

Support the Shift to Electric Mobility in the Seychelles

Review CEO Endorsement and Make a recommendation

Basic project information

GEF ID

10274

Countries

Seychelles

Project Name

Support the Shift to Electric Mobility in the Seychelles

Agencies

UNEP

Date received by PM

3/31/2021

Review completed by PM

5/3/2021

Program Manager

Patricia Marcos Huidobro

Focal Area

Climate Change

Project Type

MSP

PIF □ **CEO Endorsement** □

Part I ? Project Information

Focal area elements

1. Does the project remain aligned with the relevant GEF focal area elements as presented in PIF (as indicated in table A)?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes. The proposed Seychelles child project is aligned with GEF Climate Change Mitigation focal area (CCM-1-2) as presented in the parent PFD.

Agency Response
Project description summary

2. Is the project structure/design appropriate to achieve the expected outcomes and outputs as in Table B and described in the project document?

Secretariat Comment at CEO Endorsement Request
PM: 05/03/2021

Cleared. Thank you for highlighting in yellow the updated sections of the PDF version of the project.

PM: 4/22/2021

No. The proposed structure is considered adequate to achieve the project's objective and core indicators. It is also in line with other national projects proposed under the Program.

Please address the following comment:

- The co-financing portion of the PMC is low. Please either increase the co-financing portion of the PMC or decrease the GEF PMC portion, so the ratio Co-financing PMC/GEF PMC is close to 10:1.

Agency Response

30 April 2021

The PMC co-finance amount has now been increased to US\$ 183,000, in line with the reviewer's requirement.

Note: for ease of reference, all edits have been highlighted in yellow in the updated PDF version of the Seychelles e-mobility project CEO Endorsement Document uploaded on the ?Documents? section of the GEF portal.

3. If this is a non-grant instrument, has a reflow calendar been presented in Annex D?

Secretariat Comment at CEO Endorsement Request

PM: 4/22/2021

N/A

Agency Response

Co-financing

4. Are the confirmed expected amounts, sources and types of co-financing adequately documented, with supporting evidence and a description on how the breakdown of co-financing was identified and meets the definition of investment mobilized, and a description of any major changes from PIF, consistent with the requirements of the Co-Financing Policy and Guidelines?

Secretariat Comment at CEO Endorsement Request

PM: 05/03/2021

Cleared.

PM: 4/22/2021

No. Please address the following comments:

- The current ratio GEF Resources/Co-Financing Mobilized stands at 1:3, and does not meet the 1:7 average ratio of level of ambition, as per the Co-Financing Policy and Guidelines. While the GEF understand the difficulties in reaching the co-financing

rations given the current pandemic scenario, specifically for SIDS, we kindly request UNEP to provide documented evidences on the fund-raising efforts of the project.

- In line with the comment above, the minutes of the Stakeholders workshop mentions that EC Solutions industry partner will provide \$60k in co-financing. We understand this is investment mobilized for the EV chargers provided by EC Solutions to this child project. Please clarify where the project stands on this additional co-financing from EC Solutions and, if applicable, update the document and provide a documented evidence.

- If further progress has been made on the discussions with China for the supply of 22 electric buses, please include it in the updated proposal. If the commitment from China is confirmed, we are wondering whether UNEP could include all or part of China's contribution as co-financing.

- Due to a change in administration, there is a mismatch in the name of the Ministries. The document mentions Ministry of Agriculture, Climate Change & Environment while the co-financing letter mention the Ministry of Environment, Energy and Climate Change. Please add a footnote in the document clarifying this change in the name of the line Ministry.

Agency Response

30 April 2021

- We would like to mention that at the time of the PFD submission, the Seychelles concept note had been approved by the GEF with a total estimated co-finance amount of US\$ 1,496,000, and that during the project preparation phase the project development team managed to increase the amount of co-finance committed to US\$ 1,866,000 (i.e. + 25%).

Regarding fundraising efforts, during the project development phase the Ministry of Transport and SPTC have highlighted their strong interest to further invest in electrification of the SPTC bus fleet. At the time of project submission, budgetary discussions are still ongoing, also with regards to fleet renewal plans. In addition, UNEP has been in direct exchange with the Chinese e-bus manufacturer BYD, which is involved in the discussions around the possible donation of e-buses as part of a bilateral development agreement between the Seychelles and China. Finally, the discussions regarding the SOLUTIONSplus co-finance are still underway (refer to paragraph below).

