GEF-8 Program Framework Document (PFD)

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General Program Information

Program Title
Global Programme to Support Countries to Upscale Integrated Electric Mobility Systems - Addendum June 2024

Country(ies)	GEF Program ID
Global Palau Rwanda	11516
Lead GEF Agency:	GEF Agency Program ID
UNEP	
Other GEF Agenc(ies):	Submission Date
	3/15/2024

Type of Trust Fund
GET

Anticipated Program Executing Entity(s):	Anticipated Program Executing Partner Type(s):
Bureau of Budget and Planning, Ministry of Finance (Palau) Rwanda Environment Management Authority (REMA) t.b.d (Palau)	Government Government
Sector (Only for Programs on CC):	Project Duration (Months):
Transport/Urban	48
GEF Focal Area (s)	Program Commitment Deadline:
Multi Focal Area	12/28/2025

Taxonomy

Climate Change, Climate Change Mitigation, Sustainable Urban Systems and Transport, Focal Areas, Chemicals and Waste, Waste Management, Hazardous Waste Management, Influencing models, Stakeholders, Gender Equality, Capacity, Knowledge and Research, Demonstrate innovative approache, Strengthen institutional capacity and decision-making, Transform policy and regulatory environments, Type of Engagement, Participation, Information Dissemination, Consultation, Civil Society, Non-Governmental Organization, Academia, Community Based Organization, Private Sector, Individuals/Entrepreneurs, Capital providers, Financial intermediaries and market facilitators, SMEs, Communications, Gender Mainstreaming, Women groups, Beneficiaries, Gender results areas, Access and control over natural resources, Knowledge Exchange, South-South, Peer-to-Peer, Knowledge Generation, Capacity Development, Targeted Research, Learning

GEF Program Financing (a)	PPG Amount: (c)
3,120,509.00	90,500.00

Agency Fee(s): (b)	PPG Agency Fee(s): (d)
280,846.00	8,145.00
Total GEF Project Financing: (a+b+c+d)	Total Co-financing
3,500,000.00	8,150,000.00
Project Tags	
CBIT: No SGP: No	
Program:	
Other Program	

Program Summary

Please update those parts that are new in the Addendum (i. e. list of countries, GEBs, etc.)

Increased demand for transportation of persons and goods in low and middle-income countries (LMICs[1][1]) is driving the growth of energy use and GHG emission from the road transport sector globally. The GEF-UNEP Global Electric Mobility Programme is targeting this issue by supporting the global shift to zero emissions electric mobility with a focus on LMICs and by addressing the mitigation of negative side effects related to the end-of-life of used electric vehicles and their batteries.

UNEP is working with partners to actively support more than 50 LMICs, implementing grants close to USD 100 million, and leveraging co-finance exceeding USD 500 million. Under this global programme, currently 32 country projects and a global support programme are funded through GEF-7 amounting to almost USD 80 million. The E-Mobility Programme is active on the global, regional and country levels, combining technical assistance, investment, outreach and awareness campaigns through Global Thematic Working Groups, Regional Support and Investment Platforms and more than 50 country projects, which are actively working on all aspects of e-mobility including institutionalization, policy, business and finance, sustainability and also the implementation of pilot projects

The GEF-8 “Global Programme to Support Countries to Upscale Integrated Electric Mobility Systems” aims to widen the set of countries working on the subject, support investment into upscaled integrated e-mobility projects and establish a global framework to address key challenges related to used electric vehicles (EVs), end-of-life electric vehicles and batteries & circularity. It will build on and continue the activities started under the GEF-7 programme and make use of the structures and institutional set-up already established. It will increase the number of countries to implement GEF funded Child Projects to introduce and upscale integrated electric mobility systems from 32 to 41 (including the 2 countries added with this addendum for 2024 June council), expanding UNEPs Global Programme to more than 60 Country Projects, and aiming at an additional funding provided under the GEF-8 System for Transparent Allocation of Resources (STAR) of almost USD 18 million. Other countries have expressed interest in joining the programme at a later stage. The programme will cooperate with leading financing institutions including the Green Climate Fund (GCF) to up-scale the activities funded by the GEF and work together with other initiatives such as the Zero Emission Vehicle Transition Council (ZEVTC) to facilitate matchmaking of funding opportunities with project proposals.

