PROGRAM PROGRESS MONITORING REPORT (PPMR)

I OVERVIEW

A. Description

Program name:	Global Programme to Support Countries with the Shift to Electric Mobility.		
Countries:	Albania, Bangladesh, Ecuador, Grenada, Indonesia, Jordan, Philippines, South Africa, Sri Lanka, Tunisia, Uzbekistan, Antigua and Barbuda, Armenia, Burundi, Chile, Costa Rica, Cote d'Ivoire, India, Jamaica, Madagascar, Maldives, Peru, Seychelles, Sierra Leone, St. Lucia, Togo, Ukraine		
GEF ID:	10114	Implementing Agency:	UNEP
Objective:	Support countries to design and implement electric mobility programs as part of an overall shift to sustainable, low carbon transport sector.		
Fiscal Year of Reporting:	FY 2025	Program Approval Date:	5/14/2019

II OUTCOME PROGRESS

A. Progress by Component

Project Overview

The **GEF-7 Global Project on Supporting Countries in the Transition to Electric Mobility** covers 33 GEF-7 funded national e-mobility projects, including 28 child country projects under the global programme.

The GEF-7 project is co-financed and implemented in collaboration with the **Europea Union funded Solutions Plus project to "Integrated Urban Electric Mobility Solutions in the Context of the Paris Agreement, the Sustainable Development Goals and the New Urban Agenda".** Under this project, a total amount of USD 19.5 million (EUR 18 million) has been implemented between January 2020 and June 2024 to support cities and start-ups in 9 demonstration (Tanzania, Rwanda, Philippines, Vietnam, Nepal, Ecuador and Uruguay) and 7 replication countries under this EU program (Kenya, Sierra Leone, Togo, Uganda, Armenia, Argentina, Colombia) – some of which where directly linked to GEF-7 country projects (Sierra Leone, Togo, Armenia).

The GEF-7 global programme supported the development of projects and concept notes to scale up e-mobility and strengthen work on battery end-of-life and circularity:

- The project **"Leapfrogging to Zero Emission Transport in Africa"** (EUR 20 million / USD 23 million, submitted Q4 2024), led by GIZ with UNEP and Agora as co-implementers, has been approved in Q1 2025 and is preparing for implementation starting Q2 2026.
- The African Development Bank **Green Mobility Facility for Africa (GMFFA)** is under development for submission to the GEF (concept approved December 2024).
- A separate concept to **AfDB's African Development Fund** on resilient transport infrastructure in Tanzania has been prepared.

Altogether, the **Global Electric Mobility Programme** with UNEP and its partner agencies is managing more than USD 170 million in e-mobility grants. Of this, USD 74.5 million is funded through the GEF-7 programme global support and country child projects.

Progress towards outcomes

Component 1. Global thematic working groups and knowledge materials (Global Project – GEF ID 10270)

Outcome 1.1 Knowledge products are generated to support policy making and investment decision-making through four global thematic working groups

This outcome has been almost fully achieved through the successful implementation of four thematic working groups (TWGs) that collect and generate knowledge products to support policy and investment decisions by government and private sector stakeholders, with the aim of promoting the sustainable acceleration of e-mobility in country projects. At the time of reporting, 22 GEF funded knowledge products are under development of which 19 are accessible via the e-mobility toolbox (https://emobility.tools/) and the IEA website (https://www.iea.org/data-and-statistics/data-explorers). In addition, the IEA also published 4 Global EV Outlooks from the beginning of the programme, and UNEP has developed more than 30 knowledge products using co-finance contributions to the GEF-7 global project. In addition, the EU funded Solutions Plus project developed a total of 120 publications, which are part of the project's co-financing contribution to the GEF-7 programme (https://www.solutionsplus.eu/solutionspluspublications). The global TWGs on electric light-duty vehicles (LDVs), 2- and 3-wheelers, and heavy-duty vehicles (HDVs, co –lead with GIZ) have been actively meeting on a regular basis. The working group through its knowledge products have reviewed current policy instruments, identified good practices to support policy development, compared technologies, reviewed and developed financing models and analytical tools and models, and established methodologies. The knowledge products have been disseminated though various workshops, newsletters, social media communications and used by the country projects. The working groups benefited immensely from the participation of private sector actors that have significant expertise on different aspects of electric mobility design, including vehicle manufacturing, charging, and electricity vehicle battery, contributed to the development of the knowledge products.

Component 2. Regional Support and Investment Platforms (Global Project – GEF ID 10270)

Outcome 2.1 Conditions are created for market expansion and investment in electric mobility through support and investment platforms

The programme has established four Regional Support and Investment Platforms (RSIPs) for Africa, Asia and the Pacific, Latin America and the Caribbean, and Eastern Europe and Central Asia that have contributed to achieve this outcome. The UN Environment Programme leads the Africa platform and co-leads the Latin America and Caribbean platform together with Centro Movilidad Sostenible (CMS); the Asian Development Bank leads the Asia and Pacific platform; and the European Bank for Reconstruction and Development (EBRD) leads the Eastern Europe and Central Asia platform.

