



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

Part I: Program Information

GEF ID

10544

Program Type

PFD

Type of Trust Fund

GET

CBIT/NGI

☐ CBIT

☐ NGI

Program Title

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

Countries

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

Agency(ies)

UNEP, ADB, UNDP, EBRD, UNIDO, DBSA

Other Executing Partner(s)

IEA

UNEP

Executing Partner Type

Others

GEF Agency

5/5/2020

WbgGefportal

Center Mario Molina

Others

ADB

GEF Agency

EBRD

GEF Agency

National Governments / Government Agencies

Government

GEF Focal Area

Climate Change

Taxonomy

Focal Areas, Climate Change, Climate Change Mitigation, Sustainable Urban Systems and Transport, Influencing models, Transform policy and regulatory environments, Convene multi-stakeholder alliances, Demonstrate innovative approaches, Deploy innovative financial instruments, Strengthen institutional capacity and decision-making, Stakeholders, Type of Engagement, Consultation, Participation, Information Dissemination, Partnership, Communications, Awareness Raising, Public Campaigns, Behavior change, Education, Private Sector, Large corporations, Individuals/Entrepreneurs, Financial intermediaries and market facilitators, Capital providers, SMEs, Civil Society, Academia, Non-Governmental Organization, Gender Equality, Gender Mainstreaming, Women groups, Beneficiaries, Capacity, Knowledge and Research, Knowledge Exchange, Innovation, Capacity Development, Knowledge Generation

Rio Markers

Climate Change Mitigation

Climate Change Mitigation 2

Climate Change Adaptation

Climate Change Adaptation 0

Duration

60 In Months

Agency Fee(\$)

1,810,675

Program Commitment DeadlineSubmission Date

12/21/2021

4/15/2020

Impact Program

IP-Food-Land-Restoration **No**

IP-Sustainable Cities **No**

IP-Sustainable Forest Management Amazon **No**

IP-Sustainable Forest Management Congo **No**

IP-Sustainable Forest Management Drylands **No**

Other Program **Yes**

A. Indicative Focal/Non-Focal Area Elements

Programming Directions	Expected 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	20,118,605	218,792,961
Total Program Cost (\$)			20,118,605	218,792,961

B. Indicative Project description summary**Program Objective**

Support countries to design and implement electric mobility programs as part of an overall shift to sustainable, low carbon transport sector.

Program Component	Financing Type	Program Outcomes	Trust Fund	GEF Amount(\$)	Co-Fin Amount(\$)
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1. Global thematic working groups and knowledge materials	Technical Assistance	<p>1. Knowledge products are generated to support policy making and investment decision-making through global thematic working groups</p> <p><i>Outputs:</i></p> <p><i>1.1.1 Five thematic working groups on key electric mobility topics including 2-3 wheelers, light duty vehicles (cars), heavy-duty electric vehicles, charging infrastructure and grid integration, and battery life cycle aspects are operational</i></p> <p><i>1.1.2 Information exchange and network opportunities are created between countries and global and regional experts</i></p> <p><i>1.1.3 Best practices and experiences in electric mobility are collected and synthesized from first movers and GEF 5&6 projects</i></p> <p><i>1.1.4 A toolbox including guidance materials, analytic tools, strategies, factsheets, cost benefit analyses, roadmaps, policy packages, business models and financing schemes for promoting and supporting electric mobility is developed</i></p> <p><i>1.1.5 Training materials are prepared for use in the support and investment platforms</i></p>	GET	566,358	4,213,800
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2. Support and Investment Platforms	Technical Assistance	<p>2. Conditions are created for market expansion and investment in electric mobility through support and investment platforms</p> <p><i>Outputs:</i></p> <p><i>2.1.1 Four support and investment platforms are established and operational to disseminate knowledge from the global thematic working groups to countries, form regional communities of practice and create an e-mobility market place</i></p> <p><i>2.1.2 Training courses are delivered to country and city stakeholders</i></p> <p><i>2.1.3 Communities of practice are established to share good practices, through South-South cooperation and peer-to-peer support</i></p> <p><i>2.1.4 Technical support is provided to countries and cities, including through help desk support and through knowledge developed in the global working groups</i></p> <p><i>2.1.5 Replication of GEF and EC Solutions Plus country project experiences to other countries and cities in the regions interested in promoting electric mobility is supported</i></p> <p><i>2.1.6 Electric mobility market places are established to promote and support investment in electric mobility</i></p>	GET	901,596	6,963,800
3. Country project implementation	Investment	3. Conditions are created at country and city level for the introduction of electric mobility demonstration projects, and wider up take of electric mobility	GET	16,949,620	200,155,500

4. Tracking progress, monitoring and dissemination	Technical Assistance	4.1 Projects and electric mobility markets are tracked and key developments, best practices and other lessons learned are shared to promote wider uptake of electric mobility.	GET	278,988	2,106,900
<i>Outputs:</i>					
<i>4.1.1 Global EV Outlook and other related publications are expanded to additional countries, data, assessments, and case studies</i>					
<i>4.1.2. Knowledge management, and communications, website established</i>					
<i>4.1.3 Monitoring framework is established and indicators and targets are tracked</i>					
<i>4.1.4 One global project launch meeting and one global end of project electric mobility meeting are co-organised with other events</i>					
Sub Total (\$)				18,696,562	213,440,000
Program Management Cost (PMC)					
GET				1,422,043	5,352,961
Sub Total(\$)				1,422,043	5,352,961
Total Program Cost(\$)				20,118,605	218,792,961

Please provide justification

Justification for PMC: this addendum to the Global Electric Mobility Programme includes a mix of MSP and FSP child projects. As such, when summing the PMC amounts for all child projects, the total PMC amount of the Programme addendum exceeds 5% of the Subtotal amount.

C. Co-Financing for the Program by Source, by Name and by Type

Sources of Co-financing	Name of Co-financier	Type of Co-financing	Investment Mobilized	Amount(\$)
GEF Agency	EBRD - Global	Grant	Investment mobilized	2,500,000
GEF Agency	EBRD - Global	In-kind	Recurrent expenditures	250,000
Government	Ministry of Infrastructure Development, Public Utilities, Energy, Transport, and Implementation - Grenada	Loans	Investment mobilized	4,100,000
Government	Ministry of Finance, Planning, Economic Development and Physical Development - Grenada	In-kind	Recurrent expenditures	100,000
GEF Agency	UNDP - Indonesia	In-kind	Recurrent expenditures	50,000
Government	Ministry of Energy & Mineral Resources - Indonesia	Public Investment	Investment mobilized	3,500,000
Government	Ministry of Industry - Indonesia	Public Investment	Investment mobilized	3,500,000
Government	Ministry of Transport - Indonesia	Public Investment	Investment mobilized	3,500,000
Government	Jakarta Government - Indonesia	Public Investment	Investment mobilized	2,500,000
Government	Bali Government - Indonesia	Public Investment	Investment mobilized	1,000,000
Private Sector	TBC - Motor Vehicle Industry - Indonesia	Equity	Investment mobilized	1,000,000

GEF Agency	UNIDO - Albania	Grant	Investment mobilized	50,000
GEF Agency	UNIDO - Albania	In-kind	Recurrent expenditures	150,000
Private Sector	Local Banks - Albania	Loans	Investment mobilized	2,000,000
Government	Ministry of Tourism and Environment - Albania	In-kind	Recurrent expenditures	1,500,000
Government	Municipality of Belsh - Albania	Grant	Investment mobilized	2,000,000
Government	Municipality of Berat - Albania	In-kind	Recurrent expenditures	1,000,000
Private Sector	Tourism and transport sector - Albania	Equity	Investment mobilized	300,000
Others	International Financial Institution (possibly EBRD) - Jordan	Loans	Investment mobilized	4,500,000
Government	Ministry of Environment - Jordan	In-kind	Recurrent expenditures	350,000
Government	Ministry of Transport - Jordan	In-kind	Recurrent expenditures	350,000
GEF Agency	UNIDO - Jordan	Grant	Investment mobilized	50,000
GEF Agency	UNIDO - Jordan	In-kind	Recurrent expenditures	150,000
Private Sector	E-charger companies and e-vehicle consumers - Jordan	Equity	Investment mobilized	800,000

CSO	Local NGOs and associations - Tunisia	In-kind	Recurrent expenditures	500,000
Beneficiaries	Municipalities - Tunisia	Grant	Investment mobilized	750,000
Beneficiaries	Municipalities - Tunisia	In-kind	Recurrent expenditures	750,000
Government	Government of Tunisia	Grant	Investment mobilized	1,000,000
Government	Government of Tunisia	In-kind	Recurrent expenditures	800,000
Private Sector	Banks and enterprises, TBD - Tunisia	Equity	Investment mobilized	7,000,000
GEF Agency	UNIDO - Tunisia	In-kind	Recurrent expenditures	150,000
GEF Agency	UNIDO - Tunisia	Grant	Investment mobilized	50,000
Government	Department of Energy (DoE) - Philippines	In-kind	Recurrent expenditures	300,000
Government	Department of Transport (DoT) - Philippines	In-kind	Recurrent expenditures	300,000
Government	Climate Change Commission (CCC) - Philippines	In-kind	Recurrent expenditures	400,000
Government	Selected cities - Philippines	In-kind	Recurrent expenditures	5,000,000
GEF Agency	UNIDO - Philippines	Grant	Investment mobilized	83,950

