GEF-8 REQUEST FOR CEO CHILD ENDORSEMENT/APPROVAL

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General Child Project Information

Child Project Title	
Enhancing Electric Vehicle Mobility and Integration in Fiji's Land Transport Sector	
Region Fiji	GEF Project ID 11078
Country(ies) Fiji	Type of Project MSP
GEF Agency(ies) UNEP	GEF Agency Project ID
Project Executing Entity(s) Ministry of Public Works, Meteorological Services and Transport Global Green Growth Institute (GGGI)	Project Executing Type Government Others
GEF Focal Area (s) Climate Change	Submission Date 6/24/2024
Type of Trust Fund GET	Project Duration (Months) 48
GEF Project Grant: (a) 1,787,500.00	Agency Fee(s) Grant: (b) 160,875.00
PPG Amount: (c) 47,362.00	PPG Agency Fee(s): (d) 4,263.00
Total GEF Financing: (a+b+c+d) 2000000	Total Co-financing 16,614,475.00
Project Sector (CCM Only) Transport/Urban	

Rio Markers

Climate Change Mitigation	Climate Change Adaptation	Biodiversity	Land Degradation
Principal Objective 2	No Contribution 0	No Contribution 0	No Contribution 0

Project Summary

Provide a brief summary description of the project, to offer a snapshot of what is being proposed. The summary should include: (i) what is the problem and issues to be addressed? ii) as a child project under a program, explain how the description fits in the broader context of the specific program; (iii) what are the project objectives, and if the project is intended to be transformative,

how will this be achieved? and (iv) what are the GEBs and/or adaptation benefits, and other key expected results. (max. 250 words, approximately 1/2 page)

The project addresses increasing GHG emissions from the land transport sector, the largest GHG emitting sector in Fiji, which is expected to rise from 817,396 tCO2e in 2018 to 1,623,846 tCO2e in 2050. The rising vehicle numbers are also contributing to an increase in tailpipe emissions leading to high exposure to air pollutants and the associated health impacts to Fijians; and energy security challenges that are further exacerbated by the frequency of rise in energy price shocks, leading to an increase in operational costs of vehicles and impacting household expenditure for mobility needs.

Past initiatives by the Fiji government through tax incentives led to an increase in hybrid vehicle imports introducing the issue of safe battery disposal, which is likely to be aggravated by the shift to EVs if not addressed.

The project aims to transform the land transport sector in Fiji to net zero Greenhouse Gas (GHG) emissions and the reduction in other pollutants through environmentally safe use and management of EV technology.

This will be achieved through (i) strengthened enabling conditions through policies, and regulatory frameworks, as well as enhanced coordination within the government; (ii) enhancing human capacities among policymakers, service providers and financing institutes to enable effective implementation of transformation; and (iii) creating increased experience in the financing of public taxis, the most viable vehicle type for the spearheading introduction of EVs in Fiji.

This multi-pronged approach will potentially lead to an increase in investments in EV and charging infrastructure and move towards zero emissions from the land transport sector by providing direct and indirect mitigation benefits of 553,216 tCO2e and 1,286,004 tCO2e respectively.

The project will consider gender aspects to ensure women's perspectives are integrated into all the deliverables throughout the project cycle, particularly in decision-making processes, including capacity-building exercises to support the achievement of inclusive outcomes.

Child Project Description Overview

Project Objective

Accelerate the introduction of electric mobility in Fiji to reduce transport emissions and move towards sustainable development of the transport sector.

Project Components

Component 1: Strengthening enabling conditions for electric mobility in Fiji

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing ($)	Co-financing ($)
351,582.00	300,000.00
Outcome:	

Outcome 1: Policy makers implement in a coordinated manner the policy and regulatory framework resulting in improved enabling conditions for sustainable managed transition to EVs

Output:

Output 1.1: Inter-sectoral coordination platform with defined gender representation established
Output 1.2: Technical standards suited for Fiji context for EVs and charging equipment, and implementation plan for operationalizing them developed
Output 1.3: Management policies for end-of-life vehicles, battery end-of-life & circularity, including actions for enhancing participation of women and youth in recycling and secondary markets for, developed and proposed for adoption by the government.

Component 2: Enhancing the sustainability of urban mobility in the Suva Metropolitan Area

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing ($)	Co-financing ($)
256,350.00	14,330,000.00

Outcome:

Outcome 2: Government develops and implements plans and supporting enabling conditions for increased investment in NMT infrastructure development and zero-carbon buses for public transport in urban areas

Output:

Output 2.1: Inclusive and gender-responsive NMT integration in urban transport infrastructure plan and an E-Bike business model developed.

Output 2.2: Gender responsive Strategic recommendations for transition to e-buses developed and socialized with policy makers and relevant stakeholders.

Component 3: Demonstration of EVs for Technical, Financial, and Environmental Sustainability to scale up Integrated Electric Mobility Systems

Component Type	Trust Fund
Investment	GET
GEF Project Financing ($)	Co-financing ($)
700,283.00	145,000.00

Outcome:

Outcome 3: Increased availability of financing for EVs accelerates the shift to EVs by taxi and fleet owners

Output:

Output 3: EV pilot , including actions to ensure gender inclusion, implemented to demonstrate the technical and financial viability and scale up strategy developed.

Component 4: Awareness raising and capacity building for increased uptake of Electric Vehicles and Sustainable Transport Actions

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing ($)	Co-financing ($)
244,497.00	

Outcome:

Outcome 4: Increased awareness and improved knowledge and capacity among all stakeholders on electric vehicles leads to enhanced confidence in adopting EVs.

Output:

Output 4.1: Materials, including gender aspects, developed and produced, and workshops/events conducted for awareness-raising and capacity building of government, private sector and civil society stakeholders.

M&E

Component Type	Trust Fund
Technical Assistance	GET
GEF Project Financing ($)	Co-financing ($)
72,288.00	300,000.00

Outcome:

Outcome 5: The project is effectively monitored and evaluated

Output:

5.1: Monitoring and evaluation products are delivered

Component Balances

Project Components	GEF Project Financing ($)	Co-financing ($)

Component 1: Strengthening enabling conditions for electric mobility in Fiji	351,582.00	300,000.00
Component 2: Enhancing the sustainability of urban mobility in the Suva Metropolitan Area	256,350.00	14,330,000.00
Component 3: Demonstration of EVs for Technical, Financial, and Environmental Sustainability to scale up Integrated Electric Mobility Systems	700,283.00	145,000.00
Component 4: Awareness raising and capacity building for increased uptake of Electric Vehicles and Sustainable Transport Actions	244,497.00	
M&E	72,288.00	300,000.00
Subtotal	**1,625,000.00**	**15,075,000.00**
Project Management Cost	162,500.00	1,539,475.00
Total Project Cost ($)	**1,787,500.00**	**16,614,475.00**

Please provide Justification

CHILD PROJECT OUTLINE

A. PROJECT RATIONALE

Describe the current situation: the global environmental problems and/or climate vulnerabilities that the project will address, the key elements of the system, and underlying drivers of environmental change in the project context, such as population growth, economic development, climate change, sociocultural and political factors, including conflicts, or technological changes. Since this is a child project under a program, please include an explanation of how the context fits within the specific program agenda. Describe the objective of the project, and the justification for it. (Approximately 3-5 pages) see guidance here

The transport sector is the fastest-growing greenhouse gas (GHG) emitting sector, projected to account for approximately 30% of global GHG emissions in the future[1][1]. It currently accounts for a quarter of all GHG emissions and 30% of all energy consumed globally, having the highest reliance on fossil fuels in comparison to any other sector[2][2]. Close to 95% of the world's transport energy comes from fossil fuels[3][3] and emissions from the transport sector include nocuous primary and secondary air pollutants. Three-quarters of transport emissions are attributed to road travel with 45% from passenger-based vehicles[4][4]. Moreover, the global fleet is set to double by 2050 with more than 90% of future vehicle growth projected to take place in low and middle-income countries.1 This demonstrates the importance of decarbonising the transport sector

in all countries, inclusive of low- and middle-income countries if international climate commitments are to be reached.

The Energy sector in Fiji is responsible for the highest proportions of emissions (59%), followed by agriculture (22%), forestry (15%), and waste (4%). The land transport sector in Fiji accounts for a lion's share of 60% of emissions from the energy sector, followed by 16% from electricity production and 10% from industrial consumption. Emissions from all other consumers within the energy sector remain below 10% . Apart from CO2 and other GHG emissions, the transport sector is responsible for emissions of pollutants including Particulate Matter (PM), Carbon Monoxide (CO), Sulphur Oxides (SOx), Nitrous Oxides (NOx), and more.

Baseline -Transport Sector

Land transport provides the main means of mobility for the Fijian population. The Household Transport Survey (2016)[5][5] highlights that people in Fiji make an average of 3 trips per day with an average trip length of 5.8 km, and 63% of trips are made by motorized modes.

Non-motorized transport, particularly walking, forms the backbone of mobility in Fiji. The Household Travel Survey revealed that over half of all trips across the country are made entirely on foot, with this proportion rising to nearly 70% in rural areas and 92% in maritime regions like Kadavu island. This high reliance on walking reflects both the local geography and economic conditions, with many trips being short and local, especially in rural and maritime areas. While cycling appears to be uncommon, with only 3 bicycle trips recorded in the entire survey, other forms of non-motorized transport play niche roles in certain areas. In rural Fiji, for instance, 2% of trips are made by horse, and there are occasional reports of travel by bilibili (bamboo canoe) and even swimming, highlighting the diverse and sometimes ingenious ways people navigate their surroundings.

Taxis emerge as a crucial component of Fiji's transport ecosystem, particularly in urban areas where they account for 12% of all trips. This significant role of taxis seems to bridge a gap between the high prevalence of walking and the relatively low rates of private car ownership, which stands at only 16% of households across Fiji. The popularity of taxis, especially in urban settings, likely reflects both the aspirations of many Fijians to travel by car and the current inadequacies of the public transport system. As incomes rise and urbanization continues, taxis appear to be serving as an important transitional mode, allowing for motorized travel without the need for personal vehicle ownership. This trend suggests that taxis are not just filling a transport need but also indicating potential future shifts in travel behaviour as Fiji's economy develops.

Public transport, including buses, plays a significant role in Fiji's transportation system, accounting for 17% of all trips across the country. Buses are particularly important for school transportation, with over 80% of children traveling to school by public transport or walking. The system encompasses a variety of bus types, including regular public buses, express buses, and school bus services. In urban areas, where motorized transport is more prevalent, buses are part of a diverse public transport ecosystem that includes minibuses and carriers. However, the Household Travel Survey suggests that the current public transport system may have some inadequacies, particularly in urban areas where taxis are heavily used. This indicates that while buses

are a crucial mode of transport, especially for students and in less affluent areas, there may be room for improvement in the bus system to better meet the evolving transportation needs of Fiji's population.

Vehicle ownership between genders varies significantly in Fiji. The Fiji Road Authority has reported that women own ~17% of driver's licenses and 26% of vehicles in Fiji. With fewer options to access markets, healthcare facilities, schools or places of work public transportation becomes an integral part of travel and connection for women. Travel patterns also differ between various groups. For instance, 60% of healthcare workers are women in Fiji and professionals in healthcare usually need to travel outside normal hours due to their shift work[6][6]. Women are typically responsible for sourcing, preparing, and cooking food at home which results in using public transportation at different times and different destinations compared to men. Additionally, accessing public transport remains a significant challenge for people with disabilities, largely due to inadequate infrastructure and limited data. In 2017, the Fiji Bureau of Statistics reported that ~14% of the total population reported to have some form of disability but data was missing on how this impacted public transport access.[7][7] The Fiji Roads Authority has identified three internal challenges regarding gender inequality: the lack of women employed in road construction, the lack of gender-specific objectives in the project design, and the social norms of women's involvement in road construction, networking and decision-making. In 2020, less than 10% of women were employed in technical roles at the FRA as STEM fields have traditionally been male-dominated.

The transport sector is rapidly developing in Fiji. The country has noted a rapid rise in the number of vehicle imports and does not have a domestic automotive industry. Thus, the vehicle increase is largely driven by second-hand and reconditioned vehicles in the last decade. Between 2001 and 2019, the total number of vehicles in Fiji increased twofold with a 44% increase in vehicle numbers noted between 2009 and 2019[8][8]. It accounted for an estimated 635,973 tCO2e of emissions in 2014. Goods vehicles were the largest emitters (45%), followed by passenger cars, buses, and taxis at 28%, 14% and 13% respectively. The transport sector also accounts for 60% of petroleum consumption in the country and its road transport sector is fully dependent on imported petroleum fuels[9][9]. Buses are the major consumer of diesel followed by goods vehicles while private cars are the largest consumers of gasoline followed by taxis. Buses in Fiji have an average fuel economy of 2.52 km/L (39.86 Lge/100km), minivans, and goods vehicles of 7 km/L, private vehicles of 8.92 km/L (11.21 Lge/100km), and taxis of 11.95 km/L (8.3 Lge/100km)7. These are quite high compared to the 2019 average fuel economy for light-duty vehicles in EU at 6 Lge/100km. In Suva city, direct (tank-to-wheel TTW) emissions of the transport sector were estimated to be around 130,000 tCO2e whilst direct plus indirect emissions (well-to-wheel WTW including Black Carbon emissions) were around 170,000 tCO2e in 2018[10][10]. Estimated average usage is 14,800 km/yr for private cars, 69,400 km/yr for taxis, rental and hire cars, 89,800 km/yr for minivans and 142,800 km/yr for buses (Prasad and Raturi, 2018).

Under an unconditional BAU scenario, total CO2e emissions for Fiji are projected to increase from 2,344,868 tCO2e to 4,544,048 tCO2e by the year 2050. The land transport sector is projected to see an increase from 817,396 tCO2e to 1,623,846 tCO2e by the year 2050[11][11]. Under the project BAU scenario, the transport sector is expected to consume 69% of total final energy consumption by 2030 with land transport accounting for 77% of this demand. The increase in total vehicle emissions will largely be driven by increasing emissions from private cars and trucks.

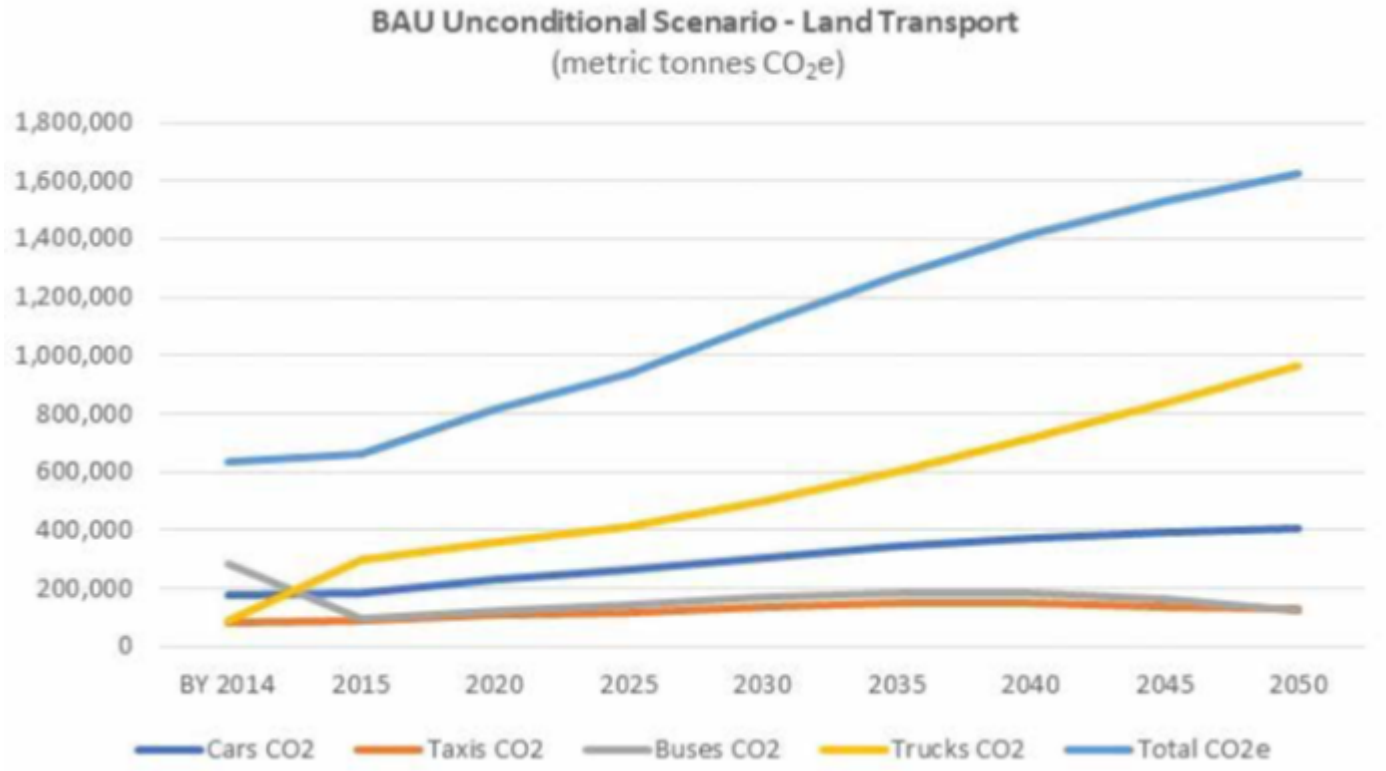


Figure 1: Source: (Ministry of Economy, LEDS 2018)

A sharp increase in vehicles has put pressure on infrastructure and deteriorated air quality. Figure 2 shows the increase of vehicle registrations between 2001 and 2022, where an accelerated growth of vehicle numbers since 2013 can be noted. High PM2.5 concentrations have been reported in traffic-dense areas in Lautoka City (67.2 ± 35.2 µg/m3) in Fiji. It is estimated that vehicle stock in Fiji will grow to 211,000 in 2030 contributing 175 tonnes, 5,200 tonnes, and 31 tonnes, respectively to air pollutant emissions of PM, NOx, and SOx under business-as-usual (BAU) conditions. Black Carbon concentrations are also noted to be high at bus stations in Suva and Lautoka. Black carbon is a component of fine particulate matter (PM2.5) air pollution, the leading environmental cause of poor health and premature deaths, globally and several health impacts including premature death in adults with heart and lung disease, strokes, heart attacks, chronic respiratory diseases such

as bronchitis, aggravated asthma and other cardio-respiratory symptoms[12]. Additionally, black carbon can have adverse effects on women, impacting their reproductive health.[13] In Fiji, the total number of disability-adjusted life years (DALYs) attributed to environmental risk factors, which include air pollution, was estimated at 53,374 for 2015. This accounts for 17% of all DALYs in the country, underscoring the significant health burden due to environmental factors[14].

Fiji has the highest population normalized asthma-related mortality globally and recognizing traffic emission as a risk factor may be a cause of concern. Together with other surrounding Pacific Island Nations Fiji also ranks highly in terms of prevalence of Non-Communicable Diseases (NCDs) and obesity. NCDs are linked to 80% of deaths annually in Fiji and cost the country FJD 400 million per year in lost productivity[15]. Apart from emissions, road safety and fatalities remain an important concern with the number of road accident-related deaths doubling between 2022 to 2023. Safety, poor infrastructure, and a slow shift in attitudes are identified as key challenges women and vulnerable groups, including people with disabilities, face in using infrastructure. Additionally, the Pacific Disability Forum lists lack of access to transportation as a persistent issue in Pacific Island Countries. Travel costs and inaccessible transport options are key barriers to accessing services. In this essence, sustainable development, and mitigation in the land transport sector in Fiji should be prioritized to achieve net zero emissions by 2050, as envisaged in the Fiji Low Emission Development Strategy (2018).

