

# Global Programme to Support Countries with the Shift to Electric Mobility - Addendum

**Review PIF and Make a recommendation**

## Basic project information

**GEF ID**

10544

**Countries**

Global (Bangladesh, Ecuador, Sri Lanka, Albania, Grenada, Indonesia, Jordan, Philippines, South Africa, Tunisia)

**Project Name**

Global Programme to Support Countries with the Shift to Electric Mobility - Addendum

**Agencies**

UNEP, ADB, UNDP, EBRD, UNIDO, DBSA

**Date received by PM**

3/23/2020

**Review completed by PM**

**Program Manager**

Filippo Berardi

**Focal Area**

Climate Change

**Project Type**

PFD

## **PIF**

### **Part I – Project Information**

#### **Focal area elements**

**1. Is the project/program aligned with the relevant GEF focal area elements in Table A, as defined by the GEF 7 Programming Directions?**

#### **Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28:

**This item is cleared.**

Yes, this Addendum to the Global e-Mobility Program is well aligned with CCM-1-2.

## Agency Response

Indicative project/program description summary

2. Are the components in Table B and as described in the PIF sound, appropriate, and sufficiently clear to achieve the project/program objectives and the core indicators?

## Secretariat Comment at PIF/Work Program Inclusion

FB: 09/04/20:

**This item is cleared.**

The outputs have been included and the minor adjustments make sense.

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FB: 3/28:

Yes, Components listed in Table B are exactly the same as per the previously approved PFD, and are considered adequate to reach the Programs's objectives and core indicators. Please address the following comment:

- Please include the list of Program Outputs, under each relevant Component's Outcomes, as it was done in the first iteration of the Program's PFD.

## Agency Response

09/04/2020

The Programme Outputs have been included under Components 1, 2 and 4, as done in the 1<sup>st</sup> iteration of the PFD.

Two minor adjustments to the outputs wording have been made to reflect the use of the additional funds being requested from the global-regional set aside. These changes are an additional global thematic working group (output 1.1.1) and an additional regional support and investment platform (output 2.1.1). There additional agreed activities are reflected in the global child project concept note.

**Co-financing**

**3. Are the indicative expected amounts, sources and types of co-financing adequately documented and consistent with the requirements of the Co-Financing Policy and Guidelines, with a description on how the breakdown of co-financing was identified and meets the definition of investment mobilized?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 15/04/20:

**This item is cleared.**

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FB: 09/04/20:

-- Indonesia: thank you for the additional details. Please include the additional details provided in this review sheet in the section of the PFD labeled "**Describe how any "Investment Mobilized" was identified**". Also, since these are amounts part of the budget of several Ministries, please list such amounts in Table C as "**Public Investment - Investment Mobilized**", rather than recurrent expenditures.

-- **Philippines: thank you for the additional details which were also included in the PFD. No more comments.**

-- **South Africa:** thank you for the additional details which were also included in the PFD. No more comments.

-- With respect to the co-financing for newly included countries: Ecuador: no comments. Bangladesh: no comments. Sri Lanka: no comments.

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FB: 3/28:

With regards to Table C, please address the following comments:

1. Indonesia: we noted a large amount of resources (\$14mil) which are listed as in-kind contribution from different ministries / local governments. Considering the significant amount, we are requesting more details on what will in-kind / recurrent expenditures will consist of to be able to reach such amounts. Please provide additional details.

2. Philippines: We note a grant of \$15mil from the private sector, and then an equity investment from the private sector. Could you please provide more details on these amounts and their expected sources?

3. South Africa: we note only an in-kind contribution from DBSA of \$600k. In our previous discussion with DBSA, we were informed that DBSA would earmark USD 100 mil as co-financing for the GEF grant. Please clarify why that is not listed here.

## Agency Response

**15/04/2020**

### Responses to 09/04/2020 GEF comments:

-- **Indonesia:** the additional details have been included in the PFD Addendum and the co-finance categories have been edited as requested.

**09/04/2020**

#### **1. Indonesia:**

The ENTREV project is building on and supporting the implementation of the “Presidential Regulation no 55/2019 on Acceleration of electric vehicle implementation”, as issued by the Indonesian government in 2019. The three line-ministries involved in the implementation of this regulation each have annual state budgets allocated from 2020-2025 for activities related to EV implementation support ranging from 750 k\$ to 1,000 k\$ annually. Planned activities include such as:

- Ministry of Energy and Mineral Resources (MEMR): study on fuel economy of EVs, energy and safety standard for EVs, monitoring of charging stations, raw material mining for EVs battery
- Ministry of Industry: study on supply chain readiness, awareness, piloting EV manufacturing.
- Ministry of Transport, Jakarta and Bali Government: purchasing EVs for government official vehicles as demonstration, constructing charging stations for demonstration.

All these activities are considered to be essential support to the execution of the ENTREV project. The combination of budgets allocated in the three ministries and local governments for activities in relation to the implementation of the Presidential Decree on EVs explains the in-kind co-financing budget indicated for the ENTREV project.

#### **2. Philippines:**

In addition to leveraging public co-financing, the GEF grant is expected to leverage private sector co-financing via development and deployment of viable business models, such as public-private-partnerships (PPPs), for provision of infrastructure, components, e-vehicles and related services.

When establishing business models for technology demonstrations, the share of private sector financing, incl. direct/grant investment (e.g. investment into transition from internal combustion engine fleets to e-vehicle-fleets) and equity investment (e.g. provision of land for placement of e-charging stations and/or renewable energy) will be defined to establish sustainable business operation. Business models for technology demonstrations will be implemented in 4-5 municipalities, estimating the

private sector co-financing to approx. 10 million USD. Additional private sector co-financing is expected to be leveraged via scale-up investments as a result of improved policy/regulatory regime, enhanced institutional capacity and successful technology demonstrations, estimating the additional private sector co-financing volume to approx. 7 million USD.

Preliminary identified sources of private sector co-financing include:

1. Privately owned utility companies such as i) Manila Electric Company (Meralco) which is the largest private sector electric distribution utility company in the Philippines covering 36 cities and 75 municipalities. Meralco is currently setting up investments into charging stations for electric vehicles (EVs); ii) Unioil Petroleum Philippines Inc. that is currently setting up electric EV charging stations with an estimated budget of 600,000 USD. The company is going to expand its stations in the Philippines and include further charging points in new locations.
2. Privately owned transport companies such as i) Bonifacio Transport Cooperation that is planning investment to transit from internal combustion engine fleet to e-bus-fleet servicing one of the business districts of Manila; ii) Grab, a ride-hailing company operating in the Philippines that is planning to expand its business with electric vehicle services should the necessary infrastructure would be deployed.
3. Local EV industry that currently accounts 20 e-vehicle manufactures, 11 parts and components manufactures, and 18 importers, dealers and service providers. Electric Vehicles of all types (e-jeep, e-quad, golf carts, e-bike, e-trike, e-bus) are estimated to be manufactured locally from 69,145 units in 2017 with an average growth rate annually of approximately 11-13%.
4. Business and Industry Associations such as Electric Vehicle Association of the Philippines (EVAP) that have over 500 industry members active within the e-vehicle supply chain and facilitate knowledge sharing in support of e-vehicle market scale up in the Philippines.

In line with the GEF co-financing policy, private sector financing will be solidified during the PPG phase via further consultations and analysis of which private players best align with project objectives and/or via competitive procurement processes for establishment of business models during the project implementation.

