Electric mobility for sustainable tourism in Albania

Part I: Project Information

Name of Parent Program

Global Programme to Support Countries with the Shift to Electric Mobility.

GEF ID

10610

Project Type

MSP

Type of Trust Fund

GET

CBIT/NGI

CBIT **No**

NGI **No**

Project Title

Electric mobility for sustainable tourism in Albania

Countries

Albania

Agency(ies)

UNIDO

Other Executing Partner(s)

National Center for Environment, Tourism and Sustainable Development

Executing Partner Type

CSO

GEF Focal Area

Climate Change

Taxonomy

Focal Areas, Climate Change, Climate Change Mitigation, Technology Transfer, Renewable Energy, Sustainable Urban Systems and Transport, Influencing models, Strengthen institutional capacity and decision-making, Transform policy and regulatory environments, Convene multi-stakeholder alliances, Stakeholders, Private Sector, SMEs, Beneficiaries, Type of Engagement, Consultation, Civil Society, Community Based Organization, Academia, Gender Equality, Gender results areas, Access to benefits and services, Knowledge Generation and Exchange, Capacity Development, Awareness Raising, Participation and leadership, Gender Mainstreaming, Gender-sensitive indicators, Women groups, Sex-disaggregated indicators, Capacity, Knowledge and Research, Knowledge Generation, Seminar, Workshop, Training, Course, Knowledge Exchange, Conference

Sector
Transport/Urban

Rio Markers
Climate Change Mitigation
Climate Change Mitigation 2

Climate Change Adaptation
Climate Change Adaptation 0

Submission Date
12/2/2021

Expected Implementation Start
6/1/2022

Expected Completion Date
5/30/2027

Duration
60In Months

Agency Fee($)
68,691.00

A. FOCAL/NON-FOCAL AREA ELEMENTS

Objectives/Programs	Focal Area Outcomes	Trust Fund	GEF Amount($)	Co-Fin Amount($)
CCM-1-2	Promote innovation and technology transfer for sustainable energy breakthroughs for electric drive technologies and electric mobility	GET	763,242.00	8,889,970.00
		Total Project Cost($)	**763,242.00**	**8,889,970.00**

B. Project description summary

Project Objective

To accelerate low-carbon e-mobility adoption to reduce emissions in tourism sector in Albania.

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
1. Institutionalization of low-carbon e-mobility	Technical Assistance	1.1 Low-carbon e-mobility policies at the national and city level to promote the uptake of e-mobility	1.1.1 Establishment of National EV Steering Committee consist of stakeholders from government, tourism, and transport sectors to advocate behavioral change towards integrated approaches to tackle mobility challenges 1.1.2 Strategic framework for urban mobility plans, and investment guidelines focusing on low-carbon electric public transportation are developed 1.1.3 Relevant integrated e-mobility and renewable energy policies (e.g., low-carbon transport action plan contributing to NDC) with a focus on incentives, integration with renewable energy and standardization are developed	GET	150,000.00	1,740,000.00

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
2. Short-term barrier removal through e-mobility infrastructure demonstration in the target municipalities of Berat and Belsh	Technical Assistance	2.1 Nationally generated evidence-based data on EV infrastructure investments facilitate accelerated adoption of e-mobility by the public and private sector	2.1.1 Technical assistance provided to the shortlisted pipeline projects	GET	120,000.00	1,400,000.00
2. Short-term barrier removal through e-mobility infrastructure demonstration in the target municipalities of Berat and Belsh	Investment	2.1 Nationally generated evidence-based data on EV infrastructure investments facilitate accelerated adoption of e-mobility by the public and private sector	2.1.2 Low-carbon e-mobility infrastructure technologies implemented to demonstrate environmental and economic benefits as well as replicability in touristic cities	GET	260,857.00	3,041,470.00

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
3. Preparing for scale-up and wider uptake of low carbon electric mobility interventions through partnerships, knowledge management and capacity building activities	Technical Assistance	3.1 The capacities of government, municipalities and private sector are enhanced to replicate and scale up electric mobility investments	3.1.1 Participation and contribution in Global Electric Mobility Programme through global events, annual meetings, targeted training programmes to promote the replicability and scale-up 3.1.2 Institutional capacity of policymakers and target municipalities on integrated e-mobility and renewable energy and environmentally sound management of end-of-life batteries are strengthened 3.1.3 Technical capacity and awareness of local market actors in electric mobility are enhanced	GET	120,000.00	1,400,000.00

Project Component	Financing Type	Expected Outcomes	Expected Outputs	Trust Fund	GEF Project Financing($)	Confirmed Co-Financing($)
4. Monitoring and evaluation	Technical Assistance	4.1 Project progress continuously monitored and evaluated	4.1.1 Project monitoring 4.1.2 Project mid-term review and terminal evaluation	GET	43,000.00	500,000.00
				Sub Total ($)	**693,857.00**	**8,081,470.00**

Project Management Cost (PMC)

GET	69,385.00	808,500.00
Sub Total($)	**69,385.00**	**808,500.00**
Total Project Cost($)	**763,242.00**	**8,889,970.00**

Please provide justification

C. Sources of Co-financing for the Project by name and by type

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount($)
Recipient Country Government	Ministry of Tourism and Environment	In-kind	Recurrent expenditures	500,000.00
Recipient Country Government	Agency for Energy Efficiency (AEE)/	Public Investment	Investment mobilized	2,449,970.00
Recipient Country Government	The Economic Support Agency /Albanian Development Fund (ADF)	Grant	Investment mobilized	4,640,000.00
Recipient Country Government	Municipality of Belsh	In-kind	Recurrent expenditures	50,000.00
Recipient Country Government	Municipality of Berat	In-kind	Recurrent expenditures	50,000.00
Private Sector	Alba light ltd/E-mobility Albania	Grant	Investment mobilized	1,000,000.00
GEF Agency	UNIDO	Grant	Recurrent expenditures	50,000.00
GEF Agency	UNIDO	In-kind	Recurrent expenditures	150,000.00
			Total Co-Financing($)	**8,889,970.00**

Describe how any "Investment Mobilized" was identified

The investment mobilized identified through close stakeholder consultations and a review of infrastructure investment project pipeline and strategic documents which aim to support Albania?s priorities on e-mobility. Co-financing sources consist primarily of e-mobility infrastructure investments by the private sector, municipalities and national development agencies, namely, Agency for Energy Efficiency and Economic Support Agency. These investments on infrastructure e.g., EV charging stations expected to be materialized during the project lifetime will improve the charging network nationwide thus directly support the project?s objective of accelerating the shift to electric mobility and sustainability of already renewable energy based electricity supply in Albania. The project will enable the investment by facilitating to create

linkage between the pipeline of investments across the tourism and transport sector with available financial instruments (e.g., local banks) including public and private investment. In-kind contributions are mobilized from national stakeholders such as the Ministry of Tourism and Environment and the target municipalities. Moreover, due to the pandemic, there have been some changes in the level of co-financing estimated at the earlier project design. Some development projects and initiatives to support e-mobility are delayed or slowed down or shift focus due to the economic impacts of COVID-19 pandemic in Albania. Some sectors, such as tourism and transportation, have been particularly affected, contributing to reduced business and investor confidence. The impact of the pandemic has potential spill over into financial markets, with further reduced confidence and a reduction of credit ratings. Therefore, co-financing from private sector is obtained only from EV charging infrastructure sector (Alba light ltd) instead of tourism companies. One of the measures to support the development of pandemic recovery and response plan that the Government of Albania has highlighted is to include clean energy investments to enhance National Determined Contributions (NDCs) and long-term de-carbonization strategies. During the execution of the project, the project will facilitate the securing of additional co-financing and/or explore alternatives with other partners active in Albania and the region (e.g., from EBRD, EU, WB).

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

Agency	Trust Fund	Country	Focal Area	Programming of Funds	Amount($)	Fee($)	Total($)
UNIDO	GET	Albania	Climate Change	CC STAR Allocation	763,242	68,691	831,933.00
				Total Grant Resources($)	**763,242.00**	**68,691.00**	**831,933.00**

E. Non Grant Instrument

NON-GRANT INSTRUMENT at CEO Endorsement

Includes Non grant instruments? **No**

Includes reflow to GEF? **No**

F. Project Preparation Grant (PPG)

PPG Required **true**

PPG Amount ($)

50,000

PPG Agency Fee ($)

4,500

Agency	Trust Fund	Country	Focal Area	Programming of Funds	Amount($)	Fee($)	Total($)
UNIDO	GET	Albania	Climate Change	CC STAR Allocation	50,000	4,500	**54,500.00**
				Total Project Costs($)	**50,000.00**	**4,500.00**	**54,500.00**

Core Indicators

Indicator 6 Greenhouse Gas Emissions Mitigated

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
Expected metric tons of CO?e (direct)	0	329531	0	0
Expected metric tons of CO?e (indirect)	0	761338	0	0

Indicator 6.1 Carbon Sequestered or Emissions Avoided in the AFOLU (Agriculture, Forestry and Other Land Use) sector

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
Expected metric tons of CO?e (direct)				
Expected metric tons of CO?e (indirect)				
Anticipated start year of accounting				
Duration of accounting				

Indicator 6.2 Emissions Avoided Outside AFOLU (Agriculture, Forestry and Other Land Use) Sector

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
Expected metric tons of CO?e (direct)		329,531		
Expected metric tons of CO?e (indirect)		761,338		
Anticipated start year of accounting		2022		
Duration of accounting		15		

Indicator 6.3 Energy Saved (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)

Total Target Benefit	Energy (MJ) (At PIF)	Energy (MJ) (At CEO Endorsement)	Energy (MJ) (Achieved at MTR)	Energy (MJ) (Achieved at TE)
Target Energy Saved (MJ)		3,810,206,516		

Indicator 6.4 Increase in Installed Renewable Energy Capacity per Technology (Use this sub-indicator in addition to the sub-indicator 6.2 if applicable)

Technology	Capacity (MW) (Expected at PIF)	Capacity (MW) (Expected at CEO Endorsement)	Capacity (MW) (Achieved at MTR)	Capacity (MW) (Achieved at TE)
Solar Photovoltaic select				

Indicator 11 Number of direct beneficiaries disaggregated by gender as co-benefit of GEF investment

	Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
Female		10,144		
Male		10,216		
Total	0	20360	0	0

Provide additional explanation on targets, other methodologies used, and other focal area specifics (i.e., Aichi targets in BD) including justification where core indicator targets are not provided

Part II. Project Justification

1a. Project Description

a. The global problem of fossil fuel-based transportation

More than 55% of the world?s population currently lives in cities and by 2050 it is expected that 68% of the world?s population will be in urban dwellings. Urban areas account for almost 3?4 of the world?s energy consumption and around 70% of global energy-related carbon emissions. Within this, urban mobility and freight logistics are responsible for 25% of transport related emissions and 30 to 50% of other transport related pollutants. Globally, the transport sector is the fastest growing contributor to climate emissions, accounting for 23% of global energy related carbon dioxide emissions [1][1]. The share of the road transport in the global greenhouse gas emissions (including AFOULU) was 12% in 2016 [2]. The global vehicle fleet is set to double by 2050, and almost all this growth will take place in low- and middle-income countries. By 2050 two out of three cars will be found in developing countries.

Therefore, de-carbonizing the transport sector will play an important role in addressing global environmental issues since they represent a significant share of GHG emissions and other types of air pollution (e.g., PM2.5) in urban areas. The concept of mobility is more than simply moving vehicles and people, city administrators, planners and policy makers should acknowledge the potential of electric mobility coupled with renewable energy to transform cities into more sustainable and low-carbon areas.

Climate action and transport

The Intergovernmental Panel on Climate Change (IPCC) stated that, to maintain a target of 1.5 C, all vehicles added to the global fleet need to be electric from 2035 onwards, resulting in a complete switch to electric fleets by 2050. At UNFCCC COP21, a group of countries adopted the Paris Declaration on E-mobility and Climate Change, which calls for 100 million electric cars and 400 million electric two and three wheelers by 2030 [8][2]. Moreover, climate action is included in the 2030 Agenda for Sustainable Development as a stand-alone Sustainable Development Goal (SDG), SDG 13, which provides a roadmap to reduce emissions and build climate resilience. The International Energy Agency has developed several scenarios for the contribution of the introduction of electric mobility to achieving global climate targets. In addition, the United Nations Environment Assembly, at its fourth session in March 2019, adopted the first ever UN sustainable mobility resolution that calls on all countries to switch to sustainable mobility, including electric mobility. It is estimated that in 2020 EVs saved more than 50 Mt CO2eq of GHG emissions globally, equivalent to the entire energy sector emitted in

Hungary in 2019 [9][3] This shows how big is the potential of EVs considering the current stock share of EVs is only 1% of the global stock.

To meet the objectives of the Paris Agreement and the 2030 Agenda for Sustainable Development, direct transport emissions must decrease by over 9% by 2030. To achieve such a fall will require urgent action to improve public transport, scale up non-motorized transport and put cleaner, more efficient modes of transport on the roads.

There is a potential to increase the share of electric cars on the roads, through incorporating the incentives as part of the COVID 19 economic recovery packages since EVs can support meeting strategic objectives such as reducing dependency on imported fuel (i.e., oil), more efficient use of energy and significant CO2 reduction potential [11][4].

Electric vehicles (EVs) are efficient, low-carbon, quiet and have the potential to improve grid reliability, making them a crucial part of global efforts to cut fossil fuel dependency, improve air quality and decarbonize the economy.

The shift to electric mobility will contribute directly to achieve progress on SDG 13 on climate action, SDG 3 on good health and well-being due to improved urban air quality, SDG 7 on affordable and clean energy due to renewable energy integration, SDG 11 on sustainable cities and communities as well as SDG 5 on gender equality and women's empowerment.

The investment in infrastructure and technology required to build an enabling ecosystem for e-mobility will also provide new green jobs, business opportunities, improved access to services and scope for technological innovation, which will contribute to progress on a wider range of development goals including poverty reduction, decent work, industry and sustainable cities.

Tourism and transportation

Tourism is one of the most important economic sectors driving growth and development in emerging economies. It represents 10% of global GDP and 10% of global employment and is expected to continue growing steadily. While this growth offers many economic opportunities, it also comes with emerging sustainability concerns, notably with regards to climate change and environmental and social impacts.

Transport connectivity is an important prerequisite for tourism. The benefits of better transport links often spill over to local communities, making goods, services and jobs more accessible. Yet tourists also put a strain on resources and the transport network. Globally, 3/4 of CO2 emissions from tourism are transport related. Emissions from transporting tourists have grown steadily over the past decades, reaching almost 1,600 million tons of CO2 in 2016, amounting to 5% of all energy-related CO2 emissions [3][5].

The negative impacts of tourism increasingly concern governments around the world and many are striving to reduce tourism?s carbon footprint. Efficiency improvement interventions has the potential to

reduce emissions per passenger, but the growth in the number of tourists outweighs these improvements. The de-carbonization of the transport sector will have to be an important part of the solution. Tourism will continue to deliver prosperity and well-being without threatening the climate and environment if it can be steered towards sustainability.

Pandemic recovery

The COVID-19 pandemic has been disproportionately affecting people?s health and livelihoods in developing countries. The spread of the pandemic fueled in cities since over 90% of the cases occur in urban areas where most of the mobility take place.

Reduced economic activity due to the COVID-19 measures resulted in lower GHG emissions and improvements in air quality in urban areas. The global CO2 emissions declined by 8% [4][6] in 2020 but are expected to rebound in 2022 [5][7]. In line with this trend, the tourism sector is set to increase its CO2 emissions by at least 25% by 2030 [6][8]. Therefore, the need to steer tourism related activities towards sustainability continues to be of utmost importance for the sector to support Nationally Determined Contributions (NDCs) and the international agenda of green recovery from COVID-19.

To support countries with the recovery, a coalition of UN Agencies [10][9] formulated a set of recommendations for pathways for a more inclusive, environmentally friendly, sustainable, and resilient recovery from the pandemic, supporting a ?building back better? approach, a green recovery. The proposed measures include promoting low-carbon urban transport modes, shifting to sustainable travel means, electrification and improving vehicles fuel efficiency. Furthermore, recommended actions point out to sustainable tourism practices, such as to support domestic tourism with actions that have minimum negative impact on environment and promoting the shift towards carbon neutrality and increase resilience to the impacts of climate change.

Most countries have adopted economy-wide stimulus packages (fiscal and monetary measures) along with job support measures including providing fiscal relief and financial support to SMEs. Due to its labor-intensive nature, and as one of the hardest-hit sectors, tourism is at the center of such policies.

The pandemic negatively affected the Albanian tourism sector since the international tourists arrivals are reduced more than 40% in 2020 compared to 2019 [48]. As a response, the Albanian Government provided financial support / guarantees for businesses with a focus on tourism enterprises affected by the pandemic. This has put additional pressure on the Government?s budget and response programs.

Barriers that need to be addressed

Although the market share has expanded in recent years, electric vehicles (EV) sales account for less than 5% of global vehicle sales in 2020 [7][10]. To ensure that the transport sector contributes to meeting Paris Agreement emission targets, sales should be at least around 30% by 2030. To achieve this, many

countries have significant barriers to overcome, such as weak enabling environment, integration with renewable energy, lack of charging infrastructure, high technology and infrastructure costs, adaptation of industry value chains to integrate new technologies and strengthening energy supply and distribution networks.

Therefore, the regulatory, financial, technical, informational and communication challenges must be addressed by all the stakeholders in order to achieve the transition to electric mobility. Many governments across a range of countries have implemented varying policies and programmes to encourage the shift to electric mobility. Lessons can be drawn from the good examples that can provide essential guidance on the support needed to create a sustainable EV sector for the future, in particular in developing countries.

Albanian cities are facing a large increase in fossil-fuel powered transportation due to surge of tourist arrivals by the road modes, leading to growing GHG emissions and air pollution, traffic congestion and noise.

In recent years, urban mobility has been on the national and local agenda due to increased urban populations and the associated transport-related congestion and pollution in cities. Within the last three decades the population in Albanian moved from mountainous and rural areas in concentrated urban centers. With intense competition for urban space, transport planning has significant impact on quality of life for citizens.

Despite the moderate number of vehicles in the country and introduction of increasingly rigorous regulations (due to EU integration process) aimed at controlling polluting emissions from conventional vehicles (powered by Internal Combustion Engine), the underlying problem is the failure to consolidate the proposed policies to achieve a fundamental change in the use of low-carbon technologies. According to the EU recommendations for Albania ?more efforts are needed to further align the legislation on air quality with the EU acquis. The national strategy for air quality has not been fully adopted. Despite full alignment with the directive on ambient air quality and cleaner air for Europe, the law on ambient air quality needs to be properly enforced and the current air quality monitoring network and practices to be aligned with EU standards? [38][11].

The most critical barriers to shift to e-mobility inn Albania are summarized in the table below:

Table 1: Main barriers

Barriers	**Summary**

Lack of adequate policies and coordination among policy-making stakeholders and municipalities	There is insufficient policy, regulations and incentive mechanisms to encourage the use electric vehicles or support investment in e-mobility infrastructure. For instance, there is no central or local strategies for adoption of charging infrastructure, designated transport law and regulations have gaps. There is no institutional coordination mechanisms and insufficient private sector engagement in policy and regulatory development. Better collaboration among the ministries, municipalities, private operators and other end-users is required to ensure the operational sustainability and sufficient coverage of the charging infrastructure network. The local authorities do not have integrated planning instruments or strategies to implement low-carbon mobility solutions.
Capacity, awareness and knowledge barriers	In Albania, there is limited financial, technical, and operational capacity at the local level and national level on low-carbon electric mobility. Lack of capacity for sustainable urban and transport planning and management among national and local stakeholders (i.e., Municipalities) and insufficient knowledge about EV use in the public sector as well as no high-quality evidence based technical data to on the economic, environmental and the technical viability of EVs available for policy makers hinders the uptake of e-mobility. The lack of capacity in the municipalities is not noticed only in the framework of urban planning but also in the provision of the public transport services and their functions as well as other aspects related to the social dimensions. General consumers and investors lack knowledge on EVs and the policies in place for their development. Policy makers have low awareness on the high potential of high potential e-mobility on contributing the achieving climate targets of Albania particularly considering the low emission factor of the national grid. There is lack of awareness on technical and financial viability of e-mobility interventions, in particular their application to sustainable tourism. Users have range anxiety. The curricula in universities and technical institutes lag behind of the latest development in the EV technology, relevant policies and climate benefits.
Economic and investment related barriers	There is limited nationally generated evidence-based data on technical, environmental and commercial indicators of e-mobility investments in Albania. This results in lack of confidence in investors and municipalities to invest in low-carbon e-mobility technologies. Lack of financing and appropriate financing models is one of the major barrier to scale up adoption of EV business models across vehicle segments in Albania. There is lack of financing and appropriate financing models business viability risks related to infrastructure investment. Presently the costs associated with the introduction of electric buses into urban passenger transport systems are comparatively high, compared to buses equipped with modern internal combustion engines, their immediate utility is given by the local reduction of polluting emissions; appealing to the zero emission vehicle concept.

Technology/ charging infrastructure barriers	EV charging infrastructure in Albania is developing but currently insufficient. The coverage of the charging station network coverage is limited to the certain areas of the capital city, Tirana, prohibiting the wider adoption of EV geographically. E-mobility interventions are initial, fragmented, not integrated at the planning and management of territories. In terms of electricity supply, over-reliance on hydro-power makes electricity generation sensitive to the climatic conditions such as precipitation and the unpredictable risk of damage resulting from climate change-induced hazards.
Fossil fuel dependent transport sector	The transport sector in Albania almost completely rely on fossil fuels such as diesel and fuel-oil thus responsible for GHG emissions and air pollution in urban areas. The sector represents the highest share in the total final energy consumption in the country which is equal to around 40%. CO2 emissions from fuel combustion in road transportation accounted for the largest share of GHG emissions in Albania in 2019. The Albanian Energy Strategy 2018-2030 aims to reduce CO2 emissions by 11.5% by 2030 which underlines the importance of transition to low-carbon transport modes to meet this target. In addition, the rising demand for petroleum products result in energy imports.

b. The baseline scenario and any associated baseline Programs

Country context - Tourism, energy, climate change, transport, low carbon development

Albania is an upper middle-income country located at the crossroads of southeastern Europe transport routes. It borders the Adriatic Sea and Ionian Sea, Greece to the south and Montenegro and Kosovo (UNSCR 1244) to the north. The country has a population of more than 2.8 million inhabitants[12][12] with a relatively small surface area of 28,748 km2 and 362 km coastline to Mediterranean sea. Along with the economic recovery from the pandemic, Albanian economy is expected to grow 3.7% according to the EBRD.

Over the last 50 years, the share of population living in urban areas in Albania grew substantially, from 31% to 61% in 2019 [13][13], approximately 5% more than the world average. To support the rapid urbanization and avoid undue environmental impacts, the country is faced with the challenge to adapt and develop its infrastructure. As the urban areas continue to grow, prioritizing the delivery of services and infrastructure is key for long-term urban sustainability, productivity and efficiency.

Energy in Albania

Albania?s primary energy production and demand is dominated by fossil fuels whose share has ranged between 46% and 68% over the last five years. The high share of fossil fuel demand is due to the refined petroleum products imported to meet the energy demand of the transport sector which is the largest energy consumer. The share of the transport sector has almost quadrupled since 1990 and amounted to 40% of final energy consumption in 2018 (IRENA, 2021).

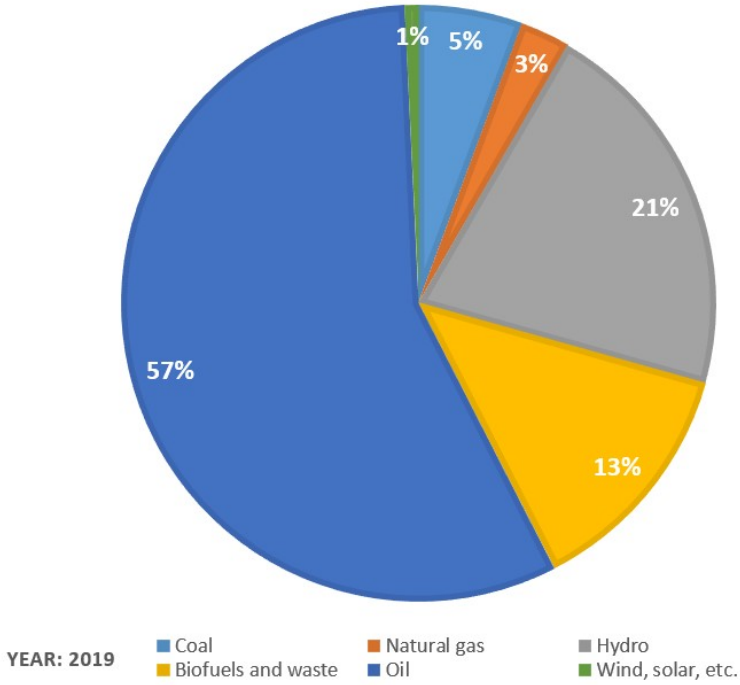


Figure 1: Share of total energy supply (TES) by source (IEA, 2019)

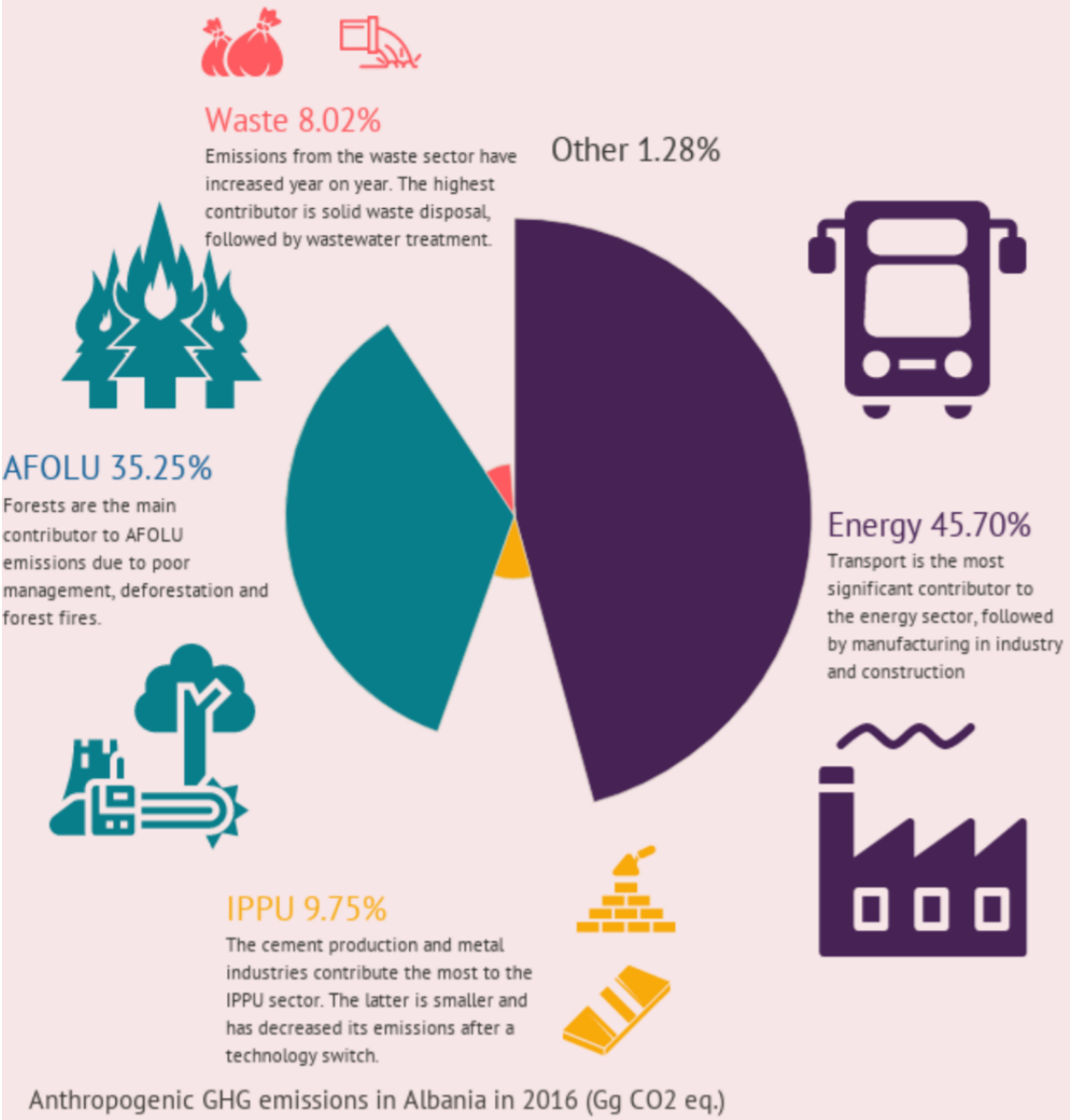
The electricity accounts for around a quarter of the total primary energy supply. This electricity supply is relied on hydropower, representing 95% of the country?s installed capacity with a total of 2096 MW installed. The electricity generation in Albania has fluctuated in recent years due to the electricity sector?s almost complete reliance on hydropower and extreme vulnerability to climatic changes such as rainfall (IRENA, 2021).