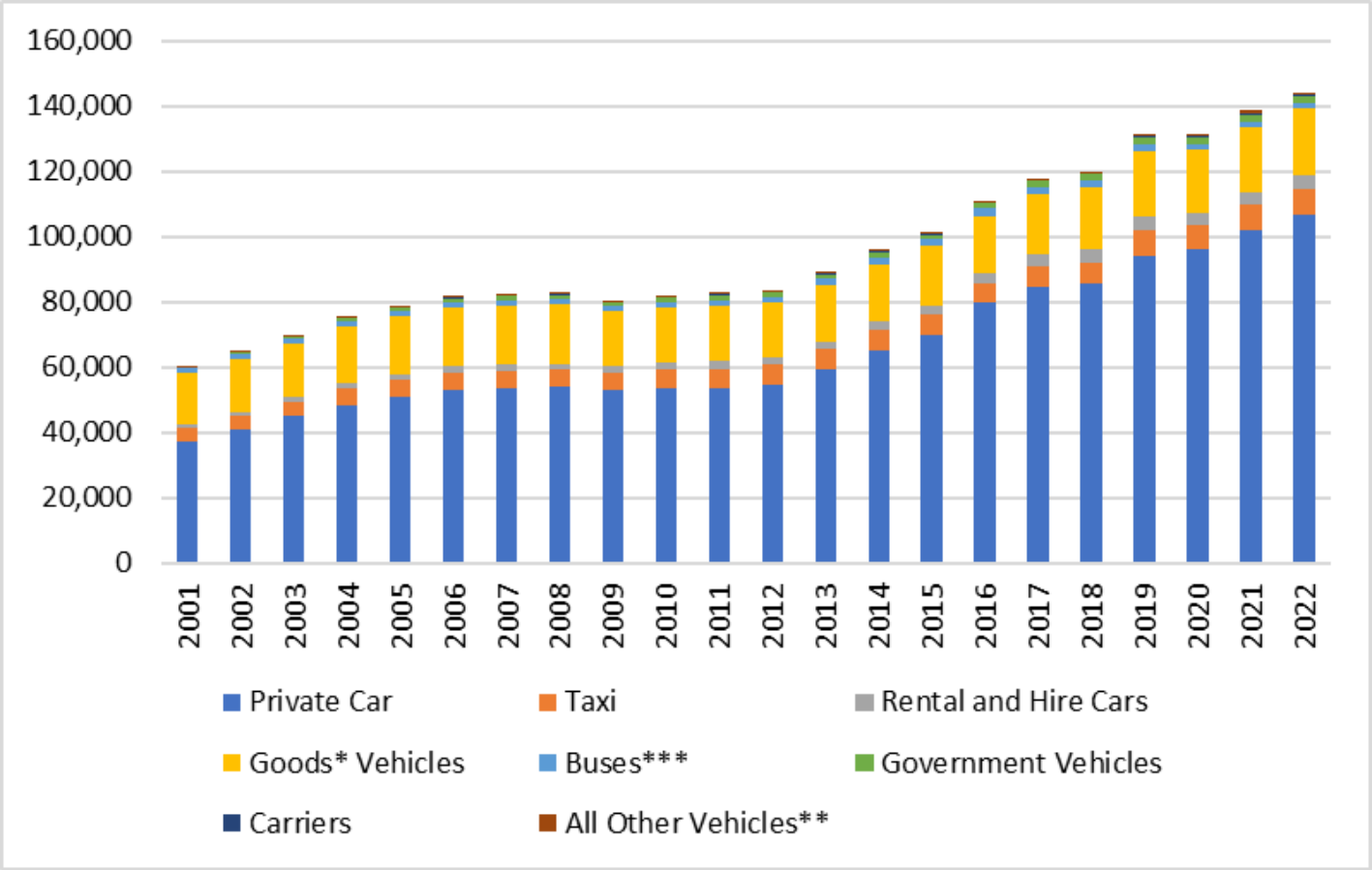


Figure 2: Distribution of registered vehicles

(Data Source: Fiji Bureau of Statistics, 2023)

In 2022, more than half of the vehicles in Fiji were petrol vehicles (66%), followed by diesel (29%) as shown in figure 2 below:

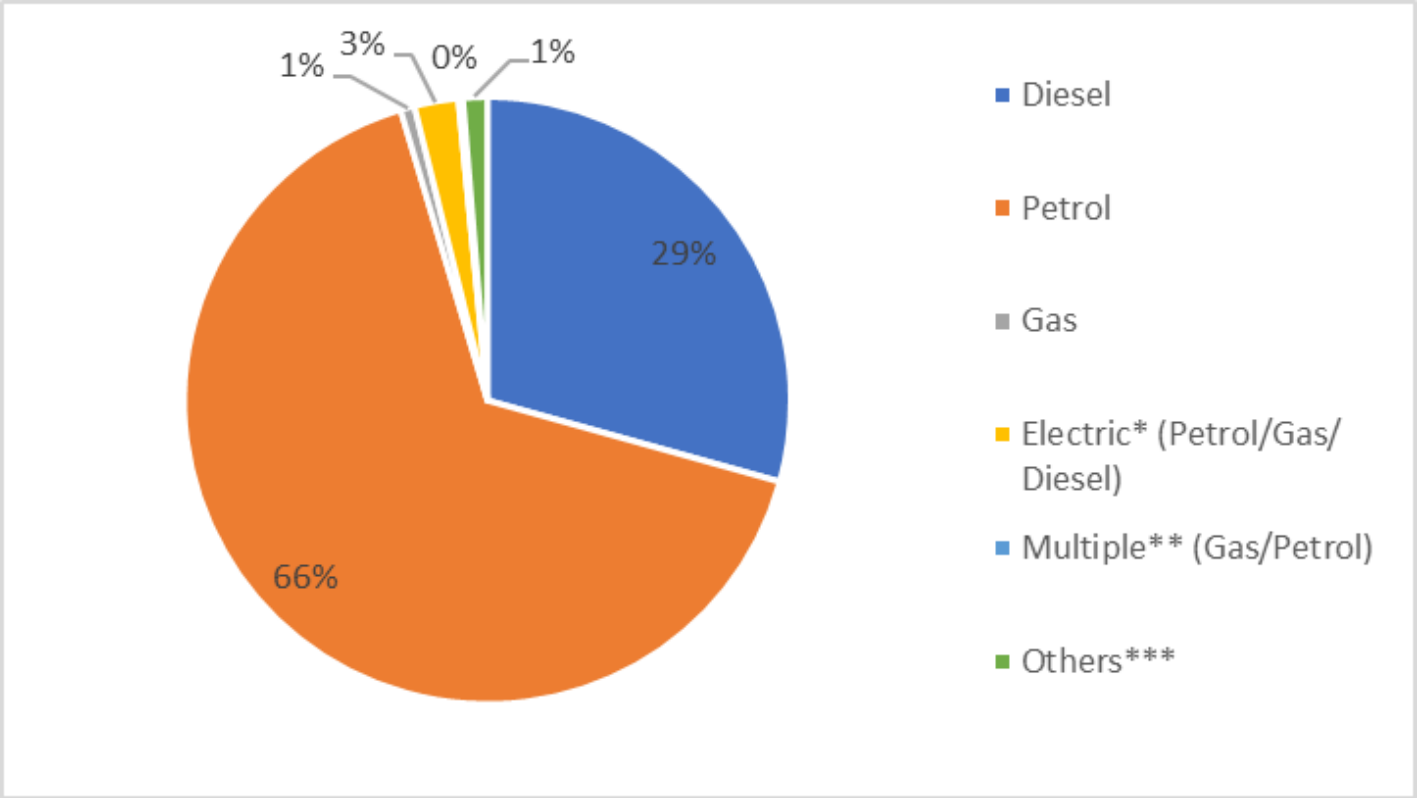


Figure 3: Fuel type of vehicles imported in 2022.

(Data Source: Fiji Bureau of Statistics, 2023)

The associated health costs from vehicle emissions are estimated to grow from an estimated US$23 million in 2020 to US$32 million in 2030 (at 3.3 % CAGR) for Fiji.[16][16] The current fuel-specific emissions have been determined to be 2,911 g CO2-e per Liter for diesel vehicles and 2,436 g CO2-e per Liter for petrol vehicles in Fiji. A transition to EV vehicles will reduce tailpipe emissions of both CO2 and other innocuous pollutants. Notably, with the current energy generation mix, an EV would lead to about 35% less emissions than a conventional ICE vehicle of a similar size and annual mileage. However, substituting an EV for a Hybrid Vehicle would produce a much lower emissions benefit of only about 4%.12

Fiji has seen notable developments in electric vehicle (EV) adoption and infrastructure since 2022. The tourism sector has been at the forefront, with Tourism Fiji replaced its fleet with EVs in August 2023. Concurrently, Rosie Travel Group invested FJ$1 million (approximately 456,000 US$ equivalent) in electric tourist vehicles, acquiring 7-seater MPV MIFA9 vehicles with a 400-kilometer range. This initiative included the installation of Solar DC fast-charging stations. Furthermore, Hotels of the InterContinental Hotels (IGH) Group in Fiji incorporated three EVs into their operations and plans to set up charging stations at its hotels.

As of 2024, Fiji's EV charging infrastructure comprises five 30-kilowatt charging stations across Viti Levu. The Fiji Development Bank (FDB) has introduced financing options to support EV adoption, offering loans with interest rates as low as 3.99% for small and medium enterprises transitioning to EVs. In the commercial

sector, evdirect.com entered the market, introducing models such as the Atto 3. Additionally, Vision Motors and Palas Auto Group launched EVs as part of their offerings.

While specific nationwide EV adoption numbers are not available, these initiatives across various sectors indicate a growing EV presence in Fiji. The country's EV market currently is led by high-end international tourism applications and limited offerings and efforts to make EVs more accessible to the general population.

To support and guide emerging e-mobility initiatives in Fiji, a coordination mechanism has been established, through the Technical Working Group for E-Mobility. This working group serves as a crucial platform for stakeholder collaboration and strategic planning in the e-mobility sector.

Initially formed to support an electric shuttle bus project proposed by the Government of Fiji, the working group's scope has since expanded to address a broader range of e-mobility initiatives. While the original project did not proceed as anticipated due to implementation challenges, the group has evolved to meet the changing landscape of sustainable transportation in the country.

Recently reactivated in 2023, the Technical Working Group for E-Mobility now focuses on comprehensive project preparation and stakeholder coordination. Despite meeting irregularly, it maintains its commitment to advancing sustainable transportation solutions in Fiji, complementing the efforts of the tourism sector, financial institutions, and commercial entities in promoting EV adoption.

As Fiji's e-mobility ecosystem is expected to grow, there is significant potential to strengthen this working group's structure and activities. Enhancing its role could foster greater innovation, facilitate knowledge sharing, and accelerate the adoption of e-mobility solutions tailored to Fiji's unique context. This could be particularly valuable in bridging the gap between high-end tourism applications and efforts to make EVs more accessible to the general population.

The Fiji Roads Authority has identified three internal challenges regarding gender inequality: the lack of women employed in road construction, the lack of gender-specific objectives in the project design, and the social norms of women’s involvement in road construction, networking and decision-making. In 2020, less than 10% of women were employed in technical roles at the FRA as STEM fields have traditionally been male-dominated.

Baseline -Energy

Fiji’s energy is derived from a mix of renewable and non-renewable sources. In 2022, 55.3% of Fiji’s electricity was generated from hydropower, 0.01% from wind power, and 6.59% from Independent Power Producers (IPPs), namely, Tropik Wood Industries Limited, Fiji Sugar Cooperation Limited and Nabou Green Energy Limited[17][17]. Thermal generation accounted for 38% of electricity generation in Fiji in 2022 with fuel costs of 138.29 million FJD. Approximately 96.3% of the population has access to on-grid, mini-grid, and off-grid electricity sources. A tariff is applied on the supplied electricity at a rate of FJD 0.34/kWh of electricity, and this is regulated by the Fijian Competition & Consumer Commission (FCCC).

The new National Energy Policy (NEP 2021-2030) highlights that Fiji's economy remains highly reliant on fossil fuels, as electricity consumption only accounts for 16.5% of Fiji's total energy consumption and renewable energy sources contribute to only 11.4% of Fiji's total primary energy supply when broader energy use (thermal generation for electricity, transport fuels, industrial process, and agricultural activities) are considered. EFL's Ten Year Power Development Plan (PDP) for 2021-2030 also incorporates the rise in power needs from the integration of new technologies including electric vehicles.

In 2018, 33% of the management at Fiji's national electric utility provider (EFL) were women, and only 13% of the total staff were women. Furthermore, only 21% of the students enrolled in STEM and TVET energy programs at Fiji's College of Engineering, Science, and Technology were women. Although there is limited data on gender gaps in access to grid electricity in Fiji, regional trends indicate that the differences in access are minimal. However, the lack of access to grid electricity disproportionately affects women, as they are more likely to be responsible for fuel collection when needed. Fiji's National Energy Policy addresses this issue with a Gender Action Plan aimed at 1) unlocking gender-smart investment in the energy sector and 2) promoting and enabling gender balance within the national energy sector governance and management bodies.

Baseline - Waste Sector

Despite the strong growth in second-hand and hybrid cars, Fiji does not have a dedicated waste management legislation. A need for vehicle replacement, including scrappage policy and facilities was also included in the Fiji NDC Implementation Roadmap 2017-2030. Currently, there is no age limit on the use and registration of a vehicle as well as no policy for mandated 'end of life' protocols. There are no specific policies and guidelines for the collection, treatment, and disposal of waste from electrical and electronic equipment in Fiji. The Department of Environment, which is the regulating authority on waste is currently working on an end-of-life policy for vehicles[18][18], however, no timeline has been given on when such a policy is expected to be finalized. Fiji also has been working on a National Waste Management and Pollution Strategy for some years but that has yet to materialize[19][19]. The absence of ELV management and battery recycling facilities along with other factors also impeded the uptake of EVs in Fiji.

Although there is limited information on the relationship between EV and electric waste and women in Fiji, studies indicate that the informal waste sector is responsible for collecting up to 20% of recyclables. Women often play a crucial role in this sector, significantly contributing to waste management and recycling efforts. However, they frequently encounter challenges such as limited access to resources, lack of safety measures, and insufficient recognition for their work. Addressing these issues could not only improve conditions for women in the informal waste sector but also enhance the overall efficiency of waste management and recycling in Fiji.

Baseline and ongoing projects

During the stakeholder consultations and ongoing conversations with other project owners, the project design has been refined to complement ongoing and planned projects and to build upon completed projects, ensuring alignment with country and policy priorities.

Project Name	Year	Implementing/Donor Agency	Status	Description/ highlights
Pacwaste	2014-Current	SPREP, EU	Active	Strengthen regional response to waste management including capacity development, training etc.
Emission Control Strategy for Trucks and Buses in Fiji	2017	Government of Fiji, GGGI (Global Green Growth Institute)	Completed	Reported on the environmental and economic impact of introducing low-sulfur fuels and on measures to improve vehicle efficiency and reduce emissions of trucks and buses. -Recommended that replacement vehicles must be as clean as possible e.g. Euro VI vehicles or hybrid/electric units to ensure a significant impact on emissions. -Bus scrapping programs could be related to the vehicle capacity striving to replace not only older vehicles but also to replace small with larger units
Sustainable Urban Transport Index (SUTI) Analysis	2018	Government of Fiji, UNESCAP	Completed	Quantitative analysis of the transport system in Suva City was done using the SUTI tool. Transport system was found in moderate state. Recommendations: -city mobility plan should include facilities for pedestrian and cyclists - have policies and actions in place to improve mode share of active and public transport, more investment in public transport -establish air quality monitoring -many policies and initiatives are required in order to make transport carbon neutral
Fiji: An Analysis of the Power Sector	2018	Government of Fiji, GGGI, UNESCAP	Completed	Provided an analysis, including costed recommendations for development of infrastructure and other related changes to facilitate the levels of EV adoption defined in the Fiji Low Emissions

Infrastructure Requirements for Electric Vehicles for Viti Levu				Development Strategy 2018-2050 (LEDS) scenarios. Three major areas of investment recommended: (i) Household investment in Smart Charger and street capacity, (ii) Government and commercial investment in charging infrastructure. (iii) Utility investment in distribution, transmission, and generation.
Fiji: Energy and Transport Data Audit and Data Management Assessment for Electrification of the Transport Sector	2018	Government of Fiji, GGGI, UNESCAP	Completed	Provided a policy and planning bridge between the present situation and the first stage of the LEDS strategy with a particular focus on data collection, management and governance.
E-Mobility for Suva Study	2019	Asian Development Bank	Completed	Assessed environmental and energy impact of fostering electric vehicles (EVs) in Suva. It also assessed the financial costs of commercial EVs compared to conventional units. - Introduction of commercial EVs including buses and taxis would be most beneficial. -Investment challenges are by far the most impeding factor
Scoping Study on Decarbonizing the Government Fleet in Fiji	2022	Government of Fiji, EU	Completed (Unpublished)	Assessed options to promote decarbonization of the government fleet of Fiji. Provides business models, feasible technical options for cars etc that the government can select to meet its operational needs.
Consultancy For Legal Assistance to The Launch Of Electric Vehicle Charging in Fiji	2022	PECREE	Completed	Review and advise on the Electricity Act of Fiji and legal obligations, provisions on integrated use and sale of grid/solar energy for EV charging
(Not Applicable)	2023	Tourism Fiji/ Self-funded	Ongoing	Transition its fleet into EVs.

Study on Route Prioritization for Phasing in of Electric Buses in Fiji: (GCF Fiji –Readiness Phase II)	2023	Climate Change Division (OPM)/ GCF Readiness	Ongoing	-Characterization of the current bus system and examine best possible routes for e-buses. -e-bus route prioritisation.
GEF-7 Global Programme "Implementing Sustainable Low and Non-Chemical Development in SIDS (ISLANDS)	2019	GEF	Ongoing	To address -Development of legislation for a sustainable financing system for e-waste disposal/recycling. -Consultation, drafting and development of national hazardous waste management strategies. -Feasibility and process of supporting environmentally safe end-of-life vehicle (ELV) disposal facility in Fiji with agreements among Pacific Island Countries (PICs) to support the export of ELV for disposal to Fiji.
Queen Elizabeth Drive Upgrade Project	2022 - Current	Fiji Roads Authority	Near Completion	- Development of a 4.5 km road with new road structure, layout and markings. - Also include bicycle lanes.
Electricity Gap Analysis Study	2023-Current	IRENA	Currently Ongoing *Awaiting consultant*	Study of Electricity Gap Analysis. Electricity Act Review will be evaluated from the basis of the Study.
Study of Tariff for Renewable Energy Projects	2023 - Current	UNDP	Currently Ongoing	Study of the Tarriff for Renewables such as Solar Hybrid Systems, Hydro and Wind.
Health Center Electricity Access	2022-2023	International Solar Alliance (ISA)	Completed	Installation of Two Solar Hybrid System in Two Health Centers. The Two Health Centers are in Beqa & Kadavu.
Solar Grid Connect & Solar Hybrid Project	2023-2024	United Nation Industry Development Organisation (UNIDO)	Ongoing -	Solar Grid Connect System in Nausori Market Solar Hybrid System in Vatulele.
Rehabilitation of Government Stations (Lakeba, Kadavu & Rotuma)	2024-2026	UAE & NZFAT	Ongoing - *Agreement to be signed in COP 28*	Rehabilitation of the Solar System currently installed in the Lakeba, Kadavu and Rotuma Sites.
Installation of 1000 Solar Home Systems	2022-2023	China Aid	Completed	Installation of Solar Home Systems to rural communities and Household 2km away from the Grid.
75 Feasibility Study for Fiji Rural Electrification Fund (FREF)	2023-Current	Global Green Growth Institute, Arizona state University (ASU)	Currently Ongoing	Development of 75 Sites for Fiji Rural Electrification Fund Project. Will include all Financial, Design and Tender ready.

50 Feasibility Sites & 10 Sites for Training Renewable Energy - FREF	2024-2026	KOICA & GGGI	Ongoing *Awaiting Signing of R&D*	Development of 50 Sites for Fiji Rural Electrification Fund Project. Training of 10 Communities within the FREF allocated sites.
Mini Hydro & Solar Hybrid Project	2024-2025	(ADB) Asian Development Bank	Currently Ongoing *(Awaiting Cabinet Approval)*	The Rehabilitation of Buca Hydro & Installation of Solar Hybrid System in Tiliva Village, Kadavu.
Fiji Rural Electrification Fund	2024-Onwards	Multiple Donors- NZ, Aust, EU etc	Currently Ongoing	Implementation of the phases for FREF. Creating the Business Model and implementing the project.

Several projects aimed at increasing the RE capacity and share in Fiji are underway. This section presents the key projects that are underway and have been recently completed:

1. Development of up to 75 solar powered mini grids with energy storage by assessing 300 isolated communities that lack access to reliable and affordable electricity. 96% of people in Fiji have access to electricity through the Fiji Rural Electrification Fund (FREF) and this project aims to address the energy needs of the remaining 4% of the population.

2. Asian Development Bank (ADB) and the Government of Fiji are collaborating to enhance access to renewable energy through the Rural Electrification Support project by expanding and upgrading a mini-hydropower facility and installing a solar photovoltaic-based mini-grid together with battery energy storage system in remote locations.

3. The Solar Head of State project showcases the installation of solar panels on the Fijian presidential residence in a bid to demonstrate these benefits first-hand to Fiji's leadership. This US$1.3 million programme is funded by the India Development Partnership Fund Programme (IDPFP) with support from the United Nations Development Programme (UNDP), United Nations Office of South-South Cooperation (UNOSCC) and Solar Head of State (SHOS).

4. A 1.55 MW Solar Photovoltaic Plant with 1-megawatt-hour Battery Energy Storage System is under construction in Mua, Taveuni. The project aims to increase renewable energy generation on the island with benefits for green tourism development and increased energy security, as well as contributing to GHG emissions reduction. The project is a partnership between the Government of Fiji and the Korea International Cooperation Agency (KOICA).