The first round of GEF-8 submission included 7 new country projects that expected to result in GHG emission reductions of about 11 million tons of CO2 (3 million direct and 8 million indirect) During the second round, the 2 additional countries estimate additional reductions of more than 1 million tons of CO2 (0.3 million direct and 0.7 million indirect), thus a total for GEF-8 of around 12 million tons of CO2. In addition to these GHG emission savings, coming from the country projects, the global project will lead to the reduction of persistent organic pollutants (POPs) for which indicative targets are 3.7 metric tons (sub-indicator 9.1) and 170 metric tons (sub-indicator 9.6), as well as 0.1 grams of toxic equivalent (indicator 10). Finally, in total, the programme expects to directly benefit 29,510 people (out of which 45% women).

[1] LMIC is a broad concept based on gross national income (GNI), with middle income countries having a GNI per capita of up to US$ 12,535 as per 2021 World Bank definition) and comprises countries at very different stages of development. The effort to accelerate the transition to integrated e-mobility will be adapted to country specific conditions and needs.

[2] More than 70% of the total emission reductions of the GEF-7 programme are realized in India.

Indicative Program Overview

Program Objective

The GEF-8 “Global Programme to Support Countries to Upscale Integrated Electric Mobility Systems” aims at upscaling integrated e-mobility system projects including investment and to establish a global framework to address key challenges of used electric vehicles, end-of-life electric vehicles and batteries & circularity [Unchanged from original PFD]

Program Components

Component 1 Knowledge creation, capacity building, planning and institutionalization

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing ($)	Co-financing ($)
290,000.00	350,000.00

Program Outcome:

Outcome 1.1

Decision makers in the countries demonstrate improved capacity to set up institutions and apply national planning frameworks to upscale integrated electric mobility systems.

Indicator 1.1.1 # of new or improved national planning frameworks and/or institutions set up

Indicator 1.1.2 # of knowledge products developed by the programme on integrated e-mobility systems used by practitioners

Indicator 1.1.3 # of stakeholders applying training on integrated e-mobility systems at national, regional and global levels

Outcome 1.2

Authorities at the global, regional, and national level, private sector and international & civil society organizations have built consensus and a draft policy framework through a Global Partnership on Used EVs, End-of-Life of EVs and Batteries & Circularity.

Indicator 1.2.1 # of organizations contributing to knowledge products developed by the Global Partnership on Used EVs, End-of-Life of EVs and Batteries & Circularity

Indicator 1.2.2 # of knowledge products on Used EVs, End-of-Life of EVs and Batteries & Circularity used by practitioners

Indicator 1.2.3 # of stakeholders applying training on Used EVs, End-of-Life of EVs and Batteries & Circularity at national, regional and global levels

Component 1

Component Type	Trust Fund
Investment	GET
GEF Program Financing ($)	Co-financing ($)
Program Outcome:	

Component 2 Readiness for upscaling of integrated e-mobility systems

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing ($)	Co-financing ($)
700,000.00	2,450,000.00
Program Outcome:	

Outcome 2.1

Governments and other authorities have endorsed policies, and have designed business models and financing schemes to accelerate the uptake of integrated electric mobility systems.

Indicator 2.1.1 # of countries with new or revised regulatory frameworks on integrated e-mobility systems submitted for adoption

Indicator 2.1.2 # of countries with new and revised business models and financing schemes designed

Indicator 2.1.3 # of new or revised regulatory frameworks on integrated e-mobility systems submitted for adoption

Indicator 2.1.4 # of new and revised business models and financing schemes designed

Outcome 2.2

Governments, private sector and other authorities have endorsed policy frameworks for used EV trade , end-of-life of EVs and batteries & circularity.