The Renewables Readiness Assessment for Albania [25][14] identifies critical actions that could significantly impact the scale-up of renewable energy, outlined the two key recommendations below:

1. Developing a strategy for a greener transport sector: Greening the transport sector through e-mobility has the potential to positively contribute to the balancing of the power system through peak-load shaving, reducing distribution losses and reducing air pollution. An overall energy strategy aimed at the diversification of the transport sector should be developed as a cross-sectoral collaborative effort between relevant authorities to ensure a coordinated and coherent development pathway for both the energy and transport sectors.
2. Facilitating financing of bankable project proposals: Apart from financing large-scale power projects, local financial institutions are expected to play an increasingly crucial role in financing small scale distributed systems. The local banking sector is therefore required to build its capacities and better understand the technology and financial frameworks for deploying such systems and products, and design specific financing products accordingly. The financing of such systems can frequently be incorporated under existing asset financing

portfolios. For example, lending for EVs can be incorporated under conventional vehicle loans, with minimal tailoring, albeit with increased loan tenors.

The energy sector is the number 1 source of GHG emissions in Albania accounting for almost half of the total emissions including AFOLU in 2016 as given in the figure below [49]. Considering transport made up 53% of all energy related GHG emissions in the country, it can be concluded that the transport sector is the source of roughly 1/4 of the total GHG emissions in Albania. This makes the transport sector a strategic target in the climate action of Albania.



Albania has set up important targets tackling climate change mitigation. The Government committed to reduce CO2 emissions in the period 2016?2030 by more than 11.5 % compared with the baseline scenario. One of the reforms undertaken by the Government is to diversify the energy sources through the promotion of renewable energy sources and energy efficiency improvements. Diversifying the electricity mix to include more renewables would strengthen Albania?s energy security. Fossil fuels ?

mainly crude oil ? account for more than half of total primary energy supply, while domestic hydropower supply varies widely with weather and climate conditions. With annual energy demand set to grow by about 75% over the decade, the need for clean, sustainable power is more urgent than ever. Non-hydro renewables, such as solar and wind power, can contribute to a secure, stable, affordable national energy supply. Renewable energy technologies would also bring numerous socio-economic benefits, including job creation, new income streams, local industrial development and reduced air pollution. The growth of new green economic sectors result in higher GDP and improve people?s overall welfare.

Since Albania generates over 98% of its electricity from hydroelectric power [14][15], electric mobility is a promising measure for GHG emission mitigation [15][16]. Due to the low emission factor of the grid, the well-to-wheel emissions of driving a battery electric vehicle in Albania is equivalent of a fuel consumption of only 0.05 L/100km [16][17] where world average is 4.6 L/100km for the same scenario.

'The Energy Community' states that ?Albania is in an excellent starting position for the Green Deal, with a power sector fully based on carbon-free hydropower? [17][18]. However, despite the environmental and economic benefits, the adoption of EVs in use in the country is limited and will not leap forward without enabling policies, uptake of charging infrastructure investments and governmental incentives.

Despite the potential, there were only 467 EVs registered in Albania which is less than 0,1% of vehicle stock in 2021. This is due to the fact that there are currently no incentives or regulations, lack of policy coordination and capacity needs that support the uptake of EVs. Another impeding factor is that the critical charging infrastructure for e-transport is scarcely available, and charging stations are mainly found in some places of central Tirana [18][19].

So far, there are limited number of e-mbolitiy initiatives mostly concentrated in Tirana capital city, where e-mobility measures either are initial, fragmented, not integrated at the planning and management of territories, with a lack of subsidiary mechanisms. In 2013, for the first time in Albania, Tirana has developed a Strategic Energy Action Plan (SEAP) and has included some measures regarding eco-friendly vehicles. Recently, Sustainable Urban Mobility Plan (SUMP) is developed for Tirana by GIZ, which the project will benefit from in its interventions in Berat and Belsh.

Tourism development in Albania

Given the geographical location of the country, Albania?s transport sector is strategically important for competitiveness and economic growth. Albania?s ranking for transport infrastructure in the World Economic Forum?s Global Competitiveness Report 2019, is below its regional peers [23][20]. The low quality of its transport infrastructure has affected the country?s integration into regional and global supply chains and has a direct impact on the development of tourism and transit services.

In recent years, tourism in Albania has been growing to become a main engine of the country's economic development [19][21]. According to the World Travel and Tourism Council, the total contribution of travel and tourism was 21% of the total GDP in 2019 and supported 254,000 jobs (22% of total employment in Albania)[20][22], [21][23]. Tourism?s contribution to GDP is expected to rise by around 6% and create 368,000 jobs by 2027.

The number of international tourists visiting Albania in the recent years has an increasing trend as shown in the table below. This trend is impacted by the pandemic like the rest of world in 2020 until tourism rebounded strongly in the summer season 2021 with the number of foreign tourists nearly equalling pre-pandemic figures in the summer period.

Table 2: International Tourist Arrivals by mode of travel, in thousand

No	Description	2014	2015	2016	2017	2018
I	Arrivals by air	337	401	457	578	692
II	Arrivals by sea	202	215	279	396	439
III	Arrivals by land	3,137	3,515	3,999	4,144	4,796
I+II+III	Total of international visitor arrivals	3,676	4,131	4,735	5,118	5,927

In 2019, the total number of foreign nationals who visited Albania reached to 6.4 million, arriving mainly by road transport from Kosovo, North Macedonia, Greece, Italy, and the UK. This represented an increase of 8%, compared to 2018. This increasing tourism related economic activity creates a need for more investments in environmentally friendly infrastructure, as well as environmental policy and regulations [22][24].

The figure below shows that the arrivals to Albania are dominated by the road transport which is the reason behind the trend of increasing GHG emissions from tourism-related transport.

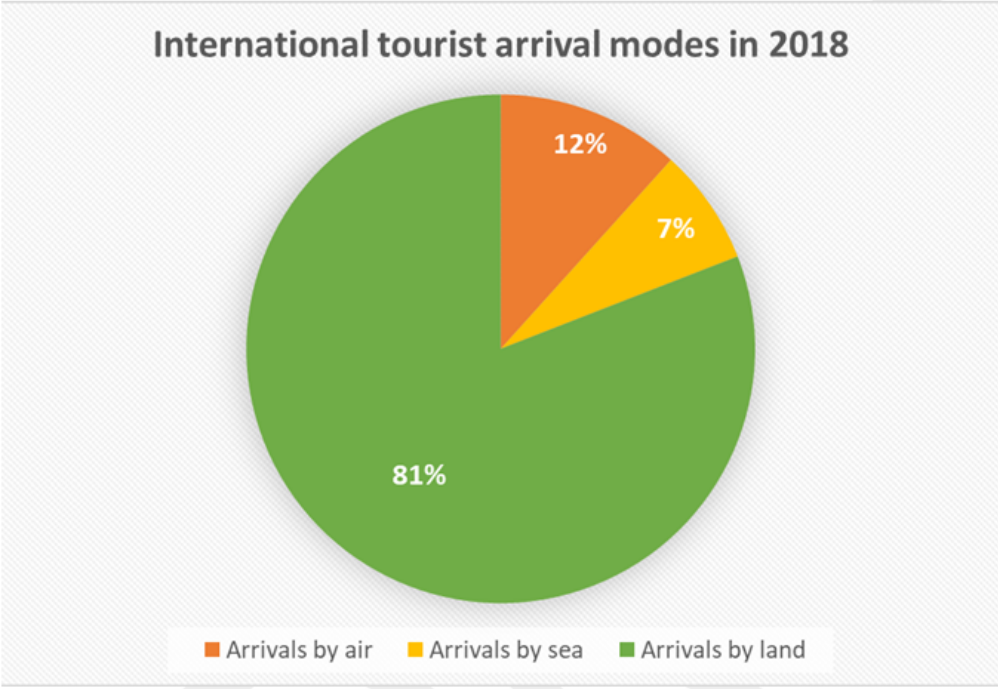


Figure 2: International tourist arrival to Albania according to travel modes

Although tourism is recognized as a pillar of the economy in various policies, there remains challenges to achieve long-term growth of the sector while safeguarding the environment. Additionally, the benefits of tourism are unevenly distributed and adverse environmental impacts such as decreased air quality, increased noise pollution and congestion could take a toll on touristic centres in the long-term. The Albanian cities are facing increased GHG emissions and air pollution from a surge in tourism related road transportation which is almost exclusively based on fossil fuels. The earthquake in Durres in November 2019 and the COVID-19 pandemic have aggravated the challenges already faced by the tourism sector in Albania.

In the coming years, tourism destinations will have to start measuring their climate impacts, driven by national and local regulations, based on the Paris Agreement. Accordingly, environmental monitoring in Albania?s tourism sector, needs to be stepped up to support policy development and strategic planning, at the local level, to manage tourism in a sustainable manner.

Target Locations; Berat and Belsh

The target locations for the technology demonstrations and local-level interventions (e.g., strategic framework and investment guidelines for municipalities) are selected in close collaboration with the Ministry of Tourism and Environment.

Berat is located in the south of Tirana in the central Albania. The city has a population of 70,000 which is significantly outnumbered during tourism seasons. Its historical monuments and unique architecture making the city attractive for national and international tourists. The local economy is based on tourism and services.

The Historic Center of the city of Berat was included in the UNESCO World Heritage List as a rare example of architecture typical for the Ottoman period. The Historic Center hosts 3000 inhabitants. The Buffer Zone has a local population of 5200. These two historic centers (Historic Center and Buffer

Zone) are remarkably well preserved. The city has a mountainous and hilly relief with the highest peaks of Tomorri mountain (2.400 m) and Shpiragu mountain (1.200 m) which combined with the valley of Osumi create another natural attraction for tourists. The town also has the Medieval Center which consists of old religious monuments and a 15th century mosque. The Castle is one the most visited attraction points in all of Albania. Berat features numerous hotels, hostels and guesthouses.

The city of Berat is accessible from the national road network through a single regional road that crosses the Osum Valley, State Road 72 (SH72), which effectively functions as a main transport corridor connecting the settlements of the region. The road stretches from rural settlements in the east and south of Berat, to those of Lushnja. It is also connected to the coastal areas of Albania, including the metropolitan area of ??Tirana.

There is a need for business initiatives that involve both private entrepreneurs and host communities in sustainable initiatives. The city of Berat has a development strategy mainly oriented to tourism and agribusiness development.

Belsh Municipality is located further south, at the crossroads of the from three other large urban and regional centers, such as Berat, Elbasan and Lushnja (45 min to 1 hour driving). Also, with the improvement of the Tirana-Elbasan road, the driving time distance from the capital city, Tirana, has also been shortened. This geographical connectivity enables access to larger markets as well as in obtaining more quality services.

Belsh is emerging as a popular touristic destination for domestic and international tourists. In the last decade after the construction of the new road from Belsh to Berat (via Kucova) and with fundamental investments in urban areas and Dumrea Lakes, it is expected that the frequency and number of visitors will increase. The city has a good connection with the historical city of Berat which is one of the most prominent touristic locations in Albania. The distance between Berat and Belsh is 40 km (approximately less than 1 hour driving). The town of Berat is the center of transportation and lodging for the peripheral rural areas famous for olive oil production, as well as other nearby attractions, such as Tomorri National Park and Osumi Canyons. The Osumi Canyons are the largest canyons in the country, often referred to as the ?Grand Canyon? of Albania. The vineyards in Berat and Belsh are attracting more tourists every year.

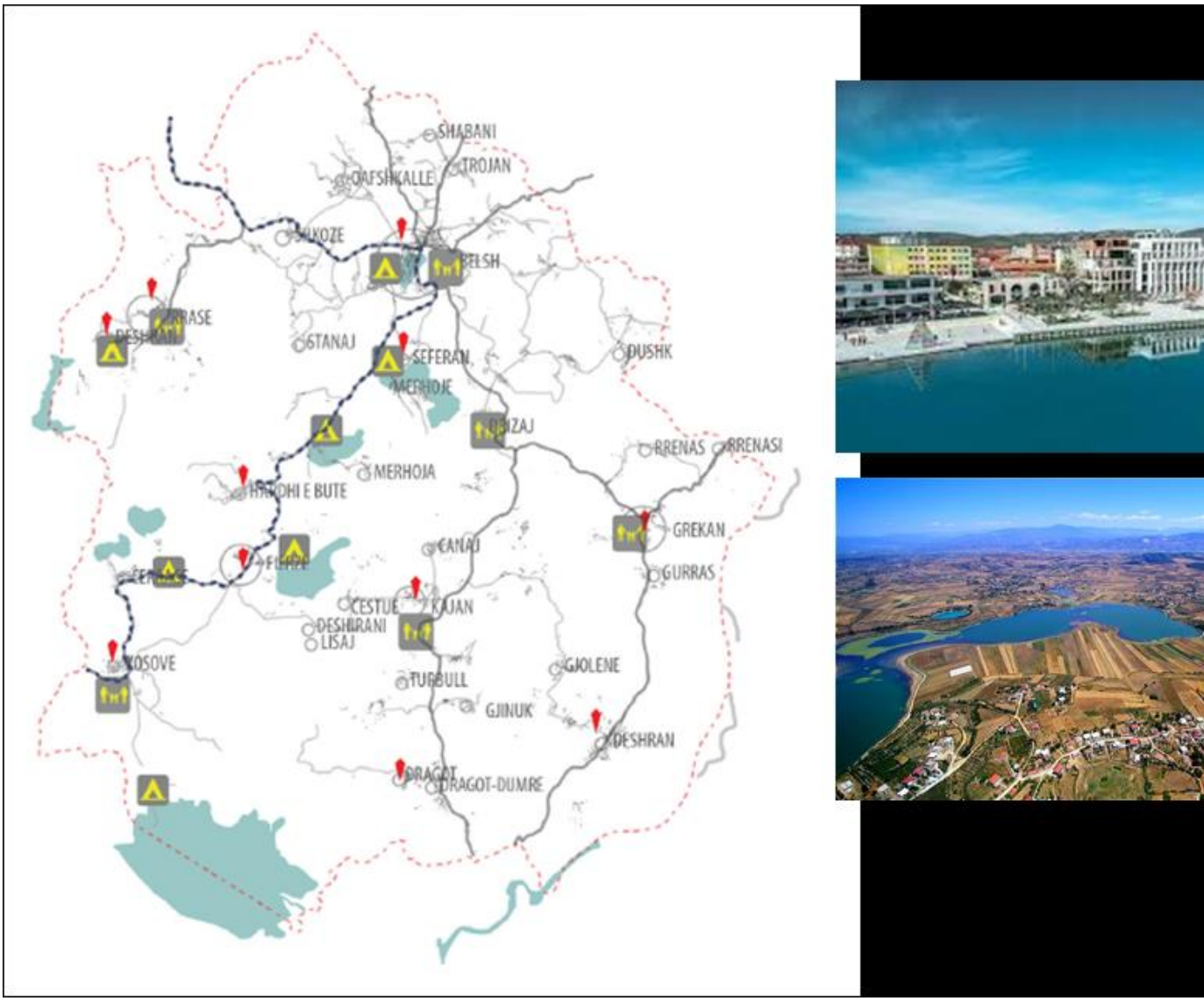


Figure 3: Main touristic attractions in Belsh municipality

Municipalities are crucial players is adopting low-carbon e-mobility technologies at local level since they implement and oversee the public transport operations as well as are responsible for procuring services and vehicles (e.g., buses) for public transport. The Municipalities of Berat and Belsh need to develop a clear vision on the future mobility.

Baseline Policies

The project is in line with many of the country?s national, international (e.g., NDC) and regional (e.g., EU) policy initiatives and strategies.

Under the **NDCs**, Albania has committed to reducing CO2 emissions by 11.5%, compared to the baseline scenario in the period 2016 to 2030. This amounts to 708 kilotonnes of CO2 emission reduction in 2030. The country aims to enhance its NDC by integrating more ambitious goals including transport sector.

The National Energy Strategy (2018 ? 2030) states that the energy sector has the potential of being a sustainable source of growth for the country over the short to long-term.The Strategy gives the aim to increase share of electrical vehicles in the passenger cars fleet up to 10% of passenger.km in 2030. Energy Policy of Albania include the promotion for the use of renewable energy sources beyond hydropower due to the significant potential the country has for photovoltaic and wind energy production, and its favorable geographical position, climate conditions and high intensity of the solar radiation for the use of solar energy. Energy efficiency plays a major role in the National Energy Strategy, in particular, two short-term and medium-term policies have been considered: increase of energy savings and reduction of greenhouse gas emissions.

The country is undertaking many structural reforms to boost economic growth and increase competitiveness. One of the main development objectives of the Albanian Government continues to remain the acceleration of the integration of the transportation system as a precondition for the development of the economy sectors. At the current global circumstances, the investments in infrastructure are recognized as a key enabler of economic prosperity, but it is also important for addressing social and environmental challenges, including climate change mitigation and addressing energy poverty and security.

Compliance with EU Priorities: With the increasingly ambitious objectives of the European Green Deal, the Climate Target Plan 2030 and the Sustainable and Smart Mobility Strategy, the need to decarbonize transport whilst ensuring important societal goals of affordability, accessibility, availability and inclusiveness is now a major EU priority, and an immediate priority of Albania. Several interventions aim to support the Government of Albania to align national laws, policies, and regulations with the requirements of the EU Acquis [24][25]. Specific efforts will be given to:

a) Promote integration of health and environmental considerations into transport policies;

b) Support ministries and departments to incorporate sustainability and low emission measures into sector policies, strategies, and regulations; including accelerating electric mobility in urban areas through innovation and technology transfer.

Therefore, adequate political will at the local and national level is critical for achieving sustainable results, however the local users need to see concrete tangible benefits. Technology demonstration activities, especially if demonstrating innovative management practices can more easily attract local stakeholder support.

The project is supporting Albanian policy goals on promoting public and private investments towards sustainable tourism as stated in the **National Strategy for Sustainable Tourism Development** (2019 ? 2023).

The full list of specific national strategies and programmes, to which objectives of the proposed project are closely aligned are listed in the Appendix I.

Baseline Projects:

Number of relevant baseline projects are described below:

1. Project for Integrated Urban and Tourism Development (PIUTD) in Berat: This World Bank project focuses on improving urban infrastructure, enhance tourism assets, and strengthen institutional capacity to support tourism-related local economic development in the south of Albania including Berat. Under the project, the pedestrian cobblestone road ?Mihal Komneno? to the castle of the city and the View Point Tabja which is part of the UNESCO World Heritage is being revitalized. The investment carried out by the Albanian Development Fund on behalf of the Albanian Government and the World Bank [50][26].

2. The Smart Road Tirana pilot project [26] involves the replacement of 460 streetlights with LED technology. It will save more than 300 MWh of electricity per year and will prevent estimated annual emissions of 1,900 tons of CO2. This will be a self-sufficient road where all the energy for public lighting and electric cars will be provided by small wind and solar power devices. After Tirana, the Ministry of Infrastructure and Energy and the Agency for Energy Efficiency plans to expand the project to other cities.

3. Charging network mapping: Another project plans also to set up an electric car charging network. Alternative energy sources can cover over 31% of the demand for public lighting and EVs charging. In addition to the Clean Energy Road project, the Ministry is preparing the ground for the establishment of a nation-wide network of electric car chargers with a feasibility study. The electrification of road transport will contribute to the improvement of air quality and climate protection if low-carbon sources are used.

4. Tirana is part of **EBRD?s Green Cities Programme**, which supports municipalities addressing environmental challenges. Under this initiative, EBRD has launched the Green City Action Plan in Tirana, as a key milestone in rolling out the Green Cities programme in the Western Balkans?. Based on current developments in Tirana [27][27], it is expected that e-mobility adoption is projected to grow in the near future in other areas of country including the project focus area. Policy and legal framework, including relevant incentives is expected to consider policy actions to enable e-mobility adoption and bring significant economic and environmental benefits. Along with residential charging that is likely initial for an electrified transportation system, non-residential charging options will be necessary for widespread e-mobility adoption.

5. Following local operational green action plans such as **Green City Action Plan of Tirana and e-troFit concept**, the local public transport authorities and operators are in need of replacing ageing bus fleet with cleaner and more sustainable vehicles in order to meet standards, increase efficiency and reduce transport related emissions. Nowadays there is a wide choice of technologies for urban bus operators in the market including electric buses but at the same time new vehicles beyond lower emission Euro VI diesel buses are still a challenge for transport operators due to high acquisition costs and lack of charging infrastructure.

6. The project will build and engage with other programs such as **EnerNETMob** [28][28], which promotes shared electric mobility by implementing interregional pilot networks in Mediterranean

region and EU funded IPA Italy-Albania-Montenegro Programme [29][29] which focuses on sustainable tourism including sustainable transport service and facilities. The project will share national experiences to tackle challenges beyond national borders by promoting low carbon economy and fostering innovative practices through an integrated cooperation approach to sustainable tourism.

7. Another relevant baseline project is ?**DUE MARI** [30][30] - next generation tourism development? that aims for better connected regions through the creation of new touristic routes, enhancement of local development, and promotion of local products and services. The project goal is to create a joint Virtual Reality Platform to favor sustainable tourism growth in the Adriatic-Ionian Region, diminish seasonality, and promote new technologies and innovative approaches and tools in tourism marketing. A joint model for cultural routes management will be developed to promote lesser-known destinations, and several actions will be carried out to improve skills in the field of cultural heritage preservation. Based on the above, the Ministry of Tourism and Environment will contribute on experience sharing from previous projects dedicated to their engagement initiatives on eco-tourism ideas promotion and dissemination, in the development of Protected Areas itineraries and hiking routes within the identified areas of Berat and Belsh.

Table 3: Details of some additional baseline projects

Project/Programme title	Budget	Source of funding	Year	Agency(ies)
Reconstruction of the promenade and bicycle lanes in Belsh[31][31]	EUR 2 million	Albanian Development Fund	2020	The Government of Albania; Albanian Development Fund; Supporting Economic Agency; Municipality of Belsh
Green City Action Plan of Tirana[32][32]	EUR 289,970[33][33]	Austrian Federal Ministry of Finance under the Western Balkans DRIVE Fund	2017	EBRD
Enhancing Capacity for Low Emission Development Strategies (EC-LEDS)[34][34]	n/a	USAID	2016	USAID

Southeast Europe Urban Resilience Building Action Network[35][35]	USD 612,516	UNDP	2017	European Commission Humanitarin Office; UNDP
The regeneration of the Lana River area in Tirana.[36][36]	EUR 11 million	European Investment Bank		European Investment Bank Municipality of Tirana
Tirana Smart City[37][37]	n.a	Municipality of Tirana UNDP		Municipality of Tirana

c. The proposed alternative scenario and brief description of expected project outcomes and components

The project's objective is to accelerate low-carbon e-mobility adoption to reduce emissions in tourism sector in Albania. This goal of the project is in line with the global and European momentum of electrification of transport and greening the electric grids in a response of rising concerns on greenhouse gas emissions from road transportation as well as health and noise impact. Adoption of electric car also increases the demand for electricity generation from renewable energy sources. The major obstacles to mass-market uptake of EVs are the comparatively high vehicle price, limited driving range of EVs, and limited availability of charging infrastructure.

The outcomes of the project activities will:

- Mitigate transport related GHG emissions of the tourism sector to contribute Albania?s climate goals
- Improve air quality and reduce PM2.5 and noise pollution in urban areas
- Build the confidence of private and public sector in low-carbon e-mobility technology investments through de-risking
- Support the shift towards sustainable tourism in line with the green recovery agenda

The project outputs are designed in a way to tackle the identified root causes of the barriers on the mainstreamed e-mobility in Albania as explained below.

Description of the project outcomes and components

Component 1: Institutionalization of low-carbon e-mobility

Outcome 1.1: Low-carbon e-mobility policies at the national and local level to promote the uptake of e-mobility

The project will asses and benefit from the best practices and policies (e.g., implemented by different countries around the world, including suitable incentives for promoting public charging infrastructure, to make EVs more attractive for private investors.

The project will support the development of regulatory framework and low-carbon e-mobility policies in line with the national and city level transport and sustainable tourism plans. The project will build upon ongoing initiatives in Tirana (electric buses and taxis, following the development of a mobility plan) and will focus on increasing their durability by reinforcing and expanding national policies and the national action plan for EVs under Component 1. There is therefore a need to incentivize the uptake of EVs through import duty and tax exemptions as well as supporting the charging infrastructure investments through providing incentives to private sector investments. Gender dimensions will be considered under each output with the aim to foster gender equality and women?s empowerment. This includes considering gender dimensions in policy reviews and gender experts and groups that promote gender quality and the empowerment of women (GEEW) in policy development.

