PROJECT IMPLEMENTATION REPORT

Project ID:	10274
Project Name:	Support the Shift to Electric Mobility in the Seychelles
Countr(ies):	Seychelles
Implementing Agency:	UNEP

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I. Overview

A. Description

Project name
Support the Shift to Electric Mobility in the Seychelles

Country
Seychelles

GEF ID	Implementing Agency
10274	UNEP

Executing Entity
Ministry of Transport (Department of Land Transport)

Trust Fund	Project Type
GET	MSP

PIR Submission	Fiscal Year , PIR Number
9/2/2025	FY 2025 , 3rd PIR

Objective
Mitigate GHG emissions by accelerating the introduction of electric mobility in Seychelles through demonstration in public transportation, capacity building, and preparation of upscaling and replication through development of adequate electric mobility policies and financing concepts.

B. Ratings and Disbursements

Implementation Progress	Development Objective
Satisfactory	Satisfactory

Overall risk
Moderate Risk

Project Financing	Cumulative Disbursement
461,850.00	286,456.00

C. Key Dates

CEO Endorsement/Approval	Agency Approval
6/8/2021	10/15/2021

Implementation Start 10/15/2021	First Disbursement 2/10/2022
Expected MTR	Actual MTR
Expected Completion 9/30/2026	Actual Completion

II. PROGRESS STATUS AND ISSUES

A. Progress: Information on progress and outcomes of project implementation activities

Rating towards outcomes:
While it is still early to assess progress against final targets, the project remains on track for completion by its September 2026 technical deadline. Project activities that are independent on the acquisition of the demonstration of e-buses have been completed or nearing finalization. As such, the project's likelihood of reaching the expected outcomes is rated as "**Satisfactory**".

Rating towards outputs:
The National Inter Sectorial Electric Mobility Steering Committee has been established and met two times during the reporting period (28th November 2024 and 4th February 2025) to review progress achieved, discuss on upcoming project activities and provide feedback on the deliverables submitted by the international experts. The national electric mobility strategy and policy package have been drafted, shared with members of the committee and are currently being finalized by the experts. The feasibility study on Extended Producer Responsibility (EPR) and end-of-life (EOL) management for EV lithium batteries has been prepared and is under review. In addition, the assessment of future EV energy demand and renewable energy integration is nearly finalized, complementing the IRENA study. Though the ground work has been prepared for the pilot phase, the acquisition of the demonstration e-buses is yet to be concluded. While the financing has been secured for the pilot e-buses, the lengthy procurement process is impacting on the acquisition process. Assuming no further delays, the final report on the demonstration project is scheduled for submission in September 2026. Consequently, the e-bus upscaling financing concept is yet to start given that it relies on evidence from the pilot regarding vehicle performance, energy use, maintenance and institutional capacity. Therefore, the overall timeline for achieving these outputs hinges on how swiftly the demonstration buses can be procured and are operational. Based on the situation, the project progress towards achieving the outputs is rated as "**Satisfactory**".

Overall risk rating:
The pilot phase of the project is yet to be started with delays encountered in the acquisition of the demonstration e-buses. As such, the project is currently rated as "**Moderate**" Risk and a plan of action as part of this report has been prepared in Section 4 of the PIR.

B. Challenges: Information on challenges of project implementation activities

Despite steady overall progress, several interconnected challenges continue to slow implementation. Foremost is lingering uncertainty around the procurement timeline for the demonstration electric buses: delivery of the two Indian-financed pilot buses depends on the Seychelles Public Transport Corporation, while the hoped-for

donation of 20 Chinese buses has stalled, depriving the project of a larger proof-of-concept fleet. Governance hurdles compound these delays, frequent turnover among Project Steering Committee members and uneven attendance have interrupted continuity, while limited participation by some key stakeholders in workshops has hampered inclusive decision-making, weakened ownership of outputs, and delayed consensus on reforms. Data-sharing gaps have further constrained timely analysis, compromising the quality of technical studies that underpin investment and policy choices. Taken together, these procurement, coordination and data-flow issues have slowed visible demonstration activities, pushing back milestones needed to translate the strategy and policy work, now largely drafted and under review, into tangible on-the-ground results. Maintaining momentum therefore hinges on expediting bus procurement, stabilizing committee membership, broadening stakeholder engagement, and securing timely data contributions so that forthcoming implementation phases can proceed on schedule toward the September 2026 completion target.