The RSIPs provide technical support to country projects, create investment marketplaces that connect demand from countries and cities with supply from private-sector investors, and build training and capacity-development programmes at regional and subregional levels. Each platform lead organizes workshops and meetings in their respective regions—for example, the Africa E-mobility Fora in Africa (Dar Es Salaam Q2 2023 & Dakar Q2 2024), the E-mobility Fora in Latin America and the Caribbean (Santiago de Chile Q4 2023, Bogotá Q1 2024 and Antigua & Barbuda Q2 2025), the Asia-Pacific e-mobility event (Q2 2024 in Manila) along with a webinar series (https://emobilityplatform.asia/event_filtered), and the platform meeting for Eastern Europe and Western Asia (Izmir, Q2 2023 and Berlin Q3 2024)—to promote knowledge sharing and collaboration among stakeholders. Participation from financial institutions and private sector actors has increased over time, including initial commitments and expressions of interest for pilot projects.

Component 3. Country Project Implementation (Country projects)

Outcome 3.1 Conditions are created at country and city level for the introduction of electric mobility demonstration projects, and wider up take of electric mobility

The achievement of this outcome is uneven across regions, but despite that most of the country projects are MSP with small GEF grants, there are visible progress made in many countries. The Global Electric Mobility Project supports the implementation of 33 country projects under GEF-7, with 30 currently operational while projects in Bangladesh, Sri Lanka, and Ukraine remain non-operational due to prevailing political and security challenges. These country projects focus on accelerating electric mobility through pilot and demonstration initiatives, policy and regulatory development, and establishing business models and institutional frameworks. The global programme provides direct technical support, links projects with experts and the private sector, and works closely with regional platforms and thematic working groups to build capacity and ensure successful adoption and scaling of electric mobility solutions at national and city levels.

The following two countries have been rated highly satisfactory both against outcomes and outputs: :

- **Costa Rica –** The project succeeded to implement a pilot of six electric taxis and ten charging stations. Policy and strategic proposals targeting technical and regulatory matters related to vehicle energy efficiency, integrated battery waste management, and

long-term roadmaps for the electrification of buses and taxis have been developed. Integration of gender aspects has been successful, including female concessionaires, owners and drivers of e-taxis (10 women).

- **Jordan –** The project supported the finalisation of the Sustainable Tourism Mobility Roadmap, and the final version is currently pending government endorsement. The project managed to perform a regulatory review on cross-border EV transport regulations which identified gaps between the Land Transport Regulatory Commission and EV standards in the neighbouring countries. The project also supported the procurement process of the Petra pilot project which include the technical documents and contract drafts. The procurement package is now proceeding for the risk assessment.

Component 4. Tracking progress and dissemination (Global Project – GEF ID 10270)

Outcome 4.1 Projects and electric mobility markets are tracked and key developments, best practices and other lessons learned are shared to promote wider uptake of electric mobility.

This outcome is also on the way to be achieved through the Global Project support. The Mid Term Review of the Global Project, submitted in Q2 2024, indicated that significant progress has been achieved in the establishment of thematic working groups, regional support platforms, and the delivery of technical toolkits. 88% of Country Child Projects (CPs) are operational, with 61% having established coordination bodies, and initiated deliverables. While capacity-building targets have been exceeded, demonstration pilots are at various stages, with 33% of CPs having implemented pilots by end-2024. The Global Project monitoring and evaluation approach has earned a "Highly Satisfactory" rating. The Global Project has reached a total of 4,959 direct beneficiaries (Q2 2025), exceeding the original target of 2,880 by 72%, with strong participation from both male (3,058) and female (1,901) stakeholders. This reflects the programme's commitment to inclusive participation and capacity development.

B. Progress on Cross-cutting Priorities

Gender Integration and Inclusion

The programme has integrated gender-responsive measures throughout its design and implementation, setting clear targets for gender-disaggregated participation and promoting inclusivity through communications and capacity-building activities. The Global Project is aiming 33% female participants, and workshop reports indicate that the project is on track to achieve this target. This demonstrates a strong commitment to achieving balanced participation across training sessions, regional platforms, thematic working groups, and other project activities.