Indicator 2.2.1 # of countries with new or revised regulation and planning frameworks for used EV trade , EV and battery end-of-life and circularity submitted for adoption

Indicator2.2.2 # of harmonized regulations and policies on used EVs, end-of-life of EVs and batteries & circularity at regional and sub-regional level submitted for adoption regionally / sub regionally

Indicator 2.2.3 # of global guidelines / voluntary agreements / standards endorsed by EV and EV supply industry

Indicator 2.2.4 # of business models/financing instruments/private sector initiatives related to EOL EVs/batteries

Component 2

Component Type	Trust Fund
Investment	GET
GEF Program Financing ($)	Co-financing ($)
Program Outcome:	

Component 3 Investment into integrated e-mobility systems and the handling of used electric vehicle trade, electric vehicle and battery end-of-life & circularity

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing ($)	Co-financing ($)
674,119.00	400,000.00
Program Outcome:	

Outcome 3

Countries invest in piloting and upscaling integrated e-mobility systems including the handling of EV and battery end-of-life treatment.

Indicator 3.1 # of countries generating evidence from pilots supported by the programme on the technical, financial viability and/or environmental benefits of integrated electric mobility systems and sharing with the knowledge hub

Indicator 3.2 # of countries with concepts for integrated e-mobility system upscaling projects and battery end-of-life facilities submitted to financiers

Component 3

Component Type	Trust Fund
Investment	GET
GEF Program Financing ($)	Co-financing ($)
800,000.00	3,900,000.00
Program Outcome:	

Outcome 3

Indicator 3.3 amount public or private investment (in US$) leveraged as a consequence or in connection with the GEF Program

Indicator 3.4 # of financiers/financial institutions that invest in Programme supported pilots

Component 4 Integrated electric mobility systems advocacy, coordination and communications programme

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing ($)	Co-financing ($)
274,658.00	400,000.00

Program Outcome:

Outcome 4

Results of the programme are widely disseminated, and key developments, best practices and other lessons learned are shared to promote wider uptake of integrated electric mobility systems including used EVs, end-of-life of EVs and batteries & circularity by market actors in programme and non-programme countries.

Indicator 4.1 # of countries generating and sharing best practices and other lessons learned on low-carbon electric mobility

Indicator 4.2 # of relevant publications using datasets to track e-mobility markets and policy frameworks generated through the country projects

Indicator 4.3 # of non-e-mobility programme countries participating in programme events committing to up-scaling integrated electric mobility systems

Component 4

Component Type	Trust Fund
Investment	GET
GEF Program Financing ($)	Co-financing ($)

Program Outcome:

M&E

Component Type	Trust Fund
Technical Assistance	GET
GEF Program Financing ($)	Co-financing ($)
160,000.00	50,000.00

Program Outcome:

Outcome 5

Project is effectively monitored and evaluated

Indicator 5.1 # of M&E products delivered

Component Balances

Project Components	GEF Project Financing ($)	Co-financing ($)
Component 1 Knowledge creation, capacity building, planning and institutionalization	290,000.00	350,000.00
Component 1		
Component 2 Readiness for upscaling of integrated e-mobility systems	700,000.00	2,450,000.00
Component 2		
Component 3 Investment into integrated e-mobility systems and the handling of used electric vehicle trade, electric vehicle and battery end-of-life & circularity	674,119.00	400,000.00
Component 3	800,000.00	3,900,000.00
Component 4 Integrated electric mobility systems advocacy, coordination and communications programme	274,658.00	400,000.00
Component 4		
M&E	160,000.00	50,000.00
Subtotal	**2,898,777.00**	**7,550,000.00**
Project Management Cost	221,732.00	600,000.00
Total Program Cost ($)	**3,120,509.00**	**8,150,000.00**

Please provide Justification

The PMC is above 5% since new child projects are MSPs.