This project builds on the premise that these baseline projects will contribute to an increase in RE and a decrease in the grid emission factor.

Additionally, gaps were identified during consultations in the analysis of operational, financial, and regulatory factors for the introduction of electric buses. A Green Climate Fund (GCF) readiness-funded study had pre-identified bus routes based on a technical evaluation but did not address the remainder of the areas. This project aims to bridge these identified gaps.

Furthermore, the Global Green Growth Institute (GGGI) is initiating a project to support the Fiji Development Bank (FDB) in enhancing its products, including those related to electric vehicles (EVs). This project will build on the groundwork laid and benefit from a GGGI staff member embedded within the FDB, who will be hired in 2024 before this project commences.

Additionally, the World Bank is conducting training sessions in several Pacific Island Countries (PICs), including a scheduled training in May 2024 in Fiji for relevant stakeholders, aimed at reducing car dependency in Pacific Island's urban centres. This project will build upon the work and awareness generated by this ongoing World Bank project. On one hand, it will incorporate the insights and foundations laid by these efforts, and on the other hand, it will include a list of follow-up projects related to non-motorized transport (NMT) infrastructure output and the upscaling of EVs, which can be taken up by the government or development partners.

Alignment with National Priorities

This project is directly in line with and supportive of Fiji's policies and commitments towards sustainable development. This project builds on Fiji's national policies and priorities including National Climate Change Policy (2018 -2030), Fiji National Development Plan (2017-2036), National Energy Policy (2017-2030), NDC Implementation Roadmap and NDC Investment Plan. The following section provides further details on the alignment of the project to support Fiji's national priorities.

Current Policy	Year	Overall Objectives	Transport (EV) Interest
Land Transport Act	1998	Established Fiji roads authority and provide regulation on vehicle importation, registration, sale and transfer in Fiji.	Minister of transport has authority to make/ prescribe regulations after consultations which include: *'prescribe the type and standard of fuel and fuel systems to be used by motor vehicles and emission standards for motor vehicles'* Section 113 item 2 (z)
Land Transport (Public Service Vehicles) Regulations 2000	2005	Provide framework and on the roles and requirements for Public Service vehicles and operators	Lays out criteria that needs to be met for buses and vehicles in order to operate as public service vehicles
Environment Management Act	2005	Provide framework for operations, roles and regulations for the Department of Environment	Stipulates the requirement of Battery Handling Permit (only specified for lead acid batteries)
A Green Growth Framework for Fiji	2014	To accelerate integrated and inclusive sustainable development which will inspire action at all levels, to strengthen environmental resilience, build social improvement and reduce	Encourage the use of fuel efficient vehicles to reduce transport sector's dependence on imported fossil fuels (From around 42% (2010) of final energy consumption, to around 32% by 2020 and 22% by 2030).

		poverty, support economic growth, food security and strengthen capacity to withstand and manage the adverse effects of climate change	• Explore and invest in low carbon vehicles like electric cars and hybrid vehicles. • Introduction of Euro 4 fuel and vehicles. • Promote use of public transport for example, buses, as well as exploring possibility of importation of lower floor two-door buses and double decker buses. • Review the optimal number of private and public service vehicles and develop appropriate regulatory arrangements to promote more transparency in licensing arrangements. • Explore and develop an exit strategy for vehicles that have reached their life span. • Explore opportunities on cycling lanes in major urban areas, opportunities for other means of transportation in rural areas and encouraging carpooling schemes
Maritime and Land Transport Policy	2015	Generate economic opportunities, promote safe and environment friendly transport systems, identify the role of government, public funding, and investment strategies for the development of future transport and network systems	Policy and strategies include: • Continue investment in the construction, maintenance and upgrading of the national transport network supported by enabling legislation and regulation enforced. • Ensure access to all forms of transport. • Promote the use of fuel-efficient vehicles. • Exploring and investing in low carbon vehicles like electric cars and hybrid vehicles. • Promote measures to reduce fossil fuel

			consumption, including in the transport sector, and encourage alternative fuels for the transport sector. • **Reduce the environmental impacts from all forms of transportation and reduce climate change impacts on transportation infrastructure**, by: *-Strengthening enforcement on operators to minimise environmental degradation and pollution.* *- Providing necessary training to enforcers.* *-Developing certification standards for climate proofing infrastructure.* *-Developing waste management standards for the transport industry to ensure that the relevant waste is either reused or disposed/incinerated in a manner which is not harmful to human health or the health of the environment. -Establishing enforcement measures to ensure that new infrastructure meets climate proof and environmental protection standards.* *- Substitution with cleaner petroleum fuels and biofuels* *-encouraging the production of coconut oil in remote islands and the use of locally produced molasses for ethanol production.* *- Encourage the use of relatively environmentally friendly petroleum products such as LPG over kerosene. o Continue to apply and update national biodiesel and ethanol fuel standards in a way that supports their uptake* • **shift towards public transportation and non-motorised land transport, due to the significant increase in**

			number of vehicles on Fiji's roads, by: *- Promoting use of public transport (bus and rail) and smaller size motorized vehicles (such as motor scooters, motorcycles, but with regard to safety trade-offs).* *-Reviewing the optimal number of private and public service vehicles and develop appropriate regulatory arrangements to promote more transparency in licensing arrangements. o Exploring and developing an exit strategy for vehicles that have reached their life span. o Exploring opportunities on cycling lanes in major urban areas.* *-Accelerated vehicle replacement schemes (e.g. car scrapping schemes).* *-Promoting cycling and establishment of cycle paths in urban areas, as well as public and private sector participation in cycle to work schemes.* *-Developing appropriate traffic management plans for major urban centres such as Suva and Lautoka to improve traffic flow, dealing with traffic congestion and reduce vehicle emissions*
Greater Suva Area Transport Strategy 2015-2030	2014	Long term plan to guiding the changes in land use, transport patterns and demands as the population grown in the Greater Suva Area	Includes planned integration on the theme of "Environmental Sustainability". This will be applied to: • Reduce vehicle emissions and encourage alternative fuel sources • Adopt measures to reduce congestion and improve transport efficiency • Invest in more energy efficient vehicle fleets • Increase the use of environmentally friendly transport (e.g. cycling, walking, electric vehicles)
Fiji National Development Plan (2017-2036)	2017	Outlines a framework encompassing strategic policy planning in thematic areas including socio-economic development and transformational strategic thrusts	Goals outlined in the NDC include: • Explore the viability of developing electric vehicle charging infrastructure. • Improved roads, streetlights and push to shift to hybrid vehicles.

			• Develop a public transport network designed to accommodate land use and mobility patterns of the travelling public
National Climate Change Policy (NCCP) 2018-2030	2018	Provides the high-level guidance, vision, principles, institutional architecture, and objectives required to establish and support a long-term climate-resilient development pathway for Fiji.	• Calls for strategic planning in decarbonising the transport sector and making transport accessible. • Highlights the need for investments in urban green spaces improve pedestrian experiences and infrastructure required to support nonmotorized transport, reducing the growth of the private land transport sector. • Increased annual public investment on public transport improves inclusive, affordable, and low to zero carbon transport options for rural, urban, and outer island citizens. Carbon-intensive modes of transport are disincentivised and phased-out
Low Emission Development Strategy (LEDS)	2018	Represents understanding of greenhouse gas (GHG) emissions from relevant sectors and current understanding of mitigation actions. Focuses on three thematic areas: (1) The shift to 100% renewable energy by 2035, (2) Achieving net zero annual GHG emissions by 2050 across all sectors and (3) Decarbonising the transport sector.	Prioritise decarbonisation of energy sector with a prime focus on a transition in land transport, including: • A national electric mobility strategy; • Transition to hybrid-electric and electric vehicles; and • Promotion of public transport and non-motorized transport systems Promoting the use of EVs, public and NMT.
Nationally Determined Contributions (NDC 2015) and Updated NDC 2020	2015, 2020	Provides targets and commitments to achieve net-zero greenhouse gas emissions by 2050 and aims to	NDC (2015): Target 1:

		operationalize its National Adaptation Plan.	To reduce 30% of BAU CO2 emissions from the energy sector by 2030. Target 2: As a contribution to Target 1, to reach close to 100% renewable energy power generation (grid connected) by 2030, thus reducing an expected 20% of energy sector CO2 emissions under a BAU scenario. Target 3: As a contribution to Target 1, to reduce energy sector CO2 emissions by 10% through energy efficiency improvements economy-wide, implicitly in the transport, industry, and electricity demand-side subsectors. Updated NDC (2020) Target 6: To enhance resilience by upgrading, repairing and relocating existing critical public infrastructure.
Climate Change Act (Adopted in Parliament on 23rd September, 2021, Climate Change Bill 2021)	2021	sets the legal framework to enable the country's mitigation, adaptation, and disaster risk management actions	• Art. 44 specifies the preparation of a 5-year Transport Decarbonization Implementation Strategy, to decarbonize transport by 2050, building on the LEDS. • The developed Transport Decarbonization Implementation Strategy must be reviewed and updated every 5 years. • Mandatory reporting of bulk sales of fuel and fuel type that is sold in Fiji.
NDC Implementation Roadmap			Electricity Generation & Transmission Target: Share of electricity generated by renewable energy sources to approach 100% by 2030 -up from 60% in 2013; •Demand-side Energy Efficiency Target: Fiji will pursue an economy-wide indicative reduction of

			10% carbon dioxide emissions from energy efficiency improvements; •Transport Target: to reduce by 137,000 tCO2/ year in the transportation industry
NDC Investment Plan	2022	Provides essential information on greenhouse gas (GHG) mitigation opportunities in the transport (land, maritime, and domestic aviation) and energy efficiency sectors and the potential means for financing these opportunities	Proposed mitigation projects include: • T16 –Electric Vehicle Network Development (focus on import of EVs & charging stations) • T18 – Land Transport Infrastructure upgrade for NMT
National Energy Policy 2017-2030	2023	provides the intent, direction, and priority objectives to support national energy security, achieve universal and equitable access to energy services, harness sustainable sources of energy, maximise energy efficiency, and improve the institutional arrangements to facilitate this transition	Requires the Department of Energy to coordinate with other ministries and departments in promotion of EVs and NMTs by imposing a minimum quota for low to zero-emissions government vehicles, targeting a minimum of 50% government fleet transition by 2030. Targets also include: 3.15 To develop a national transport decarbonisation strategy in alignment with Fiji's net-zero emissions by 2050 target. 3.16 To promote and incentivise an enabling environment for the introduction and uptake of electric vehicles and non-motorised transport. 3.17 To work with vehicle importers to design a cost-effective scheme that helps to ensure that at least 50% of all government leased or owned land transport vehicles are electric or biofueled by 2030. 3.18 To reduce emissions from domestic marine transport by 40% by 2030. 3.19 To explore options to reduce domestic aviation sector derived emissions through renewable energy, operational efficiency improvements, and sustainable alternative fuels.
Fiji Sustainable Blue Bond Framework	2022	Enable the issuance of thematic bonds related to Fiji's sustainable development ambitions	Eligible categories and projects under the framework include: **Clean Transportation**

			• Hybrid transport having a threshold at or below 75gCO2 /km based on lab test ('NEDC') procedure. • Public transport meeting direct emissions threshold of <50 gCO_2e/p-km • Hydrogen cars, public transport and commercial/trade vehicles • Non-motorized transport such as bicycles. • Infrastructure for clean energy vehicles that directly supports low emissions and the reduction of harmful emissions to zero (Examples include electric charging stations, hydrogen charging stations and storage tanks, sustainable scrapping schemes for derelict combustion engine cars that are substituted with electric or hybrid cars) **Education and Vocational Training** • Education and vocational training to upskill workers in emerging green sectors and enable just transition of existing workforce (electric vehicle mechanics who may have been combustion engine specialists). **Zero Carbon Transportation** • Electric, hydrogen, biofuel, hybrid, multi-modal maritime transportation, infrastructure for clean energy vehicles, and reduction of harmful emissions to zero

Sustainable Development Goals – In the Voluntary National Update (VNU) 2023, Fiji has highlighted the need to shift to EV as a pathway to sustainable procurement for government vehicles to meet its commitment

under SDG 12, Target 12.7. This commitment is aimed at demonstrating the use of EVs in Fiji to motivate the private sector. It also acknowledges the need to reduce emissions and build efficient transport systems under SDG 11, 13, 7. In 2023, the Fijian Prime Minister further reiterated Fiji's stern commitment to working towards achieving SDGs. This project falls in line with Fiji's SDG targets and directly supports the government's target of SDG 11.2 by encouraging the uptake of EVs to transition to sustainable and safe transport systems. Additionally, this project will advance the goals of SDG 5: Gender Equality by incorporating gender-responsive outputs that integrate the gender aspects in all deliverables and capacity building for all genders.

Climate Change Act (2021) – legally mandates the action to decarbonize the transport sector by 2050. Article 44 of the Climate Change Act specifies the preparation of a 5-year Transport Decarbonization Implementation Strategy, to decarbonize transport by 2050, building on the LEDS. This pilot project provides a demonstration of EV integration which will provide an important baseline to build on the 5-year Transport Decarbonization Strategy.

Nationally Determined Contributions (NDC 2015) and Updated NDC 2020 – This project supports Target 3 of Fiji's National Determined Contributions. Target 3 of NDC is, "As a contribution to Target 1, to reduce energy sector CO2 emissions by 10% through energy efficiency improvements economy-wide, implicitly in the transport, industry, and electricity demand-side subsectors". By implementing projects in two dimensions i.e., the e-bike project to encourage NMT and piloting EV taxis, this project demonstrates the approaches that can further be used to upscale EVs in Fiji, encouraging it to further its NDC commitments.

NDC Implementation Plan – includes the Transport Target to reduce by 137,000 tCO2/ year in the transportation industry. This project provides a proof of concept on how EVs can be used to reduce net CO2 emissions from the transport sector. The project introduces e-bikes with a motivation to encourage NMT while the EV component strives to increase understanding and exposure of EVs.

NDC Investment Plan – This project is in line with two targets of the Investment Plan. These are T16 – Electric Vehicle Network Development (focus on import of EVs & charging stations) and, T18 – Land Transport Infrastructure upgrade for NMT. The pilot project of designing a mechanism and implementing the use of e-bikes along the Suva foreshore and introducing e-taxis in collaboration with private stakeholders contributes to achieving these targets.

Low Emission Development Strategy – Fiji's Low Emission Development Strategy (LEDS) calls for a transition to hybrid-electric and electric vehicles and the promotion of public transport and non-motorized transport systems. This project is aligned with the LEDS and will introduce a pilot project that encompasses the use of EVs as taxis (public service vehicles) as well as e-bikes for non-motorized transport.

National Energy Policy – Target 3.16 of the National Energy Policy 3.16 states "To promote and incentivize an enabling environment for the introduction and uptake of electric vehicles and non-motorized transport". Project components will build on strengthening coordination, inception of a technical working group as well as training and workshops for core stakeholders. Barrier analysis will also be done and such data and activity being available, will aid in fostering a more conducive environment for the integration of EVs in comparison to it being in only a nascent stage.

UN Sustainable Development Cooperation Framework (UNSDCF) 23 - 27 – The Planet pillar of the UNSFCF outcomes include scaled-up climate change mitigation. The mitigation action includes energy efficiency and renewable energy. EV is an EE technology as well as countries move towards RE, it results in net zero energy use. The property pillar of the UNSDCF also highlights the expansion of low-carbon development solutions, which includes the adaptation of low-carbon technologies and skills.

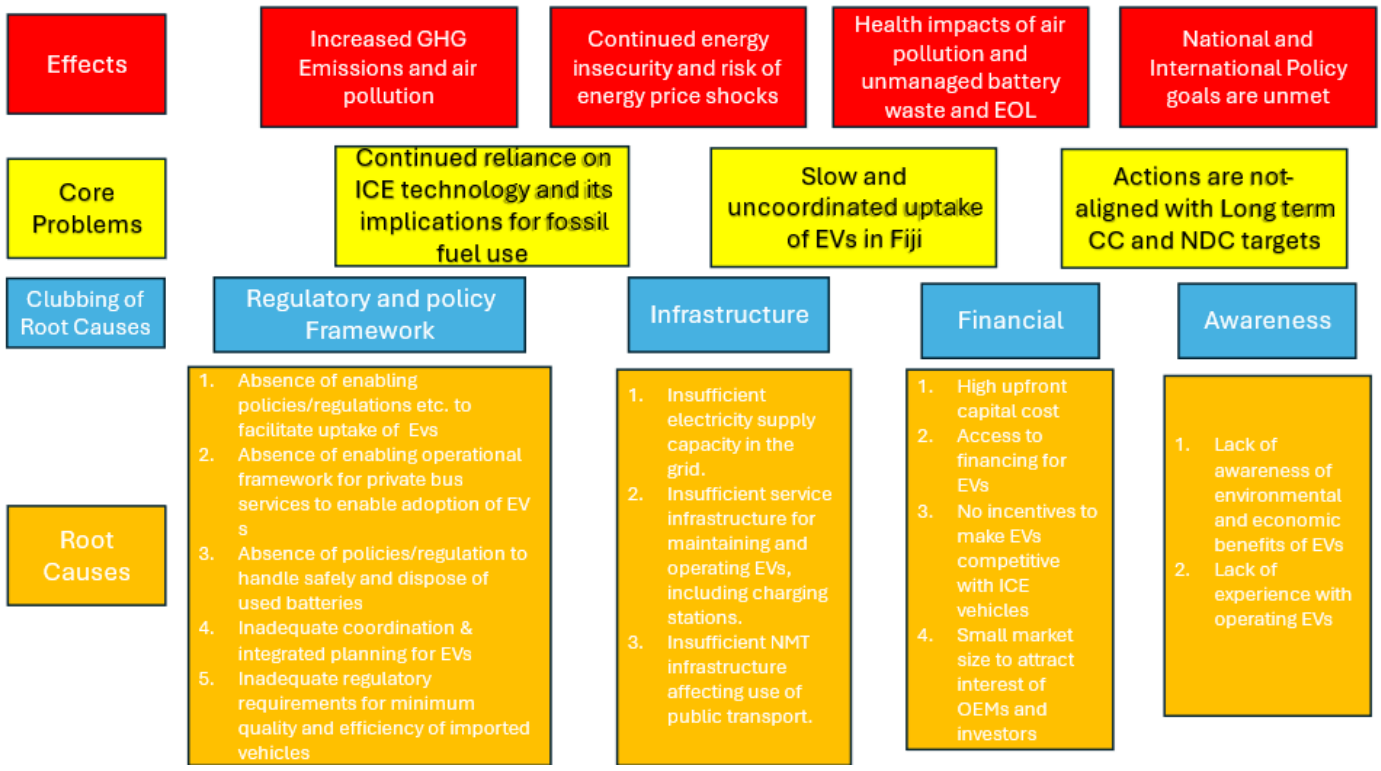
National Gender Policy and the Gender Equity & Social Inclusion Policy (2021-2024) – The project will reflect the goals and objectives set in the policy into the deliverables prepared by the project.

As highlighted earlier, this project will also support the development of policies on minimum standards for EVs as well as advice on best policies on ELV and battery disposal and management. By supplementing and supporting these policies, the project will bring local, regional, and global benefits.

An accelerated introduction and upscaling of e-mobility is vital in Fiji to address the growing GHG emissions and air pollution from the transport sector. The adoption of EVs will also provide economic benefits including reducing reliance on oil and gas imports. The project objective is to achieve these goals by addressing the root causes and barriers preventing addressing these root causes as defined in the section above. The capacity building among key stakeholders, increased awareness of zero-emission vehicles such as EVs, gaining experience in its operations, and further, the guiding roadmap to transformation will enable policymakers and non-government stakeholders to design and invest in EV technology enabling a faster transformation.

Problem tree analysis and Barriers for EV adoption

A problem tree analysis identifying root causes, core problems and effects regarding EV introduction and scaling-up adoption in Fiji has been conducted and is depicted in the below chart:



Barriers

EV adoption in Fiji has been quite slow due to limited capacity and institutional barriers, hindering efforts to sustainably develop its growing transport industry and reduce GHG emissions. To increase and accelerate e-mobility integration in the transport sector, this project outcomes need to address four barriers to EV uptake in Fiji, identified via stakeholder consultations and a literature survey[20][20]. These include:

1. Lack of a coordinated approach and an enabling policy and regulatory environment for EV adoption including the absence of relevant policies, operational framework for public transport service providers to enable EV adoption, lack of integrated planning and institutional coordination, technical and managerial capacity to promote EVs and inadequate regulatory requirements for minimum standards and efficiency of imported EVs and safe handling and disposal of used batteries.

2. Limited electricity supply capacity in the grid, insufficient service infrastructure for maintaining and operating EVs, including charging stations, limited Non-Motorized Transport (NMT) infrastructure and last-mile connectivity are some of the key issues affecting the use of public transport.