The programme is supported and co-financed by **the German Federal Ministry for Cooperation (BMZ) Gender project "E-Mobility as a Driver for Change – Gender Transformative Zero Emission Mobility Systems".** This project ensures that gender considerations are at the center of the transition to decarbonized mobility, by guiding, testing, validating, systematizing,and mainstreaming a gender-transformative approach to e-mobility. The project has also supported the design and implementation of six pilot initiatives to support women in the EV and e-mobility industry: Kenya, Uganda, Vietnam, Indonesia (closely linked to GEF 7 electric mobility project), Ecuador, and Colombia.

Gender-inclusive practices—such as women bus drivers in Uzbekistan and inclusive strategy development in Moldova—are being documented. The Women in Transport Conference in Nairobi and gender-focused webinars further advanced this agenda.

All national e-mobility strategies developed under the programme are gender sensitive and include targets and /or measures how to support increased participation of women in the EV value chain. National gender focal points, respective ministries and civil society organizations are included in workshops and events.

Stakeholder Engagement

Stakeholder engagement has been a central element of the programme's design and implementation, with the programme successfully mobilizing stakeholders across national governments, development banks, private sector entities, research institutions, and civil society. The RSIPs enable engagement with country representatives, technical experts, and financers.

The programme is closely collaborating with the **Zero Emission Vehicle Transition Council (ZEVTC) and its Rapid Response Facility (RRF)**. It is also collaborating with the **Climateworks Foundation Drive Electric Campaign** – a leading campaign and donor to support countries with the shift to electric mobility, to which UNEP is a key partner. UNEP's collaboration through the GEF GP with leading development banks such as the **World Bank**, the **Asian Development Bank** (ADB), the **European Bank for Reconstruction and Development** (EBRD), the **African Development Bank** (AfDB) and financing mechanisms such as **the Green Climate Fund** (GCF), the **German Climate Initiative (IKI),** the **Mitigation Action Facility (MAF)** among others has positioned the programme as a leading coordination mechanism to support Low and Medium Income Countries (LMIC) with the shift to electric mobility.

Private Sector Engagement

The programme also engages with the private sector through pilots of the country projects (20 pilots under implementation), where electric vehicle manufacturers and charging solution providers have been or are currently onboarded to supply vehicles and charging stations. It has also provided technical assistance in developing procurement guidelines, technical specifications, analyzing business models for vehicle deployment, and designing charging infrastructure roll-out. Private sector participation has increased over time in RSIP events, webinars, and capacity-building workshops. BMZ and Solution Plus co-funded programmes have delivered replication projects where Original Equipment Manufacturers (OEM) such as 2 wheeler OEMs in Kenya and Sierra Leone have supplied vehicles and provided training to interns and drivers. Automotive associations such as the Society of Indian Automobile Manufacturers (SIAM), and the African Association of Automotive Manufacturers (AAAM) have participated in regional and national events, showcasing growing interest in electric mobility.

UNEP has initiated an industry-led alliance of major food and grocery delivery platforms working together to shift to electric vehicles for last-mile logistics. These platforms operate across 96 countries and record an estimated six billion delivery trips per year using two-wheeler vehicles alone. UNEP serves as the Secretariat, convening members, coordinating workstreams, and handling external communications.

Knowledge management

Over 25 knowledge products have been developed and disseminated via the eMobility Toolbox. These include reports on financing, cost competitiveness, and gender. Knowledge sharing is facilitated through webinars, newsletters, and community meetings, with active participation from country teams and partners.

A dedicated knowledge management system and website platform – eMobility Toolbox (https://emobility.tools/) has been developed and fully operationalised. The platform hosts a growing repository of knowledge products, including technical toolkits, policy guides, case studies, and e-learning materials developed through the four Global Thematic Working Groups. These outputs are designed to support country level policy development and private sector engagement.

The programme has organized a diverse range of knowledge-sharing activities, including regional workshops, global coordination forums, and peer-to-peer learning sessions facilitated through the four Support and Investment Platforms and through press releases, social media (LinkedIn & Facebook pages), UNEP SMU newsletter and UNEP event page (https://www.unep.org/events). A bi-monthly cross-regional platform meeting is organised to share knowledge, discuss challenges and best practices, and plan upcoming events.

Capacity Building

The programme implements extensive capacity building through various RSIP events and in-person workshops across regions including Africa, Latin America and the Caribbean, Asia Pacific, and Eastern Europe and Central Asia. Specialized trainings such as TUMI's electric bus operations, the Africa eBus workshop in Durban, and the battery end-of-life workshop in Nairobi complement UITP's electric mobility training and demonstration activities in cities like Hanoi, Pasig, and Kigali. Additionally, the IEA energy training week in Nairobi and UNEP task managers' missions provide further tailored capacity-building support. Country projects have established helpdesks organizing regionally focused

training on specific e-mobility modes and technologies, while the Global Project continuously refines terms of reference and consults experts to ensure high-quality technical assistance.

C. Contribution to the Levers for Change

This section is specific to GEF-7 Impact Programs and GEF-8 Integrated Programs.