GEF Agency	UNIDO - Philippines	In-kind	Recurrent expenditures	300,000
Private Sector	Industries - Philippines	Grant	Investment mobilized	15,000,000
Private Sector	Industries - Philippines	Equity	Investment mobilized	2,341,050
Others	Development Finance Institutions, such as IFC - Philippines	Loans	Investment mobilized	23,000,000
GEF Agency	DBSA - South Africa	In-kind	Recurrent expenditures	600,000
Government	City of Johannesburg - South Africa	In-kind	Recurrent expenditures	1,889,474
Government	City of Johannesburg - South Africa	Public Investment	Investment mobilized	2,550,000
Government	City of Tshwane - South Africa	In-kind	Recurrent expenditures	944,737
Government	City of Tshwane - South Africa	Public Investment	Investment mobilized	7,875,000
Government	The EThekweni Municipality - South Africa	In-kind	Recurrent expenditures	1,003,750
Government	The EThekweni Municipality - South Africa	Public Investment	Investment mobilized	6,930,000
GEF Agency	DBSA (electric buses) - South Africa	Loans	Investment mobilized	70,000,000
GEF Agency	DBSA (renewable energy) - South Africa	Loans	Investment mobilized	9,800,000

Donor Agency	French Development Agency (AFD) - Ecuador	Grant	Investment mobilized	1,575,000
Donor Agency	German Agency for International Cooperation (GIZ) - Ecuador	Grant	Investment mobilized	550,000
GEF Agency	United Nations Development Programme (UNDP) - Ecuador	Grant	Investment mobilized	100,000
Donor Agency	British Department for Business, Energy and Industrial Strategy - Ecuador	Grant	Investment mobilized	200,000
Donor Agency	German Federal Ministry for Economic Cooperation and Development - Ecuador	Grant	Investment mobilized	250,000
Government	Municipality of Guayaquil - Ecuador	Public Investment	Investment mobilized	750,000
Government	National Financial Corporation (CFN) - Ecuador	Loans	Investment mobilized	2,000,000
Government	Ministry of Environment of Ecuador (MAE) - Ecuador	In-kind	Recurrent expenditures	500,000
Government	Ministry of Transport Systems Management - Sri Lanka	Public Investment	Investment mobilized	7,500,000
Government	Ministry of Transport Systems Management - Sri Lanka	In-kind	Recurrent expenditures	50,000
Government	Ministry of Environment and Wildlife Resources - Sri Lanka	In-kind	Recurrent expenditures	50,000
Government	Sustainable Renewable Energy Development Authority (SREDA) - Bangladesh	In-kind	Recurrent expenditures	50,000
Private Sector	Charging station developer, vehicle importer/ producer - Bangladesh	Equity	Investment mobilized	5,000,000

Private Sector	Bangladesh Banks & Commercial Banks - Bangladesh	Loans	Investment mobilized	300,000
Government	Power Division under MoPEMR and BRTA under the Ministry of Communication - Bangladesh	Public Investment	Investment mobilized	400,000
Others	IDCOL, IIDFC - Bangladesh	Loans	Investment mobilized	5,000,000
Total Program Cost(\$)				218,792,961

Describe how any "Investment Mobilized" was identified

Global: The EBRD will provide co-financing for the project in a number of ways. The majority of the contribution will be from technical co-operation assistance provided over the life of the project in areas related to e-mobility investments and the associated charging infrastructure and power system investments. This funding will include a range of activities from country strategy and policy support through to technical support to ensure successful implementation of the investment. The EBRD will also seek to provide shareholder and donor grant funding to directly support the activities of the hub as well as in-kind financing relating to the contribution of EBRD to the implementation of the hub. Grenada: Loans mobilized by the Ministry of Infrastructure Development, Public Utilities, Energy, Transport, and Implementation from the United Arab Emirates-Caribbean Renewable Energy Fund (UAE-CREF) for the development of a Solar photovoltaic (PV) and battery hybrid project (US\$ 2,600,000) and the Green Climate Fund (GCF) to finance a facility that will support geothermal energies and renewable energy frameworks in the Eastern Caribbean (US\$ 1,500,000 for Grenada). Indonesia: The investment mobilized is an estimate of the investment that the private sector manufacturing/assembly industry will inject into electric vehicles industries and purchasing of EV. The ENTREV project is building on and supporting the implementation of the "Presidential Regulation no 55/2019 on Acceleration of electric vehicle implementation", as issued by the Indonesian government in 2019. The three line-ministries involved in the implementation of this regulation each have annual state budgets allocated from 2020-2025 for activities related to EV implementation support ranging from 750 k\$ to 1,000 k\$ annually. Planned activities include such as: - Ministry of Energy and Mineral Resources (MEMR): study on fuel economy of EVs, energy and safety standard for EVs, monitoring of charging stations, raw material mining for EVs battery - Ministry of Industry: study on supply chain readiness, awareness, piloting EV manufacturing. - Ministry of Transport, Jakarta and Bali Government: purchasing EVs for government official vehicles as demonstration, constructing charging stations for demonstration. All these activities are considered to be essential support to the execution of the ENTREV project. The combination of budgets allocated in the three ministries and local governments for activities in relation to the implementation of the Presidential Decree on EVs explains the in-kind co-financing budget indicated for the ENTREV project. Albania: Investment mobilized was identified through stakeholder consultations with the private sector players as well target municipalities. The investment in the form of equity and loan from the local banks is expected from the tourism and transport private sector based on the capital investment plan which will be developed for Berat and Belsh. The PPG will solidify private sector co-financing amounts. Jordan: Investments mobilized in component 2 were identified through discussions and expressed interest from IFIs including EBRD and others. Under component 2, a competitive bidding process will be initiated to select a commercial supplier for e-charging stations throughout Jordan, which will be augmented by grant-based support for research on e-charging station location and institutional support (i.e. clarity on standards for e-chargers and permitting requirements). The investment aspect of component 2 will be fully market-based. A lending facility for e-HOVs will provide sustained financial support for the investment by absorbing sales tax associated with the upgrade; interest on the loans will reflow into the Lending facility to continuously

support the tax exemption in future investment phases. Component 3 will also engage the private sector by utilising GEF funds to support the identification and awareness raising within markets for high-occupancy Vehicles (HOVs) conversions to e-mobility.

Tunisia: Investments mobilized were identified during stakeholder consultations (ministries, municipalities, private sector) through discussions on funding priorities and according to existing projects and pipeline of projects. Under Component 1, funds will support the revision of the policy and regulatory framework to unlock finance flows for grid-integrated e-mobility solutions. The results of the capital investment plans developed under Component 2 will be published and a competitive bidding process will be initiated to select the private supplier for the electric urban freight solution chosen at PPG phase. Private sector actors and electric utilities such as STEG, fuel concessionaires, private utility companies or private companies specialized in the fabrication/assembly of EVs related components, private transport companies for tourists could be engaged for providing co-financing of replicable, low-carbon transportation investments. The selected private commercial supplier(s) will implement an innovative business model solution through the demonstration pilots under Component 2. It will be determined at PPG stage if this investment will take the form of a Public-Private-Partnership, as appropriate.

Philippines: Government co-financing is based on consultation and expected engagement in the project implementation. DFIs such as the International Finance Corporation (IFC) is engaged in supporting the development of the Philippine cities and e-mobility projects, they've been exploring support for transport infrastructure projects and facilitating additional private investment – they've been included in the stakeholder consultation process for the proposal.

Private Sector: In addition to leveraging public co-financing, the GEF grant is expected to leverage private sector co-financing via development and deployment of viable business models, such as public-private-partnerships (PPPs), for provision of infrastructure, components, e-vehicles and related services. When establishing business models for technology demonstrations, the share of private sector financing, incl. direct/grant investment (e.g. investment into transition from internal combustion engine fleets to e-vehicle-fleets) and equity investment (e.g. provision of land for placement of e-charging stations and/or renewable energy) will be defined to establish sustainable business operation. Business models for technology demonstrations will be implemented in 4-5 municipalities, estimating the private sector co-financing to approx. 10 million USD. Additional private sector co-financing is expected to be leveraged via scale-up investments as a result of improved policy/regulatory regime, enhanced institutional capacity and successful technology demonstrations, estimating the additional private sector co-financing volume to approx. 7 million USD. Preliminary identified sources of private sector co-financing include:

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

South Africa: City of Tshwane and EThekweni City have committed to use their own funds procure and put into operation fifteen (15) and twelve (12) electric buses respectively for the demonstration phase of the project. Additional funding for programs related to introduction of new buses, establishment of new routes, charging stations and management of operations would come from all metros including City of Johannesburg. In addition, the investment mobilized by DBSA is made of the following: - USD 9,800,000 investment mobilised from renewable energy that is financed by the DBSA under the renewable energy independent power producer programme which will be attributed to charging of electric buses both at

demonstration and upscaling phases of the project. - USD 70,000,000 which is earmarked by DBSA as loans that will be blended with resources from Green Climate Fund for procuring and operationalisation of about 200 electric buses in the three beneficiary cities during upscaling of the project Ecuador: Grant from the French Development Agency (AFD) (US\$ 550,000) for the development of a national urban mobility plan and (US\$ 1,025,000) for the update of the National Climate Change Mitigation Plan (PNCC) containing the mitigation and adaptation actions to support development of the energy and industry matrix, with a special strategy for the modernization of the road transport to reduce GHG emissions; Grant from the German Agency for International Cooperation (GIZ) (US\$ 550,000) for the development of a subnational urban mobility plan which consists of updating the Master Plan of Urban Mobility of the city of Ambato; Grant from the United Nations Development Programme (US\$ 100,000) to support the advancement of the implementation of the Paris Agreement through NDC enhancement, including the setting of commitments related to sustainable transportation and electric mobility such as the development of the passenger and freight transport NAMAs and the initiatives of Quito's metro and Cuenca's tram system; Grant from British Department for Business, Energy and Industrial Strategy and German Federal Ministry for Economic Cooperation and Development (US\$ 450,000) for development of an electric buses project in Quito; Public investment by the Municipality of Guayaquil (US\$ 750,000) through a pilot project to introduce 50 electric taxis and a direct current fast-charge point, including covering the electricity costs of charging; Loan mobilized by the National Financial Corporation (CFN) (US\$ 2,000,000) to finance the introduction of electric buses in the city of Guayaquil. Bangladesh: The estimates are based on potential leveraging from existing institutional and financing framework, that is already catering to the informal EV markets, mostly 3 wheelers (easy-bikes and motorized rickshaws) for intracity mobility and private purposes/owners of e-vehicles (two wheelers and cars). The initial consultations with charging station developers and vehicle importer/ producer and relevant government agencies (e.g., Power, Urban, Transport) further suggest additional investments for charging infrastructure in 15 – 25 new charging stations (preliminary per year) alongside growth of EVs. These would be firmed up during the PPG phase. Sri Lanka: The Ministry of Transport of Sri Lanka is planning to acquire 80 low-floor diesel buses for 2020-2021 amounting to \$7.5 million.

D. Indicative 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(\$)
ADB	GET	Global	Climate Change	CC Global/Regional Set-Aside	44,000	3,960	47,960
EBRD	GET	Global	Climate Change	CC Global/Regional Set-Aside	440,000	39,600	479,600
UNEP	GET	Global	Climate Change	CC Global/Regional Set-Aside	413,600	37,224	450,824
UNEP	GET	Grenada	Climate Change	CC STAR Allocation	1,050,917	94,583	1,145,500
UNDP	GET	Indonesia	Climate Change	CC STAR Allocation	1,816,500	163,485	1,979,985
UNIDO	GET	Albania	Climate Change	CC STAR Allocation	763,242	68,691	831,933
UNIDO	GET	Jordan	Climate Change	CC STAR Allocation	1,137,215	102,349	1,239,564
UNIDO	GET	Tunisia	Climate Change	CC STAR Allocation	1,784,862	160,638	1,945,500
UNIDO	GET	Philippines	Climate Change	CC STAR Allocation	3,788,990	341,010	4,130,000
DBSA	GET	South Africa	Climate Change	CC STAR Allocation	4,713,224	424,190	5,137,414
UNEP	GET	Ecuador	Climate Change	CC STAR Allocation	1,280,275	115,225	1,395,500
UNDP	GET	Bangladesh	Climate Change	CC STAR Allocation	1,788,991	161,009	1,950,000
UNEP	GET	Sri Lanka	Climate Change	CC STAR Allocation	1,096,789	98,711	1,195,500
Total GEF Resources(\$)					20,118,605	1,810,675	21,929,280

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 ₂ e (direct)	5778832	0	0	0
Expected metric tons of CO ₂ e (indirect)	23939270	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 ₂ e (direct)				
Expected metric tons of CO ₂ 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 ₂ e (direct)	5,778,832			
Expected metric tons of CO ₂ e (indirect)	23,939,270			
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)	342,806,922,905			

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)
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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	189,767			
Male	202,517			
Total	392284	0	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

The GHG emissions under indicator 6 have been calculated using the GEF methodology. The most part of the GHG mitigation is stemming from the 7 Child Projects added to the Global Electric Mobility Programme. It is estimated based on the GEF guidelines on direct, secondary direct and indirect emission reductions. Direct emission reduction estimates are based on the life-time CO2 emission savings of the assets directly financed by the project. Secondary direct and indirect emission reductions are estimated using either a top-down approach projecting emission reductions stemming from the large-scale introduction of e-mobility, which are then adjusted to the scope of the project by the application of a causality factor; or a bottom-up approach, using a replication factor. A smaller part of GHG emission reductions can be attributed to the additional Global Child Project activities and are based on co-finance in the form of investment mobilized, which will lead to additional indirect emission reductions triggered by the Global Programme activities. Under indicator 11, the estimate of beneficiaries is calculated with estimates of (i) the number of people participating in events or receiving training, including those trained by the support and investment platforms and the global platform; (ii) and the number of people who ride EVs as part of new electric public transport infrastructure resulting from the programme. Gender split has been estimated based on assumed quotas for Global Programme activities as well as estimates on public transport ridership by gender.

Part II. Programmatic Justification

1a. Program Description

Addendum Context

This addendum updates the information provided in the Electric Mobility Programme Framework Document (PFD) approved by the GEF Council in June 2019. The supplemental PFD is requesting approval of the additional 10 Country Child Projects that have come forward and expressed their interest to join with their available CCM STAR resources the Electric Mobility Programme after it was first approved in June 2019. The addendum reflects the increase in GEF-7 resources to be programmed and, reports on incremental information (financial and core indicator targets) in the context of the new participating countries. Additional resources are also being requested for the Global Child project. The design, component structure and the objective in this addendum remains the same as that of the approved Electric Mobility PFD. The objective is to “support countries to design and implement electric mobility programmes as part of an overall shift to sustainable, low carbon transport sector.”

The first phase of the Global Electric Mobility Programme included the submission of 17 country child projects for e-mobility in low and middle-income countries around the world. The GEF Global E-Mobility programme will be jointly implemented on the basis of task and budget sharing with the European Commission funded SOLUTIONSplus project, which is adding another 13 e-mobility projects in low and middle-income cities worldwide.

Since the approval of the first phase of the Programme, two additional GEF projects focusing on e-mobility were submitted to the GEF Secretariat, one in Mauritius and one in Belarus. These projects will be closely linked to the Global Programme. These two projects will also be invited to join the regional support and investment platforms, to engage with the communities of practices and to take part in regional platforms meetings such as e-mobility trainings and market-place events. The two standalone projects will be provided support through the tools, policy materials, generic business models and finance schemes developed by the Global Thematic Working Groups.

The second phase of the Global Electric Mobility Programme will add an additional 10 country projects to the programme, resulting in a total of 27 country child projects (plus the additional two linked standalone projects). Together, the first and second phase of the GEF Global Electric Mobility Programme and the EC SOLUTIONSplus project will support 40 country and city projects in all regions, and will be the most comprehensive initiative to target the introduction of e-mobility to mitigate greenhouse gas and air pollutant emissions, reduce energy use and increase socio-economic co-benefits such as lower expenditures on energy import and improved public health in low and middle-income countries world-wide.

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

- In Component 1 - Global Working Groups: an additional working group will be added on electric 2 & 3 wheelers; and second-generation trolley buses will be included in the scope of the HDV (Heavy Duty Vehicles) Working Group.
- In Component 2 - Regional Support and Investment Platforms: an additional Support and Investment Platform will be added for Central and Eastern Europe, West Asia and the Middle East, and additional support will be added to existing platforms.
- In Component 3 - country projects: additional 10 national Child Projects will be added to the programme.
- In Component 4 - tracking progress, monitoring and dissemination: extra activities will be included to support a larger global programme, collect and report data and improve visibility.

1. New Countries and Regions

10 new country concept notes were selected to join the Electric Mobility Programme based on the same set of criteria used in the earlier selection. The following countries have developed concept notes that are attached to this submission.

Region	Country	Project Title and Objective
Asia and the Pacific	Sri Lanka	<p><u>Title:</u> Sustainable and efficient Electric Mobility System in Sri Lanka</p> <p><u>Objective:</u> to reduce GHG and air pollutant emissions as well as to reduce costs for fuel import and the related foreign exchange risks through the accelerated introduction of electric mobility in Sri Lanka</p> <p><u>GEF grant:</u> US\$ 1,096,789</p> <p><u>Co-finance:</u> US\$ 7,600,000</p> <p>Child project's contribution to the program's objectives:</p>

The primary purpose of the Sri Lanka project is to reduce GHG and air pollutant emissions through the introduction of electric mobility in Sri Lanka. The project will include policy development and technical support, demonstration project on electric buses, and knowledge management and capacity building activities to promote e-mobility. An integrated policy and institutional framework will be established including a strategy and action plan for implementation. Electric buses will be piloted as part of the Colombo public bus system. There will also be a national training program and knowledge management on electric mobility.

The project is aligned with the Global Electric Mobility Programme's Theory of Change. The outcome of this child project includes adoption of an integrated framework for e-mobility, establishment of a national coordination body that oversees e-mobility policies, adoption of supportive policies to increase the uptake of e-mobility, and capacity building. The child project also includes a demonstration project for electric buses. These elements are all in line with the Global Electric Mobility Programme's theory of change.

The Global Programme will also address the bankability of electric mobility in Sri Lanka by offering a platform to invite follow-up finance through the Programme's regional Support and Investment Platform for Asia and the Pacific. This Child project will also benefit from the Global Programme through its network of experts and trainings.

