GLOBAL ENVIRONMENT FACILITY
INVESTING IN OUR PLANET

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

Basic Information

GEF ID
10114

Countries
Global (Uzbekistan, Antigua and Barbuda, Armenia, Burundi, Chile, Costa Rica, Cote d'Ivoire, India, Jamaica, Madagascar, Maldives, Peru, Seychelles, Sierra Leone, St. Lucia, Togo, Ukraine)

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

GEF Agency(ies)
UNEP, EBRD, ADB, UNDP

Agency ID
UNEP: 01679, EBRD: TBD, ADB: TBD, UNDP: TBD

GEF Focal Area(s)
Climate Change

Program Manager
Filippo Berardi

PIF

art I – Project Informatic

Focal area elements

1. Is the project/program aligned with the relevant GEF focal area elements in Table A, as defined by the GEF 7 Programming Directions?

Secretariat Comment at PIF/Work Program Inclusion

04/25/2019

Comment cleared.

04/17/2019

1. Program Commitment Deadline should be December 14, 2020.

Oct 2018

Yes, the project is aligned with GEF-7 Objective 1 "promote innovation and tech transfer for sustainable energy breakthrough", entry point 2 "electric drive technologies and electric mobility".

Agency Response

April 2019 Agency Response

We have made this change as requested.

Indicative project/program description summary

2. Are the components in Table B and as described in the PIF sound, appropriate, and sufficiently clear to achieve the project/program objectives and the core indicators?

Secretariat Comment at PIF/Work Program Inclusion

04/25/2019

All comments cleared.

04/17/2019

Country Selection

1. The resubmitted PFD now includes a mix of 16 countries, and the Program expects to add additional countries that would altogether encompass a balanced mix of regions and size of economies. Comment cleared.

2. Additional information on child project selection criteria has been added. We note that instead of “low- and middle-income countries” the criteria should be “GEF recipient countries,” as level of income is not the only factor of eligibility for a STAR allocation at the GEF. Please change accordingly.

3. Information on the baseline conditions and incremental reasoning for each participating country has been added. Comment cleared.

4. Comment cleared.

Regional Hubs

5. There has been a reduction in GEF resources dedicated to the regional hubs from the climate change global/regional set-aside; however, we note that in the current program design, it is not clear if/that each child project will contribute to the Program’s components. This is particularly relevant for components other than 3 (which will be funded with, and implemented in, country child projects). In order to show a more integrated global program, we ask that the agency re-arrange a certain amount of resources from Component 3 to the other components (especially relevant for component 2 and 4, and possibly relevant for component 1), corresponding to the level of resources expected to enable the active participation of countries in the regional and global events, as well as to carry out the necessary monitoring and evaluation at the country project level. This will also clarify the fact that not all of the child projects will be “investment”, but instead a mix of “technical assistance” and “investment”.

Level of funding requested

6. The amount requested from the global/regional set aside has been reduced to $3,545,225, including PPG and fees. Comment cleared.

7. Comment not cleared. See note under 5 above. The link between the national STAR allocation and the PFD needs to be strengthened. In particular, as discussed previously, some of the resources from the child projects should be directed towards the other components to show how the child projects will contribute to/participate in the global activities. This will present a more integrated program. This should be clear in the budget or be explained clearly in the relevant section(s) of the PFD.

Other matters.

8. Comment cleared.

9. Comment cleared.

10. Agency has explained that PMC is a combination of 10% for MSPs and 5% for FP at the child project level. Comment cleared.

Additional comments:

11. In the description of the project, it is mentioned that the program will be submitted in two phases. This is statement repeated in the description of Component 3. We ask that this be rephrased as to avoid the phase I/phase II language and indicate instead that this program is presently structured with 16 countries and it may be expanded at a later stage to include a second group of countries that have expressed interest. Although a second stage may be desirable, a “second stage” commitment is not appropriate for inclusion in the PFD document.

12. A clear and concise summary of the Global Child Project should be included as a separate item from the description of the program. Although it is explained in various sections where it overlaps with the program itself, it needs to be shown that Global Child and Program are two different things. Right now, there is a description of the Program Components, and of the country based national child projects, but there is no separate description/summary of the Global Child Project.

Oct 2018

Country selection:

1. As discussed over the phone, it is the Secretariat’s view that the current country selection would not be adequate to deliver the expected level of global environmental benefits that a global program like this should be set to achieve. We ask the Agency to resubmit the Global Framework Document with a revised selection of countries, in line with the level of ambition sought, and which could justify the need for -and scale of- a global umbrella program.

2. Please provide language outlining the methodology or rationale used to select the participating countries, and what would be considered, as a minimum, the number, size and geographical distribution of the participating countries that would justify the existence, scope and size of the proposed global component.

3. We would expect such selection to also reflect on country and regional circumstances: some countries may have other energy policy/market issues (e.g. energy access or energy efficiency) that would appear more pressing than establishing an EV policy infrastructure/market. Please provide, for each country selected, a brief justification of why using CCM STAR allocation for EVs would represent the best use of such resources for that specific country in terms of prospects/likelihood of generating quantifiable GEBs.

4. We welcome an update from the time of the first submission regarding the second round of countries expected to receive LoEs for Spring 2019, as mentioned in the Introduction section of *Part II: programmatic justification*.

Regional hubs.

5. Current country selection does not include key countries that would be key for inclusion in the regional hubs. With the current country selection, regional hubs do not appear to be justifiable. This is an area where we would expect to see significant reduction in budgeted GEF resources.

Level of funding requested.

6. The amount of programmatic funds requested from global/regional programming resources appears to be very high considering the amount of STAR resources used at country level, which would not justify such a big umbrella budget for the global child project. We consider that a much-reduced ratio of global resources versus country STAR allocation is needed.

7. In addition, and related to the previous point, we need to see a clear and significant budget line from STAR allocations of each participating country to be contributed upward to the global program to co-finance the global component. This would be a good indicator of country-buy-in and country interest in the result of/support from the global component.

Other matters.

8. While a component of the program is global, as there will be country child projects, we would like to see those countries listed under Program Identification.

9. Table B would benefit from inclusion of numbering of components and program outcomes, for ease of referencing.

10. PMC should appear in the dedicated budget line. In addition, as a reminder, PMC should be 5% of the subtotal for a full-size project.

Agency Response

Response 1:

We agree with the Secretariat's comment. The ambition is to develop a transformative programme to support low and middle-income countries with starting a switch to electric mobility. We received a wide interest from countries to join this new Global Programme. This revised submission includes the 16 countries, representing a mix of middle-income countries, SIDs and LDC's (Antigua and Barbuda, Armenia, Burundi, Chile, Costa Rica, India, Ivory Coast, Madagascar, Maldives, Peru, Seychelles, Sierra Leone, St. Lucia, Togo, and Ukraine). We have included a selection of regional leaders and smaller countries as well, since they will be targeting different technologies from the larger countries. In this way the programme will tackle a wider range of electric mobility technologies for market transformation.

The overall of the programme submission is reaching around USD 26,427,216 million, together with co-financing of USD 384,488,591. We believe the number of countries, the expected impact of 53,409 million tCO_2, and the STAR allocation and co-financing warrant a global programme with requested global set aside, which will not only focus on coordination but also on knowledge generation, policy adoption and investments.

Response 2:

We have identified the following criteria:

- Countries from each region, with a minimum of 10 countries in total.
- Regional leaders to which other countries will be looking to for experiences.
- Countries covering demand for a selection of the main e-mobility technologies including buses; cars and 2 and 3 wheelers.
- A mix of GEF IA's involved in the programme to bring a full complement of expertise and including development banks for their capacity to leverage investment.

We have set criteria for individual countries to join the programme to ensure involvement and impact below and countries need to fulfil each category listed below together with examples of how they can do this:

Country commitment to e-mobility market transformation (for example):

- Policy documents showing country priorities in e-mobility (such as NDC or national transport policy, etc…);
- Existing e-mobility policies or incentives already in place or under development;
- Ambition to link public transport and e-mobility
- Early moves by the market in the country with evidence of technology and infrastructure investments;

Emissions reduction potential (for example):

- High share of energy related emissions from the transport sector
- Private and public vehicle fleet with a strong growth rate
- High share of renewables in the power mix and/ or ambitious plans for the introduction of renewables in the future. Including the need to show functioning integration of renewables.
- Cities in the country facing heavy air pollution problems
- High urbanization rate

Cost effectiveness (for example):

- Electrification of the targeted vehicle mode is cost efficient
- High fuel prices and high vulnerability to price volatility
- Business opportunities in the country with evidence of strong private and public sector interest

Response 3:

The transport sector is contributing more than one quarter of all energy related greenhouse gas emissions globally. This is set to grow to one-third by 2050, growing faster than any other sector. The Paris Climate Agreement, and global warming scenarios of 2C or 1.5C, need a massive global switch to electric mobility. According to IPCC Special Report on Mitigating Global Warming to 1.5 C, of 8 October 2018; "*High growth rates are now appearing in electric vehicles, electric bikes and electric transit, which would need to displace fossil-fuel powered passenger vehicles by 2035-2050 to remain in line with 1.5C consistent pathway*".

Since almost all (95%+) of the growth in the global vehicle fleet will take place in low and middle-income countries, these need to start getting familiar with electric mobility, build capacity, raise awareness, prepare captured fleets (e.g. buses, taxis etc.) now and these countries need to introduce policies and standards now to ensure the right incentives and policies are in place to divert their growing vehicles fleets to electric mobility.

