

PROJECT IMPLEMENTATION REPORT

Project ID:	10280
Project Name:	Transition Towards Electric Mobility in Armenia
Countr(ies):	Armenia
Implementing Agency:	UNEP

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I. Overview

A. Description

Project name

Transition Towards Electric Mobility in Armenia

Country

Armenia

GEF ID

10280

Implementing Agency

UNEP

Executing Entity

Ministry of Environment of the Republic of Armenia

Trust Fund

GET

Project Type

MSP

PIR Submission

9/11/2025

Fiscal Year , PIR Number

FY 2025 , 3rd PIR

Objective

Reduce transport sector GHG emissions by promoting transition to e-mobility

B. Ratings and Disbursements

Implementation Progress

Satisfactory

Development Objective

Satisfactory

Overall risk

Moderate Risk

Project Financing

645,500.00

Cumulative Disbursement

536,228.00

C. Key Dates

CEO Endorsement/Approval

6/10/2021

Agency Approval

10/13/2021

Implementation Start

10/21/2021

First Disbursement

12/31/2021

Expected MTR	Actual MTR
Expected Completion 9/30/2025	Actual Completion

II. PROGRESS STATUS AND ISSUES

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

Progress towards Outcomes: Satisfactory

Progress towards Outputs: Satisfactory

Outcome 1

Political and technical consensus, institutional mandate, and strategic vision for electric mobility in Armenia among key stakeholders is built

The project reached a critical milestone in advancing national policy development. The final draft of Armenia’s National E-Mobility Strategy, including a comprehensive gender assessment, data analysis, and implementation framework, was submitted to the Prime Minister’s Office in July 2025, initiating the formal adoption process. This followed formal endorsement by the Ministry of Environment and extensive multi-stakeholder consultations.

The Inter-sectorial Coordination Body, established in the previous period and comprising 16 institutions (including a women’s rights NGO), continued to function effectively, convening regular working group sessions. Capacity-building also advanced, with two additional workshops held in Gyumri and Vanadzor. The total number of direct beneficiaries now stands at 1,138, surpassing the project’s target of 1,040, reflecting growing national engagement with e-mobility topics.

Outcome 2

Proven technical, financial, and environmental feasibility enables project stakeholders to consider scaled-up investment in e-mobility

A major achievement during the reporting period was the procurement and allocation of 45 electric vehicles for use by public institutions, exceeding the original end-of-project target of 28 EVs. This was supported by direct government co-financing of USD 1.96 million, legally formalized through Government Decision No. 483-A (23 April 2025), ensuring structured allocation and compliance.

Data-sharing agreements were signed with all beneficiary institutions to enable consistent monitoring. The project team also presented Armenia’s progress at the EBRD international workshop “Scaling up Investments in Electric Mobility” (September 2024), highlighting national experiences and contributing to global learning.

Outcome 3

Armenia is able to shift the vehicle market towards low-carbon electric mobility and accelerate the introduction of appropriate electric vehicles among different market segments through establishing an enabling policy and institutional environment

The First National E-Mobility Forum, held in April 2025, provided a platform for stakeholder dialogue, validation of policy proposals, and mapping of future actions. Draft procurement guidelines and recommendations on fiscal incentives were developed and shared with relevant ministries.

Two Memoranda of Understanding were signed:

- with the Armenian State University of Economics, to promote academic collaboration on sustainable mobility;
- with the Women in Climate and Energy NGO, to advance gender-responsive approaches.

These efforts strengthen long-term institutional capacity and support the sustainability of project results.

B. Challenges: Information on challenges of project implementation activities

Outcome 1:

While the development and submission of the national e-mobility strategy marked a milestone, its official adoption has yet to be completed. The formal governmental review process is still underway, involving extensive inter-ministerial consultations. Furthermore, although women's participation in training activities improved, women still accounted for only 37% of total beneficiaries. More targeted outreach and adjustments in training modalities will be needed to address this imbalance and ensure that capacity-building efforts are inclusive and gender-responsive.

Outcome 2:

The procurement process for EVs faced limited market participation. Only one bidder met the tender criteria, primarily due to restrictive procurement rules requiring local presence and same-year vehicle production, which excluded many potential suppliers, including second-hand dealers. Additionally, environmental and safety requirements, especially those related to battery end-of-life management, could not be incorporated into the procurement process, as national regulations on this issue are not yet in place. Although a draft law on Extended Producer Responsibility has been developed, it remains under public consultation and is yet to be adopted. Consequently, the related project output was rated “Moderately Unsatisfactory.” Interim mitigation arrangements, including monthly reporting from EV users and reliance on manufacturer warranties, have been put in place.

Outcome 3:

While the First National E-Mobility Forum was successfully held and strategy documents finalized, the formal adoption of key regulatory and fiscal measures remains pending. The delay in policy approval limits the project's ability to influence market behavior and scale-up investments in the short term. Additionally, coordination across government bodies has been time-consuming and administratively demanding, slowing the pace of legislative and institutional reforms needed to support sustained e-mobility deployment.