- The potential co-finance to be mobilized by the ECSOLUTIONSplus project would indeed be to provide EV charging equipment during the demonstration of the electric bus in the Seychelles. At this point in time the discussions are still at an early stage, so we were not able to obtain a co-finance letter yet.

- No further progress has been made in the discussions between the governments of Seychelles and China for the supply of the 22 e-buses. The status remains the same as described in Box 1 of the CEO Endorsement Document (page 18). We are therefore not able to provide a co-finance letter for this future contribution at the time of submission of the CEO Endorsement Document to the GEF.

- The re-submission package now includes an updated co-finance letter from the Ministry of Agriculture, Climate Change & Environment, with the right title in the letterhead.

GEF Resource Availability

5. Is the financing presented in Table D adequate and does the project demonstrate a cost-effective approach to meet the project objectives?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Project Preparation Grant

6. Is the status and utilization of the PPG reported in Annex C in the document?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Core indicators

7. Are there changes/adjustments made in the core indicator targets indicated in Table E? Do they remain realistic?

Secretariat Comment at CEO Endorsement Request
PM: 05/03/2021

Cleared.

PM: 4/22/2021

No. The project is using the same methodology as for other national child projects. Please address the following comments:

- To facilitate the traceability of the GHG estimation, in the next round of comments please provide an excel sheet with the GHG calculations and the source of the assumptions.

- Table "Total top down emission mitigation potential" in page 51 cannot be seen.
Please revise accordingly.

Agency Response

30 April 2021

- The excel files with detailed calculations have been uploaded in a zip file on the "Documents" section of the Portal. The file is named: "EM Seychelles_GHG calculations worksheets.zip".

Please note there is 1 excel file for the calculations related to light duty vehicles and 1 excel file for calculations related to buses. You will find all the input assumptions in the sheet called "Input" including technology uptake for e-mobility scenario. All the scenario modelling results can be found in the sheet "Output graphs", "Output tables", and "Results for PPG". Finally, it is noteworthy to mention that the summary table combining the GHG emission reductions related to LDVs and buses can be found in the "Results for PPG" tab of the LDV calculator worksheet (table highlighted in red).

- The table "Total top down emission mitigation potential" in the PDF version of the CEO Endorsement Document is complete.

Part II "Project Justification"

1. Is there a sufficient elaboration on how the global environmental/adaptation problems, including the root causes and barriers, are going to be addressed?

Secretariat Comment at CEO Endorsement Request

PM: 05/03/2021

Cleared.

PM: 4/22/2021

No. Please address the following comments:

- Seychelles electricity matrix depends heavily on fossil fuels (i.e. 97% of the power generation capacity). Despite its heavy reliance on imported diesel, the project shows achievements in GHG reductions when compared with the BAU scenario of using internal combustion vehicles (ICV). The project describes on-going renewable energy initiatives in the country that are extremely important for the long-term sustainability of the project and the overall low-carbon EM sector in Seychelles. When updating the document, please add the specific dates for the commissioning (if available) of the 15.8 MW solar PV, the 5 MW solar PV with battery storage and the 4 MW floating PV projects.

- Also, under the "Innovativeness" section (page 52) the document mentions that the project looks the use of mobility as energy storage using innovative concepts such as net metering. However, net metering is not further mentioned in the document. Please describe what is the current policy in place for the implementation of net metering in Seychelles, since net metering could play an important role in the development of distributed energy resources in the country, ultimately contributing to greening the energy grid.

Agency Response

30 April 2021

- The dates for the commissioning of the 5 MW Ile de Romainville Solar Park are not available. Regarding the 5.8 MW floating PV project, the commissioning of the power plant should occur during year 2021 (refer to page 16 of the PDF version of the CEO Endorsement Document).

Finally, please also note that the 15.8 MW figure for solar PV comes from a mitigation action target mentioned in Seychelles' Nationally Determined Contributions (NDC) ? it is not related to a specific PV project.