### **3. South Africa:**

The co-financing contributions from DBSA have been revised reflect a total of USD 80,400,000 which is made of the following:

- USD 600,000 in-kind; attributed to resources and expertise that will be contributed by DBSA to the project.
- USD 9,800,000 investment mobilised from renewable energy that is financed by the DBSA under the renewable energy independent power producer programme which will be attributed to charging of electric buses both at demonstration and upscaling phases of the project.
- USD 70,000,000 which is earmarked by DBSA as loans that will be blended with resources from Green Climate Fund for procuring and operationalisation of about 200 electric buses in the three beneficiary cities during upscaling of the project

### **GEF Resource Availability**

**4. Is the proposed GEF financing in Table D (including the Agency fee) in line with GEF policies and guidelines? Are they within the resources available from (mark all that apply):**

### **Secretariat Comment at PIF/Work Program Inclusion**

FB: 09/04/20:

**This item is cleared, with the following comments noted below.**

All LOEs have been received and uploaded on the portal. The following comments are recorded in the review sheet, but do not need actions from the Agency:

1. Albania and Jordan have incorrect amounts, but as described below these can be adjusted downwards to match the correct amount without the need to request an amendment.
2. The Bangladesh LOE has a typo on project amount: the number listed is missing two numbers: 1,788,9, instead of 1788,991. Considering that the total project amount listed is 2M and that the amount for the PPG is specified, we can infer that the project amount was intended to be 1,788,991. No action needed.
3. The LOE from the Philippines is not dated. However, the current OFP, which signed the letter, has been in this role since 2009, so there is no doubt that the letter is signed by the designated OFP.

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FB: 3/28:

A complete set of comment to this section will only be provided once the submissions are complete (i.e. including Bangladesh, and Philippines LOE). As initial feedback, please note the following comments:

1. Albania and Jordan LOE report amounts (fees+total) that are not in line with GEF fee policies. However, since these amounts were corrected to the right fee levels (9%) in the PFD, we can accept them and no change is required.

## **Agency Response**

**15/04/2020**

**Responses to 09/04/2020 GEF comments:**

We take good note of these remarks on the LoEs and of the fact that no further action is required.

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09/04/2020

1. We take good note of your comment. We will keep then the letters of endorsement for Albania and Jordan as they are.

**The STAR allocation?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 15/04/20:

**This item is cleared.**

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FB: 04/09/20:

The requested amounts for each country's STAR allocation is available.

**Comments related to specific child projects:**

Additional countries included after the first round of revision:

2. **Ecuador:** Component 1 seems to fall short of what would be expected by a GEF intervention. GEF investments should be going further than coordinating actors at national level. As a bare minimum, the GEF intervention should conduct policy review/analysis and support drafting of an integrated policy framework to support the introduction/scale up of EV and charging stations, up to the point where such policy framework is considered by the relevant decision making bodies for adoption. We encourage the Agency to consider a more explicit inclusion of policy/regulation drafting and possibly adoption.

3. **General Comment:** The comment above for Ecuador, applies to other child projects too (such as the Tunisia and Jordan, which were revised by UNIDO). considering the general nature of this point, which relates to all child projects' Component 1, we would request the Lead Agency to ensure that each one of the Child project is developed with this consideration in mind, and that this is reflected to in the individual CEO ERs as they come in after the detailed child project development stage/PPG stage. We ask the Lead Agency to acknowledge this point, which will be checked at the CEO ERs stage, and should apply for all those child projects where an adequate integrated policy framework is not yet in place.

7 Countries included in original submission:

- Albania: No action is needed from the Agency, but GEFSEC is recording the following information in the review sheet, to be used as guidance in the development of the CEO ER for the Albania child project. The LOE for Albania includes language that would suggest (partial) self execution of the project by the Implementing Agency (UNIDO) (see below).

I am pleased to endorse the preparation of the above project proposal with the support of the GEF Agency (ies) listed below. If approved, the proposal will be prepared, implemented and supported in execution by UNIDO. I request the GEF Agency (ies) to provide a copy of the project document before it is submitted to the GEF Secretariat for CEO endorsement/approval.

The total financing (from GEFTF, LDCF, SCCF) being requested for this project is US\$ 889,666, inclusive of project preparation grant (PPG), if any, and Agency fees for project cycle management services and execution support associated with the total GEF grant. The financing requested for Albania is detailed in the table below.

In this respect, as the agency knows, the implementation and execution roles on GEF projects are meant to be separate per policy and guideline. The GEFSEC will analyze any requests for dual role playing by an agency at the time of CEO endorsement and only approve those cases that it deems warranted on an “exceptional” basis. We strongly encourage the agency to look at third party options as a preferred way forward. We also strongly encourage the agency to discuss any and all options for execution that do not include the government with the GEFSEC early in the PPG phase. The technical clearance of this PIF in no way endorses any alternative execution arrangement.

- Grenada: OK

- Indonesia: thank you for the detailed response. OK

- Jordan: modifications are accepted. OK

- Philippines: OK

- South Africa: thank you for the additional clarifications. OK

- Tunisia: OK

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FB: 3/28:

This item will be closed once the full submission of the LOEs and Child projects is completed.

In addition, please consider the following **comments related to specific child projects**:

1. Please update Child projects concept notes, including the global child project, to reflect the new countries included after the initial submission of this PFD Addendum.

**Albania:**

1. The link between tourism and e-mobility needs to be further explained/strengthened. Why tourism and not logistics or public transport in general? Add a sentence in the "project description" describing the root-problem along the lines of what described in the theory of change table ("*Albanian cities are facing a surge of fossil fuel emissions from increased tourism related transportation*").

2. Also, the Agency may want to add mention of the benefits that EVs could bring for tourism -a key industry for Albania- in terms of less particulate emissions (PM).

**Grenada**

1. In "baseline investment" the second investment listed in the table refers to the sustainable energy facility for the eastern Caribbean. The GCF tranche in this initiative represents only a portion of the overall investment, which includes also funds from the GEF, IDB, DFiD, and JICA. Please reflect this in the table in the Grenada Child Project. (Please see Table 1 on pag 6 of the GCF FP for more details: <https://www.greenclimate.fund/sites/default/files/document/funding-proposal-fp020-idb-dominica-grenada-saint-kitts-and-nevis-saint-lucia-and-saint-vincent-and.pdf>)

2. The description of the components does not help understanding which sector of electric mobility will this project support. To the extent to which this information is available, please specify which applications (public transport, logistics, company or govt fleet, etc) will be given priority.

**Indonesia**

1. Under the "baseline" section, there is the following statement: "Despite the grid emission factor of 0.877 ton CO2/MWh, use of electricity supply from existing grid for EV charging results in less emission in comparison to conventional vehicles that burn petrol/diesel (MEMR, Jan 2019)." This is a very important passage, and it would be good to briefly explain why in the text so that the reader does not have to consult the reference. Also, please note that in the South Africa child project the opposite argument is made repeatedly. See comments under South Africa, here below.

### **Jordan:**

1. Component 1 seems to fall short of what would be expected by a GEF intervention. GEF investments should be going further than just establishing an interministerial coordination platform, and to conduct policy review/analysis. We encourage the Agency to consider a more explicit inclusion of policy/regulation drafting and possibly adoption.
2. Please provide brief explanation of why GGGI has been selected as executing agency and how they are planning to work with the local Govt agencies and ministries involved in the project implementation.
3. With respect to component 2, please clarify what is to be intended as "e-HOVs". HOV generally refers to the occupancy rate of a vehicle, and not to a specific type of vehicle, so this may be confusing for readers. Is this is meant to refer to buses, please specify so.
4. Still on component 2: there seems to be some disconnect between the barriers identified (e.g. "no vehicle emission standards" and "import taxes on new vehicles prohibitive") and the solution proposed (creation of an investment vehicle). Please adjust component to ensure there is a logical causal link between root-causes, activities planned and expected outcomes.