Bangladesh

Title: Enabling Electric Vehicles (EVs) Adoption in the framework of Sustainable energy based Transportation in Bangladesh

Objective: Enabling reduction in greenhouse gas (GHG) emissions in the transport sector by transitioning to low carbon vehicles in conjunction with sustainable energy policy and introducing solar based electric charging stations (ECS) for adoption of EVs in Bangladesh

GEF grant: US\$ 1,788,991

Co-finance: US\$ 10,750,000

Child project's contribution to the program's objectives:

The Bangladesh project is creating conducive conditions for market expansion, and foster enabling conditions at city level for the introduction of EVs and charging infrastructure based on sustainable energy (e.g., solar based ECS) to accelerate the transformative process of EV adoption. The project supports towards the improvement of the institutional framework for e-mobility and enhancing policies to incentivize the uptake of sustainable e-mobility in Bangladesh. Further, the interventions are aligned for 1) policy actions to strengthen coordination of national and sub-national agencies for integrating sustainable energy in transportation, 2) facilitating the development of business models and financing schemes, and advancing pilot /demonstration investments as proof of concept and 3) close knowledge gaps and sharing best practices for enhanced skills and promote awareness and capacity at all levels.

The project is aligned to address the dominant environmental challenges and reduce the barriers and constraints to adoption of low carbon pathways at national and local levels. The project aims to catalyze transformation of transportation sector with sustainable energy sources to electric mobility; and address air quality issues which have deleterious impacts on public health and safety, the economy (in particular import of fossil fuels), and climate change. The Theory of Change (TOC) is encapsulated in three components relating to 1) policy interventions and actions to strengthen coordination of national and sub-national agencies for integrating sustainable energy in transportation, 2) facilitating the development of business models and financing schemes, and advancing pilot /demonstration investments as proof of concept and 3) close knowledge gaps and sharing best practices for enhanced skills and promote awareness and capacity at all levels. These Components create conducive conditions for market expansion, and foster enabling conditions at city level for the introduction of EVs and charging infrastructure to accelerate the transformative process. The project will support the improvement of the institutional framework for e-mobility in Bangladesh. It will work on enhancing policies to incentivize the uptake of e-mobility.

Indonesia

Title: Enhancing Readiness for the Transition to Electric Vehicles in Indonesia (ENTREV)

Objective: To support Government of Indonesia and key stakeholders in policy, institution

al & technical readiness to transition towards electric mobility and to demonstrate innovative business models in transport sector that will lead to GHGs emissions reduction

GEF grant: US\$ 1,816,500

Co-finance: US\$ 15,050,000

Child project's contribution to the program's objectives:

The Indonesia child project (ENTREV) aims to enhance the country's readiness to transition from a fossil fuel-based transport sector to a cleaner sector based on an increased fleet of electric vehicles. By strengthening the institutional and technical readiness of the Government of Indonesia to implement the Presidential Regulation on Acceleration of Battery-Based Electric Vehicles and demonstrate innovative business models within the transport sector, ENTREV will address the identified barriers for accelerated production and utilization of electric vehicles in Indonesia, thus contributing to GHG emissions reductions. The project will support development of policies, regulations, technical standards and incentives for electric vehicles and electric vehicles charging stations. Demonstration of electric vehicles implementation will be done in collaboration with the provincial governments of Bali and Jakarta, taxi companies, vehicle companies and BRT system in Jakarta. Awareness raising based on the demonstrations will introduce the concept of electric vehicles to the general public and facilitate a wider transition to electric vehicles throughout Indonesia.

The global programme recognizes that a global shift to electric mobility is essential to meet the targets of the Paris Agreement and to reduce air pollution, especially in cities. The integrated approach of the Indonesian child project responds to the Programme's Theory of Change as it will set the stage for shifting Indonesia's mobility onto the electric path through engagement of multi-stakeholders including government, private sector, academia and civil societies; development of readiness measures that will foster scale-up implementation of EV; pilot activities to demonstrate the shifting to EV. Implementation of the project will lead to a well-conceived electric mobility regulatory framework, capacity and incentives that will create a market for electric vehicles. The child project will contribute to global benefits through GHG emissions reduction, improved air quality as well as health co-benefits.

<p>Philippines</p>	<p><u>Title:</u> Accelerating the adoption and scale-up of electric mobility for low-carbon city development in the Philippines</p> <p><u>Objective:</u> To reduce GHG emissions from transport in the Philippines through e-mobility development in cities.</p> <p><u>GEF grant:</u> US\$ 3,788,990</p> <p><u>Co-finance:</u> US\$ 46,725,000</p> <p><u>Child project's contribution to the program's objectives:</u></p> <p>The Philippines child project focuses on the development of charging infrastructure (incl. battery swapping) integrated with renewable energy and supporting development of viable e-mobility business models (with focus on 3-wheelers). The project uses a combined approach of market transformation and market barrier removal by implementing capacity building targeted at private sector and demonstration of innovative charging and renewable energy infrastructure.</p> <p>The intervention is structured in 4 components focusing on strengthening energy planning at a local level for better integration of e-mobility and renewables as well as informing policy development on EV for the Philippines; development of private sector's pipeline of bankable projects in e-mobility infrastructure and renewables; demonstration of charging and battery swapping solutions for commercial (3-wheelers) and private use and scaling-up actions. These components implemented together will help to unlock private investment in the Philippines in e-mobility supporting infrastructure, creating a better environment for the adoption of e-vehicles in the country.</p> <p>This project aligns with the global programme's goal of mitigating the transport sector's impact on global climate change, realizing multiple global environmental benefits in the form of reduced GHGs and air pollutants by systematically targeting the root causes of fo</p>
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		ssil fuel dependency in the Philippines's transport sector.
Latin America and the Caribbean	Ecuador	<p><u>Title:</u> Support the shift towards low-carbon electric mobility in Ecuador</p> <p><u>Objective:</u> Accelerate the introduction and broad deployment of electric vehicles in Ecuador.</p> <p><u>GEF grant:</u> US\$ 1,280,275</p> <p><u>Co-finance:</u> US\$ 5,925,000</p> <p><u>Child project's contribution to the program's objectives:</u></p> <p>The Ecuador project establishes a comprehensive enabling framework for electric mobility deployment in Ecuador through 4 components. The first component enhances coordination, strategic planning and public awareness on electric mobility. Secondly, the project will create confidence in electric vehicle technologies and confirm its feasibility through a demonstration project. The third component will facilitate electric mobility scale-up through the development of financial models and removal of technical barriers. Finally, the fourth component will ensure the technology's environmental sustainability through developing new value chains and involving the private sector.</p> <p>This project responds to and reflects the global programme's theory of change as its structure and components mirror the programme's in a way which is adjusted to the national context. As per the programme, it will focus on supporting the strengthening of institutions for promoting electric mobility and facilitating its broad diffusion. Secondly, it will aim to remove short-term barriers, such as lack of awareness and confidence around electric mobility technologies, through strategic demonstrations complementary to other existing initiatives. Thirdly, it will support the country to build upon and accelerate its efforts to create an enabling environment for the scale-up and replication of low-carbon electric mobility. Finally, it will mirror the global programme by ensuring that efforts to ensure the long-term environmental sustainability of low-carbon electric mobility is considered and facilitated. Through this structure, it is an appropriate and suitable option for tackling Ecuador's</p>

		ador's systemic challenge of dependency on ICEs for road transport.
	Grenada	<p><u>Title:</u> Accelerating the introduction of low-emission and climate-resilient electric mobility in Grenada</p> <p><u>Objective:</u> Promote an integrated, sustainable and low-emission transport system in Grenada and reduce fossil fuel consumption, greenhouse gas emissions and air pollution in the transport sector</p> <p><u>GEF grant:</u> US\$ 1,050,917</p> <p><u>Co-finance:</u> US\$ 4,200,000</p> <p><u>Child project's contribution to the program's objectives:</u></p> <p>The Grenada child project promotes an integrated, sustainable transport system in the country, to be accomplished by a combination of actions arranged into 4 components. The first one addresses the lack of institutionalization, capacity and awareness on electric mobility by creating a coordination body, undertaking baseline and feasibility studies, and undertaking communication campaigns. The second component demonstrates low-emission and climate resilient electric mobility to provide evidence of the technical, economic, social and environmental viability of electric vehicles; a third component, concerned with the scaling-up of e-mobility, introduces plans, legislation, incentives and standards – including those needed for the project's integration with renewable energies. The last component shifts the focus to long-run sustainability by integrating monitoring schemes that allow for an overall assessment of the system's socio-economic effectiveness and environmental impact. All of these components will contribute to the global programme's objective of mitigating the road transport sector's impact on climate change.</p>
Eastern and Central Europe, West Asia and the Pacific	Albania	<p><u>Title:</u> Electric mobility for sustainable tourism in Albania</p> <p><u>Objective:</u> To accelerate low-carbon mobility adoption to reduce emissions from transport</p>