We agree where energy policy or other enabling conditions will prohibit transport electric mobility market transformation it does not make sense to have an electric mobility project in this country. However there are many less obvious examples of how we can expect electric mobility technology to grow around the world. In short in means that's it can make as much sense to work in SIDs and LDC as it does in a large middle-income country to reduce emissions cost effectively. For example, in the Seychelles the child project will see the complete phase out of internal combustion engine vehicles and a complete phase in of electric vehicles in the island of La Digue. Another example is that 2 and 3 wheelers already have a 1.5 year pay-back period and it is therefore a good place to start electric mobility transformation in a countries where demand for this mode exists.

The massive growth of cities in LDCs and SIDs least developed countries, particularly in cities in Africa and Asia. Governments are realizing with this rapid urban growth they need to rapidly improve their transport systems and many are looking at how to make improvements to avoid crippling congestion and in the near future. Added to this, developing countries cities tend to have some of the worst air quality in the world, affecting the health of urban populations and this is massive burden on their development. Electric buses are expected to become cost competitive with internal combustion engine alternatives by 2025, so it makes a lot of sense to be working with SIDs and LDC's to support them with policy making and technical assistance, so they can get policies in place and make the right procurement decisions for their fleets, which will be in service for the next 20 years. Without GEF interventions there is likely to be a massive increase in diesel buses and lock-in to a less optimal technology for 20 years or more. All of this to say that it is not so straight forward to rank electric mobility against country development needs. Instead what we propose is to explain why electric mobility makes sense in the context of each country.

- Chile
- Chile is the leading country with respect to electric mobility in the region, the city of Santiago de Chile piloted electric buses and will introduce 200 electric buses to the Transantiago BRT early next year;

· Chile has a clean electricity mix averaging at about 0.45kgCO2/kWh, which results in immediate emission reductions from EV use.

· Centro Mario Molina is the leading non-for-profit organization when it comes to transport in the region and they will play a crucial role in the programme (i.e. managing and hosting the Latin America Regional hub, sending experts to the thematic platforms, providing expertise among country request worldwide)

· Maldives

· Male and Hulhumale, the target islands for this project in the Maldives have combined generating capacity of 90MW, of which only 1.5 MW is solar PV; the rest coming from diesel generation. The country has a planned investment with the World Bank for new generating capacity of 20-40 MW of solar power. This would bring these 2 islands renewable energy ratio to 45% at the up estimate.

· The transport sector alone accounts for 31% of overall energy consumption in the Maldives, and it is expected to reach 900,000 of tCO_2 by 2020 according to the ADB.

· In the Malé region, air pollution is becoming a serious concern. According to statistics published by the Health Protection Agency the incidence of respiratory diseases has aggravated over the years and is one of the leading causes of death in Maldives.

· The Government of Maldives sees the transport sector as a significant source of pollution and would like to have a more comprehensive transport strategy, including electric mobility to tackle the problem.

· Antigua and Barbuda

· The transport sector accounted for around 30% (USD $49 million) of these total fuel imports, and power generation is highly dependent on diesel generators resulting consumer costs of USD 0.40/ kWh.

· Antigua and Barbuda's Renewable Energy Act setting a renewable energy target of 50MW by 2030. This target is re-enforced by an NDC commitment, to help reduce these costs and their dependence on imported fossil fuels. This would make for over 30% of the grid capacity (currently 108MW), nearly 30% renewable.

· The proposed project aims to demonstrate electric mobility and renewable power integration to reduce energy use and emissions and to increase extreme weather resilience.

· India

· India's renewable energy generation capacity is about 20% of total installed capacity in the country. The government has set a renewables energy expansion target of 175 GW by 2022. This would take the country from the country's grid emission factor from 0.825 tCO2/MWh in 2016 to 0.684 tCO2/MWh by 2030 (assuming 40% of the country's generating capacity is from renewables).

· India is the fourth biggest vehicle producer worldwide.

· Numerous local car manufacturers have announced the production of electric vehicles.

· India has a very strong growth in the vehicle fleet which is degrading air quality especially in cities.

· India is discussing electric mobility targets of about 15% EVs in the next five years and 30% by 2030 (sales share), as a solution to deteriorating air quality.

· This creates conducive conditions for market transformation to electric vehicles in the country.

· Madagascar

· The country aims to reduce its GHG emissions by 14% by 2030 compared to a Business as Usual (BAU) scenario, in its NDC.

· Madagascar has clean electricity power mix with more than 50% of the power coming from renewable sources and hydro (0.464 kgCO2/kWh), and it is promoting renewable energy. Many new sites are under prefeasibility assessment, while a solar park of 20 megawatts electric output was commissioned in 2018.

· The share of transport related emissions on energy emissions was 33.10% in 2011 and is the fastest growing source of emissions.

· Madagascar wants to replicate the experience of Mauritius in attracting cleaner and more fuel economy vehicles through policy and taxation, including electric vehicles.

· Burundi

· Burundi has a very clean electricity mix. About 80% of the power is generated based on renewable resources.

· Over 60% of emissions in the country currently comes from vehicles.

· Car ownership is growing fast as the population recovers from war. In 2007, the number of vehicles per 1,000 people was one of the lowest in the world – at 6 vehicles per 1,000 people. Between 2005 and 2016 the vehicle fleet doubled and these growth rates are continuing.

· All fuel requirements are imported into Burundi, and the Government recognises that this import dependence places their economy at risk to oil prices shocks.

· Seychelles

· The total power generation capacity in Seychelles is 93MW. 2.5% of this comes from renewable energy sources.

· The country's 2010 Energy Policy sets renewable energy consumption targets at 5% by 2020 and 15% by 2030, and already the government has begun investment of USD 45 M in 11MW of wind and solar energy generation.

· The Government of Seychelles also recognizes that reducing dependence on fossil fuels for the transport sector through low carbon transport strategies is not only desirable to reduce air pollution and GHG emissions, but also sustainable.

· La Digue Island has been selected for the demonstration project as it provides the possibility to make a completely transformation to electric mobility during the project, together with a shift to renewable energy generation.

· Sierra Leone

· The Government of Sierra Leone recognizes that the high level of dependence of imported fossil fuel poses a challenge to their economy and emissions reduction targets.

· The country currently has 100MW of installed generating capacity, 50% of which is renewable. The government has plans to expand their hydro capacity by 143 MW by 2022.

· Power generation and transport are the biggest source of GHG emissions in the country. Moving to electric mobility will help the country meet its NDC target to be carbon neutral by 2050.

· the total energy-related CO2 emissions increased from 20 MtCO2Eq in 2005 to 28 MtCO2Eq in 2013 representing an almost 50% growth. This jump in emissions was attributed to increase in fuel consumption in mining and transportation alone.

· Air quality is very poor in Freetown, much of the pollution coming from the old vehicle fleet and much of this from 2 and 3 wheelers, creating another reason for the government to promote the electrification of 2 and 3 wheelers.

· St. Lucia

· Although St Lucia power grid is almost entirely fossil fuel based, the country has significant planned investments for renewable power generation. This is also expected to bring down electricity prices.

· In its Nationally Determined Contribution, the Government has set an ambitious goal (UNFCCC, 2015) to reduce GHG emissions by 16% by 2025 and 23% by 2030.

· The transport sector is the second major source of GHG emissions in Saint Lucia and is expected to increase as motorization continues to rise (OCADE, 2018), and the fleets are old.

· This creates the conditions for the country to be able to promote electric mobility.

· Jamaica

· Jamaica's Nationally Determined Contribution (NDC) commits to emission reductions of 10% of BAU by 2030.

· Power generation in Jamaica is dependent on the operation of diesel generators (11% renewables in its energy mix)

· Jamaica's National Energy Policy 2009-2030 lays out aggressive targets for a 30 percent renewable energy share and a 50 percent reduction in energy intensity by 2030.

· The transport sector is the second major source of GHG emissions and is expected to increase as motorization continues to rise, indicated by the doubling of the vehicle fleet between 2014 and 2017.

· Jamaica's high dependence on fossil fuels in the transport sector has a significant impact on the levels of emissions, air pollution and hence public health.

· Jamaica is embarking on a National Electric Mobility Programme with the support of the private and public sector, including integrated renewable energy with financing through the Inter-American Development Bank.

· Ukraine

Ukraine

· The government of Ukraine aims to transform the on-road transportation sector through electric mobility. In its Strategy 2030 the target is for a >50 per cent share of electric vehicles as part of vehicle sales and 100 per cent electric vehicles for public transport. In addition, there are targets for local manufacturing and production of electric vehicles.

· In late 2017, the Ukrainian Parliament adopted a provisional exemption on value-added tax and excise tax for all electric vehicles for 2018 – which it is now working to extend through 2019.

· Ukraine also has the additional advantage for vehicle electrification due to its electricity grid. Ukraine's electricity grid currently provides power at 287 gCO2eq/kwh with a large share of nuclear, hydro and some coal.

· Ivory Coast

· The country is an important supplier of energy to the region due to the oil and gas reserves and the excess electricity it generates. It values highly the foreign revenue it generates from these exports.