C. Stakeholder Engagement

Over the past year, the Executing Agency strengthened collaboration with national ministries, public and private sectors, academia, civil society, and international partners. Local stakeholders showed strong commitment, with high participation in consultation workshops.

Coordination with the Ministry of Finance's National Planning Department and the NDC Partnership ensured e-mobility was integrated into Seychelles' National Development Goals, NDC, and Long-Term Low-Emission Development Strategy. The Ministry of Agriculture, Climate Change and Environment also supported key capacity-building efforts.

Two national workshops in November 2024—on e-mobility strategy (6th) and battery management (7th)—helped build consensus on policy reforms and enhanced cross-sectoral capacity. Project Steering Committee meetings were held on 28 November 2024 and 4 February 2025.

CENEX supported implementation through two country visits, facilitating workshops and consultations with strong local engagement. It also worked closely with IRENA, responsible for finalizing a techno-economic plan for transport electrification and renewable energy integration.

The GEF–UNEP project's visibility attracted further support. Under the Global MOU on Zero-Emission Medium- and Heavy-Duty Vehicles, Seychelles received capacity-building on policy and regulation. The Agency also engaged with UNDP, COMESA, ISA, IEA, UNFCCC, and others to expand knowledge and address gaps.

Collaboration with the International Council on Clean Transportation (ICCT) is underway to develop supply-side regulations, while the Commonwealth and Deloitte are supporting a business case for transport electrification. Work with international Electro-Technical Commission (IEC) and the Seychelles Bureau of Standards is advancing EV standards adoption.

At COP29, Seychelles' delegation, led by the Vice President, secured UK support for technical assistance on supply-side regulations, with the approach currently under development.

D. Gender Equality

Gender equality and women's empowerment remain central to the Seychelles electric-mobility project. Women are included in stakeholder consultations, training programme and decision-making forums. Gender considerations are mainstreamed across every project component, including the national e-mobility strategy

now nearing completion. The strategy contains both a dedicated section and specific references integrated into the vision, guiding principles and implementation actions. However, the strategy also acknowledges gaps in gender-disaggregated data and calls for more targeted efforts to ensure equitable outcomes. The strategy includes a specific section titled "2.7 Gender-sensitivity", which highlights the importance of addressing gender disparities in the transport sector. The vision and strategic principles (Section 6) explicitly commit to a just and gender-inclusive transition. The action plan section mentions the integration of gender-responsiveness in strategy implementation. Finally, the strategy acknowledges that public transport decarbonization can deliver gender-positive impacts, particularly for women who are less likely to own private vehicles.

Women hold 40 percent of the seats on the Project Steering Committee and accounted for 38 percent of participants in the e-mobility-strategy workshop held on 6 November 2024 and 36 percent in the battery-management workshop held on 7 November 2024, underscoring the project's commitment to equitable representation in both governance and technical activities.

Although women constitute a majority of the national workforce, they are still under-represented in the more physically demanding roles common in the transport and energy sectors, while remaining well represented in managerial and decision-making posts.

Challenges persist, many women are heads of households and are single parent, struggle to leave their families for extended periods, and none were ultimately able to attend the Africa E-Mobility Week in September 2024 despite initial nominations. Even so, the project's gender-inclusive approach supports Seychelles' broader commitments to equity and enhances the long-term impact and sustainability of the transition to electric mobility.

The CTA will continue to implement and monitor the gender mainstreaming activities outlined in the project's Gender Action Plan, and report on them in the next July-December 2025 Half-Yearly Progress Report and in the 2026 PIR.

