | 23,400 | | 23,400 | MoNREP |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Local Consultants** | This includes the Admin and Financial Assistant (AFA) for 18, 18, 16 and 16 wks for Yrs 2 to 5 @ US$300 per week. | | | | | | 20,400 | 20,400 | MoNREP |
| **Trainings, Workshops, Meetings** | $15,000 for workshop and $6,000 for meetings to inform municipal governments of quotas and opportunities to purchase e-vehicles (Activity 1.3.1), $12,000 for 2 roundtables for municipalities to share draft strategies for meeting or exceeding EVs quotas (Activity 1.3.3). | 33,000 | | | 33,000 | | | 33,000 | MoNREP |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Trainings, Workshops, Meetings** | $8,000 for roundtable on MRV of GHG emission reductions from Project (Output 3.3), $20,000 for National EV Workshop (Output 3.4). | | | 28,000 | 28,000 | | | 28,000 | MoNREP |
| **Trainings, Workshops, Meetings** | Cost of the Inception Workshop in Yr 2. | | | | - | 4,680 | | 4,680 | MoNREP |
| **Travel** | Travel costs for participating on Global E-Mobility platforms. | 40,000 | | | 40,000 | | | 40,000 | MoNREP |
| **Travel** | Travel expenses to secondary towns where 2 of the pilot super-fast charging stations are to be located. | | 3,000 | | 3,000 | | | 3,000 | MoNREP |
| **Travel** | Travel expenses related to traveling to various secondary towns. | | | 3,000 | 3,000 | | | 3,000 | MoNREP |
| **Office Supplies** | Budget set up for office supplies used in PMU. | | | | - | | 11,000 | 11,000 | MoNREP |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Other Operating Costs** | $25,000 for long-term contract for audio-visual products from a vendor (Output 3.5). | | | 25,000 | 25,000 | | | 25,000 | MoNREP |
| **Other Operating Costs** | Budget set up for Project financial audit. | | | | - | | 3,000 | 3,000 | MoNREP |
| | | | | | - | | | - | MoNREP |
| | | | | | - | | | - | MoNREP |
| | | | | | - | | | - | MoNREP |
| **Grand Total** | | 204,900 | 786,700 | 146,930 | 1,138,530 | 56,480 | 102,935 | 1,297,945 | |

**ANNEX F: (For NGI only) Termsheet**

Instructions. Please submit an finalized termsheet in this section. The NGI Program Call for Proposals provided a template in Annex A of the Call for Proposals that can be used by the Agency. Agencies can use their own termsheets but must add sections on Currency Risk, Co-financing Ratio and Financial Additionality as defined in the template provided in Annex A of the Call for proposals. Termsheets submitted at CEO endorsement stage should include final terms and conditions of the financing.

**ANNEX G: (For NGI only) Reflows**

Instructions. Please submit a reflows table as provided in Annex B of the NGI Program Call for Proposals and the Trustee excel sheet for reflows (as provided by the Secretariat or the Trustee) in the Document Section of the CEO endorsement. The Agencys is required to quantify any expected financial return/gains/interests earned on non-grant instruments that will be transferred to the GEF Trust Fund as noted in the Guidelines on

the Project and Program Cycle Policy. Partner Agencies will be required to comply with the reflows procedures established in their respective Financial Procedures Agreement with the GEF Trustee. Agencies are welcomed to provide assumptions that explain expected financial reflow schedules.

**ANNEX H: (For NGI only) Agency Capacity to generate reflows**

Instructions. The GEF Agency submitting the CEO endorsement request is required to respond to any questions raised as part of the PIF review process that required clarifications on the Agency Capacity to manage reflows. This Annex seeks to demonstrate Agencies? capacity and eligibility to administer NGI resources as established in the Guidelines on the Project and Program Cycle Policy, GEF/C.52/Inf.06/Rev.01, June 9, 2017 (Annex 5).