- The Terminal Evaluation Report of the UNDP implemented GEF project ?Grid-Connected Rooftop Photovoltaic Systems, Seychelles? (GEF Project ID: 4164, GEF PMIS ID: 4052, UNDP Project ID (PIMS): 4331 Atlas Award ID: 00065515, Atlas Project ID: 81971) states that "[?] *although the PV net-metering support scheme has not been formalized in legislation yet, it has been approved by the Government/SEC [Seychelle Energy Commission], and it is implemented effectively by the PUC [Public Utilities Corporation]?* During the project's inception phase, it will be further evaluated whether the PV net-metering support scheme has been formalized in legislation since the publication of the UNDP Terminal Evaluation report (2016). The reference has been added in the ?Baseline scenario? section (page 15 of the PDF version of the CEO Endorsement Document).

2. Is there an elaboration on how the baseline scenario or any associated baseline projects were derived?

Secretariat Comment at CEO Endorsement Request

PM: 4/22/2021

Yes.

Agency Response

3. Is the proposed alternative scenario as described in PIF/PFD sound and adequate? Is there sufficient clarity on the expected outcomes and components of the project and a description on the project is aiming to achieve them?

Secretariat Comment at PIF/Work Program Inclusion

PM: 05/03/2021

Cleared.

PM: 4/22/2021

No. The project is very well structured and the components focus on the main barriers to be addressed for a sustainable electromobility sector in Seychelles, ranging from legal to institutional, regulatory, a pilot demonstration, battery recycling/reuse and financial mechanisms. The description of the components, outcomes and outputs is very comprehensive.

Please address the following comment:

- However, the project falls short in describing the potential local barriers of moving towards a PPP approach (as intended by the utility), as well as identifying potential financiers. What kind of innovative financial schemes and business models would be required to de-risk investment and attract private investors? Please elaborate this point further in the proposal as this is key to ensure scalability and future sustainability of the EM sector in Seychelles.

Agency Response

30 April 2021

- A paragraph related to investment and financing barriers has been included in the 'Global environmental problem, root causes and barriers' section of the CEO Endorsement Document.

Additional text on potential financial schemes and business models to de-risk investment in electric buses has also been added to the description of Output 3.3 in the 'Proposed alternative scenario' section.

4. Is there further elaboration on how the project is aligned with focal area/impact program strategies?

Secretariat Comment at CEO Endorsement Request

PM: 4/22/2021

Yes.

Agency Response

5. Is the incremental reasoning, contribution from the baseline, and co-financing clearly elaborated?

Secretariat Comment at CEO Endorsement Request

PM: 05/03/2021

Cleared.

PM: 4/22/2021

Yes, with clarifications. Please see comment on co-financing ratio above.

Agency Response

30 April 2021

- The earlier comment on co-financing ratio has been addressed.

6. Is there further and better elaboration on the project's expected contribution to global environmental benefits or adaptation benefits?

Secretariat Comment at CEO Endorsement Request

PM: 05/03/2021

Cleared.

PM: 4/22/2021

No. We understand a detailed Theory of Change was provided for the parent project. However, please provide a Theory of Change for this child project so the the proposal provides a better understanding on how change is expected to happen in the EM in Seychelles.

Agency Response

30 April 2021

- The Theory of Change diagram has now been included at the end of the section ?3) Proposed alternative scenario?.

7. Is there further and better elaboration to show that the project is innovative and sustainable including the potential for scaling up?

Secretariat Comment at CEO Endorsement Request

PM: 05/03/2021

Cleared.

PM: 4/22/2021

Yes, with clarifications. Please see comment above on the request for further information on the innovative financial mechanisms and business models to attract the private sector.

Agency Response

30 April 2021

- Please refer to our response to comment number 3 above.

Project Map and Coordinates

Is there an accurate and confirmed geo-referenced information where the project intervention will take place?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Child Project

If this is a child project, is there an adequate reflection of how it contributes to the overall program impact?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Stakeholders

Does the project include detailed report on stakeholders engaged during the design phase? Is there an adequate stakeholder engagement plan or equivalent documentation for the implementation phase, with information on Stakeholders who will be engaged, the means of engagement, and dissemination of information?