Output 1.1.1 Establishment of National EV Steering Committee consist of stakeholders from government, tourism, and transport sectors to advocate behavioral change towards integrated approaches to tackle mobility challenges

The objective of this output is to facilitate partnership and to integrate scattered indicatives into holistic regional and national roadmap and action plans, accelerate collaboration among different partners, assess where the potential lies within the tourism sector (EV chargers as a mean of attracting transiting tourists and lowering the tourism related emissions), matching demand/supply on low-carbon transportation.

There are two activities under this output to formalize and ensure collaboration among national stakeholders which that are:

Activity 1.1.1.1 Develop ToR on the mandate, chairs, organization and operations of the National EV Steering Committee
Activity 1.1.1.2 Conduct bi-annual EV Steering Committee meetings among national stakeholders to improve coordination on shift to electric mobility

Output 1.1.2 Strategic framework for urban mobility plans, and investment guidelines focusing on low-carbon electric public transportation are developed

Framework for strategic urban mobility plans and Investment investment guidelines will be implemented in close collaboration with Berat and Belsh Municipalities. In-kind co-financing contribution from the municipalities will be utilized towards these activities. Further description of the activities are given below. To ensure that the strategic urban mobility plan and investment guidelines are gender responsive, social and gender dimensions are being considered during their development. This includes conducting gender analysis, collecting gender dis-aggregated data during data collection, considering gender dimensions in the surveys and interviews and involving gender experts, gender focal points and/or organizations that promote gender equality and women?s? empowerment. Moreover, women?s organizations will be invited to validate the policies from a gender perspective.

Activity 1.1.2.1 Develop strategic framework for urban mobility plans prioritizing low-carbon e-mobility transport in the municipalities of Berat and Belsh

The project will streamline the energy and transport strategies and urban development plans to assess and guide the priorities of the municipalities towards creating a vision of developing Sustainable Urban Mobility Plan.

Implementing a new mobility system can initially create challenges as the local government may need to readjust priorities and need additional technical capacity. The framework for strategic urban mobility plans will support decision making processes to implement the new mobility systems. It will include integrated aspects in the local context of Berat and Belsh such as; e.g., integration of e-mobility in the energy planning, financing options, procurement, public-private partnership, community engagement, risk assessment, operational and business models, linkage with sustainable tourism development. The framework will provide guidelines to needs of the citizens and other user (such as tourists) and identifying the shared interest of the various key stakeholders including women and vulnerable groups.

The strategic framework for urban mobility plans will provide guidance to Berat and Belsh Municipalities by tailoring best international experiences of cities working on ambitious sustainable city strategies and projects (cities in Norway, Denmark, Finland, Spain, etc.) to national context. It will offer insights into obstacles frequently met during implementation and explores what is required to scale-up and replicate. It will aim to support implementation and replication of sustainable city development plans and projects with a focus on low-carbon mobility including active modes as the first option if an urban mobility approach is taken. With the first application in target municipalities, the activity enables local development plans for the uptake of future low-carbon technology projects in cities and can be replicated to other municipalities and urban stakeholders. In developing the strategic frameworks, the project will benefit from the Sustainable Urban Mobility Plan (SUMP) guidelines, Smart City Guidance Package and the case studies and policy briefs from the e-mobility toolbox of the Global Programme. A Sustainable Urban Mobility Plan is a strategic plan designed to satisfy the mobility needs of people and businesses in cities and their surroundings for a better quality of life. It builds on existing planning practices and takes due consideration of integration, participation, and evaluation principles. The project will also benefit from the Smart City Guidance Package. The European Innovation Partnership Smart Cities and Communities (EIP-SCC) aims at building a broad community of cities, industries, SMEs, banks, knowledge institutes, citizens and NGO?s [39][38] to improve quality of life and reach energy and climate targets, while increasing the competitiveness of the industry and innovative SMEs. The project will link the city of Berat and Belsh with the EIP-SCC Market Place which brings together those who are active in the field of Smart Cities to exchange knowledge on ongoing and foreseen relevant activities throughout Europe. Partnership and knowledge sharing will help to develop and implement smart city solutions at the intersection of energy and transport.

Activity 1.1.2.2 Conduct public-private dialogue meetings on low-carbon e-mobility investments

In addition to strategic urban mobility plan, the project will consult with the private sector (transport, tourism sector) to ensure public-private collaboration (e.g., PPP) in e-mobility and sustainable energy investments. The meetings and workshops with the local tourism and transport sector representatives will ensure that opportunities for private sector and public-private sector partnership are conceptualized. Clearly-stated priorities will provide the private sector and local authorities with a clear and stable signal that may facilitate long-term e-mobility and renewable energy investments in Berat and Belsh.

Activity 1.1.2.2 Investment guidelines for Belsh and Berat prioritizing renewable energy and e-mobility transport

Based on the outcomes of the strategic urban mobility plan and public-private dialogue meetings the project will develop investment guidelines to assess financial goals and technical considerations (e.g., strategic location and technology selection for charging infrastructure GHG emission reduction potential, municipal bonds and loans, general estimated costs and revenues) to mainstream low-carbon charging infrastructure investments. Investment guidelines will act as a tool to guide the Municipalities to prioritize investments and mobilize financing from tourism (e.g., local hotels) and transport sector.

Output 1.1.3 Relevant integrated e-mobility and renewable energy policies (e.g., low-carbon transport action plan contributing to NDC) and regulations with a focus on incentives, integration with renewable energy and standardization are developed

Activity 1.1.3.1 Policy recommendations and implementation guidelines on e-mobility and diversification of renewable energy supply, contribution to NDC

National policy and regulatory framework to catalyze and accelerate widespread use of EVs, both public and private to ensure that the development and added value of this technology remains in the country. The project will develop 1 set of policy recommendations report and guidelines in implementation including standardization and social aspects such as gender dimensions in transport prepared and submitted to the government. Building on the policy recommendations 1 draft regulatory report on e-mobility and its contribution to NDC is prepared and submitted to the government.

The project will benefit from existing regulatory guidelines and tools such as Transport Electrification Regulatory Guidelines for the Development of Charging Infrastructure developed by the Inter-American Development Bank.

This activity will identify effective incentives for driving the uptake of EVs, in cooperation with several stakeholders and they will include:

? Direct consumer incentives: The substantial fiscal incentives are the most important driver of EV uptake. Various countries and cities with high fiscal incentives have been more successful at transitioning to electric mobility. Among the countries in comparison, Norway has the highest fiscal incentives and EV market.

? Indirect consumer incentives: Fiscal incentives alone are not sufficient to ensure uptake. Promotional activities are needed to create consumer awareness. Promotional activities such as preferential access to low-emission zones or high occupancy vehicle lanes, electric car sharing platforms, introducing EVs into public fleets, and consumer outreach events are common and effective measures to raise awareness of electric mobility.

? Charging infrastructure as one of crucial requirements in Albania and target areas: Availability of charging infrastructure is another prerequisite for electric mobility.

? Policy design: Information on incentives and electric mobility should be transparent and easily accessible because consumer awareness is a prerequisite for electric mobility. When designing policies, governments should take into consideration the financial sustainability of the policy, because stable incentives and secure funding ensure planning security and signal long-term support for EVs. By implementing strong countrywide incentives and developing national strategies for implementation, governments can ensure cohesiveness of EV incentives[42][39]. City-level policies can complement national policies and tailor incentives to local needs.

The project will assist in the enhancement of current standards and regulations, covering the technical parameters of various types of charging stations, safe operation, maintenance, design of charging station networks, etc. To that fact experience from other countries will also be shared to ensure maximum adoption of internationally accepted standards for EVs, thus simplifying compliance by local applications including the specific conditions of Albania, e.g., geography, distances, weather, drivers? habits, etc. Close consultations with the private sector will be held to ensure that their requirements are also met, thus encouraging close cooperation between the public and private sectors and reducing the perceived risk of investment in infrastructure.

In addition, the project will develop recommendations for EV strategy and roadmap, and favorable tax/incentive schemes and safety standards.

To ensure that the integrated e-mobility and renewable energy policies are gender responsive, social and gender dimensions are being considered during their development. This includes conducting gender analysis, collecting gender dis-aggregated data during data collection, considering gender dimensions in the surveys and interviews and involving gender experts, gender focal points and/or organizations that promote gender equality and women empowerment. Moreover, women?s organizations will be invited to validate the policies from a gender perspective.

Component 2: Short-term barrier removal through e-mobility infrastructure demonstration in the target municipalities of Berat and Belsh

Outcome 2.1: Nationally generated evidence-based data on EV infrastructure investments facilitate accelerated adoption of e-mobility by the public and private sector

This component will support the realization of replicable integrated e-mobility and renewable energy technology demonstration projects through technical assistance and investment support to create evidence based information and strengthen the charging infrastructure in Berat and Belsh. The knowledge generated from the pilot demonstrations will complement that of other ongoing projects (e.g., in Tirana) and establish a reliable nationally generated database that a potential investor can benefit from to de-risk similar investment. An accessible and available charging infrastructure network is an essential pre-requisite to adoption of EVs.

Output 2.1.1 Technical assistance provided to the shortlisted pipeline projects

The Agency for Economic Support and the Albanian Development Fund (AEE) are developing and implementing project concepts to foster economic development at the local level, particularly in the target cities of Belsh and Berat. These projects are identified in partnership with the local municipalities and the private sector based on the maturity, national priorities as well as technical and environmental suitability to the project's interventions and goals. The coverage of the charging infrastructure is also considered in focusing on the southern part of the country which lagging behind the northern parts and the capital.

The project will provide technical assistance, financial support and facilitate investment mobilization to enable materialization of these projects. Without the project's support, these pipeline projects will not be prioritized due lack of required technical capacity, access to knowledge and know-how of the technology which will delay the uptake of charging infrastructure development.

Activity 2.1.1.1 Pre-feasibility and technical design including environmental, energetic, social and gender dimensions with focus on renewable energy-EV integration based on the best international experience

Technical and financial pre-feasibility studies will be developed for the shortlisted 4 pipeline project. Based on the evaluation of the pre-feasibilities, 2 of the most mature and suitable projects will be selected for further technical support through feasibility studies and investment facilitation.

Activity 2.1.1.2 Technical assistance (e.g., support the technical assistance and financial and technical feasibility studies) for 2 projects

Among the identified integrated e-mobility renewable energy infrastructure projects, two of them will be prioritized for further technical assistance and financial support in collaboration with national stakeholders based on prioritization criteria such as the geographical coverage (location, accessibility, visibility), technical criteria (maturity of the project, energy efficiency, RE use, high occupancy etc.), environmental benefits (e.g., GHG emission reduction) social (e.g., impact on women, youth and job creation), as well as economic dimensions.

Technical assistance will include guidelines to AEE, ADF and Municipalities of Berat and Belsh on the topics of community (e.g., women, vulnerable groups) and private sector engagement and investment mobilization.

This output will provide support for financial structure of the investment including roles and inputs of public and private actors, business models and generation of revenue streams. One of the main activities is to create linkages with the ongoing initiatives of the Agency for Energy Efficiency based on their co-financing commitment and further support the pilots that will be selected.

This project component will be gender responsive. This includes conducting gender analysis and involving gender experts and women organizations to understand the needs and priorities of women in the development of project activities including the planning and design of demonstrations, as well as ensuring that women have equal opportunities to lead, participate in and benefit from all project activities. As part of this, the project team will assess the local baseline and collect the views of local communities to develop recommended actions that target enhancing gender equality and promoting women's empowerment to incorporate into the pilot technology applications.

Output 2.1.2 Low-carbon e-mobility infrastructure technologies implemented to demonstrate environmental and economic benefits as well as replicability in touristic cities

The low-carbon e-mobility technologies that will be supported by the GEF project are mainly, EV charging stations with integrated renewable energy supply under the prioritized pipeline technology demonstration projects, namely;

i) eCoBus project, high occupancy electric bus line project connecting two touristic cities; Berat and Belsh

ii) Integrating renewable electricity supply to the planned EV charging station in Belsh municipality

iii) Solar Car Parks concept in Belsh

iv) EVs for public transport services in Berat's touristic center

More details on the above-mentioned pipeline projects are given in the Table 4.

The project will enable and accelerate the implementation of these projects some of which is in the initial phase, through feasibility studies, technical design, financial support and assist mobilizing investment based on best international examples that are in line with the local development plans. The financial support to the demonstration projects will be partially covered by the GEF budget. Without GEF project's incremental contributions, these pipeline projects would not be prioritized, stay in this

current initial stage or delay or will not be completed at all due to the lack of technical capacity and financial barriers. Thus, this output will accelerate the uptake of low-carbon, accessible and available charging infrastructure network which is crucial for the wide-scale adoption of e-mobility.

AEE, ADF, and Municipalities of Berat and Belsh and tourism enterprises will play key role in the technology demonstration projects. The specific roles and responsibilities of the project partners will be confirmed and formalized in the detailed feasibility study phase.

As part of the exit strategy, the project's monitoring plan will include technical data collection (e.g., number of vehicles charged, low-carbon electricity generation and supply to EVs, GHG emission reduction) from technology demonstration project. The project team will used these data to develop key fact-sheet reports and disseminate them (please see Activity 2.1.2.2). This will improve access to nationally generated evidence based data to de-risk future investments. The data from continuous monitoring will be regularly shared with the Global Programme to make the information easily accessible in the regional and global level as well.

As a result, decision makers in the government including National EV Steering Committee, municipalities, investors, local administration bodies, tourism industry including transport service providers will benefit from the lessons learned, technical data, know-how and expert network in their future investments, policies and strategies

Activity 2.1.2.1 E-mobility and renewable energy infrastructure technologies implemented for selected projects

Shortlisted integrated e-mobility renewable energy infrastructure projects will be selected in cooperation with the municipalities and other stakeholders considering the geographical coverage and also considering economic, environmental and social dimensions.

Mobilization of investments and implementation of e-mobility infrastructure technologies will demonstrate the environmental, economic and social benefits of low-carbon transport modes in the touristic cities. The investment support will enable the realization of these technology demonstrations (e.g., charging points, integration with renewable energy such as PV).

The project will have a value chain wherever possible with a specific focus on battery life cycle. The recommendations and guidelines on environmental management, re-use (e.g., second life as stationary batteries) and recycling of batteries will be incorporated in the feasibility studies of the pilot projects.

Activity 2.1.2.2 Develop key fact-sheet on the technology projects and disseminate

This activity will ensure the nationally generated evidence data on technical and environmental aspects are shared with local stakeholders (e.g., other municipalities, private sector associations, investors) to de-risk the e-mobility and low-carbon energy investments and enable replication. Through disseminating the knowledge and lessons from the pilot technology projects, the project will de-risk and increase the attractiveness of similar integrated e-mobility and renewable energy investments.

Component 3: Preparing for scale-up and wider uptake of low carbon electric mobility interventions through partnerships, knowledge management and capacity building activities

Outcome 3.1: The capacities of government, municipalities and private sector are enhanced to replicate and scale up electric mobility investments

The training modules will include a range of environmental, social and technical topics such as; RE-EV integration, GHG emission reduction potential of e-mobility, how to tackle range anxiety, future

technology scenarios and environmental impact with a focus on battery lifecycle. The project will benefit from the Global Programme?s training materials that are prepared for use in the support and investment platforms.

Moreover, the Association for Local Autonomy will play a critical role on knowledge sharing, based on their experience on info dissemination and well-established network. The association will support promotional activities towards replication in other municipalities.

The workshop tailored for municipalities will include topics on sub-sovereign investments, with particular emphasis on financing mechanisms that could be available to creditworthy entities building on the initial engagement through mini-academy during the PPG. Suitable borrowing instruments will be assessed for the municipalities of Belsh and Berat, including ensuring the distinction between bond structures and related enhancement mechanisms.

All capacity building activities, knowledge materials and tools will be gender responsive. This includes considering gender sensitive language, avoiding gender stereotyping, including gender dimensions into training materials, ensuring that both women and men participate in the training as trainees and facilitators, etc. Moreover, training on unconscious bias will be conducted to raise awareness on gender bias and capacity will be built on how to address bias to enhance gender equality and women?s empowerment with a focus on e-mobility and renewable energy.

Output 3.1.1 Participation and contribution in Global Electric Mobility Programme through global events, annual meetings, targeted training programmes to promote the replicability

Activity 3.1.1.1 Participation in Global Programme event and knowledge exchange
An activity of this output is to facilitate regional and global exchanges through the Global Programme. This activity will ensure the active participation of national stakeholders to e-mobility global programme workshops and events and in regional platforms (i.e., Support and Investment Platform for West Asia, Eastern Europe and Middle-East) meetings such as e-mobility trainings and market-place events. The project team will also exchange knowledge with Global Thematic Working Groups on charging infrastructure and grid integration as well as contribute lessons learned, training materials (e.g., training material to be developed under Output 3.1.3) and best practices to the regional platforms and working groups. The representatives from the Support and Investment Platform for West Asia, Eastern Europe and Middle-East will be invited to participate to the main project events suck as kick-off workshops to build partnership approach.

Output 3.1.2 Institutional capacity of policymakers and target municipalities on integrated e-mobility and renewable energy and environmentally sound management of end-of-life batteries are strengthened

To ensure medium and long-term sustainability and lasting impact of the project?s activities, this output will focus on capacity building of the relevant Albanian institutions. The project aims at building the institutional capacity through workshops for policymakers and relevant stakeholders both in public and private sector.

Activity 3.1.2.1 Workshop for policymakers on integrated e-mobility and renewable energy and environmentally sound management of end-of-life batteries

Enhanced capacities on policies is crucial on enabling the adoption of e-mobility in Albania. The trainings under this activity will support the implementation of policy activities under Component 1. The workshops will be based on new achievements and best practices, guidelines of developing

national e-mobility roadmap and how it can support NDC of Albania as well as incentives for charging infrastructure and knowledge sharing, possible financial mechanism targeting e-mobility.

Regarding to low-carbon urban infrastructure investments, the lack of staff capacity is one of the current major challenges in Albania. It refers to mobility infrastructure, energy efficiency, sustainable energy and green procurement. Technical capacity refers to the competencies of staff and management involved in smart city planning and management, which may require expertise in specific fields or areas not currently covered in the administration [40][40] (such as the target municipalities).

Staff capacity refers not to the competencies of the staff but to the quantity of available resources, in both available working hours as well as number of competent people. Many smart city projects have found that a lack of available staff within city administration or relevant public institutions that has the experience, skills, or ability to deal with innovative smart city initiatives is often a limiting factor [41][41]. Innovative or integrated smart city approaches must learn from research, NGOs, academia and international best practices. Activities will include integrating e-mobility and GHG accounting in the University curricula and organizing student seminars on promoting low-carbon e-mobility technology, business models and policies.

The results will be developed into an awareness raising programme on the opportunities and benefits (environmental, health, economic, etc.) on using EVs.

Moreover, specific training workshops/advancements related to different aspects of e-mobility for relevant staff will be developed as below:

How to start a business model aiming at creation of new relationships between private drivers, fleet managers, city managers, energy providers, local auto industry (meaning the different distribution company based mainly in Tirana), infrastructure providers and central government. Training workshops are important to showcase the e-mobility business model.

Workshops (small group of technicians and students coming from different universities, preferable also locally originated students in the project focus area) to be organized in target pilot municipalities on e-mobility and renewable energy technologies. Three main pillars/curricula will be offered: transport and e-mobility; e-mobility and renewable energy integration & environmental constrains; e-mobility and tourism will compose the program. Workshop on social/gender dimension: Trainings on unconscious bias will be conducted to raise awareness on gender bias and capacity will be built on how to address bias to enhance gender equality and women?s empowerment with a focus on e-mobility and renewable energy.

Activity 3.1.2.2 Training for target municipalities on integrated e-mobility and renewable energy investments and environmentally sound management of end-of-life batteries

Empowering staff of municipalities with most effective and country adopted financial mechanism for e-mobility enhancement. The training will bring to the audience and end ? users the different mechanism and best practices including: Global financing mechanism; Low interest rate loans; revolving loan fund; Green bond; Collaborative funds; Multibank funding with a loan-loss reserves; Small business microloans, and similar.

In cooperation with University of Tirana, the project will organize seminars dedicated to raising awareness on electric mobility as an effective approach towards GHG emission reduction on line with sustainable city planning. The event will identify priorities and needs in light of the lack of technical capacity to incentivize vocational training and higher education courses. The outputs of the seminars will be disseminated to further raise awareness of the environmental challenges embedded in a sporadic approach to sustainable transport in general, and tourism in particular. Particular attention will be given to the collection, re-use and recycling with regards to batteries.
Under the cooperation with universities, the project will organize an educational conference dedicated to electric mobility as an effective approach towards better environment. The education event will address electric mobility, identifying priorities, needs and address recommendations. This aims at initiating a wide-ranging debate, from battery technology through to social acceptance of modern mobility strategies, governmental needs and adaptations.

Output 3.1.3 Technical capacity and awareness of local market actors in electric mobility are enhanced

The project will support the planned "technological center" in Municipality of Belsh through developing curriculum and training plan on conducting trainings and workshops. The project will provide technical assistance for capacity building and curriculum development based on the best international practices. Local market actors to be targeted by this output will be: Belsh Municipality and other local administration authorities (e.g., public transport, electricity distributors), technicians working in the transport value chain, local private sector (e.g., hotels and tour operators) and academia.

GEF contribution will enable and accelerate the setting up of the technology center as a replicable model for capacity building activities in other cities. The project will ensure the knowledge products of the Global Programme and environmental consideration (e.g., renewable energy integration and battery waste management) are integrated into the trainings.

Specific topics to be addressed under this output are given below:

- Technical training on electric vehicles (electric motor working principles, comparison to ICE, charging technologies, batteries, maintenance, repairs, replacement and safety) to preparing the transport sector to shift to e-mobility
- Environmental and climate benefits of EVs including end-of-life battery management
- Economics of e-mobility including investments in charging infrastructure, switching to electric fleets
- Tourism dimensions (rental fleets, linkages with eco-tourism and tourist attraction potential)
- Social dimensions, awareness raising on range anxiety and best practice of public communication to trigger behavioral change
- Integration with the renewable energy sources

Activity 3.1.3.1 Support developing curriculum and guidelines for technical capacity building laboratory

Training plan will aim private sector representatives, technicians, and engineers (at least 40% women). The evidence based technical and operational data generated from the technology interventions under the Component 2 will be incorporated into these trainings and curriculum. For instance, Solar Park pilot project has potential to be linked with the technical trainings. The real-world data obtained from the monitoring tools e.g., screens can allow trainees to proactively oversee the

results of the generated energy. The training material and curriculum will be prepared in close collaboration with academia (e.g., university of Tirana). The training materials and the organization of workshops (time, location etc.) will be gender-responsive.

Solar Park pilot project that will be supported under Component 2 has potential to be linked with the technical trainings. The real-world data obtained from the monitoring tools e.g., screens can allow trainees to proactively oversee the results of the generated energy.

Municipality of Belsh is implementing a project to set up a ?technological center? which will function as a technical capacity building laboratory. At the same time, this workplace will enable the maintenance of all EVs in Belsh (buses, boats, bicycles, motorcycles, etc.). The goal of this intervention is to create employment opportunities for the local population through the trainings in the first EV center in Albania. The technological center aims to:

? Build capacity of 5 technical staff who will be employed at the Centre
? Develop a 6-month professional course with 15 young people from the Belsh Municipality area;
? Provide maintenance service for 15 electric vehicles owned by the municipality of Belsh (boats, motorcycles) and 40 private electric vehicles (bicycles, motorcycles);
? Achieve social and economic co-benefits through creating jobs, indirectly reduce fossil fuel consumption and improve the public health in the region.

The project will support the center to achieve these targets the project through

? Equipping the Centre with the necessary tools and kits to start the training activities
? Train staff who will take part in the operation of the Center
? Develop operational plan of the professional course for unemployed young people in the area
? Promote the initiative to institutional stakeholders and private partners

Component 4: Monitoring and evaluation

Outcome 4.1: Project progress continuously monitored and evaluated

Under this component, the project progress will be continuously monitored and evaluated in a timely manner. Monitoring and evaluation (M&E) will be conducted in accordance with established UNIDO and GEF procedures. M&E will be ensured through the annual Project Steering Committee (PSC) meetings.

Output 4.1.1 Project monitoring

During the project implementation, the project will be continuously monitored day-to-day to assess the progress being made towards the achievement of outcomes and will identify course correction if needed. This output will be the responsibility of the project execution entity. The project will also monitor the technical data from the EV chargers in the target cities (kWh charged, number of cars benefited etc.). The details of the operational procedures of technical monitoring will be formalized during the implementation phase.

Output 4.1.2 Project mid-term review and terminal evaluation

There are two activities under this output which will be executed by UNIDO

Activity 4.1.2.1 Independent mid-term review conducted

Activity 4.1.2.2 Independent terminal evaluation on the project conducted at the end of the project

All monitoring and evaluation tools and documents, such as the monitoring plan, progress reports, final evaluation report, and thematic evaluations (e.g. training needs assessment), will include gender dimensions, and report with respect to an established baseline for gender related targets in the Gender Action Plan (Annex G).

Monitoring of the project activities

The Global Programme has put in place the monitoring framework below to track progress both globally and at the level of the Country Child Projects (Table 12). 12 indicators have been designed for this purpose: 6 relying on global level information (highlighted in blue) and 6 relying on country level information (highlighted in green). Please see section 1.c. Day-to-day monitoring of the project activities will be conducted by the PMU. Monitoring of the project activities will include identified and additional project risks as well as environmental and social management plan and gender mainstreaming action plan provided in the respective annexes.

Mid-term review (MTR)

Mid-term evaluation will be conducted in the beginning of the 3rd year of the project which will include the outcomes of the survey to measure progress against project`s impact through technology investments, trainings and policy support. The MTR will be conducted by UNIDO through independent international and national evaluators.

Terminal Evaluation (TE)

TE will be conducted at the end of the project lifetime by UNIDO through independent international and national evaluators in-line with the GEF?s Monitoring and Evaluation Policy and UNIDO?s Evaluation Policies. UNIDO Independent Evaluation Division (ODG/EIO/IED) is responsible for the independent evaluation function of UNIDO. It supports learning, continuous improvement and accountability, and provides fact based information about result and practices that feed into the programmatic and strategic decision-making processes. Evaluation is an assessment, as systematic and impartial as possible, of a programme, a project or a theme. Independent evaluations provide evidence-based information that is credible, reliable and useful, enabling the timely incorporation of findings, recommendations and lessons learned into the decision-making processes at organization-wide, programme and project level. ODG/EIO/IED is guided by the UNIDO Evaluation Policy, which is aligned to the norms and standards for evaluation in the UN system.

The TE will cover the whole duration of the project from its starting date up to the date of the evaluation. It will assess project performance against the evaluation criteria: relevance, effectiveness, efficiency, sustainability, and impact.

The TE has an additional purpose of drawing lessons and developing recommendations for UNIDO, the Government, Donors, and the project stakeholders and partners that may help improving the selection, enhancing the design and implementation of similar future projects and activities in the country and on a global scale upon project completion. The TE report should include examples of good practices for other projects in the focal area, country, or region.

