

Support the Shift to Electric Mobility in Togo

Review CEO Endorsement and Make a recommendation

Basic project information

GEF ID

10272

Countries

Togo

Project Name

Support the Shift to Electric Mobility in Togo

Agencies

UNEP

Date received by PM

4/1/2021

Review completed by PM

5/7/2021

Program Manager

Patricia Marcos Huidobro

Focal Area

Climate Change

Project Type

MSP

PIF □ **CEO Endorsement** □

Part I ? Project Information

Focal area elements

1. Does the project remain aligned with the relevant GEF focal area elements as presented in PIF (as indicated in table A)?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes. The proposed Togo child project is aligned with GEF Climate Change Mitigation focal area (CCM-1-2) as presented in the parent PFD.

Agency Response

Project description summary

2. Is the project structure/design appropriate to achieve the expected outcomes and outputs as in Table B and described in the project document?

Secretariat Comment at CEO Endorsement Request

PM: 5/7/2021

Cleared. No need to address the comment related to the absence of Outcome and Output statement under M&E in Table B.

PM: 4/30/2021

Cleared. Thank you for highlighting the changes in yellow (much appreciated).

PM: 4/8/2021

No. The proposed structure is considered adequate to achieve the project's objective and core indicators. It is also in line with other national projects proposed under the Program.

Please address the following comment:

- The co-financing portion of the PMC is low. Please either increase the co-financing portion of the PMC or decrease the GEF PMC portion, so the ratio Co-financing PMC/GEF PMC is close to 10:1.

Agency Response

07 May 2021

Regarding the comment related to the absence of Outome and Output statements under M&E in Table B, this comment has been resolved with the CCM Coordinator and PPO. No need to address it.

26 April 2021

Thank you for your comment. We have managed to increase the PMC co-finance up to US\$ 110,000. This amount corresponds to roughly 9% of the total committed co-finance.

Note: for ease of reference, all edits have been highlighted in yellow in the updated PDF version of the Togo e-mobility project CEO Endorsement Document uploaded on the ?Documents? section of the GEF portal.

3. If this is a non-grant instrument, has a reflow calendar been presented in Annex D?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

N/A

Agency Response

Co-financing

4. Are the confirmed expected amounts, sources and types of co-financing adequately documented, with supporting evidence and a description on how the breakdown of co-financing was identified and meets the definition of investment mobilized, and a description of any major changes from PIF, consistent with the requirements of the Co-Financing Policy and Guidelines?

Secretariat Comment at CEO Endorsement Request

PM: 5/7/2021

Cleared with many thanks.

PM: 4/30/2021

Cleared.

PM: 4/8/2021

No. Please address the following comments:

- With regards to the Blitta solar PV power plant and its contribution to co-financing of the proposed project, kindly establish a clearer link in terms of development planning priorities between renewable and e-mobility developments (i.e. is there a roadmap that links the two aspects, and can be used to make the link?).

- The total co-financing for this project is relatively low. While we understand the difficulties in raising extra-financing for the electromobility sector in Togo, we would very much appreciate if you can document in the proposal the efforts done to date to come up with cofinancing, and the reason for the co-financing to be relatively low.

- The supporting evidence on the co-financing from the Ministry of Infrastructure and Transport is still to be provided. The document mentions the letter is to be received by beginning April 2021. Please attach the letter to the next submission to the GEF Sec.

Agency Response

07 May 2021

Please note that we have now included the corrected version of the co-finance letter of the Ministry of Transport (dated 26 April 2021) in the re-submission package.

26 April 2021

- There is indeed a great potential for synergies between electric 2&3 wheelers and mini- and micro-grids used for electrification in rural Togo. E-mobility can contribute to solving the common issue of low power demand in rural areas which can jeopardise the profitability and sustainability of rural electrification projects. Electrification of last-mile travel modes such as 2&3 wheelers could be a means of making mini-grid applications more profitable while providing a clean and relatively cheap fuel (when compared to gasoline used in conventional motorcycles) for the local population. As part of the work under Output 4.1 and more specifically deliverable D 4.1.2 *‘A draft study to integrate renewable power for electric vehicle recharging with a focus on rural applications and mini-grid integration is developed, circulated for review and presented at a workshop’*, the project will aim to make clear linkages between e-mobility and renewable / solar off-grid electricity solutions. This link between renewable energy and e-mobility developments has been further elaborated in the section *‘Describe how any ‘Investment Mobilized’ was identified’* of the CEO Endorsement Document.