3. High upfront costs of owing EVs including limited charging infrastructure, limited access to finance, insufficient government incentives to increase the uptake of EVs and small market size to attract the interest of Original Equipment Manufacturers (OEMs) and investors limiting the private sector participation in importing EVs due to Fiji's isolated geographic location.

4. Limited awareness of the environmental and economic benefits of EVs and lack of experience with operating EVs and EV batteries.

5. Limited participation of women in management and decision-making, which can hinder the development of inclusive policies and innovative solutions.

Drivers for EV adoption

The following key drivers have been observed that will potentially drive the EV adoption in the country:

1. Rising fuel costs increase the operating costs of ICE vehicles due to increased exposure to global energy price shocks.

2. Renewable energy is steadily growing in Fiji and the share of renewables which is dominated by Hydropower is approximately 56% of the installed capacity in 2022. The National Energy Policy of Fiji adopted in 2023 has an overarching objective of achieving 100% of electricity services from renewable energy sources by 2030. The transition to renewable energy-based electricity products augurs well for the uptake of EVs by further driving down their emissions at source and minimising the dependence on fossil fuels.

3. Fiji has been showing consistent GDP growth on a per capita basis, except for the COVID-19 pandemic period, the economy is on the path towards recovery and moving close to pre-pandemic levels. In 2022, the GDP per capita (current USD) was US$5,356. The rising incomes are directly correlated to the increase in car imports and present an opportunity for driving EV adoption combined with innovative financial products.

4. The uptake of EVs by taxis has the potential to drive the adoption of EVs across other segments, but most importantly reduces a larger share of tail-pipe emissions than normal LDVs due to high mileage. Taxis play an important role in Fiji’s transportation system and economy. Taxis complement Fiji's public transportation network, filling gaps in service coverage and offering an alternative to buses, which may have limited routes or schedules. The potentially reduced operating costs of running the taxis would be a significant socio-economic contribution to ordinary Fijians whose livelihoods are dependent on and operate this important service.

5. Financial institutions such as the Fiji Development Bank (FDB) increasingly look at e-mobility for expanding their loan portfolio and start to offer tailored financing options for the purchase of EVs. This interest can be leveraged by designing an innovative financial mechanism targeted towards the adoption of EVs for taxis.

6. Increasing interest among the public in EVs can help drive adoption. Education campaigns and outreach efforts are necessary to address misconceptions and showcase benefits such as lower operating costs, and reduced emissions which will help to build confidence in EV technology.

7. Academic institutions such as the Fiji National University (FNU) have the potential to create local capacity to address end-of-life issues and a skilled workforce to support the growth of the EV industry in Fiji.

8. Fiji's National Energy Policy seeks to directly improve gender equity, equality, and empowerment through targeted objectives that address the nexus between gender and energy issues in addition to a focus on ensuring that Fiji's energy sector development brings about a just transition for all Fijians in the form of new opportunities and employment.

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B. CHILD PROJECT DESCRIPTION

This section asks for a theory of change as part of a joined-up description of the project as a whole, including how it addresses priorities related to the specific program, and how it will benefit from the coordination platform. The project description is expected to cover the key elements of good project design in an integrated way. It is also expected to meet the GEF's policy requirements on gender, stakeholders, private sector, and knowledge management and learning (see section D). This section should be a narrative that reads like a joined-up story and not independent elements that answer the guiding questions contained in the guidance document. (Approximately 3-5 pages) see guidance here

Project Objectives:

The above project objective will be met by addressing the barriers and building on the drivers by institutionalizing and increasing coordination between relevant stakeholders including public and private sectors as well as technical experts. The immediate priority is to have a guiding framework for scaling up EVs and institutionalizing coordination among various ministries to ensure efficient and synergistic efforts of all ministries with mandates in the EV space. This is supplemented with an immediate package of regulations and standards to ensure ease of importing and use of EVs. The project identified taxies as a point of entry for introducing EVs due to their visibility and as the most viable EV product on a total cost of ownership basis. There is strong interest in E-buses but the high upfront cost and current regulatory framework for public buses makes them unviable. The project, given the use of public buses by economically vulnerable population and women, supports developing ways of introducing E-buses. The project shall provide a demonstration of e-mobility benefits by supporting a target industry (e.g., a selected pool of taxis) to transition from ICE vehicles to electric vehicles and in the development of supporting infrastructure. This includes providing feasibility assessments on operational methods and frameworks. The project aims to develop a financial framework with local partners to enable financial accessibility to partners in the pilot stage. To further increase NMT, the project will augment on current NMT structure with an action plan to realize the use of e-bikes. To increase confidence and in-crowding, the project will address misconceptions and provide training to improve the perception of EVs. Design and development of an educational curriculum and engagement with stakeholders and the public will further enhance understanding of EV and encourage its benefits. Finally, the project will address policy and legislative gaps in the waste sector and be able to propose a policy instrument which adequately addresses the absence of any waste management protocols relative to batteries, hence minimizing risks to the environment once EVs reach their end-of-life.

The objective of this project is to accelerate the introduction of electric mobility in Fiji to reduce land transport sector emissions.

This project will change the future narrative from the status quo in which only some feasibility studies have taken place but there has been no progress in the uptake of EVs in Fiji, due to barriers identified above. It is anticipated that this project will mitigate direct emissions amounting to 553,216 tCO2e and indirect emissions of 1,286,004 tCO2e with 1250 beneficiaries (700 women and 550 men). By providing the first proof of concept with public and private partnership coordination, this project serves to increase EV-related activity in the transport sector. This project will initiate the formulation of a finance framework with the Fiji National Development Bank to leverage private-public partnerships. Selected recipients will be provided a grant or concessional loan to cover the variation of costs in purchasing an EV in comparison to an ICE vehicle for a taxi. However, recipients will need to provide funds (whether sourced personally or via FDB) to meet the costs of an ICE vehicle equivalent. It is anticipated that exposure and first-hand experience with EV technology will eventually propagate confidence and a platform for crowd-in activities, ensuring the sustainability and upscaling of the pilot, beyond the project lifeline.

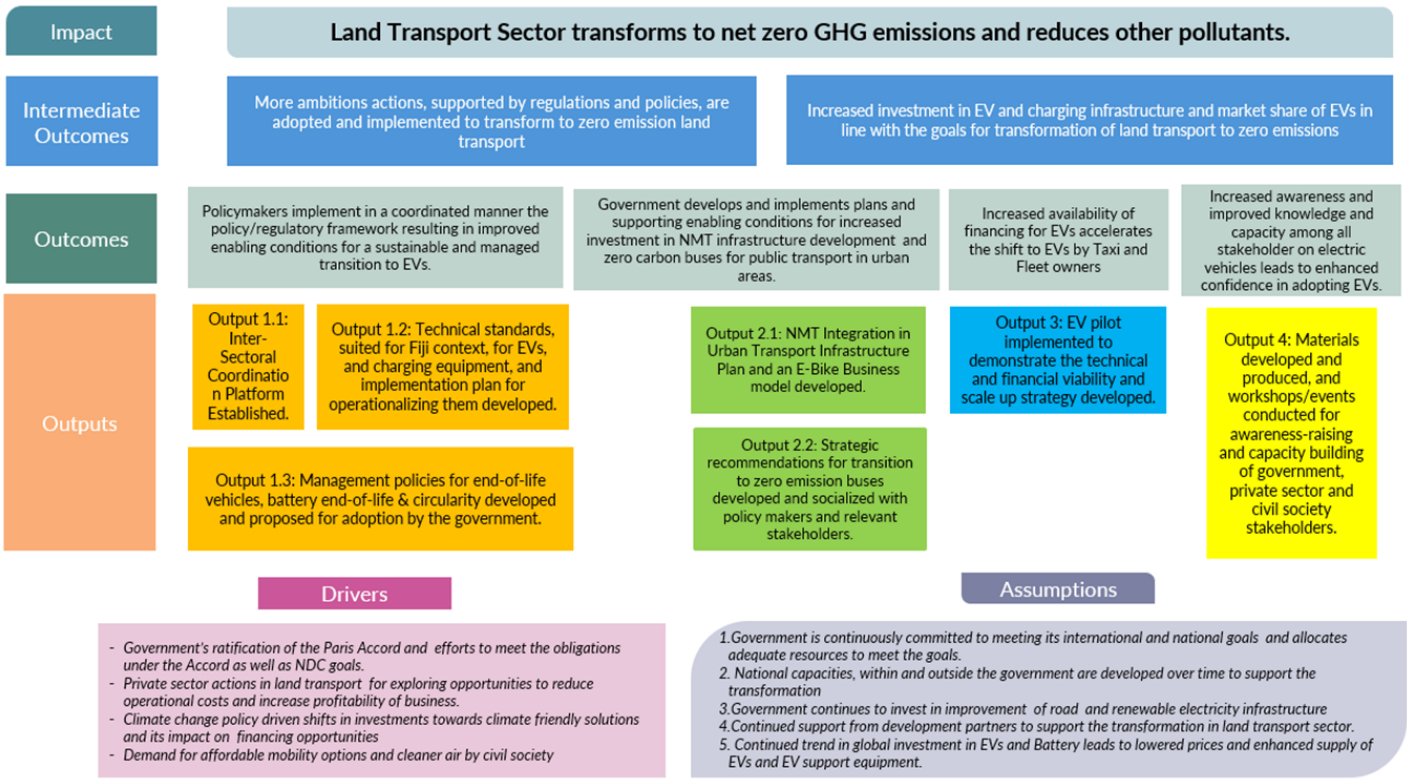
The transport sector in Fiji and the South Pacific region remains one of the least developed sectors reporting fast growth, yet with unsustainable practices. A sustainable transport sector, while mitigating emissions will also reduce fuel and vehicle import costs. Fiji has seen a steady increase in fuel imports, spending 1.2 billion FJD in 2016 and 60% of imported petroleum is consumed by the land transport sector. Adopting and

upscaling EV technology will potentially reduce this economic burden, allowing small island developing states like Fiji to mobilize fuel savings to other national adaptation, mitigation, and disaster management programs given the direct impacts of climate change including more frequent and intense storms and effects on coastal livelihood that it experiences.

In the current economic situation, it is unlikely for the Government to allocate additional resources to the work this GEF project is supporting. Without the GEF funding, a Long-term Strategy (LTS), key elements required for EV uptake, such as policy coherence, inter-ministerial coordination, incentives, infrastructure, training, and public outreach, would not be possible. This coupled with a lack of demonstrable public-private partnerships or coordinated introduction of EVs into city planning efforts will lead to a further deterioration of public trust in EVs. Public confidence eroding further would pose a significant problem to the re-introduction of EVs in the future. Therefore, no significant progress will be made in the country to promote EVs despite the recognition of their importance. Further, this will create significant challenges in achieving the country's transport sector NDC targets by 2030 and the economy-wide Net-Zero Carbon target by 2050.

This project will also integrate gender considerations throughout its design and implementation, ensuring that the transition to electric mobility in Fiji is strengthened by women's active participation and decision-making, thereby fostering an inclusive and equitable approach to sustainable transportation development.

This project, therefore, is justified, unequivocal and unparalleled as it seeks to mitigate emissions increase coordination for sustainable development for the transport sector and enable Fiji to access EV technology and partnership frameworks that can be used to upscale and enhance EV uptake.



The project builds on the national intent to make road transport sustainable, including the introduction of zero-emission technologies such as EVs, in key climate change and green development policies. The project interventions will address the key cause of slow transformation, lack of roadmap defining specific actions to translate policy intents into action and mechanisms to enable effective coordination among government ministries to implement the action plan. The project will support establishing an inter-sectoral coordination platform with clear mandates and processes coupled with the capacity building of policymakers will enable a coherent and clear set of actions to transform land transport to zero-emission vehicle technologies. PPG stage identified the key immediate actions to strengthen the enabling environment, such as technical standards for EVs, charging infrastructure and an end-of-life battery management policy. The project will develop and operationalize the most immediate regulatory structures and operational frameworks to provide clarity and reduce policy risks to investments in EVs, while also taking considerations to mainstream gender where relevant.

Creating visibility and experience with EVs is key to enabling transformation. The project will support a pilot for taxis, which have high visibility, especially through creating an EV loan product with the Fiji National Development Bank. This will reduce the perceived risk and establish a commercial financing product to scale up the use of EVs in taxis and for other segments. The other important segment is public buses. The project will support the development of an enabling framework for EV buses to create pathways for investment. Further, the establishment of an NMT integration plan and an E-Bike business model directly addresses the lack of NMT infrastructure and its inclusion in planning processes. The implementation of an EV pilot and the subsequent development of a scaling-up strategy are targeting the barriers of high upfront EV costs and limited private-sector engagement. The pilots coupled with an enabling environment for EV uptake will result in greater acceptability of EV technology and scale-up in investments.

Targeted capacity building of key stakeholders such as technicians to service the EVs, commercial banks on EV financing products, and policymakers will support the long-term transformation. This will also be coupled with creating long-term capacity-building infrastructure to enable continuous learning and improvements. This will be enforced through wide-scale awareness creation on the benefits of EVs as well as the lived experience of the technology will enable change in public attitude towards EVs. The project will ensure that women are participating in capacity-building exercises.

The availability and use of outputs by stakeholders lead to the policymakers to design policies, regulations, and programmes that foster conditions for a sustainable EV transition. Policy de-risking and firsthand experience of EV technology use in financing institutes and users of EVs stimulates investment in NMT infrastructure and zero-carbon public transportation directly aligning with the nation's sustainability goals and NDC. The improved policy and regulatory environment guided by increased capacity among policymakers and access to tools, as well as increased awareness and confidence in EV technology among stakeholders, will result in faster investments in EV technology and speed up the transformation of land transport sector. The faster transformation will enable Fiji to achieve, in line with its long-term net zero emission goal, have land transport sector towards net-zero GHG emissions.

The key stakeholders and beneficiaries will be an integral part of developing the deliverables and outputs of the project as described in detail in the Stakeholder engagement plan. The policymakers and private sector will fully contribute to the development of various regulatory outputs to ensure full ownership and hence ensure the success of the output uptake. This will be complemented by capacity building in parallel to the development of outputs. The Financial institutes will be engaged in the development of EV products which will also engage the taxi owners association. This is key to the success of the adoption and uptake of the EV financial project. Wider stakeholders will be engaged through awareness campaigns to ensure that greater information is available to all stakeholders for making appropriate decisions.

The project is enabled by Fiji's commitment to the Paris Accord and its goal to achieve net zero carbon emissions by 2050 as well as efforts to address air pollution and reduce fossil fuel import dependency. The

increased investments globally in EV technology as well as a continuous decline in battery costs too will facilitate the cost reduction which complements the policy de-risking in the country, and thus is a key driver. Fiji imports all vehicles and thus increased production of EVs will be an enabler along with the private sector's need to reduce operational costs and invest in eco-friendly transportation. The project impacts depend on assumptions critical to the project's success including government commitment to international and national climate goals, the evolution of national capacities to support the transition, and ongoing infrastructural improvements. Support from development partners and global investment trends that reduce EV and battery costs are assumed to continue, reinforcing the project's viability.

The following description provides an overview of the project components. Included in the section below are gender considerations that will ensure the project achieves its gender-responsive ambition. For a detailed Gender Action Plan that includes the gender-responsive outputs' indicators, means of verification, and responsible entity, please refer to Annex K: Gender Action Plan:

Component 1: Institutionalization of Sustainable Transport with a focus on Electric Mobility and Urban Transport Planning in Fiji.

Outcome 1: Policymakers implement in a coordinated manner the policy/regulatory framework resulting in improved enabling conditions for a sustainable and managed transition to EVs.

Output 1.1: Inter-Sectoral Coordination Platform with defined gender representation Established.

The project will support setting up an Inter-Sectoral Coordination Platform on low-carbon mobility to bring together key government ministries with mandates in developing policies and regulations on EVs for enabling coordinated and synergistic actions. The Platform members will build on the existing Technical Working Group for E-Mobility, which is meeting spontaneously and led by the Strategic Planning Office (Ministry of Finance). The secretariat of the Platform will be Department of Transport, Ministry of Public Works, of the Meteorology Services and Transport.

The project will support the development of terms of reference for the Platform to define its role and mandate as well as the process of coordination and decision-making. The Terms of Reference (TOR) will also define the representation of the Platform from the ministries that allow for the Platform to enable coordinated decision-making. Furthermore, the TOR will be drafted to encourage the participation of female representatives in the platform. The draft of the TOR will be submitted to concerned authorities for endorsement and during the project support its formal establishment.

The Platform will also act as the Project Steering Committee (PSC) of the Project that meets half yearly to ensure the progress of the project and coordination amongst the needed stakeholders from the transport, energy, and environment sectors. The Platform will play a key role in reviewing this project's outputs and will be utilized to discuss and build consensus for other sustainable transport projects in the future. The group will also be the target audience for training conducted on sustainable transport concepts and electric mobility.

This Output integrates two workshops/training for the Platform members to gain a common baseline understanding of sustainable transport planning and electric mobility, including building their understanding and awareness of gender aspects to be considered in sustainable transport planning. Gender-responsive training modules will be developed and delivered to ensure the Platform members are equipped with knowledge on gender aspects in sustainable transport planning.

The platform will consist of senior representatives of the following agencies:
1. Ministry of Finance Strategic Planning, National Development and Statistics

2. Climate Change Division (CCD), Ministry of Environment and Climate Change
3. Department of Transport (DoT), Ministry of Economy, Ministry of Public Works, of the Meteorology Services and Transport
4. Department of Energy (DoE), Ministry of Economy, Ministry of Public Works, of the Meteorology Services and Transport
5. Ministry of Women, Children and Social Protection
6. Ministry of Youth & Sports
7. Fiji Roads Authority (FRA)
8. Land Transport Authority (LTA)
9. Energy Fiji Limited (EFL)

Additional stakeholders to be included:

10. Fiji Development Bank (FDB)
11. Fijian Competition & Consumer Commission (FCCC)
12. Suva City Council (SCC)
13. Fiji National University (FNU)
14. Fiji Revenue and Customs Service (FRCS)

Deliverables under this Output:

- Deliverable 1.1.1: Terms of Reference (TOR) for the Platform finalized. The TOR will mandate institutional structure, membership, rules, and procedures of the Platform and specific percentage of gender representation on the committee.
- Deliverable 1.1.2: Capacity Assessment of the Platform members related to sustainable transport concepts and electric mobility. This deliverable includes the development and delivery of two gender-responsive trainings: one training for sustainable transport concepts and one for electric mobility for the members of the Platform, based on the capacity assessment.

Deliverable 1.1.3: Regular half-yearly meeting reports during the project duration.

Output 1.2: Technical standards, suited for Fiji context, for EVs, and charging equipment, and implementation plan for operationalizing them developed.

This output will support the development of minimum standards and an implementation plan to introduce and institutionalize minimum quality and safety specifications for electric two-wheelers (e2Ws), used and new electric four-wheelers (e4Ws), and charging equipment considering the Fiji country context. The project will use model standards developed by the Global Project as well as the groundwork conducted by the Pacific Region Infrastructure Facility (PRIF) with the Technical Assistance (TA) for 'Electric Vehicle Standards for the Pacific Region' in 2022-2023[1][21].

The standards will be developed in consultation with private sector companies importing the equipment as well as the key government authorities that are responsible for implementation. The gaps and the pathway to introduce minimum standard requirements for EVs and Charging Infrastructure in Fiji will be assessed. This includes a stakeholder engagement plan and an inception workshop. Under this deliverable updated Inspection Checklists for vehicle imports will be developed.

The standards developed will be integrated into the import and registration procedures. The following processes/forms have been pre-identified for review and update for integrating the standards:

- Trade Standards and Quality Control Act 1992
- Fiji Revenue and Customs Act 1998
- Land Transport Act, 1998

o Guidelines for Japan Export Vehicle Inspection Center Co., Ltd. (JEVIC) offshore inspections for used vehicles.

To build the capacity to implement the above technical standards and import regulations, training will be conducted for all stakeholders involved including responsible government staff... These minimum requirements will tackle key challenges such as the need for compatibility between EV chargers and vehicles, ensuring consumer protection, and addressing safety concerns, especially related to lithium-ion batteries. By adopting localized standards, Fiji can manage risks efficiently and ensure a safe, sustainable transition to e-mobility.

Deliverables under this Output:
- Deliverable 1.2.1.: Minimum standard documentation developed for the import of EVs and charging stations, including, updated inspection checklists is developed for the localization of common minimum standard requirements in Fiji.
- Deliverable 1.2.2.: Adoption of the standards supported by incorporating and updating directives and regulations necessary for their implementation and enforcement. Revised import documentation and guidelines for operational adjustments are prepared and ready to be submitted to respective avenues (Cabinet Approval pathway) for approval.
- Deliverable 1.2.3: Customs Training Module developed to provide comprehensive training, ensuring women staff participation, to ensure staff proficiency in new EV standards and procedures.

