



NATIONAL ADVISORY BOARD
on Climate Change and Disaster Risk Reduction
GOVERNMENT OF VANUATU

PROJECT PROFILE FORM

[Please keep responses brief and limit each to 200 words]

NAB Project No [completed by NAB]
GIP code/Project No [obtain from DSPPAC]
Cost Centre/Activity No [obtain from Dept.]
Donor/DSPPAC file No [obtain from DSPPAC]

1. Project title: Support to the Acceleration of Sustainable Land Transport and the Introduction of Electric Mobility in Vanuatu	
2. Project description: [Brief description of project, key activities and outputs, how will it be implemented?] <p>A) The project proposes to support the institutionalization of sustainable transport and electric transport in Vanuatu by i) establishing a coordination body consisting of public and private stakeholders; ii) support the preparation of a gender-responsive national sustainable land transport policy; iii) preparation of a E-Mobility Roadmap including the definition of an incentive scheme, charging network development plan and an innovative end-of-life vehicle strategy; iv) establish statistical systems for the collection, processing, and analysis of key data points for decision-making; and v) capacity building of key stakeholders.</p> <p>B) To overcome the challenges and barriers of infrastructure the following actions support the initial uptake of electric vehicles in Vanuatu: i) Feasibility study on the introduction of EVs in a controlled pilot project in Vanuatu to assess applicable technical specification and economic, social and environmental benefits; ii) the deployment of EVs as part of the government vehicle fleet with the integration of Renewable Energy (RE) for vehicle charging within a controlled environment; and iii) technical training for the monitoring, operation and safety of EVs.</p> <p>C) In coordination with the work on addressing infrastructure and governance challenges, the following will work will be integrated throughout the project: i) preparation of knowledge-sharing material for different target groups; ii) seminars, workshops and hands-on outreach events on sustainable mobility and EVs.</p>	
3. Approval sought: <input type="checkbox"/> Identification* <input checked="" type="checkbox"/> Concept <input type="checkbox"/> Funding Proposal *For identification of project, use first page only <input type="checkbox"/> Continuation of existing project	
4. Funding envelope: [e.g. GCF Readiness, GCF Project Preparatory Facility, GCF/GEF project, other] Global Operational Facility (GEF) Star Allocation	
5. Total funding (Vatu and USD): USD 1, 000,000 (USD 1 million)	6. Access modality: [i.e. direct by using the Government's financial system, international by using an external financial system, or a combination?] Direct using UNEP and GGGI system.
7. Implementing entity/organisation: [the name of the national, regional or multilateral institution that is receiving direct financial transfers to carry out the project. An implementing entity may also carry out the functions of an executing entity.] UNEP	8. Executing entity/lead government agency: [the name of the entity, e.g. Ministry / Department / Agency / NGO, through which funds are channelled or used for the purposes of an activity or part thereof, and/or any entity that executes, carries out or implements a funded activity, or any part thereof.] Ministry of Climate Change through the Department of Energy and the Global Green Growth Institute (GGGI)
9. Other government / partner agencies Ministry of Public Utilities and Ministry of Internal Affairs (PLTA)	10. Project contact details: [Contact person, title, organisation, email, telephone, address] <p>i) Mr Anthony Garae, Director, Department of Energy – gantony@vanuatu.gov.vu</p> <p>ii) Jesse Benjamin, GGGI Vanuatu Office – jesse.benjamin@gggi.org</p>
11. Location: [e.g. village, island, province, and GPS coordinates if available] Port Vila, Vanuatu	12. Duration: Years months 36 months From 2024..... to 2026.....
13. Theme(s): <input checked="" type="checkbox"/> Mitigation <input type="checkbox"/> Adaptation <input type="checkbox"/> Cross cutting <input type="checkbox"/> DRR / DRM	14. Climate/DRR relevancy (% of budget) <input checked="" type="checkbox"/> High (≥80%) <input type="checkbox"/> Medium (≥50%) <input type="checkbox"/> Low (≥25%) <input type="checkbox"/> Marginal (≥5%)

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15. Sector(s) by ministry: <input type="checkbox"/> Agriculture, livestock, forestry, fisheries and biosecurity <input type="checkbox"/> Lands and natural resources (geology, mines, water) <input checked="" type="checkbox"/> Climate change adaptation, meteorology, geo-hazards, environment, energy and disaster management <input type="checkbox"/> Education and training <input type="checkbox"/> Finance and economic management <input type="checkbox"/> Foreign affairs, international cooperation and external trade <input type="checkbox"/> Health <input checked="" type="checkbox"/> Infrastructure and public utilities <input type="checkbox"/> Internal affairs (custom and culture, labour and employment services) <input type="checkbox"/> Justice and community services <input type="checkbox"/> Trade, tourism, industry and commerce <input type="checkbox"/> Youth and sports development	16. Scope: <input type="checkbox"/> Regional <input checked="" type="checkbox"/> National <input type="checkbox"/> Provincial <input type="checkbox"/> Community
	17. Number of people impacted/affected: <input checked="" type="checkbox"/> Direct 7,000 -vehicle owners... <input checked="" type="checkbox"/> Indirect 51,400 <input type="checkbox"/> Women <input type="checkbox"/> Youth (<30 years)
	18. Project Type: <input checked="" type="checkbox"/> Capacity building <input checked="" type="checkbox"/> Community awareness <input type="checkbox"/> Disaster response <input type="checkbox"/> Field implementation <input type="checkbox"/> Formal education program <input type="checkbox"/> Funding - small grants <input type="checkbox"/> Informal training courses <input checked="" type="checkbox"/> Knowledge communication <input checked="" type="checkbox"/> Pilot / trial / demonstration Project <input type="checkbox"/> Planning and governance <input checked="" type="checkbox"/> Policy formulation and integration <input checked="" type="checkbox"/> Policy support <input checked="" type="checkbox"/> Research (feasibility study etc.) <input type="checkbox"/> Other