Governance and Policies

The programme places strong emphasis on governance and policy development as the foundation for scaling e-mobility across low- and middle-income countries. It provides technical assistance to support national governments in formulating national e-mobility strategies (on-going in 22 Country Projects (CPs)) and developing e-mobility policy and regulatory frameworks (ongoing in 25+ CPs) , while also working with RSIPs and subregional organizations to promote policy alignment and harmonization across sub-regions. At the national level, the project supports the establishment of e-mobility coordination bodies (on-going in 22 CPs) that bring together relevant ministries and agencies facilitating transformational changes through cross-sectoral policy dialogues and cooperation.

The programme adopts a programmatic approach with four consistent components applied across country projects. These include institutionalization through national bodies, barrier removal via demonstration projects, upscaling electric mobility through supportive policies and financing mechanisms, and ensuring environmental sustainability by integrating renewable energy and waste management considerations. The work on policies along with the work on financial leverage contribute to scalable and financially sustainable electric mobility systems in the country projects.

Subregional approaches to harmonize policies and deliver marketplace events are being piloted as part of the GEF-7 programme, which will be deepened through the GEF-8 global support project and the German Climate Initiative Funded LEAP project.

Learning and innovation

The programme fosters innovation and learning through a dynamic approach of cross-regional fertilization and south-to-south peer exchanges. This facilitates the sharing of knowledge, best practices, and lessons learned across different regions, enhancing the collective capacity of participating countries to address common challenges. The events and workshops through RSIP have been instrumental in bringing countries together and learn from the experiences. The tools and knowledge products developed though the thematic working groups have supported the country projects to take informed decisions.

The programme integrates comprehensive technology demonstrations and pilot projects that examine not only the technical aspects—such as vehicles, charging infrastructure but also financial dimension ensuring scalable solutions. The pilot demonstrations in Antigua and Barbuda, the Maldives, and Seychelles have emphasized the environmental benefits and opportunities in advancing electric mobility. RSIPs have created a community of practice bringing together the GEF and co-financed projects like solution plus but also other countries in the region interested in upscaling electric mobility.

Financial Leverage

The programme leverages e-mobility finance by:

- providing targeted technical assistance to prepare EV policy frameworks, national EV strategies and investment plans and through support for the development of upscaling concepts – therefore facilitating the creation of bankable projects and e-mobility upscaling in GEF countries. This has been observed in country projects such as Chile (EV taxis), Maldives (e-buses and electric bicycles) or Uzbekistan (e-buses), where demonstration projects have led to scale-up measures by the government;

- replicating approaches introduced in GEF funded country projects to non-GEF country projects. This approach has materialized in new GEF and non-GEF funded electric mobility projects and programmes, for example the German Climate Initiative funded ACCESS and LEAP projects.

The programme has mobilized *co-financing* at global and country project levels amounting to more than US$ 65 million as per Program Progress Monitoring Report, and amounts populated on GEF portal. This includes mid-term reports (MTRs) from 4 country projects (Jordan, Indonesia, Uzbekistan, Antigua & Barbuda - out of 30 active country projects) and the global project, therefore likely underestimating today's co-financing leveraged. It also includes the global project co-financing reported, which is US$ 38.7 million based on the latest project implementation report (PIR) of the global support project: US$ 6million from UNEP, almost US$ 5million from EBRD, US$ 5.7million from ADB, US$ 18.6million from Solution Plus and US$ 3.3million from IEA.

The programme has *leveraged new investment* in e-mobility projects amounting to more than US$ 170 million. The investment leveraged (which is not accounted as co-finance to the GEF-7 e-mobility programme) is based on new programmes and projects developed with the support from UNEP's global e-mobility programme, and including the German Climate Initiative funded ACCESS and LEAP projects (~ US$ 46 million), the AfDB let and GEF funded Green Mobility Facility for Africa (GMFA, ~US$ 15 million) as well as loans from ADB for projects in the Philippines and Indonesia (~ US$ 110 million).

Engagement with 14 financial institutions—including AIIB, EIB, and AfDB—has expanded access of GEF e-mobility and non-GEF e-mobility project countries to concessional and blended finance.

The programme actively coordinates stakeholders including GEF, bilateral development projects, development banks and other implementing agencies to avoid duplication and to ensure efficient use of grant resources. For instance, through the Global Project, the Senegal country project development was closely coordinated with the GIZ- and KfW-led project on public transport.