E. Knowledge Management

Regional and International Engagements on E-Mobility and Decarbonization:

- **Africa E-Mobility Week (Nairobi, 18–19 Sept 2024):** Representatives from Seychelles Public Transport Corporation and the Department of Land Transport joined delegates from African cities to discuss challenges and goals for electric mobility, focusing on policy, industry, investment, and ecosystem.
- **UNFCCC- US EPA Remote Training (28–31 Oct 2024):** The CTA participated in a training on sustainable national GHG inventory systems, covering transport and energy sectors. The session addressed data gaps and aimed to strengthen inventory quality.
- **CESC & EVI Webinar (16 Jan 2025):** The CTA joined a global webinar on EV infrastructure and tools for emerging economies. Topics included planning, grid integration, and tools like NREL's EVI-Pro and IEA's load profile tool, with insights from CESC's technical assistance.
- **Africa E-Bus Workshop (Durban, 11–14 Feb 2025):** The CTA represented Seychelles in a workshop with city officials, banks, and technical agencies. Discussions covered deployment strategies, charging and grid integration, business models, total-cost-of-ownership analysis, battery circularity, and renewable energy integration.
- **Seychelles Transport Decarbonization Study (March–June 2025):** The Commonwealth and Deloitte, with CTA as focal point, developed an investment-grade business case for decarbonizing

Seychelles' transport sector comparing BAU and net-zero pathways by 2050. The draft report outlines capital needs, socio-economic benefits, and policy reforms to attract investment.

- **ZEBRA Webinar (15 Apr 2025):** The CTA participated in a session on electric bus deployment in Africa, sharing insights from the "Building Visibility on Electric Bus Initiatives in Africa" study and lessons from Latin America, India, and the TUMI e-bus mission.
- **International Solar Alliance (ISA) Stakeholder Workshop (24 Apr 2025):** The CTA contributed to discussions on solar-powered mobility for LDCs and SIDS. ISA presented its Solar EV Ecosystem Readiness Assessment (SEERA) framework and interim findings from its "Charging for Change" report, identifying pilot-ready African countries.
- **Global EV Outlook 2025 Webinar (15 May 2025):** The CTA engaged with IEA experts and stakeholders to discuss key findings from the Global EV Outlook 2025 report.
- **Global MOU Summit (Arnhem, 2–4 June 2025):** Representing Seychelles, the CTA attended a summit on zero-emission medium- and heavy-duty vehicles. Key themes included Electric Vehicle Availability Standards (EVAS) policy frameworks, inclusive transition strategies, and innovative financing tools.
- **National Electrotechnical Committee (NEC) Workshop (24 June 2025):** The Seychelles Bureau of Standards, in partnership with the International Electrotechnical Commission (IEC), hosted a workshop introducing the National Electrotechnical Committee (NEC) as a platform for aligning national standards with IEC international standards. The session also explored IEC's role in advancing e-mobility. The CTA was among the participants.
- **Zero Emission Vehicle (ZEV) Island Taskforce Meetings (July 2024–March 2025):** The Taskforce convened multiple times to assess progress on ZEV adoption across island nations. Discussions covered strategy development, regulations, infrastructure planning, and financing. Participants shared case studies, the Multi-Country Action Plan and Policy Tracker, and explored pilot support in areas such as vehicle assessments, feasibility studies, and technical training.

The EV Global Programme facilitated a range of events, knowledge-sharing sessions, and capacity-building activities that contributed to enhanced understanding of electric mobility, energy transition, and battery end-of-life (EOL) management among the stakeholders. A key area of focus was on lithium-ion battery technology, reuse and repurposing, recycling processes, and the implementation of Extended Producer Responsibility (EPR) frameworks. Additional learning centered on electric bus planning, procurement methods, contractual arrangements, and operational models. These insights were further reinforced by the value of networking, which enabled access to international expertise, innovative solutions, and financing opportunities. The experience also underscored the importance of inclusive stakeholder consultation and sound policy development in shaping a sustainable and resilient electric mobility ecosystem.

III: Minor Amendments

CONTEXT	
Result Framework	
Components and Cost	

Institutional And Implementation Arrangements	
Financial Management	
Implementation Schedule	Budget and workplan revised to provide additional 6 months for the demonstration phase after the acquisition of the e-buses planned for December 2025. Accordingly, the project technical completion date is now 30 September 2026.
Executing Entity	
Executing Entity Category	
Minor Project Objective Change	
Safeguards	
Risk Analysis	
Increase of GEF Financing up to 5%	
Co-Financing	
Location of Project Activity	
others	

IV: Geographic Coordinates of Project Activities

Location Name	Latitude	Longitude	GeoName ID
Mahe, Seychelles	-4.67643	55.47426	241,274

Location Description:

Activity Description:

V. ANNEX

Uploaded Document

Document Category	Title
M and E Document	10274_PIR_UNEP_2025-Seychelles E-mobility