### **Philippines:**

1. First paragraph: "With the Philippines growing steadily....". This is vague. Does it refer to the population? GDP? Transport usage? Please revise and clarify.
2. This sentence is confused, please revise:

**According to the ADB report "Pathways to low-carbon development for The Philippines" The Philippines has per capita greenhouse gas emissions that are far below the world average. However, emissions are growing at an increasing rate, with 4% annual growth between 2006 and 2012. More than half of 2012 emissions were from the energy and transport sectors, and the energy sector has been the main source of emissions growth. Much of this rise is driven by a fall in the renewable share of primary energy from 55% in 1990 to 38% in 2013, as well as accelerating growth in energy consumption in buildings and transport sector. The largest share of energy consumption is transportation (ca. 37%), with road transport responsible for 80% of the energy consumption.**

3. "Project Overview and Approach" section: this section lacks the overview of the projects' components and key expected outputs by component. Please add.
4. Stakeholders table, pag 59 onwards: The table, for some of the stakeholders, such as for instance IFC, it is not clear what role they will be playing specifically with regards to this project. While their overall role is explained, there are no details on how and why they are to be considered stakeholders in this specific project. Please provide additional info.

**South Africa:**

1. PPG grant is above the cap. Either provide justification including break down of costs (GEFSEC will reserve the right to approve or not the exception to the policy).
2. The co-financing from DBSA is missing. According to discussions with DBSA, there should be investment mobilized from DBSA of approximately USD 100million in loans to leverage the GEF resources.
3. With regards to this sentence on page 68:

This intended change in carbon intensity of grid electricity is essential for any electric mobility project in South Africa, since the carbon intensity of today's grid power leads to increased GHG emissions from an electric vehicle compared to a conventional one. In 2015, the transport sector accounted for about 13% of energy related CO<sub>2</sub> emissions, with road transport being responsible for more than 90% of all transport emissions (Figure 2).

It is generally recognized that even in high carbon intensity grid countries, EV are more efficient than ICE in terms of emissions per kilometers. Please include a reference/additional info for this sentence or remove it.

Along the same lines goes the following statement:

Since South Africa has one of the highest grid electricity carbon footprint worldwide, in the near future significant CO<sub>2</sub> emission reductions can only be achieved if the carbon footprint of the electricity used to charge the buses is at least 30% lower than the average grid. This is why the demonstration projects will seek for ways to use lower carbon footprint electricity for example based on agreements with renewable power producers to buy their electricity either for direct use to charge the e-buses, or by off-setting emissions elsewhere in the grid.

Please confirm if there is available literature that has established that ICEs have less emissions than EVs powered with SA grid electricity?

Please note that the Indonesian child project makes for the opposite argument, stating that even in high carbon emission factor countries EV still make sense in terms of emission reductions, both immediately due to economies of scale and higher efficiency of electric drive, as well as "future-proofing" of future RE addition to the grid that will be able to be capitalized by existing EVs.

**Tunisia:**

1. Component 1: While policy analysis/review is key for a successful project, the key outcome of the GEF intervention should be policy reforms adoption, so at least the output should include policy formulation for possible adoption by the competent decision making bodies. If the outcome is "enhanced enabling environment", then the intervention cannot stop at the policy analysis and recommendation, but it has to result in policy drafting and adoption.

## Agency Response

**15/04/2020**

**Responses to 09/04/2020 GEF comments:**

Additional countries included after the first round of revision:

**2. Ecuador:** the section on Ecuador's incremental reasoning and results framework has been updated, with the description of Component 1 rewritten and Component 3 updated to include the integrated policy framework. Please note that the e-mobility policy development activities/outputs of the Ecuador child project will be included under Component 3 – not Component 1.

**3. General comment:** we take good note of your comment on the integrated policy framework and will convey this requirement to all e-mobility Implementing Agencies (ADB, UNDP, UNIDO, DBSA) to be taken into account during the development of the CEO Endorsement requests. However (as mentioned above for the case of Ecuador, for example), please note that the policy related activities/outputs do not necessary fall under Component 1 in the different country child projects – it sometimes also falls under the other components.

7 Countries included in original submission:

- **Albania:** we take good note of your comments on the execution arrangements and will convey these to UNIDO.

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**09/04/2020**

1. Child project concept notes have been updated to address GEF Sec comments. Three (3) new country child projects are being submitted alongside this reply sheet: Bangladesh (UNDP), Ecuador (UNEP) and Sri Lanka (UNEP). These have also been reflected in the global child project concept note.

**Albania:**

1. A sentence has been added in the "project description" section to describe the link between tourism and e-mobility.
2. The benefits of EVs for tourism in terms of reduced particulate emissions (PM) has been included in the Albania concept note.

**Grenada:**

1. This correction was introduced in the revised document.
2. Text has been added to section 2d) to clarify the focus of the demonstrations. The demonstrations will focus on government fleets. Grenada is at a very early stage of the technology adoption, so demonstrations will focus on government fleets to build the awareness and capacity of public decision-makers on the economic, environmental and social viability of electric vehicles. By demonstrating this viability, the pilots will facilitate de-risking of future technology adoption in the public transport and private sectors.

**Indonesia:**

1. In preparation for the development and issuance of the “Presidential Regulation no 55/2019 on Acceleration of electric vehicle implementation” in Indonesia, the Ministry of Energy and Mineral Resources (MEMR) conducted elaborate analysis on the impact of EVs in GHG emission reduction in Indonesia. Please find also below a presentation by MEMR to the president and other ministries in the preparations for the Decree.

## Electric Vehicle (EV) vs. Internal Combustion Engine (ICE)



Electric car



Car engine



Hybrid Cars

Mileage	9.66 Km / kWh	9.35 Km / liter	19.13 Km / liter
Energy Consumption	.103 kWh / km	0.106 liters / km	0.05 liters / km
Energy Costs	155.34 USD / km	791.18 USD / km	386.80 USD / km

### ENERGY EFFICIENCY ELECTRIC CARS:

Electric cars are much more efficient than conventional cars that use fuel oil (BBM). The cost savings of electric cars to reach 50% (Balltbang EMR)

Electric car a distance of 100KM require power 20 kWh, equivalent to Rp. 32.000, -

Conventional fuel car a distance of 100KM requires 10 liters or equivalent to Rp. 85.000, - (Balltbang EMR)

## Potential Energy Savings and CO2 Emissions Reduction

The use EV	Total Car	Energy savings per year (GWh)		Emission Reduction (Million Tons of CO2)	
		Gasoline car to EV	Diesel car to EV	Gasoline car to EV	Diesel car to EV
Replacement Car EV 0.5%	17.630	166.28	153.29	0.0063	0.0044
Replacement Car EV 1%	36.269	332.56	306.59	0.0126	0.0087
Replacement Car EV 2%	70.619	666.11	613.17	0.0252	0.0176
Replacement Car EV 2.5%	88.148	831.38	766.47	0.0316	0.0218
Replacement Car EV 5%	176.296	1,662.77	1,532.94	0.0629	0.0437
Replacement Car EV 10%	362.693	3,325.53	3,065.87	0.1259	0.0873
Replacement Car EV 20%	706.186	6,651.07	6,131.74	0.2517	0.1746
Replacement Car EV 50%	1,762,963	16,627.67	15,329.36	0.6294	0.4366
Replacement Car EV 60%	2,116,666	19,963.21	18,396.22	0.7552	0.5239
Replacement Car EV 70%	2,468,148	23,278.74	21,461.09	0.8811	0.6112
EV Car Replacement 100%	3,626,926	33,256.36	30,668.70	1.2687	0.8731

### Key:

- Jamali system emission factor 0877 Tonnes CO2 / MWh
- 0261 Gasoline Emission Factor Tonnes CO2 / MWh
- Factors diesel Emissi 0268 Tonnes CO2 / MWh

As shown in MEMR's analysis above, despite the grid emission factor of 0.877 ton CO2/MWh, use of electricity supply from existing grid for EV charging results in less emission in comparison to conventional vehicles that burn petrol/diesel (MEMR, Jan 2019). This is due to two main reasons. When compared to ICE vehicles, EVs consume significantly less energy per km. Consequently, even with high carbon power, the resulting annual emission levels attributed to EVs are lower. Using the emissions factor of the Java-Bali grid, an electric vehicle would save about 0.4 tons of CO2 per year compared to a conventional gasoline car. Secondly, Indonesia currently has a significant surplus electricity generation capacity. This implies that the introduction of electric vehicles will not constrain the prevailing electricity

generation capacity in the near term also considering that charging of electric vehicles may take place at times of low load (e.g. night time). It will continue to be important to decarbonize future electricity production and consider future EV deployment in power development planning.