· 31% of Ivory Coast's generating capacity comes from renewable sources, and to minimize consumption of its own fossil fuel resources, the government has set a target to increase this to 42% by 2030.

· Côte d'Ivoire is experiencing rapid motorization spurred by high rates of urbanization and economic growth (GDP growth rate of 8.2% in 2016).

· Like many African countries, Côte d'Ivoire faces serious air pollution problems linked to poor vehicle standards and use of high sulphur fuels.

· The government has already begun to reduce the age of vehicle imports and is promoting energy efficient vehicles. They now wish to extend their policies to benefit from the advantages of electric mobility.

· Armenia

· The country wants to capitalize on its renewable energy potential (solar and hydropower) and increase energy security. 40% of its power is generated from renewable sources.

· Armenia is already offering tax exemptions for electric vehicles and the country has around 5,000 registered electric vehicles.

· Imports of electric cars to Armenia have increased 5-fold since 2016 and the government is considering customs and fiscal incentives for EVs for 2019-2030. In addition, Armenia plans to manufacture and assemble EV's locally.

· Armenia now needs to plan and execute charging and grid infrastructure to meet expected growth in demand for power from electric vehicles.

· Togo

· Togo depends on fossil fuel imports for thermal power generation.

· 30% of Togo's generating capacity comes from renewables, and they have 50MW of planned renewable energy generating capacity investments over the life of the project.

- Togo is entirely reliant on imports to meet its petroleum products requirements, and the vehicle fleet is growing at 11% annually.
- Transport remains the largest and fastest growing contributor to energy related GHG emissions in Togo.
- 96% of the total vehicle fleet is composed of light duty vehicles, of which 65% are motorcycles (2-wheelers), and the average age of vehicles is 13 year. The project will thus focus on the uptake of electric light duty vehicles and motorcycles,
- Peru
- The transport sector is the highest energy consumer, accounting for 45,2% of national energy consumption, and the vehicle fleet is growing 9.5% annually.
- The transport sector has been addressed in Peru's NDC and includes one measure on electric transport, which aims to have 5% of the national vehicle fleet (heavy and light duty) electric by 2030.
- Peru is very much interested in electrifying public transport (buses and 3wheeler taxis) and Quito is one of the signatories of the C40 Clean Bus Declaration Act and has developed an Electric Land Transport NAMA (funded by the GEF).
- Peru has a low carbon power mix, more than 50% of the electricity is generated using renewable sources.
- Costa Rica
- Costa Rica has a clean power grid, so switching to electric mobility will contribute significantly to the country's emissions reduction targets.
- 54% of greenhouse gas (GHG) emissions by the energy sector are due to the national vehicle fleet.
- The country has a public health crisis, attributed to particulate matter in the air, and road transport is the largest contributor of air pollutants.
- An ageing public transport mobilizes more than three-quarters of passengers in the Great Metropolitan Area of San Jose, and this creates an opportunity for modernisation with electric buses.

Response 4:

Agreed. Done.

Response 5:

We have renamed the regional hubs 'support and investment platforms'. We feel these platforms are a vital part of the programme for delivery and scale up. Given the major tasks of the platforms in supporting the country projects and scale up. The platforms will also be co-financed by the EU and regional development banks and they will provide technical and investment support to the country projects through:

· Technical support – to support the development and implementation of the GEF & Solutions Plus country and city projects;

· Networks & communities of practice – the build networks and communities of practice to promote electric mobility and share experiences

· Investment marketplace – to bring together at (sub) regional level demand from countries & cities, with suppliers and financiers

· Training and capacity building, including a helpdesk – to organise training sessions, around specific technologies at (sub)regional level

· Information dissemination from global working groups – to disseminate the knowledge and tools developed by the four thematic global working groups to the city and country projects in the region

· Replication – to promote replication of lessons learned in the GEF and Solutions Plus projects to other countries and cities in the region to promote wider impacts of the GEF and EC programs

The Platforms would also support projects under the GEF Sustainable Cities Impact Programme and the EC Solutions Plus country and city projects. The EC Solutions Plus will bring co-finance to the platforms. By combining these activities of the GEF and the EC Solutions Plus programs, a more efficient and effective delivery of both programs can be achieved.

Response 6:

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Noted, we have reduced the amount.

Response 7:

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The STAR funded country projects all have allocations in their STAR budget to support the global components of the Programme. The country projects will pay for travel and accommodation related costs of the child project countries to participate in the relevant events, trainings, meetings, etc.

Response 8:

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Noted and incorporated in the PFD

Response 9:

Noted, and incorporated in the PFD

Response 10:

The PMC line in the portal does an automatic calculation for the PMC of 5% for an FSP, however the child projects in the programme are a mix of MSPs and FSPs. We have followed the GEF rule for PMC costs, up to 5% for FSPs and up to 10% for MSPs and therefore this will not be 5% across the whole programme, hence the difference in the total amount and the need to have a line that is not the PMC line in the portal to cater for this.

Agency Responses to additional comments April 2019

Country Selection

2. Reference to low- and middle-income countries have been removed where they refer to the alternative section

Regional Hubs

5. Table B now shows indicative STAR allocations from national child projects allowing them to the global programme. This is also summarised in component 3 under the Global Child Project.

Level of funding requested

7. Indicative STAR allocations have been added to table B under components 1,2 & 4 to reflect country participation in the thematic working groups, regional events and monitoring and Knowledge management activities. Reference to this has also been made in component 2.

Additional comments:

11. Reference to a 2nd phase has been removed from the document.

12. the global child project has been summarised in component 3.

Co-financing

3. Are the indicative expected amounts, sources and types of co-financing adequately documented and consistent with the requirements of the Co-Financing Policy and Guidelines, with a description on how the breakdown of co-financing was identified and meets the definition of investment mobilized?

Secretariat Comment at PIF/Work Program Inclusion

04/26/2019. All comments cleared.

04/25/2019

Mostly cleared. We just note one last example of in-kind cofinancing that is categorized as "investment mobilized" :

CSO	Turin Polytechnic University	In-kind	Investment mobilized	700,000

04/17/2019

1. Thank you for providing additional details. Please address additional comments below on the Co-Financing table:

- Please make sure that each row is self-explanatory given the constraints of the portal table. For example, for each Ministry, please specify the country.

- In addition, we note that there are a few in-kind amounts that have been deemed investment mobilized, when they should be typically classified as “recurrent expenditures”. (We counted 7 such examples). Please check and address accordingly. In-kind is defined as “Contributions in the form of goods or services other than money, including but not limited to salaries and wages, office space, and utilities”.

- Further, where co-financing is provided by a GEF Agency that is not the implementing Agency of the project, please use "Donor Agency" rather than "GEF Agency" in the co-financing table. For private sector co-financing, please use "private sector" rather than "beneficiaries" in the "source" column. Please consider consolidating the UN Environment amounts that are of the same type of co-financing for additional simplicity. For further details, please refer to the Co-Financing Guidelines

(http://www.thegef.org/sites/default/files/documents/Cofinancing_Guidelines.pdf).

2. The 250M loan from ADB will support the Government of India's National Electric Mobility Mission Plan 2020. Comment cleared.

3. Comment cleared for now. We hope to see additional participation from other regional development banks at the time of child project endorsements.

4. Please refer to the additional comments from GEFSEC related to co-financing/ private sector engagement which have been included in the "private sector engagement" section, below in this document.

5. Comment cleared.

Oct 2018

1. There is a significant amount of resources that is expected to be contributed by different actors as "in-kind". More clarity is needed on the composition of the amounts listed as in-kind, and about the assumptions at the basis such aggregate amounts (e.g. $4.4 million in-kind from the Government of Maldives or $6.2 million from EVI stakeholders).

2. We note a 250M loan expected from the ADB but there is no information on this operation in the body of the document. Could you please clarify what this refers to?

3. Related to the previous point, please specify how other IFIs listed as Agencies or stakeholders for this proposal intend to co-finance the proposed activities, through lending or other financing operations.

4. We note that there does not appear to be a significant expected contribution from the EV equipment or technology manufacturers (EV automakers, producers of batteries or charging technologies, etc). We consider that the program needs to be considerably strengthened in this regard, and that a clear financial participation from the industrial partners would be needed, both in terms of financial strength of the program and in terms of appropriation of results from the private sector and ultimate program sustainability. Please provide comments on regarding the status of conversations with the private sector on this point.

5. Madagascar appears to be missing from the table C. Please include it.

Agency Response

Response 1:

We have tried to provide more clarity on this on each of the child project templates and more details will be provided at CEO endorsement submission.

EVI stakeholders will contribute to organizing GEF7 Global Electric Programme meetings back-to-back with the EVI, contribute to the Thematic Platforms, and participate as experts in regional meetings and training organized by the Regional Hubs.

Response 2:

2. We note a 250M loan expected from the ADB but there is no information on this operation in the body of the document. Could you please clarify what this refers to?