Output 1.3: Management policies for end-of-life EVs, battery end-of-life & circularity, including actions for enhancing participation of women and youth in recycling and secondary markets, developed and proposed for adoption by the government

The development of this policy is a step towards establishing a circular economy for vehicles and batteries in Fiji, from both Electric Vehicles and Solar PV Systems. It not only addresses environmental and safety concerns but also opens opportunities for secondary markets and renewable energy support. In line with Output 1.2., this output is a key need for the PICs adopting EVs. The policy will be based on a model policy and regulation package developed by the Global Project.

An assessment of the current policy framework will be undertaken to identify the gaps. A decision matrix that guides localization of global best practices in end-of-life vehicles and battery management will be developed, indicating technical and organizational feasibility, and political viability. This shall be used for undertaking consultations with stakeholders in developing draft policies as well as associated regulations.

The work on secondary markets and recycling will also explore the opportunities for gender-specific policies for women specifically on economic opportunities for women. Consensus Building and Capacity Building Workshop will be undertaken aiming at informing, educating, and collaboratively developing the policy and regulatory documents necessary for implementing the policy.

To support the adoption of policy and regulations necessary amendments would be undertaken to existing policies and regulations. The project will also support the Ministry of Environment in the adoption of the policy and related regulations/amendments.

The work will be coordinated between all countries in the Pacific region undertaking this work, especially those implementing the GEF project, to create a harmonized approach and potential synergies.
- Deliverable 1.3.1: Assessment Report of the current policy framework and decision matrix that guides localization of global best practices in end-of-life battery, end-of-life vehicles, and EVs management, indicating technical and organizational feasibility, and political viability, including gender aspects.
- Deliverable 1.3.2: Draft Policy and related directives/regulations for end-of-life vehicles and battery management with circularity principles, including actions for enhancing participation of women and youth in

recycling and secondary markets for, management developed.
- Deliverable 1.3.3: Consensus Building Workshop and Capacity Building Workshop conducted aiming at informing, educating, and collaboratively developing the policy and regulatory documents necessary for implementing the policy.
- Deliverable 1.3.4: Support the adoption of the best policy instrument identified and tailored for Fiji's context, incorporating directives and regulations necessary for the policy's adoption, implementation, and enforcement.

Component 2: Planning instruments and analysis of the operation and management to ensure feasibility and adoption of sustainable urban transport in the Suva Metropolitan Area.

Outcome 2: The government develops and implements plans and supports enabling conditions for increased investment in NMT infrastructure development and zero-carbon buses for public transport in urban areas.

Output 2.1: Inclusive and gender-responsive NMT Integration in Urban Transport Infrastructure Plan and an E-Bike Business model developed.

Output 2.1 focuses on the improvement and increasing utilization of Non-Motorized Transport (NMT) infrastructure in Suva City. This output aims to reducef car dependency and an increase in NMT-based trips. It builds on the newly reconstructed roads and bike lanes along the Queen Elizabeth Road, one of the main thoroughfares in Suva.
The project will support the development of the NMT integration plan with the existing road infrastructure of the city of Suva. Assessments of the existing mobility infrastructure and travel pattern will be undertaken to identify the potential solutions for developing NMT infrastructure that makes it easy to NMT modes for travel and the integration of NMT infrastructure with the public transport infrastructure. The latter will be aimed at increasing the use of public transport for office and non-office trips. The plan will be inclusive for all populations with a focus on gender, disabilities, and other vulnerable populations such as kids. It will consider safety, security, and accessibility, especially for women, children, elderly and disabled. Consultations will include women groups, people with disabilities and youth.

To identify quick wins, a tactical urbanism approach will be applied. This approach helps quickly and cost-effectively implement measures to enhance the NMT infrastructure by redistributing space to prioritize walking and cycling, thereby seeking the use of the street as public spaces.

The plan will also assess the potential forfor e-bike stations integrated with the NMT infrastructure. The e-bike business model will be developed to enable the use of e-bikes on routes connecting, the city centre, stadium, University of South Pacific Campus and Cruise Ship terminal under a second deliverable under this output.

The development of the NMT integration plan will be led by the Suva City Council (SCC) with technical assistance under this project and consultations with key stakeholders such as the Land Transport Authority (LTA), Fiji Roads Authority (FRA), relevant private sector actors, women and youth organizations, civil society organizations, and central ministries will be carried out. The key beneficiaries would include Suva city residents and people using the infrastructure.

At the start of the plan development process, a training workshop will be conducted for planning authorities and other relevant stakeholders. The training will focus on the methodology for developing the NMT plan as well as the process. The training will also include gender aspects of planning to ensure policy makers and stakeholders are fully aware and understand the importance considering these aspects. The training will act as an initiation activity for the development of the plan.

The plan will have costed and actionable interventions for long-term investment and quick wins and set a long-term vision for Suva.

The output will also support the development of a public-private partnership (PPP) business model for e-bikes along the new bike lane along Queen Elizabeth Road. Preliminary cost estimates for e-bikes are in the range of US$490 to US$615 per unit, excluding the cost of the docking system, software, or shipping/logistics costs. The cost of these e-bikes will likely come down for bulk orders which are dependent on the size of the public bike sharing (PBS) sharing and the number of bike stations. The e-bike specifications will ensure it can be used by women and youth. The PPP model will also explore potential for women entrepreneurs. The pricing also does not include the cost of setting up the bike stations and the operating costs. These will be determined during the development of the business model. The business model will also incorporate gender considerations for e-bikes, to enable women to use the e-bikes. The objective is to enable increased use of public transport for both, Suva residents and tourists to the city. The following are the deliverables under this output:

- Deliverable 2.1.1: An inclusive and gender-responsive Draft NMT Integration Plan for Suva in identified parts of the city developed and proposed for adoption
- Deliverable 2.1.2: E-Bike Network Business Model including the establishment of e-bike stations and the assessment of a PPP scheme developed and proposed, taking into account gender aspects.

Output 2.2: Gender responsive Strategy for transition to electric buses developed and socialized with policymakers and relevant stakeholders.

Output 2.2 conducts an in-depth examination of the management and operational challenges confronting bus operators in the Greater Suva Area in the shift towards e-buses. This strategy is informed by international best practices and life-cycle assessments, which indicate that battery electric buses are the most economical and environmentally friendly option (ICCT, 2023). This output distinctly focuses on administrative and operational aspects (including financing) of the bus sector, to complement preexisting studies on the technical feasibility of electric buses carried out under the GCF readiness initiative.

The analysis will review the regulatory framework guiding the operation of public bus services. The aim is to identify and analyze managerial, operational, and regulatory barriers, such as bus fare structures and the current route license/concession model. , offering a comprehensive view of the impediments to adopting sustainable public transport solutions. The strategy will also include gender considerations for selecting public EV buses to improve women's experience.
The review will be undertaken in collaboration with key stakeholders such as the Fiji Competition and Consumer Commission (FCCC), Fiji Bus Operators Association (FBOA), and the Land Transport Authority (LTA).

The analysis will be used to develop recommendations and a strategy for enabling the transformation of public transport to zero-emission vehicles. The recommendations will be developed in close consultation with the key stakeholders. A public consultation process will be organized to seek feedback from all stakeholders. A workshop will be organized to present the recommendations to the wider stakeholders and finalize the report.

The following are the deliverables under this output:
- Deliverable 2.2.1: Management, Operational and Financial Barriers Report - A comprehensive analysis of the management and operational obstacles in transitioning to zero-emission buses in the Greater Suva Area.
- Deliverable 2.2.2: Regulatory Review and Stakeholder Engagement Report - Detailed examination of the regulatory framework with insights from key stakeholders such as FCCC and LTA, assessing its influence on the adoption of zero-emission buses.

- Deliverable 2.2.3: Strategy for Transforming Public Bus Sector to zero-emission vehicles – Report, finalized based on public comments, on recommendations and strategies to address managerial, operational, and regulatory challenges to facilitate the transition to zero-emission public buses, including gender aspects specifically ease of use and safety of women, youth, elderly and disabled. .
- Deliverable 2.2.4: Public Launch of Strategy: The Strategy report will be presented to wider stakeholders at a public launch workshop, including regulatory authorities and private sector representatives.

Component 3: The demonstration of EVs provides evidence of technical, financial, and environmental sustainability to plan for scale-up integrated electric mobility systems.

Outcome 3: Increased availability of financing for EVs accelerates the shift to EVs by Taxi and Fleet owners.

Output 3: EV pilot, including actions to ensure gender inclusion, implemented to demonstrate the technical and financial viability, financing product, and scale-up strategy developed.

The pilot project is developed to support the uptake of electric taxis and create scale-up plans through the demonstration of operational viability and a financial product to offer loans for EVs.

Taxis in Fiji represent a high mileage fleet with an average of around 200 km per day (higher than the average government vehicles which run 80 km per day on average). The estimated GHG emission reduction by replacing an ICE taxi with an EV is 10.78 tCO2e per annum.

The demonstration in taxis is easier as high mileage which improves viability of e-taxies compared to personnel cars. Taxis play a crucial role in Fiji's transport ecosystem, particularly in urban areas where they account for 12% of all trips. They serve as an important bridge between the prevalent non-motorized transport (with 53% of all trips made on foot) and the low rate of private car ownership (16% of households). Moreover, the high visibility of taxis, especially in urban areas and at key locations like Nadi Airport, makes them ideal for raising public awareness about EVs. By leveraging existing initiatives like the Fiji Development Bank's EV loan product and working with established entities like the Nadi Airport Taxi fleet, the project aims to maximize environmental impact, visibility, and economic benefits while working within Fiji's current transport landscape.

The project will support the piloting of 16 taxis that either operate at the Nadi Airport Taxi fleet, which consists of 64 vehicles, or Taxis operating in the Suva/Nausori urban area. The option will be finalized during the project implementation through a detailed evaluation of the two potential fleet options for the pilot project based on the potential for stepwise upscaling and transformational impact to raise awareness. The study will include an analysis of available models on the Fijian market, training needs for Taxi operators, and the installation of Charging Infrastructure.

Fiji Development Bank (FDB) will be the partner for establishing a financial product to provide a loan to taxi owners. FDB offers an electric vehicle loan product for the replacement of ICE vehicles with EVs up to FJ$100,000 at 3.99%. This is targeted mainly towards Small and Medium Enterprises (SMEs).

Quick estimates, based on information collected through discussions with taxi owners and as detailed below, indicate that the upfront costs of taxis are too high to make the loan viable. Therefore, GEF funds will be used to provide either a grant or blended with FDB funds to provide low-cost loans.

In general Taxi license holders in Fiji purchase used vehicles. The estimated cost of a used vehicle which has been driven on average 64,000 KMs, is FJ$20,000 for a 2015 Toyota Fielder and FJ$25,000 for a newer but used vehicle with 64,000 kilometres. The EV reference models for use as Taxis in Fiji are the BYD Atto3 for

FJ$73,000 and the BYD Dolphin for FJ$45,400, which are currently available on the Fijian market. A home charging station, to be installed at the vehicle owner's houses is estimated to cost around US$1,200 (including installation) and training US$400 per person. This implies an upfront additional cost of FJ$27,000 to FJ$54,600.

The estimated monthly fuel cost for an ICE Taxi is FJ$1,145 and FJ$500 for an EV Taxi, implying a reduction of monthly operation cost by FJ$645 (55.3%). This is based on operational costs for ICE and EV Taxies using data from an EV owner (Tourism Fiji) of a BYD Atto3 Model in Nadi, and an average vehicle used as a Taxi in Fiji – Toyota Fielder:

- Charging a battery for a 420km range for FJ$35
- Fuel efficiency of 6l/100km of an average model used (Toyota Fielder)
- Fuel price per litre in January 2024: FJ$3.18
- Average km driven daily: 200km/7 days a week

A simple calculation, based on above mentioned fuel cost saving indicates 42 months (for BYD Atto3) to 78 months of operation to cover high vehicle costs.

Under the grant scenario, full or a part of the difference in the upfront cost of ICE and EV will be provided as a grant. The balance funds will be provided as a loan by FDB. For example, if full incremental cost is provided as a grant, FDB will provide a loan to the participants to cover the contribution of an equivalent of a used conventional ICE vehicle (now priced at FJ$20,000 (US$8905)). This will lower the risk for FDB of providing a loan and provide the necessary incentive for taxi owners to replace existing taxis.

Alternatively, GEF funds could be combined with FDB funds to provide a concessional loan. The loan rate will be fixed to ensure that the replacement of ICE taxis with EV taxis provides additional income to the first movers. The challenge with this approach is that taxi owners will have to contribute up to 30% of the cost from their funds and may not be in a position to raise this finance.

Under current cost estimates the project aims to support the piloting of 8 vehicles of the type BYD Dolphin and 8 Vehicles of the type BYD Atto3, or similar, with approximately US$380,000 of GEF funding, and will contribute to co-financing mobilized of approximately US$178,100 equivalent from the 16 beneficiaries. A more detailed description of the pilot project can be found in Annex M.

To implement the pilot, technical and economic feasibility of EV models available and suitable for Taxi service will be undertaken to identify the most suitable models. Up to three models will be selected for financing. A portion of the GEF funding will be allocated to support the uptake of electric taxis in the pilot phase. This funding will be channelled through the Fiji Development Bank (FDB) to cover the incremental cost of the electric vehicle in comparison to the purchase of existing ICE vehicles/ taxis. FDB is well positioned to facilitate this arrangement given its prior engagement in similar initiatives and the bank's interest in diversifying its existing portfolio. The scheme will be publicized on the FDB portal and FDB will invest resources in advertising the scheme. The information on the website will include the available models and vehicle types, the co-payment, benefits, cost-saving estimates, and other key data, and the process of applying. The beneficiary once selected will place an order for the pre-approved EV Model at one of the selected car dealerships and deposit the designated co-finance amount at the dealership to confirm the order. In the case of on-granting, FDB will pay the on-granting amount directly to the dealership to finalize the purchase of the vehicle.

The project will conduct a detailed analysis of charging infrastructure needs during the implementation phase. While the current plan includes providing home charging stations for overnight charging, which aligns with Fiji's typical taxi operating hours of approximately 6 am to 7-8 pm, the project will also explore the potential for fast charging options at strategic locations. This approach aims to balance the cost-effectiveness of home charging with the need for operational flexibility, especially for taxis that may operate extended hours or require quick charging during the day. Currently five publicly accessible fast charging stations are available on the island of Viti Levu (Suva and Nadi are located on Viti Levu). The final charging configuration will be designed to maximize operational efficiency while meeting the diverse needs of Fiji's taxi operators.

The project will support the formalization of the informally existing Women Taxi Driver Association. The project will cooperate with the association to engage women taxi drivers in the pilot. 30% of beneficiaries should be female drivers and/or license holders, with a priority placed on females complying with both the criteria of holding the license and driving the vehicle. To ensure the target population will be reached, the Women Taxi Driver Association and its Facebook channel will be used to disseminate and post information on the project.

All participants will be given basic training on driving, charging, and troubleshooting common issues encountered with EVs.

A Technical Working Group (TWG) for the design and implementation of the pilot project will be set up. The group will consist of the following key stakeholders: Taxi Operator Company representatives, Nadi Airport Taxi Association (NATA), Fiji Development Bank (FDB), Land Transport Authority (LTA), Department of Transport (DoT), Energy Fiji Limited (EFL), CCD (Climate Change Division), Private Sector; potential further members: Airports Fiji Limited (AFL), Fiji Competition and Consumer Commission (FCCC). The project will support regular meetings of the TWG.

The project will engage representatives from the insurance sector as part of the TWG. This inclusion will ensure that insurance considerations are adequately addressed throughout the pilot project, potentially leading to tailored insurance products for EV taxis. Engaging insurers will also facilitate the sharing of lessons learned from the demonstrations, potentially influencing future insurance policies and risk assessments for EVs in Fiji. Consultations with the tourism sector have confirmed that insurance coverage for EVs is already available in Fiji, providing a foundation for expanding these services to the taxi sector.

The pilot experience will be documented, and experience disseminated through the activities under the Knowledge management component. The analysis of the pilot will cover the financial viability of the EV Taxi, the operating and maintenance experience, as well as areas of improvement for both the financial product as well as infrastructure improvements for operations of EV taxis and other EVs. The experience will also feed into the roadmap update as needed.

The pilot experience will also be used to develop a strategy for FDB and other financial institutions to scale up the financing of EVs. At the end of year 3, a market situation analysis will be undertaken with recommendations along with the viability analysis of pilots to develop a provided to financing institutes, including FDB, on scaling up financing for taxi/commercial fleets. The strategy will also include recommendations for raising green funds for financing EVs.

The following are the deliverables under this output:

- Deliverable 3.1.1.: Setting up and regular meeting reports of the TWG.
- Deliverable 3.1.2.: Technical and economic feasibility study on the introduction of EVs.
- Deliverable 3.1.3.: Support the formalization of the Women Taxi Driver Association.

- Deliverable 3.1.4: Design and implementation of the financial product (grant or blended finance) for supporting EV Taxi Pilot with 30% women beneficiaries.

- Deliverable 3.1.5: Pilot experience documentation prepared and disseminated.

- Deliverable 3.1.6: Financing strategy for financial institutes developed to support scale-up of EV Taxi/Commercial Fleets and disseminated among financing institutes including FDB.

Appendix R includes additional details of the financing approach for supporting the pilots.

Component 4: Awareness Raising and training for an increased uptake of electric vehicles and sustainable transport actions.
Training and awareness-raising activities are being woven into the implementation of the previous components. This component includes activities to achieve an overall increased knowledge and skills across several interest groups in Fiji to ensure the sustainability of future policies and investments.

Outcome 4: Increased awareness and improved knowledge and capacity among all stakeholders on electric vehicles leads to enhanced confidence in adopting EVs.

Output 4.1: Materials, including gender aspects, developed and produced, and workshops/events conducted for awareness-raising and capacity building of government, private sector, and civil society stakeholders.

The output will support the following interventions:

(i) Design and implement awareness campaigns.
(ii) Training for automotive mechanics to service EVs and installing and servicing Charging Stations
(iii) Update EV Curricula for training of future EV experts.
(iv) Training of Utility Regulation Managers

A key driver for change is people's attitude to new interventions/technologies. The project will support the development and implementation of awareness campaigns to educate various segments of stakeholders who are critical to enabling the change. The campaigns will focus on information about Electric Vehicles (EVs), active transport, and their associated health, environmental, and cost benefits in a gender-responsive way. A gender-responsive awareness and knowledge dissemination campaign will be designed to actively engage women in sustainable transport. The project will support the development of a comprehensive communication strategy utilizing various media channels, including radio, newspapers, and popular social media platforms like Facebook. The campaign will be designed to reach diverse demographic groups, with a particular emphasis on women, high-school and university students. A crucial aspect of this output is the "myth-busting" component, aimed at correcting misconceptions about EVs, e-bikes, and active transport methods. By highlighting not only the environmental impact but also the health and economic advantages, this campaign seeks to encourage the adoption of sustainable transport options and promote a healthier, more cost-effective lifestyle among Fiji's population. The project will also leverage government campaigns to spread awareness.

A key segment of expertise is technicians for servicing EVs as well as installation and servicing of charging stations. The Project will partner with Fiji National University (FNU). FNU has a strong commitment to upskilling in leading in the EV education sector. The University, under the National Training and Productivity Centre (NTPC), currently offers 25 Light Automotive-related certificate training (short courses) and 17 Automotive Electrical Electronics-related certificate training. Including four courses related to EV technology. The University has recently self-funded the lease of an EV minibus for student transport, which

can be used for training and study. The College of Engineering, Science and Technology has invested the below cost to provide EV courses within the various programs:

EV investment of the college:
Vehicle: 13,000 F$ Charger: 5,000 F$ Trainer: 80,000 F$
Programmes:
1. Certificate III in Automotive Engineering - AUT354 - Introduction to Electric & Hybrid Vehicle 2. Certificate IV in Automotive Engineering (Major in LMV & AEE) - LMV423 - ALTERNATIVE DRIVE & AIR CONDITIONING SYSTEMS - AEE426 - ALTERNATIVE DRIVE & CONTROL SYSTEMS 3. Diploma in Automotive Engineering - DAU614 – Electric & Hybrid Vehicle Technology

The National Training and Productivity Centre (NTPC) currently provides various short course programs on Hybrid Vehicles and is currently in the completion stage of developing a program on EV for 2024. The training has obtained qualification from Malaysia. NTPC is looking at purchasing an EV vehicle and charger for training at FJ$24,000. FNU has a 250kW PV System at its Nadi Campus and a 140kW system at Maritime Campus, Suva, and is in the procurement phase of a 200kW system in the Lautoka Campus.

FNU has two chargers installed at Derrick Campus in Samabula, Suva, for Training and operations purposes, and will have another one installed in the near future at the Lautoka Campus in line with the solar installation. Apart from that, FNU recently provided Trade-based training through NTPC in the Marshall Islands, Nauru, and Tuvalu and has previously also provided training in Vanuatu and has a relationship in the Solomon Islands through our Medical College.