PROGRAM OUTLINE

Please use this space to provide a description of all aspects of the Program design that are appropriate for the additional countries being brought into the Program. That includes information from the Program Rationale and Policy Requirements that are not displayed in this Addendum template. Please use subheadings as necessary

The program description remains unchanged except from list of countries and expected impacts (as per indicated in the summary).

In addition, the table of overview of countries NDCs was completed with lines for the two new countries:

Country	Nationally Determined Contribution (NDC) that correlate with zero emission mobility
Palau	As per its NDC, Palau commits to an absolute energy sector emissions reduction target, with additional reductions coming from the waste and transport sectors. Importantly, it targets 22% energy sector emissions reductions below 2005 levels by 2025. Its reduction commitment covers the following sectors: energy (electricity generation), transport and waste. Moreover, as per Palau's Climate Change Policy (2015), its high-level government objectives and priorities for Mitigation include Energy efficiency and Energy Conservation, particularly through the promotion of energy efficient transport, low-carbon vehicles and energy efficient vehicles/equipment. Thus, its stated priorities correlate significantly with the objective of this programme and the emphasis on EVs and zero emission mobility.
Rwanda	Unconditional Mitigation Contribution: A reduction of 16% relative to BAU in the year 2030; equivalent to an estimated mitigation level of 1.9 million tonnes of carbon dioxide equivalent (tCO2 e) in that year. Conditional Mitigation Contribution: An additional reduction of 22 per cent relative to BAU in the year 2030; equivalent to an estimated mitigation level of 2.7 million tCO2 e in that year. Rwanda's NDC estimates that the overall GHG mitigation potential from the energy sector is 1.53 MtCO2e, with electric vehicles contributing to roughly 9% of the mitigation potential, and vehicle standards contributing another 10% to this reduction. To reduce atmospheric pollution levels from the transport sector, the government has therefore committed to reducing the number of imported used cars by increasing taxes and plans the introduction of electric vehicles from 2020 onwards as part of its 'e-mobility' program. Other key transport strategies include bus promotion as part of public transport development, replacement of minibuses by modern buses and the promotion of mass rapid transportation.

Table On 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_2e (direct)	322971	0	0	0
Expected metric tons of CO_2e (indirect)	751863	0	0	0

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

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)
Expected metric tons of CO_2e (direct)				
Expected metric tons of CO_2e (indirect)				
Anticipated start year of accounting				
Duration of accounting				

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

Total Target Benefit	(At PIF)	(At CEO Endorsement)	(Achieved at MTR)	(Achieved at TE)

Expected metric tons of CO_2e (direct)	322,971			
Expected metric tons of CO_2e (indirect)	751,863			
Anticipated start year of accounting	2030			
Duration of accounting	10			

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)	11,485,192,262			

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

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

Indicator 9 Chemicals of global concern and their waste reduced

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)
0.00	0.00	0.00	0.00

Indicator 9.1 Solid and liquid Persistent Organic Pollutants (POPs) removed or disposed (POPs type)

POPs type	Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.2 Quantity of mercury reduced (metric tons)

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.3 Hydrochloroflurocarbons (HCFC) Reduced/Phased out (metric tons)

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.4 Number of countries with legislation and policy implemented to control chemicals and waste (Use this sub-indicator in addition to one of the sub-indicators 9.1, 9.2 and 9.3 if applicable)

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

Indicator 9.5 Number of low-chemical/non-chemical systems implemented, particularly in food production, manufacturing and cities (Use this sub-indicator in addition to one of the sub-indicators 9.1, 9.2 and 9.3 if applicable)

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

Indicator 9.6 POPs/Mercury containing materials and products directly avoided

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.7 Highly Hazardous Pesticides eliminated

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 9.8 Avoided residual plastic waste

Metric Tons (Expected at PIF)	Metric Tons (Expected at CEO Endorsement)	Metric Tons (Achieved at MTR)	Metric Tons (Achieved at TE)

Indicator 10 Persistent organic pollutants to air reduced

Grams of toxic equivalent gTEQ (Expected at PIF)	Grams of toxic equivalent gTEQ (Expected at CEO Endorsement)	Grams of toxic equivalent gTEQ (Achieved at MTR)	Grams of toxic equivalent gTEQ (Achieved at TE)
0.00			