Multi stakeholder dialogues

The programme facilitates multistakeholder dialogues primarily through the Regional Support and Investment Platforms (RSIPs), where project executing agencies share updates, challenges, and best practices. At the country level, project steering committee meetings and inter-ministerial committees provide coordination and oversight for implementation. Regional and in-country events offer platforms for sharing experiences, while partner agencies organize capacity-building sessions to strengthen local competencies. Regular workshops and proactive communication through press releases and social media further enhance management and visibility, fostering inclusive engagement and knowledge exchange among stakeholders. Partners of the GEF country projects have been visiting non-GEF funded events such as the IEA Annual Global Energy Conference in Nairobi, the West Africa E-Mobility conference (organized by Clean Tech Hub), the Clean Transport Finance Academy (organized by C40), the Women in Transport Conference (organized by Flone Initiative) and events and trainings organized by the GIZ Transforming Urban Mobility Initiative (TUMI).

D. Partnerships and Trends

This section is specific to GEF-7 Impact Programs and GEF-8 Integrated Programs.

The SOLUTIONSplus Electric Mobility Project and the UNEP Sustainable Mobility Project are closely linked, serving as complementary initiatives that support the global transition to low-carbon urban mobility. SOLUTIONSplus has provided seed funding to e-mobility start-ups in three GEF-7 country projects—Togo, Sierra Leone and Armenia. The GEF-7 Seychelles project is also receiving active support from SOLUTIONSplus consortium partners in designing its e-bus pilot and establishing EV homologation protocols. The project involved capacity building for national and city-level stakeholders through training, demonstration and policy dialogues which is in line with the global project. In line with the global project objectives Solution Plus created space for private sector engagement through the pilots.

Training and capacity-building workshops have been co-organized under SOLUTIONSplus and the Global Project on topics such as charging infrastructure (Kigali), battery end-of-life management, and electric buses (Dar es Salaam), as well as the Global 2- and 3-wheeler workshop held in Bangkok.

ClimateWorks and its Drive Electric Campaign is supporting global activities closely aligned with the GEF-7 Global Electric Mobility Programme. Specifically, ClimateWorks is funding global reports such as “A Global Strategy for LMICs to Shift to Electric Mobility”. Through its Drive Electric campaign, it has jointly hosted workshops with the Global Project, including the Africa e-Bus Workshop (Durban), and has supported the development of reports on the financing of electric buses in West African cities. In addition, policy work targeting the introduction of supply side regulations is carried out with ClimateWorks funding in some of the GEF e-mobility projects.

The programme continues to support the development of projects and concept notes for financing the upscaling of e-mobility and battery end-of-life and circularity. The project “Leapfrogging to Zero Emission Transport in Africa” (EUR 20 million/ USD 23 million, led by GIZ and co-implemented by UNEP and German thinktank Agora) has been approved and is now prepared for implementation (start Q2 2026 – accounted as co-finance to the GEF-8 programme)

UNEP collaborated with IRENA to organize a side event at COP 29 on electric mobility and renewable energy integration in Small Islands Developing States (SIDS). The event saw participation from Caribbean and Pacific islands, where participants discussed the challenges of scaling up e-mobility solutions and explored innovative approaches to attract climate finance.

UNEP collaborates with the Zero-Emission Vehicle Rapid Response Facility (ZEV-RRF) to accelerate the transition to electric mobility, particularly in emerging markets. Launched around COP27, the ZEV-RRF, with UNEP as a partner, provides technical assistance to countries requesting support in their ZEV transition.

UNEP collaborates closely with the Transformative Urban Mobility Initiative (TUMI) to advance electric bus adoption worldwide, particularly in urban areas across the Global South. TUMI’s E-Bus Mission is a global partnership funded by the German Ministry for Economic Cooperation and Development (BMZ). The collaboration works closely with the Global Project to provide technical assistance, develop roadmaps, and share knowledge to help cities transition their bus fleets to electric vehicles. TUMI is also co-leading the thematic working group on electric buses under the Global Project.

The UNEP Global Project on Electric Mobility collaborates actively with sub-regional groups in Africa – ECOWAS, SADC, EAC, Asia - ASEAN, Latin America -SICA, and the SIDS to implement programme deliverables and support country-level projects. They engage closely with these groups by participating in workshops and capacity-building events, providing knowledge exchange and enhancing local capabilities for accelerating electric mobility transitions.

III IMPLEMENTATION PROGRESS

A. Challenges and Adaptive Management

- The **COVID-19 pandemic** posed a significant challenge to the initiation and ongoing support for country projects. Restrictions on in-person meetings hindered effective coordination and engagement among key stakeholders, delaying workshops, technical consultations, and policy dialogues. Many project personnel faced varied work-from-home arrangements, which coupled with shifting national priorities to pandemic response, slowed down project mobilization and operational activities.

- **Negative perceptions about e mobility technology and the impacts this will bring to society and industry.**

  E-mobility is gaining traction in most of the countries, and private sector engagement in e-mobility is generally increasing. However, there are challenges related to limited suppliers of vehicles and charging infrastructure, low demand compounded by a lack of local manufacturing capacity. These supply constraints alongside complex logistics issues are acute in SIDS.