- While the total amount of co-finance committed to the Togo project at CEO Endorsement is relatively low, the project has managed to broaden the base of co-finance partners (i.e. the Ministry of Environment and Forestry Resources, Ministry of Mines and Energy, Ministry of Infrastructure and Transport and UNEP) compared to what had been estimated at PFD stage. This is a way to ensure better ownership of the project and its results over time.

It has indeed been challenging to obtain additional co-financing commitments for the Togo e-mobility project, since this is a very new and unknown market for this Least Developed Country. However, based on the discussions and consultations held during the project development phase, the project development team foresees there could be opportunities to leverage additional co-finance during the project implementation phase:

- ? As explained in the CEO Endorsement Document, the Togo GEF project intends to support the procurement of up to 25 demonstration electric motorcycles, with the GEF funds only covering the incremental costs vis-a-vis ICE motorcycles. The rest of the cost is to be funded by a private sector partner, which will be selected as part of the Component 2 activities. This means a total of USD 25,000 (25 x USD 1,000) of additional cash co-finance will be raised once the private sector partner is selected.
- ? The project development team also has been in close contact with mobility service providers based in Togo, such as GOZEM and TaxieTogo. The latter is a subsidiary of Motorhino, which is assembling electric motorcycles in Denmark and China. Both companies have expressed keen interest in being part of the project, although they were not able to commit to co-finance contributions at this stage.
- ? In addition, as explained in the CEO Endorsement document, Gozem is partnering with a local bank (Coris Bank International) to offer preferential financing to individual mototaxi owners. This model can be potentially used to upscale e-motorcycle financing in Togo, which will be also tabled at the e-mobility business roundtables (Component 3).
- ? During bilateral discussions held with the West African Development Bank (BOAD) office in Lomé, they signaled their interest to support the financing of e-mobility up-scaling once the demonstration project (Component 2) will have proven the technical and economic viability of e-motorcycles in Togo.

- ? Furthermore, the project also intends to partner with the AfDB, which is the main financier of the CIZO rural electrification project (as mentioned in the CEO Endorsement Document). The CIZO project aims to promote large-scale electrification of rural Togo through a solar micro and mini-grid system. Component 4 of the GEF project also focuses on renewable energy power integration and aims at establishing links between solar off-grid power generation and rural electric mobility.
- ? The GEF project will also draw synergies with 2 WB projects implemented by the Ministry of Transport, which has committed to provide US\$ 300,000 of investment mobilized? co-finance to be used towards joint activities between the 3 projects.
- ? Finally, the project development team has also identified interest from UNTAPPED, a venture capital company based in San Francisco (with teams in East Africa, West Africa, the Caribbean and Europe), with regards to their intention to potentially provide lease financing for electric vehicles.

This has been elaborated in section *1.a Changes in Project Design* of the CEO Endorsement Documents.

- The co-finance letter from the Ministry of Transport (US\$ 400,000) is now included in the updated CEO Endorsement document.

We would like to highlight the fact that the Ministry of Transport has mistakenly signed an outdated version of the co-finance letter template, which refers to an output 3.4 in the 2nd page. This output is from an older version of the project's intervention logic and no longer exists. Nevertheless, this oversight does not change the amount of co-finance the Ministry of Transport is committing to the project (US\$ 400,000). We are currently working with the Ministry of Transport to obtain a corrected version of the co-finance letter, without the mention of output 3.4.

GEF Resource Availability

5. Is the financing presented in Table D adequate and does the project demonstrate a cost-effective approach to meet the project objectives?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

Project Preparation Grant

6. Is the status and utilization of the PPG reported in Annex C in the document?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

Core indicators

**7. Are there changes/adjustments made in the core indicator targets indicated in Table E?
Do they remain realistic?**

Secretariat Comment at CEO Endorsement Request

PM: 4/30/2021

Cleared.