ADB loan to EESL – "Scaling Up Demand Side Energy Efficiency Project" – guaranteed by the Government of India – is expected to be effective in the first quarter of 2020. The anticipated outcome of the loan project will be "increased electricity end-use efficiency in the project areas and project's impact of expanded market for energy efficiency, aligned with the National Mission on Enhanced Energy Efficiency (NMEEE)". The project, with anticipated financing of $ 500 million from ADB and additional funds raised by EESL (expected match), aims to address a number of sub-sectors in EE markets. Those relevant to this PFD and the GEF project in particular, include: i) smart meters and other intelligent energy management elements ("smart grid") in eligible states, ii) e-mobility with electric vehicles in eligible states, with roll out of 10,000 e-vehicles. These elements of the ADB loan support the aspirations of GOI's National Electric Mobility Mission Plan 2020, which aspires to have 30% EVs (up to 500,000) introduced into the market by 2030. EESL figures prominently in the implementation of this strategy, particularly for demand aggregation. In parallel with the ADB and EESL investment, a network of charging stations will be set up by National Thermal Power Corporation Ltd. (NTPC) and Power Grid Corporation of India Ltd. (PGCIL) in Delhi National Capital Region

Response 3:

3. Related to the previous point, please specify how other IFIs listed as Agencies or stakeholders for this proposal intend to co-finance the proposed activities, through lending or other financing operations.

ADB's Technical Assistance on "Sustainable Transport for All" will cover 18 countries and 23 cities (see table below). While the aim is the assist countries and cities with the enabling framework for the transition to electric mobility, it will also contribute to longer term development of ADB's pipeline of "bankable" projects. The nature of the projects will vary according to different priorities in ADB's energy,

development of ADB's pipeline of "bankable" projects. The nature of the projects will vary according to different priorities in ADB's energy, urban and transport sectors; and focus on different aspects of transit-oriented development and mobility. For example, i) additional TA is being considered to pilot charging infrastructure and power supply strategies related to grid impact in 4 of the cities; ii) loans are being discussed with some Central Asian countries with respect to solarization of battery technologies; in Indonesia for electrification of shuttle buses; in China for zero emissions trolley buses and smart grid integration, iii) potential PPPs in such areas as ride-sharing services or fleet management; and/or iv) other significant investments are ongoing or will be packaged to address multi-modal, mass transit issues in key cities and corridors in the region.

Country	Cities
Georgia	Tiblis
Armenia	Yerevan
Azerbajan	Baku
Sri Lanka	Colombo
Kyrgystan	Bishek
Tajikistan	Dushanbe
Lao PDR	Vientiane
Fiji	Suva
Malaysia	Penang and Melaka
Thailand	Phuket, Krabi and Langkawi
Bangladesh	Dhaka
India	Mumbai and Visakhapatnum
Indonesia	Makassar
Viet Nam	Hai Phong and Da Nang
Myanmar	Yangon
Nepal	Kathmandu
Pakistan	Sialkot
Philippines	Davao

· Development banks will co-finance the operation of the support and investment platforms:

o ADB – Support for E-mobility investments in Asia and the Pacific (co-finance of USD 2,000,000)

· Development banks are envisaged to take over a major part in sustaining the Support and Investment Platforms beyond the project lifetime of the GEF 7 programme as a main institution for knowledge exchange and policy best practice development for the e-Mobility in low- and middle-income countries in Africa, Asia and the Pacific, Latin America and Europe.

· There is much interest of development banks to follow up EV demonstration projects funded as part of the national child projects under the GEF 7 Electric Mobility Programme and to provide funding for E-Mobility scale up. The India project has co-finance from ADB for USD 250 million to catalyze the shift to electric mobility for government fleets. We will try to generate more interest during the development phase.

Response 4:

-

· So far, private sector funding plays a substantial role in some the country projects, mainly through co-funding provided by utilities investing in recharging infrastructure or fleet operators investing in EVs as part of the projects. This will be further sought and increased during the development phase.

· EV and EVSE manufacturers will play a significantly larger role in the Global Programme. IEA and UN Environment are currently underway to build a consortium of EVs, charging equipment and battery manufacturers to support the global programme.

· We envisage the support from EVs, charging and battery manufacturers to be mostly in-kind at the beginning of the programme, shifting to substantial in-country investments over the time of the project. Industry will play a major role from the beginning on in:

o Providing expertise in the thematic platforms;

o Participating in conferences, meetings and trainings carried out by the Regional Hubs;

o Supporting demonstration projects in national e-mobility child projects.

· IEA and EVI have long-standing industry partnerships with all major car-manufacturers and many EVSE and battery OEMs and they have been constantly briefed and informed about this global programme.

· UN Environment has MoUs with BYD (major supplier of electric buses) and TailG (major supplier of electric motorcycles and bikes) and will bring to bear these partnerships to the benefit of the global programme.

More details on this have been included in the private sector engagement section of the PFD.

Response 5:

Noted, done.

April 2019 Agency Response

1 - each co-financing line is now self-explanatory in the portal.

- co-financing references with in-kind and investment mobilised have been corrected.
- donor agency has been used instead of GEF agency where the agency is not a co-implementor.
- UN Environment co-financing has not been consolidated since we need to keep track of these amounts.

26.4.2109 Agency Response

This correction has been made in table C on co-financing for Turin University.

GEF Resource Availability

4. Is the proposed GEF financing in Table D (including the Agency fee) in line with GEF policies and guidelines? Are they within the resources available from (mark all that apply):

Secretariat Comment at PIF/Work Program Inclusion

04/26/2019. All comments cleared.

04/25/2019

A revised LOE from Ukraine has been submitted; however, there is a slight typo in the total Fee amount which says 50,000 instead of 148,264. Please submit a 04/25/2019 A revised LOE from Ukraine has been submitted; however, there is a slight typo in the total Fee amount which says 50,000 instead of 148,264. Please submit a corrected letter. corrected letter.

04/17/2019

1. Comment cleared.

2. Comment cleared.

3. Comment cleared.

4. We note that the Ukraine LoE indicates a total of $1,800,000 in STAR resources, however the fee amount listed of $171,000 is higher than the 9% required as per GEF policy. Please request an updated LoE with the appropriate level of fees (if the OFP would like to keep the total STAR amount as $1,800,000, then the grant amount should be increased to $1,601,376.15 and the fees reduced to $148,623.85).

Oct 2018

1. Please explain the rationale of having the India program split between two implementing agencies.

2. Amount requested for Madagascar is very low and for the moment we have not received a concept note for this child project, so it is not possible to assess the scope of the project and associated GEF resources.

3. Same comment as above for Burundi.

Agency Response

Response 1:

· ADB and UN Environment partnership is a powerful combination of elements. Both GEF Agencies believe it important to collaborate and complement each other's comparative advantage in order to maximize delivery of benefits to countries and to the GEF. This model is building on a successful cooperation on a GEF-6 project currently being implemented in India on “Creating and sustaining markets for energy efficiency” (GEF ID 9258).

· UN Environment brings technical expertise and knowledge in EV segment as well as global network and convening power. ADB brings expertise in energy sector financing, procurement processes, financial management systems, and relationships / linkages to other financing institutions. This strategic co-operation is essential to accelerate the introduction of electric mobility. In addition, the cooperation between ADB and UN Environment is governed by an overarching Memorandum of Understanding signed by the leadership of both organizations; and subject to letters of agreement on specific project collaborations.

· With inclusion of the ADB baseline co-financing, the project has potential to achieve significant GEBs, allowing the project to expand its impact.

· Concessional lending is seen as a crucial element to upscale EV demonstration projects and to make EVs a fully “bankable” product, which ADB is well positioned to do in India, and other countries in Asia and the Pacific.

Response 2:

Noted, we have now a child project for Madagascar.

Response 3:

Noted, we have now a child project for Burundi.

April 2019 Agency Response

4. we are requesting a revised letter from the OFP in Ukraine, reflecting the correct numbers and we will include EBRD as a co-implementing agency of this project.

26.4.2019 Agency Response

A revised letter of endorsement for Ukraine has been uploaded, correcting the math error.

The STAR allocation?

Secretariat Comment at PIF/Work Program Inclusion this is ok.

Agency Response

The focal area allocation?

Secretariat Comment at PIF/Work Program Inclusion

04/17/2019

1. comment cleared.

Oct 2018

1. We note that for Maldives the requested STAR amount is higher than its CCM allocation. Maldives' STAR allocation is fully flexible, but the LOE does not indicate use of flexibility and identify from which focal areas the project would draw from.

Agency Response

The LOE from Maldives has been amended.

The LDCF under the principle of equitable access

Secretariat Comment at PIF/Work Program Inclusion n/a

Agency Response

The SCCF (Adaptation or Technology Transfer)?

Secretariat Comment at PIF/Work Program Inclusion n/a

Agency Response

Focal area set-aside?

Secretariat Comment at PIF/Work Program Inclusion yes, this project is requesting funds from the set-aside.

Agency Response

Impact Program Incentive?

Secretariat Comment at PIF/Work Program Inclusion n/a

Agency Response

Project Preparation Grant

5. Is PPG requested in Table E within the allowable cap? Has an exception (e.g. for regional projects) been sufficiently substantiated? (not applicable to PFD)

Secretariat Comment at PIF/Work Program Inclusion

04/17/2019

LoEs include information on resources to be used for PPGs per child project. Comment cleared.

Oct 2018

n/a - no PPG requested.

Agency Response There was no place in the PDF template to request PPG resources, but there is in the child project template and we will request PPG for the development of the CEO endorsement for the global programme.

Core indicators

6. Are the identified core indicators in Table F calculated using the methodology included in the correspondent Guidelines? (GEF/C.54/11/Rev.01)

Secretariat Comment at PIF/Work Program Inclusion

04/29/2019

All comments cleared.