<p>e Middle East</p>	<p>rtation in Albania, with a focus on the tourism sector</p> <p><u>GEF grant</u>: US\$ 763,242</p> <p><u>Co-finance</u>: US\$ 7,000,000</p> <p><u>Child project's contribution to the program's objectives</u>:</p> <p>The Albania project will accelerate electric charging station investments and EV deployment to mitigate the road transport sector's impact on climate change with focus on tourism sector. The project will demonstrate the technical and commercial viability of e-mobility infrastructure, strengthen institutional capacities to design, plan and implement e-mobility investments, and create incentives for investment in low-carbon transportation infrastructure. The solutions will increase accessibility of touristic sites and reduce the pressures of urbanization while generating important spill-over effects such as employment opportunities and enhanced access to services. The project will share its experience on reducing the emissions from transportation related to fast-growing tourism within the wider programme to leverage its lessons learned at a regional and global level.</p> <p>By targeting the root causes and barriers to deployment of e-mobility with focus on tourism sector, the project will reduce GHG emissions, as well as improve the air quality in urban areas by replacing fossil fuel based vehicles.</p>
<p>Jordan</p>	<p><u>Title</u>: Integrated adoption of electric mobility</p> <p><u>Objective</u>: To catalyze and accelerate the breakthrough of electric mobility in urban areas in Jordan through innovation and technology</p> <p><u>GEF grant</u>: US\$ 1,137,215</p> <p><u>Co-finance</u>: US\$ 6,200,000</p>

		<p><u>Child project's contribution to the program's objectives:</u></p> <p>The Jordan project will encourage widespread use of electric high-occupancy vehicles (e-HOVs) powered by a grid that utilizes a high proportion of renewable energy, which will radically reduce GHG emissions and local pollutants associated with road transport. The project will reinforce existing initiatives in Jordan and reduce the vulnerability of urban infrastructure, strengthen awareness and develop institutional and technical capacities into relevant policies, plans and associated processes at sub-national and national level. The project will complement existing policy initiatives and e-mobility baseline projects supported by both the public and private sectors.</p> <p>In terms of global environmental benefits, the project will contribute to the mitigation of greenhouse gases in the Jordanian transport sector. The theory of change of the project is aligned with the Global Programme. It seeks to mitigate the transport sector's impact on climate change by reducing emissions associated with fossil-fuel based vehicles, and will actively contribute its national inputs to the knowledge hub of the Global Programme.</p>
Africa	Tunisia	<p><u>Title:</u> Scaling-up the adoption of electric mobility in Tunisia</p> <p><u>Objective:</u> To scale up and catalyze the adoption of electric mobility across Tunisia resulting in GHG emission reductions, and position the country as a logistic hub for the region</p> <p><u>GEF grant:</u> US\$ 1,784,862</p> <p><u>Co-finance:</u> US\$ 11,000,000</p> <p><u>Child project's contribution to the program's objectives:</u></p> <p>The Tunisia project will scale up electric mobility in Tunisia and will contribute to the mitigation of greenhouse gases in the Tunisian transport sector through building capacity and awareness and supporting the implementation of the National Transport Master Plan a</p>

... awareness and supporting the implementation of the National Transport Master Plan as well as the deployment of EV-RE infrastructure. Focusing on the pilot cities of Sfax, Bizerte and Djerba, the project will help demonstrate the benefits of electric mobility by developing Capital investment plans and implementing EV-RE pilot demonstrations in each cities. The project aims to exchange knowledge, experiences and lessons learned with other cities in Tunisia to support capacity building and scale up of interventions but also showcase the pilot demonstrations through participation in global programme events.

The Tunisian child project is closely aligned with the Electric Mobility Programme's objective and results. It seeks to mitigate the road transport sector's impact on climate change by reducing emissions associated with fossil-fuel based commercial and passenger vehicles. The child project focuses on lowering barriers to electric mobility and expanding electric connectivity in Tunisia and will put the country on a path towards low-carbon transportation infrastructure development. The project will aim to improve urban freight mobility in Tunisia and encourage the adoption of low carbon transport technologies. Indeed, it will encourage widespread use of EVs powered by a grid that utilizes a high proportion of renewable energy, which will radically reduce GHG emissions and local pollutants associated with road transport. This should result locally to improvement in air quality and noise pollution as well as an increased use and accessibility of clean transportation.

South Africa

Title: Accelerating the shift towards electric mobility in South Africa

Objective: Demonstrating and up-scaling electric mobility in the public transport sector in South Africa

GEF grant: US\$ 4,713,224

Co-finance: US\$ 101,592,961

Child project's contribution to the program's objectives:

The South Africa project aims at accelerating a shift towards electric mobility in South Africa by demonstrating the technical, operational and economic viability of electric buses in the City of Johannesburg, the City of Tshwane, the eThekweni Municipality, and by the s

		<p>the City of Johannesburg, the City of Tshwane, the EThekweni Municipality, and by the subsequent up-scaling of the market introduction of electric buses in the three metros. It will reduce the financial and operational risk linked to the introduction of this novel technology, prove the economic feasibility of the integration of renewable power into the South African transport sector and conduct a policy review to create an enabling environment for the roll-out of electric buses.</p> <p>The project reflects the global programme's Theory of Change in the sense that its objective and components are in line with those of the programme. It is designed in such a way that though it aligns to the global programme, it is also customized to and addresses the South Africa environment. The project will demonstrate the electric bus technology in three metros, the City of Johannesburg, City of Tshwane and EThekweni municipality. It will further look into reviewing or developing new policies that impact electric vehicles particularly buses and also build capacity to operate and maintain the technology. Renewable energy sources for charging of buses will be sought by the project.</p>
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As part of the **global child project**, an additional working group will be added on electric 2 & 3 wheelers and second-generation trolley buses will be included in the scope of the HDV (Heavy Duty Vehicles) Working Group. Also, a fourth Support and Investment Platform will be added for Central and Eastern Europe, West Asia and the Middle East. Furthermore, the global child project will enable the provision of global support to the 10 new country child projects mentioned above. Finally, extra activities will be included to support a larger global programme, collect and report data, have a communication strategy and improve visibility.

2. Revised Program Targets

The proposed **new child projects** are expected to increase the Programme's core indicator targets for (i) Greenhouse Gas Emissions Mitigated (Direct: 5,778,832 tCO₂eq / Indirect: 23,939,270 tCO₂eq), and (ii) positively impact an additional 392,284 direct beneficiaries.

GHG emission reductions:

Country	TOTAL GHG Direct (t CO2eq)	GHG Indirect (tCO2eq)
Global	0	1,499,910
Ecuador	491,753	1,636,015
Grenada	86,717	161,538
Sri Lanka	502,299	1,169,188
Bangladesh	421,417	927,628
Indonesia	449,331	8,395,684
Albania	172,130	516,389
Jordan	424,624	849,247
Tunisia	464,830	1,394,492
Philippines	1,326,566	5,306,262
South Africa	1,439,165	2,082,917
Total 2nd round	5,778,832	23,939,270

Direct Beneficiaries:

Country	Women	Men	Total
Global	360	410	770
Ecuador	530	800	1,330
Grenada	470	650	1,120
Sri Lanka	590	440	1,030
Bangladesh	4,000	16,000	20,000
Indonesia	40,000	40,000	80,000
Albania	27,005	27,995	55,000
Jordan	12,267	12,565	24,832
Tunisia	51,000	50,000	101,000
Philippines	42,035	42,547	84,582
South Africa	11,510	11,110	22,620
Total 2nd round	189,767	202,517	392,284

Cumulatively the total GHG Emissions Mitigated for the overall Electric Mobility Programme including the new countries is estimated to be: Direct: **39,640,417 tCO₂eq** / Indirect: **57,657,479 tCO₂eq**, and the cumulative number of direct beneficiaries is **710,514**.

3. Revised GEF-7 Financing

This supplemental PFD is requesting additional and incremental GEF-7 resources estimated at **US\$ 21,929,280** (GEF grant amount: **US\$ 20,118,605** and Agency fee: **US\$ 1,810,675**).

Cumulatively the total GEF financing for the overall Electric Mobility Programme including the new financing is estimated to be: **US\$ 54,650,335** (GEF grant amount: **US\$ 50,137,922** and Agency fee: **US\$ 4,512,413**)

4. Co-finance leveraged

Additional co-financing resources in support of the Electric Mobility Programme objectives proposed to be mobilized are estimated at **US\$ 218,792,961**.

Cumulatively, the total co-financing leveraged for the Electric Mobility Programme including the potential new resources is estimated at: **US\$ 651,881,552**.

5. E-mobility Partnership

The Electric Mobility partnership will be reinforced with EBRD, UNIDO and DBSA:

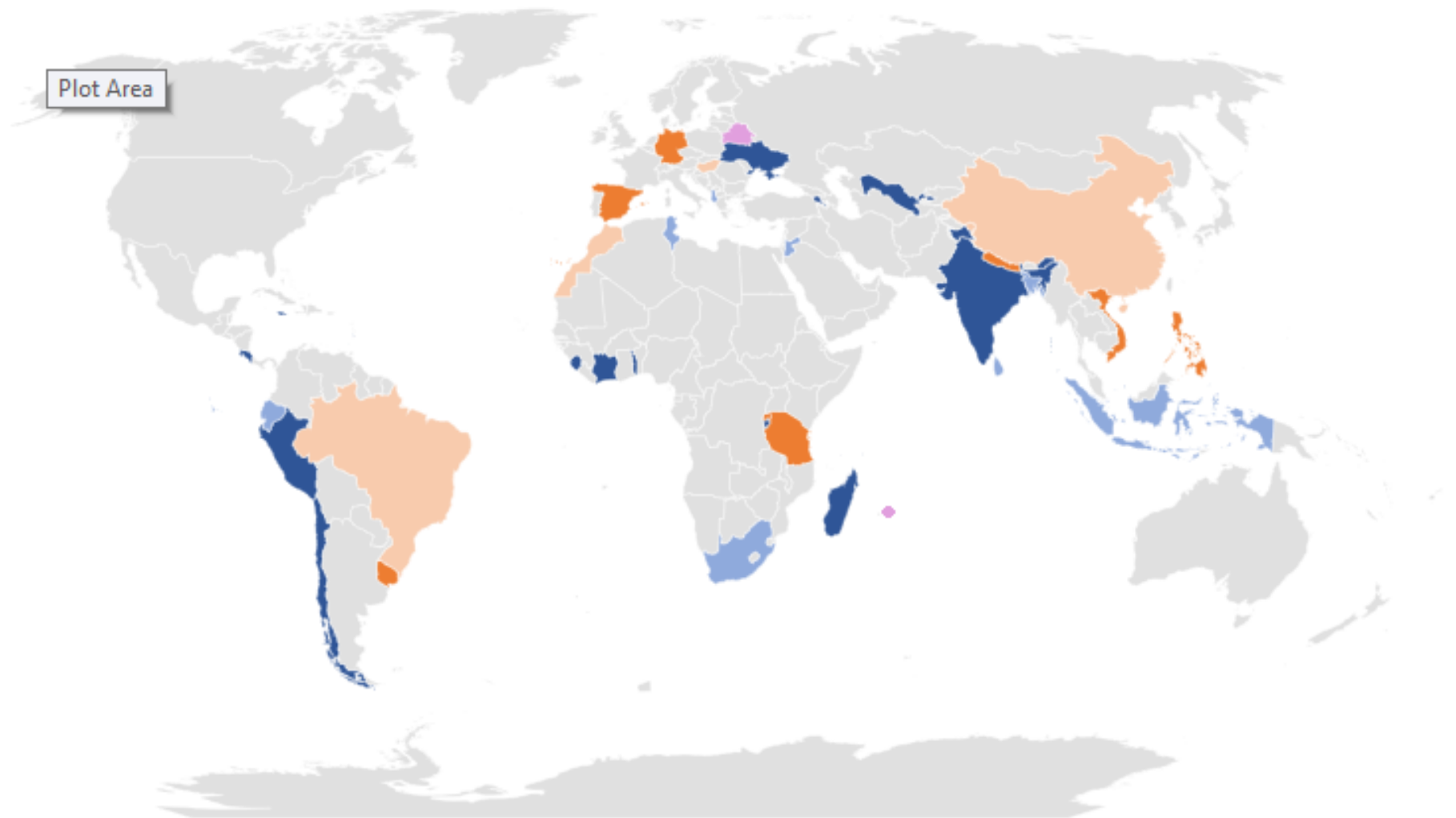
- **EBRD** will be hosting the 4th Regional Support and Investment Platform for “Eastern and Central Europe, West Asia and the Middle East”.
- **UNIDO** will be the GEF Implementing Agency for the Philippines, Albania, Jordan and Tunisia
- **DBSA** will be the GEF Implementing Agency for South Africa

UNEP and UNDP will also be acting as the GEF Implementing Agency for the following new child projects:

- **UNEP**: Grenada, Ecuador and Sri Lanka
- **UNDP**: Indonesia and Bangladesh

1b. Program Map and Coordinates

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



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- | | |
|--|---------------------------------|
| ■ GEF 7 Child Project 1st Round | ■ GEF 7 Child Project 2nd Round |
| ■ GEF 7 Standalone E-Mobility | ■ EC SOLUTIONSPlus Demo Project |
| ■ EC SOLUTIONSPlus Replication Project | |

2. Stakeholders

Select the stakeholders that have participated in consultations during the program identification phase:

Civil Society Organizations Yes

Indigenous Peoples and Local Communities

Private Sector Entities Yes

If none, please explain why:

The stakeholders are consistent with the original PFD. For this second phase, we are adding UNIDO, EBRD and DBSA to the Electric Mobility Programme with the following roles:

Name of stakeholder	Stakeholder category and role in the project:
UN Industrial Development Organization (UNIDO)	<i>UN-Agency:</i> knowledge partner, steering committee member, and GEF Implementing Agency for the Philippines, Albania, Jordan and Tunisia child country projects.
European Bank for Reconstruction and Development (EBRD)	<i>Development Bank:</i> Co-implementing Agency, knowledge partner and contributor, steering committee member, and host for the 4 th Regional Support and Investment Platform for "Eastern and Central Europe, West Asia and the Middle East".
Development Bank of South Africa (DBSA)	<i>Development Bank:</i> knowledge partner and contributor, steering committee member, and Implementing Agency for the South Africa child project.

In addition, provide indicative information on how stakeholders, including civil society and indigenous peoples, will be engaged in the program preparation, and their respective roles and means of engagement.

Consistent with the narrative description of the approved PFD.

3. Gender Equality and Women's Empowerment

Are gender dimensions relevant to the success of program. Yes

If yes, please provide indicative information on these dimensions and how these will be addressed in the program. If no, please explain why

Consistent with the narrative description of the approved PFD.

In addition, please also indicate whether the program the program will include gender sensitive indicators in its result framework

Yes

4. Private sector engagement

Will there be private sector engagement in the program?

Yes

Please briefly explain the rationale behind your answer.

Consistent with the narrative description of the approved PFD.

5. Risks

Indicate risks, including climate change, potential social and environmental risks that might prevent the Program objectives from being achieved, and, if possible, propose measures that address these risks to be further developed during the Program design (table format acceptable)

Consistent with the narrative description and risk table of the approved PFD.

For an analysis of safeguards risks, please see the 'Environmental, Social and Economic Review Note' uploaded into the documents section.

6. Coordination

Outline the institutional structure of the program including monitoring and evaluation coordination at the program level. Describe possible coordination with other relevant GEF-financed programs and other initiatives.

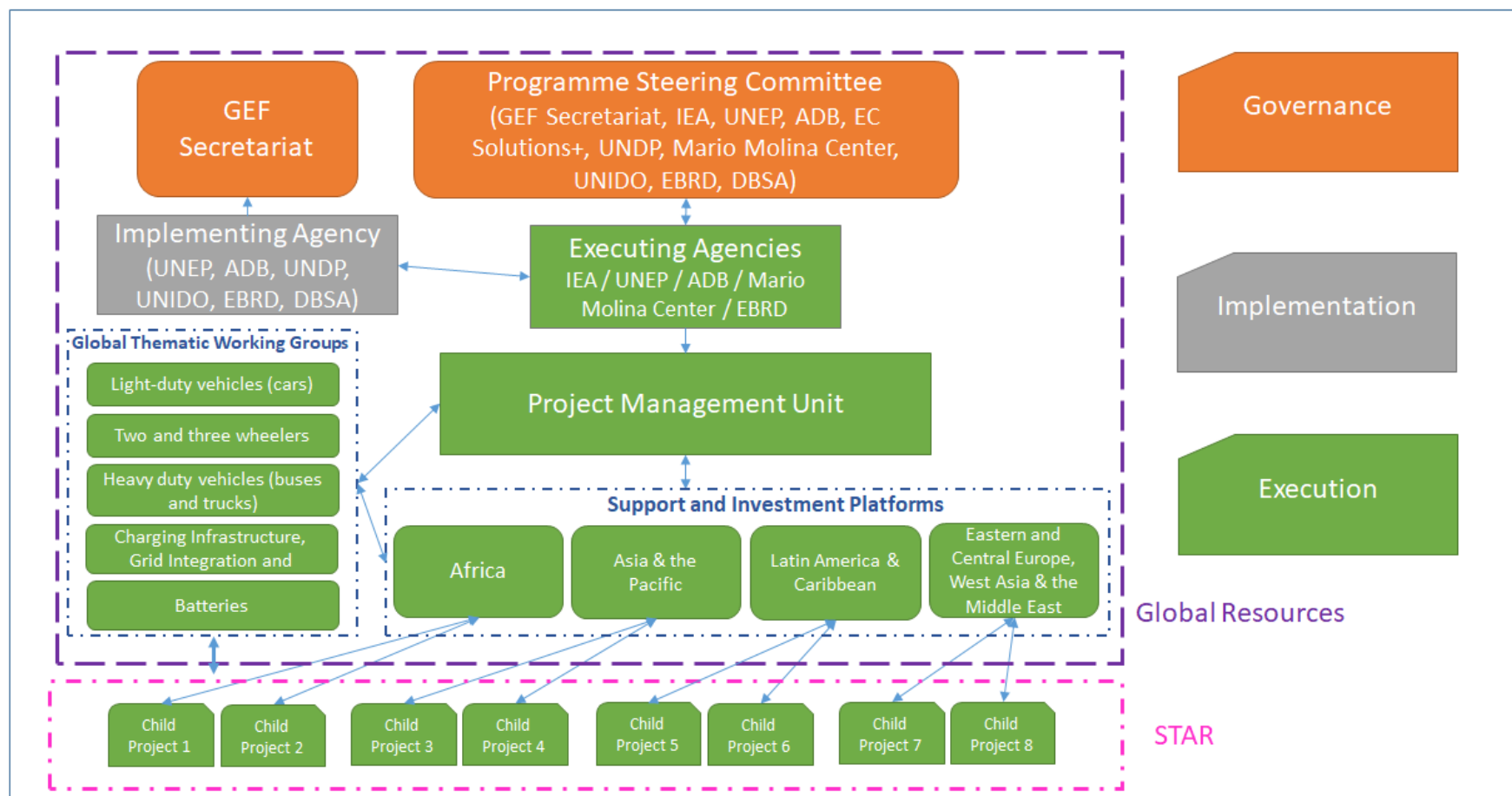
The following new organizations are now part of the programme:

- **UNIDO** has joined the programme as the GEF Implementing Agency for the new child country projects in the Philippines, Albania, Jordan and Tunisia.
- **EBRD** has also joined the programme and will be hosting the 4th Regional Support and Investment Platform for “Eastern and Central Europe, West Asia and the Middle East”.
- **DBSA** has joined the programme as the GEF Implementing Agency for the South Africa child project.