PM: 4/8/2021

Yes - with suggestions. The project is using the same methodology as for other national child projects. To facilitate the traceability of the GHG estimation, in the next round of comments please provide an excel sheet with the GHG calculations and the source of the assumptions made.

Agency Response

26 April 2021

The excel file with detailed calculations has been uploaded in the 'Documents' tab of the GEF Portal. The file is named: 'EM Togo_GHG calculations worksheet'. You will find all the input assumptions in the sheet called 'Input', including technology uptake for e-mobility scenario. All the scenario modelling results can be found in the sheet 'Output graphs', 'Output tables', and 'Graphs for CEO ER'.

Part II ? Project Justification

1. Is there a sufficient elaboration on how the global environmental/adaptation problems, including the root causes and barriers, are going to be addressed?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

2. Is there an elaboration on how the baseline scenario or any associated baseline projects were derived?

Secretariat Comment at CEO Endorsement Request

PM: 4/30/2021

Cleared.

PM: 4/8/2021

Yes - with request for clarification. The baseline scenario has been adequately described. However, please clarify the following statement in page 9 of the CEO Document: "The interest of taxi fleet operators to buy and use electric moto-taxis is strong". Why is there an strong interest and what is the sources of this statement (surveys, reports, etc.)? It seems to contradict other statements within the same section of the document.

Agency Response

26 April 2021

The statement on page 9 has been substantiated with further information on the private sector fleet operators' interest in e-mobility. Operators such as Gozem and Motorhino/Taxietogo have expressed their strong interest in e-mototaxis as part of the consultations undertaken during the project development phase.

3. Is the proposed alternative scenario as described in PIF/PFD sound and adequate? Is there sufficient clarity on the expected outcomes and components of the project and a description on the project is aiming to achieve them?

Secretariat Comment at PIF/Work Program Inclusion

PM: 4/30/2021

Cleared.

PM: 4/8/2021

No. The project is very well structured and the components focus on the main barriers to be addressed for a sustainable electromobility sector in Togo, ranging from legal to

institutional, regulatory, a pilot demonstration, battery recycling/reuse and financial mechanisms. The description of the components, outcomes and outputs is very comprehensive and provide examples of stakeholders to be involved at the different stages.

Please address the following comments:

- The project falls short in identifying/describing the financial mechanisms that will be required to allow for a lower interest rate and higher payback time. How does the project expects to achieve this preferential rate and payback time? Through a guarantee scheme with concessional funds to local financial entities? Please elaborate this point further in the proposal as this is key to ensure scalability and therefore successful implementation of Component 3.
- The proposal mentions previous engagement with Coris Bank International. Is there in Togo other local banks the project can engage with?
- The lead Ministry for "Output 1.2: A national strategy for electric mobility" is the Ministry of Environment and Forestry Resources. This strategy would fit better under the responsibility of the Ministry of Infrastructure and Transport. Please do clarify why the lead responsibility falls under the Ministry of Environment and Forestry Resources.

Agency Response

26 April 2021

- We would like to clarify that the project will only be targeting the development of *initial schemes* (refer to project deliverable 3.2.3: *A synthesis report outlining the needs for targeted finance and initial schemes for respective financing products and mechanisms is developed and presented during a workshop?*) to finance the upscaling of e-mobility in Togo, including through MDB's and local commercial banks. Indeed, due to the very limited amount of the project funding, the project cannot commit to the full development of a financial mechanism as a direct output of the project. As an example of a potential *initial scheme*, the project could explore the possibility to build on a cooperation recently developed between GOZEM (moto-taxi fleet operator) and the Coris Bank International to make use of GOZEM's digital mobility service application as a means to directly link the bank with the individual taxi drivers using GOZEM's App. By doing so the bank is enabled to monitor the individual drivers cash flow generated through taxi trips and payments. This in turn enables the bank to provide individual drivers with tailor made loans to finance the purchase of motorcycles, including e-motorcycles.