Please also see the responses to South Africa project comments below.

#### **Jordan:**

1. Component 1 of the Jordan concept note has been strengthened with a more explicit inclusion of policy drafting.
2. Further explanations have been provided in Annex B as to why GGGI is foreseen to act as the Executing Agency, based on their past collaboration experience on transport-related projects with the Ministry of Environment and Ministry of Transport. Please also refer to the footnote on GGGI under Component 1.
3. The type of vehicles referred to as HOVs has been clarified in the concept note. These are mini-vans and “jitneys” with an average 12-person capacity.
4. Please refer to the Summary of GEF incremental intervention table, which describes the baseline and the component activities. In Component 2, the baseline describes the current situation wherein the use of jitneys and mini vans service is increasing, and buses are deemed as inappropriate for the narrow and hilly landscape in Amman and broader Jordan by the Ministry of Transport. Therefore, in order to electrify a public transportation fleet, Component 2 will focus on the high occupancy transit vehicles (mini vans and jitneys) that are currently in use, and therefore locally appropriate. The second major barrier to electric transportation is inconsistent financial support. Short-term tax relief (described in the country context section) indicates that Jordanians are very sensitive to tax incentives. As such, the investment facility provides both concessional lending to assist in the upfront investment, and also tax incentives (i.e. by covering these costs from within the investment facility). Finally, lack of e-charging infrastructure was repeatedly mentioned in the early stakeholder consultations. Component 2 addresses this need by assisting in investment costs to implement e-chargers beyond Amman. It follows that Component 2 focuses its investment strategically: financial support is targeted at locally appropriate technologies (mini vans and jitneys); upfront costs and tax incentives for vehicle conversions and purchases, and in needed infrastructure

#### **Philippines:**

1. The sentence has been clarified in the first paragraph: “*With the Philippines economy growing steadily [...]*”
2. The sentence has been revised.
3. Components and relevant outputs has been outlined in the “Project Overview and Approach” section.
4. The role of stakeholders has been explained in more detail in the table

#### **South Africa:**

1. The PPG amount requested for South Africa has been reduced to US\$ 150,000 in the updated concept note. DBSA will also work with the South Africa GEF OFP to obtain an update letter of endorsement.

2. The investment mobilized by DBSA have been revised and is now made of the following:

- USD 9,800,000 investment mobilised from renewable energy that is financed by the DBSA under the renewable energy independent power producer programme which will be attributed to charging of electric buses both at demonstration and upscaling phases of the project.

- USD 70,000,000 which is earmarked by DBSA as loans that will be blended with resources from Green Climate Fund for procuring and operationalisation of about 200 electric buses in the three beneficiary cities during upscaling of the project

3. The statement has been removed.

Although both the South African as well as the Indonesian grid would qualify as high carbon intensive, there are significant differences between the two countries. While South Africa has a carbon intensity of about 1kg CO<sub>2</sub> per kWh grid electricity, the Indonesian grid power has a carbon content of about 870 g CO<sub>2</sub> per kWh. While in South Africa electric vehicles would generate more emissions than conventional vehicles without efforts on renewable energy integration, in Indonesia electric vehicles would emit less CO<sub>2</sub> than conventional vehicles.

The breakeven point for EVs to emit less GHG emission than conventional vehicles is around 900 g CO<sub>2</sub> per kWh grid electricity. This breakeven point is depending on many more country specific parameters such as fuel economy of the baseline vehicles, carbon intensity of the conventional fuels [which for example, contain biofuels in the case of Indonesia (leading to a lower carbon footprint) and fuels from coal-to-liquid processes in South Africa (leading to a higher carbon footprint)] and general traffic and climate conditions.

Recognizing that additional renewable energy needs to be included in South Africa to reduce emissions with the introduction of electric vehicles, the South African project aims at including a 30% renewable energy share in the electricity mix used for charging the demonstration buses. As shown in Figure 1 of the South Africa concept note, under all scenarios (IRP2 to IRP4) tested in the South African Integrated Resources Plan (2018), the share of coal in the power mix will be reduced by approximately 50% (from currently 81% of the total electricity production to around 40%) by 2040. The reduction in coal-based power production will be replaced almost entirely by renewable energies (wind, solar PV, CSP and hydro). This gradual increase in the share of renewable power generation in the South Africa's energy mix will therefore contribute to the reduced CO<sub>2</sub> emissions stemming from the electric vehicles – and this was also considered when estimating the GHG emission reductions for the South Africa e-mobility proposal. Please also refer to our responses to comment No. 3 in the section 6. of the review sheet dedicated to “contributions to global environmental benefits” further down.

Please also see analysis from EU JRC on EV emission mitigation within various EU grids (Electricity carbon intensity in European Member States: Impacts on GHG emissions of electric vehicles, Alberto Moro, Laura Lonza European Commission, Joint Research Centre (JRC), Via Enrico Fermi 2749, 21027 Ispra (VA), Italy, <https://www.sciencedirect.com/science/article/pii/S1361920916307933> ). Data from Cyprus and Malta, which respectively have similar grid emission factors to Indonesia and South Africa, respectively, show the impact of the grid emission difference on GHG emission savings from EVs.

Table 2

Carbon intensities of electricity for EU Member States.

Country	CI of gross electricity production (combustion only) [g/kWh]	CI of gross electricity production (with upstream) [g/kWh]	CI of net electricity production (with upstream emissions) [g/kWh]	CI of electricity traded (with upstream) [g/kWh]	CI of electricity supplied (with upstream) [g/kWh]	Variation of CI after trade [%]	CI of electricity consumed at HV (with upstream) [g/kWh]	CI of electricity consumed at MV (with upstream) [g/kWh]	CI of electricity consumed at LV (combustion only) [g/kWh]	CI of electricity consumed at LV (with upstream) [g/kWh]
Austria	133	151	156	170	315	85%	322	325	305	334
Belgium	188	224	233	239	257	8%	261	262	224	267
Bulgaria	507	532	585	601	589	-2%	618	628	636	669
Croatia	231	273	282	285	465	63%	487	494	463	524
Cyprus	646	737	773	773	773	0%	787	792	710	810
Czech Republic	518	545	587	596	640	7%	657	663	643	685
Denmark	316	368	386	386	356	-8%	364	367	328	377
Estonia	1020	1022	1152	1152	840	-27%	878	891	931	944
Finland	171	200	209	209	204	-2%	207	207	181	211
France	66	88	92	93	97	4%	100	101	80	105
Germany	485	534	567	574	588	2%	599	602	558	615
Greece	655	695	755	757	712	-6%	732	739	723	767
Hungary	310	340	368	368	369	0%	383	388	365	407
Ireland	459	533	555	568	570	0%	588	594	530	617
Italy	358	427	444	448	402	-10%	413	417	362	431
Latvia	134	173	185	185	1075	482%	1110	1122	1140	1168
Lithuania	204	246	262	315	358	14%	370	374	331	390
Luxembourg	236	283	283	585	505	-14%	508	509	467	513
Malta	731	831	868	868	910	5%	954	970	908	1032
Netherlands	479	559	582	582	547	-6%	555	558	494	509
Poland	770	847	929	934	911	-3%	937	946	890	980
Portugal	295	346	355	365	357	-2%	372	378	340	400
Romania	356	379	413	416	425	2%	449	457	460	492
Slovakia	173	199	211	215	407	90%	412	414	383	420
Slovenia	315	329	351	361	302	-16%	309	312	291	321
Spain	248	295	305	312	309	-1%	321	325	287	341
Sweden	16	24	25	25	44	74%	45	46	36	47
United Kingdom	469	555	584	591	576	-3%	593	599	526	623
EU 28 average	340	387	407	413	417	1%	428	432	393	447

Note: The measuring unit of the graphic sign [g/kWh] is to be intended as [grams of CO<sub>2</sub>eq/kWh].

