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
8/20/2026	FY 2026 , 4th 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
Low Risk

Project Financing	Cumulative Disbursement
461,850.00	348,399.78

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: Progress toward the project's four outcomes is strong overall. Outcome 1 (institutional framework and gender-sensitive strategy) is rated Satisfactory, with the National Inter-Sectorial E-Mobility Steering Committee active (40% female membership) and the electric mobility strategy substantially advanced, though its finalization has been extended to align with the updated NDC 3.0 target and the new government's 2026–2030 transport electrification priorities. Outcome 2 (demonstration and barrier removal) is rated Satisfactory, with SPTC having procured the two pilot electric buses and associated charging infrastructure, both progressing and set to become operational following the buses' arrival on 17 July 2026. Outcome 3 (removing barriers through financing concepts and policy submission) is rated Satisfactory, as the policy and regulatory package (standards, import tax scheme) has been validated, while work on financing concepts for e-mobility replication and upscaling has not yet started, as it depends heavily on real-world data from the pilot project. Outcome 4 (long-term environmental and economic sustainability) is rated Satisfactory, with the battery EPR framework and IRENA renewable energy integration study both completed. As such, the project's likelihood of reaching the expected outcomes is rated as 'Satisfactory.'

Rating towards outputs: Output delivery is progressing well across most components, with the majority of deliverables under Components 1, 3 and 4 fully or substantially completed, often exceeding planned targets, and Component 2 demonstration-related outputs (bus and charging infrastructure procurement, communications campaign) advancing. However, outputs under Deliverable 3.1 (e-bus upscaling workshop, feasibility study for additional corridors, and technical specifications) remain constrained, as they are contingent on data and lessons from the pilot e-bus operations, which have been delayed pending the pilot buses' arrival on 17 July 2026. Based on the situation, the project progress towards achieving the outputs is rated as 'Satisfactory.'

Overall risk rating: With the primary risk — uncertainty around the procurement and delivery of the two demonstration electric buses — now resolved (the buses have been procured, shipped, and are expected to arrive in Seychelles on 17 July 2026), the project's overall risk rating has been downgraded from Moderate to 'Low,' as no new risks were identified during the current reporting period. In addition, the project team is at present working on a workplan and budget revision to extend the project activities until 31 December 2026 so as to allow sufficient time for the pilot phase – adequate data and information will be available for the replication and final report while the operational completion date is being extended to 31 March 2027 to ensure all final reporting requirements are met.

B. Challenges: Information on challenges of project implementation activities

The main challenge affecting implementation during the past fiscal year has been the extended timeframe for procuring the two pilot electric buses, which had a cascading effect on downstream deliverables under Components 2 and 3, including the operational monitoring period, field visits, technical specifications for corridor expansion, and the e-bus upscaling and feasibility work, all of which depend on data generated once the buses become operational following their arrival on 17 July 2026. This has also affected the achievement of the GEF core indicators, which are heavily dependent on the completion of the pilot phase, that is the remaining project activities. Coordinating multi-stakeholder engagement also proved challenging, particularly limited responsiveness from stakeholders during review of the draft e-mobility policy package, and the need to sustain cross-agency coordination. On the technical side, incorporating stakeholder feedback into regulatory and fiscal frameworks including EV/charging technical standards, the CO2-based import tax scheme, and the battery Extended Producer Responsibility (EPR) scheme required iterative consultation and adaptation of international best practices to Seychelles' specific national context. A further significant challenge emerged from external developments requiring substantial revision of the electric mobility strategy: the need to recalculate modelling scenarios, projections, and emissions pathways following the clarification of the national EV target under NDC 3.0 (30% of the total national fleet rather than on new registrations by 2030), combined with the change in government administration, which introduced a new, more ambitious policy direction for transport electrification that the strategy must now be updated to reflect. Collectively, these challenges reflect a mix of external procurement and political/policy factors rather than internal implementation shortfalls, and are being actively managed through revised workplans, close consultant coordination, and continued Project Steering Committee oversight. The project team is at present working on a workplan and budget revision to extend the project technical completion date to 31 March 2027 as a mitigation action to these delays so as to ensure sufficient time for the pilot phase and adequate data and information is available for the activities/ reports which are dependent on the pilot phase.

C. Stakeholder Engagement

Progress: The National Inter-Sectorial Electric Mobility Steering Committee has remained active, with 40% female membership and a meeting held on 7 October 2025 to review progress. Government ministries have engaged consistently across all four components: the Department of Trade and Ministry of Finance contributed to the CO2-based import tax scheme; the Seychelles Bureau of Standards partnered with the International Electrotechnical Commission on EV technical standards; SPTC and PUC participated directly in bus and charging infrastructure procurement and international exchange visits (Mauritius, India); and consultation workshops demonstrate sustained multi-ministerial and gender-balanced participation. Private sector engagement has also materialized concretely, notably through the Motor Vehicle Importers and Ashok Leyland (manufacturer of the two pilot electric buses), while international partners, UNEP's Global E-Mobility Programme, C40 Cities, TUMI, IRENA, and the Africa E-Mobility Week/Paratransit Study Tour platforms, have provided capacity-building and technical collaboration consistent with the 'International Organizations' stakeholder group envisaged at design.