Indicator 10.1 Number of countries with legislation and policy implemented to control emissions of POPs to air (Use this sub-indicator in addition to Core Indicator 10 if applicable)

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
0			

Indicator 10.2 Number of emission control technologies/practices implemented (Use this sub-indicator in addition to Core Indicator 10 if applicable)

Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)

Indicator 11 People benefiting from GEF-financed investments

	Number (Expected at PIF)	Number (Expected at CEO Endorsement)	Number (Achieved at MTR)	Number (Achieved at TE)
Female	2,060			
Male	2,950			
Total	**5,010**	**0**	0	**0**

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

The “Global Programme to Support Countries to Upscale Investment in Integrated Electric Mobility Systems” is expected to have multiple benefits and co-benefits. It is intended to result in the mitigation of significant amounts of GHG emission (metric CO_2eq emissions) and the reduction of persistent organic pollutants emitted to the air (gram of toxic equivalent gTEQ).

For Climate Change Mitigation, all Global Environmental Benefits will occur at the Country Child Project level. The Global Project is not expected to lead to any GHG emissions reductions, However, the Global Project will result in direct beneficiaries benefiting from the programme. The target is estimated as follows and based on the below two groups:

- Direct benefits correspond to the GHG emission reductions and energy savings obtained from 1.) The investments that are planned and executed during the project lifetime, i.e. the emission and energy use savings stemming from the demonstration of electric vehicles and EV supply equipment such as chargers purchased as part of the project; and 2.) emission reductions and energy savings as a result of investment in replication and upscaling (secondary direct benefits).
- Indirect benefits correspond to the GHG reductions and energy savings obtained during and beyond the project as the result of outputs and outcomes of the project. This includes in particular the adoption of policies, business models and financial mechanisms, which incentivize the uptake of electric mobility. Total emission reductions attributable to the project are based on the cumulative sum of annual emission reductions compared to the baseline scenario over a period of ten years after the end of the project.

Quantification of secondary direct and indirect GHG emission reduction benefits is based on an e-mobility scenario considering the maximum realizable electric mobility market (both in terms of size and pace of technology introduction). Causality factors are used to estimate the contribution of the GEF funded project to the projected large-scale and nation-wide introduction of electric vehicles. Guidelines issued by the GEF for the selection of the causality factor level are as following:

- Level 5 = “The project contribution is critical, and nothing would have happened in the benchmark scenario,” causality factor = 100%
- Level 4 = “The project contribution is dominant, but some of this reduction can be attributed to the benchmark scenario,” causality factor = 80%
- Level 3 = “The project contribution is substantial, but modest indirect emission reductions can be attributed to the benchmark scenario,” causality factor = 60%
- Level 2 = “The project contribution is modest, and substantial indirect emission reductions can be attributed to the benchmark,” causality factor = 40%
- Level 1 = “The project contribution is weak, and most indirect emission reductions can be attributed to the benchmark scenario,” GEF causality = 20%

Secondary direct and indirect emission reduction are based on a 30:70 split of the top-down emission reductions attributable to the project via the application of the causality factor.

The number of direct beneficiaries is estimated as follows and based on the below three groups:

- Participants in workshops and trainings provided in-country as well as by the Global Programme over the duration of the project and including a 30% target for female representation, the target is based on maximum women participation rated in GEF-7 past activities;
- Users of the of the knowledge materials developed and made accessible by the Global Project, assuming a 30% target for female users; and

Users of the demonstration vehicles i.e. the number of unique passengers being transported by the demonstration electric vehicles throughout the project duration has been obtained based on the assumptions of total lifecycle trips, average amount of passengers as well as assumptions on trips per unique passenger, and assuming a 50% share of female users.