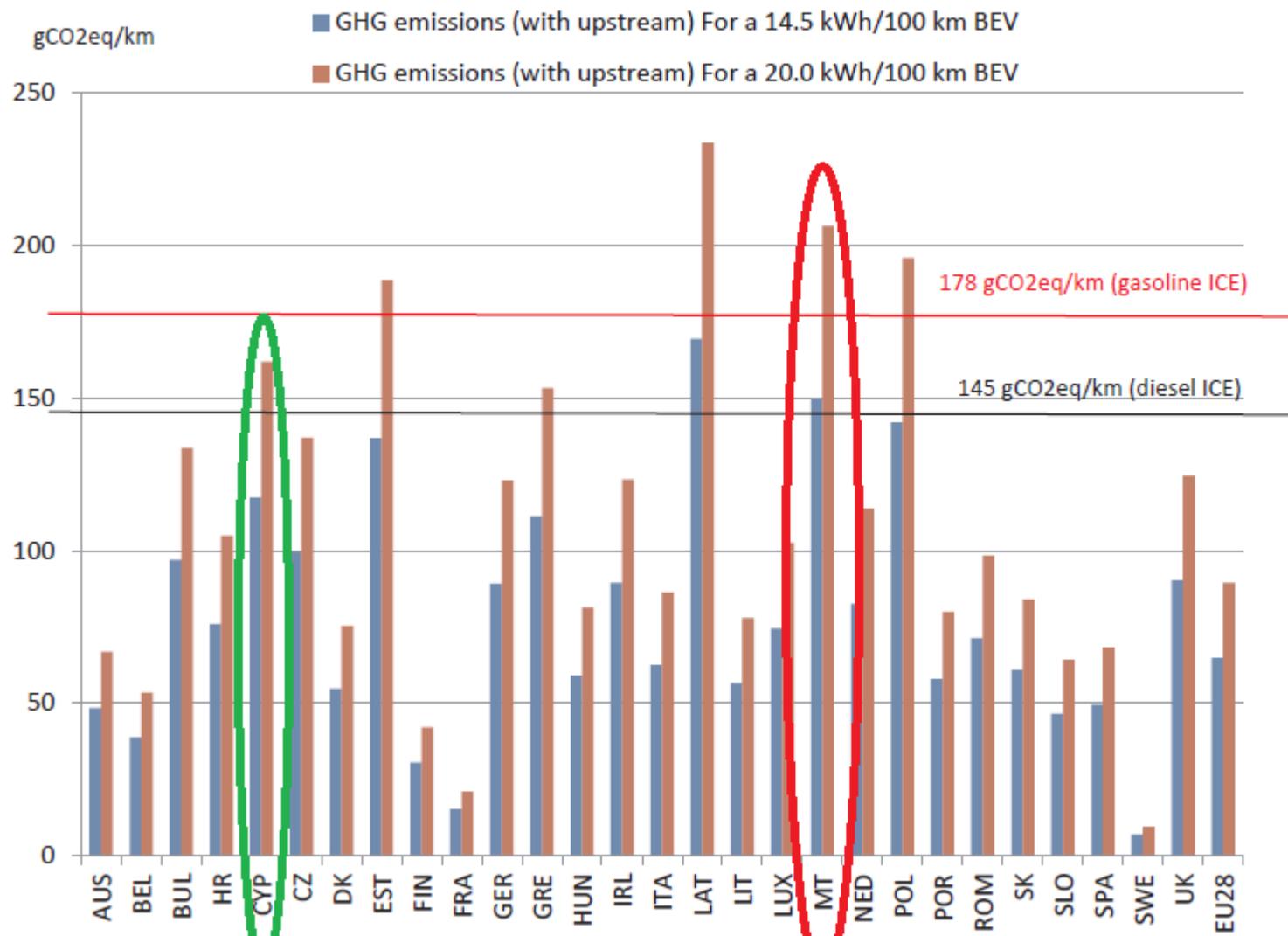


Fig. 3. GHG emissions due to the use of electric vehicles in the European Union.

In any case, both the Indonesia as well as the South Africa Child Project take into account the further integration of renewable power for EV charging to generate substantial GHG emission reductions.

**Tunisia:**

1. The outputs under Component 1 have been re-worded in the updated concept note to consider policy drafting for adoption.

**The focal area allocation?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 04/09/20

**This item is cleared.**

Requested Focal Area amounts are available for the countries included in this addendum.

Sri Lanka, Grenada, Philippines, Jordan and Tunisia are requesting slightly above their CCM focal area allocations and would thus require use of marginal adjustment.

---

FB: 3/28:

This item will be closed once the full submission of the LOEs and Child projects is completed.

**Agency Response**

**15/04/2020**

**Responses to 09/04/2020 GEF comments:**

We take good note of your observation on Sri Lanka, Grenada, Philippines, Jordan and Tunisia.

**The LDCF under the principle of equitable access**

**Secretariat Comment at PIF/Work Program Inclusion** n/a

**Agency Response**

The SCCF (Adaptation or Technology Transfer)?

**Secretariat Comment at PIF/Work Program Inclusion** n/a

**Agency Response**

Focal area set-aside?

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28/20

**This item is cleared.**

The funds requested under the CCM global set aside are available.

**Agency Response**

Impact Program Incentive?

**Secretariat Comment at PIF/Work Program Inclusion** N/A

**Agency Response**

Project Preparation Grant

**5. Is PPG requested in Table E within the allowable cap? Has an exception (e.g. for regional projects) been sufficiently substantiated? (not applicable to PFD)**

### **Secretariat Comment at PIF/Work Program Inclusion**

FB 04/09/20:

**This item is cleared.**

The PPG for South Africa has been adjusted and is now within the allowable cap.

---

FB: 3/28

South Africa: the PPG request is above the allowable cap, and no justification was provided for such requested amount. Please revise amount in project documents (including Chile Project Concept) to meet the GEF PPG cap policy, or provide explanation for the additional funds requested, including a full break down of expected use of funds.

### **Agency Response**

09/04/2020

The PPG amount requested for South Africa has been reduced to US\$ 150,000 in the updated concept note.

**Core indicators**

**6. Are the identified core indicators in Table F calculated using the methodology included in the correspondent Guidelines? (GEF/C.54/11/Rev.01)**

### **Secretariat Comment at PIF/Work Program Inclusion**

FB: 04/09/20:

**This item is cleared.**

---

FB: 3/28:

1. Anticipated start year of accounting is listed as 2038. Please correct.

2. The "duration of accounting" field is blank, please fill in.

### **Agency Response**

09/04/2020

1. We have corrected this to reflect the anticipated start year of accounting for GHG emission reductions and energy savings for the 2<sup>nd</sup> phase countries: 2022.
2. The duration of accounting has now been completed: 15 years.