The overall purpose of the TE is to assess whether the project has achieved or is likely to achieve its main objective. The evaluation has three specific objectives given below:

i. Assess the project performance in terms of relevance, effectiveness, efficiency, sustainability and progress to impact;

ii. Identify key learning to feed into the design and implementation of the forthcoming projects; and

iii. Develop a series of findings, lessons and recommendations for enhancing the design of new and implementation of ongoing projects by UNIDO.

Pipeline technology demonstration projects that will be supported by the project

The Agency for Energy Efficiency (AEE) and The Economic Support Agency [43][42] under the Albanian Development Fund (ADF) in collaboration with the Municipalities of Berat and Belsh have developed several pipeline projects to foster economic development at the local level which require tailored technical assistance to make them investment-ready. Although the pipeline projects show that Albanian cities and government are committed towards the deployment of renewable energy and e-mobility infrastructure, the pipeline projects lack integrated approach and need technical assistance and investment support based on the best international practices (e.g., Global Programme) in national context.

The project will provide technical assistance and investment support to the selected pipeline projects developed. The project will act as a catalyzer to converge these immature standalone pipeline projects under a holistic sustainable tourism approach centered on Berat and Belsh through creating a network of charging stations and knowledge exchange.

The pipeline projects that the project will support are selected in collaboration with the national stakeholders. The information on the projects are given below (detailed technical analysis will be undertaken during the project implementation ? Output 2.1.1):

Table 4 - Baseline projects and project?s support

No	Pipeline Project	Location	Intervention	Objective	Project?s support

1	eCoBus project	Connecting Berat and Belsh	Implementing electric bus line project (2 electric buses each with 14 seats) in connection between two touristic centers Belsh and Berat (43 km)	Promote the sustainable tourism and attractiveness of Belsh and Berat	Technical assistance to pipeline project to develop into full scale quality project, facilitate investment mobilization and provide investment support
2	Integrating renewable electricity supply with EV charging station	Belsh (with a potential for replication in Berat or other Albanian cities)	Combined 0.2 MW photovoltaic energy system with EV charging point	20% reduction of costs for the payment of electricity consumed by Belsh municipality Providing power supply station for around 40 vehicles/year	Technical assistance to pipeline project to develop into full scale quality project, facilitate investment mobilization and provide investment support
3	Solar Car Parks	Belsh	Implementing solar energy-based charging points at car parks	Saving on electricity bills, attract and retain visitors, mitigate urban air pollution. EV chargers can be integrated thus allowing tourist visitors/public members and/or employees to charge their vehicles with solar energy	Technical assistance to pipeline project to develop into full scale quality project, facilitate investment mobilization and provide investment support

4	TA for introduction of EVs for public transport services	Historic center in Berat	Guidelines of e-mobility and Smart Energy Cities for historic center in Berat	Mobilizing investments on sustainable infrastructure on e-mobility and sustainable energy in the Historic Center and the Buffer Zone	Technical assistance on developing guidelines on e-mobility and facilitate investment mobilization

The above-mentioned 4 technology demonstration projects will be supported with technical assistance. As the following step the project will prioritize 2 projects to support with further technical assistance and financial support. These 2 projects will be selected by applying technical, geographical, environmental, social and economic feasibility criteria that will be developed in close collaboration with national stakeholders.

Pipeline pilot technology demonstration project 1: Eco-transport (eCoBus project), electric bus line between Belsh and Berat

eCoBus will improve the connectivity between two touristic cities towards attracting an additional income to the cities through low-carbon technologies.

Figure 4: The Road connection Belsh-Berat and some of the main attractions

The eCoBus system aims benefit from the technical and environmental benefits of the e-mobility to increase operating efficiency and comfort of next generation urban public transportation system in Albania. The core of such systems is composed of electric buses connecting 2 touristic centers Berat and Belsh. The fundamental role of public transport for the overall sustainable development of the cities, motivates continuous investments in smart, efficient, users-centered and environmental-friendly solutions. The selected region of Belsh-Berat is one of the areas in Albania that is prioritized with various governmental and donors grants and loans for urban and rural investments on tourism infrastructure and promotion. The eCoBus project investment is intended with broad Smart City vision of the municipality, where all transport means will communicate and cooperate for constantly improving the overall quality of services.

Electric buses are expected to have about 25% lower maintenance costs compared to ICE buses. Furthermore they will lower the level of noise pollution, which will contribute to the "tranquility" factor for which is one of the reasons tourists choose Belsh and Berat as a touristic destination.

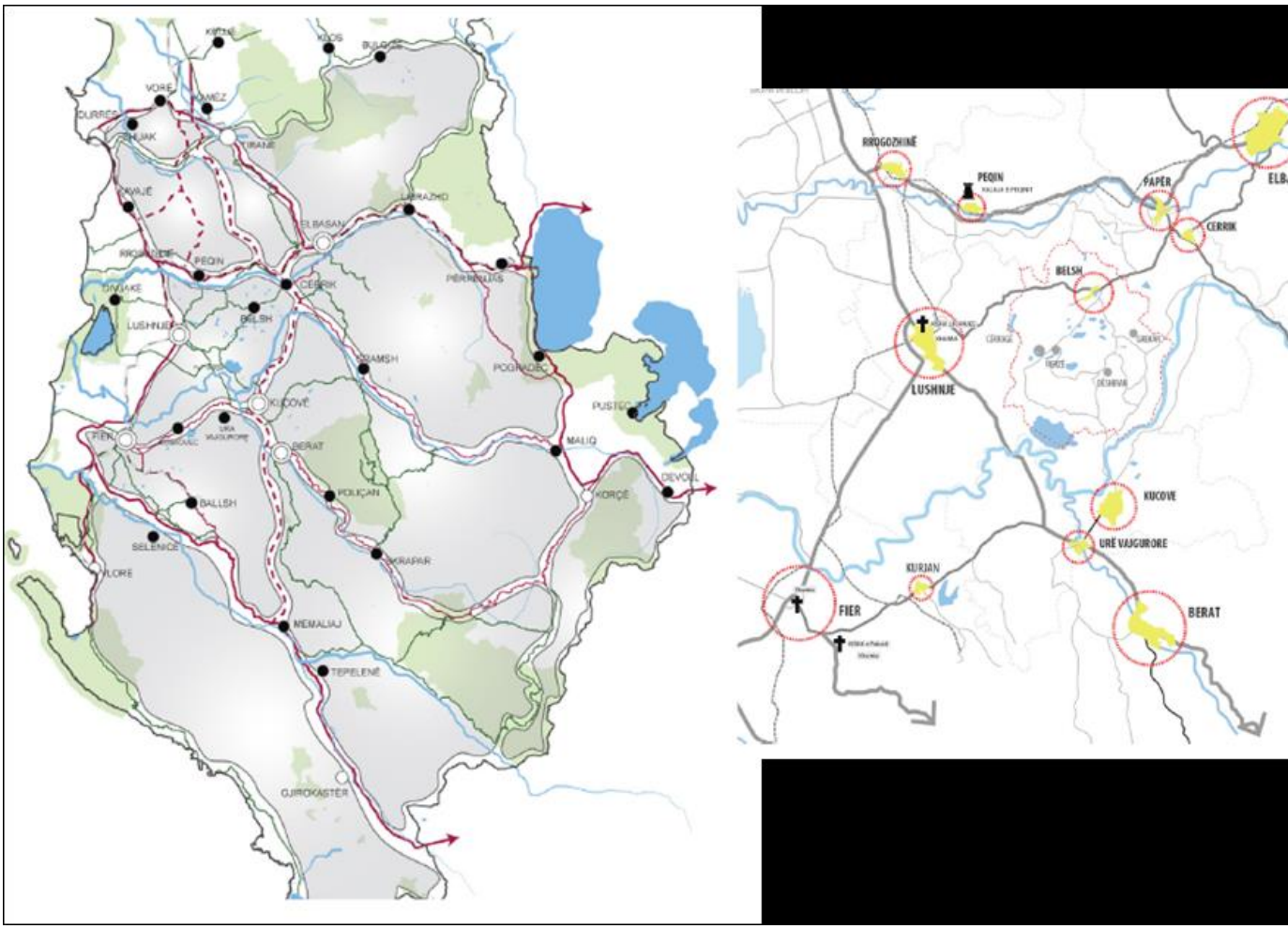


Figure 5: Belsh and Berat in the map of Albania showing clear connections to the main border crossings with neighboring countries

Goal: The scope of this project is to use natural resources by creating recreational and tourist spaces in Belsh and Berat area through the implementation of an eco-transport route, which will be an added economic value for the country.

Project objectives:

- By connecting the two cities with low-carbon transport route, the project will promote tourists in Berat and Belsh to visit the touristic attractions in the other city.
- Reducing GHG emissions and noise pollution
- Increasing new job possibilities for the local population and the income of new businesses operating in the area
- Increasing the stay of local and foreign tourists in the cities of Belsh and Berat
- Development of multi-modal and environmentally friendly transport system, promotion of integrated transport and new concepts of environmentally friendly mobility

Project activities:

- Detailed analysis of the touristic routes
- Operational planning of the electric bus transport route between Belsh and Berat.
- Construction of the necessary infrastructure for EVs (Electric charging stations, multimodal mini station only for vehicles)
- Purchase and management of 2 electric buses (each with 14 seats)
- Creation of parking lots dedicated to electric buses
- Training and employment of three people in the project
- Promoting the initiative to institutional actors and private sector partners
- Construction of a ticket office

Beneficiaries: Belsh Municipality, private businesses, visitors to the Belsh & Berat area, local community.

Benefits:

? Social and economic co-benefits through creating jobs, reduce fossil fuel imports.

? Improved transport services: buses will reduce travel time and a safe and effective public transit infrastructure that can offer substantial benefits to families, especially the vulnerable communities, in terms of lowering costs related to transport

The project will reduce the transport sector?s overall carbon emissions and improve the attractiveness of public transportation. This will mitigate the prevailing issues in the sector such as ineffectiveness of public transportation which leads to increasing use of private vehicles that cause local air pollution, GHG emissions and congestion.

Pipeline pilot technology demonstration project 2: Integrating renewable electricity supply (0.2 MW PV) to EV charging and public park lighting of municipality of Belsh (with a potential for replication to Berat or other cities)

The project aims at the establishment of Business Models for Solar Powered Charging Stations to Develop Infrastructure for EVs and use energy storage for city roads lighting. In a city where use of fossil fuels is limited the transportation is a major source of ambient air pollution, similarly to the countrywide state.

The project consists in the installation of a new public lighting system in the framework of the rehabilitation of surroundings of Lake Belsh. The construction of a sustainable energy station would

provide a sustainable source of energy supply while respecting both the ecosystem and the model of an ecological park. The station is expected to significantly cover the needs of the municipality for the complete supply of the park lighting system at a lower cost than the traditional electricity supply system. At the same time, this photovoltaic station will enable the supply of EVs with the energy produced by solar panels.

Although EVs do not have tailpipe emission and can reduce reliance on imported fuel-oil, emissions can be still present if the electricity used for charging the vehicles is generated by burning fossil fuels such as coal and natural gas. This is not the case in Albania since the electricity is mainly generated by the hydropower therefore the emission factor of the grid is significantly low compared to most of the countries. However, the project will support the integration of PV with EV charging to demonstrate diversification of electricity generation to reduce the reliance to rainfall dependent hydropower. EVs charged by solar power have very low well to wheel emissions. In addition, PV panels do not emit any noise, chemical pollutants, or radioactive substances during operation, so they are not added nuisances to the surrounding community. Although solar panels might have some carbon dioxide emissions associated with their manufacturing processes, the panels can become carbon neutral in few years, and have an average lifetime of over 20 years.

Figure 6: Recently built PV system in Tirana, used for road lighting and charging EVs, a business model requires wide-adoption and scale-up particularly in the southern part of Albania

Goal: Providing an alternative and clean energy source for the needs of public lighting of the municipality of Belsh and supply through charging stations for EVs.

Objectives:

- 20% reduction of costs for the payment of electricity consumed by the municipality of Belsh
- Providing power supply station for around 40 vehicles/year
- Establishment of a successful economic business model with public-public partnership
- Promoting and increasing the level of information on this renewable energy source to public institutions, local business and the community

Project activities:

- Rehabilitation of the territory where the photovoltaic station will be built
- Construction of the metal structure of the photovoltaic panels
- Installation of photovoltaic panels
- Connection to the electricity distribution network
- Installation of two power supply stations for electric vehicles
- Training and employment of three people in the project
- Promotional activities

Beneficiaries: Belsh Municipality, private businesses, visitors to the Belsh area, community.

The project will provide technical assistance for photovoltaic energy system integration and overall guidelines on the entire system functioning.

Pipeline pilot technology demonstration project 3: Turning the car park in Belsh into a primary energy source

Belsh municipality targets to implement sustainable development measures such as ?Solar Car Parks? that will be a good example on how green technology can be both environmentally responsible and cost effective. With street lighting accounting to a large part of a city?s electricity bill, ?Solar Car Parks? generated energy can provide a huge opportunity for energy savings and could make a substantial contribution to sustainable development.

Physically, solar powered charging stations might typically have structures of few meters tall with solar panels on slanted roofs and with an electric charging station underneath. One social value associated with solar powered charging stations is convenience since they can be installed at many diverse locations such as work places, shopping centers, restaurants, rest stops along highways, schools, parks, and more, allowing people to charge their vehicle while completing daily activities. An infrastructure of many solar powered charging stations allows EV owners to charge their EVs more frequently, which facilitates driving further before returning home. Solar powered charging stations also provide shade for the charging vehicle. Shade significantly reduces the internal temperature of the vehicle and protects the car from sun damage, such as warping and cracked interiors.

Such an intervention can save on electricity bills, attract and retain visitors and mitigate the impact on the environment. Moreover, EV chargers can be integrated thus allowing tourist visitors/public members and/or employees to charge their vehicles with solar energy.

The benefits of the project:

- The environmental benefits:
- Reduction of GHG emissions: environmental pollution will be minimized and no emissions (also called direct) from electrical cars and almost zero well-to-wheel emissions.
- Improved air quality in the wider sensitive area (such as Elbasan which is one of the national hot spots);
- Socio-economic co-benefits:
- Job creation: the project has potential to generate 20 direct jobs.
- Fossil fuel energy savings: the project will help minimize the quantity of fossil fuels imported (diesel). These savings are estimated to be more than 8000 km/month conversion from fossil fuel to electric ones.

- Improved mobility: the project will enhance and expand mobility in these communities, increase access to work and education for both men and women, improve the quality of life, and improve economic prospects that will have a positive effect on society
- Improved health & safety: by implementing zero-emission public transit, air quality in Belsh and Berat will improve, which will have a positive impact on people's respiratory health in these regions.
-

The main project beneficiary: Belsh Municipality, private businesses, visitors to Belsh area, community of the area.

Pipeline pilot technology demonstration project 4: Technical assistance and introduction of EVs for public transport services, covering the area of the historic center in Berat

The challenges of mobility and transport are important to be addressed for Berat Historical Center, especially those for the movement difficulties of public and community services? vehicles. This generates specific problems, which are preserved by the selection of small vehicles for rehabilitation of the public lighting, urban wastes, community security services etc.

Figure 7: Berat city road network (main axes of city and adjacent locations)

According to a survey [44][43], 62% of residents of the municipality of Berat commute to work by foot or by bicycle, 20% commute by bus, minibus, train or taxi and 14% commute by personal vehicles (cars

or motorcycles). From the analysis of interurban transport, according to the information received from the Ministry of Transport and Infrastructure, the route with most frequent mobility is from Berat to Tirana (15 hours/day), Ku?ova (10 hours/day), Vlora (6 hours/day) and Fier (5 hours/day). The intensification of movements shows the relations that these Municipalities have with each other in terms of employment and not only. Currently the city terminal of Berat has a capacity of 50 buses and is privately owned.

The transport and movement policies will have a big repercussion on the physical, economic, social and environmental elements that, definitively, are of key importance to the ?wellbeing? of Historical Quarters. The urban morphology of meandering and narrow streets is frequently shared with an uneven topography, all of which mean great difficulties for the circulation and parking of big vehicles used by the actual Municipality Public Services? Enterprises and the Directorate of Municipality Public Security.

The municipality aims to achieve the following results in the framework of a long term strategy of e-mobility:

? Optimize efficiency: Support planning and implementation of higher fuel and vehicle efficiency standards and lower energy consumption and emissions from the transport sector.

? Electrify fuels: Support adoption of EVs and the transition to electrified transport systems through localized research and direct engagement with stakeholders from multiple sectors.

? Shift and align funding and policy: Build capacity for sustainable transport through research, direct technical guidance, policy recommendations, and stakeholder engagement with the public, private, civil society, and donor communities.

Considering that the economy of the city mostly depends on tourism, the implementation of the guidelines of e-mobility and Smart Energy Cities, will have a direct impact on the sustainable tourism development of the city, and especially in the Historic Centre and Protected Area.

The Municipality of Berat requires technical assistance on mobilization of investments covering the areas of the Buffer Zone and the Historic Center as well as developing the suitable infrastructure.

Beneficiaries: Berat Municipality, private businesses, visitors to the Berat area, local community of the area.

Business models

Current methods of assessing the costs and benefits of sustainable infrastructure investment and the subsequent design of business models often prioritizes partial short-term, temporary economic gains over long-term, sustainable economic, social and environmental objectives.

A business model should represents ?how a business or other organizational form characterizes its activities in order to achieve its goals of profit-making or other [45][44]. The choice of business model will depend on the opportunities that the firm or organization perceives for achieving its objectives in the context of its technological and organization capabilities, competition with other firms and organization and their business models, and the wider social and institutional context, including user expectations and regulatory incentives.

Following the best practices [46][45] the new, promising business model approaches will aim to follow the four main directions below:

? Better utilization of the vehicle capacity: New, innovative mobility concepts such as car-sharing or company vehicle fleets exploit the strategy of ex-tending the user base at the lower operating costs of electric cars and in this way spreading the capital costs over a greater number of heads.

? Extended utilization concepts: improve the economic efficiency of the overall system through new applications.

? Secondary usage: use components which are no longer being used in the vehicle, such as the battery, for other, secondary applications in order to increase their residual value, i.e., batteries could be used as stationary energy storage and as such help to improve the vehicle?s overall economic efficiency.

? Increasing acceptance: Customer-oriented solutions and services.

Theory of Change

The project's structure is aligned with the Global Programme to Support Countries with the Shift to Electric Mobility.

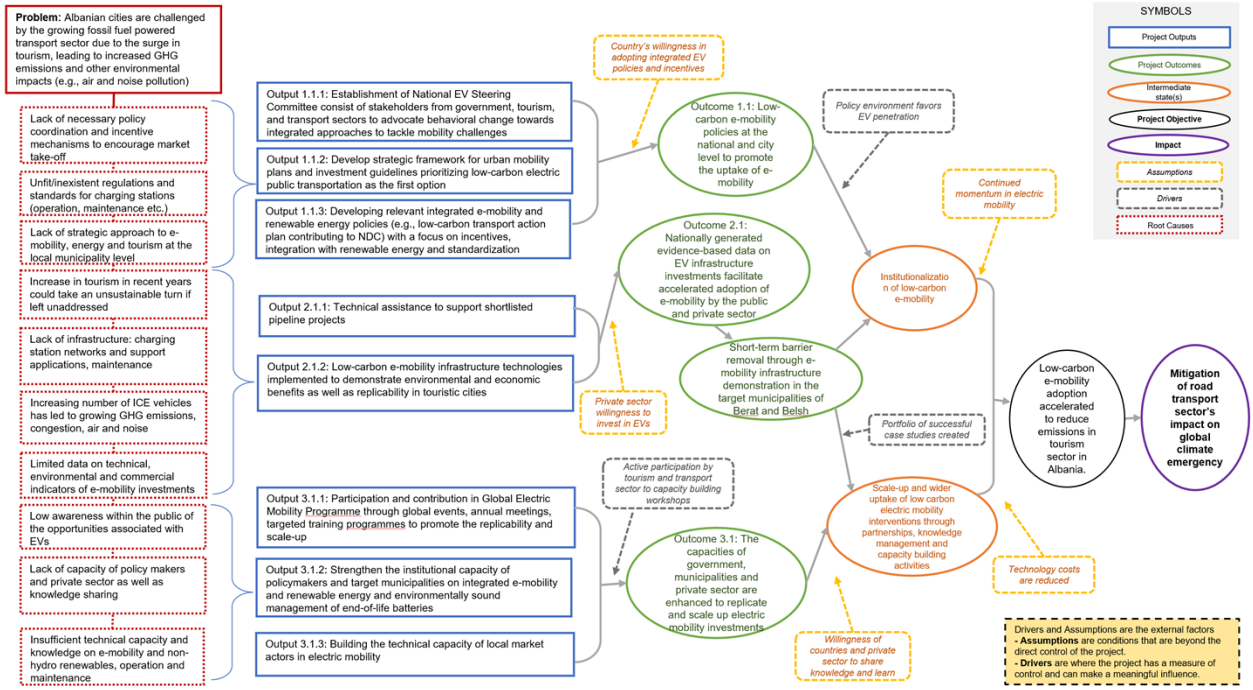
The project will demonstrate the technical and commercial viability of e-mobility infrastructure, strengthen institutional capacities to design, plan and implement e-mobility plans, and support enabling investment environment in low-carbon transportation infrastructure to reduce GHG emissions. In addition, these solutions will support sustainable tourism while generating indirect benefits such as employment opportunities and enhanced access to transport services.

The project solutions in the ToC designed to target main problem of fossil-fuel emissions from transport and the underlying root causes in Albania.

The project outputs are structured to target one or more root causes. The logical pathways including driving forces and assumed scenarios between the outputs, outcomes and intermediate states are shown with arrows connecting the boxes. Monitoring and evaluation, gender mainstreaming and environmental and social impact assessment are considered cross-cutting and not included in the ToC.

The project focuses on low-carbon e-mobility technology demonstration to address the need for demonstration of charging infrastructure

The ToC shows that IF the outputs (project interventions) are conducted successfully THEN the project will reduce GHG emissions resulting from tourism-related transportation BECAUSE creating evidence through pilot technology demonstration, enhancing capacity on e-mobility and enabling policies and investment conditions for private and public sector will accelerate the adoption of EVs and promote sustainable tourism in Albania.



d. Alignment with GEF focal area and/or Impact Program strategies

The project contributes the GEF focal area CCM-1-2 on promoting innovation and technology transfer for sustainable energy breakthroughs for electric drive technologies and electric mobility.

In line with the GEF CCM focal area, the project will reduce the GHG emissions resulting from transport directly through investment on integrated RE-EV infrastructure and indirectly through scale-up of its interventions towards shift to low-carbon e-mobility. The project aims to enhance institutional capacities on climate change, e.g., vulnerability of urban infrastructure, strengthen awareness and develop relevant policies, plans and associated processes at sub-national and national level and support cities in realizing Global Environmental Benefits outlined under GEF-7. The project will support GEF-7 strategic objective to finance low-carbon technologies and mitigation options and promoting integrated low-emission urban transport, catalyzing technology innovations towards scale, whilst counteracting environmental impacts of air pollution through the transport sector in urban areas.

e. Incremental/additional cost reasoning and expected contributions from the baseline, the GEFTF, LDCF, SCCF, and co-financing

The project supports the government agencies, target municipalities and private sector in investing in low-carbon e-mobility infrastructure through technical assistance and investment support. The project will address the barriers where the government support is absent and will result in scaling up of the use of e-vehicles in the cities making them the driver for creating momentum and rapid increase in the scale of demand to stimulate investments that will enable faster transformation across the country. Without the project's support, the existing pipeline projects will not be prioritized may not be implemented at all which will delay the uptake of charging infrastructure development particularly in the south of the country where Berat and Belsh are located.

The enabling environment that will be facilitated by the project will assist to realize the alternative scenario. The demonstration and enabling policy framework will de-risk the investments and encourage private sector participation. This increased information and its tracking on use of sustainable low-

emission transport modes will create greater awareness of benefits in policymakers and users to continuously integrate new and emerging sustainable and low-emission transport options.

The project builds on a number of baseline initiatives to ensure that they are coordinated coherently and move the transport sector / overall energy planning to address the problems of unsustainable mobility and unsustainable energy more broadly.

Albanian stakeholders will be given opportunities to exchange lessons learned and feature national successes in the e-mobility sector. The GEF resources will go towards ensuring that management and planning are proactive and strategic.

The project will be supported by stakeholders in the form of co-financing to technology demonstration projects (e.g., charging infrastructure hardware investment) will ensure a successful implementation of the project. The cost of per ton of GHG reductions to the GEF is expected to be 2.52 USD for direct emission mitigation between 2022 to 2027. This cost is 0.76 USD if indirect emissions are also considered.

In addition, the support from the global programme (including knowledge exchange through a regional platform ad working groups) will maximize the impact of the incremental financing provided by GEF, through optimization of capacity building and knowledge management activities, and benefiting from available tools and guidelines for best practice policies, plans and business models.

Without the project, it can be expected that initiatives in sustainable transport in general (and e-mobility speci[cally)continues to be sporadic and does not coherently push the market towards innovation ? rather resulting in continuedcombustion-engine based, inercient and polluting transport modalities

continues to be sporadic and does not coherently push the market towards innovation ? rather resulting in continuedcombustion-engine based, inercient and polluting transport modalities

f. Global environmental benefits (GEFTF) and/or adaptation benefits (LDCF/SCCF)

The project will generate GHG emission reduction through direct, secondary direct and indirect investment. The GHG emissions are calculated based on top-down UNEP methodology using the "e-mob calculator" tool for light-duty vehicles.

The project will provide technical assistance and facilitate investment mobilization for 4 shortlisted projects and selected 2 projects will be supported with financial support. The project is expected to result in GHG emission reduction of 1,090,869 tCO2.

The breakdown of total (direct + indirect) GHG emission mitigation is summarized in this section. The total direct GHG emission mitigation of 329,531 tCO2 consists of direct emission reduction and secondary direct reduction. The direct emission reduction is expected to be achieved during the project lifetime through replacing light duty vehicles and buses with e-buses powered by renewables considering most of the electricity supply comes from hydropower in Albania. For the calculation, the project's technical assistance and facilitation of investment mobilization is expected to result in 4 additional renewable energy based charging stations and replacing 40 conventional light-duty vehicles with EVs (either private cars and/or equivalent of buses depending on the selected technology project). The indirect post-project mitigation of this total corresponds to 761,338 tCO2 expected to be realized through replication in similar touristic cities in Albania and further increase the number EV stock including light-duty vehicles in the long-term.

See below the summary table of the GHG mitigation potential and forecasted energy savings potential.