Ongoing risks and mitigation measures (Overall risk Rating: Moderate)

Risk 10: Delays in governmental stakeholder consultations may hinder the timely adoption of project documents

This risk continues to affect the review and adoption of the national e-mobility strategy and related policy instruments. The extended inter-ministerial consultation and approval processes pose a challenge to achieving project targets under Indicators 1.3, 3.1, and 3.2. They also risk delaying the start of the EV pilot, which could impact its effective monitoring and evaluation.

Mitigation measures: the Environmental Project Implementation Unit (EPIU) has actively supported the approval process by engaging relevant ministries, coordinating meetings, responding to technical inquiries, and maintaining regular follow-up with the Prime Minister's Office. Preparatory work for the EV pilot monitoring has been advanced to ensure prompt implementation once the vehicles are distributed. Furthermore, EPIU has committed to continuing to monitor the pilot for nine months beyond project closure, with this arrangement formally included in beneficiary agreements.

Risk 11: Limitations in national public procurement law may hinder scale-up of EV procurement in the public sector

Current national procurement regulations prevent updates that would institutionalize EV-specific procurement criteria, such as sustainability or lifecycle cost considerations. This limitation may restrict the long-term replication and scale-up of public sector EV procurement.

Mitigation measures: A report documenting lessons learned and best practices, including EV procurement recommendations, will be finalized and shared with key stakeholders, including the Inter-Sectoral Working Group, the State Property Management Committee, the Global Electric Mobility platform, and UNEP. The report will also inform the project's terminal evaluation. Although delayed, the report is now scheduled for completion by 30 September 2025.

C. Stakeholder Engagement

The Project Steering Committee (PSC) meeting reviewed key project achievements, challenges, and strategic next steps. The Government highlighted its strong commitment to low-emission transport, with the successful procurement and distribution of 45 electric vehicles—exceeding the original target. Discussions covered reallocation of project savings to cover exchange rate deficits, staff honoraria, and an e-mobility market assessment. Updates were provided on delays related to pilot implementation and strategy adoption. Stakeholders acknowledged progress and reinforced support for continued inter-agency collaboration, monitoring, and institutional engagement to ensure project sustainability.

National Electric Mobility Forum 18–19 April 2025 | Yerevan, Meridian Exhibition Center

The Forum gathered key stakeholders to advance Armenia’s electric mobility agenda. It fostered high-level policy dialogue, shared international best practices, and mobilized broad support for future action. Key outputs include draft strategy recommendations, stakeholder mapping, and commitments for continued collaboration. A detailed proceedings report is submitted (Deliverable 3.2.3). As part of efforts to strengthen multi-stakeholder collaboration and promote knowledge exchange in the field of electric mobility and climate action, the Ministry of Environment and the Environmental Project Implementation Unit (EPIU) signed two Memoranda of Understanding. The first was signed with the Armenian State University of Economics, aiming to enhance academic and research cooperation in sustainable transport, policy development, and capacity-building initiatives. The second was signed with the “Women in Climate and Energy” NGO, with the objective of promoting gender-responsive approaches and empowering women’s participation in the green energy and mobility sectors. These partnerships are expected to contribute significantly to the implementation of the project and to broader environmental and educational goals in Armenia.

D. Gender Equality

Yes, the GEF-approved CEO Endorsement Document includes a Gender Action Plan, and the project team developed a dedicated gender action plan for 2025.

Each year, a gender action plan is created to ensure that gender aspects are thoroughly integrated throughout the implementation process.

In 2025, two capacity-building workshops conducted in the Lori, and Shirak regions focused on gender. These workshops introduced gender-related activities in E-mobility, addressed women’s needs and concerns.

Women’s participation was emphasised and ensured in all implemented actions, including inter-sectorial WG meetings, capacity-building workshops, national e-mobility forum and EBRD-related platform meetings.

A national e-mobility strategy has been prepared, which includes a gender assessment and data analysis.

E. Knowledge Management

Knowledge Management (KM) Activities during the Reporting Period

Throughout the reporting period, the project advanced several key knowledge management deliverables:

- Deliverable 1.3.2: Assessment Report on Charging Infrastructure and Electricity Demand Management – This report, currently in progress, aims to evaluate the anticipated needs for charging infrastructure while examining electricity demand, grid capacity, and distribution network reliability.
- Deliverable 3.2.3: Documentation of the First National Electric Mobility Forum – This report, currently under preparation, will capture key discussions, outcomes, and policy recommendations emerging from the forum.

In addition, the project actively contributed to the Global GEF-UNEP Programme on Electric Vehicles. As part of this cooperation, a series of virtual and in-person meetings were organized to foster the exchange of knowledge and best practices. The insights and lessons gained will be shared via the EBRD Regional Platform to support the wider Global EV Programme. A set of capacity-building webinars on electric mobility was also delivered during the period

III: Minor Amendments

CONTEXT	
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Result Framework	
Components and Cost	
Institutional And Implementation Arrangements	
Financial Management	
Implementation Schedule	
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
Yerevan	40.18589	44.51808	616,052

Location Description:

Activity Description:

V. ANNEX

Uploaded Document

Document Category
M and E Document

Title
10280-PIR-UNEP-2025-Armenia E-mobility