### **Project/Program taxonomy**

**7. Is the project/ program properly tagged with the appropriate keywords as requested in Table G?**

### **Secretariat Comment at PIF/Work Program Inclusion**

FB: 15/04/20:

**This item is cleared.**

---

FB: 04/10/2020

Additional comment before clearing:

1. Please remove "access to benefits and services", which is intended to be mostly a biodiversity focal area key word and therefore not relevant in the context of this submission.
2. list of Executing Partners under "Part I: Program Information": please add "National Governments/Government Agencies"

---

FB: 3/28: yes.

this item is cleared.

## **Agency Response**

**15/04/2020**

### **Responses to 10/04/2020 GEF comments:**

1. "Access to benefits and services" has been removed from the taxonomy list.
2. "National Governments / Government Agencies" has been added to the list of Executing Partners in Part I of the PFD Addendum.

## **Part II – Project Justification**

1. Has the project/program described the global environmental / adaptation problems, including the root causes and barriers that need to be addressed?

### **Secretariat Comment at PIF/Work Program Inclusion**

FB: 15/04/20:

**This item is cleared.**

---

FB: 04/09/20:

1. OK

2.a: the text: "In December 2019 the Council approved two Medium Sized electric mobility projects, in Belarus and Mauritius," is incorrect (Mauritius is full size, and Belarus is MSP so it is not included in the Work Program that goes to Council).

Suggest rephrasing as: "[...]. Since the approval of the first phase of the Program, two additional GEF projects focusing on e-mobility were submitted to the GEF Secretariat, one in Mauritius and one in Belarus. These projects will be closely linked to the Global Program. [...]"

2.b: OK

3. Noted. OK

4. OK

5. As an additional comment, please correct the number of new countries in the bullet list in Program Justification section and in Global Child Project. It should say 10 instead of 7.

This second phase will add the following activities to the approved first phase of the Global Electric Mobility Programme.

- In Component 1 - Global Working Groups: an additional working group will be added on electric 2 & 3 wheelers; and second-generation trolley buses will be included in the scope of the HDV (Heavy Duty Vehicles) Working Group.
- In Component 2 - Regional Support and Investment Platforms: an additional Support and Investment Platform will be added for Central and Eastern Europe, West Asia and the Middle East, and additional support will be added to existing platforms.
- In Component 3 - country projects: additional 7 national Child Projects will be added to the programme.
- In Component 4 - tracking progress, monitoring and dissemination: extra activities will be included to support a larger global programme, collect and report data and improve visibility.

---

FB: 3/28:

Yes, this was done and cleared in the context of the original submission. Additional country-specific explanations are provided in the newly submitted child project concepts. However, the following comments need to be addressed by the Agency regarding this addendum:

1. in the "addendum context" paragraph, there is mention of a second call for proposal. This is incorrect as no call for proposal was held. Please revise language to reflect that the addendum rests on the fact that a number of additional countries came forward and expressed their interest to join the program with their available CCM STAR resources, after it first got approved in June 2019. There was no competitive process to allocate non-STAR additional resources.

2. The Addendum context section would benefit from additional information. We suggest:

2.a: including after the existing language the content of the first three paragraphs of the Global Child Project concept, which explain well the context, the existing program and the new countries being added.

2.b: also including the second-to-last paragraph of the global child project, under the heading of : "*Describe the project's incremental reasoning for GEF financing under the program, including the results framework and components.*", as it states the following:

""This phase 2 will add the following activities to the approved phase 1 Global Electric Mobility Programme.

---- In Component 1 – Global Working Groups – an additional working group will be added on electric 2 & 3 wheelers; and second-generation trolley buses will be included in the scope of the HDV (Heavy Duty Vehicles) Working Group.

---- In Component 2 – Regional Support and Investment Platforms – an additional Support and Investment Platform will be added for Central and Eastern Europe, West Asia and the Middle East, and additional support will be added to existing platforms.

---- In Component 3 – country projects – additional 7 national Child Projects will be added to the programme.

---- In Component 4 – tracking progress, monitoring and dissemination – extra activities will be included to support a larger global programme, collect and report data and improve visibility. ""

3. in case this addendum already takes into account any of the Council Member's comments to the first iteration of the Program approved in June 2019, we suggest stating so in either the text of the "Addendum context" section or in a footnote. Please refer to the compilation of Council comments available here: [https://www.thegef.org/sites/default/files/work-program-documents/GEF\\_C.56\\_compilation\\_council\\_comments\\_2.pdf](https://www.thegef.org/sites/default/files/work-program-documents/GEF_C.56_compilation_council_comments_2.pdf)

4. "New Countries and New Regions" section: we suggest consolidating the language included in the next section (2. "Contribution of the new Child Projects to the Program's objective and results") to this table, for each one of the new child projects. We would only have one table, which would list the following sections: i. title, ii. Objective, iii. GEF grant, iv Co-financing, v. Child project's contribution to the program's objectives. Then the "2. Contribution of the new Child Projects to the Program's objective and results" section below could be deleted.

## Agency Response

**15/04/2020**

**Responses to 09/04/2020 GEF comments:**

- 2a. The text has been re-phrased in the PFD addendum, as suggested .
5. The number of new countries has been corrected in the bullet point.

---

**09/04/2020**

1. The wording regarding the additional countries joining the programme has now been corrected in the “addendum context” paragraph.
2. The requested additional text has been included in the “addendum context” section.
3. We have reviewed the Council Member comments. We will share these with all the agencies for them to take them into account for the detailed development of the project proposals, since they are more relevant during that phase of project development.
4. The sections have been consolidated into one single table, as requested.

**2. Is the baseline scenario or any associated baseline projects appropriately described?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

**Agency Response**

**3. Does the proposed alternative scenario describe the expected outcomes and components of the project/program?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

**Agency Response**

**4. Is the project/program aligned with focal area and/or Impact Program strategies?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

**Agency Response**

**5. Is the incremental / additional cost reasoning properly described as per the Guidelines provided in GEF/C.31/12?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

## Agency Response

6. Are the project's/program's indicative targeted contributions to global environmental benefits (measured through core indicators) reasonable and achievable? Or for adaptation benefits?

## Secretariat Comment at PIF/Work Program Inclusion

FB 04/09/20:

**This item is cleared.**

1. OK
2. OK
3. Noted, thanks. OK
4. Noted, OK.

---

FB: 3/28:

with respect to the "Revised Program Targets" section:

1. It is unclear which "Table E" is being referred to in this section.
2. Please provide calculation sheet for the initial estimate of emission reductions.
3. Expected emission reductions for (i) Grenada appear very very small and (ii) for South Africa are also very small, considering the amount of GEF and co-financing. Please double-check and provide justification.
4. Estimated ex-ante emission reductions are significantly more costly on a ton/dollar basis than in the first round. First round was about \$0.9/ton direct emission reduction, whereas in the addendum is \$5.5/ton of direct emission reductions). Even considering also the indirect emission reductions. Please elaborate on underlying reasons for this difference.

## Agency Response

**09/04/2020**

1. Table E was referring to the Program's Target Contribution to GEF-7 Core Indicators table of the Word template for PFDs. This reference has been removed in the portal.

2. GHG emission reductions' calculations sheets for all 10 child projects have been uploaded on the portal in a zip file.

3. Responses to comments on Grenada and South Africa GHG emission reductions:

**(i) Grenada:** The CO2 emission reductions for Grenada have been revised upwards, including an increased causality factor now accounting for 100% for secondary direct emission reductions. Nonetheless, it needs to be kept in mind that Grenada has a population of only about 100,000 inhabitants and a total light duty vehicle fleet of only about 33,000 vehicles. This by default reduces the GHG mitigation potential of small countries such as Grenada compared to countries with significantly larger populations, which in turn means that efficiency of GHG emission is lower than in larger countries.