Please refer to the updated organigramme below:

Organization and management

Global e-mobility programme (PFD)



7. Consistency with National Priorities

Yes

Is the Program consistent with the National strategies and plans or reports and assessments under relevant conventions

Country	Nationally Determined Contribution (NDC) that correlate with e-mobility
Ecuador	<p>Ecuador's strategic positioning on transforming to electric mobility starts with its nationally determined contribution (NDC). The NDC states the need to develop and implement safe and sustainable transport, including through a nationally appropriate mitigation action (NAMA) to reduce GHG emissions in transport in Quito, Guayaquil and Cuenca. Beyond the NDC, in 2018 pilot projects were launched in Loja, with 50 electric taxis (Jaramillo, 2019), and Quito, with one articulated electric bus and two 12m electric buses. Also, in 2019, Guayaquil introduced 20 electric buses.</p> <p>The country is also creating an enabling framework for electric mobility, with: (1) tax exemptions for electric vehicles (up to USD 40,000), batteries and charging stations; (2) preferential electricity tariffs for electric vehicle charging; (3) 0% value added tax for imported electric vehicles, batteries and charging infrastructure; (4) 0% special consumption tax for electric vehicles (it is 5-35% for internal combustion engine (ICE) vehicles); (5) technical body working to create tighter fuel standards (National Assembly of Ecuador, 2019); and (6) legal mandate that by 2025 all new vehicles incorporated into public transport shall be electric.</p>
Grenada	<p>Grenada's strategic positioning to facilitate a transformation to a low-emission and climate resilient transport sector is clear. In 2011 it adopted the National Energy Policy (NEP), with specific goals for the energy and transportation sectors, namely, that 20% of all electricity and transportation energy shall come from renewable sources by 2020 and a 100% by 2030; these goals are also reflected in its Nationally Determined Contribution (Government of Grenada, 2015).</p> <p>Based on this, Grenada has prepared a National Climate Change Policy and Action Plan (plan 2017-2021) through which it commits to promote and incentivize renewable energy and energy efficiency in the transport sector. In this context, in 2015 its licensed electricity provider (Grenada Electricity Services Limited, GRENLEC) launched the country's first electric vehicle pilot programme. In this context, in 2015 its licensed electricity provider (Grenada Electricity Services Limited, GRENLEC) launched the country's first electric vehicle (EV) pilot programme. The pilot aimed to test the energy efficiency, range, cost savings, road performance and environmental benefits of electric vehicles.</p>

<https://gefportal2.worldbank.org>

	<p>g station for EVs and hybrid vehicles. Furthermore, there has been growing political interest to promote e vehicles at the highest levels. In this instance, the Prime Minister of Bangladesh convened a stakeholder meeting to address the challenges of e-vehicles requiring official registration to ensure public safety and sought to resolve the issue of charging and electricity pilferage. Finally, the Bangladesh Road Transport Authority (BRTA) has issued draft guidelines on the electric vehicles, making registration, fitness certificate and tax mandatory. The draft policy also specifies the lifespan of various modes of electric mobility that include 2-wheelers, 3-wheelers, light and heavy-duty vehicles.</p>
Indonesia	<p>Indonesia's Nationally Determined Contribution (NDC) outlines the commitment to reduce emissions by 29% of BAU by 2030 and 41% with international support. Particularly, 11% (about 314 Mt CO₂e) to 14% (398 Mt CO₂e) emission reduction from the total BAU in 2030 is expected to stem from energy sector including transport (Indonesia NDC, 2016).</p> <p>Additionally, in the National Energy Planning / RUEN (Presidential Regulation No 22/2017) the Government of Indonesia (GoI) has set a target by 2025 to apply 2,200 electric vehicles, 2.1 million electric motorbikes and to build 1,000 electric vehicle charging stations. As part of achieving the targets set in RUEN, the Government of Indonesia through the Ministry of Energy and Mineral Resources has developed a draft Presidential Regulation (Perpres) on Acceleration of Battery-Based Electric Vehicles.</p>
Philippines	<p>The Philippines INDC (issued in 2015) states that the country intends to reduce GHG emissions of about 70% by 2030 relative to its business-as-usual 2000-2030 scenario and that these reductions would come from the energy and transport sectors (among others). The Philippines NDC is currently under development, but from the consultation with the counterparts it has been indicated that transport will be one of key elements of the contribution. The draft NDC covers some unconditional, as well as conditional contributions to climate change mitigation from transport sector.</p> <p>Also, one of the government's priorities is the development of environment-friendly transport systems to promote environmental sustainability and protection (Transport Vision formulated in the Philippines National Transport Policy). One of the strategic areas of intervention is low-emission vehicles including e-vehicles. The Department of Energy's Investments Priorities Plan for 2014-2016 stressed that the establishment of charging stations for electric vehicles is among the preferred activities. Also, the Executive Order 488 modified the rates of import duty on components, parts and accessories for the assembly of hybrid, electric, flexible fuel and compressed natural gas motor</p>

	<p>vehicles to zero rates. Finally, in 2019 the Sub Committee on Electric Road Vehicles released the P NS-ISO 6,469 series of standards under the general title Electrically Propelled Road Vehicles – Safety Specification to assure the safety of EVs (others standards were also introduced).</p>
Albania	<p>The project will contribute to Albania's Intended Nationally Determined Contribution (INDC), 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.</p> <p>The Albania GEF project is also fully aligned with the national development priorities reflected in the National Strategy for Development and Integration (NSDI II) 2015 - 2020 , as the major guiding document for social and economic development in Albania. 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'.</p>
Jordan	<p>Jordan's Intended Nationally Determined Contribution (INDC) includes the following elements which are aligned with the GEF project:</p> <ul style="list-style-type: none"> · Contributes to GHG reduction outcome target of 1.5% by 2030 compared to BAU · Contributes to conditional outcome target to reduce Jordan's GHG emissions by at least 12.5% by 2030 · Contributes to the introduction of Zero Emission Electric Vehicles (ZEV) and deployment of 3,000 charging stations and support of 10,000 ZEVs by the private sector · Contributes to increasing the total number of commuters using public transport to 25% of total number of commuters · Reduces fuel consumption in ton/day · Increasing transport sector reliability through adopting and implementing policies related to fleet characteristics to enhance efficiency and reduce emissions thus yielding positive effect on energy consumptions and reducing CO2 and other greenhouse gases emissions

Tunisia	<p>Tunisia's INDC commits to a 41% reduction in carbon intensity compared to 2010 levels. In the energy sector, the primary contributor to emissions, it aims to reduce carbon intensity by 46 per cent compared to 2010 levels. For this, primary energy demand should decrease by 30 per cent by 2030. Tunisia's strategy on sustainable development, along with the strategy on climate change, and the strategy on green economy, forms the three pillars for the country to achieve its contribution towards Agenda 2030. The project will aim to participate in the achievement of these targets. For example, it will complement the already existing smart grid pilot project in Sfax which aims to further the national goal of getting thirty percent of the nation's electricity from renewable sources by 2025.</p> <p>Also, the Ministry of Transport of Tunisia intends to renew its strategic policy in the long term through the preparation of the National Transport Master Plan for 2040 and the work of a task force for the promotion of electric mobility in Tunisia. The project will support the implementation of the National Transport Master Plan by establishing a National Transport Coordination Unit and gathering stakeholders from relevant national agencies to coordinate innovative transport solutions and promote e-mobility.</p>
South Africa	<p>The project aligns with the NDC in the sense that it aims at increasing investment in clean transport technology and reduces emissions. In addition, the NDC 2018 highlights the fact that climate policies in South Africa need to be understood in context with overriding priorities, such as the elimination of poverty and the eradication of inequality. With respect to the latter, the provision of integrated public transport to better connect residential with commercial urban areas as well as urban development to overcome the historic disintegration of urban areas with low income and low economic versatility is a national priority.</p> <p>In addition, the national Green Transport Strategy (GTS) 2017-2050 promotes green mobility and suggests to achieve modal shifts in transport that reduce GHG and other harmful emissions and, in particular, a 20% shift of passenger transport from private cars to public transport and eco-mobility. The GTS also identifies that important investment needs to take place in the area of bus rapid transit (BRT) and suggests the significant expansion throughout large cities in South Africa. In addition, the GTS proposes a Vehicle Energy Efficiency Programme which includes the development of procurement guidelines for the government vehicle fleet. Finally, the National Transport Master Plan 2050 (NATMAP) outlines the need for reduction of GHGs and other emissions as well as the reduction of environmental impact through the promotion of public transport as one of the main pillars of future development.</p>



8. Knowledge Management

Outline the Knowledge management approach for the Program, including, if any, plans for the Program to learn from other relevant Programs and initiatives, to assess and document in a user-friendly form, and share these experiences and expertise with relevant stakeholders.

The knowledge management approach is consistent with the narrative description of the approved PFD, and will be strengthened through an additional Regional Investment and Support Platform for “Central and Eastern Europe, West Asia and the Middle East”.