- Given the Covid-19 situation over the past 12 months, the project development team has not been able to undertake a 2nd mission to Togo to carry out a final stakeholder validation workshop, and among other things identify additional local banks which the project could engage with. However, a specific part of the work to be undertaken under Output 3.2 will be to map out all the private sector mobility actors and financial

institutions (including local banks) that could be interested in supporting / financing e-mobility upscaling projects in Togo. Refer to the project deliverable *?D 3.2.1 Private sector e-mobility stakeholders and locally present international and national financing institutions interested in financing e-mobility upscaling projects in Togo are identified?*.

- Responsibilities for Output 1.2 have been redefined as per the reviewer's suggestion, with the Ministry of Infrastructure and Transport leading the development of the strategy and the Ministry of Environment and Forestry Resources being in support of the former.

4. Is there further elaboration on how the project is aligned with focal area/impact program strategies?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

5. Is the incremental reasoning, contribution from the baseline, and co-financing clearly elaborated?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

6. Is there further and better elaboration on the project's expected contribution to global environmental benefits or adaptation benefits?

Secretariat Comment at CEO Endorsement Request

PM: 4/30/2021

Cleared. A comprehensive ToC has been provided.

PM: 4/8/2021

No. Please provide a detailed Theory of Change so the proposal provides a better understanding on how change is expected to happen.

Agency Response

26 April 2021

The project's Theory of Change diagram has been included at the end of section 3) Proposed alternative scenario? (after the description of all project components and outputs) to illustrate how the change is expected to happen.

7. Is there further and better elaboration to show that the project is innovative and sustainable including the potential for scaling up?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

Project Map and Coordinates

Is there an accurate and confirmed geo-referenced information where the project intervention will take place?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

Child Project

If this is a child project, is there an adequate reflection of how it contributes to the overall program impact?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes. In addition, there is also good coordination with other child projects such as Sierra Leone and Cote D'Ivoire.

Agency Response

Stakeholders

**Does the project include detailed report on stakeholders engaged during the design phase?
Is there an adequate stakeholder engagement plan or equivalent documentation for the
implementation phase, with information on Stakeholders who will be engaged, the means of
engagement, and dissemination of information?**

Secretariat Comment at CEO Endorsement Request

PM: 4/30/2021

Cleared.

PM: 4/8/2021

No. The CEO Endorsement document does briefly mentioned the virtual stakeholders' consultations of March 4, 2021 and November 6, 2019 (minutes of both consultations have been attached). Please update the stakeholder section of the document to add more information on the two events, number of participants and main outcomes.

Agency Response

26 April 2021

More information on the two stakeholder consultation workshops has been added, including the number of participants, the ministries represented and the main outcomes.

Gender Equality and Women's Empowerment

Has the gender analysis been completed? Did the gender analysis identify any gender differences, gaps or opportunities linked to project/program objectives and activities? If so, does the project/program include gender-responsive activities, gender-sensitive indicators and expected results?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response
Private Sector Engagement

If there is a private sector engagement, is there an elaboration of its role as a financier and/or as a stakeholder?

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

Yes.

Agency Response
Risks to Achieving Project Objectives

Has the project elaborated on indicated risks, including climate change, potential social and environmental risks that might prevent the project objectives from being achieved? Were there proposed measures that address these risks at the time of project implementation?

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

Yes.

Agency Response
Coordination

Is the institutional arrangement for project implementation fully described? Is there an elaboration on possible coordination with relevant GEF-financed projects and other bilateral/multilateral initiatives in the project area?

Secretariat Comment at CEO Endorsement Request
PM: 4/30/2021

Cleared.

PM: 4/8/2021

Yes - with additional request. In addition to its role as the implementing agency for this national child project, the UNEP Sustainable Mobility Unit (SMU) will also execute some activities on behalf of the executing agency (the Ministry of Environment and Forestry Resources). A letter from Togo OFP requesting UNEP to execute some targeted technical activities on an exceptional basis has been submitted with the CEO Endorsement.