04/26/2019

please note this comment was not actioned upon: please let us know if it is a problem with the portal, of just an omission:

Finally, please note that there is an incorrect entry under sub indicator 6.1 for anticipated year, but that sub-indicator is not being applied in this program. Please remove entry if possible.

All other comments cleared.

04/25/2019

According to the language in this section, it says that no direct emissions are expected from the global child project (which is ok with us) but the table shows 6,800 tons as direct for the global project (need to make sure this is consistent).

In addition, the GHG table has some addition errors. We note that the total direct should be 36,578,385 given the numbers in the table. This would mean the total expected GHG reduction would be 70,296,594. Please correct table and entries throughout the PFD.

The estimate for expected beneficiaries under Core Indicator 11 has not yet been added to the PFD. Comment not cleared.

Finally, please note that there is an incorrect entry under sub indicator 6.1 for anticipated year, but that sub-indicator is not being applied in this program. Please remove entry if possible.

04/17/2019

We would like to explore the possibility of reporting on GEBs for the global child project in terms of indirect GHG emission reductions related to the investment and support platforms.

Also, an estimate for the expected number of beneficiaries should be provided. This can be further refined at the child project level upon endorsement.

Agency Response

April 2019 Agency Response

7.5 million tonnes of CO_2 emissions reductions has now been included in the Global Child project. These equal the expected indirect emissions reductions coming from the EC Solutions plus, which has not been included in any of the child projects.

10% of the listed target cities of the GEF child projects have been estimated as beneficiaries in the following ways: (1) cleaner air; (2) quieter transport; (3) reduced costs (for motorbikes). The World Bank national gender split for the GEF child projects has then been applied to these city estimates giving the estimated target beneficiaries of men and women. This figure will be refined during project development.

26.4.2019 Agency Response

6,800 tco_2 has been removed from the table.

We have made corrections in the GHG table, but with different totals to the ones quoted above.

Core indicator 11 beneficiary numbers have now been added to Annex B

Sub indicator 6.1: The portal does not allow us to delete this entry. We have raised this as a technical problem with GEF policy unit through our registry.

Project/Program taxonomy

7. Is the project/ program properly tagged with the appropriate keywords as requested in Table G?

Secretariat Comment at PIF/Work Program Inclusion

04/25/2019

Comment cleared.

04/17/2019

Rio Markers have been properly selected.

Please remove selection of “Access to benefits and services” in the taxonomy list, as that refers to ecosystem services.

Oct 2018

Please select: Climate Finance (Rio Markers): Climate Change Mitigation 2

Agency Response

Noted and done.

April 2019 Agency Response

Access to benefits and services has been removed from the Taxonomy list.

art II – Project Justification

1. Has the project/program described the global environmental / adaptation problems, including the root causes and barriers that need to be addressed?

Secretariat Comment at PIF/Work Program Inclusion

OK.

Agency Response

2. Is the baseline scenario or any associated baseline projects appropriately described?

Secretariat Comment at PIF/Work Program Inclusion

OK.

Agency Response

3. Does the proposed alternative scenario describe the expected outcomes and components of the project/program?

Secretariat Comment at PIF/Work Program Inclusion

04/29/2019

All comments cleared.

04/26/2019

Some minor amendment requests remain open:

6. Can the sentence be expanded like the other aims in the list instead of using the verbatim suggestion?

10. comment mostly cleared. An additional editing suggestion: please delete the wording "Countries under Component 3 of the PFD, …" and begin that same sentence directly with "The National Child Projects will set aside USD..."

11. Comment cleared.

04/25/2019

Most comments cleared. Please see below for some minor outstanding comments:

4. Comment cleared.
5. Comment cleared.
6. Can the sentence be expanded like the other aims in the list instead of using the verbatim suggestion?
7. Comment cleared.
8. Comment cleared.
9. Comment cleared.
10. For additional clarity, we suggest in Component 3 in Table B that you remove the <(Child Projects)> as we now have child project resources distributed in the other components.
In addition, under the description of Component 3, we suggest you move the Table 2 title to right above the table; remove the paragraph that begins "An initial indication of country interest..." as well as the text immediately below the Table title, from "The Global Child Project..." to "....These are explained in detail elsewhere."; and finally move the text from "The global child project will assemble experiences and best practices..." to "...and collecting country assessment data on their electric mobility targets." to below the paragraph that begins with "Direct country support for child projects is included in the budgets...."
11. Thank you for revising the table. Please add an objective for India which is missing; and please correct the Peru description which mentions Quito as one of the signatories of the C40 Clean Bus Declaration Act, but Quito is in Ecuador not Peru.

Also in the child project annex, please check the figure for GEF grant under Maldives, which should be 1,826,339.

04/17/2019

1. OK, this was included in the PFD. Comment cleared.

2. This was solved. Comment cleared.

3. The amount was reduced from 750k to 500k, and additional explanation included in the PFD on the use of such proceeds. Comment cleared.

4. Details on the sustainability of the website were provided in the PFD. Comment is not yet cleared.

With regards to the sentence: "the materials will continue to be available to the public, but the distinction between this project and the IEA's own programmes will be lost." all materials developed with GEF support will need to remain clearly marked as such, even if hosted on the IEA website.

Please include language to this effect in the description of Component 4, when the website and knowledge products are described.

Additional comments:

5. Please re-label the paragraphs related to the program components so that they are clearly distinguishable from the other sections of part II. As is, it is difficult to follow as both sections and components are numbered with numbers. Under the heading "Description of the Program's Components and its expected outcomes" it is advisable to use letters for the sub-paras describing the four components, instead of numbers 1 to 4 (or just keep the heading as Component X without a need to number them).

6. Under the description of the programme, the listed aims currently include raise awareness, de-risk investment, provide policy packages and support, ensure integration of renewable energy sources and integrate gender issues into electric mobility. We would suggest adding an aim related to recycling and sustainability of materials, which was covered in the description.

7. When making reference to the latter group of countries expected to be included in the program at a later stage, please refrain from using the phrase "a second phase" as this can be misrepresentative. Please instead indicate that "additional countries are expected to join the program, including: etc.

8. We appreciate the efforts to coordinate with the European Commission Solutions Plus Programme and to take advantage of this coordination to reach even more countries and complement resources; however, we note that there may be a little too much information in the PFD than necessary, which could misrepresent the role and incremental reasoning of the GEF in this program. For example, we do not believe Table 1 is necessary to include as it is an internal coordination matter. The same could be said by the detailed explanations of the EC Solutions co-financing in each component.

9. Under the description of Component 2 – Support and investment platforms, please provide additional justification for choosing these three platforms and in particular why ADB, Centro Molina and UNEP were selected (what specifically do they bring to the program in these regions?).

10. As mentioned above (program description section), description of the global child project to the same level of detail as the country child project is missing. It should be clear that the program is separate from the global child project. In addition, per the comment about ensuring the country child projects are presented in a more integrated way, please provide a short description under components 1, 2 and 4 (according to how child project resources were redistributed to these components in Table B) on the child project activities that relate to those components.

11. In the table including the descriptions of the country child projects, please make sure that each project summary is country-specific (this is the case for most of them, but in some cases, they are using the same text across countries).

Oct 2018

1. Please clarify how the proposed project relates to the existing EV Initiative, and what the respective boundaries and any funding interactions between the two will be. Funds from this program should be kept separately and not be used to support EVI budget lines or expenditures.

2. Please also note that Madagascar and Burundi are missing from the table listing countries under component 3 (table with PIF titles and objectives).

3. In addition, the cost estimate for component 4 appears to be very high. Please provide additional information/breakdown for component 4. It should be clear that duplications with the EVI are avoided and possibilities to leverage existing communication (and tracking) platforms enhanced as much as possible. Events could be for instance held in the context of exiting industry conferences, without the need to create other platforms (referring to the output: “Global conferences are held”).

4. With regards to the website and other communication or networking platforms, please provide details on the medium to long term sustainability plan after the end of the program’s timeline.

Agency Response

Response 1:

· The IEA is hosting the secretariat of EVI, an initiative launched under the Clean Energy Ministerial

· No GEF funds will be used to fund EVI activities, IEA will create a separate account identification for the GEF project and only project related activities will be charged to this account identification

· EVI will contribute in-kind to the GEF 7 Electric Mobility Programme, for example through meetings/conferences back-to-back with already planned EVI events

- Some of the EVI member country experts will participate in the Thematic Platforms and will receive funding for their travel expenses from the Global Programme, however their expert contribution will be pro-bono.

Response 2:

- OK, done.

Response 3:

- Noted, amount reduced. Global conference will be held back to back with other relevant events to bring down costs.

Response 4:

The IEA will set up a web site for the project where materials coming from the project, especially training and promotional materials will be available. During the project these materials will be kept distinct from the EVI and signified as being supported by the GEF. As the project closes these materials will remain on the IEA website, but they will be relocated with the IEA's own core programmes. The materials will continue to be available to the public, but the distinction between this project and the IEA's own programmes will be lost. UN Environment will also have the project materials in their website on mobility and will keep this after project completion.

Regarding the *support and investment platforms*, these will be housed associated with or within the lending operations of the ADB, and the Mario Molina Centre in Chile. They will receive materials from the project as these are developed and contribute their own material from their TA programmes. The aim for the development banks and the Mario Molina Centre is to build capacity among their own staff and clients and e-mobility and catalyse an investment portfolio and a community of practice. ADB and the Mario Molina Centre will maintain these materials on their website while investment in e-mobility remains a line of investment for them (in the case of the banks). Other partners who may also maintain a website for a support and investment platform include: Clean Air Asia, Sustainable Transport Africa, CEDARE, etc.