Indeed, the programme now includes a total of five country projects in the Central and Eastern Europe, West Asia and Middle East region: Ukraine, Armenia, Albania, Jordan and Uzbekistan. In addition, one stand-alone project has been approved in Belarus, that will also participate in the programme and in the regional network. As such the project will now set up a regional Support and Investment Platform for Central and Eastern Europe, West Asia and the Middle East. This platform will be led by the European Bank for Reconstruction and Development (EBRD) that has the ability to provide credit lines for investment in the projects in the region.

The activities of the platform will be similar to those of the other three platforms, as included in the first phase of the programme:

- Provide networking and co-ordination support to child projects
- Develop communities of practice, sharing best practices
- Establish market-places to promote and support investment in the region
- Host training courses
- Promote and support replication in the region

9. Child Program Selection Criteria

Outline the criteria used or to be used for child program selection and the contribution of each child program to program impact.

Consistent with the narrative description of the approved PFD.

Part III: Approval/Endorsement By GEF Operational Focal Point(S) And Gef Agency(ies)

A. RECORD OF ENDORSEMENT OF GEF OPERATIONAL FOCAL POINT (S) ON BEHALF OF THE GOVERNMENT(S): (Please attach the Operational Focal Point endorsement letter with this template).

Name	Position	Ministry	Date
Tareq Emtairah	Director	Department of energy – ALBANIA	6/19/2019
Titus Antoine	Head (AG)	Department of Economic and Technical Cooperation - GRENADA	2/18/2020
Laksmi Dhewanthi	Senior Advisor to the Minister for Industry and International Trade	Ministry of Environment and Forestry - INDONESIA	3/19/2020
Zeina Toucan	Secretary General	Ministry of Planning and International Cooperation - JORDAN	6/24/2019
Analiza Rebuelta - Teh	Undersecretary	Department of Environment and Natural Resources - PHILIPPINES	4/2/2020
Zaheer Fakir	Acting Deputy Director-General	Department of Environmental Affairs – SOUTH AFRICA	10/14/2019
Sabria Bnoui	Director General for External Relations	Ministry of Local Affairs and Environment - TUNISIA	2/19/2020
Maria Belen Duran Flores	Analyst	Ministry of Environment - ECUADOR	3/20/2020
Ziaul Hasan	Secretary	Ministry of Environment, Forest and Climate Change - BANGLADESH	3/19/2020
A.H.S. Wijesinghe	Secretary	Ministry of Environment and Wildlife Resources - SRI LANKA	4/2/2020

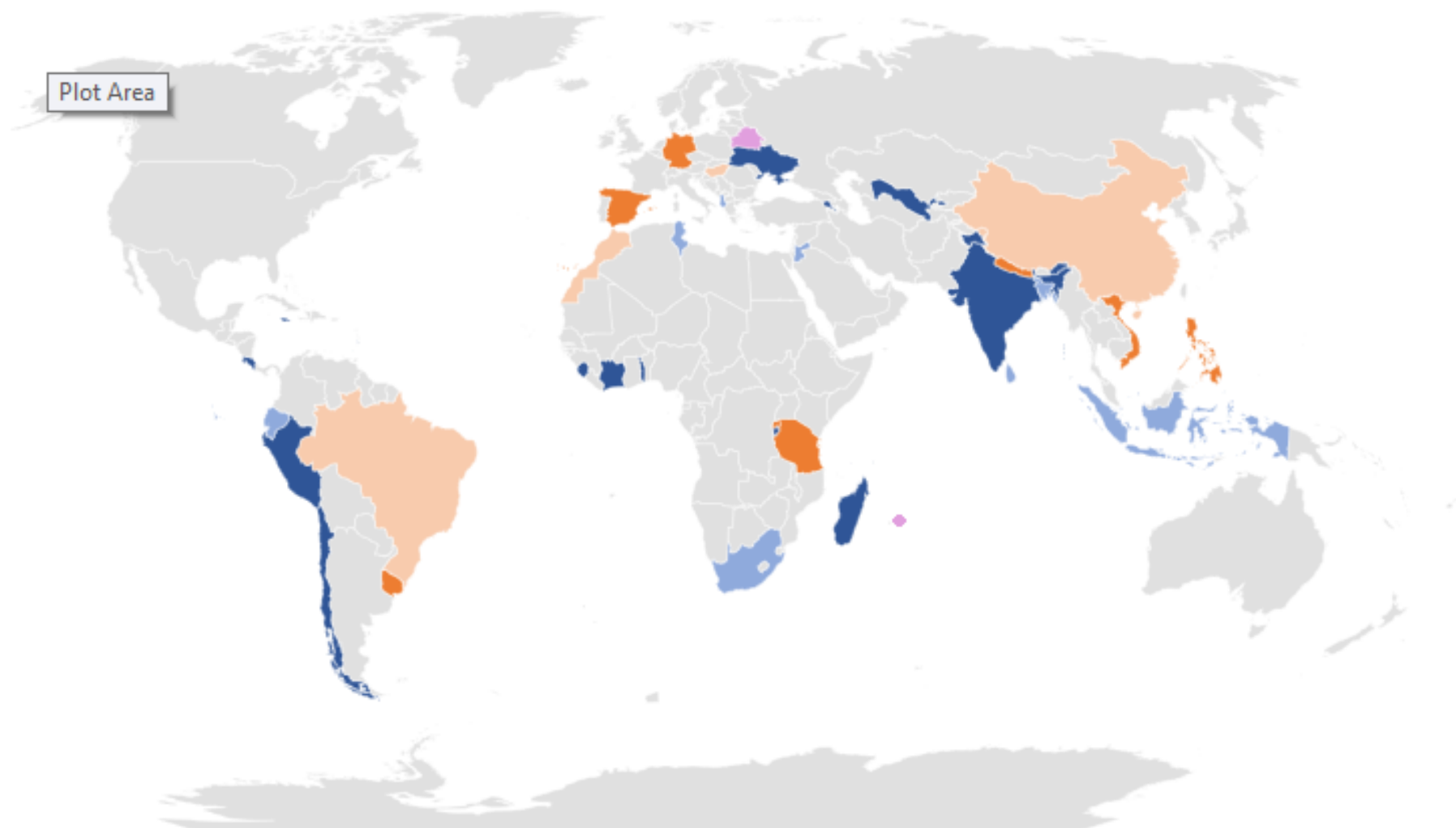
ANNEX A: LIST OF CHILD PROJECTS UNDER THE PROGRAM

Child Projects under the Program							
Country	Project Title	GEF Agency	GEF Amount (\$)			Agency Fee (\$)	Total (\$)
			Focal Area 1	Focal Area 2	TOTAL		
			Project	Project	Project		
	FSPs						
Philippines	Accelerating the adoption and scale-up of electric mobility for low-carbon city development in the Philippines	UNIDO	3,788,990	N/A	3,788,990	341,010	4,130,000
South Africa	Accelerating the shift towards electric mobility in South Africa	DBSA	4,713,224	N/A	4,713,224	424,190	5,137,414
	Subtotal		8,502,214		8,502,214	765,200	9,267,414
	MSPs						
Global	Global project to support countries with the shift to electric mobility – Phase 2	ADB	44,000	N/A	44,000	3,960	47,960
		EBRD	440,000	N/A	440,000	39,600	479,600
		UNEP	413,600	N/A	413,600	37,224	450,824
Ecuador	Support the shift towards low-carbon electric mobility in Ecuador	UNEP	1,280,275	N/A	1,280,275	115,225	1,395,500
Grenada	Accelerating the introduction of low-emission and climate-resilient electric mobility in Grenada	UNEP	1,050,917	N/A	1,050,917	94,583	1,145,500
Sri Lanka	A sustainable and efficient Electric Mobility System in Sri Lanka	UNEP	1,096,789	N/A	1,096,789	98,711	1,195,500
Bangladesh	Enabling Electric Vehicles (EVs) Adoption in the framework of Sustainable energy based Transporta	UNDP	1,788,991	N/A	1,788,991	161,009	1,950,000

	tion in Bangladesh						
Indonesia	Enhancing Readiness for the Transition to Electric Vehicles in Indonesia (ENTREV)	UNDP	1,816,500	N/A	1,816,500	163,485	<u>1,979,985</u>
Albania	Electric mobility for sustainable tourism in Albania	UNIDO	763,242	N/A	763,242	68,691	<u>831,933</u>
Jordan	Integrated adoption of electric mobility	UNIDO	1,137,215	N/A	1,137,215	102,349	<u>1,239,564</u>
Tunisia	Scaling-up the adoption of electric mobility in Tunisia	UNIDO	1,784,862	N/A	1,784,862	160,638	<u>1,945,500</u>
	<u>Subtotal</u>		11,616,391		11,616,391	1,045,475	<u>12,661,866</u>
							-
	<u>Total</u>		20,118,605		20,118,605	1,810,675	<u>21,929,280</u>

ANNEX A1: Project Map and Geographic Coordinates

Please provide geo-referenced information and map where the project intervention takes place



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- | | |
|--|---------------------------------|
| ■ GEF 7 Child Project 1st Round | ■ GEF 7 Child Project 2nd Round |
| ■ GEF 7 Standalone E-Mobility | ■ EC SOLUTIONSPlus Demo Project |
| ■ EC SOLUTIONSPlus Replication Project | |