The project will support a review of the EV curricula at FNU to identify the gaps and upgrade the curriculum to the emerging demands of the EV ecosystem. Training programs will incorporate gender awareness modules to ensure that participants understand and address gender-related barriers in EV technology and maintenance. This will consider the local demands. These curricula will be used to provide training for mechanics. The GEF funding will be used to train 20 vehicle mechanics (10 working in the greater Suva area, 10 working in the greater Nadi area) to be upskilled by a short course on EV maintenance. The project will actively identify women technicians and invite them to the training. The training material produced will be shared with other countries.

The project will include a specialized technical deep dive training program tailored for policymakers from the Department of Transport, the Land Transport Authority (LTA), and the Department of Energy and Climate Change Division. This training will provide a comprehensive understanding of electric vehicle (EV) technology, including its implications for the country’s transport and energy sectors. Participants will engage

in hands-on sessions, analyzing real case studies from other Small Island Developing States (SIDS) that have successfully implemented EV policies and technical regulations. The training will be designed to equip policymakers with the knowledge and skills needed to make informed decisions, develop sound policies, and confidently communicate the benefits and challenges of EV adoption to the public. Authorities will be encouraged to send female participants whenever relevant, promoting gender balance and inclusivity in the decision-making process. Additionally, the training will include a dedicated module on the gender aspects of EV technology adoption, ensuring that policies and strategies are designed to benefit all segments of society equitably.

Finally, the project will provide capacity building of Utility Regulators to manage the introduction of EV demand into the grid. The training will be conducted in collaboration with the Office of the Pacific Energy Regulators Alliance (OPERA). The Alliance is set up through a joint project of ADB and the Pacific Centre for Renewable Energy and Energy Efficiency (PCREEE). The session will benefit regulators from other countries in PICs.

The following are the deliverables under this output:
- Deliverable 4.1.1: EV Curricula Review and updated curricula prepared.
- Deliverable 4.1.2.: EV Maintenance Training for Mechanics conducted with materials shared regionally with at least 10% women participation.
- Deliverable 4.1.3: Myth-Busting and Educational Campaign on EV and sustainable transport developed and implemented.
- Deliverable 4.1.4: Training Session tailored for Utility Regulators developed and implemented.

- Deliverable 4.1.5: Technical Deep Dive Training for Policymakers developed and implemented, including at least 30% women participation.

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file:///C:/Users/nvejanukroh/Downloads/Fiji%20GEF-8_CEO_Endorsement%20%20Submission%20to%20PRC.po.jn.docx - _ftnref1 **Outcome 5: The project is effectively monitored and evaluated.**

Output 5.1: Monitoring and reporting products are delivered.

Code	Deliverable short title	Tentative content and required activities	Relevant stakeholders
5.1.1	Launch meeting and Inception report	To be held within three months of project start-up. This meeting initiates the project, bringing stakeholders together to establish common goals, objectives, and roles. It sets the foundation for effective project management by outlining key deliverables, timelines, and communication channels. The Launch Meeting will be summarised by an Inception Report, to be finalised three to four weeks after the Inception Meeting, including a comprehensive report to document key insights, decisions, and action points discussed during the meeting. This report will provide: ▪ A detailed overview of the meeting proceedings, including agenda items, presentations, discussions, and outcomes. ▪ Highlight key themes, recommendations, and next steps identified during the meeting, serving as a reference document for all stakeholders involved in the project. ▪ Capture key stakeholder inputs, commitments, and areas of consensus, facilitating alignment and accountability among project participants. ▪ Capture discussions on the project indicators, targets, and Y1 workplan and any proposed revisions and their justification. ▪ Outline specific action items, responsible parties, and timelines for implementation, ensuring that decisions made during the inception meeting translate into concrete actions and deliverables.	• UNEP/EA/Technical EA

5.1.2	Half Yearly Progress Reports	Preparation of annual Half Yearly Progress Reports to UNEP within one month of the end of each reporting period, specifically by January 31st and July 31st. These reports serve to update project data and facilitate management between Project Implementation Reviews (PIRs). They will include updates on project execution and gender-related results associated with project interventions, as well as measurements of project progress and performance indicators, including GEF Core indicators and targets set in the Gender Action Plan. For more information, please refer to Annex H.	• UNEP/EA/TEA
5.1.3	PSC meetings and minutes	Organisation of PSC meetings, see section on institutional arrangements for further information. Meetings minutes will record issues raised, agreements reached and action points or follow-up as well as track participation of PSC members and will be provided two weeks after the PSC meeting. For more information, please refer to Annex H.	• UNEP/EA/TEA
5.1.4	Project Implementation Review (PIR) reports	The annual PIR reflects on project performance, identifies challenges, lessons learnt, and recommends corrective actions to ensure efficient and sustainable progress towards achieving intended outcomes and their mid-term and end-of-project targets. The reports will also provide updates on gender-related results associated with project interventions, tracking progress on targets set in the Gender Action Plan. For more information, please refer to Annex H.	• UNEP/EA/TEA
5.1.5	Project final report	Preparation of the Project Final Report to ensure comprehensive documentation and dissemination of project outcomes. The project's final report will provide a detailed overview of project achievements, challenges, stakeholders, and lessons learned. The report will also provide updates on gender-related results associated with project interventions, tracking progress on targets set in the Gender Action Plan.	• UNEP/EA/TEA

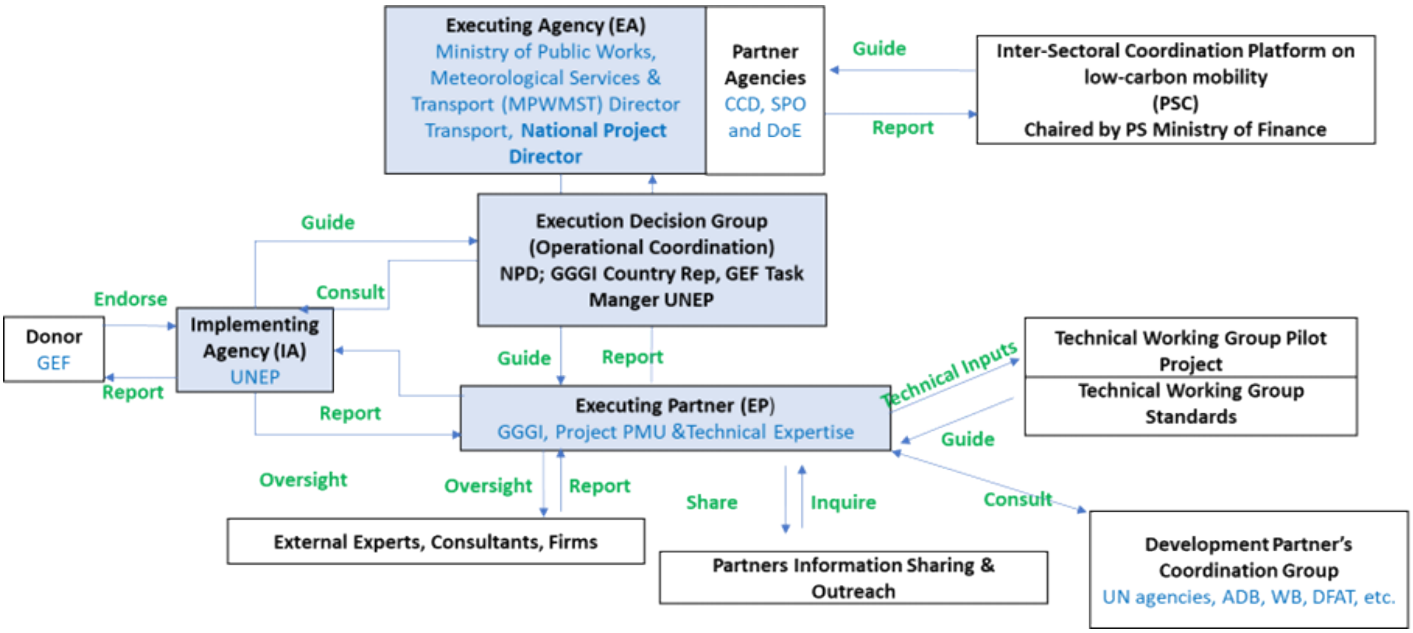
5.1.6	Mid-term Review (MTR)	Preparation of an MTR entails a comprehensive assessment conducted midway through the implementation of a project or program to evaluate its progress, effectiveness, and efficiency. This will include the review of progress on implementing Gender Action Plan and make recommendations as necessary. For more information, please refer to Annex H.	• UNEP– Task Manager
5.1.7	Terminal Evaluation (TE) of the global coordination project	Preparation of the TE, which entails a comprehensive performance assessment and exit strategy, to be conducted after the operational completion of a project, typically initiated at that stage. It will align with the evaluation requirements of the GEF and UNEP's Evaluation Policy. This will include the review of progress on implementing Gender Action Plan and make recommendations as necessary. For more information, please refer to Annex H.	• UNEP – Evaluation Office • EA/TEA
5.1.9	Risk management document	Development of guidelines on project management risk assessment and implementation of risk mitigation and response measures. The content will guide good practices regarding: ▪ Conducting an in-depth risk assessment of the Project. ▪ Mitigation strategies based on an understanding of potential impacts, including measures to avoid, minimise or compensate for negative impacts. ▪ Compliance with environmental regulations and laws and promoting a participatory and inclusive approach to environmental and social governance.	• UNEP /EA/TEA

[2] 1 F$ = 0.45 USD approximately.

Institutional Arrangement and Coordination with Ongoing Initiatives and Project.

Please describe the Institutional Arrangements for the execution of this child project, including framework and mechanisms for coordination, governance, financial management and procurement. This should include consideration for linking with other relevant initiatives at country-level (if a country child project) or regional/global level (for coordination platform child project). If

possible, please summarize the flow of funds (diagram), accountabilities for project management and financial reporting (organogram), including audit, and staffing plans. (max. 500 words, approximately 1 page)



The project is funded by GEF and UNEP is the Implementing Agency (IA). UNEP will be responsible for delivering GEF project cycle management services comprising project approval and start-up, and project oversight. Within the oversight of UNEP, the project will be executed by the Department of Transport (DOT), Ministry of Public Works, Meteorological Services & Transport and Global Green Growth Institute (GGGI), as both, technical partner and manages the funds. The funds will flow to GGGI. MPWMST will designate a National Project Director (NPD) who will oversee the project's implementation and its alignment with government policies. This role involves monitoring project execution, ensuring milestones are met, and facilitating support from government ministries and departments. The NPD coordinates with these entities to navigate bureaucratic processes and integrates the project with national priorities, making sure it receives the necessary backing and aligns with government strategies. This position is essential for the effective execution and policy compliance of the project. GGGI, serving as the technical executing partner, will assist the National Project Dirctor (NPD) with daily project management and provide technical expertise. This support will be supplemented by external expertise whenever in-house capabilities are insufficient.

GGGI was considered the most strategic partner for this project's execution given that it is a global entity with a strong regional and country-level presence. GGGI is also the leader in the space of delivering assessment projects in the space of transport and energy sector in the Pacific. The GGGI internal oversight issues of ensuring proper financial and procurement management are reviewed and approved by the GCF process for accreditation of GGGI.

UNEP, GGGI, and the MPWMST will formalize their collaboration through an MOU that outlines each partner's roles and responsibilities for completing the project. Additionally, UNEP will sign a Project Cooperation Agreement with GGGI, through which project funds will be channeled for execution.

The Inter-Sectoral Coordination Platform, including all relevant Ministries and other key stakeholders, will serve as the Project Steering Committee (PSC) to guide the project. It will meet at least once a year and preferably twice during the first and the final year of the project. The Inter-Sectoral Coordination Platform will be composed of members at the Director or PS level from all relevant Ministries to ensure both technical expertise and direct avenues for high-level interventions and decision-making. This platform is chaired by the Permanent Secretary of the Ministry of Public Works, Meteorological Services and Transport. The DOT will

act as the secretariat of the Platform. The Platform will not only oversee the project but is also intended to exist beyond its completion to steer future projects and policies. However, the roles of GGGI and UNEP are confined to the duration of the PSC, focusing on providing immediate project guidance and oversight, with UNEP representing the Global Environment Facility (GEF) within this framework as the IA. The objective of the Platform will be to provide steering advice and enhance coordination at a policy level. The Platform will further seek technical advice and be informed by the Technical Working Groups (TWG).

Platform Members:

1. Strategic Planning Office (SPO), Ministry of Finance Strategic Planning, National Development and Statistics
2. Climate Change Division (CCD) of the Ministry of Environment
3. Department of Transport (DoT), Ministry of Public Works, of the Meteorology Services and Transport
4. Department of Energy, Ministry of Public Works, of the Meteorology Services and Transport
5. Ministry of Women, Children and Social Protection
6. Ministry of Youth & Sports
7. Fiji Roads Authority (FRA)
8. Land Transport Authority (LTA)
9. Energy Fiji Limited (EFL)

Additional stakeholders to be included:

10. Fiji Development Bank (FDB)
11. Fijian Competition & Consumer Commission (FCCC)
12. Suva City Council (SCC)
13. Fiji National University (FNU)
14. Fiji Revenue and Customs Service (FRCS)

Two Technical Working Groups (TWGs) will be established: one TWG for the Pilot Project and the other for Standards. For the Standards work under Output 1.2, the existing Land Transport Technical Working Group will be used. The TWG for the Pilot will comprise field experts including academia, national and local government planners, transport authorities, road authorities, private sector representatives such as vehicle importers and retailers, bus

companies, taxi companies, bicycle companies, development banks and financiers, recyclers as well as gender specialists. The groups will meet frequently to deliberate on the project. The rationale of the TWGs is to provide a thorough review of action plans and provide technical support and advice from relevant stakeholders. It will also help build consensus among stakeholders so that projected actions sustainably leverage the potential of all sectors. The TWGs will help improve coordination on e-mobility efforts and provide advice to the Platform to make well-debated and informed decisions. The TWGs will only be established for this project and will be supported by GGGI.

An Executive Decision Group will be set up to coordinate operational requirements between the National Project Director (NPD), the GGGI Fiji Country Representative, and the UNEP Task Manager. This is an ad-hoc decision group that will provide overall strategic leadership and guidance on operational issues for smooth and timely implementation of the project. The purpose of the group is to troubleshoot operational challenges and will only convene when such issues arise for making high-level decisions.

DOT will ensure proper coordination between the Platform and GGGI. It will support the flow of information between the Platform and GGGI and provide further coordination support between the different Ministries, Government departments and GGGI. GGGI, as the Executing Partner, will be responsible for forming a project management team (PMT), to be based with either GGGI or the SPO. The team will consist of an Assistant Project Manager and a Chief Technical Advisor. The Assistant Project Manager will report to the Chief Technical Advisor and hold biweekly meetings with the NPD. PMT will support the NPD in convening the PSC meetings and is responsible for preparing the agenda for the PSC meetings and all necessary documents. GGGI will further be responsible for the procurement of consultancy services relative to project components including but not limited to Output 1.2, 1.3, 2.1, 2.2, 3 and 4. The project management team will also explore available expertise, and perform all administration, procurement, and coordination tasks relative to the project.

The project will establish a Development Partners group. The group will be convened twice a year to share information with development partners. The objective is to use the information exchange as a basis for identifying possible synergies and cooperation. The other main objective is to present the development of financial institutes with opportunities for investments. The group will include the UN agencies as well as the UN Resident Coordinators Office representative.

The project management support team will be based in Suva, Fiji in executing partners office. The Chief Technical Advisor (CTA) will be a GGGI staff and will oversee the technical work of the project and be supported by the project management support team. CTA will be based in Suva, Fiji or one of 4 countries in the region where GGGI is a strategic partner for GEF electric mobility in the GEF projects. GGGI will provide its expertise to the project and where required hire external experts. These will be based in GGGI offices or work from home. Local consultants will be hired where expertise is available.

The project is a child project of the Global Electric Mobility project, which is executed by UNEP SMU. The regional staff of SMU, based in the Asia Pacific Regional Office, will closely work with the Task Manager, also based in the Asia Pacific Regional Office, in project implementation. The Task Manager will keep the Regional Office through the Regional Climate Change Sub-Programme Coordinator and head of UNEP Pacific Sub-Regional in Samoa on project progress.

Gender Considerations

Gender considerations are woven into the project to ensure an inclusive approach to Fiji's shift towards electric mobility and sustainable transport. The project aims to improve women's roles in decision-making, boost their involvement in the electric vehicle (EV) sector, and address their specific needs. This includes creating gender-balanced frameworks, offering gender-responsive training, and involving women in initiatives like electric taxis and the Women Taxi Driver Association. The project also promotes gender-responsive campaigns and training to enhance skills among women and youth, supporting the growth of EV adoption. These efforts highlight the importance of gender in sustainable transport and work to empower women economically within Fiji's green economy.

Will the GEF Agency play an execution role on this child project? No

If so, please describe that role here and the justification.

No GEF IA has no role in Execution.

Also, please add a short explanation to describe cooperation with ongoing initiatives and projects, including potential for co-location and/or sharing of expertise/staffing (max. 500 words, approximately 1 page)

The project is a child project of the Global E-Mobility project which is executed by the UNEP SMU team. SMU programme on E-mobility covers around 70 countries and is working with several UN agencies and multilateral banks. The project will closely coordinate with the SMU E-mobility programme. The Global project platform will be used to promote South-South Cooperation. This platform will also be used to share knowledge, innovation, learnings, etc. Further, UNEP will be implementing EM project in Palau (concept submitted to GEF), Solomon Island (full proposal being submitted), and Vanuatu (full proposal being submitted) along with this proposal. The project will work closely among these four projects, and this is facilitated by the fact that GGGI is the strategic partner in all the above projects.

The Chief Technical Advisor (CTA) will be responsible for coordination with and integrating technical aspects from other initiatives. The project will establish a Development Partner's Coordination group. The group will meet twice a year, preferably in tandem with the Inter-Sectoral Coordination Platform meetings to share information and identify opportunities for building on the work of GEF projects as well as aligning with the GEF project and requirements. This meeting will also include representatives from UNEP and this opportunity will be used for knowledge sharing and project experiences which will be vital for strengthening the project delivery impact.

To enhance the project impact, coordination with the following relevant initiatives to complement efforts in the sustainable transport development space in Fiji and the broader region include working with the Pacific Centre for Renewable Energy and Energy Efficiency (PCREEE) which is currently enhancing regional cooperation on sustainable transport. PCREEE is also leading the Pacific Islands EV Working Group. This working group can be beneficial to gather the technical experts working in the Pacific region on one platform to share knowledge, discuss challenges, and solutions and leverage the obtained information for project implementation. Conversely, experiences from the Project can be shared and will be useful for GEF projects being implemented in the Solomon Islands and Vanuatu simultaneously. The project will also include consultations with the U.S. Trade and Development Agency's (USTDA's) Development Finance Corporation (DFC) program and other initiatives with programs that include Vanuatu in their target country list. With programs, which are not implemented in the Pacific Region/Fiji, such as the Federal Ministry of Economic Cooperation and Development of Germany's (BMZ)

Transformative Urban Mobility Initiative (TUMI), the project will aim to exchange knowledge products and interact through the Global Project and integrate lessons learnt and knowledge products developed by the TUMI in the implementation.

· Working with the Pacific Regional Infrastructure Facility (PRIF). PRIF, together with PCREEE plans to develop robust standards for EVs for the Pacific region under the ADB-funded and PRIF-managed project "Electric Vehicle Standards in the Pacific". This will help prepare and achieve the Output of the project.

· Fiji Development Bank on investments for electric vehicle charging infrastructure and the current low-interest rate of 3.99% for new electric vehicles.

· The World Bank is currently finalizing a project that includes a series of workshops and a planned publication on reducing car dependency in Pacific Island Countries. The project will coordinate closely with any follow-up initiatives.

· GGGI's ongoing work, funded by AFD, with the Fiji Development Bank, supports the establishment of an improved EV product. This includes a semi-embedded staff (to be hired in FY 2024), this project will take advantage of the staff as part of the project team.

The project will coordinate closely through the UNEP UN Country Team (UNCT) representative with the UN Country Office. The project documents and updates are shared with the UNEP UNCT. Also, UNCO will be represented in the Development Partners Group as explained in the institutional arrangements. The project is closely coordinated with the UNEP Sustainable Mobility Unit. The Asia Pacific staff of UNEP SMU closely works and coordinates with the project as well as the Asia Pacific Economic Commission (ESCAP).

Table On Core Indicators

Core Indicators

Indicate expected results in each relevant indicator using methodologies indicated in the GEF-8 Results Measurement Framework Guidelines. There is no need to complete this table for climate adaptation projects financed solely through LDCF and SCCF.