STOP HERE IF PROJECT ONLY AT IDENTIFICATION STAGE

CONTINUE FROM HERE ONLY IF PROJECT AT CONCEPT OR FUNDING PROPOSAL STAGE

19. Project rationale: *[What is the rationale for the project? What is its strategic context? What is the primary need, and how was it identified? Is this program building on any previous activities, projects or policy?]*
 Worldwide, the transport sector accounts for about 14% of global GHG emissions, per the Intergovernmental Panel on Climate Change. With emissions still on the rise, transforming transportation through deep decarbonization is a key to achieving a net-zero carbon economy.

Deep decarbonization is the most aggressive form of revolutionizing our current fossil-fuel-reliant energy system to one powered solely from renewable and low-carbon energy sources. The project aims to find and apply solutions to reduce man-made, atmospheric heat-trapping GHGs—also known as carbon dioxide emissions—which is imperative for meeting emission reduction targets, achieving climate policy goals, and halting the mounting effects of climate change. The project focuses on the decarbonization of transport in Vanuatu and therefore targets the reduction of GHG emissions from transport-related sources. GGGI is currently working alongside DoE and DEPC on a vehicle and fuel emission standards project. The vehicle and fuel standards project will complement the proposed outcomes and outputs under this proposed project.

20. Project objective against the baseline: *[What is the objective of the project? Describe the baseline scenario (i.e. emissions baseline, climate vulnerability baseline, key barriers, challenges and/or policies) and the outcomes and the impact that the project will aim to achieve in improving the baseline scenario. Refer to the logical framework and theory of change template below]*
 From 2007-2015, the energy sector contributed 19.2% while transportation accounted for 9.35% of total GHG emissions. The GHG emissions from the transport sector have rapidly increased from 18.93 Gg in 2007 to 72.14 Gg in 2015. Among the transport sector, the land transportation has the highest share of 83% in total fuel consumption (and GHG emission) and the most important source of emissions to be mitigated. Furthermore, land transport consumes just over 50% of all petroleum products imported for domestic consumption.

According to the Public Land Transport Authority, the number of motor vehicles is increasing at a 4% annual growth rate reaching 7,167 vehicles in 2021. Similarly, a GGGI (2016) study projected that newly registered vehicles will increase to 7,531 units only in Port Vila & Luganville by 2030. The total number of vehicles is projected to increase, at a 2% growth rate per year, to more than 10,000 vehicles by 2031. In the 2022 Vanuatu Low Emissions Development Strategy (LEDS) the transport sector came last in relation to alignments to emissions mitigation and resilience and adaptation policy and trajectories.

The project will include a combination of technical assistance and investment in order to support Vanuatu to create a more sustainable and inclusive transport system, responding to the presented challenges. The combination of the approach is expected to provide environmental benefits by clear sustainable transport frameworks leading the direction to decarbonization; increased capacity and trust in EV technology, and financing instruments being available.

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The project will have the following outcomes:

Outcome 1: Institutionalization of sustainable transport and electric transport in Vanuatu supported

Outcome 2: Overcoming infrastructure challenges for initial uptake of electric vehicles in Vanuatu supported

Outcome 3: Increased knowledge, awareness and education on sustainable mobility and EVs in Vanuatu

21. Policy coherence and alignment: *[provide details as to how the project aligns with the National Sustainable Development Plan (pillar, goal and objective), the Climate Change and Disaster Risk Reduction Policy, and other policies, plans, strategies and priorities]*

The proposed project aligns well with Vanuatu's National Energy Roadmap 2016 – 2030, Nationally Determined Contributions (NDC), the Vanuatu Low Emission Development Strategy (LEDS) and the overall National Sustainable Development Plan 2016 – 2030.

Vanuatu's relevant commitments in the Updated National Energy Roadmap:

- Indicator 6: Increase of the proportion of electricity generated from renewable energy sources to 100% by 2030;
- Indicator 8 (Same as NDC Measure 3): Improve transport (land and marine) energy efficiency, 10 % saving on the BAU projection by 2030) and

Additional NDC Measures

- 1.1 Electric vehicles (e-buses) for public transportation (10% of total public buses by 2030);
- 1.2 Electric cars (e-cars) in Vanuatu (10% of government fleet by 2030);
- 1.3 1,000 electric two-wheel (e-bikes)/three-wheelers (e-rickshaws) by 2030.