Key Risks

	Rating	Explanation of risk and mitigation measures
CONTEXT		
Climate	Low	High impact climatic events (mainly storm surges and floods, very low probability of other extreme events) disrupt pilot or other project activities, damages electric vehicles, destroys infrastructure, and effect overall project execution. Risk Mitigation Measures: country child projects will have to conduct a full climate risk screening and adopt adequate risk management measures, including through adjustment in project design. In addition, child projects will have to follow STAP guidelines on climate risk screening for GEF projects.
Environmental and Social	Moderate	Countries do not have the knowledge/capacity of how to recycle and dispose of batteries, thus there is a risk of contaminating the soil and water. Risk Mitigation Measure: The programme will create a partnership to address sound management of used batteries and vechicles. Growing demand from electric vehicles in a country can destabilize the power supply. Risk Mitigation Measure: The programme will help countries to prepare for an increase in electricity demand from growth in electric vehicles. Negative perceptions about e-mobility technology and the impacts this will bring to society and industry. Risk Mitigation Measure: Awareness raising of the benefits of electrification and capacity building and training to manage the change from ICE to EV.
Political and Governance	Moderate	Leadership change can cause change in priorities in the government. Governance fragility and political conflicts can impact country level activities. Risk Mitigation Measures: Country selection criteria prioritizes countries with political commitment to promote electric mobility and a willingness to scale up activities. The global programme will deliver outputs that will be available through a knowledge sharing

		platform and are intended to remain available, even in case of change in leadership and priorities in specific governments.
INNOVATION		
Institutional and Policy		
Technological		
Financial and Business Model		
EXECUTION		
Capacity	Low	Inadequacy of the exit strategy and lack of ownership of the programme after the end of the GEF funded activities and inability to source resources to continue the programme's activities in the medium/long term. Risk Mitigation Measure: The main programme exit strategy will be through the support and investment platforms that will be driven by banks and investment interest generated by the child projects and other market experiences. They will be able to continue to provide support and finance to an accelerated electric mobility shift.
Fiduciary	Moderate	Lack of capacity to procure demonstration assets and risk due to overall insufficient management of the projects. Risk Mitigation measure: The GEF-8 programme will build upon the GEF-7 engagement with fleet manufacturers and financiers, and strengthen their involvement in the development and design of business models that may aim to reduce or spread the high upfront costs of EV fleets and allow the feasibility of bulk procurement of EV fleets. The positive and successful approaches compiled during GEF-7 will be further disseminated to local and national government. In addition, the support and investment platforms will allow the development banks and other financiers to support upscaling initiatives.
Stakeholder	Low	Lack of interest or participation from market players/private sector. Risk Mitigation measure: Manufacturers are already investing in electric mobility and produce many electric models in each segment. The programme will prepare country governments to put in place favourable e-mobility policies to attract investment. In parallel, the programme will continue engaging and working with both international and local manufacturers, striving towards common standards that allow inter-operability.
Other	Moderate	Lack of interest from financiers to engage in the upscaling of integrated electric mobility systems.
Overall Risk Rating	Low	

ANNEX A: FINANCING TABLES

GEF Financing Table

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

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	GEF Program Financing ($)	Agency Fee($)	Total GEF Financing ($)
UNEP	GET	Palau	Climate Change	CC STAR Allocation: CCM-1-3	1,422,390.00	128,015.00	1,550,405.00
UNEP	GET	Rwanda	Climate Change	CC STAR Allocation: CCM-1-3	1,698,119.00	152,831.00	1,850,950.00
Total GEF Resources ($)					**3,120,509.00**	**280,846.00**	**3,401,355.00**

Project Preparation Grant (PPG)

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Programming of Funds	PPG($)	Agency Fee($)	Total PPG Funding($)
UNEP	GET	Palau	Climate Change	CC STAR Allocation: CCM-1-3	45,500.00	4,095.00	49,595.00
UNEP	GET	Rwanda	Climate Change	CC STAR Allocation: CCM-1-3	45,000.00	4,050.00	49,050.00
Total PPG Amount ($)					**90,500.00**	**8,145.00**	**98,645.00**