Please, include the following clarifications in the proposal:

- The UNEP SMU will not hire consultants to provide the targeted technical activities;
- The UNEP SMU team members for this project will work together with the Ministry of Environment and Forestry Resources to help build their capacity, specifically with regards to procurement of EV and spare parts.

Agency Response

26 April 2021

We would like to clarify that the unit that provides Implementing Agency functions within UNEP is the Climate Mitigation Unit and not the Sustainable Mobility Unit (SMU). This is emphasized in the Stakeholder Engagement Plan matrix and in section ?6. Institutional Arrangement and Coordination?.

Regarding your comments above:

- We can confirm that the UNEP SMU does not intend to hire a consultant to provide the targeted technical support requested by Togo, but that it will rather draw upon time and travel of its team members, which have broad bandwidth of competencies and expertise on various aspects of e-mobility, from national strategy development, policy development, feasibility assessment, demonstrations, renewable energy integration, to battery life cycle management, etc. Indeed, there is no single consultant that can cover all these areas of work alone.

- We can also confirm that the SMU team members for this project will work together with the Ministry of Environment and Forestry Resources (the Executing Agency) to help build their capacity, in particular with regards to the procurement of EV and spare parts.

The above elements have been included in a footnote in section ?6. Institutional Arrangement and Coordination? of the updated proposal.

Consistency with National Priorities

Has the project described the alignment of the project with identified national strategies and plans or reports and assessments under the relevant conventions?

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

Knowledge Management

Is the proposed Knowledge Management Approach for the project adequately elaborated with a timeline and a set of deliverables?

Secretariat Comment at CEO Endorsement Request

PM: 4/30/2021

Cleared.

PM: 4/8/2021

No. The Knowledge Management section shall be further reinforced to include an estimated timeline for the deliverables along with a budget breakdown. The current proposal indicates that the total budget for knowledge generation and management is estimated to be approximately USD 100,000, but the general budget table of the project does not provide with a breakdown of these costs.

Agency Response

26 April 2021

The Knowledge Management section has been restructured to include timelines and estimated budget for each of the knowledge deliverables produced by the project.

Monitoring and Evaluation

Does the project include a budgeted M&E Plan that monitors and measures results with indicators and targets?

Secretariat Comment at CEO Endorsement Request
PM: 5/7/2021

Cleared. Many thanks.

PM: 4/8/2021

Yes.

Agency Response

07 May 2021

Please note that we have now included the M&E budget and workplan in the M&E section of the GEF Portal.

Benefits

Are the socioeconomic benefits at the national and local levels sufficiently described resulting from the project? Is there an elaboration on how these benefits translate in supporting the achievement of GEBs or adaptation benefits?

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

Yes.

Agency Response

Annexes

Are all the required annexes attached and adequately responded to?

Secretariat Comment at CEO Endorsement Request
PM: 4/30/2021

Cleared. A comprehensive ToC has been provided.

PM: 4/8/2021

No. The Project is missing the Theory of Change.

Agency Response

26 April 2021

The project's Theory of Change diagram has been included at the end of the section ?3) Proposed alternative scenario? (after the description of all project components and outputs).

Project Results Framework

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes.

Agency Response

GEF Secretariat comments

Secretariat Comment at CEO Endorsement Request

Agency Response

Council comments

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes. GEF Council comments have been addressed.

Agency Response

STAP comments

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

Yes. STAP comments have been addressed.

Agency Response
Convention Secretariat comments

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

N/A

Agency Response
Other Agencies comments

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

N/A

Agency Response
CSOs comments

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

N/A

Agency Response
Status of PPG utilization

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

Yes. The status of PPG utilization has been provided.

Agency Response
Project maps and coordinates

Secretariat Comment at CEO Endorsement Request
PM: 4/8/2021

Yes. The project's map and coordinates have been provided.

Agency Response

Does the termsheet in Annex F provide finalized financial terms and conditions? Does the termsheet and financial structure address concerns raised at PIF stage and that were pending to be resolved ahead of CEO endorsement? (For NGI Only)

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

N/A.