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_2e (direct)	140624	553216	0	0
Expected metric tons of CO_2e (indirect)	321501	1286004	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_2e (direct)				
Expected metric tons of CO_2e (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_2e (direct)	140,624	553,216		
Expected metric tons of CO_2e (indirect)	321,501	1,286,004		
Anticipated start year of accounting	2029	2025		
Duration of accounting	10	15		

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)	5,155,904,900	20,520,083,116		

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 People benefiting from GEF-financed investments

	Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
Female	750	1,250		
Male	580	550		
Total	**1330**	**1,800**	0	**0**

Explain the methodological approach and underlying logic to justify target levels for Core and Sub-Indicators (max. 250 words, approximately 1/2 page)

Indicator 6

The methodological approach used to justify target levels for GHG emissions reductions in the Project is based on a well-to-wheel (WTW) analysis. This analysis spans the entire lifecycle of vehicle energy use, from the extraction of energy sources to the operation of vehicles. Both direct and indirect emissions reductions are quantified, reflecting the integration of electric vehicles (EVs) into Fiji's transportation sector. Direct emissions reductions are calculated through a comparison of operational emissions between EVs and conventional vehicles, considering variables such as annual mileage, fuel emission factors, and the vehicles' operational lifetime. For indirect emissions, the model projects future scenarios that account for increases in EV penetration and changes in grid emission factors, alongside demographic shifts impacting vehicle stock. By contrasting baseline scenarios against projections with project interventions, the model provides estimates of annual and cumulative GHG reductions from 2025 to 2040. This approach forms the basis for setting the project's target levels for emission reduction indicators, relying on projections of technological adoption and energy sector transitions.

The start year for PIF stage was indicated 2029 as the pilot for the project was implementation of a e-Bus demonstration which was expected to start operational in final year of the project.

Indicator 11

Direct beneficiaries have been estimated based on the participants in the different trainings and workshops organized as part of the project, as well as the users of the demonstration assets to be piloted under component 3, using a 56% women / 44% men ratio.

Details on the indicators for the outputs with gender activities can be found in Annex I: Gender Action Plan.

Key Risks

	Rating	Explanation of risk and mitigation measures
CONTEXT		
Climate	Moderate	Risk Description : Fiji has extremely high exposure to tropical cyclones. Fijian islands experience the direct or indirect effects of cyclones on an annual basis, including frequent occurrences of multiple strikes in one year. Apart from Cyclones, Fiji is also prone to other natural hazards such as heat waves, drought, floods, and storm surges that can disrupt infrastructure and supply chains. Planned mitigation measures: Schedule flexible project timelines to accommodate severe weather/cyclone-related disruptions
Environmental and Social	Low	Risk Description : Fiji, like many other island nations, faces various environmental and social risks. The key ones relevant for this risk include: • labour and working conditions, • resource efficiency, pollution prevention and management • community health and safety • Land acquisition, restrictions on land use and involuntary resettlement. • Biodiversity conservation and sustainable management of natural resources • Indigenous peoples • Cultural heritage Planned mitigation measures: Follow Fiji's legislative requirements as relevant and foster community involvement in project decisions.
Political and Governance	Moderate	Risk Description : This risk refers to the uncertainties and challenges associated with the political system, governance structures, and decision-making processes within a country. These could include political instability, regulatory risk, policy uncertainty. Planned mitigation measures: Monitor policy developments in case of a government change to re-align project goals with government priorities. Elections might slow down implementation – build in contingencies in the implementation timeline.
INNOVATION		
Institutional and Policy	Low	Risk Description : This risk refers to the uncertainty and potential negative impact on businesses, investments, or economic activities resulting from

		changes in government policies, regulations, or political decisions. Planned mitigation measures: Ensure project adaptability to new or changing policies and maintain an open dialogue with policy makers to anticipate changes.
Technological	Low	Risk Description : This risk refers to specific technical risk relevant for EVs such as infrastructure challenges, cost and affordability, battery performance and range, supply chain and logistics, government policy and regulation for EV adoption, consumer awareness and education, and technical skills and expertise for EV maintenance and repairs. Planned mitigation measures: Incorporate adaptable and scalable project designs. Utilize local expertise and knowledge to inform project technicalities.
Financial and Business Model	Low	Risk Description : Macro-economic risk refers to the uncertainties and potential adverse events that can affect an entire economy or a significant portion of it. These risks arise from various factors related to the overall performance and stability of the economy, including fiscal and monetary policies, external shocks, and structural imbalances. The key aspects Planned mitigation measures: Include contingency for exchange rate fluctuations affecting project costs for non-USD contracts.
EXECUTION		
Capacity	Moderate	Risk Description : The institutional risks specific for EV implementation include regulatory frameworks, government capacity and coordination, political stability and policy consistency, funding and budget constraints, stakeholder engagement and public participation, technical expertise and skills development. Additionally, there is a risk of low participation from women due to their low representation in private/public work. Planned mitigation measures: Implement targeted training for project staff and partners. Utilize technical assistance to bolster government capacity.
Fiduciary	Low	Risk Description : Effective financial management involves identifying, assessing, and managing various types of financial risks to safeguard organizational resources, optimize returns, and achieve long-term financial sustainability. This requires robust risk management frameworks, prudent decision-making, transparency, and accountability in financial operations, and ongoing monitoring and adjustment to changing market conditions. Planned mitigation measures: Adhere to GGGI procurement rules and conduct regular audits.
Stakeholder	Low	Risk Description : Meaningful stakeholder engagement and public participation are essential for building support, addressing concerns, and ensuring the inclusivity of EV policies and programs. Institutional risk arises from inadequate mechanisms for soliciting feedback, addressing grievances, and incorporating diverse perspectives into decision-making processes. Planned mitigation measures: Regularly update stakeholders on project progress and incorporate feedback.

Other	Moderate	Gender Balance: The project has set ambitious targets for the involvement of females to reach a gender balance. However, in the EU the % of women working in the transport sector is around 20%, 14% in the land transport sector (https://transformative-mobility.org/multimedia/women-in-transport-sector/). The Pacific Region/Fiji is no exception to the underrepresentation of women in the sector and the aspired level of women's participation in technical training (GAP, 40%), will not necessarily yield higher levels due to the lack of female workforce in the sector. Thus, the % of female participation in the Gender Action Plan is based on the assumption of significant investment and policy developments in the transport sector. Mitigation: The policies, knowledge products and awareness raising material will include a gender responsive focus to reach men and women equally and support the involvement on women in the transport/electric mobility sector in the future. Furthermore, the project design explicitly includes gender responsiveness to ensure communication and processes throughout the project focus on proactively encouraging women to participate.

Overall Risk Rating	Low	The overall risk rating for the project is assessed as 'Low,' indicating that while there are moderate risks related to climate, political governance, and institutional capacity, these are balanced by effective mitigation measures. Most categories, including environmental and social factors, macroeconomic conditions, and technical design, are rated as low risk due to well-defined strategies for adaptability, compliance with regulations, and community engagement. Proactive planning, such as building in contingencies and addressing gender balance, supports the project's resilience and sustainability.

C. ALIGNMENT WITH GEF-8 PROGRAMMING STRATEGIES AND COUNTRY/REGIONAL PRIORITIES

Explain how the proposed interventions are aligned with GEF- 8 programming strategies, including the specific integrated program priorities, and country and regional priorities, Describe how these country strategies and plans relate to the multilateral environmental agreements, such as through NDCs, NBSAPs, etc.

For projects aiming to generate biodiversity benefits (regardless of what the source of the resources is - i.e., BD, CC or LD), please identify which of the 23 targets of the Kunming-Montreal Global Biodiversity Framework the project contributes to and explain how.

(max. 500 words, approximately 1 page)

1. The GEF-8 Global Child Project "Global Programme to Support Countries to Upscale Integrated Electric Mobility Systems" aims to provide support to countries in several key areas including upscaling of integrated e-mobility systems as well as investment, in addition to establishing a Global Partnership to address key challenges associated with used electric vehicles, end-of-life of EVs, and batteries & circularity. The Global Child Project will add value to Country Child Projects by providing the following support:

• Knowledge creation and management, ensuring new global knowledge is created and applied in participating countries, and that decision-makers at the global, regional, and national levels use knowledge materials developed by the Global Programme's Thematic Working Groups and disseminated through one central Integrated E-Mobility Systems Knowledge Hub:

o Opportunities to engage with thematic working groups, benefit from networking opportunities and access knowledge products made available through the e-mobility toolbox.

• Global Partnership on used EVs, EVs and batteries end-of-life & circularity, ensuring the participation of key stakeholders from national governments, international organizations, academia and private sector associations in a global consultation process to build consensus and a draft policy framework on used EVs, battery end-of-life and circularity:

o Opportunities to participate in global consultations on good practices, experiences and lessons learned in managing used EVs, end-of-life batteries & circularity, and trainings for decision-makers on EV battery end-of-life management.

• Readiness support for upscaling of integrated e-mobility systems, providing the tools and support for participating countries to implement policies, business models and financing schemes to accelerate investment in integrated electric mobility systems:

o Opportunities to participate in trainings and access enhanced regional support through the Regional Support and Investment Platforms (Africa, Asia-Pacific, Eastern Europe, Western & Central Asia, Latin America & Caribbean).

• Integrated electric mobility systems, advocacy, coordination and communications programme, ensuring wider uptake of electric mobility providing the tools and support for participating countries to promote policies, business models and financing schemes to accelerate investment in integrated electric mobility systems:

o Opportunities to access Global EV publications, datasets and assessments, relevant case studies as well as expanded e-mobility monitoring frameworks, in addition to participation in high-level events.

The Fiji Child Project will be able to engage in the Global Project activities through the following actions:

1. The project will set aside resources for relevant stakeholders to participate in peer-to-peer capacity-building workshops, and regional trainings. The Fiji Child Project will ensure the engagement (with gender-balanced participation) of national and local government officials, academia, the private sector and civil society in Global Project activities. This will allow the country to not only learn but also share knowledge with other countries on how to accelerate action towards integrated e-mobility systems. The country will also be able to share the knowledge gained within the country to maximize the engagement of a broad set of stakeholders.

2. The project will apply knowledge acquired through the Global Project, the thematic working groups as well as the Global Partnership on Used EVs, Battery End-of-Life & Circularity across components, for instance on developing national e-mobility strategies, business models and financing schemes to accelerate investments in integrated mobility systems.

3. The project will share the national knowledge products developed, experiences, best practices and lessons learnt with the Global Project, particularly from demonstrations and pilots. The Fiji Child project will generate gender-responsive lessons learnt and success stories from these experiences and share them with the Global Platform for fine-tuning knowledge products, training and for broader dissemination through the “E-mobility Knowledge Hub” as well as through Regional Support and Investment Platforms. The country project will be responsible for tracking the progress of the projects against selected Programme level indicators that the Global Project will compile and disseminate in the programme annual reports.

4. The National Project Director will act as the country focal point and will, with the support of PMU, coordinate activities and ensure the flow of information with the Global Project. This focal point role will facilitate effective and ongoing communication between the Global Project and the country project team, ensuring that necessary actions are well-coordinated and communicated, and information is shared in a timely fashion.

D. POLICY REQUIREMENTS

Gender Equality and Women's Empowerment:

We confirm that gender dimensions relevant to the project have been addressed during Project Preparation as per GEF Policy and are clearly articulated in the child Project Description (Section B).

Yes

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

Yes

If the child project expects to include any gender-responsive measures to address gender gaps or promote gender equality and women empowerment, please indicate in which results area(s) the project is expected to contribute to gender equality:

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

Improving women's participation and decision-making; and/or

Yes

Generating socio-economic benefits or services for women.

Yes

2) Does the child project's results framework or logical framework include gender-sensitive indicators?

Yes

Stakeholder Engagement

We confirm that key stakeholders were consulted during Project Preparation as required per GEF policy, their relevant roles to project outcomes has been clearly articulated in the Child Project Description (Section B) and that a Stakeholder Engagement Plan has been developed before CEO endorsement**.**

Yes

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) Yes

Private Sector

Will there be private sector engagement in the Child project?

Yes

And if so, has its role been described and justified in section B "Child project description"?

Yes

Environmental and Social Safeguards

We confirm that we have provided information regarding Environmental and Social risks associated with the proposed child project or program, including risk screenings/ assessments and, if applicable, management plans or other measures to address identified risks and impacts (this information should be presented in Annex E).

Yes

Please provide overall Project/Program Risk Classification

Overall Project/Program Risk Classification

PIF	CEO Endorsement/Approval	MTR	TE
	Low		

E. OTHER REQUIREMENTS

Knowledge management

We confirm that an approach to Knowledge Management and Learning has been clearly described during Project Preparation in the Project Description and that these activities have been budgeted and an anticipated timeline for delivery of relevant outputs has been provided. This includes budget for linking with and participation in knowledge exchange activities organized through the coordination platform.

Yes

Socio-economic Benefits

We confirm that the child project design has considered socio-economic benefits to be delivered by the project and these have been clearly described in the Project Description and will be monitored and reported on during project implementation (at MTR and TER).

In conjunction with the substantial CO_2 emission reductions, a significant reduction of the emissions of air pollutants such as NOx, SOx, PM and CO will be achieved in urban areas, as electric vehicles will not generate any such pollutant emissions locally. Thus, the project will also contribute to improved urban air quality, better human health and reduced related deaths.

In addition, the project will contribute to significant cost reductions resulting from reduced expenditures on fuel imports. Therefore, the project is also expected to improve energy security, since the share of local energy resources used in the transport sector will grow and dependency on imported fuels will decrease. Since

petroleum fuel price volatility is partly buffered through taxation, the project also reduces the volatility in tax income.

This project will focus on batteries used for electric vehicles, including issues with respect to the re-use, recycling and safe disposal of used EV batteries. Thus, the project not only looks into the mitigation of GHG and air pollutant emissions but also anticipates emerging environmental issues stemming from a large-scale market introduction of electric vehicles and seeks to develop strategies and policies to mitigate the associated risks.

This project will carry out study on the options to link-up with better integration of variable renewable power in grids for electric vehicle recharging. To that end, the project may result in additional GHG emissions reduction stemming from the possible enabling role of electric mobility for the up-scaled integration of variable renewable power.

ANNEX A: FINANCING TABLES

GEF Financing Table

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

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	Grant / Non-Grant	GEF Project Grant($)	Agency Fee($)	Total GEF Financing ($)
UNEP	GET	Fiji	Climate Change	CC STAR Allocation: CCM-1-3	Grant	1,787,500.00	160,875.00	1,948,375.00
Total GEF Resources ($)						**1,787,500.00**	**160,875.00**	**1,948,375.00**

Project Preparation Grant (PPG)

Was a Project Preparation Grant requested? true

PPG Amount ($) 47362

PPG Agency Fee ($) 4263

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	PPG($)	Agency Fee($)	Total PPG Funding($)
UNEP	GET	Fiji	Climate Change	CC STAR Allocation: CCM-1-3	47,362.00	4,263.00	51,625.00
Total PPG Amount ($)					**47,362.00**	**4,263.00**	**51,625.00**

Please provide Justification

Sources of Funds for Country Star Allocation

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Sources of Funds	Total($)
UNEP	GET	Fiji	Climate Change	CC STAR Allocation	2,000,000.00
Total GEF Resources					**2,000,000.00**

Focal Area Elements

Programming Directions	Trust Fund	GEF Project Financing($)	Co-financing($)
CCM-1-3	GET	1,787,500.00	16614475
Total Project Cost		**1,787,500.00**	**16,614,475.00**

Confirmed Co-financing for the project, by name and type

Please include evidence for each co-financing source for this project in the tab of the portal

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount($)
Recipient Country Government	Ministry of Public Works, Meteorological services, and Transport	Grant	Recurrent expenditures	500000
Recipient Country Government	Ministry of Public Works, Meteorological Services, and Transport	In-kind	Recurrent expenditures	100000
Others	GGGI	In-kind	Recurrent expenditures	169475
Recipient Country Government	Fiji Development Bank	In-kind	Recurrent expenditures	145000
Recipient Country Government	Ministry of Public works, meteorological services, and Transport	Public Investment	Investment mobilized	15700000
Total Co-financing				**16,614,475.00**

Please describe the investment mobilized portion of the co-financing

The co-financing is being finalized and the description of mobilization will be completed once the letters are received

ANNEX B: ENDORSEMENT

GEF Agency(ies) Certification

GEF Agency Coordinator	Date	Project Contact Person	Telephone	Email
GEF Agency Coordinator	6/12/2024	Ersin Esen	+254 20 762 4544	ersin.esen@un.org
Project Coordinator		Sudhir Sharma	+66 2 288 1441	sudhir.sharma@unep.org

Record of Endorsement of GEF Operational Focal Point (s) on Behalf of the Government(s):

Please attach the Operational Focal Point endorsement letter(s) with this template.

Name of GEF OFP	Position	Ministry	Date (MM/DD/YYYY)
Dr. Sivendra Michael	Permanent Secretary	Ministry of Environment and Climate Change	

ANNEX C: PROJECT RESULTS FRAMEWORK

Please indicate the page number in the Project Document where the project results and M&E frameworks can be found. Please also paste below the Project Results Framework from the Agency document. For the Integrated Programs' global/regional coordination child project, please include the program-wide results framework, inclusive of results specific to the coordination child project. For any country child project, please ensure that relevant program level indicators are included.

Objective	Indicator	Baseline	Mid-term target	End of project target	Means of verification	Assumptions and Risks Are captured in TOC	UNEP MTS reference* Relevant Programme of Work (PoW) Outcomes	Relevant SDG target(s) and indicators
The objective of this project is to accelerate the introduction of electric mobility in Fiji to reduce land transport sector emissions.	Cumulative GHG emissions reduction from road transport from business as usual (MtCO2e).	0	0	Same as the core indicator	Final Project Report		Outcome 2A: An economically and socially sustainable pathway for halting & reversing the loss of biodiversity & ecosystem integrity is established. Outcome (1B): Enhanced assistance to capacity building, technology and finance in support of the Paris Agreement	13.2.2 Total greenhouse gas emissions per year
	Direct beneficiaries of the project by gender.	0	0	Same as the core indicator.	Project Reports (Workshop Reports, etc.).			