Sources of Funds for Country Star Allocation

GEF Agency	Trust Fund	Country/ Regional/ Global	Focal Area	Sources of Funds	Total($)
UNEP	GET	Palau	Climate Change	CC STAR Allocation	1,600,000.00
UNEP	GET	Rwanda	Climate Change	CC STAR Allocation	1,900,000.00
Total GEF Resources					**3,500,000.00**

Indicative Focal Area Elements

Programming Directions	Trust Fund	GEF Project Financing($)	Co-financing($)
CCM-1-3	GET	1,422,390.00	3,100,000.00
CCM-1-3	GET	1,698,119.00	5,050,000.00
Total Project Cost		**3,120,509.00**	**8,150,000.00**

Indicative Co-financing

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount($)
Recipient Country Government	Ministry of Finance (MOF) (Palau)	In-kind	Recurrent expenditures	1,500,000.00
Recipient Country Government	Ministry of Human Resources, Culture, Tourism and Development (MHRCTD) (Palau)	In-kind	Recurrent expenditures	1,400,000.00
Donor Agency	NCD Fund (Non-communicable Disease Fund) (Palau)	Grant	Investment mobilized	100,000.00
Donor Agency	Support received by Koror State Waste Management facility in the City-to-City project (Palau)	Grant	Investment mobilized	100,000.00
Recipient Country Government	Ministry of Infrastructure (MININFRA)	In-kind	Recurrent expenditures	250,000.00
Recipient Country Government	Ministry of Infrastructure (MININFRA)	Public Investment	Investment mobilized	3,000,000.00
Recipient Country Government	Ministry of Environment/ Rwanda Environment Management Authority (REMA)	In-kind	Recurrent expenditures	150,000.00
Recipient Country Government	Ministry of ICT and Innovation (MINICT)	In-kind	Recurrent expenditures	150,000.00
Recipient Country Government	Rwanda Green Fund (RGF)	Public Investment	Investment mobilized	1,000,000.00
Recipient Country Government	Ministry of Trade and Industry (MINICOM)	In-kind	Recurrent expenditures	100,000.00

Recipient Country Government	City of Kigali	In-kind	Recurrent expenditures	200,000.00
Recipient Country Government	UN-Habitat	In-kind	Recurrent expenditures	200,000.00
Total Co-financing				**8,150,000.00**

ANNEX B: ENDORSEMENTS

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

Name	Position	Ministry	Date
Juliet Kabera	Director General	Rwanda Environment Management Authority (REMA)	10/16/2023
Charlene Mersai	National Environment Coordinator	Palau National Environmental Protection Council	3/21/2024

ANNEX C: PROGRAM LOCATION

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

2nd round:

Location Name Required field	Latitude Required field	Longitude Required field	Geo Name ID Required field if the location is not an exact site	Location Description Optional text field	Activity Description Optional text field
Palau	7.503	134.621	1559582		
Rwanda	-2	30	49518		

ANNEX E: RIO MARKERS

Climate Change Mitigation	Climate Change Adaptation	Biodiversity	Desertification
Principal Objective 2	No Contribution 0	No Contribution 0	No Contribution 0

ANNEX H : CHILD PROJECT INFORMATION

Title
GEF-8_EM Child Projects_CN_Addendum_2024-04-23
GEF-8_EM Child Projects_CN_Addendum_2024-03

Child Projects under the Program

Country	Project Title	GEF Agency	GEF Amount ($) PROJECT FINANCING	Agency Fees($)	Total($)
	FSPs				
	Subtotal ($)		0.00	0.00	0.00
	MSPs				
Palau	Enabling the transition to a Zero Emission Transport Sector in Palau	UNEP	1,422,390.00	128,015.00	1,550,405.00
Rwanda	Accelerating the transition to electric mobility in Rwanda	UNEP	1,698,119.00	152,831.00	1,850,950.00
	Subtotal ($)		3,120,509.00	280,846.00	3,401,355.00
	Grant Total ($)		3,120,509.00	280,846.00	3,401,355.00