**(ii) South Africa:** The GHG mitigation estimates for South Africa have been revised upwards, now also taking into account secondary direct and indirect emission reductions stemming from policy development, capacity building & awareness rising and knowledge sharing in the light duty vehicle sector. Many of the policy related outputs under component 3 of the Child Project (e.g. fiscal reforms for the importation of EVs and EV supply equipment and EV parts) are targeting all electric vehicles in South Africa and not only public transport buses. These policies will hence have a significant effect on the uptake of the entire EV market in South Africa. GHG emission reductions related to the introduction of electric vehicles can be attributed to: 1.) The much higher energy efficiency of electric vehicles; 2.) The increasing share of renewable power in the South Africa electricity mix (compared to 2020 a 35% reduction of carbon footprint of electricity is anticipated for the year 2030 and a 50% reduction for the year 2040); and 3.) The reduced use of petroleum fuels, which are particularly carbon intense in South Africa. In 2018, about 30% of liquid fuels used in South Africa still were produced by Sasol based on Coal-To-Liquids (CTL) technologies.

4. There are several reasons for this difference. First and foremost, the first round of submission included India, a country with a population of 1.3 billion people and a passenger car fleet of 26 million vehicles. In addition, the India project comes with a loan of the ADB of USD 250 million, thus leading to a very large direct and indirect emission reduction potential. In addition to this, the GHG mitigation estimates for Togo and Madagascar were erroneous during submission of the Child Project concepts (these will be corrected during the CEO Endorsement submission). Excluding the India project, and revising the Togo and Madagascar emission reductions lead to an average per ton cost of CO2 emission reductions of about 3.4 USD for the first round of submission. After the revision of the South Africa mitigation potential, which has significant impact on the total GHG emission reductions of the second round, the average cost effectiveness of total direct emission reductions (including direct and secondary direct) of the 2<sup>nd</sup> round countries drop to USD 3.3 per ton CO2. Taking into account indirect emission reductions, the average cost effectiveness for the 2<sup>nd</sup> round countries drop to USD 0.7 per ton of CO2.

**7. Is there potential for innovation, sustainability and scaling up in this project?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

**PROJECT MAP AND COORDINATES (adding info here as "Program Map" box has a technical problem and does not save)**

FB: 3/28:

1. The submission includes a program map. However, the Agency should consider making the project in Mauritius more visible on the map as it cannot be seen.

**Agency Response**

09/04/2020

1. The map has been updated to include the 3 new countries (Bangladesh, Ecuador and Sri Lanka). Mauritius (stand-alone project) has also been made more visible on the map.

**Project/Program Map and Coordinates**

**Is there a preliminary geo-reference to the project's/program's intended location?**

**Secretariat Comment at PIF/Work Program Inclusion**

**Agency Response**

**Stakeholders**

**Does the PIF/PFD include indicative information on Stakeholders engagement to date? If not, is the justification provided appropriate? Does the PIF/PFD include information about the proposed means of future engagement?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

In addition, information on new stakeholders where added.

**Agency Response**

**Gender Equality and Women's Empowerment**

**Is the articulation of gender context and indicative information on the importance and need to promote gender equality and the empowerment of women, adequate?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

**Agency Response**

**Private Sector Engagement**

**Is the case made for private sector engagement consistent with the proposed approach?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28: yes.

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

## **Agency Response**

### **Risks**

**Does the project/program consider potential major risks, including the consequences of climate change, that might prevent the project objectives from being achieved or may be resulting from project/program implementation, and propose measures that address these risks to be further developed during the project design?**

## **Secretariat Comment at PIF/Work Program Inclusion**

FB: 04/10/2020:

**This item is cleared.**

This is consistent with the previously approved PFD for which this addendum is being presented.

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FB: 3/28:

This is consistent with the previously approved PFD for which this addendum is being presented.

### Environmental and Social risk screening:

*As per the Guidelines on the GEF Policy on Environmental and Social Safeguards, the Secretariat, in its review, assesses the availability and completeness of the provided indicative information on environmental and social risks and potential impacts associated with the project or program, including associated documents (if any) and response measures to address identified risks and impacts.” (see GEF ESS Guidelines, para 12). Elements that should be provided in the submission for the inclusions of new child projects under the program include:*

- 1. The overall project/ program risk classification in case it has changed from the approved PFD;*

2. *Relevant types and levels of risks and potential impacts; and if needed:*

2.a. *Preliminary measures to address identified risks and potential impacts, if available, and*

2.b. *Any supporting documents such as screening report or preliminary Env. and Social Risks Impact Assessment report.*

The documents uploaded in the document section appear to be incomplete:

1. The file labelled "[GEF7 E-mobility\\_GlobalProgrammeUNEP Environmental, Social and Economic Review Note \(ESERN\)](#)" include a set of countries (*South Africa, Togo, Swaziland, Sudan, Burundi, India, Maldives, Colombia, Antigua and Barbuda, Chile, Peru, Moldova, Belarus.*) that is not consistent with the list of countries covered by this Addendum. Please revise the report to cover the correct countries.
2. The additional file uploaded, only covers Grenada.
3. Please provide additional information to address the requirements of the GEF ESS Guidelines as outlines above.
4. Please note that, With regards to climate risks to the Program, additional analysis is expected to be conducted during the development of all child projects, and the relevant findings to be incorporated in the CEO endorsement requests documentation.

## **Agency Response**

**09/04/2020**

1. This file was mistakenly uploaded on the portal. It has now been removed. A separate Environmental and Social Safeguard screening has been uploaded on the portal for the global child project.
2. The Environmental and Social Safeguard screenings for the all 10 country child projects and for the global child project have now been uploaded on the portal in a zip file.
3. Refer to our response to comment No. 2.
4. Comment taken. Climate risks to the programme will be assessed during the detailed development phase of the child projects. This requirement will be conveyed to all GEF agencies.

## **Coordination**

**Is the institutional arrangement for project/program coordination including management, monitoring and evaluation outlined? Is there a description of possible coordination with relevant GEF-financed projects/programs and other bilateral/multilateral initiatives in the project/program area?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 04/09/20:

**This item is cleared.**

---

FB: 3/28:

This is consistent with the previously approved PFD for which this addendum is being presented. In addition, new organizations now part of the program, including as Implementing Agencies, have been included in the program organization and governance structure.

Comment: Please include the GEFSEC in the Program Steering Committee.

**Agency Response**

09/04/2020

The GEF Sec has now been included in the Program Steering Committee in the updated oganigramme.

**Consistency with National Priorities**

**Has the project/program cited alignment with any of the recipient country's national strategies and plans or reports and assessments under relevant conventions?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 15/04/20:

**This item is cleared.**

---

FB: 040920:

This section is generally weak, and would benefit from strengthening. The information/analysis presented is quite generic.

1. Information was added for the three additional countries included. However, the description of the consistency with national priorities / NDCs for Bangladesh seems to have been misplaced. Please revise the corresponding box with relevant information.
2. Philippines does have an iNDC -although not very detailed, it does mention transport- which could be mentioned, in addition to the NDC being developed.

---

FB: 3/28: yes

Information on Child Projects' alignment with national priorities was provided. However, the clearance of this item is pending on the inclusion of the additional child projects to complete the Addendum package (i.e. Bangladesh).

## **Agency Response**

**15/04/2020**

### **Responses to 09/04/2020 GEF comments:**

The section on consistency with national priorities has been strengthened, as requested.

1. The description of consistency with national priorities / NDCs has been included for Bangladesh.
  2. A reference to Philippines's INDC has been added.
-

09/04/2020

Alignment with national priorities of the additional child projects (Bangladesh, Ecuador and Sri Lanka) have been included in section 7. of the PFD Addendum.