Secretariat Comment at CEO Endorsement Request
PM: 05/03/2021

Cleared.

PM: 4/22/2021

No. Please address the following comments:

- The CEO Endorsement document does not mention the virtual stakeholders' consultations of March 3, 2021 (minutes of the consultation have been attached). Please update the stakeholder section of the document to add more information on the event, number of participants and main outcomes.
- Please, if feasible, add existing/potential private financiers to the list of stakeholders as they are key for the identification and design of sustainable and innovative financial schemes and business models.

Agency Response

30 April 2021

- A paragraph on the virtual validation workshop held on 3 March has been added in the 'Stakeholders' section, providing a brief overview on the event, including the number of participants and main outcomes.
- Potential private financiers to be engaged during the project's implementation have been added in the 'Stakeholders' section and in the Stakeholder Engagement Plan matrix.

Gender Equality and Women's Empowerment

Has the gender analysis been completed? Did the gender analysis identify any gender differences, gaps or opportunities linked to project/program objectives and activities? If so, does the project/program include gender-responsive activities, gender-sensitive indicators and expected results?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Private Sector Engagement

If there is a private sector engagement, is there an elaboration of its role as a financier and/or as a stakeholder?

Secretariat Comment at CEO Endorsement Request
PM: 05/03/2021

Cleared.

PM: 4/22/2021

Yes, with clarifications. Please see comment under the Stakeholder Section on the need to further identify private financiers as they are key for the identification and design of sustainable and innovative financial schemes and business models.

Agency Response

30 April 2021

- Please refer to the response on the potential financiers above, in the comment on the ?Stakeholders? section. Kindly also note that potential private financiers for Seychelles will also be further explored through the Africa Support and Investment Platform of the Global electric mobility programme. Through this platform and the cooperation with various development banks such as the African Development Bank (AfDB), the World Bank but also private investors such as the Private Infrastructure Development Group (PIDG), it is anticipated that the project will lead to the unlocking of financial mechanisms to upscale the market for electric vehicles in Seychelles.

Risks to Achieving Project Objectives

Has the project elaborated on indicated risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved? Were there proposed measures that address these risks at the time of project implementation?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Coordination

Is the institutional arrangement for project implementation fully described? Is there an elaboration on possible coordination with relevant GEF-financed projects and other bilateral/multilateral initiatives in the project area?

Secretariat Comment at CEO Endorsement Request
PM: 05/03/2021

Cleared.

PM: 4/22/2021

Yes - with additional request. In addition to its role as the implementing agency for this national child project, the UNEP Sustainable Mobility Unit (SMU) will also execute some activities on behalf of the executing agency (the Ministry of Transport). A letter from Seychelles OFP requesting UNEP to execute some targeted technical activities on an exceptional basis has been submitted with the CEO Endorsement.

Please, include the following clarifications in the proposal:

- The UNEP SMU will not hire consultants to provide the targeted technical activities;
- The UNEP SMU team members for this project will work together with the Ministry of Transport to help build their capacity, specifically with regards to EM policies and procurement;
- Add the budget to be used for UNEP SMU's targeted support (this is provided in the budget table, please a reference in the main document would be welcome).

Agency Response

30 April 2021

We would like to clarify that the unit that provides Implementing Agency functions within UNEP is the Climate Mitigation Unit and not the Sustainable Mobility Unit (SMU). This is emphasized in the Stakeholder Engagement Plan matrix and in section ?6. Institutional Arrangement and Coordination?.

Regarding your comments above:

- We can confirm that the UNEP SMU does not intend to hire a consultant to provide the targeted technical support requested by Seychelles, but that it will rather draw upon time and travel of its team members, which have broad bandwidth of competencies and expertise on various aspects of e-mobility, from national strategy development, policy development, feasibility assessment, demonstrations, renewable energy integration, to battery life cycle management, etc. Indeed, there is no single consultant that can cover all these areas of work alone.

- We can also confirm that the SMU team members for this project will work closely with the Ministry of Transport (the Executing Agency) to help build their capacity, in particular with regards to e-mobility policy and the procurement of e-vehicles.

The above elements have been included in a footnote in section ?6. Institutional Arrangement and Coordination? of the updated proposal.