April 2019 Agency responses

5. Reference to continued support of the GEF materials on the IEA/ UN Environment website has been made in component 4.

6. An aim on recycling and sustainable use of materials under project description has been added.

7. Reference to 2nd phase has been removed from the programme

8. Reference to EC Solutions plus have been reduced in the alternative section

9. Justification for regional leads of the support and investment platforms have been included in component 2.

10. the Global Child project has been summarised in Component 2 in the table with the National Child Projects and a summary has been provided before the table, at the beginning of the component and in table B, how the National Child Projects will use their funding to participate in the Global Programme.

11. Each National Child Project now has its own project summary, and they are now different from each other.

26.4.2019 Agency Response

All of these editorial changes have now been made in the revised PFD. This includes the additional comment from today the 26 April on component 3.

4. Is the project/program aligned with focal area and/or Impact Program strategies?

Secretariat Comment at PIF/Work Program Inclusion

04/25/2019

Comment cleared

04/17/2019
Under this section, the PFD could also make reference to how this program will enhance private sector engagement and support countries in “piloting priority technology projects to foster innovation and investment” per COP guidance.

Agency Response

5. Is the incremental / additional cost reasoning properly described as per the Guidelines provided in GEF/C.31/12?

Secretariat Comment at PIF/Work Program Inclusion

04/29/2019

All comments cleared.

04/26/2019

Minor note: title of section "5. Incremental / Additional..." should be underlined, consistently with the other sections.

All other comments cleared.

04/25/2019

1. Comment not cleared yet. The reference to China was removed but the list was not rephrased.
2. Comment cleared.

04/17/2019

1. Thank you for the additional reasoning provided. While the bulleted list under the first paragraph makes some good points, we believe they could be rephrased more sensitively. Please rewrite this section without making reference to specific countries (i.e. China) and in a way that more generally discusses how this program represents the comparative advantage of the GEF as for example a key driver for innovation in developing countries through grant funds that can help pilot or demonstrate new technologies and business models that could be scaled up in the future by other resources, including concessional and private finance. This section could be further strengthened by elaborating on

for example the expected contributions from the knowledge and lessons learned that will be developed, connecting the private sector to emerging markets, and the institutional strengthening of national/local governments for creating the enabling environment to accelerate the introduction of electric mobility.

2. Comment not yet cleared. All points related to sustainability listed in the Agency Response should be duly incorporated in the text as relevant in this section and under sustainability in Section 7.

Oct 2018

1. This section should explain why GEF resources are incremental and additional to those already available to address the general problems as outlined in the previous sections. This section should be strengthened and should highlight why there are no other resources available to do the activities proposed and why there is a need for a global program (including the global, regional and national aspects of it) such as this. Please rewrite this section to answer this key question.

2. More generally, please provide an overview of the sustainability and exit strategy for the program. It should be outlined how the participation, including through co-financing, of the private sector is encouraged and stimulated. This is a key element of the sustainability strategy, as private sector should be taking over once the program reaches the end of its lifetime and funding.

Agency Response

Response 1:

Done, please refer to this section in the PFD

Response 2:

· Development banks have been included in the Global Programme since they will have interest in generating credit lines for countries to invest in electric mobility in the public and private sector once the preconditions are achieved to do so;

· Development banks already showed strong signals in providing follow-up funding, projects in India, and potentially in other countries will be designed in a way that demonstration projects funded by the GEF will be followed by significant upscaling transforming entire fleets to electric vehicles;

· Electric vehicle manufacturers involved in the programme will see the benefits of transferring lessons learnt from South to South and will provide more competitive offers, e.g. for electric buses, as they see the market becoming substantially bigger;

· As outlined above, the knowledge management will be sustained by IEA and UNEP beyond the lifetime of the project;

· The *support and investment platforms* will not only integrate countries participating in the GEF 7 Global Electric Mobility Programme but will address all countries in their respective region to participate in the knowledge exchange. The *support and investment platforms* will be sustained beyond the lifetime of the project (mainly by the developing banks and the regional knowledge partners);

· Once EV and EVSE manufacturers see the benefits of the global programme they will also participate to sustain these *support and investment platforms*;

· The national GEF 7 Electric Mobility Child Projects will generate follow-up projects and investments funded by development banks, commercial banks and other funds such as the GCF.

April 2019 Agency Response

1. Reference to specific countries has been removed in this section.

2. the sustainability text from the review sheet has now been included in the PFD under section 7 for sustainability.

26.4.2019 Agency Response

The list has now been removed and more general sentence has been added to the paragraph above, and the title of section 5 has now been underlined.

6. Are the project's/program's indicative targeted contributions to global environmental benefits (measured through core indicators) reasonable and achievable? Or for adaptation benefits?

Secretariat Comment at PIF/Work Program Inclusion

OK.

Agency Response

7. Is there potential for innovation, sustainability and scaling up in this project?

Secretariat Comment at PIF/Work Program Inclusion

04/26/2019

All comments cleared.

04/25/2019

Comment cleared. Please note slight typo, Figure 7 EV Market Transition in Low- and Middle Income Countries is referred to in the text at Figure 6 immediately above.

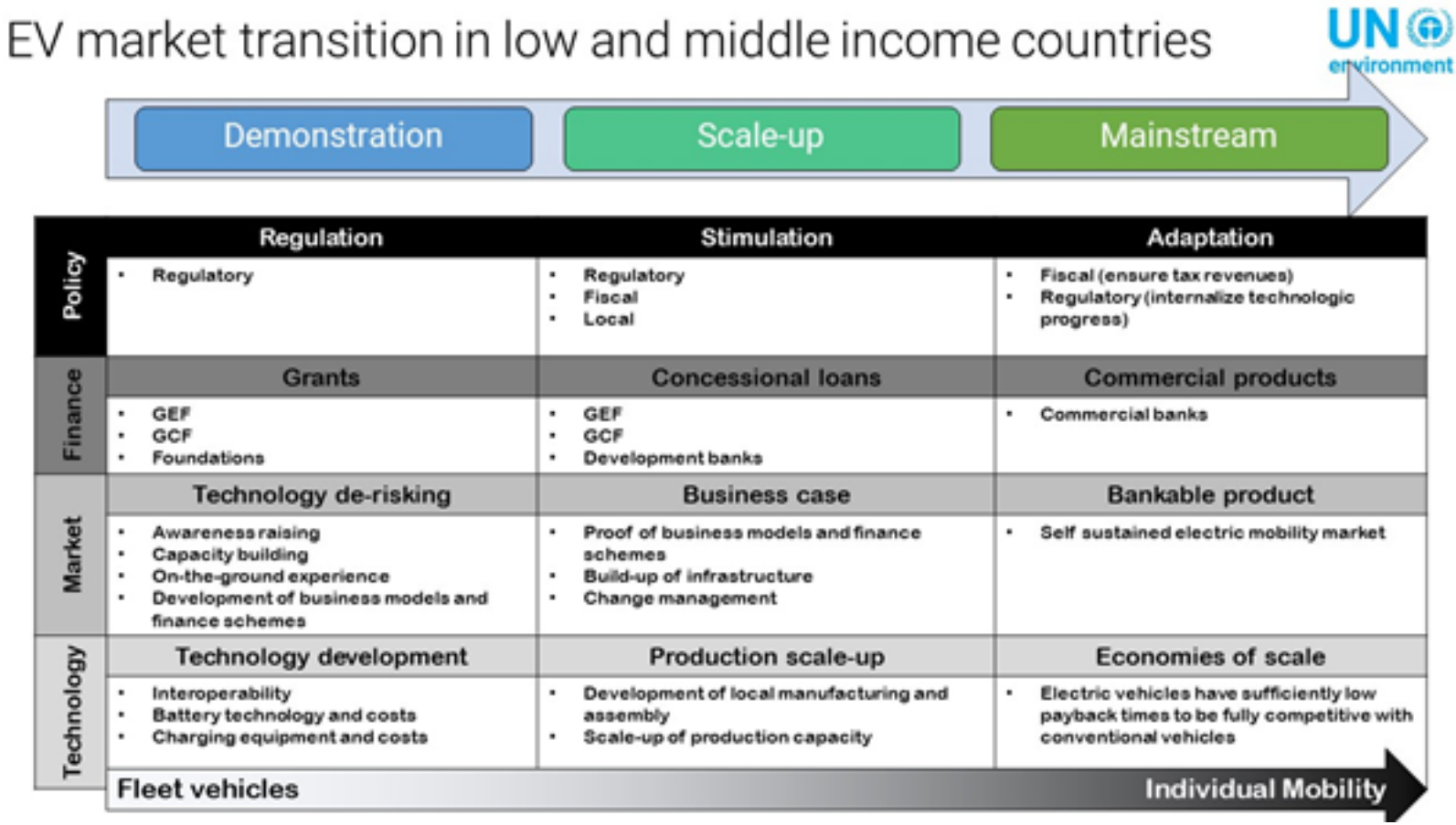
04/17/2019

Not yet cleared. All points related to sustainability listed in the Agency Response to box 5 above should be duly incorporated in the text of the relevant section on sustainability (Section 7).