Challenges: Some elements of the original engagement plan remain less developed. Engagement with the Financiers group (Seychelles Pension Fund, PIDG, AfDB) identified at CEO endorsement as potential investment partners has not been substantively reported on in recent implementation, suggesting this stream of stakeholder engagement has lagged relative to government and manufacturer engagement. Additionally, the draft e-mobility policy package review process was challenged by limited stakeholder responsiveness, despite repeated outreach, underscoring a recurring engagement gap in translating broad institutional buy-in into substantive technical feedback. Academia's role, envisioned modestly through the University of Seychelles, has not been prominently reflected in recent reporting beyond general workshop participation.

Outcome: Overall, stakeholder engagement across Government and international/manufacturer partnerships have exceeded the engagement levels envisaged at design in terms of frequency and diversity of platforms (regional, global, and bilateral). However, engagement with private financiers and deeper private-sector investment partnerships, a specific ambition noted in the CEO Endorsement Document given SPTC's anticipated shift toward a public-private partnership

model, has not yet been realized to the same extent, representing an area warranting continued attention as the project moves toward its pilot operational phase and eventual scale-up financing discussions.

D. Gender Equality

Progress: Implementation has met or exceeded most quantitative targets. The National Inter-Sectorial Electric Mobility Steering Committee currently comprises 40% female members, surpassing the 30% target set at CEO endorsement. Gender-disaggregated attendance has been consistently tracked and reported across workshops: women represented 35% of participants in the November 2024 e-mobility policy/standards workshop, 36% in the November 2024 battery management/EPR workshop, and 38% in e-mobility strategy workshops, all meeting or exceeding the 30% threshold for consultation meetings. Cumulative project beneficiaries disaggregated by gender stand at 55 women and 68 men (123 total, ~45% women) to date, reflecting reasonably balanced participation across capacity-building activities. The national e-mobility strategy itself has incorporated gender considerations as intended, and gender mainstreaming continues to be captured in progress and PIR reporting, consistent with the biannual reporting commitment.

Challenges: Component 2 commitment to monitor e-bus ridership by gender (deliverable 2.2.3) has not yet commenced, as it is contingent on the pilot buses becoming operational; the pilot buses are only now expected to arrive on 17 July 2026, meaning this specific gender indicator, a core, transport-specific element of the Gender Action Plan given the CEO Endorsement Document's emphasis on how women experience mobility differently from men, has faced the same downstream delay affecting other Component 2 and 3.1 deliverables tied to the demonstration project.

Outcome: Gender mainstreaming has been a consistent area of strong performance for participation and representation targets (steering committee composition, workshop attendance, and overall beneficiary balance), with actual outcomes exceeding the 30% target across the board. However, the project has not yet been able to deliver on the more transport-specific gender outcome, evidence on how women and men use the demonstrated e-buses differently, since this depends on pilot bus operations that are only just beginning. As the demonstration project moves into its operational phase from July 2026, close attention to implementing gender-disaggregated ridership monitoring will be needed to fully realize the Gender Action Plan's Component 2 commitment before project closure in March 2027.

E. Knowledge Management

The project has delivered substantial knowledge products across all four components, largely consistent with the approach set out at CEO Endorsement. Under Component 1, the CTA and National Project Director have maintained active participation in Global Programme platforms, including the Global MoU Summit, EV Global Program webinars, and the Africa E-Mobility Week, though the planned compilation report on best practices and lessons learned has not yet been finalized, as it is intended to draw on results from across the project's full lifecycle. The gender-sensitive national e-mobility strategy is well advanced but is undergoing further revision to reflect the updated NDC 3.0 target and the new government's 2026–2030 priorities, with completion expected by July/August 2026. Component 3 has produced two completed and externally shared knowledge products, EV/charging technical standards and a CO2-based vehicle import tax scheme, both validated and submitted to UNEP in 2025, while the originally planned SPTC subsidy scheme was discontinued as it is no longer necessary, and technical specifications and an implementation plan for fleet scale-up remain pending, dependent on data from the pilot buses arriving in July 2026. Component 4 has completed two major products: the battery EPR/end-of-life management assessment and the IRENA renewable energy integration study. Component 2's knowledge outputs have

evolved into the pilot's procurement and infrastructure deliverables, with the capstone final demonstration report due in early 2027 once the pilot buses complete their operational monitoring period.

The main challenge is sequencing: several remaining knowledge products depend on pilot bus operational data, and with the buses arriving only in July 2026, there is a compressed window before project closure to generate and disseminate this evidence.

Overall, the project has generated and validated substantial technical and policy knowledge, particularly in regulatory standards, fiscal policy, and sustainability, largely on or ahead of schedule, with the remaining pilot-dependent products well positioned for completion in the project's final months.

III: Minor Amendments

CONTEXT	
Result Framework	
Components and Cost	
Institutional And Implementation Arrangements	
Financial Management	
Implementation Schedule	A budget and workplan revision are under preparation to extend the operational completion date to 31 March 2027, to allow activities related to the e-bus pilot activities to be fully completed.
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_2026_EM_Seychelles_FY26_Final