Total top down emission mitigation potential, tCO2	
Thereof	
Total direct emissions mitigation 2022 - 2037, tCO2	**329.531**
Direct emission mitigation from demonstration 2022 - 2027, tCO2	4.633
Secondary direct emission mitigation 2022 - 2037, tCO2	324.898
Indirect emission mitigation 2022 -2037, tCO2	**761.338**
Total project related emissions reductions, tCO2	**1.090.869**
Total GEF investment, USD	**831.934**
GEF efficiency USD/ Total direct emissions mitigation 2022 - 2037, tCO2	**2,52**
GEF efficiency USD/ Total project related emissions reductions, tCO2	**0,76**

Total top down energy savings potential, MJ	
Thereof	
Total direct energy savings 2022 - 2037, MJ	**3.810.206.516**
Direct energy savings from demonstration 2022 - 2027, MJ	53.571.887
Secondary direct energy savings 2022 - 2037, MJ	3.756.634.628
Indirect energy savings 2023 -2037, MJ	**8.802.981.121**
Total project related energy savings, MJ	**12.613.187.636**

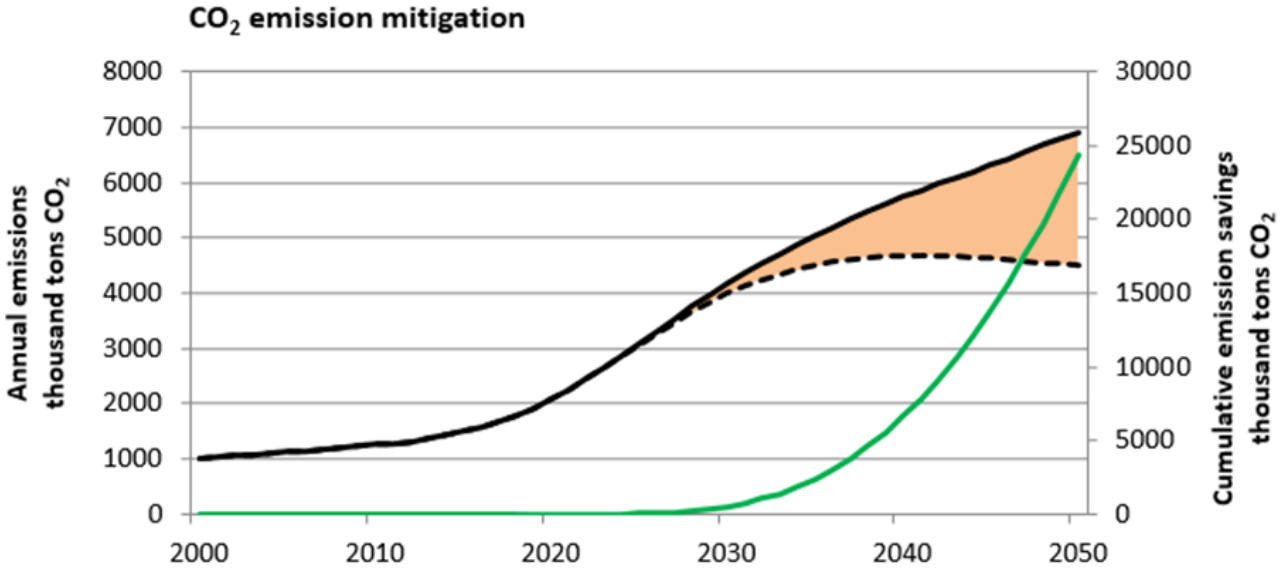
Please find attached the calculator in the annexes for further information.

The assumptions and sources of the input data use for the calculations are summarized below.

GHG calculation, it is estimated that 25% of the registered light-duty private vehicles and buses, equal to 142,000, are located and/or commuting in Berat and Belsh and its surrounding that can benefit from the charging stations. The vehicle stock data are taken from the statistics of the General Directorate of Road Transport Services of Albania.

The value for well-to-wheel electricity emissions (kgCO2/kWh) is calculated by adding up the Albanian electricity grid emission factor from the Institute for Global Environmental Strategies (IGES) with the life-cycle emission factors for local hydroelectricity production taken from European Commission data set [47][46]. Population data is gathered from the World Bank statistics and GDP PPP (purchasing power parity) values are taken from IMF, WEO October 2021 data set [51]. It is also taken into consideration that the grid emission factor of Albania will be reduced steadily in the medium- and long-scenario due to the trends in increasing investments in PV and reduction in imported electricity.

See below the graph showing the estimated yearly CO2 emission savings resulting from the project.



The total number of beneficiaries calculated based on:

? The number of trainees in all technical and institutional capacity building activities: 300 (40% women)
? Estimated one fourth of local population in Berat (60,000) and Belsh (20,000) to benefit from e-buses as passengers/drivers: 20,000 (50% women)
? 10 direct and 50 indirect jobs created and employment in new businesses: 60 (40% women)

Therefore, the expected total number of beneficiaries is calculated as: 300 + 20,000 + 120 = 20,360 beneficiaries; 10,144 being women and 10,216 men.

g. Innovativeness, sustainability and potential for scaling up

Innovation

The project has an innovative angle since it mainstreams state-of-art technical solutions in Albania that were proved successful but not commonly implemented in large scale. These technologies and business models such as electric buses, renewable energy usage other than hydroelectric, low-carbon route between two cities to support sustainable tourism development, will create evidence-based knowledge and enhance capacities of sector players including private (tourism and transport) and public (municipalities of Berat and Belsh) to scale up this innovative approach.

Sustainability

The project will address the root causes and barriers hindering the shift to sustainable tourism transport such as lack of policy coordination between energy, transport, climate and economy sectors and investment in electric transport technologies that in addition to the absence of replicable and sustainable e-mobility investment examples and low capacity and awareness. The project?s components will aim to ensure government commitment to sustainable tourism development as tourism continues to be a vital pillar of Albania?s economy through fiscal incentives or other policies and regulations, as well as increase key stakeholders' capacity and knowledge.

The project draws directly from the suite of activities presented under the Global Programme and closely aligned with its theory of change. The project will accelerate the deployment of smart charging and electric vehicles, mitigating the road transport sector?s impact on climate change by reducing GHG

and particle matter (PM2.5) emissions associated with fossil-fuel based vehicles. The project will focus in particular on transportation related to fast-growing tourism in the target cities.

The sustainability of the project's interventions is ensured through introduction of new policies, strategies and regulations that include future management of operation and maintenance issues related to the e-mobility technology investments and through the capacity building of various stakeholders in national and local level. For instance, the project will establish National EV steering committee that will expected to play a leading role in promoting low-carbon e-mobility agenda during and after the project duration. By addressing systemic barriers related to policy and capacity, the project will create an environment conducive for private sector led investment activities.

The exit strategy of the project includes systematic knowledge sharing based on the data collected from the technology demonstration projects. The collected data on different topics such as technical (e.g., number of vehicles charged, low-carbon electricity generation and supply to EVs, environmental (e.g., GHG emission reduction) and economic results will be disseminated with the national stakeholders and Global programme to promote the scaling up and replication by by de-risking e-mobility infrastructure investments (please see Activity 2.1.2.2). The qualitive lessons-learned and quantative technical data will serve as the evidence based recommendations for decision makers, municipalities, transport providers and tourism companies to use in their future plans and strategies.

Potential for scaling up

Enhanced policy environment and coordination, enabling regulatory framework will be achieved under Component 1, leading to scaling-up potential by setting-up the national and sub-national coordination structures and rules that allow a market to operate at scale. The technical assistance will de-risk investments to encourage and enable municipalities and private sector to replicate. Knowledge sharing on the energetic and financial considerations with different municipalities with the support of Association for Local Autonomy (ALA) will support further investment decisions. This will help unlocking investments on sustainable energy projects across the country. In addition, the project will seek to link financial support packages dedicated to tourism sector to mobilize additional co-financing to steer the investments towards e-mobility infrastructure investments.

Under the output (see Output 1.1.2), the project will develop strategic framework for urban mobility plans and investment guidelines for Municipality of Berat and Belsh to scale-up e-mobility investments through identifying available financial resources, revenues and technical considerations (e.g., strategic locations, technology selection) to prioritize low-carbon e-mobility infrastructure investments. The activities under the Component 3 will enhance the capacities of local, national decision makers and private sectors to enable and encourage them to develop and implement similar low-carbon e-mobility technology solutions and further policy and strategies.

Moreover, the GEF programme, through the Global Child Project, will support the removal of the barriers described above and demonstrate electric vehicles. Such efforts will build local capacity, support the development of effective and context-specific policies, and reduce the investment risks. This will attract concessional funding from by the other organizations (e.g., EBRD and EIB considering Albania's candidate status to EU) and climate funds (e.g., GCF) which support developing countries for their climate action, in particular considering the favorable conditions of e-mobility interventions in Albania thanks to its low-emission grid. The project will link municipalities

of Belsh and Berat with the EIP-SCC and align the framework for urban mobility plans with EU platform for sustainable urban plans to prepare the necessary conditions for scaling-up sustainable mobility interventions attractive for these partners. This would facilitate the transformation of electric mobility market in the medium and long term. The GEF project can therefore significantly accelerate the large-scale market introduction of EVs in GEF recipient countries, which is necessary to support these countries to achieve their nationally determined contributions to the Paris Climate Agreement.

Appendix I - Relevant regulatory framework of Albania

Name	**Summary/aims and focus**	**Relevant targets**
National Strategy for Development and Integration (NSDI II), soon to be replaced with NSDI III[i]	The project is fully in line with the national development priorities reflected in (NSDI II) 2015 ? 2020, which is the major guiding document for economic and social development in Albania. One of the three main pillars for growth outlined in the strategy is ?Sustainable Growth through the Effective Use of Resources.? To support the continued growth and economic development in Albania, the strategy outlines the need to develop the infrastructure, to facilitate accessible and integrated transportation and reliable energy supply while ?ensuring an effective environmental policy, minimizing environmental degradation and preservation of renewable resources.? The strategy serves as an important reference document for Albania?s development partners.	Selected sectoral and thematic sub-vision statements: Energy: Energy system based on market principles for sustainable development of the economy, ensuring safety, environmental protection and increased welfare at minimum social cost Environment: Protecting natural resources from pollution and degradation through integrated management for sustainable social and economic development Tourism: An attractive, authentic, hospitable, and accessible tourism destination, based on the sustainable use of natural, cultural and historic resources The strategy actively encourages the development of sustainable tourism in Albania through focusing public infrastructure provision in areas of current and potentially high tourist demand.

Albania?s revised Nationally Determined Contributions (NDC), 2021	The Republic of Albania is a signatory Party of the United Nations Framework Convention on Climate Change (UNFCCC). In line with UNFCCC guidelines, Albania prepared a document outlining the actions it planned to undertake to address climate change, also known as Nationally Determined Contribution (NDC), in 2015. It submitted it to UNFCCC in November that year. Albania signed the Paris Agreement, the most ambitious multilateral climate change agreement, in April 2016. In order to achieve its objective, all Parties to this agreement are expected to update and enhance their NDC every 5 years. Albania joined the NDC Partnership[ii][47] and committed to update and enhance in 2020/2021 the NDC Albania aims to increase its mitigation ambition, expanding the sectors and include adaptation measures, especially related to coastal areas. The country?s NDC will also show the consistency and accuracy of mitigation calculations in a transparent manner, and the fairness of its ambition, and present Albania?s national circumstances.	Following Group of Actions from the Green Transport Action Plan and the National Energy Strategy are applied the following relevant actions: Increase of electrical vehicles fleet and bicycle transfer. 1. Put in place incentives to promote car fleet renewal by promoting electrical vehicles 2. Put in place incentives to promote cycling 3. Introducing an efficiently run electric bus transit system to the transport sector 4. Continue construction bike lanes for large cities of Albania
Economic Reform Programme (ERP), 2021-2023[iii]	The Government of Albania, in line with important strategic documents and other sectoral strategies, has prioritized 20 reform measures. These reform measures encapsulate some of the priorities of the government ranging from energy market liberalization, diversification of energy sources, transport, broadband connectivity, land consolidation and defragmentation, businesses environment, trade, VET, water and wastewater sector, employment, and social inclusion.	Transport and energy infrastructure, owing to the fact that they have not been fully modernized or constructed. Among the reform priorities are the diversification of the energy sources, reducing energy dependence from imports and modernize the land transport infrastructure.

National Energy Strategy 2018-2030	In particular, implementation of the strategy is intended to increase energy security, integration into regional and EU energy markets, energy efficiency, decarbonization of the economy, as well as research, innovation and competitiveness.	The strategy is intended to achieve increased utilization of RES technologies and environmental protection principles.
National Strategy on Tourism 2019-2023[ix]	Increase the contribution of the tourism sector to the economy	Orientation of public investments towards priority development areas of tourism and tourist destinations to improve the basic infrastructure in them.
Strategy for Agriculture and Rural Development in Albania 2014-2020	In 2018, the Integrated Rural Development Program, ?100 Villages Program ", was incorporated as part of the strategy. It aims to coordinate development interventions in 100 rural villages, with high potential for economic and social development, agro-tourism and rural tourism, nature and environment, as well as cultural heritage.	Improvement of public infrastructure (support for road infrastructure, revitalization of public / urban spaces, community infrastructure, public services, environmental infrastructure and tourism. Economic development through diversification of economic activities (improvement of tourism potential in rural areas, agro tourism and rural tourism, investment).
Sectorial strategy of transport & action plan 2016 ?2020	Development of sustainable transport.	Improve the air quality, reduce the CO2 emissions.
Sectorial strategy of transport and action plan based on the Decision of Council of Ministers no. 412, dated 19.06.2019 on the? National Plan for Air Quality Management"	Addresses air quality as one of the most critical environmental issues.	The decarbonisation of the transport sector will have to be an important part of the solution.
Business and Investment Development Strategy 2014-2020	The Business and Investment Development Strategy 2014-2020, is the main document for the identification and implementation of the national policies for the promotion of business investments for the period 2014-2020.	Increase the range of ecological products that are based on the effective use of resources in the tourism and agro-industry sectors.

National Renewable Energy Action Plan	It describes the development of the Albanian energy sector under a Renewable Energy scenario based on the Draft Energy Strategy, which is based upon Albania?s obligations as a Contracting Party to the Energy Community Treaty to transpose and comply with the EU Directives on the promotion of the use of energy from renewable sources.	Reduction of CO2 emissions. National target of 38% of renewable in the final total energy consumption of the country in the year 2020 compared together with support measures for achieving these targets.
Multi-sectorial National Environmental Quality Strategy 2013-2020	The main objective of the Multi-sectorial National Environmental Quality Strategy 2013-2020 is to improve air quality in Albania over the long term, which has a direct impact on the quality of life and environmental protection. It also provides steps for coordinating the current legal framework with European legislation, as well as its implementation.	The strategy?s concrete measures include, among others, reduction of pollution from industrial use through the promotion of energy efficiency in new technologies in the industry; presentation of on-line emission monitoring of chimney stacks of industrial entities to ensure compatibility with limit values of pollutants; promotion of the use of renewable energy sources; and presentation of grant schemes or reimbursement schemes for energy efficiency improvements.
Law no. 91/2013, date 28.02.2013 ?On environmental strategic assessment?	Stipulates that for any spatial plan or sectorial plans developed under the law no. 107, date 31.07.2014 ?On territorial planning and development? an environmental strategic assessment has to be carried out by the authority proposing the plan.	Reduction of impacts to natural resources, reduction of emissions, etc.
Law No. 7/2017 ?On the promotion of the use of energy from renewable sources?.	The objective of this law is to facilitate the harnessing of Albania?s significant renewable energy resources, in particular in the area of hydroelectric plants, solar energy as well as biomass resources.	Albania has set a binding target of 38% of its gross final energy consumption to be fulfilled from renewable energy by 2020, which is an ambitious target compared to 33% in 2014.
The Decision of the Council of Ministers (DCM) No 1189 ?On rules and procedures for drafting and implementing the ?National Programme for Monitoring of Environment?	Contains one annex that includes the list of indicators divided in three categories: Environment indicators of the state of environment, Environmental indicators with an impact on the environment and Environment indicators of environment stress.	Development of response indicators is completing the monitoring of the environmental indicators landscape in Albania following national commitments of Rio Conventions.

Law No. 162/2014 ?On ambient air quality protection?	Sets the framework for: Defining and establishing limit, threshold and target values for certain pollutants in the air; Defining and establishing objectives for ambient air quality designed to avoid, prevent or reduce harmful effects on human health and the environment as a whole; Assessing the ambient air quality on the basis of European methods and criteria; Obtaining information on ambient air quality in order to help reduce air pollution and nuisance and to monitor long-term trends and improvements resulting from national and international measures. Ensuring that such information on ambient air quality is made available to the public; Maintaining air quality where it is good and improving it in other cases through emission reduction from both mobile and fix sources; Promoting increased cooperation with other countries in reducing air pollution.	Assessing the ambient air quality on the basis of European methods and criteria; Maintaining air quality where it is good and improving it in other cases through emission reduction from both mobile and fix sources; Promoting increased cooperation with other countries in reducing air pollution.
DCM No. 352, dated 29.4.2015 ?On ambient air quality assessment and requirements for certain related pollutants?	These are rules applied by all the EU member states which ensure comparison between the assessments done in different countries. They provide a sound bases for the preparation of e EU level air quality assessment report.	Establish limit, threshold and target values for certain pollutants in the air, as well as objectives for sound ambient air quality; define methods and criteria for ambient air quality measurement and assessment and promote increased cooperation between different stakeholders within the country as well as with other countries.

DCM Nr. 633, dated 26.10.2018	Aims to reduce air pollution	MoTE set up new standard in the motor vehicles emissions and discharges. New cars that have not previously been registered for circulation in any other country, which meet the European Union's EURO 5 rate, are automatically registered in Albania. While used cars should meet the EURO 4 standard, should have been produced no more than 10 years before the date of their first registration in Albania. An Environmental-Carbo-Tax is imposed based on the age and engine size of the vehicle. The tax incrementally increases from 4 years upwards. The import tax favours newer and smaller petrol vehicles.
Law no. 9876, dated 14.2.2008 "On the production, transport and marketing of biofuels and other renewable fuels for transport" which was compiled in accordance with Directive 2003/30 which was replaced by requirements of Directive 2009/28.	Aims to support the use of fuels from renewable sources in transport sector	The law includes provisions that aimed supporting the use of fuels from renewable sources in transport sector but has not been implemented as required in practice. This is because the bylaws that should have been issued to enable the implementation of this law have not been adopted and consequently the objectives set out in it have been impossible to achieve.

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[25] IRENA (2021), Renewables Readiness Assessment: Albania, International Renewable Energy Agency, Abu Dhabi.

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[ii] The NDC Partnership is a coalition of countries and institutions committed to supporting countries in implementing and increasing the ambition of their NDCs. The Republic of Albania joined the NDC Partnership on August 27, 2019.

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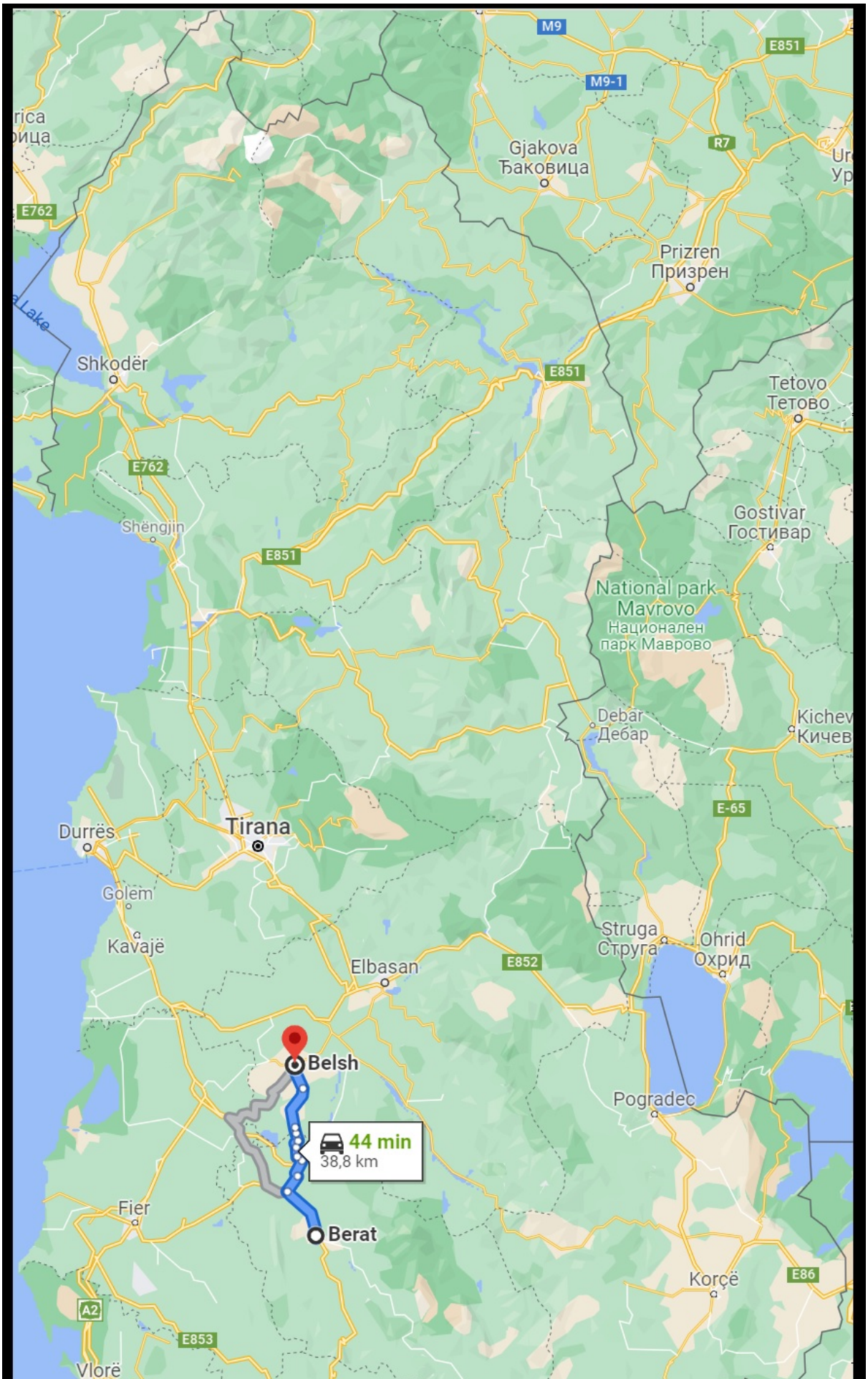
1b. Project Map and Coordinates

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


M9
E851
M9-1
R7
Gjakova
Ђаковица
Prizren
Призрен
E762
Shkodër
E851
Tetovo
Тетово
E762
Shëngjin
E851
Gostivar
Гостивар
National park
Mavrovo
Национален
парк Маврово
Debar
Дебар
Kichev
Кичев
E-65
Durrës
Tirana
Golem
Kavajë
Struga
Струга
Ohrid
Охрид
Elbasan
E852
Belsh
Pogradec
44 min
38,8 km
Fier
Berat
Korçë
E86
A2
E853
Vlorë

1c. Child Project?

If this is a child project under a program, describe how the components contribute to the overall program impact.

The current project is hosted under the ?Global Programme to Support Countries with the Shift to Electric Mobility?, led by UNEP.

The Global Programme is based on the following four components:

- Component 1: Global thematic working groups and knowledge materials
- Component 2: Support and Investment Platforms
- Component 3: Country project implementation
- Component 4: Tracking progress, monitoring and dissemination

The Global Programme has put in place the monitoring framework below to track progress both globally and at the level of the country child projects. 12 indicators have been designed for this purpose: 6 relying on global level information (highlighted in blue) and 6 relying on country level information (highlighted in green).

Global E-mobility Programme Monitoring Framework

Global level monitoring | **Country level monitoring**

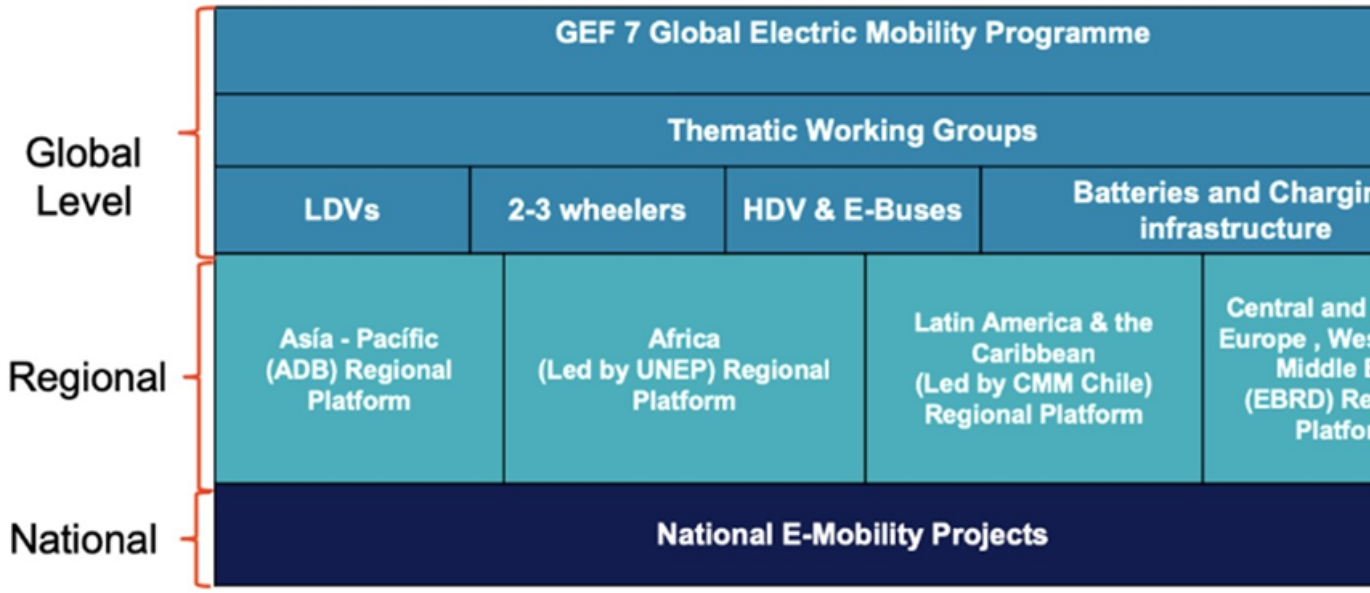
Objective level indicators			
Indicator A: Direct and Indirect Greenhouse Gas Emissions Mitigated (metric tons of CO2) mitigated			
Indicator B: Direct and Indirect enegy savings (MJ)			
Indicator C: Number of direct beneficiaries (disaggregated by Gender)			
Component 1 **Global thematic working groups and knowledge materials**	**Component 2** **Support and Investment Platforms**	**Component 3** **Country project implementation (Child Projects)**	**Component 4** **Tracking progress, mo 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 mobi key developments, best pr learned are shared to pron 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	Indicator 2.1 % of countries using services and knowledge products offered by the Support and Investment Platform	Indicator 3.1 % of countries with an improved institutional framework and a strategy to promote the uptake of low-carbon electric mobility	Indicator 4.1 % of countries generating and other lessons learned mobility with the global pro
	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 and/or environmental benefits of low-carbon electric mobility	Indicator 4.2 # of e-mobility knowledge evidence coming from the
	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	Indicator 3.3 % of countries that have improved preparedness to accelerate market transformation towards low-carbon electric mobility	Indicator 4.3 # of non-e-mobility progra actively promote the uptak
	Indicator 2.4 # of US$ leveraged to scale-up low-carbon electric mobility through the support and investment platforms	Indicator 3.4 % of countries with measures in place to ensure the long-term environmental sustainability of low-carbon electric mobility	

The global project will report against this framework on an annual basis, using (1) the global level data from the Global Thematic Working Groups and from the Support and Investment Platforms, and (2) country level data provided by each country project during their annual Project Implementation Review (PIR) process.