#### **Knowledge Management**

**Is the proposed “knowledge management (KM) approach” in line with GEF requirements to foster learning and sharing from relevant projects/programs, initiatives and evaluations; and contribute to the project’s/program’s overall impact and sustainability?**

#### **Secretariat Comment at PIF/Work Program Inclusion**

FB: 04/09/20:

**This item is cleared.**

---

FB: 3/28: yes.

This is consistent with the previously approved PFD for which this addendum is being presented.

However, please add a paragraph in this section of the PFD Addendum document indicating the scope of the new EBRD platform, and making a reference to the Global Child Project's concept for more detailed information on the new EBRD Inv&Support platform. The first paragraph under the heading "*Component 2*" on page 8 of the global child project could be cut and pasted here to give the general context.

#### **Agency Response**

09/04/2020

Comment taken. An additional paragraph has been added regarding the EBRD platform in the Knowledge Management section of the addendum.

### Part III – Country Endorsements

Has the project/program been endorsed by the country's GEF Operational Focal Point and has the name and position been checked against the GEF data base?

#### Secretariat Comment at PIF/Work Program Inclusion

FB: 04/09/20:

**This item is cleared.**

All LOEs provided have been endorsed by the correct GEF OFP.

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FB: 3/28

All LOEs provided have been endorsed by the correct GEF OFP.

However, not all LOEs have been submitted yet, so this item remains open and the Agency is requested to complete the submission asap.

#### Agency Response

09/04/2020

The missing LoE for Philippines has now been included in the submission. In addition, the LoEs for the 3 new child projects (Bangladesh, Ecuador and Sri Lanka) have been included in the re-submission.

**Termsheet, reflow table and agency capacity in NGI Projects**

**Does the project provide sufficient detail in Annex A (indicative termsheet) to take a decision on the following selection criteria: co-financing ratios, financial terms and conditions, and financial additionality? If not, please provide comments. Does the project provide a detailed reflow table in Annex B to assess the project capacity of**

generating reflows? If not, please provide comments. After reading the questionnaire in Annex C, is the Partner Agency eligible to administer concessional finance? If not, please provide comments.

**Secretariat Comment at PIF/Work Program Inclusion**

N/A

**Agency Response**

**GEFSEC DECISION**

**RECOMMENDATION**

**Is the PIF/PFD recommended for technical clearance? Is the PPG (if requested) being recommended for clearance?**

**Secretariat Comment at PIF/Work Program Inclusion**

FB: 15/04/20:

**The PFD Addendum is recommended for technical clearance.**

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FB: 041020:

Not yet, the agency is requested to consider the comments provided above and resubmit an amended version.

---

FB: 3/28:

Not yet, the agency is requested to consider the comments provided above and resubmit an amended version.

Please also submit a version in track changes to facilitate cross checking of revised sections.

## **ADDITIONAL COMMENTS**

**Additional recommendations to be considered by Agency at the time of CEO endorsement/approval.**

### **Secretariat Comment at PIF/Work Program Inclusion**

FB: 3/28 and 4/10

1. Agency is requested to adequately screen the Program for climate risks and to adequately identify risks - and factor in any mitigation measure - into the Program and child projects' design, as presented at CEO endorsement request stage for each of the child projects.
2. General Comment on each Child Project's Component 1 (Policy Framework and Institutionalization of e-mobility): As noted in relation to several of the Child Project concept notes, in such instances Component 1 seems to have fallen short of what is to be expected by a GEF intervention. When it comes to policy frameworks and enabling environments, GEF investments should be going further than just coordinating actors/stakeholders at national level. As a bare minimum, the GEF intervention should conduct policy review/analysis and support drafting of an integrated policy framework to support the introduction/scale up of EV and charging stations, up to the point where such policy framework is considered by the relevant decision making bodies for adoption. As much as possible, policy adoption should follow, although we recognize that this is can be outside the control of the GEF Agency (i.e. this is an expected impact, rather than a project output or outcome). The Lead Agency is kindly requested to ensure that each one of the Child project is developed with this consideration in mind, and that this is reflected to in the individual CEO ERs as they come in after the detailed child project development stage/PPG stage. We ask the Lead Agency to acknowledge this point, which will be checked at the CEO ERs stage, and should apply for all those child projects where an adequate integrated policy framework is not yet in place.
3. With respect to the Albania child project: as the agency knows, the implementation and execution roles on GEF projects are meant to be separate per policy and guideline. The GEFSEC will analyze any requests for dual role playing by an agency at the time of CEO endorsement and only approve those cases that it deems warranted on an “exceptional” basis. We strongly encourage the agency to look at third party options as a preferred way forward. We also strongly encourage the agency to discuss any and all options for execution that do not include the government with the GEFSEC early in the PPG phase. The technical clearance of this PIF in no way endorses any alternative execution arrangement.

### **Review Dates**

**PIF Review**

**Agency Response**

	PIF Review	Agency Response
<b>First Review</b>		
<b>Additional Review (as necessary)</b>		

**PIF Recommendation to CEO**

**Brief reasoning for recommendations to CEO for PIF Approval**

**Global, Bangladesh, Ecuador, Sri Lanka, Albania, Grenada, Indonesia, Philippines, Jordan, South Africa, Tunisia.** *Global Programme to Support Countries with the Shift to Electric Mobility – Addendum* (GEF ID 10544); Agency: UNEP, ADB, UNDP, EBRD, UNIDO, DBSA; GEF Project Financing: \$20,118,605; Co-financing: \$218,792,961. The Global Programme was originally approved by the 56th Council in June 2019. This supplemental PFD is requesting approval of additional 10 Country Child Projects, bringing the total number of participating countries from 17 to 27. The GEF Project Financing being requested is \$20,118,605, bringing the total GEF resources under this Programme to \$50,137,922. The total co-financing expected for the PFD Addendum is \$218,792,961, which brings the total co-financing of the Programme to \$651,881,552. The addendum reflects the increase in GEF-7 resources to be programmed and reports on the incremental information (financial and core indicator targets) relevant for the new participating countries. Additional resources are also being requested for the Global Child project. The Programme’s design and component structure on this Addendum are consistent with the original PFD and the objective remains to “support countries to design and implement electric mobility programs as part of an overall shift to sustainable, low carbon transport sector.”

The PFD Addendum will add the following activities to the originally approved PFD structure: (i) In Component 1 - *Global Working Groups*: an additional Working Group will be added on electric 2 & 3 wheelers; and second-generation trolley buses will be included in the scope of the Heavy Duty Vehicles (HDV) Working Group. (ii) In Component 2 - *Regional Support and Investment Platforms*, an additional Support and Investment Platform will be added for Central and Eastern

Europe, West Asia and the Middle East, and additional support will be added to existing platforms. (iii) In Component 3 - *Country Projects*, 10 additional national Child Projects will be added to the Program. (iv) In Component 4 - *Tracking progress, monitoring and dissemination*, extra activities will be included to support a larger Global Program, collect and report data and improve visibility. The proposed PFD Addendum is expected to increase the Programme's core indicator targets for (i) Greenhouse Gas Emissions Mitigated (Direct: 5,778,832 tCO<sub>2</sub>eq and Indirect: 23,939,270 tCO<sub>2</sub>eq), and (ii) positively impact an additional 392,284 direct beneficiaries. Cumulatively, the total GHG Emissions Mitigated for the overall Global Programme including all 27 countries is estimated to be: Direct: 39,640,417 tCO<sub>2</sub>eq and Indirect: 57,657,479 tCO<sub>2</sub>eq. The cumulative number of direct beneficiaries is estimated at 710,514 people.