- **Countries are not interested in second life and disposal of batteries so early on in market transformation to electric vehicles:**

  The topic of battery end-of-life and circularity is often mentioned by country stakeholders, so the interest is there. Challenges remain related to infrastructure for sound management in many of the countries participating in the programme. The GEF8 e-mobility programme, which will put a strong focus on the issue, has been launched in March 2025.

- **Time lag of results: Major results of the project may not be seen before the end of the project period.**

  As usual in many climate change mitigation projects, the GHG emission reductions only materialize once the projects are completed. However, since the GEF8 programme seamlessly follows the GEF7 programme project results attributable to GEF7 can be collected during GEF8.

- **Lack of linkages with available funding/financing for EVs fleets:**

  Financing electric mobility projects remains risk-averse, as they require significant upfront investment with uncertain short-term returns, coupled with challenges such as limited local manufacturing capacity, infrastructure gaps, and regulatory uncertainties. All these factors increase the risk for financiers.

- **Political changes stall the Country Child Project implementation or impede scale-up:**

  Political changes and prevailing geopolitical and economic scenarios have significantly impacted the progress of country projects. As a result, projects in countries such as Sri Lanka, Bangladesh, and Ukraine have not yet commenced due to instability and uncertainties affecting government priorities, institutional readiness, and resource allocation.

- **Lack of supportive government policy environment limits replication due to unattractive business case for e-mobility investments**

  Most of the countries participating in the project do promote supportive government policies, the challenge for replication is more related to willingness to invest and take risks.

- **Limited bankability of potential e-mobility clients reduces opportunities for replication of e-mobility projects.**

  This risk becomes more important now that the countries have advanced the implementation of initial activities.

- **The main risk of the program is related to delays in project execution at national level:**

  The programme has faced challenges due to slow government processes, including delays in signing project cooperation agreements. Also, the complex procurement procedures have slowed down the hiring of Chief Technical Advisors and consultants, impacting the pace of project rollout and technical support delivery. These bureaucratic hurdles have contributed to delays in project mobilization and execution. The lack of quality consultants and project managers with specialised expertise for complex technical, financial and policy work has been a huge challenge. Some countries facing implementation delays include: Antigua & Barbuda, Costa Rica, Côte d'Ivoire, Ecuador, Madagascar, and Sierra Leone.

  - **Country projects at High risk in their last PIR:**

    - Maldives: Lack of technical capacity, weak PMU responsiveness, delayed procurement

- Grenada: Weak governance, delayed start, budget constraints, low stakeholder engagement
- Jamaica: PMU resignation, governance gaps, stalled implementation

- **Country projects at Substantial risk in their last PIR:**
  - Peru: Delayed pilot definition, weak technical capacity, political transitions

Key mitigation actions to manage the moderate risks at programme level include:

- Enhanced training and focal point identification for transport data collection.
- Engagement with financial institutions to de-risk investments.
- Facilitation of scale-up concepts which target e-mobility finance.
- Virtual Q&A sessions to improve country-level reporting and monitoring.
- Continued remote and in-person support from the global project team, particularly to delayed projects

B. Proposed Actions

- The Global Project will prioritize supporting countries to successfully close ongoing GEF-7 projects
- The programme will enhance marketplace opportunities through the Regional Support and Investment Platforms (RSIPs), enabling Original Equipment Manufacturers (OEMs) and financiers to explore investment possibilities more effectively within country projects.
- The programme will amplify communications by sharing success stories and best practices from country projects and the global initiative. This will help inspire stakeholders, promote replication of effective approaches, and build broader support for electric mobility.
- The Global Project will strengthen sub-regional work by enhancing collaboration between Regional Support and Investment Platforms (RSIPs) and fostering peer-to-peer and south-to-south exchanges. This approach will facilitate knowledge sharing and targeted support between RSIPs, accelerating project progress.
- In 2026, the Terminal Evaluation for the Global Project will be carried out by UNEP.