For this purpose and whenever applicable, the global level indicators highlighted in green are translated into a country-level indicator in the Project Results Framework located in Annex A of the present CEO

Endorsement Document. During project implementation, the Executing Agency will be requested to report against the indicators of the country Project Results Framework (Annex A) on an annual basis, during the PIR process, in addition to the usual GEF Core Indicators (mentioned at the top of the table above).

At the global level, a steering committee led by the United Nations Environment Programme will coordinate and monitor the implementation and the outputs of the GEF 7 Electric Mobility Programme. On technical gaps, four thematic working groups at the global level will support the rapid introduction of electric mobility in GEF recipient countries. These working groups will generate universal knowledge products that contain best practices, factsheets, interactive tools and guidance, as well as experiences from countries that have advanced their e-mobility market. The working groups will be integrated by representatives from the global programme regional platforms, GEF-7 countries, IEA, vehicle manufacturers, utilities, researchers and the civil society. The governance structure is presented in the figure below.



Governance structure between the global programme, the national e-mobility projects, and the regional Support and Investment Platform:

The coordination between the global program, the steering committee, the thematic working groups, and the national projects will be facilitated by the regional Support and Investment Platform. The role of the regional platform is to provide customized technical assistance to ensure the success of the country projects. Moreover, knowledge products developed by the working groups will be adapted and disseminated by the regional platform according to the regional and national context, specific needs and languages.

The 4 Support and Investment Platform will interact with and support participating countries in the region to link with each other through the following activities:

? The creation of a community of practice for the GEF 7 regional countries;
? Facilitation of knowledge transfer between countries, and regions, especially those with common characteristics like SIDS;
? The creation of thematic groups in light-duty vehicles (LDVs), 2-3 wheelers, and buses at regional level;
? A marketplace between countries, technology providers and financial institutions;
? Help desk for technical assistance to GEF 7 countries;

? Personalized assistance from international experts in electric mobility;
? Generation of training sessions and workshops.

The national child projects will generate a learning curve on electric mobility that can be transferred to other countries within and outside of the region through the global programme. As a first contact point, the regional Support and Investment Platform will facilitate the flow of learnt lessons from child projects, such as: data and demonstration results, working business models, operational know-how, working financial instruments, and working policies and regulations. At the global level, the scenarios proposed to share country knowledge and experiences on electric mobility are the thematic working groups, while at the regional level the countries will participate in the community of practice, the thematic regional groups, the marketplace, trainings and workshops.

Without the project, it can be expected that transport initiatives (e-mobility specifically) would continue to be sporadic and do not coherently push the sector towards innovation. The program?s theory of change is to address the root causes of fossil-fuel dependency in the transport sector in Albania.

Engagement with the Global / Regional Framework

The project will establish a national platform to facilitate cross-sectoral application of EVs, which will trigger behavioural change in tackling mobility challenges. Authorities involved in transportation, energy efficiency and tourism planning will be consulted to ensure that an integrated approach to transport and tourism is provided. It is envisaged that the platform will be connected to the Global Platform for Sustainable Cities[1] for efficient knowledge sharing of best practices on urban development, planning and financing.

Jointly, the Global Programme will develop a range of knowledge materials for e-mobility policy making, development of business models and finance schemes, methodologies for e-mobility demonstrations which will be provided to the countries through the Regional Support and Investment Platforms. Four events will be held for policy makers and decision makers to accelerate EV deployment in the target municipalities and beyond. The Programme will act as a knowledge hub to develop linkages and provide best practices to support the conceptualization and implementation of e-mobility policies.

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[1] https://www.thegpsc.org/

2. Stakeholders

Please provide the Stakeholder Engagement Plan or equivalent assessment.

The stakeholders will be consulted on a frequent basis, through project steering committee meetings, technical working group meetings and stakeholder consultation workshops and bilateral meetings. The Project Steering Committee (PSC) chaired by the Ministry of Tourism and Environment, comprising key stakeholders will meet every year to provide strategic guidance and direction to the project. The list of main stakeholders is given in the table below.

Stakeholder	Role

Berat and Belsh Municipalities	The target municipalities of Berat and Belsh have deeply oriented the local development to sustainable tourism. The project will support improving the quality municipal services focused on low-carbon transportation, facilitation of investment mobilization, environmental management and climate smart strategies and approaches. Good planning to tap into potential investment of resources and building partnerships with stakeholders. To achieve this, capacity building, investment mobilization, strategy improvements and awareness rising on benefits of e-mobility will be provided by the project. The cooperation and involvement is planed through Components 1, 2 and 3.
Ministry of Tourism and Environment (MoTE)	MoTE is responsible for the implementation of the national climate change policy, designing and implementing policies supporting the development of tourism at the national level and fostering investments in tourism. Through MoTE?s efforts and achievements Albania is the first country in the region to have a Climate Change strategy and concrete actions to reduce GHG emissions; the law on climate change is approved by parliament and the National Strategy for Energy 2018-2030 is approved. MoTE was involved during the PIF development, and has been consulted during the preparatory phase concerning the design of project components, outcomes and outputs related to the promotion of e-mobility and subsidiary mechanisms for sustainable tourism. MoTE will ensure that the project?s activities are aligned with the national development priorities.
Ministry of Infrastructure and Energy (MoIE)	MoIE will work on policy, regulation, incentives and support programmes to promote EVs and the infrastructure to be developed. MoIE is responsible for the implementation of the National Strategy on Energy 2018-2030 and action plans. Compliance with the EU green agenda for the Western Balkans is very important for the ministry, especially on de-carbonization, energy transition and mobility. The ministry will be involved in consultations for the development of a low-carbon transport strategy, which it should ideally be integrated into the (updated) city development plans of the target municipalities, by improving passenger car fuel efficiency and electrification by applying sustainable transport technologies and incentivizing the electrification of passenger cars and building the necessary infrastructure.
Albanian Development Fund through the Supporting Economic Agency	Supporting Economic Agency is a Limited Liability Company (LLC), owned by the Albanian Development Fund (ADF), which operates as an economic agent for the ADF in the performed activities. The Agency's mission is to be an active stakeholder of public interest in the business environment through direct financial interventions or in partnership with local or foreign private enterprises to foster economic development at regional, local and central level. ADF will be a close executing partner on implementing low-carbon e-mobility technology projects in the country.
Albanian Institute of Transport	The Institute of Transport has accomplished mid- and long-term studies on transport sector issues and is an active partner in various foreign and regional projects. UNIDO will collaborate with the Institute of Transport regarding their experience on the development of transport projects in Albania as well as their involvement on the Interreg MED Programme.[1]
Energy Efficiency Agency	The Energy Efficiency Agency will be a close executing partner on implementing low-carbon e-mobility technology projects in the country.
National Center of Environment, Tourism and Sustainable Development (NCETSD)	NCETSD is the national project execution entity that will be responsible for day-to-day management of all the project activities and continuous monitoring.

Association for Local Autonomy (ALA)	ALA will play a key role in scaling up, disseminating the knowledge, technical data to promote the replication the activities of the project with other partner municipalities of the association through their networks.
Academia (e.g., University of Tirana)	The University of Tirana will support generation and exchange of knowledge (e.g., technical training material), awareness rising activities within the project through the development of curricula.
Private Sector/Financial institutions/EV businesses including charging infrastructure operators, electricity suppliers, service providers, importers and dealers, local companies,	The private sector will be involved in different project phases, with a special emphasis in the identification and implementation of the investment projects. The project will orient the private sector about opportunities for engagement and share value opportunities related to e-mobility development in the country. Local financial institutions can also play an increasingly prominent role in financing smaller scale distributed systems by tailoring existing lending portfolios to include EVs (under conventional vehicle loans).

The project conducted workshops with wider participants and bilateral meetings with governmental and private stakeholders. Further information on activities undertaken during the PPG can be found in the Stakeholder Engagement Plan.

The Inception Workshop on the project ?Electric Mobility for Sustainable Tourism in Albania? was conducted as part of development of the project on 6 October 2020 to gather views and feedback on the proposed structure from diverse range of stakeholders. To roll-out its technical assistance program, UNIDO convened target Municipalities at a workshop on 13 October 2020, called the ?City Creditworthiness Mini-Academy?. Participants included representatives from the Ministry of Finance, Ministry of Tourism and Environment, Ministry of Infrastructure and Energy, Supporting Economic Agency, Association for Local Autonomy, Municipality of Berat, Municipality of Belsh, National Center for Environment, Tourism and Sustainable Development, NGOs, International Finance Cooperation (IFC), and UNIDO. The workshop provided participants with a conceptual framework for Municipal Finance and the specific Albanian context for local governments? financing. At the Mini-Academy, participants were introduced to the private sector perspective on sub-sovereign investments, with particular emphasis on financing mechanisms that could be available to creditworthy entities. Borrowing instruments were discussed in greater length, including the distinction between bond structures and related enhancement mechanisms. A firm understanding of these instruments is necessary to agree with cities on next steps under the technical assistance program.

As a follow-up further consultations conducted with the Municipalities of Belsh and Berat. The inputs provided by local officials at these are taken into account in the project development and a preliminary outline of technical assistance activities to be undertaken. A rapid self-assessment exercise was carried out to gather the basic information on the cities? preparedness for long-term non-concessional financing.

[1] https://enernetmob.interreg-med.eu/no-cache/fr/news-events/news/detail/actualites/development-of-electromobility-in-albania-institute-of-transport-albania/

In addition, provide a summary on how stakeholders will be consulted in project execution, the means and timing of engagement, how information will be disseminated, and an explanation of any resource requirements throughout the project/program cycle to ensure proper and meaningful stakeholder engagement.

Please find attached Stakeholder Engagement Plan (SEP) for the summary on the role of main stakeholders, how stakeholders engaged during PPG and how will be consulted during the project execution.

Select what role civil society will play in the project:

Consulted only; Yes

Member of Advisory Body; Contractor; Yes

Co-financier;

Member of project steering committee or equivalent decision-making body;

Executor or co-executor;

Other (Please explain)

The project will engage with NGOs working on women and youth empowerment and local civil society through consultation meetings to assess and mitigate any emerging social and environmental risks related to the technology demonstration projects. Furthermore, the project will consult with the civil society representatives in relation to policy-related activities under the Component 1.

3. Gender Equality and Women's Empowerment

Provide the gender analysis or equivalent socio-economic assesment.

During the period 2014-2019, Albania has made significant progress towards ensuring that both men and women have access to increased employment opportunities. The positive trend of the last few years continued throughout 2019 and the first quarter of 2020 across all labor market indicators. The employment rate has improved significantly among women (from 40% in 2013 to 55% in 2019). Nonetheless, gender inequality in employment remains problematic considering the gender wage gap for women is around 14% [1],[2]. Despite efforts by the Albanian government to reduce gender inequalities in the last two decades, there is a gap between legislation and implementation, and the connection between gender and tourism and rural development strategies should be improved. Awareness in gender inequalities is low especially in rural areas. This poses a challenge for the implementation of laws and policies on gender equality.

Another challenge related to tourism is the disproportional share of women work in informal and unprotected arrangements and in unskilled, ancillary jobs, limiting professional development and productivity. Respective support measures need to be undertaken to intentionally address such issues and effectively contribute to reduce informality and fostering sustainable tourism. A gender analysis will be undertaken as part of actions in the sector which will further inform mainstreaming across all activities and measures.

UNIDO will support Albanian government's efforts to integrate gender equality goals into Albania?s priorities and national strategies.

UNIDO recognizes that gender equality and the empowerment of women have a significant positive impact on sustained economic growth and inclusive development of low-carbon transport and sustainable tourism, key drivers of poverty alleviation and social progress.

The UNIDO vision, as laid down in the 2019 Policy on Gender Equality and the Empowerment of Women (DGB/2019/16), is that women and men can equally lead, participate in, and benefit from inclusive and sustainable industrial development. Towards this vision, UNIDO follows a comprehensive approach to gender equality and the empowerment of women, recognizing the interests, needs and priorities of both women and men and the intersecting diversity of different groups. Moreover, UNIDO recognized the importance of involving vulnerable groups (incl. women of color, young women) and the economy and society at large (with a special focus on groups most affected by climate-prone natural disasters).

During PPG, Gender Analysis and Action Plan (please see annexes) was prepared in order to incorporate gender dimensions in the project design and execution to best meet the needs of women and men in ways that are equitable, affordable, and responsive to all groups.

Gender baseline report has been prepared for this project during the project inception phase. During project inception this gender analysis and the gender mainstreaming action plan including the gender responsive targets and indicators will be validated and approved by the PSC as well as monitored during project implementation.

At project management level, Project Steering Committee will make efforts to be gender balanced and/ or during meetings will invite observers to ensure that gender dimensions are taken into consideration. Also at the level of project activity implementation, effort will be made to consult with stakeholders focusing on gender equality and women?s empowerment issues. This is especially relevant in policy review and formulation.

Efforts will be made to promote participation of women in training activities, both at managerial and technical levels, as participants and trainers. This can include advertising of the events to women?s technical associations, encouraging companies to send female employees, provide childcare and safe transport, offer scholarships or reduced fees for women, adjusting TOR for selection of the trainers, etc.

Achieving the target of sustainability in urban mobility also means considering the needs of different users and thereby offering equal levels of accessibility to transport to all different groups. The need to adopt a gender-sensitive perspective is emerging as a challenging and impending task for urban mobility policy makers and planners. In this sense, to be effective, urban mobility policy action needs to be more gender-sensitive.

A measure for policymakers to promote low-carbon transport in cities is shifting passenger travel mode from private vehicles towards more sustainable travel means, including expanding low-carbon public transport as well as cycling and walking [3]. The project will include gender dimensions in decision making and participation in public transport by incorporating women?s needs on different topics such as safety, time-spent on-board, work-related commute, suitability of timetable and frequency, length of commute distances into policies, pilot projects and training and workshops. Policy recommendations will be gender-sensitive including on key issues such as supporting women?s participation in decision-making, the improvement in accessibility, safety and comfort of transport modes and the planning of transport services in response to gender needs. Notably, an important driver in this process could be the fact that, according to some studies, women are more likely than men to support or accept sustainability and green economy policies as they appear to be more sensitive to environmental risks and more prepared to make behavioral changes. [4]

Gender sensitive training will be conducted, and vulnerable women reached out to for training opportunities, to promote women?s participation in Albania?s tourism value chain, including examining and providing recommendations on how to increase access to finance and access to procurement opportunities of women-led businesses in the tourism and hospitality sector. In addition, where possible, gender-sensitive indicators for measuring the success of the projects will be addressed i.e., number of women and number of men, benefiting from the actions (absolute number and % of all final beneficiaries). Special attention will be given to ensure that the data collected from project activities is gender-sensitive as per GEF guidance[5].

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[1] Republic of Albania, Economic Reform Programme, 2021-2023. Council of Ministers

[2] World Bank, SCD, ibid., 50. A gender wage gaps in favour of men of about 15%.

[3] Wei-Shiuen Ng and Ashley Acker (2018). Understanding Urban Travel Behaviour by Gender for Efficient and Equitable Transport Policies, International Transport Forum, Paris, France https://www.itf-oecd.org/sites/default/files/docs/urban-travel-behaviour-gender.pdf; International Energy Agency (2020). Tracking Transport 2020 https://www.iea.org/reports/tracking-transport-2020

[4] CIVITAS Smart Choices for Cities Gender Equality and Mobility:mind the gap!, 2020: https://civitas.eu/content/civitas-policy-note-gender-equality-and-mobility-mind-gap

[5] Guidance to Advance Gender Equality in GEF Projects and Programs (GEF/C.54/Inf.05 June 1, 2018).

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

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

Improving women's participation and decision making Yes

Generating socio-economic benefits or services or women Yes

Will the project?s results framework or logical framework include gender-sensitive indicators?

Yes

4. Private sector engagement

Elaborate on private sector engagement in the project, if any

The project will promote investments and therefore it has a strong focus on developing projects, which are attractive for banks and private investors. Some of the business models of the pilot technology projects will be developed as private sector projects or public private partnerships. In this context, the project will undertake pre-feasibility work and provide matchmaking services in the financial structuring and facilitate private investment mobilization.

One of the essential requirements for e-mobility adoption is ensuring access to available, convenient, reliable and affordable access to charging infrastructure. The cost of charging infrastructure investment can be a major barrier for the uptake of EVs. The public charging infrastructure investment is required to kick-start the market, however without the investment from the private sector, the scale, and the speed of the shift to e-mobility will be restricted. Therefore, the private sector participation is key to the success of the project in closing the charging infrastructure investment gap.

The private sector will directly benefit from all project components. They will be consulted in Component 1 for strategy and policy definition and will be directly engaged in Components 2 and 3. The private sector will also be represented during the implementation phase through participation of specific companies and/or associations, as partner or beneficiaries. In component 3, professional training will be developed in partnership with the private sector to ensure that the alumni will be equipped with the necessary skills required to their need. The capacity building activities for municipalities will include engagement guidelines with the private sector and knowledge on public-private partnerships based on both theory and practice with examples from cities around the world. This will create new investment area for private sector in Albania in the medium- and long-term.

The project will collaborate with private sector companies (such as Albalight/E-mobility Albania) working on with implementation and maintenance of electric chargers which have created the infrastructure for some pilot initiatives for e-charging stations in Tirana, mainly for the private taxi companies (Green Taxi, City taxi, Lux Taxi etc.) but as well as for the Municipality of Tirana, Tirana?s Traffic Police Station, OSHE (government-owned electric utility) and Banks. The project will involve national private sector companies working in the field of transport infrastructure in the policy and regulatory framework support activities to integrate their views from private investment perspective. Private sector engagement and partnership can create a fully integrated project, which involves investments on infrastructure and technology required to build an EV ecosystem. This will also create business environment for new green entrepreneurships, business opportunities and improved access to services and scope for technological innovation.

The technical assistance and investment facilitation will enable opportunities for private sector participation to the municipalities? infrastructure projects such as charging stations, solar car parks etc. If proven successful, these modalities and business models will validate commercial-based solutions (from land-value capture to pooled/hybrid financing) can replicated in other municipalities in Albania as well.

The project will disseminate the nationally generated evidence-based data on e-mobility to promote the replication of investments by the private sector.

5. Risks to Achieving Project Objectives

Elaborate on indicated risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved, and, if possible, the proposed measures that address these risks at the time of project implementation.(table format acceptable):

Risks	Rating (L/M/H)	Risk Type	Mitigation Measures
COVID-19 pandemic See special section below for COVID-19 risks and opportunities	Moderate	Global	COVID-19 pandemic can have a severe risk on the health of the project team, stakeholders, and beneficiaries. The restrictions due to the pandemic had a significant impact on tourism sector. The assumptions are that the economic and health impact of the pandemic will be gradually reduced starting from 2022 thanks to vaccinations and a normalization of economic and social activity. The project will continuously monitor the implications of the pandemic and implement the precautionary measures recommended by the government authorities and WHO including procuring and using personal safety equipment (e.g., masks) for the project team, social distancing measures as well as organizing virtual meetings and trainings where face-to-face meetings bear health risks. The project team will conduct continuous consultations with the relevant governmental stakeholders to discuss and analyze how the pandemic and the containment measures could impact the implementation of project activities. That would be pinned in the project schedule to accommodate to the prolongation of activities implementation and mobilization challenges during the pandemic period. The project team will follow national government?s recommendations and municipalities directives.

Climate change See special section on ESMP for climate change risks as well as a section below	Moderate	Environmental	Climate change impacts such as increased temperature, frequency and intensity of extreme weather events, heat waves, and wildfires will affect the design and adoption of adaptation-oriented technologies such as climate-smart agriculture, energy-efficient cooling, low-carbon transportation, climate-smart storage facilities, renewable energy powered machinery, etc., and must be considered in project design. Therefore, it is essential to consider how current and projected climate change could impact efforts to mitigate greenhouse gas emissions (mitigation). Electricity generation from hydroelectric dams will decrease due to changes in rainfall and will affect energy provision for cities. Road, air, rail, shipping, and pipeline transportation can be affected directly or indirectly by increases in precipitation and temperature. [1] Moreover, increased frequency of flooding and other extreme events could lead to frequent damage to infrastructure, inhibited facility access, and high repair costs, especially for low carbon transport systems. Following different modeling reports, the temperature in Albania is expected to increase in the future due to climate change. The Third National Communication to the UNFCCC includes a dedication section on municipal needs for urban adaptation to climate change in Albania, and the project has been specifically informed by the recommendations contained therein. The Third National Communication to the UNFCCC process has been extremely important for mainstreaming and integrating findings into sectorial strategies and policies and the main tools for mobilizing funds and projects in the area of climate change. Mitigation measures which will be incorporated into this project include: 1) introduction of e-mobility-responsive to reduce the effect of CO2 emissions; 2) Promotion of the use of smart city approaches and raising awareness on the long-term benefits of e-mobility; 3) promotion of new bylaws and amendments to sector policies and regulations, such as e-mobility, incentive mechanism, etc., to reflect climate change risks and to orient people towards nature friendly mobility.

Lack of partnership approach (from stakeholders, government, municipalities etc.) including political factors at the macro level can cause delays in the procedures of signing, approvals and permits by the government	Low	Operational	The project will have early engagement strategy and regular outreach with networks to keep the momentum. UNIDO will assist the national execution entity during project implementation as per UNIDO?s rules and procedures. By making market players fully aware of the economic potential of e-mobility technologies and by equipping them with the capacity and tools to realize and reap the benefits of this potential. Albania?s vision of sustainable development is for EU accession, sustainable economic growth and more inclusive prosperity. European integration is a main driver of reform in the country and a shared political and public priority. The Albanian political parties (also from the opposition) through their political programs have established that issues related to climate change, improvement of environment, reduction of gas emissions, etc. are among top priorities. Further on the integration process and EU ties and support is another strong mitigation tool to this identified risk. There is political and policy commitment to green growth and sustainable consumption and production, in line with the European Green Deal. [2] Therefore, policy commitment to the EU accession process and major policies and strategies is expected to be sustained after the 2021 elections.
Lack of interest from investors	Medium	Operational	The private sector?s involvement in the development of the policies and strategies under Component 1 and Component 2 will help ensure that the policy framework and financial mechanisms (to be followed by the project) are in line with the needs of investors and manufacturers. Dissemination of technical data and knowledge will de-risk the investments thus encourage potential investors to replicate the e-mobility and renewable energy investment.

Limited human resources and technical capacities of national staff from local and central government as well as limited awareness and interest on the benefits of EVs in particular	Low	Operational	Since the project was initiated through the cooperation with MoTE and other governmental bodies, all parties are willing to build the capacities for a successful project implementation. The capacities of local government and urban municipalities will be increased through trainings and workshops to implement sustainable development policies and programs related to clean energy, climate resilient urban planning and low-carbon mobility. Awareness and advocacy activities under Components 2 and 3 will mitigate this risk. In addition, the pilot technology demonstrations will showcase smart technologies in a visible manner to present the opportunities and benefits. Moreover, the involvement of academia and civil associations will help share knowledge with the government agencies, general public, engineers and students.
Environmental and social risks (incl. worker safety) during the construction and operational phase of technology Impact on biodiversity. see ESMP.	Low	Environmental and social	The impacts of construction are expected to be temporarily. The potential impact of the operation will be limited. ESMP provides further details on this risk and mitigation action plan.
Environmental impact of disposal of EV?s batteries	Low	Environmental	The project will provide recommendations and guidelines on fine-tuning environmental policies and regulations that can mitigate the environmental impact from EV?s batteries. The project components address the problem of sustainability considering local ecosystems, so the realization of the project should effectively decrease the risk of environmental change. In addition, the policy framework that will be put in place will create a positive context that is expected to ensure the attainment of the project outcomes and their sustainability

Project interventions? potential adverse impacts of the on women due to low representation/participation from women in positions of power and influence on the transport policy. See Annex G on Gender Analysis and Action Plan	Low	Social	The project will follow thorough gender responsive communication and ensure stakeholder involvement at all levels, with special regard to involving women and men, as well as civil society and non-governmental organizations promoting gender equality. This shall mitigate social and gender related risks, promote gender equality, create a culture of mutual acceptance, and maximize the potential contribution of the project to improving gender equality in e-mobility. As gender has been clearly mainstreamed throughout the project design, this will help mitigate any potential risks. It is advisable that qualitative and quantitative data are collected and compiled from the industries and from authorities along project implementation to better inform the policy instruments and apply gender mainstreaming based on the findings as well as developing workshops to include national and international NGOs as well as with business associations.

COVID-19 risks and opportunities:

The tourism sector remains one of most vulnerable sectors to COVID-19, due to travel restrictions and social distancing requirements.

Risks: The risks connected with COVID-19 which have been identified at project design stage include (i) the likely reduced availability of co-financing resources, (ii) the risk of delays in project implementation and (iii) potential changes in the priorities of stakeholders due to the ongoing economic and social challenges connected to the pandemic or its consequences.

As an initial risk mitigation strategy, the development team has indicated that a specific and more complete analysis will be carried during the PPG stage that will fully consider the negative implications of COVID-19 for the further structuring and future implementation of the project. The analysis will identify the most appropriate ways to carry out project implementation by using safety measures, including by increased use of remote meeting technologies for training and consultation processes, and the increased focus on preventive precautionary protocols.

These measures will have to be designed in consideration of the local circumstances of the involved stakeholders (including access to fast-speed internet and videoconferencing, as needed. Adequate

consideration of possible delays will be factored in the project implementation timeline, and the risk of possible shift in government priorities will be carefully taken into account and monitored through close consultation with the Government of Albania (both local and central) through the further stages of project development.

Opportunities: The project is aligned with Albania?s recovery efforts giving particular focus on supporting the suffering tourism sector. In May 2021, the Albanian Government has made available through normative acts and decisions of the council of ministers two financial packages as social support for citizens and businesses in the tourism sector affected by COVID-19 pandemic. The project will target the financial support packages dedicated to tourism sector to mobilize additional co-financing to steer the investments towards achieving more global environment benefits - yet this will be seek during the project implementation.

Another opportunity is to assist local touristic enterprises, such as accommodation structures, to plan for and finance the retrofitting of buildings and facilities with modern and energy efficient design, as coupled with investments done to introduce safety protocols and infrastructure that are required to increase customer?s confidence in a post-pandemic world (contactless entrance, separation panels at reception desks, improved air filtering, etc., as a preparation to the uptake of tourism after the pandemic.