Oct 2018

Yes, the potential is clear. But, as mentioned above, a much clearer description of the mid/long term sustainability plan and scale up strategy, including the exit strategy and linkages with funding/financial sources, should be provided.

Agency Response



· The GEF 7 Electric Mobility Programme is the first step out of a three-step approach (as in the above picture):

o Step 1:

§ Demonstrate the technology on the ground and develop the policy framework for EV market integration;

§ Build capacity on how to integrate, operate and maintain EVs in transport fleets;

§ Raise awareness;

§ Learn about charging and grid integration issues and the link to renewable power;

§ Develop finance schemes and business models including spreading the higher upfront investment over longer times and multiple partners;

è Reduce the investment risk (DEMONSTRATION)

o Step 2:

§ Attract concessionary funding to build on the demonstration project and scale-up to large pilot projects;

§ Show the economic viability and long-term feasibility with commercial size pilot projects (e.g. the electrification of 10% to 20% of a cities bus fleet);

§ Solve charging and grid integration issues and start integrating renewable power;

§ Thoroughly test the business models and finance schemes and further develop them to raise the interest of commercial banks;

è Enable scale-up (SCALE-UP)

o Step 3:

§ Build on the large-scale pilot projects (based on concessionary ways of funding) and develop fully bankable projects using usual ways of financing;

è A sustainable EV market is achieved (MAINSTREAM)

This project will end during the scale-up phase is finished, aiming to have removed the barriers and set the right enabling environment for scaling-up proven approaches with identified investments.

April 2019 Agency Response

The GEF 7 Electric Mobility Programme is the first step out of a three-step approach (as in the above picture):

o Step 1:

§ Demonstrate the technology on the ground and develop the policy framework for EV market integration;

§ Build capacity on how to integrate, operate and maintain EVs in transport fleets;

§ Raise awareness;

§ Learn about charging and grid integration issues and the link to renewable power;

§ Develop finance schemes and business models including spreading the higher upfront investment over longer times and multiple partners;

è Reduce the investment risk (DEMONSTRATION)

o Step 2:

§ Attract concessionary funding to build on the demonstration project and scale-up to large pilot projects;

§ Show the economic viability and long-term feasibility with commercial size pilot projects (e.g. the electrification of 10% to 20% of a cities bus fleet);

§ Solve charging and grid integration issues and start integrating renewable power;

§ Thoroughly test the business models and finance schemes and further develop them to raise the interest of commercial banks;

è Enable scale-up (SCALE-UP)

o Step 3:

§ Build on the large-scale pilot projects (based on concessionary ways of funding) and develop fully bankable projects using usual ways of financing;

è A sustainable EV market is achieved (MAINSTREAM)

This project will end during the scale-up phase is finished, aiming to have removed the barriers and set the right enabling environment for scaling-up proven approaches with identified investments.

26.4.2019 Agency Response

The reference to Figure 7 has been corrected.

Project/Program Map and Coordinates

Is there a preliminary geo-reference to the project's/program's intended location?

Secretariat Comment at PIF/Work Program Inclusion

04/17/2018

Coordinates were provided. Comment is cleared.

Oct 2018

No. While a component of the program is global, as there will be country child projects, we would like to see those listed.

Agency Response

Noted, done.

Stakeholders

Does the PIF/PFD include indicative information on Stakeholders engagement to date? If not, is the justification provided appropriate? Does the PIF/PFD include information about the proposed means of future engagement?

Secretariat Comment at PIF/Work Program Inclusion

04/25/2019

Comments cleared.

04/17/2019

Please describe the civil society stakeholders that will be engaged in program preparation and their respective roles and means of engagement (similar to the paragraph on the private sector).

In the table provided, we note that there are quite a number of “knowledge partners” which may not fully encompass the expected role and means of engagement for those stakeholders, particularly with regards to private sector stakeholders. Please consider removing the middle column with “description of who they are,” as stakeholder categories already describe the type of stakeholder, and instead using the space to describe the respective roles and means of engagement (this could also be done by groups of stakeholders, to avoid repetition).

Oct 2018

Ok. Please note private sector comments below.

Agency Response

See below.

Gender Equality and Women's Empowerment

Is the articulation of gender context and indicative information on the importance and need to promote gender equality and the empowerment of women, adequate?

Secretariat Comment at PIF/Work Program Inclusion

04/26/2019: All cleared.

Per our comments above, please provide an estimate on core indicator 11 disaggregated by gender.

Agency Response

Private Sector Engagement

Is the case made for private sector engagement consistent with the proposed approach?

Secretariat Comment at PIF/Work Program Inclusion

04/26/ 2019

Comment cleared.

04/25/2019

Thank you for the additional language provided throughout.

With respect to the table under "Working with private sector" heading in the proposed alternative scenario section (after the EC and GEF map), please specify link between each of the examples provided and countries included in the program, either this round or expected expansion (for example, Ampersand says it works in Rwanda and this program is not supporting Rwanda; SE Asian countries are expected when the program is expanded, etc.).

04/17/2019

1, 2, 3: Not yet cleared. As also mentioned above (Part II, section 3, question 4) the private sector engagement, in terms of both rationale and modalities, needs to be strengthened throughout the document. There are some elements in the answer to this comments that have not yet been incorporated in the PFD. Also, it should be made even clearer that private sector engagement is both an objective, as well as a key element for the success, of this program. We believe that a key strength of this program is that it will create new markets for these technologies in developing countries.

To make sure this is properly reflected throughout the PFD, we suggest that each key section discusses how the private sector will be engaged, what the private sector brings to the program, and what the program brings to the private sector as relevant. For example, a section could be added under the Description of the programme, after the section Linkage with the EC Solutions Plus Programme. In addition, a short description could be added in each component description (or emphasized where it already exists). This can also be front and center when the description of the global child project is added as well.

Further, in the Private Sector Engagement section, please add information about how financiers and service businesses (private companies other than manufactures such as for example, battery rental companies) may be engaged by the program.

Oct 2018

1. We consider private sector engagement to be key both in terms of providing inputs to the expert groups in the thematic platforms, as well as contributing financially to the activities of the program. Private sector co-financing should be significantly scaled up.

2. The private sector is a key beneficiary of the program as they will be the key supply side actor of the new EV markets. It will therefore be important to outline how the program outputs are designed -and its components can be implemented- in a way to be as useful as possible to the private sector. Please provide an overview of the engagement process and progress to date to ensure private sector participation and financial contribution.

3. Funding for infrastructure and scaling up: there is no mention of commercial financial institutions/investors in the program outline. What is the engagement plan for the private sector and how would success be measured in this area?

Agency Response

Response 1:

· Private sector will be a key player both in the thematic platforms as well as in the support and investment platforms;

· Private sector plays a key role in co-financing the national child projects but further engagement will be sought during the development phase;

· So far, private sector co-finances the global programme through in-kind contributions: participating in thematic platforms, trainings, conferences etc.

· We are reaching out to the private sector to build a global programme consortium

· Initially, private sector will not directly fund the global programme. With successful implementation of the child projects, EV and EVSE manufacturers will play a role in sustaining the programme beyond its lifetime.

· Both IEA and UN Environment have a long-standing history in private sector involvement:

o IEA brings its Mobility Model Partners containing more than 25 companies from the vehicle manufacturing, energy, utility, battery manufacturing sector to the GEF programme

o UN Environment brings leading bus and engine manufacturers from the Climate in Clean Air Coalition Sootfree Bus partnership to the GEF Programme

o UN Environment brings BYD and TailG to the programme (UNEP has MoUs with)

· Private sector co-finance has been increased in this re-submission.

Response 2:

· Programme outputs are designed in a way to reduce investment risk for electric mobility:

o Address regulatory, fiscal and other policy related prerequisites to introduce electric mobility in low and middle-income countries

o Build capacity in integrating, operating and maintaining electric vehicles

o Raise awareness

o Demonstrate electric vehicles

· Programme outputs are designed to lay the grounds for profitable deployment of electric vehicles and to address larger scale concessionary funding to upscale the demonstration projects:

o Finance schemes will be developed

o Business models will be developed

· In essence, the programme aims at developing the market for successful EV introduction

· Private sector is involved in:

o Designing the demonstration projects: Industry partners will play a key role to properly define vehicle and charging specs

o Designing the finance schemes and business models: Industry partners will play a key role in providing competitive offers for upscaling (e.g. to a tender of 100 electric buses)

o Knowledge partners such as Centro Mario Molina are already involved in large-scale electric bus projects in Santiago de Chile (bringing 200 e-buses on the road by beginning next year)

o Private sector will be strongly involved in the thematic working groups to e.g. define EV standards and the support and investment platforms

o China already signalled strong interest in using part of their GEF STAR allocation for South-South cooperation within their GEF 7 national E-mobility essentially for market development

Response 3:

· The business case for funding of EV infrastructure through commercial banks will need to be developed. GEF funds are necessary to start this process. Development banks engagement for follow-up upscaling projects, which precedes the commercial banking/investment phase are well integrated in the programme.

· As outlined under point 7 above, the GEF programme is the first step in a three-step process

April 2019 Agency Response

1,2,3 Private sector is now included in the objective of the PFD and the alternative section and in the global child project.

26.4.2019 Agency Response

The table on working with the private sector has been revised.