- An overview of the UNEP SMU budget has been included in section ?6. Institutional Arrangement and Coordination?.

Consistency with National Priorities

Has the project described the alignment of the project with identified national strategies and plans or reports and assessments under the relevant conventions?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Knowledge Management

Is the proposed ?Knowledge Management Approach? for the project adequately elaborated with a timeline and a set of deliverables?

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Monitoring and Evaluation

Does the project include a budgeted M&E Plan that monitors and measures results with indicators and targets?

Secretariat Comment at CEO Endorsement Request
PM: 05/03/2021

Cleared.

PM: 4/22/2021

Yes, with clarifications. Table on "Monitoring Framework" in page 56 is incomplete.

Agency Response

30 April 2021

- Please refer to the "Annex A - Project Results Framework" in the PDF version of the CEO Endorsement Document, which is complete. The one in the Portal may be incomplete due to formatting issues related to the GEF Portal interface.

Benefits

Are the socioeconomic benefits at the national and local levels sufficiently described resulting from the project? Is there an elaboration on how these benefits translate in supporting the achievement of GEBs or adaptation benefits?

Secretariat Comment at CEO Endorsement Request

PM: 4/22/2021

Yes.

Agency Response

Annexes

Are all the required annexes attached and adequately responded to?

Secretariat Comment at CEO Endorsement Request

PM: 05/03/2021

Cleared.

PM: 4/22/2021

No. The Project is missing the Theory of Change.

Agency Response

30 April 2021

- The Theory of Change diagram has now been included at the end of the section ?3) Proposed alternative scenario? of the CEO Endorsement Document.

Project Results Framework

Secretariat Comment at CEO Endorsement Request

PM: 4/22/2021

Yes.

Agency Response

GEF Secretariat comments

Secretariat Comment at CEO Endorsement Request

PM: 4/22/2021

Yes.

Agency Response

Council comments

Secretariat Comment at CEO Endorsement Request

PM: 05/03/2021

Cleared.

PM: 4/22/2021

Yes - with suggestions. As per UNEP's response to Council comments to the PFD, kindly add a reference to the Working Groups established under the parent project and the focus of the HDV working group on busses with (probably) a smaller sub-group focusing on electric trucks.

Agency Response

30 April 2021

- A reference to the Global Thematic Working Groups (including the one on Heavy Duty Vehicles) and how the Working Groups will support the project has been added as part of the description for Component 1.

STAP comments

Secretariat Comment at CEO Endorsement Request
PM: 05/03/2021

Cleared.

PM: 4/22/2021

Yes - with suggestions. As suggested by STAP and confirmed in UNEP's response, please add a reference to energy justice and how e-mobility has the potential to increase energy justice and to support the development of local value chains in Seychelles.

Agency Response

30 April 2021

- A paragraph on the potential contribution of e-mobility to promoting energy justice has been added under the description for Component 4.

Convention Secretariat comments

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response

Other Agencies comments

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

N/A.

Agency Response

CSOs comments

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

N/A.

Agency Response
Status of PPG utilization

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes. The status of PPG utilization has been provided.

Agency Response
Project maps and coordinates

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

Yes.

Agency Response
Does the termsheet in Annex F provide finalized financial terms and conditions? Does the termsheet and financial structure address concerns raised at PIF stage and that were pending to be resolved ahead of CEO endorsement? (For NGI Only)

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

N/A.

Agency Response

Do the Reflow Table Annex G and the Trustee Excel Sheet for reflows provide accurate reflow expectations of the project submitted? Assumptions for Reflows can be submitted to explain expected reflows. (For NGI Only)

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

N/A.

Agency Response

Did the agency Annex H provided with information to assess the Agency Capacity to generate and manage reflows? (For NGI Only)

Secretariat Comment at CEO Endorsement Request
PM: 4/22/2021

N/A.

Agency Response

GEFSEC DECISION

RECOMMENDATION

Is CEO endorsement recommended? (applies only to projects and child projects)

Secretariat Comment at CEO Endorsement Request

Yes, CEO endorsement is recommended.