C. Child Project Implementation Progress

GEF ID - Project Name	Country	Agency	Rating (IP|DO)	Financing	Disbursed	CEO Endrst. Date	MTR date	Completion Date	Expected Completion Date	TE Date
10605 - Integrated adoption of electric mobility in Jordan	Jordan	UNIDO	HS | HS	1,239,564.00	984,822.63	05/11/2022	05/21/2025		06/01/2027	
10609 - Accelerating the adoption and scale-up of electric mobility for low-carbon city development in the Philippines	Philippines	UNIDO	S | S	4,130,000.00	3,607,754.00	07/01/2022			06/30/2027	
10629 - Accelerating the introduction of low-emission and climate-resilient electric mobility in Grenada	Grenada	UNEP	MU | MU	1,145,500.00	134,102.00	05/06/2022			01/31/2026	
10651 - Sustainable and Efficient Electric Mobility System in Sri Lanka	Sri Lanka	UNEP		1,195,500.00	0.00	09/16/2022			09/18/2025	
10277 - Accelerating the Adoption of Electric Mobility in Chile	Chile	UNEP	S | S	1,945,500.00	890,309.00	05/02/2021			01/31/2026	
10272 - Support the Shift to Electric Mobility in Togo	Togo	UNEP	S | S	461,850.00	290,698.00	06/11/2021			08/31/2026	
10302 - Integrated, Sustainable and Low Emissions Transport in Côte d'Ivoire	Cote d'Ivoire	UNEP	MS | S	445,500.00	254,242.00	06/03/2021			12/31/2025	
10275 - Support the Shift to Electric Mobility in Madagascar	Madagascar	UNEP	MS | S	1,245,500.00	140,000.00	06/02/2023			12/31/2027	
10282 - Tashkent - Accelerating Investments in Low Emission Vehicles (TAILEV)	Uzbekistan	UNDP	S | S	3,891,000.00	2,047,302.16	06/11/2021	12/10/2024		12/01/2027	
10283 - Support the Shift to Electric Mobility in Saint Lucia	St. Lucia	UNEP	S | MS	856,400.00	429,362.00	06/04/2021			01/31/2027	
10270 - Global project to support countries with the shift to electric mobility		UNEP, ADB, EBRD	S | S	4,469,109.00	2,750,785.00	06/03/2021	05/20/2025		06/30/2026	

10289 - Supporting Sustainable Transportation through the Shift to Electric Mobility in Jamaica	Jamaica	UNDP	MU | MU	1,945,500.00	0.00	06/11/2021			04/04/2026	
10273 - Supporting Sierra Leone with the Shift to Electric Mobility	Sierra Leone	UNEP	S | S	461,850.00	363,243.00	06/08/2021			09/30/2025	
10286 - Enhancing sustainability in e-mobility for low carbon urban transport and an Extended Producer Responsibility (EPR) approach in batteries and vehicle components	Peru	UNDP	MU | MS	1,945,500.00	149,317.54	06/08/2021			12/28/2026	
10280 - Transition Towards Electric Mobility in Armenia	Armenia	UNEP	S | S	645,500.00	536,228.00	06/10/2021			09/30/2025	
10301 - Integrated, Sustainable and Low Emissions Transport in the Maldives	Maldives	UNEP	MS | MS	1,990,710.00	980,000.00	02/19/2021			06/30/2025	
10281 - Antigua and Barbuda Sustainable Low-Emission Island Mobility Project	Antigua and Barbuda	UNEP	MU | S	3,537,050.00	1,632,490.00	02/19/2021	07/31/2023		04/30/2025	
10278 - Support the Shift to Electric Mobility in Burundi	Burundi	UNEP	S | S	845,500.00	131,824.00	06/01/2023			03/31/2028	
10284 - Accelerating the transition to electric public transport in the Greater Metropolitan Area of Costa Rica	Costa Rica	UNEP	HS | HS	955,616.00	825,544.00	05/02/2021			07/01/2025	
10276 - Electrifying Mobility in Cities: Investing in the Transformation to Electric Mobility in India	India	UNEP, ADB	S | S	5,850,004.00	1,000,000.00	06/03/2021			06/30/2028	
10274 - Support the Shift to Electric Mobility in the Seychelles	Seychelles	UNEP	S | S	461,850.00	286,456.00	06/08/2021			09/30/2026	
10607 - Scaling-up the adoption of electric mobility in Tunisia	Tunisia	UNIDO	MS | S	1,945,500.00	1,582,904.88	06/02/2022			04/30/2027	
10610 - Electric mobility for sustainable tourism in Albania	Albania	UNIDO	MS | MS	831,933.00	277,885.00	06/02/2022			08/16/2027	
10630 - Support the shift towards low-carbon electric mobility in Ecuador	Ecuador	UNEP	S | S	1,395,500.00	572,429.00	07/11/2022			11/30/2026	

10641 - Enhancing Readiness for the Transition to Electric Vehicles in Indonesia (ENTREV)	Indonesia	UNDP	MS | MS	1,979,985.00	1,062,951.34	05/24/2022	05/01/2025		02/15/2027	
10640 - Enabling Electric Vehicles (EVs) Adoption in the framework of Sustainable energy based Transportation in Bangladesh	Bangladesh	UNDP		1,950,000.00	0.00	06/02/2022			06/05/2026	
10898 - Accelerating the shift towards electric mobility in South Africa	South Africa	DBSA	MS | MS	5,137,414.00	979,467.00	01/31/2023			08/04/2028	

Note: The rating scale for the Implementation Progress (IP) and Development Objective (DO) ratings is: Highly Satisfactory **(HS)**, Satisfactory **(S)**, Moderately Satisfactory **(MS)**, Moderately Unsatisfactory **(MU**), Unsatisfactory **(U)**, Highly Unsatisfactory **(HU)** and Not Rated **(NR)**.