Moreover, the project is aligned with the document ?UN Albania Covid-19 Socio-Economic Recovery and Response Plan?[1]. The nexus between response, recovery and development has never been more relevant than in the case of this global crisis that has hit almost all countries of the world and many of the vital links of globalization. This UN Recovery and Response Plan not only complements Government efforts, who has the national ownership for the country?s recovery and response and with whom UNIDO and all partners must work in tandem, but it is also an integral part of the global response to mitigate and overcome the negative impacts of the COVID-19 pandemic.

Climate Change:

The key potential climate change risks specific to Albania are identified below [2]:

The wildfire hazard is classified as **high**. This means that there is greater than a 50% chance of encountering weather that could support a significant wildfire that is likely to result in both life and property loss in any given year. Based on this information, the impact of wildfire must be considered in all phases of the project, in particular during design and construction.

Landslide susceptibility is classified as **high** according to the information that is currently available. This means that this area has rainfall patterns, terrain slope, geology, soil, land cover and (potentially) earthquakes that make localized landslides a frequent hazard phenomenon.

Urban flood hazard is classified as **high** based on modeled flood information currently available. This means that potentially damaging and life-threatening urban floods are expected to occur at least once in the next 10 years.

River flood hazard is classified as **high** based on modeled flood information currently available. This means that potentially damaging and life-threatening river floods are expected to occur at least once in the next 10 years.

Key projected climate trends includes [3]:

Temperature

•Increase in mean annual temperature ? the average annual temperature across the country will increase between 0.8 ? 1.0?C by 2025 and 2.9 ? 5.3?C by 2100.

•Increase in mean seasonal temperatures ? for all time horizons and all seasons, temperatures are expected to increase. Temperatures will increase in a range from 1.4 ? 1.8?C for spring to 1.7 ? 2.2?C for autumn by 2050. Forecast for summer and winter are also within these ranges.

•Decrease of 4-5 frost days (temperatures < 5?C) per year in high altitudes by 2025.

•Increase of 1-2 hot days (temperature > 35?C) per year by 2025.

Precipitation

•Changes in the precipitation regime: average annual precipitation across the country is expected to decrease by -2.6 to -3.4% by 2025 and by -5.9 to -6.3% by 2050.

•The decline in precipitation is likely to be greatest in summer, with winter showing the least decline. Summer precipitation will decline by -8.7 to -11.5% by 2025 and by -17.8 to -23.2% by 2050, whilst winter precipitation will be relatively stable with precipitation declining by 0 to -1.8% by 2025 and by -2.8 to -3.6% by 2050.

•More precipitation in the form of rain rather than snow with consequently increase in runoff and soil moisture.

Please see ESMP for detailed assessment of climate change related risks.

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[1] https://albania.un.org/en/86279-un-albania-covid-19-socio-economic-recovery-and-response-plan

[2] https://thinkhazard.org/en/report/3-albania

[3] https://climateknowledgeportal.worldbank.org/country/albania/climate-data-projections

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[1]https://stapgef.org/sites/default/files/publications/Climate%20Risk%20Screening%20web%20posting.pdf

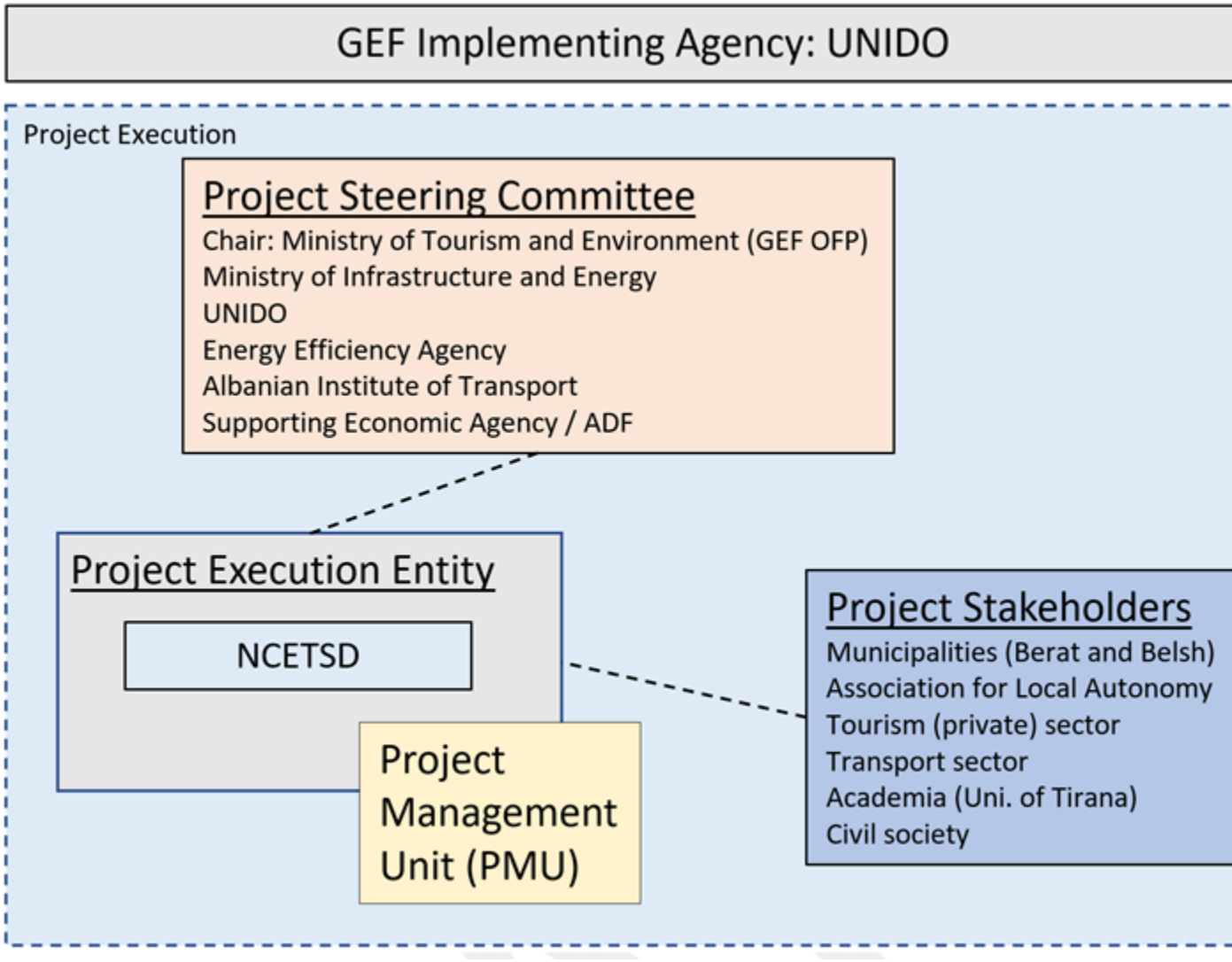
[2] This aims for EU countries to produce net zero CO2-equivalent emissions and achieve climate neutrality by 2050.

6. Institutional Arrangement and Coordination

Describe the institutional arrangement for project implementation. Elaborate on the planned coordination with other relevant GEF-financed projects and other initiatives.

UNIDO will be responsible for the implementation and coordination of the project ensuring adherence to GEF requirements. For this project, NCETSD is foreseen to execute the project. NCETSD is a non-governmental organization focusing on sustainable development in the field of environment and tourism in line with the SDGs. During the PPG phase, operational and financial information was collected and the assessment of NCETSD was undertaken. Based on the overall positive assessment, UNIDO will engage

with NCETSD for the execution of services and provision of activities under the project. The project will be carried out in close cooperation with relevant ministries, government agencies and municipalities.



Overall supervision and coordination will be provided by a Project Steering Committee (PSC), which will meet on an annual basis (or as decided by the chair of the PSC). The PSC will be chaired by Ministry of Tourism and Environment. The PSC will approve the annual work plans and budgets, as well as the annual progress reports. The PSC will act as an advisory mechanism to ensure the successful design and implementation of the project through providing operational guidance as well as overall, high-level coordination.

A Project Management Unit (PMU) will be established by the project executing entity (PEE) and will execute the day-today activities. Generally, the PMU will implement the following tasks:

- Develop the annual work plans and budgets and track progress and monitoring
- Provide inputs towards drafting Project Implementation Reports (PIR) for submission to the GEF
- Execute the project activities in line with the established work plans and in close coordination with assigned executing partners and subcontractors

- Ensure coordination and collaborations with the Global Program and other projects with synergies
- Ensure public relations and communicate project results, lessons learned and success stories

Coordination:

The Sustainable Development Cooperation Framework for Albania for 2022 -2026, underlines the recovery support of the government in the fields including environment and climate change. Together with other UN agencies, UNIDO has collaborated with the Ministry of Tourism and Environment on the Frameworks Outcome: Environment and Climate Change. The outcome aims to support the Government and non-government actors adopting and implementing innovative, gender-sensitive national and local actions for environmental sustainability, climate change mitigation and adaptation, and disaster risk reduction. The project will collaborate and coordinate the relevant GEF, GCF, WB (e.g., road revitalization project in Berat) programmes.

The Ministry of Tourism and Environment has completed the Revised draft NDC for Albania that presents a clear methodology and an increased emission reduction. Compared to the first NDC, it is commendable that the revised NDC now includes more sectors (agriculture, land use, forestry and waste sector) as well as adaptation measures. This a step forward in contributing towards the long-term goals set in the Paris Agreement. UN with FAO support will prepare projects and actions to address climate change impact in wetlands and lagoons (Kune Vain, Karavasta) through afforestation, management of natural resources, eco-tourism and waste management.

Moreover, to achieve the targets set in the revised NDC enhanced coordination and communication is necessary, from enhanced inter-ministerial coordination to increased exchange between public and private actions. UNIDO will fully support the Government in the implementation of the NDC and coordinate accordingly and strengthen the existing good collaboration.

Transfer of Assets

Full or partial ownership of equipment/assets purchased under the project may be transferred to national counterparts and/or project benefi ciaries during theproject implementation as deemed appropriate by the government counterpart in consultation with the UNIDO Project Manager.

The Legal Context

The present project is governed by the provisions of the Standard Basic Cooperation Agreement between the Government of the Republic of Albania and UNIDO, signed and entered into force on 8 November 1991.

7. Consistency with National Priorities

Describe the consistency of the project with national strategies and plans or reports and assesments under relevant conventions from below:

NAPAs, NAPs, ASGM NAPs, MIAs, NBSAPs, NCs, TNAs, NCSAs, NIPs, PRSPs, NPFE, BURs, INDCs, etc.

The project is consistent with the National Strategy for Development and Integration (NSDI II), soon to be replaced with NSDI III[1], Economic Reform Program 2020-2022 [2], National Plan for European Integration (NPEI) 2020-2022[3], Business and Investment Development Strategy 2014-2020 (BIDS), draft Business Innovation and Technology Strategy 2021-2024, National Strategy on Tourism 2019-2023, Strategy for Agriculture and Rural Development in Albania 2014-2020, National Energy Strategy 2018-2030, Strategy for the Development of Non-food Industry 2016?2025 and the Multi-sectorial National Environmental Quality Strategy 2013-2020.

Moreover, the project in consistent with the priorities reflected in the UN Sustainable Development Cooperation Framework (UNSDCF) 2022-2026 in Albania and the UN 2030 Sustainable Development Goals. The project is also in line with new initiatives of the European Commission such as the European Green. The Commission is putting forward a Strategy for Smart Sector Integration and a Renovation Wave. As part of efforts to foster a sustainable blue economy, the Commission has proposed a new approach for exploiting Europe?s offshore renewable energy potential. This will help citizens have access to affordable clean energy and contribute to secure energy supply. During the year 2021, the European Commission will also propose an overarching Strategy for Sustainable and Smart Mobility to modernize and green our transport sector. [4]

The project is in line with Albania?s Intended Nationally Determined Contributions (NDC), which targets to reduce CO2 emissions by 11.5 % compared to the baseline scenario in the period of 2016-2030. This reduction means 708 kT CO2 emission reduction by 2030 and includes the transport and energy sectors.[5]

Following Group of Actions from the Green Transport Action Plan and the National Energy Strategy for the revision of the NDC in 2021, are incorporated the following relevant actions:

1. Increase of electrical vehicles fleet and bicycles
2. Put in place incentives to promote car fleet renewal by promoting electrical vehicles
3. Introducing an efficiently run electric bus transit system to the transport sector

Continue construction bike lanes for large cities of Albania

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[1] Republic of Albania, National Strategy for Development and Integration (NSDI II), 2015-2020.
[2] Republic of Albania, Economic Reform Programme, 2020-2022. Council of Ministers, 31 January 2020.

[3] Republic of Albania, National Plan For European Integration 2020?2022, Decision of Council of Ministers No 151, 19.02.2020.

[4] European Commission Work Programme 2020: https://ec.europa.eu/info/sites/info/files/cwp-2020-publication_en.pdf

[5] https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Albania%20First/Albania%20First.pdf

8. Knowledge Management

Elaborate the "Knowledge Management Approach" for the project, including a budget, key deliverables and a timeline, and explain how it will contribute to the project's overall impact.

Following the IEO (2020)[1] the knowledge is an important resource of GEF that supports its strategic objectives to address global environmental concerns. The purpose of knowledge management (KM) is to streamline and improve the impact of UNIDO/GEF funded project in Albania and inform global, regional and national policy dialogues to reverse environmental problems through innovative e-mobility practices. Further on the knowledge-sharing and learning across the UNIDO partnership should be strengthened, particularly through the enhanced support for deepening the local benefits. At country level the KM consider applications to assist national policy to review specific legal and technical direction through new gains in order to consolidate achieved products and learn from other projects as a baseline for future investments.

The KM sub/component will explore the ways to create, manage and disseminate knowledge on e-mobility, tourism and environmental related issues in the project focus area and national wide. The implementation will follow a KM system that will be constantly updated throughout the project implementation period. The approach will explore different ways and processes to better manage knowledge gained and cycles, aiming at interlinking knowledge from multiple stakeholders and end-users. Communities of practice[2] and new technologies such as e-mobility and climate finance mechanism will be tailored to support collaborative and innovative exchanges.

The project will consider from its start developing a comprehensive work plan for building a knowledge management system. To that fact the following steps will be undertaken:

? Creation of KM team (composed with members from the project team and different central and local project partners).

? Preparation of detailed KM implementation plan.

? Build KM tools easily integrated into IT platforms through an open access approach.

The project will focus on streamlining an effective KM roadmap including:

? Improve the information management sharing and collaboration and learning across the partners (other projects/programs, central and local project partners, national agencies active in e-mobility approaches in Albania).

? Strengthen/expand the approaches for up taking the lessons and best practices (use of UNIDO experiences and current projects).

? More systematically integrate knowledge capture, dissemination and learning into UNIDO/GEF project design, implementation and reporting.

In more details:

? Results from the project will be disseminated within and beyond the project intervention zone through existing information sharing networks and forums.

? The project will identify and participate, as relevant and appropriate, in meetings and conferences which may be of benefit to project implementation through lessons learned. The project will identify, analyze and share lessons learned that may be beneficial in the design and implementation of similar future projects.

? The project will incorporate the lessons learned from similar relevant projects in Albania into the media coverage and marketing campaigns with the UN in Albania.

? Different tools such as creation of project website to share its activities, expected impact and the role of the civil society and private sector. Collaboration with other entities through their information exchange platform can be an added channel. Promotion through social media channels, UNIDO portal and participating in EXPOs that in addition to other tools that will be generated on later stage shall be efficient as support to knowledge management. To easily share knowledge and lessons learned within and beyond the project intervention zone, UNIDO?s Open Data Platform will be used to collect relevant reports and data on technology investments projects.

? All knowledge management activities (such as workshops, trainings, awareness raising) will be gender mainstreamed. This includes integration of gender dimensions into project documents (incl. action plans), publications, for instance presenting sex-disaggregated data, gender-energy nexus theory, gender sensitive language in publications, photos showing both women and men, and avoid presenting stereotypes, as well as assuring that women, men and the youth have access to and benefit from the knowledge created.

? Continuous monitoring will be conducted throughout the project life-time. Up-to-date reports will be shared with the main stakeholders. The project will develop strategic communication plan for information exchange with the key organizations active in the area and other international organizations that can pave the way to achieving project targets and outcomes.

As a GEF Implementing Agency, UNIDO has a growing global experience (e.g., China, Philippines, Thailand, Nepal, Tunisia, Albania, South Africa, Malaysia) in the implementation of e-mobility projects and the knowledge and network to be leveraged by the proposed project will consolidate knowledge of the sector within and across UNIDO projects and for global level initiatives. This approach will enable and facilitate knowledge sharing between stakeholders involved in e-mobility to provide an ongoing coordination mechanism that will remain in place beyond the project period.

Moreover, IEA and UNEP will establish four Thematic Working Groups to facilitate exchanges on technical topics between industrialized, developing and emerging countries and to serve as the major knowledge management facility for the GEF Programme and beyond. The overall objective of the Global Thematic Working Groups is to develop knowledge products, tools and trainings that will be disseminated through the Regional Support and Investment Platforms for use by decision-makers in governments and in private sector to prepare for the introduction and scale-up of electric mobility. The work is led by the IEA and UNEP and will be carried out in close collaboration with the leads of the Support and Investment Platforms, as well as the e-mobility Country Child Projects funded by the GEF and the e-mobility city projects funded by the European Commission under the EC SOLUTIONS plus project. All knowledge products developed will be made publicly and freely accessible through a joint GEF 7 / EC SOLUTIONS plus e-mobility on-line toolbox (or in some exceptional cases through the partners dedicated GEF 7 Global Electric Mobility Programme webpages).

Key Deliverables	**Timeline**
KM team is formed up	First 3 months of the project
KM Implementation plan is developed	1st half of the project

Project website is developed and launched	1st half of the project
Strategic communication plan for information exchange with the key organizations is developed	1st half of the project
The main outcomes of key meetings and conferences are reported as news piece in the project website	After key meetings and conferences
Main results and lessons-learned from the project are reported and disseminated	Continuous throughout the project

[1] IEO (2020): Evaluation of Knowledge Management in the GEF. Independent Evaluation Office of GEF, report, p.43

[2] https://saicmknowledge.org/project/chemicals-without-concern

9. Monitoring and Evaluation

Describe the budgeted M and E plan

Project monitoring and evaluation (M&E) will be conducted in accordance with established UNIDO and GEF procedures. The overall objective of the monitoring and evaluation process is to ensure successful and quality implementation of the project by:

i) tracking and reviewing project activities execution and actual accomplishments;

ii) providing visibility into progress as the project proceeds so that the implementation team can take early corrective action if performance deviates significantly from original plans;

iii) adjusting and updating project strategy and implementation plan to reflect possible changes on the ground, results achieved and corrective actions taken;

iv) Ensure linkages and harmonization of project activities with that of other related projects at national, regional and global levels.

According to the Monitoring and Evaluation policy of the GEF and UNIDO, follow-up studies like Country Portfolio Evaluations and Thematic Evaluations can be initiated and conducted. All project partners and contractors are obliged to (i) make available studies, reports and other documentation related to the project and (ii) facilitate interviews with staff involved in the project activities.

At the same time, M&E will comply with the rules and regulations governing the M&E of UNIDO technical cooperation projects, in particular the UNIDO Evaluation Policy and the Guidelines for Technical Cooperation, both in their respective current versions.

A detailed monitoring plan for tracking and reporting on project time-bound milestones and accomplishments will be prepared by the PEE and UNIDO at the beginning of project implementation and then periodically updated. By making reference to the impact and performance indicators defined in the Project Results Framework, the monitoring plan will track, report on and review project activities and accomplishments.

The PEE will be responsible for day-to-day and local management of project activities execution, performance and the tracking of progress towards the achievement of milestones.

UNIDO will be responsible for oversight and tracking overall project milestones and progress towards the attainment of the set project outputs. The PEE will be responsible for narrative reporting to the GEF, and the preparation of Annual Project Implementation Reviews (PIR), in coordination with UNIDO.

Terminal evaluation (TE) will be prepared by an independent evaluator as established in the M&E Plan.

One mid-term review will be carried out and a final independent terminal evaluation at least one month before the completion of the project. UNIDO will make arrangements for the independent terminal evaluation of the project. The UNIDO project manager will inform UNIDO Evaluation Group at least 6 months before project completion about the expected timing for the Terminal Evaluation (TE). The UNIDO Evaluation Group will then manage the terminal evaluation in close consultation with the project manager.

All monitoring and evaluation documents, such as progress reports, terminal evaluation report, and thematic evaluations (e.g., capacity needs assessment), as well as publications reporting on the project, will include gender dimensions wherever adequate. Table below provides the tentative budget for monitoring and the two evaluations, which has been included in Output 4.1 of Project Component 4. UNIDO as the Implementing Agency will involve the GEF Operational Focal Point and project stakeholders in order to ensure the use of the evaluation results for further planning and implementation.

Table: Project?s Indicative Monitoring and Evaluation Work Plan

Type of M&E Activity	**Responsible Partner**	**Budget (USD)**	**Co-financing (USD)** (to be distributed as required during project execution)	**Remarks**	**Timeframe**
Inception Workshop (IW) and inception report	PMU	N/A			Within first two months of project start up
M&E design and tools to collect and record data (performance indicators) including a survey to confirm baseline values for industry, manufacturers, policy makers, gender, etc.	PMU	N/A			Within first two months of project start up

Type of M&E Activity	Responsible Partner	Budget (USD)	Co-financing (USD) (to be distributed as required during project execution)	Remarks	Timeframe
Regular monitoring and analysis of performance indicators (policy change, environmental, social gender) including technical data from technology demonstration projects (e.g., number of vehicles charged, low-carbon electricity generation and supply to EVs, GHG emission reduction potential)	PMU	N/A		It will be part of PMU activity	Regularly to feed into project management and Annual Project Review
Project Implementation Reviews (PIRs)	PMU (for data collection and drafti ng) and UNIDO (to develop final report and submit to the GEF)	N/A			Annually
Annual Project Review to assess project progress and performance	PMU	N/A			Annually prior to the finalization of APR/PIR and to the definition of annual work plans
Steering Committee (SC) Meeting	PMU, UNIDO PM and Project Steering Committee	N/A		It will be part of PMU activity	Annually to coincide with the Annual Project Review and ad hoc when urgent and important decisions need approval of SC

Type of M&E Activity	Responsible Partner	Budget (USD)	Co-financing (USD) (to be distributed as required during project execution)	Remarks	Timeframe
Mid-term evaluation including survey to measure progress against baseline for investments, trainings and policy makers	UNIDO PM, independent external consultants hired by UNIDO. UNIDO Quality Monitoring Division (EVQQUA) in advising on TOR and selection of evaluators, Steering Committee and M&E specialists as required. PMU for data collection.	20,000		Indicative cost	Mid of project
Final survey to measure progress against baseline for projects	UNIDO PM; PMU and M&E specialists as required	N/A		It will be part of PMU activity	At least two months prior to end of the project
Project Terminal Evaluation	UNIDO Independent Evaluation Division (EVQ/IEV), PMU, PM UNIDO HQ and Project Steering Committee, independent external evaluators	23,000		Indicative cost	Evaluation at least one month before the end of the project; report at the end of project implementation
Visits to field sites	PMU	N/A		It will be part of PMU activity	Annually and on project completion
TOTAL indicative cost		43,000			

10. Benefits

Describe the socioeconomic benefits to be delivered by the project at the national and local levels, as appropriate. How do these benefits translate in supporting the achievement of global environment benefits (GEF Trust Fund) or adaptation benefits (LDCF/SCCF)?

Socio-economic benefits:

The project will have multiple socio-economic benefits at the national and local levels. At national level, the shift to electric vehicles will decrease Albania's dependency on imported gasoline and has a significant potential in reducing national deficit and supporting economic development. The project will enhance and promote the access for both women and men to safer, cleaner, and more efficient transport, thereby support economic development by minimizing travel time and reliability of transport modes. The benefits at economic growth will be in improved energy efficiency in energy, employment prosperity and more competitive market. At local level, the project will help create additional jobs and income opportunities through developing technical skills and enable business environment in the emerging sector of e-mobility and thus eventually improve the livelihoods.

Cutting CO2 emissions in tourism mobility is by far the key factor in creating a more sustainable form of tourism.[1] Touristic municipalities should comply with the trends such as sustainable tourism to remain an attractive destination for visitors. For instance, a success story/good practice model that Albanian cities can follow is the case of Slovenia, which confirms its leading role among tourist destinations[2]. Slovenia received the Best of Europe 2020 Award[3] in the field of sustainability, for its sustainable tourism management practices and for involving local communities in tourism activities, while successfully managing the challenges posed by tourist growth trends. The project will increase the awareness of the municipalities and the private tourism enterprises on future-proofing their tourism related income considering increasing sensitivity of the tourists on their emission footprints.

Health benefits:

Besides contribution to climate action, improving the national and local air quality is a critical benefit that will be gained through adoption of EVs. Replacing internal combustion engine (ICE) vehicles with EVs will directly improve the local air quality in urban areas by removing tailpipe emissions of CO2, CO, PM2.5, NO2, SO2, and Volatile Organic Compounds (VOC). In addition, the shift to e-mobility can reduce noise pollution since EVs have very quiet electric motors compared to ICE vehicles. Numerous studies have linked noise pollution to increased anxiety, depression, high blood pressure, heart disease, and stroke. Mitigating harmful emissions and noise pollution will improve the public health (e.g., reduce the lost life years caused by the respiratory diseases linked to breathing polluted air) and well-being.

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[1] ?The impact of the EU car CO 2 regulation on the energy system and the role of electro-mobility to achieve transport decarbonisation?, Energy Policy, Vol. 96, pp. 153-166.

[2] https://www.slovenia.info/en/stories/green-story-of-slovenia

[3] Awarded by the ITB Berlin (Internationale Tourismus-B?rse Berlin)

11. Environmental and Social Safeguard (ESS) Risks

Provide information on the identified environmental and social risks and potential impacts associated with the project/program based on your organization's ESS systems and procedures

Overall Project/Program Risk Classification *

PIF	CEO Endorsement/Approval	MTR	TE
	Medium/Moderate		

Measures to address identified risks and impacts

Elaborate on the types and risk classifications/ratings of any identified environmental and social risks and impacts (considering the GEF ESS Minimum Standards) and any measures undertaken as well as planned management measures to address these risks during implementation.

Please find attached the Environmental and Social Management Plan.

Supporting Documents

Upload available ESS supporting documents.

Title	Module	Submitted
ESMP-GEF7 e-mobility Albania-10610	**CEO Endorsement ESS**	

ANNEX A: PROJECT RESULTS FRAMEWORK (either copy and paste here the framework from the Agency document, or provide reference to the page in the project document where the framework could be found).