Risks

Does the project/program consider potential major risks, including the consequences of climate change, that might prevent the project objectives from being achieved or may be resulting from project/program implementation, and propose measures that address these risks to be further developed during the project design?

Secretariat Comment at PIF/Work Program Inclusion

04/17/2019

Additional details about the missing risks were included. Comment is cleared.

Oct 2018

Please include the following risks and provide explanation of the relative mitigation measures for the following risks:

1. Lack of interest or participation from market players/private sector.

2. Lack of linkages with available funding/financing for EVs fleets.

3. Inadequacy of the exit strategy and lack of ownership of the program after the end of the GEF funded activities and inability to source resources to continue the program's activities in the medium/long term (including knowledge platforms and hubs).

Agency Response

Done, they have been included in the PFD.

Coordination

Is the institutional arrangement for project/program coordination including management, monitoring and evaluation outlined? Is there a description of possible coordination with relevant GEF-financed projects/programs and other bilateral/multilateral initiatives in the project/program area?

Secretariat Comment at PIF/Work Program Inclusion

04/25/2019

Comment cleared

04/17/2019

Not cleared yet. As noted above, information provided in the review sheet, highlighting the rationale of the selection of the three leading agencies which will host the support platforms, should be included in the relevant section of the PFD (under component 2).

Oct 2018

It should be explained what the rationale is behind the selection of the lead agency for each regional component, and how this program fits within their institutional priorities, strategies, expertise and prospective project pipelines.

Agency Response

The programme structure has been revised somewhat now, and is no longer defined strictly by continent (Europe, Asia, Africa etc). Instead the support and investment platforms are designed around the interests of the host agency and countries.

The ADB Sustainable Transport Initiative (STI) guides its support to the transport sector throughout Asia and the Pacific, and identifies four opportunities to enhance its lending operations: i) Urban transport, ii) Addressing climate change in transport, iii) Cross-border transport and logistics, and iv) Road safety and social sustainability. Within this framework, ADB currently supports $ 2- 3 billion of investments in transit-oriented development, non-motorized transport, integrated urban transport and land use planning, demand management, policies, regulations and standards, among others. ADB's Energy Policy provides complementary support through its focus on energy security, and facilitating the transition to a low carbon economy for its development member countries (DMCs).

Under ADB's STI there are several ongoing programs and projects, principal among which is the "Sustainable Transport for All" technical assistance. As electric mobility is a relatively new area for ADB as well as its DMCs, this TA helps support countries at the policy and the strategy formulation level. It recognizes that cities are the main drivers of e-mobility. One of the objectives of the TA is to assist cities in the development of roadmap which allows them to shift gradually from fossil fuels to electric vehicles in the most cost- effective way possible. Much of the work under the TA provides countries and cities with a range of technically and financially feasible options. There are three main thrusts to the work: i) concentration on high distance vehicles, on cities and on large fleets, ii) optimize charging infrastructure, battery usage and greening of the grid, and iii) develop appropriate incentive structures, include financial and nonfinancial incentives as well as a creative packaging of incentives.

ADB's proposed regional support investment platform also aims to:

i. I.. gather and curate technical and financial data by country / city / mode of transport (e.g. For rickshaws - grid factor, diesel usage, electricity usage, electricity tariff, CAPEX diesel, CAPEX Li-ion, Maintenance cost per annum diesel, Maintenance cost per annum electric, annual mileage, battery charger cost, battery life, CAPEX battery, Government subsidy, number of rickshaws, lifetime of rickshaw,

ii. II. provide additional capacity development and technical assistance and guidance for countries to address barriers to widespread adoption of EVs, including policies, regulatory and investment barriers

iii. III. establish a number of demonstration pilot projects, for example on charging infrastructure, battery technology, fleet management, introduction of commercial EVs. Some projects are currently being considered

iv. IV. create an EV Fund, which would co-finance EV projects of cities which have transformational impact potential.

UN Environment is the leading organisation supporting African countries with the introduction of clean and low carbon mobility. UN Environment has supported close to 30 African countries with developing national programs and policies for the introduction of cleaner vehicles. Currently UN Environment is supporting 10 countries develop national programs and policies to promote electric light duty vehicles (Ghana, Kenya, Uganda, Rwanda, Mozambique, Ethiopia, Mauritius, Cote d'Ivoire, Nigeria). Most of these projects are focusing on developing standards and fiscal reforms to reduce taxation for electric cars. UN Environment is also supporting five countries with the introduction of electric motor cycles (Rwanda, Kenya, Uganda, Ethiopia, Morocco). And UN Environment is supporting eight African cities with the introduction of electric busses (Accra, Abidjan, Dakar, Lagos, Abuja, Dar es Salaam, Nairobi, Johannesburg). For all these programs UN Environment has signed agreements with the national governments. UN Environment has a long-standing cooperation with leading sustainable mobility organisations in Africa, both NGOs and knowledge organisations such as universities. Through is work over the past decade UN Environment has an excellent network in Africa with government representatives of all African countries and also experts, private sector and civil society organisations. UN Environment has therefore the technical expertise and regional presence to run the African support and investment platform and is already in discussions to bring the African Development Bank to join the bring the financial power and expertise to the platform.

The Molina Center Chile is the leading non-governmental clean mobility organisation in South America. They are a research and policy development center. The Center has worked, at national level, with 12 national Governments in the region to support cleaner and more efficient fuels and/or vehicles programs. The Center has also developed harmonized vehicles emissions standards for the region. The Center is part of a public-private consortium to introduce electric mobility in Chile. They played a key role in the introduction of electric busses in Santiago, which by the end of 2019 will be the second largest urban electric bus fleet in the world. They are supporting similar programs in Montevideo and San Jose. The Center has had a strategic partnership with UN Environment for more a decade and is partnering in clean mobility activities with leading agencies including the United nations, World Bank, the International Council for Clean Transportation (ICCT) and others.

Centro Mario Molina in Chile has therefore the technical expertise and regional presence to run the Latin America support and investment platform and will seek to cooperate with the Interamerican Development Bank and the World Bank to bring the financial power and expertise to the platform.

April 2019 Agency Response

The rational for the 3 regional leads has been included in component 2.

Consistency with National Priorities

Has the project/program cited alignment with any of the recipient country's national strategies and plans or reports and assessments under relevant conventions?

Secretariat Comment at PIF/Work Program Inclusion

04/26/2019

Comment cleared.

04/25/2019

We note a slight typo in the table under Uzbekistan–there seems to be text missing. Please check.

04/17/2019

Thank you for providing the very detailed chart including each countries' relevant policies and contributions under the Paris Agreement.

Oct 2018

n/a (to be verified at child project analysis stage)

Agency Response

25.4.2019 Agency Response

Typo corrected.

Knowledge Management

Is the proposed "knowledge management (KM) approach" in line with GEF requirements to foster learning and sharing from relevant projects/programs, initiatives and evaluations; and contribute to the project's/program's overall impact and sustainability?

Secretariat Comment at PIF/Work Program Inclusion

04/25/2019

Comment cleared

04/17/2019

There are seven elements that are recommended in a knowledge management approach as best practices: 1) Overview of existing lessons and best practice that inform project concept; 2) Plans to learn from relevant projects, programs, initiatives & evaluations; 3) Proposed processes to capture, assess and document info, lessons, best practice & expertise generated during implementation (at both program and child project levels if a PFD); 4) Proposed tools and methods for knowledge exchange, learning & collaboration (at both program and child project levels if a PFD); 5) Proposed knowledge outputs to be produced and shared with stakeholders (at both program and child project levels if a PFD); 6) Discussion on how knowledge and learning will contribute to overall project/program impact and sustainability and 7) Plans for strategic communications. This section includes a good discussion on most of these. We urge the agency to consider these elements more thoroughly in the development of the program and to include an overview on how existing lessons and best practices has informed the program concept to strengthen this section.

Agency Response

April 2019 Agency Response

The knowledge management section has been updated to reflect the guidance given above.

art III – Country Endorsements

Has the project/program been endorsed by the country's GEF Operational Focal Point and has the name and position been checked against the GEF data base?

Secretariat Comment at PIF/Work Program Inclusion

04/26/2019

comment cleared.

04/25/2019

The LOE for Uzbekistan currently shows funding from climate change and biodiversity, but the project is programming only under climate change. Please submit a new LOE with the full amount from climate change.

04/17/2019

The LOE for India was provided. Comment is cleared.

Oct 2018

The LOE is missing for one of the countries included in the PFD (India).

Agency Response

The India LoE is included

25.4.2019 Agency Response

A new letter from Uzbekistan has been included in the resubmission.

03 May 2019 Agency Response

The uploaded email review comments have been addressed.

EFSEC DECISION

RECOMMENDATION

Is the PIF/PFD recommended for technical clearance? Is the PPG (if requested) being recommended for clearance?

Secretariat Comment at PIF/Work Program Inclusion

ADDITIONAL COMMENTS

Additional recommendations to be considered by Agency at the time of CEO endorsement/approval.

Secretariat Comment at PIF/Work Program Inclusion

/iew Dates

	PIF Review	Agency Response
First Review	10/25/2018	
Additional Review (as necessary)	4/17/2019	
Additional Review (as necessary)	4/25/2019	
Additional Review (as necessary)	4/26/2019	
Additional Review (as necessary)	4/29/2019	