D. Program Results

Indicator Name (Unit of measure)	Latest value (Actual)	Closing target (Expected)
6 Greenhouse Gas Emissions Mitigated (Tons)	81,860	136,446,299
6.2 Emissions Avoided Outside AFOLU Sector (Tons)	81,860	136,446,299
6.3 Energy Saved (Energy)	68,608,800	1,243,467,239,320
6.4 Increase in Installed Renewable Energy Capacity per Technology (Capacity)	-	1,442
6.5 AFOLU - Direct (Tons)	81,860	33,926,361
6.6 AFOLU - InDirect (Tons)	-	102,519,938
11 People benefiting from GEF-financed investments (Number)	251,041	2,376,616
11.1 Female (Number)	72,601	1,061,109
11.2 Male (Number)	178,440	1,315,507

E. Program Co-financing

Co-financing Type	Latest amount disbursed (Actual)	Closing target (Expected)
In-kind	16,973,442.00	68,894,680.00
Grant	30,648,563.00	56,451,664.00
Public Investment	0.00	168,989,615.00
Loans	0.00	82,600,000.00
Equity	15,889,107.00	160,040,593.00
Other	0.00	7,000,000.00
Total	63,511,112.00	543,976,552.00

Co-financing Source	Latest amount disbursed (Actual)	Closing target (Expected)
Donor Agency	19,219,604.00	25,278,348.00
GEF Agency	15,397,132.00	64,047,200.00
Recipient Country Government	9,304,414.00	360,526,973.00

Private Sector	4,089,107.00	64,753,685.00
Civil Society Organization	0.00	1,597,838.00
Beneficiaries	0.00	16,263,158.00
Other	15,500,855.00	11,509,350.00
Total	63,511,112.00	543,976,552.00

ANNEXES

A. Results Framework

Component 1 Global thematic working groups and knowledge materials	Component 2 Support and Investment Platforms	Component 3 Country project implementation (Child Projects)	Component 4 Tracking progress, monitoring and dissemination
Outcome 1 Knowledge products are generated to support policy making and investment decision-making through four global thematic working groups	**Outcome 2** Conditions are created for market expansion and investment in electric mobility through support and investment platforms	**Outcome 3** Conditions are created at country and city level for the introduction of electric mobility demonstration projects, and wider up take of electric mobility	**Outcome 4** Projects and electric mobility markets are tracked, and key developments, best practices and other lessons learned are shared to promote wider uptake of electric mobility.
Indicator 1.1 # of knowledge products developed by the four thematic working groups and used by the Support and Investment platforms in their training and outreach activities **GEF funded: 21, of which** **13 by UNEP** **Co-financed: total of 155 of which 31 developed by UNEP**	Indicator 2.1 % of countries using services and knowledge products offered by the Support and Investment Platform **18 Countries – 55%**	Indicator 3.1 % of countries with an improved institutional framework and a strategy to promote the uptake of low-carbon electric mobility **22 Countries – 66%**	Indicator 4.1 % of countries generating and sharing best practices and other lessons learned on low-carbon electric mobility with the global programme **23 Countries – 69%**
	Indicator 2.2 # of e-mobility scale-up and / or replication concepts facilitated as a result of the match-making	Indicator 3.2 % of countries with nationally generated evidence of the technical, financial	Indicator 4.2 # of e-mobility knowledge products refined based on

	19 Countries	and/or environmental benefits of low-carbon electric mobility **21 Countries – 63%**	evidence coming from the country projects **22 reports**
	Indicator 2.3 # of financial institutions / development banks (national/regional) that have been engaged through the Global Programme and are actively supporting e-mobility projects **9 Institutions**	Indicator 3.3 % of countries that have improved preparedness to accelerate market transformation towards low-carbon electric mobility **21 Countries – 63%**	Indicator 4.3 # of non-e-mobility programme countries committing to actively promote the uptake of low-carbon e-mobility **6 Countries**
	Indicator 2.4 # of US$ leveraged to scale-up low-carbon electric mobility through the support and investment platforms **170 million**	Indicator 3.4 % of countries with measures in place to ensure the long-term environmental sustainability of low-carbon electric mobility **24 Countries – 72%**	

B. Uploaded document

Document Title
2025-GEF-PPMR-UNEP-GEF7-EM-AnnexI