Agency Response

Do the Reflow Table Annex G and the Trustee Excel Sheet for reflows provide accurate reflow expectations of the project submitted? Assumptions for Reflows can be submitted to explain expected reflows. (For NGI Only)

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

N/A

Agency Response

Did the agency Annex H provided with information to assess the Agency Capacity to generate and manage reflows? (For NGI Only)

Secretariat Comment at CEO Endorsement Request

PM: 4/8/2021

N/A

Agency Response

GEFSEC DECISION

RECOMMENDATION

Is CEO endorsement recommended? (applies only to projects and child projects)

Secretariat Comment at CEO Endorsement Request

Yes. Comment raised by the GEF have been adequately addressed and CEO endorsement is now recommended.

Review Dates

	Secretariat Comment at CEO Endorsement	Response to Secretariat comments
First Review	4/12/2021	
Additional Review (as necessary)		
Additional Review (as necessary)		
Additional Review (as necessary)		
Additional Review (as necessary)		

CEO Recommendation

Brief reasoning for CEO Recommendations

The objective of this project is to support Togo with the introduction of electric vehicles in privately and publicly operated passenger transport fleets and to help decouple increasing transport demand from energy use and CO₂ emissions.

In Togo, the transport sector accounts for more than 40% of energy use related emissions and is, besides mining, the single largest source of CO₂ emissions. Unlike mining, the transport sector is seeing high annual growth rates. Between 2005 and 2017, CO₂ emission from fuel combustion more than doubled. Between 2004 and 2017 the vehicle fleet in Togo almost tripled, with most of the growth coming from 2- wheelers. While there were around 40,000 motorcycles in Togo in 2000, this number increased five-fold to about 210,000 motorcycles in 2017, with most of these motorcycles being used as taxis. These motorcycles are very cheap and basic models being imported from either China or India, with only a few coming from Japan. Their technology is simple, based on engines with carburetors and no emission control. They thus are highly polluting and contribute to deterioration of air quality in urban areas in Togo.

At the same time, the use of petroleum fuel grew significantly. Between 2005 and 2017, the consumption of motor gasoline almost doubled while the consumption of diesel grew by almost 250%. With no refineries of its own, Togo is entirely reliant on imports to meet its refined petroleum product requirements. Without any intervention, transport energy demand and CO₂ emissions are projected to grow at rates observed over the past two decades. This growth in energy use and emission will go hand-in-hand with increased air pollution and expenditures on petroleum fuel import.

The project aims at laying the ground for the successful introduction of electric mobility in Togo, focusing on electric motorcycles that are used as taxis, i.e. moto-taxis. This comprises building the necessary administrative structures, the development of capacity among key decisionmakers, and the provision of a coherent e-mobility strategy. The project has the following components: (1) Institutionalization of low-carbon electric mobility; (2) Short term barrier removal through low-carbon emoto-taxi demonstration and charging development; (3) Preparing for scale-up and replication of low carbon electric mobility; and (4) Long-term environmental sustainability of low-carbon electric mobility.

The project is expected to mitigate 134,135 tCO₂ and 312,272 tCO₂ in direct and indirect emissions respectively for the period 2021 to 2036. The project will also reduce air pollution and associated negative health impacts. The COVID-19 pandemic has the potential to affect the project such as for instance reduced motor-taxi operations, movement restrictions and change in government priorities. The project identified mitigation measures to address these challenges as well as existing opportunities as a result of the COVID-19 pandemic such as increased awareness about urban air quality (since the project makes direct contributions to improving urban air quality through a reduction of air pollutants from internal combustion engine cars on urban roads, the project can build on this growing global movement towards cleaner urban air).

As May 2020, the project has secured \$ 1.22 million in co-financing (compared to \$ 0.43 million in GEF financing). Given that Togo is a Least Developed Country (LDC) and that e-mobility is a very new (and therefore unknown) market in the country, it has been challenging to obtain additional co-financing commitments for the project at this stage. However, the implementing agency is having the discussions and consultations and it is foreseen that the project will have opportunities to leverage additional co-finance during the implementation phase.