Project Strategy	Objectively verifiable indicators (quantified)	Baseline	Target/deliverables	Sources of verification
Project objective	To accelerate low-carbon mobility adoption to reduce emissions in tourism sector in Albania		Direct emission reduction of 329,531 tCO2 eq over the period 2022-2027 and indirect emission reduction of 761,338 tCO2 eq between 2022-2037 20,360 total beneficiaries: women: 10,144 men: 10,216	GEF project tracking tool Project Terminal evaluation
Component 1. Institutionalization of low-carbon mobility				
Outcome 1.1	Low-carbon e-mobility policies at the national and city level to promote the uptake of e-mobility	Insufficient coordination and capacity among government stakeholders and local experts.	Coordination and capacities of main government stakeholders and local experts raised	Policy drafts Minutes of the meetings
Output 1.1.1	Establishment of National EV Steering Committee consist of stakeholders from government, tourism, and transport sectors to advocate behavioral change towards integrated approaches to tackle mobility challenges	Poor coordination between national and local levels; Inconsistent policy signals. Weak inter-ministerial coordination / short leadership tenure undermines long-term transportation strategy.	? Develop ToR on the mandate, chair, setting and operational rules of the EV steering committee as well as short-term and long-term goals and the role of the Gender Focal Point (FP), workplan, and agenda of the meetings ? Conduct at least 2 meetings/year ? Conduct 1 training session on gender and e-mobility, as well as gender sensitive policy planning At least 33% of the members are women	ToR document Minutes of meetings Outcome reports and stakeholders list List of participants in meetings (gender aggregated)

Output 1.1.2	Strategic frame work for urban mobility plans, and investment guidelines focusing on low-carbon electric public transportation are developed	There is no urban mobility plan and integrated investment strategy	? 4 workshops/year to incorporate the input from all the stakeholders from government, municipalities, private sector, civil society ? Strategic framework for urban mobility plans in Berat and Belsh is developed in line with SUMP ? 2 consultation meetings with stakeholders and NGOs; women associations/ organizations that promote GEEW ? Investment Guidelines report/tool (gender-responsive to the gaps and priorities in public transport) is developed for Belsh and Berat ? The municipalities of Berat and Belsh linked with EIP-SCC market place	Strategic framew ork for urban mobility plans an d Investment Guidelines report or tool for Berat and Berat Minutes of meeting with stakeholders and NGOs
Output 1.1.3	Relevant integrated e-mobility and renewable energy policies (e.g., low-carbon transport action plan contributing to NDC) with a focus on incentives, integration with renewable energy and standardization are developed	Lack of integrated policies on low-carbon e-mobility and renewable energy as well as	? Conduct policy / regulatory recommendation workshops as required ? 1 set of policy recommendations report and guidelines in implementation including standardization and social aspects such as gender dimensions in transport prepared and submitted to the government ? 1 draft regulatory report on e-mobility and its contribution to NDC is prepared and submitted to the government	Minutes of policy workshops Policy recommendations and implementation guidelines Draft regulatory revision plan
Component 2. Short-term barrier removal through e-mobility infrastructure demonstration in the target municipalities of Berat and Belsh				

Outcome 2.1	Nationally generated evidence-based data on EV infrastructure investments facilitate accelerated adoption of e-mobility by the public and private sector	Insufficient evidence-based data on e-mobility technology investment in Albania. Some relevant demonstration pilot project for e-mobility are being introduced	Shortlisted projects are made investment ready Selected pilot technologies implemented Pre-feasibilities and feasibility studies prepared	Feasibility Studies: Technical and Financial Technology implementation report dissemination material
Output 2.1.1	Technical assistance provided to the shortlisted pipeline projects	Documents not in place, currently under consultations within the Government	? 4 pre-feasibility studies or equivalent technical assessment for the listed projects in Berat and Belsh ? 2 full technical and financial feasibility including technology delivery plan ? 2 workshops using participatory concepts and methodologies to ensure that the planning, implementation, supervision and monitoring of the project will involve and benefit women and men equally stakeholder and beneficiary assessments.	Design and technical assessment documents of the concept projects (feasibility studies, technical reports, procurement plan, letters of intent)
Output 2.1.2	Low-carbon e-mobility infrastructure technologies implemented to demonstrate environmental and economic benefits as well as replicability in touristic cities	Limited number of initiatives are introduced in capital city of Tirana	? Investment support provided to the selected 2 projects and facilitated mobilization of financing and resources (e.g., 4 charging stations implemented) ? 2 community consultation meetings on project design and implementation as well as social and environmental aspects including at least 1 women associations/ organizations involved in the stakeholder consultations ? Develop 4 key fact-sheets or brochures to disseminate the investment and technical data from the pilot technology projects	Minutes of Meetings and the list of attendants (gender aggregated) ? 2 Technology implementation report ? 4 dissemination material (e.g., pilot project fact-sheet) is developed and shared through stakeholders` (municipalities, ministries, Association for Local Autonomy, and private sector) network
Component 3. Preparing for scale-up and wider uptake of low carbon electric mobility interventions through partnerships, knowledge management and capacity building activities				

Outcome 3.1	The capacities of government, municipalities and private sector are enhanced to replicate and scale up electric mobility investments		Trainings and workshops listed below	Trainings conducted List of participants Training material Meeting minutes
Output 3.1.1	Participation and contribution in Global Electric Mobility Programme through global events, annual meetings, targeted training programmes to promote the replicability		? 2-3 events / exchanges with the Global Programme (at least 35% women)	
Output 3.1.2	Institutional capacity of policymakers and target municipalities on integrated e-mobility and renewable energy and environmentally sound management of end-of-life batteries are stregthened		? Supporting Berat and Belsh municipalities on climate-smart capital investment planning with focus on e-mobility infrastructure, renewable energy and sustainable tourism through 3 training sessions delivered (at least 40% women) ? Conduct 4 workshops to policy makers on integrated e-mobility and renewable energy adoption and waste management of batteries (e.g., second life, recycling) ? At least 2 meetings with local women organizations to mobilize women?s participation to the trainings and integrate the transport- related needs and priorities with a focus towards gender equality into training curricula ? 1 workshop session on social/gender dimension of transport	List of participants (gender aggregated) Minutes of Meeting Report Training material List of attendants (gender aggregated) Meeting minutes

Output 3.1.3	Technical capacity and awareness of local market actors in electric mobility are enhanced		? Develop training curricula in the context of transport services and e-vehicles including gender dimensions ? Training plan is prepared for the private sector representatives, technicians, and engineers (at least 40% women) ? 4 technical trainings for the operators of the technology center in Belsh	Training Curriculum Training Plan Meeting minutes
Component 4. Monitoring and evaluation				
Outcome 4.1	Adequate monitoring of all project indicators in line with GEF, UNIDO and Government of Albania requirements	N/A	? The project activities continuously monitored against the project targets and timeline ? Gender action plan and ESMP implementation training delivered to project management ? The data below is collected during the project for all activities: - # and proportion (%) of women project staff who participate in capacity-building workshops and activities - # and proportion (%) of women employed by project office at a professional level and jobs created (gender-aggregated) All the progress reports include the progress on the implementation of the Gender Analysis and Action Plan	Progress reports MTR TE
Output 4.1.1	Monitoring and mid-term review	N/A	Regular monitoring of project execution Mid-term review evaluation report conducted	Project Implementation Report (PIR) Mid-term review document (MTR)
Output 4.1.2	Independent terminal evaluation conducted	N/A	Terminal evaluation conducted by third-party independent experts	Terminal evaluation report (TE)

ANNEX B: RESPONSES TO PROJECT REVIEWS (from GEF Secretariat and GEF Agencies, and Responses to Comments from Council at work program inclusion and the Convention Secretariat and STAP at PIF).

Please find attached it attached under Annexures. The file is too big to be introduced here.

ANNEX C: Status of Utilization of Project Preparation Grant (PPG). (Provide detailed funding amount of the PPG activities financing status in the table below:

Project Preparation Activities Implemented	*GETF/LDCF/SCCF Amount ($)*		
	Budgeted Amount	*Amount Spent To date*	*Amount Committed*
	50,000	31,000	19,000
Total	50,000	31,000	19,000

PPG Completion Report

The following activities are conducted during the PPG work plan:

- Stakeholder engagement activities during PPG (consultations, workshops, steering committee)
- Disclosure of relevant studies and information to stakeholders
- Analysis of baseline and ongoing/planned initiatives
- Collection of baseline data on relevant sectors/technologies
- Preparation of relevant technical feasibility studies
- Preparation of environment and social impact assessments (ESIAs) and environmental and social management plan (ESMP) (for Category A projects)
- Preparation of environmental and social management plan (ESMP) (for Category B projects)
- Gender Assessments
- Description of the project implementation/execution modalities and agencies (incl. draft TOR for contractual arrangements, assessments of proposed executing agency capacity)
- Obtaining of co-financing letters from donors, NGOs, Agencies and government
- Finalization of project documents

Activities	**Budgeted Amount**	**Amount spent/committed to date**	**Timeline [1]**	**Verification at CEO endorsement submission**
Assessing the capacity of the proposed national executing agency (NCETSD) and drafting ToR	13,500[2]	13,500	Sep 2020 ? Apr 2021	Done. Internal Project Execution Assessment report (PEAR) based on HACT methodology is conducted. The capacity of the project executing entity has been found adequate. ToR for national execution is developed.

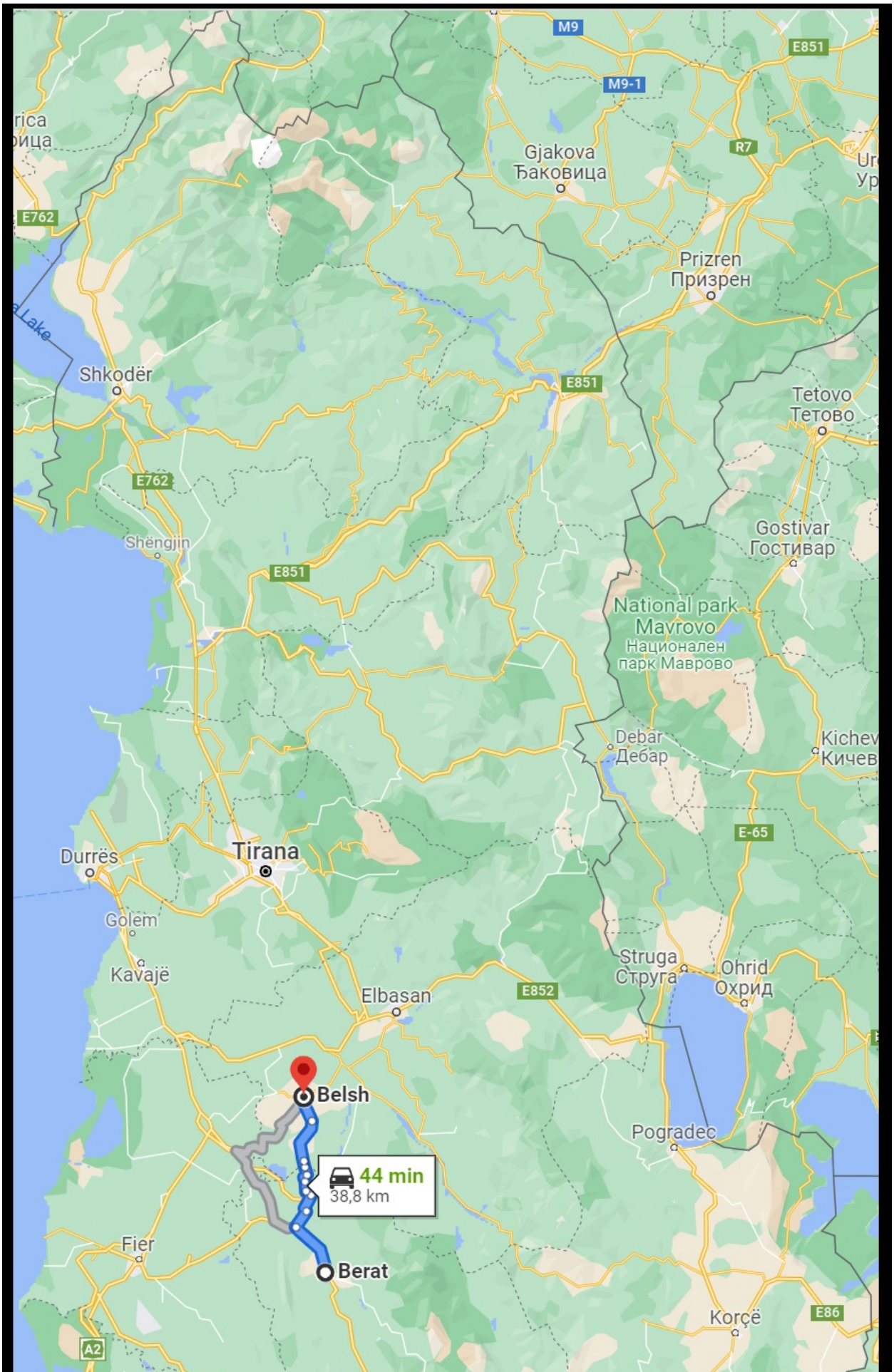
Development of the Environmental and Social Management Plan (ESMP) outlining the relevant risks as well as the mitigation measures ESMP for the project	36,500	36,500	Sep 2020 ? Apr 2021	Done. ESMP is developed and shared along with the submission package.
Pre-feasibility studies on e-mobility investments				Done (equivalent activity). The project analyzed the project concepts and shortlisted pipeline projects to provide TA assistance.
Development of the gender analysis and action plan				Done. Gender Analysis and action plan is developed and shared along with the submission package.
Verifying the baseline data on mobility, urban challenges and tourism sector				Done. The baseline information is verified and incorporated into project.
Stakeholder consultations with EV producers on mobilizing additional co-financing				Done. The outcome of the discussion with Alba light ltd integrated into project. Co-financing letter is obtained.
Stakeholder consultations and workshops to verify the CEO endorsement project document				Done. The project team conducted inception and validation workshop along with bilateral meetings with national stakeholders.
Formal validation of the CEO approval document, UNIDO internal review and submission to GEF Sec			May ? Dec 2021	Ongoing
Total	50,000	50,000		

[1] Assuming approval by June 2020; PPG funds availability by August 2020

[2] As per Procurement?s price list

ANNEX D: Project Map(s) and Coordinates

Please attach the geographical location of the project area, if possible.


M9
E851
M9-1
R7
E762
Gjakova
Ђаковица
Prizren
Призрен
Shkodër
E851
Tetovo
Тетово
E762
Shëngjin
E851
Gostivar
Гостивар
National park
Mavrovo
Национален
парк Маврово
Debar
Дебар
Kichev
Кичев
E-65
Durrës
Tirana
Golem
Kavajë
Struga
Струга
Ohrid
Охрид
Elbasan
E852
Belsh
Pogradec
44 min
38,8 km
Fier
Berat
Korçë
E86
A2

ANNEX E: Project Budget Table

Please attach a project budget table.

In this section, activity based budget table for total year (i), and indicative budget tables per year (ii) are provided. Please refer to the budget annex for further details.

i. Activity based budget table for total years

Activity No	Activity	Budget (year 1-5)
1.1.1.1	Develop ToR on the mandate, chairs, organization and operations of the National EV Steering Committee	10,000
1.1.1.2	Conduct bi-annual EV Steering Committee meetings among national stakeholders to improve coordination on shift to electric mobility	10,000
1.1.2.1	Develop strategic framework for urban mobility plans prioritizing low-carbon e-mobility transport in the municipalities of Berat and Belsh	30,000
1.1.2.2	Conduct public-private dialogue meetings on low-carbon e-mobility investments	5,000
1.1.2.3	Investment guidelines for Belsh and Berat prioritizing renewable energy and e-mobility transport	25,000
1.1.3.1	Policy recommendations and implementation guidelines on e-mobility and diversification of renewable energy supply, contribution to NDC	70,000
2.1.1.1	Pre-feasibility and technical design including environmental, energetic, social and gender dimensions with focus on renewable energy-EV integration based on the best international experience	30,000
2.1.1.2	Technical assistance (e.g., support the technical assistance and financial and technical feasibility studies) for 2 projects	90,000
2.1.2.1	E-mobility and renewable energy infrastructure technologies implemented for selected projects	255,000
2.1.2.2	Develop key-fact sheet on the technology projects and disseminate	5,857
3.1.1.1*	Participation in Global Programme event and knowledge exchange	40,000
3.1.2.1	Workshop for policymakers on integrated e-mobility and renewable energy and environmentally sound management of end-of-life batteries	25,000
3.1.2.2	Training for target municipalities on integrated e-mobility and renewable energy investments and environmentally sound management of end-of-life batteries	20,000
3.1.3.1	Support developing curriculum and guidelines for technical capacity building laboratory	35,000
4.1.2.1	Independent mid-term review conducted	20,000
4.1.2.2	Independent terminal evaluation on the project conducted at the end of the project	23,000
	Sub-total	693,857
PMC	Project Management Unit	69,385
	Total	**763,242**

* includes the costs related to travel to global programme workshops and events

ii. Activity based budget table per year (1-5)

Project Budget Table (indicative)

YEAR 1			Component (USD)													
			Component 1			Component 2		Component 3			Component 4				Total (USD)	Responsible Entity
Expenditure Category	Activity	Detailed Description	Outcome 1.1			Outcome 2.1		Outcome 3.1			Outcome 4.1		Sub-Total	PMC		
			Output 1.1.1	Output 1.1.2	Output 1.1.3	Output 2.1.1	Output 2.1.2	Output 3.1.1	Output 3.1.2	Output 3.1.3	Output 4.1.1	Output 4.1.2				
Contractual services	1.1.1.1	Develop ToR on the mandate, chairs, organization and operations of the National EV	10.000,00										10.000,00		10.000,00	NCETSD
	1.1.1.2	Conduct bi-annual EV Steering Committee meetings and facilitate knowledge sharing	2.000,00										2.000,00		2.000,00	NCETSD
	1.1.2.1	Develop strategic framework for urban mobility plans prioritizing low-carbon e-mobility		10.000,00									10.000,00		10.000,00	NCETSD
	1.1.2.2	Conduct public-private dialogue meetings on low-carbon e-mobility investments		5.000,00									5.000,00		5.000,00	NCETSD
	1.1.2.3	Investment guidelines for Belsh and Berat prioritizing low-carbon e-mobility transport		10.000,00									10.000,00		10.000,00	NCETSD
	2.1.1.1	Pre-feasibility and technical design including environmental, energetic, social and gender				30.000,00							30.000,00		30.000,00	NCETSD
	2.1.1.3	Technical assistance (e.g., support the full financial and technical feasibility studies) for 2					20.000,00						20.000,00		20.000,00	NCETSD
	3.1.1.1	Participation in Global Programme event and knowledge exchange*						7.500,00					7.500,00		7.500,00	NCETSD
	PMC	Project Coordinator											0,00	9.000,00	9.000,00	NCETSD
	PMC	Project Assistance											0,00	5.000,00	5.000,00	NCETSD
sub-total			12.000,00	25.000,00	0,00	30.000,00	20.000,00	7.500,00	0,00	0,00	0,00	0,00	94.500,00	14.000,00	108.500,00	
grand total			12.000,00	25.000,00	0,00	30.000,00	20.000,00	7.500,00	0,00	0,00	0,00	0,00	94.500,00	14.000,00	108.500,00	

*includes the costs related to travel to global programme workshops and events

YEAR 2			Component (USD)													
			Component 1			Component 2		Component 3			Component 4				Total (USD)	Responsible Entity
Expenditure Category	Activity	Detailed Description	Outcome 1.1			Outcome 2.1		Outcome 3.1			Outcome 4.1		Sub-Total	PMC		
			Output 1.1.1	Output 1.1.2	Output 1.1.3	Output 2.1.1	Output 2.1.2	Output 3.1.1	Output 3.1.2	Output 3.1.3	Output 4.1.1	Output 4.1.2				
Contractual services	1.1.1.2	Conduct bi-annual EV Steering Committee meetings and facilitate knowledge sharing	2.000,00										2.000,00		2.000,00	NCETSD
	1.1.2.1	Develop strategic framework for urban mobility plans prioritizing low-carbon e-mobility		20.000,00									20.000,00		20.000,00	NCETSD
	1.1.2.3	Investment guidelines for Belsh and Berat prioritizing low-carbon e-mobility transport		15.000,00									15.000,00		15.000,00	NCETSD
	1.1.3.1	Policy recommendations and implementation guidelines			70.000,00								70.000,00		70.000,00	NCETSD
	2.1.1.2	Technical assistance (e.g., support the full financial and technical feasibility studies) for 2					40.000,00						40.000,00		40.000,00	NCETSD
	3.1.1.1	Participation in Global Programme event and knowledge exchange						7.500,00					7.500,00		7.500,00	NCETSD
	3.1.2.1	Workshop for policymakers on integrated e-mobility and renewable energy and							10.000,00				10.000,00		10.000,00	NCETSD
	3.1.2.2	Training for target municipalities on integrated e-mobility and renewable energy investments							5.000,00				5.000,00		5.000,00	NCETSD
	4.1.1.1	Independent mid-term review conducted									20.000,00		20.000,00		20.000,00	UNIDO
	PMC	Project Coordinator											0,00	9.000,00	9.000,00	NCETSD
	PMC	Project Assistance											0,00	5.000,00	5.000,00	NCETSD
sub-total			2.000,00	35.000,00	70.000,00	0,00	40.000,00	7.500,00	15.000,00	0,00	20.000,00	0,00	189.500,00	14.000,00	203.500,00	
grand total			2.000,00	35.000,00	70.000,00	0,00	40.000,00	7.500,00	15.000,00	0,00	20.000,00	0,00	189.500,00	14.000,00	203.500,00	

YEAR 3			Component (USD)													
			Component 1			Component 2		Component 3			Component 4				Total (USD)	Responsible Entity
Expenditure Category	Activity	Detailed Description	Outcome 1.1			Outcome 2.1		Outcome 3.1			Outcome 4.1		Sub-Total	PMC		
			Output 1.1.1	Output 1.1.2	Output 1.1.3	Output 2.1.1	Output 2.1.2	Output 3.1.1	Output 3.1.2	Output 3.1.3	Output 4.1.1	Output 4.1.2				
Contractual services	1.1.1.2	Conduct bi-annual EV Steering Committee meetings and facilitate knowledge sharing	2.000,00										2.000,00		2.000,00	NCETSD
	2.1.1.2	Technical assistance (e.g., support the full financial and technical feasibility studies) for 2				30.000,00							30.000,00		30.000,00	NCETSD
	2.1.2.1	E-mobility infrastructure technologies					150.000,00						150.000,00		150.000,00	NCETSD
	3.1.1.1	Participation in Global Programme event and knowledge exchange						7.500,00					7.500,00		7.500,00	NCETSD
	3.1.2.1	Workshop for policymakers on integrated e-mobility and renewable energy and							5.000,00				5.000,00		5.000,00	NCETSD
	3.1.2.2	Training for target municipalities on integrated e-mobility and renewable energy investments							5.000,00				5.000,00		5.000,00	NCETSD
	3.1.3.1	Support developing curriculum and guidelines for technical capacity building laboratory								15.000,00			15.000,00		15.000,00	NCETSD
	PMC	Project Coordinator											0,00	9.000,00	9.000,00	NCETSD
	PMC	Project Assistance											0,00	5.000,00	5.000,00	NCETSD
sub-total			2.000,00	0,00	0,00	30.000,00	150.000,00	7.500,00	10.000,00	15.000,00	0,00	0,00	214.500,00	14.000,00	228.500,00	
grand total			2.000,00	0,00	0,00	30.000,00	150.000,00	7.500,00	10.000,00	15.000,00	0,00	0,00	214.500,00	14.000,00	228.500,00	

YEAR 4			Component (USD)													
			Component 1			Component 2		Component 3			Component 4				Total (USD)	Responsible Entity
Expenditure Category	Activity	Detailed Description	Outcome 1.1			Outcome 2.1		Outcome 3.1			Outcome 4.1		Sub-Total	PMC		
			Output 1.1.1	Output 1.1.2	Output 1.1.3	Output 2.1.1	Output 2.1.2	Output 3.1.1	Output 3.1.2	Output 3.1.3	Output 4.1.1	Output 4.1.2				
Contractual services	1.1.1.2	Conduct bi-annual EV Steering Committee meetings and facilitate knowledge sharing	2.000,00										2.000,00		2.000,00	NCETSD
	2.1.2.1	E-mobility infrastructure technologies implemented					105.000,00						105.000,00		105.000,00	NCETSD
	3.1.1.1	Participation in Global Programme event and knowledge exchange						7.500,00					7.500,00		7.500,00	NCETSD
	3.1.2.1	Workshop for policymakers on integrated e-							5.000,00				5.000,00		5.000,00	NCETSD
	3.1.2.2	Training for target municipalities on integrated e-mobility and renewable energy investments							5.000,00				5.000,00		5.000,00	NCETSD
	3.1.3.1	Support developing curriculum and guidelines for technical capacity building laboratory								20.000,00			20.000,00		20.000,00	NCETSD
	PMC	Project Coordinator											0,00	9.000,00	9.000,00	NCETSD
	PMC	Project Assistance											0,00	5.385,00	5.385,00	NCETSD
sub-total			2.000,00	0,00	0,00	0,00	105.000,00	7.500,00	10.000,00	20.000,00	0,00	0,00	144.500,00	14.385,00	158.885,00	
grand total			2.000,00	0,00	0,00	0,00	105.000,00	7.500,00	10.000,00	20.000,00	0,00	0,00	144.500,00	14.385,00	158.885,00	

ANNEX F: (For NGI only) Termsheet

Instructions. Please submit an finalized termsheet in this section. The NGI Program Call for Proposals provided a template in Annex A of the Call for Proposals that can be used by the Agency. Agencies can use their own termsheets but must add sections on Currency Risk, Co-financing Ratio and Financial Additionality as defined in the template provided in Annex A of the Call for proposals. Termsheets submitted at CEO endorsement stage should include final terms and conditions of the financing.

not applicable.

ANNEX G: (For NGI only) Reflows

Instructions. Please submit a reflows table as provided in Annex B of the NGI Program Call for Proposals and the Trustee excel sheet for reflows (as provided by the Secretariat or the Trustee) in the Document Section of the CEO endorsement. The Agencys is required to quantify any expected financial return/gains/interests earned on non-grant instruments that will be transferred to the GEF Trust Fund as noted in the Guidelines on the Project and Program Cycle Policy. Partner Agencies will be required to comply with the reflows procedures established in their respective Financial Procedures Agreement with the GEF Trustee. Agencies are welcomed to provide assumptions that explain expected financial reflow schedules.

not applicable.

ANNEX H: (For NGI only) Agency Capacity to generate reflows

Instructions. The GEF Agency submitting the CEO endorsement request is required to respond to any questions raised as part of the PIF review process that required clarifications on the Agency Capacity to manage reflows. This Annex seeks to demonstrate Agencies? capacity and eligibility to administer NGI resources as established in the Guidelines on the Project and Program Cycle Policy, GEF/C.52/Inf.06/Rev.01, June 9, 2017 (Annex 5).

not applicable.