Outcome	Indicator	Baseline	Mid-term target	End of project target	Means of verification	Assumptions and Risks (Are captured in the TOC)		
Outcome 1: Policymakers implement in a coordinated manner the policy/regulatory framework resulting in improved enabling conditions for a sustainable and managed transition to EVs.	Number of gender-responsive policies/standards adopted	0	0	3	Project Final Report; Terminal Evaluation Report		(i) Number of national, subnational, and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with	
	Number of Coordination Groups established with a minimum of 20% women participating	0	1	1	Project Implementation Report			

Outcome 2: Government develops and implements plans and supports enabling conditions for increased investment in NMT infrastructure development and zero-carbon buses for public transport in urban areas.	Plans endorsed for gender-responsive NMT infrastructure	0	0	1	Project Final Report; Terminal Evaluation Report		UNEP support (Direct outcomes 1.1, 1.2, 1.4) (ii) Amounts provided and mobilized in $ per year in relation to the continued existing collective mobilization goal of the $100 billion commitment through to 2025 with UNEP support (Direct outcomes 1.4, 1.5, 1.6)	
	Number of enabling conditions for E-Bus adoption endorsed	0	0	1	Project Final Report; Terminal Evaluation Report; Relevant Ministry's Workplan			
Outcome 3: Increased availability of financing for EVs accelerates the shift to EVs by Taxi and Fleet owners.	Increase in the Number of EVs registered in Fiji	0	10	100	LTA Vehicle registration data			
	Increase in Finance Products offered by Financial Institutions for EVs	0	1	2	Project Final Report; Terminal Evaluation Report			
Outcome 4: Increased awareness and improved knowledge and capacity among all stakeholders on electric vehicles leads to enhanced confidence in adopting EVs.	Number of people reached by awareness-raising activities	0	0	1000	Project Implementation Report			
	% increase in survey respondents with awareness of EVs. (by men and women)	0	0	10%	Start and End of Project Survey Results.			
	Number of men and women trained through workshops and other training programs.	0	20	50	Project Implementation Report			

Output	Indicator	Baseline	Mid-term target	End of project target	Means of verification	Risks (see section 5)		
Output 1.1 Inter-Sectoral Coordination Platform Established	TOR agreed with key stakeholders and endorsed.	0	1	1	Half-Yearly and Project Implementation Report			
	% of female representation in the Platform	0	20%	20%	-Platform membership records -Training agendas and participant feedback			
Output 1.2: Technical standards, suited for Fiji context, for EVs, and charging equipment, and implementation plan for operationalizing them developed.	Standards developed	0	1	1	Half-Yearly and Project Implementation Report			
	Implementation Plan developed	0	0	1	Half-Yearly and Project Implementation Report			
Output 1.3: An end-of-life battery management policy for lithium-ion batteries in Fiji, including documentation for the adoption of the policy by Government developed.	Policy developed and submitted for endorsement	0	1	1	Half-Yearly and Project Implementation Report			
	Policy recommendations include gender-specific opportunities for women in recycling and secondary markets.	0	1	1	Final policy document			

Output 2.1: NMT Integration in Urban Transport Infrastructure Plan and an E-Bike Business model developed.	NMT Plan prepared and submitted for endorsement	0	1	1	Half-Yearly and Project Implementation Report			
	E-Bike Business model finalized	0	1	1	Half-Yearly and Project Implementation Report			
	Consultations with women groups conducted	0	1	1	NMT and E-Bike Plan documents. Consultation feedback.			
	NMT and E-Bike plans include specific actions for women's safety and access.	0	1	1				
Output 2.2: Strategic recommendations for transition to zero-emission buses developed and socialized with policy makers and relevant stakeholders.	Enabling conditions for E-Bus adoption prepared and submitted for adoption	0	1	1	Half-Yearly and Project Implementation Report			
Output 3: EV pilot implemented to demonstrate the technical and financial viability and scale-up strategy developed.	Pilot Designed and Launched	0	1	1	Half-Yearly and Project Implementation Report			
	Gender-Responsive Scale Up Plan finalized	0	0	1	Half-Yearly and Project Implementation Report			
	Women Taxi Driver Association documentation submitted for formalization	0	1	1	Half-Yearly and Project Implementation Report			
	% of women pilot beneficiaries	0	40%	40%	Pilot project reports.			
Output 4: Materials developed and produced, and workshops/events conducted for awareness-raising and capacity building of government, private sector, and civil society stakeholders.	Curricula reviewed	0	1	1	Half-Yearly and Project Implementation Report			
	Technical trainings specifically designed to include gender awareness conducted	0	1	2	Half-Yearly and Project Implementation Report			
	Gender-responsive information campaigns on EV and NMT delivered	0	0	1	Half-Yearly and Project Implementation Report			
	Electric Mobility Session for Regulators conducted	0	1	1	Half-Yearly and Project Implementation Report			
	% of women participants	0	40%	40%	Participant data and feedback			

ANNEX D: STATUS OF UTILIZATION OF PROJECT PREPARATION GRANT (PPG)

Provide detailed funding amount of the PPG activities financing status in the table below:

Project Preparation Activities Implemented	GETF/LDCF/SCCF Amount ($)		
	Budgeted Amount	Amount Spent To date	Amount Committed
Expert Costs for Project Development	41,100.00	41,100.00	
Workshops	4,400.00	4,400.00	
Travel	2,862.00	2,862.00	
Total	**48,362.00**	**48,362.00**	**0.00**

ANNEX E: PROJECT MAP AND COORDINATES

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

Location Name	Latitude	Longitude	GeoName ID
Suva	-18.1416111111111	178.441144888888	2,198,148

Location Description:

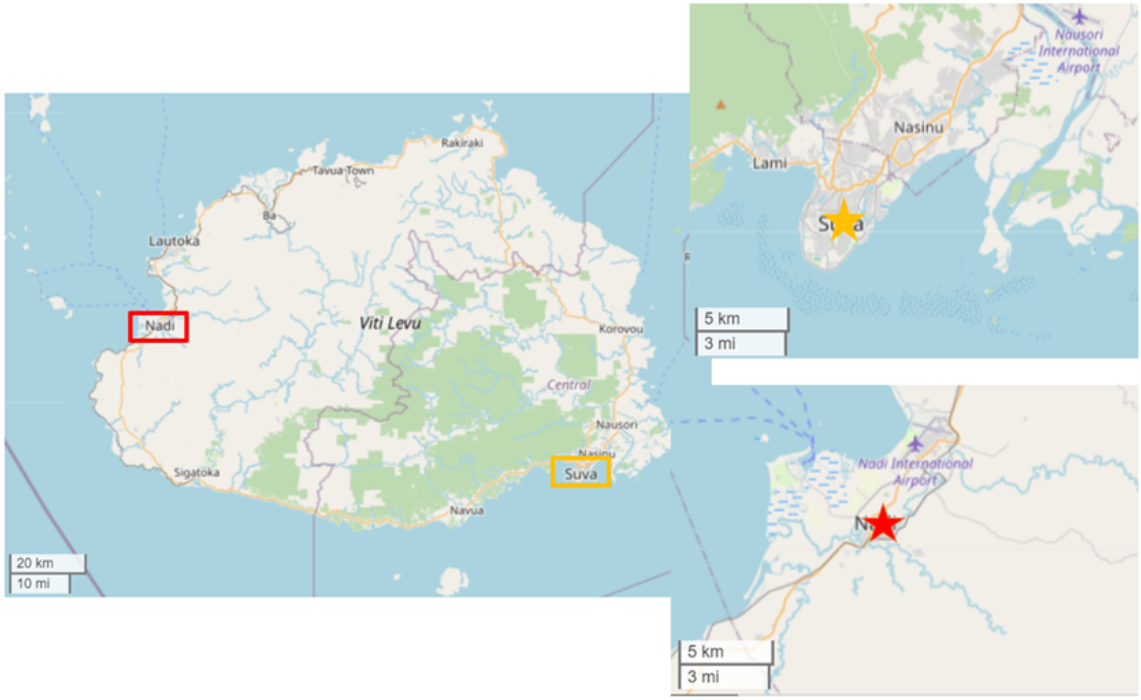
Activity Description:

Location Name	Latitude	Longitude	GeoName ID
Nadi	-17.8	177.41666944444	2,202,064

Location Description:

Activity Description:

Please provide any further geo-referenced information and map where project interventions are taking place as appropriate.



ANNEX F: ENVIRONMENTAL AND SOCIAL SAFEGUARDS DOCUMENTS INCLUDING RATING

Attach agency safeguard datasheet/assessment report(s), including ratings of risk types and overall project/program risk classification as well as any management plans or measures to address identified risks and impacts (as applicable).

Title
ANNEX F Environmental and Social Sageguards Screening 11078

ANNEX G: BUDGET TABLE

Please upload the budget table here.

GEF budget category & detailed description	Outcome 1	Outcome 2	Outcome 3	Outcome 4	Subtotal	M&E	PMC	Total	Responsible entity
02. Goods	**$ -**	**$ -**	**$ -**	**$ 500**	**$ 500**	**$ -**	**$ -**	**$ 500**	
Printouts under Component 1 (EV Roadmap Print Version & Communication Pamphlet)	$ -	$ -	$ -	$ -	$ 500	$ -	$ -	$ 500	GGGI
Printouts under Component 4 (Communication Campaign Material)	$ -	$ -	$ -	$ 500	$ 6,483	$ -	$ -		GGGI
05. Revolving Funds/Seed funds/Equity	**$ -**	**$ -**	**$ 444,530**	**$ -**	**$ 49,526**	**$ -**	**$ -**	**$ 444,530**	
Seed fund for financial product developed under Component 3	$ -	$ -	$ 444,530	$ -	$ 49,526	$ -	$ -	$ 444,530	GGGI
07. Contractual services (company)	**$ 140,060**	**$ 200,090**	**$ 90,000**	**$ 125,030**	**$ 555,180**	**$ 20,000**	**$ -**	**$ 575,180**	

Minimum standard documentation for the import of EV and Charging Stations & Implementation Plan, Support the adoption of the standards and Training on the standards.	$ 70,030	$ -	$ -	$ -	$ 70,030	$ -	$ -	$ 70,030	GGGI
Battery EOL Management Assessment Report of the Current Policy Framework, and Feasibility report	$ 70,030	$ -	$ -	$ -	$ 70,030			$ 70,030	
NMT Integration Plan and Training Workshop	$ -	$ 70,030	$ -	$ -	$ 70,030	$ -	$ -	$ 70,030	GGGI
E-bike Business Model		$ 45,030						$ 45,030	
E-Bus: Management and Operational Barriers Report, Regulatory Review, Strategic Recommendations for Bus Sector Adaptation.	$ -	$ 85,030	$ -	$ -	$ 85,030	$ -	$ -	$ 85,030	GGGI
Technical and economic FS for EV Pilot, Support to Setting up On-granting Facility, EV Product Launch Event, Baseline for Upscaling Plan.	$ -	$ -	$ 90,000	$ -	$ 90,000	$ -	$ -	$ 90,000	GGGI
EV Curricula Review and Technical Training for EV Maintenance	$ -	$ -	$ -	$ 70,000	$ 70,000	$ -	$ -	$ 70,000	GGGI
Technical Deep Dive Training for Policy makers	$ -	$ -	$ -	$ 15,000	$ 15,000	$ -	$ -	$ 15,000	GGGI
Myth Busting and Education Campaign – Develop and implement	$ -	$ -	$ -	$ 40,030	$ 40,030	$ -	$ -	$ 40,030	
Baseline measurement of project outcome indicators, GEF Core indicators (Survey at Project Start)	$ -	$ -	$ -	$ -	$ -	$ 10,000	$ -	$ 10,000	GGGI
End-point measurement of project outcome indicators, GEF Core indicators (Survey at Project End)	$ -	$ -	$ -	$ -	$ -	$ 10,000	$ -	$ 10,000	GGGI
09. International Consultants	**$ 24,750 -**	**$ -**	**$ -**	**$ 16,500**	**$ 41,250**	**$ 35,000**	**$ -**	**$ 76,250**	**GGGI**
Capacity Assessment and Training Consultant	$ 24,750	$ -	$ -	$ -	$ 24,750	$ -	$ -	$ 24,750	GGGI
Consultant for Training for Regulators	$ -	$ -	$ -	$ 16,500	$ 16,500	$ -	$ -	$ 16,500	GGGI
External Evaluation Expert	$ -	$ -	$ -	$ -	$ -	$ 35,000	$ -	$ 35,000	GGGI
10. Local Consultants	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 37,022**	**$ 37,022**	
Assistant Project Manager	$	$ -	$ -	$ -	$ -	$ -	$ 37,022	$ 37,022	GGGI
11. Salary and benefits/Staff Costs	**$ 118,872**	**$ 49,526**	**$ 155,753**	**$ 57,940**	**$ 415,617**	**$ 17,290**	**$ 119,478**	**$ 552,384**	
Chief Technical Advisor (GGGI)	$ 49,526	$ 49,526	$ 49,526	$ 35,929	$ 198,103	$ -	$ -	$ 198,103	GGGI
Finance and Administration Associate (GGGI)	$ -	$ -	$ -	$ -	$ -	$ -	$ 57,617	$ 57,617	GGGI
Project Management Support (GGGI)	$ -	$ -	$ -	$ -	$ -	$ -	$ 61,861	$ 61,861	GGGI
MEL Specialist (GGGI)	$ -	$ -	$ -	$ -	$ -	$ 17,290	$ -	$ 17,290	GGGI
Green Finance Specialist (GGGI)	$ -	$ -	$ 53,009	$ -	$ 53,009	$ -	$ -	$ 53,009	GGGI
Sustainable Transport Officer (GGGI)	$ 35,929	$ -	$ 35,929	$ 35,929	$ 107,787	$ -	$ -	$ 107,787	GGGI
Legal Specialist (GGGI)	$ -	$ -	$ 17,289	$ -	$ 17,289	$ -	$ -	$ 17,289	GGGI
Gender Expert (GGGI)	$ 18,009	$ -	$ -	$ -	$ 18,009	$ -	$ -	$ 18,009	GGGI
Communications Expert (GGGI)	$ -	$ -	$ -	$ 6,012	$ 6,012	$ -	$ -	$ 6,012	GGGI
Fiji Country Representative (GGGI)	$ 15,408	$ -	$ -	$ -	$ 15,408.00	$ -	$ -	$ 15,408	GGGI
12. Training, Workshops, Meetings	**$ 14,000.00**	**$ 4,000.00**	**$ 6,000.00**	**$ 9,000.00**	**$ 33,000.00**	**$ -**	**$ -**	**$ 33,000.00**	
Workshops, Trainings, Meetings under Component 1	$ 14,000.00	$ -	$ -	$ -	$ 14,000.00	$ -	$ -	$ 14,000.00	GGGI
Workshops, Trainings, Meetings under Component 2	$ -	$ 4,000.00	$ -	$ -	$ 4,000.00	$ -	$ -	$ 4,000.00	GGGI
Workshops, Trainings, Meetings under Component 3	$ -	$ -	$ 6,000.00	$ -	$ 6,000.00	$ -	$ -	$ 6,000.00	GGGI
Workshops, Trainings, Meetings under Component 4	$ -	$ -	$ -	$ 9,000.00	$ 9,000.00	$ -	$ -	$ 9,000.00	GGGI
13. Travel	**$ 50,000.00**	**$ 2,734**	**$ 4,000**	**$ 2,000.00**	**$ 58,734**	**$ -**	**$ -**	**$ 58,734**	
Travel cost for missions to Fiji (Component 1)	$ 10,000.00	$ -	$ -	$ -	$ 10,000	$ -	$ -	$ 10,000	GGGI
Travel cost for missions to Fiji (Component 2)	$ -	$ 2,734	$ -	$ -	$ 2,734	$ -	$ -	$ 2,734	GGGI
Travel cost for missions to Fiji (Component 3)	$ -	$ -	$ 4,000	$ -	$ 4,000.00	$ -	$ -	$ 4,000.00	GGGI

Travel cost for missions to Fiji (Component 4)	$ -	$ -	$ -	$ 2,000.00	$ 2,000.00	$ -	$ -	$ 2,000.00	GGGI
Travel cost for participation in global project capacity building and awareness events.	$ 40,000.00	$ -	$ -	$ -	$ 40,000.00	$ -	$ -	$ 40,000.00	GGGI
14. Office supplies	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 6,000.00**	**$ 6,000.00**	
2 work stations for project staff	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,000.00	$ 6,000.00	GGGI
15. Other operating costs	**$ 3,900**	**$ -**	**$ -**	**$ -**	**$ 3,900**	**$ -**	**$ -**	**$ 3,900**	
Contingency for Non-USD Contracts	$ 3,900	$ -	$ -	$ -	$ 3,900	$ -	$ -	$ 3,900	GGGI
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Grand Total	**$ 351,582**	**$ 208,586**	**$ 700,283**	**$ 244,497**	**$ 1,512,681**	**$ 72,290**	**$ 162,500**	**$ 1,787,500**	

Please explain any aspects of the budget as needed here

The project follows the fund use regulations of the GEF. 10% of the project is allocated for Project Management, which includes the staff responsible for regular monitoring of the timely implementation and finalization of deliverables, as well as reporting. The project costs are developed based on the deliverables defined to achieve each of the outputs taking into account the time required, level of expertise, and cost of experts. PMC and an expert will be located in the country to guide the overall substantive and operation work. The expertise for the development of deliverables will be home-based and travel to the country as required. GGGI is the technical partner and will be part of 3 other EM projects in the Pacific. So, the expertise will be used across the project to reduce costs and ensure consistency.

The final evaluation budget (US$35,000) will be retained by UNEP and used to hire a final evaluator.

UNEP has no role in execution as per GEF requirements and the project will be executed by the Government of Fiji supported by GGGI.

ANNEX I: 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.

INCLUDED AS ANNEX K IN ATTACHED CEO ER

GEF Council and STAP Comments	Response
United States	
Papua New Guinea, Solomon Islands, and Vanuatu: Global programs with wide ranges of partners can have their impacts severely diluted in the Pacific. **There are apparent opportunities for linkage to/need to coordinate with USTDA/DFC global programs.**	This is noted. Further collaboration with other programmes is envisaged. It is also envisaged to bring together SIDS projects, for example during COP to intensify exchange on lessons learnt between SIDS projects around the world. Furthermore, the GEF-7 programme to support countries with the shift to electric mobility is already closely cooperating with IRENA on the matter of sector coupling of the transport with the energy sector in the Seychelles, and further collaboration within other GEF-7 and 8 e-mobility SIDS projects on the same topic is being discussed. There are no current initiatives of USTDA/DFC in Fiji. DFC is included in the list of development partners for regular exchange of information.

	DFC will be kept informed of project activities to explore any potential of linkage.

Germany	
<u>Germany requests that the following requirements are taken into account during the design of the final project proposal:</u> • Germany recommends to emphasise how project activities can contribute to **a just transition in the transport sector**, with reference to green job creation, low-income groups, drivers and workers and women's empowerment. • Germany supports a **high level of integration between project activities on e-buses, with the BMZ funded TUMI E-bus Mission**. Germany recommends seeking	This is noted. <u>Just transition:</u> This aspect will be covered in national e-mobility strategies which are / will be developed in all GEF-7 and 8 country projects which do not have already such strategies. The global project will provide training and support on the issue of just transition building on the materials developed and the lessons learnt from the BMZ funded project "E-Mobility as a driver for change – Gender transformative zero emission mobility systems". Fiji project includes activities to training technicians to service EVs and install and service CIs. The project specifically focus on taxi drivers as an entry point for scaling up EVs. A gender

regular exchanges on project activities for both normative and country-level work. • Germany supports a high level of **integration between project activities on informal transport electrification with BMZ bilateral portfolio**. Germany recommends seeking regular exchanges on project activities for both normative and country-level work. • Germany appreciates the dedicated focus on the introduction of electric bus-rapid (BRT) systems. Germany recommends **close cooperation with bilateral country projects** working on this topic (Kenya, Senegal). • Germany appreciates the stronger focus on financing issues and recommends also a close **exchange with bilateral and multilateral development banks working on the electrification of public transport**. • While Component 1 has clear project outputs, **Germany asks that the overall outcome goes beyond 'national policy frameworks and established roadmaps' to include regional roadmaps.** This will ensure greater applicability, success, and scalability. • Germany appreciates the comprehensive list of stakeholders the projects aim to include. Germany would recommend **a greater understanding/mapping of the growing industry, private sector and private financiers involved in the transformation** and the role they will play in the project activities.	assessment was undertaken and gender action point developed to ensure women benefit from the project. One of key activities is inclusion of women taxi drivers in the pilots and trainings. TUMI E-bus mission: While not receiving funds from the GEF-8 Global Programme, TUMI e-bus mission is an integral partner of the programme and part of the project steering committee. TUMI e-bus mission colleagues have been involved in the project development and close collaboration with regards to capacity building and training materials, country project implementation and upscaling/replication concepts has been agreed. Fiji Project will liaise closely with the TUMI E-bus mission in developing the strategic recommendations of E-bus take up in Fiji. E-BRT Senegal / Kenya: A GEF-8 project (USD 4 million) has been developed for Senegal, aiming at further integrating the Dakar BRT with potentially electrified feeder lines and NMT / last mile connectivity. The project will be developed in close collaboration with the e-bus piloted and funded by KfW. Furthermore, UNEP and GIZ have submitted a proposal for BMU-IKI 2023 thematic call focusing on Kenya, Senegal and South Africa with aiming at strengthened EV supply side policies and regional harmonization in EAC, ECOWAS, SADC and at the AU level. Fiji project extensively consulted with the private sector, car dealers, taxi owners, public bus associations etc. They are an integral part of the project deliverables and output development. Financing: The World Bank and UNEP are developing a joint proposal on funding E-BRTs in Africa for submission to GCF. A comprehensive stakeholder map will be developed through the RSIP for Africa. The Fiji project will closely work with the FDB to support the development of EV finance products. This will be used to undertake awareness and capacity building among other local financial institutions. Mapping: A detailed private sector mapping will be developed during project implementation.

STAP Comments	
Including women or vulnerable groups in this currently male-dominated industry will be vital in fostering equity in e-mobility systems. More details on how this will be done need to be included.	This aspect will be covered mainly in national e-mobility strategies which are / will be developed in all GEF-7 and 8 country projects which do not have already such strategies. The global project will provide training and support on the issue of just transition building on the materials developed and the lessons learnt from the BMZ-funded project "E-Mobility as a driver for change – Gender transformative zero-emission mobility systems". A thorough gender assessment was undertaken and specific gender actions were identified. This includes enabling women taxi drivers to access EV finance. Plus, women will be included in the training on servicing EVs and CIs.
We recommend the following as the program is further developed: 1. Include activities to undertake analysis of policies across the various economic sectors in each country to identify any incoherence or contradiction to ensure no conflicting policies could hinder the program objectives. 2. Include Figure 2, which is currently missing. 3. STAP encourages the global child project to distill **knowledge and lessons on effectively transitioning to** **a circular economy across the various targeted sectors** in the program and how policy design can be an effective enabler. 4. Reflect and proactively include **interventions that foster innovation** and consider how to ensure scale-up and catalyze transformational change. 5. Consider adding indicators for **tracking transformational change**. Please see STAP's paper on transformation for more details. 6. Put in place the **provision to track, measure and report these co-benefits**. Please see STAP's paper on	This is noted. The following has been integrated: 1. Intersectoral policy gap analysis is part of the national e-mobility strategies of the child projects. 2. Circularity is a main point of component 2 on the global partnership on used EVs, battery end-of-life and circularity. 3. Innovation is key across all programme components and outputs. 4. Indicators have been revised accordingly on the child project level. Measuring and tracking of co-benefits such as air pollution and economic co-benefits related to health would require significant investment. However, energy savings and related savings in fuel expenditures could be estimated with justifiable effort.

incorporating co-benefits in GEF's investments for guidance.	