Review Dates

**Secretariat Comment at
CEO Endorsement**

**Response to
Secretariat
comments**

First Review
Additional Review (as necessary)
Additional Review (as necessary)
Additional Review (as necessary)
Additional Review (as necessary)

CEO Recommendation

Brief reasoning for CEO Recommendations

The project's objective is to 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.

The most significant source of GHG in Seychelles is the consumption of fuel oil both to produce electricity and for transportation. Public electricity and transport are therefore priority sectors for emissions reductions in Seychelles. Seychelles' NDC identified the need for maintaining a high penetration of public transport, targeting fuel efficiency and biofuels import regulations, and moving towards electric vehicles, as these have the potential to reduce oil imports for transport purposes by 15 percent to 30 percent by 2030 compared to the baseline. Specifically, Seychelles identified the following mitigation actions for land transport: (i) 30 percent of private vehicles to be electric by 2030 at an estimated cost of \$ 66.7 million; and (ii) 15.8 MW of solar PV for meeting the energy demand of electric vehicles (capital expenditure, and operation and maintenance costs) at a cost of \$ 29.8 million. This project is working towards both of these targets, supporting the Government of Seychelles with the accelerated introduction of electric mobility and linking the use of renewable power for EV charging.

By promoting electric public transportation, and by developing an adequate strategic and policy framework, the project will work towards the intended plan to electrify public and private vehicle fleets in the Seychelles. The project will have the following components: (i) Institutionalization of low-carbon electric mobility; (ii) Short term barrier removal through low-carbon electric mobility demonstrations; (iii) Preparing for scale-up and replication of low emission electric mobility; and (iv) Long-term environmental and economic sustainability of low-carbon electric mobility.

The project will develop the environment for a transformative shift to electric mobility in Seychelles. This will be achieved through the development of a Seychelles E-Mobility Strategy, the establishment of a National Inter-Sectorial Electric Mobility Steering Committee, capacity building on EV procurement, operation and maintenance among key stakeholders from government, private sector and academia and through putting in place the right institutional and policy framework to facilitate the implementation of the E-Mobility Strategy, which will lay out milestones for a complete shift to e-mobility in the Seychelles driven by the electrification of public transportation. Through demonstration of one electric bus alongside the required charging infrastructure, this project will prepare the upscaling of the e-bus fleet through the development of a financing concept, and finally the total switch to electric buses. The e-bus demonstration targeting the electrification of the Seychelles Public Transport Corporation (SPTC) will provide the necessary data and experience to make an informed choice to put in place e-buses which are fit-on-purpose. Assessments of EV grid integration and energy storage will provide evidence of technical, financial and

environmental sustainability of combining renewable energy generation and electric mobility within a SIDS, e.g. through the introduction of electric vehicles, the project will also work towards the renewable power supply target of 15 percent by 2030 set in the 2010 Seychelles Energy Policy. The assessment of the sustainability of e-mobility will furthermore include the development of an initial scheme for the collection of used EV batteries for re-use, recycling and safe disposal, and will recommend concrete action to policymakers, consumers and investors.

The project is expected to mitigate 23,117 tCO₂ and 86,901 tCO₂ in direct and indirect emissions respectively for the period 2021 to 2036. The project will also reduce air pollution and associated negative health impacts. The COVID-19 pandemic presents several challenges but also highlights the valuable benefits of electric mobility, in particular in the field of public health, and therefore the Seychelles Electric Mobility Child Project has an opportunity for larger impact by starting now. Since electric mobility has the potential to significantly contribute to improving urban air quality, this project is a timely move in the Seychelle's efforts to respond to the COVID-19 pandemic. Similarly, a shift to electric mobility will significantly reduce the dependency of Seychelles on petroleum fuel imports. It therefore increases resilience against restrictions or oil price spikes resulting from international crisis. Furthermore, in terms of green recovery, clean mobility is expected to play a key role in getting the country's economy back on track.

As of May 2020, the project has secured \$ 1.89 million in co-financing (compared to \$ 0.43 million in GEF financing). The implementing agency is having discussions and consultations and it is foreseen that the project will have opportunities to leverage additional co-finance during the implementation phase (i.e. potential donation of 22 electric buses from the People's Republic of China to the Government of the Seychelles and potential in-kind contribution by EC SOLUTIONSplus industry partner of e-bus chargers).