National Sustainable Development Plan 2016 – 2030: Relevant policy objectives:

- SOC 4.1 Implement gender-responsive planning and budgeting processes;
- SOC 6.9 Strengthen research, data and statistics for accountability and decision-making;
- ENV 2.1 Increase access to knowledge, expertise and technology to enact our blue-green growth strategies;
- ENV 2.3 Promote renewable sources of energy and promote efficient energy use;
- ENV 2.4 Reduce waste and pollution through effective waste management and pollution control;
- ENV 2.5 Strengthen environmental institutions and governance to meet national and international obligations;
- ECO 2.5 Improve partnerships and the cost-effective use of resources to ensure sustainable asset management and maintenance;
- ECO 2.6 Provide equitable and affordable access to efficient transport in rural and urban areas;
- ECO 2.8 Establish effective partnerships that facilitate the development of the private sector and rural communities as service suppliers in the provision of transport and the infrastructure sector

22. Current status: *[progress to date and current activities]*

The project is at its concept stage and no activities has commenced yet awaiting approval and submission by the GEF operational focal point to the GEF Secretariat via UNEP. A full proposal is to be developed after the approval of the concept.

23. Market overview: *[If the project involves a particular market describe the products or services including the historical data and forecasts. If applicable, provide the key competitors with market shares and customer base. Also provide, if any, pricing structures, price controls, subsidies available and government involvement.]*

Not Applicable

24. Implementing / executing entity background / justification: *[Quality of the management team, overall strategy, financial profile, equity investment, management, operations, production and marketing]*

UNEP – GEF Implementing Entity- funds from the GEF Secretariat will be channelled to UNEP after which UNEP will transfer the funds to GGGI in accordance with a project implementation agreement. UNEP Bangkok Office will be the focal point for the proposed project.

GGGI– Delivery Partner: GGGI has its headquarters in Seoul and a regional office in Fiji and an sub-office in Vanuatu. The proposed project will be coordinated through the Vanuatu Office with support from the Fiji office and headquarters in Seoul.

DoE – Executing Entity. The Department of Energy within the Ministry of Climate Change will be the focal point and executing partner working along GGGI at the national to implement the project.

25. Institutional / implementation arrangements: *[Governance structure of the project, organisation structure, roles and responsibilities of the project management unit, steering committee, executing entities and flow of funds structure. construction and supervision methodology with key contractual agreements, operational arrangements with key contractual agreements following the completion of construction]*

The project will be implemented through the Department of Energy (DOE) in close collaboration with the GGGI Vanuatu team and UNEP as the GEF Implementing Partner.

The DoE team and the GGGI has experience in the successfully implementation of numerous projects including the recently completed GCF Readiness support for the development of the National Energy Efficiency Strategy and Action Plan (NEESAP), establishment of the National Green Energy Fund (NGEF), etc. The project implementation will be overseen by a policy advisory oversight team; tentatively the National Advisory Board on Climate Change (NAB) or the National Air Quality Taskforce.

26. Results Areas [GCF projects only]

- | | | | |
|--------------------------------------|--|---------------------------------------|--|
| Reduced emissions from (mitigation): | | Increased resilience of (adaptation): | |
| <input type="checkbox"/> | Energy access and power generation | <input type="checkbox"/> | Most vulnerable people and communities |
| <input type="checkbox"/> | Low emission transport | <input type="checkbox"/> | Health/well-being, & food/water security |
| <input type="checkbox"/> | Buildings, cities, industries & appliances | <input type="checkbox"/> | Infrastructure and built environment |
| <input type="checkbox"/> | Forestry and land use | <input type="checkbox"/> | Ecosystems and ecosystem services |

27. Expected performance against investment criteria [GCF projects only] [brief description]

- a) Impact Potential:** [Potential of the project to contribute to the achievement of the GCF's objectives and result areas]
- b) Paradigm Shift Potential:** [Degree to which the proposed activity can catalyse impact beyond a one-off project investment]
- c) Sustainable Development Potential:** [Environmental, social and economic co-benefits, including gender-sensitive development impact]
- d) Needs of the Recipient:** [Vulnerability and financing needs of the beneficiary country and population]
- e) Country Ownership:** [Beneficiary country's ownership of, and capacity to implement, a funded project]
- f) Efficiency and Effectiveness:** [Economic and financial soundness of the project]

28. Consultation [Specify the plan for multi-stakeholder engagement, and what is been done so far in this regard, e.g. National, Provincial, Community, Civil Society, Private Sector]

During the first week of February the following entities have been met for bilateral consultation meetings, which have provided valuable input to the concept development: Department of Energy; Public Land Transport Authority (PLTA); Port Vila SHEFA Land Transport Association, Utilities Regulatory Authority; Pacific Petroleum Ltd; Department of Customs; Department of Women's Affairs; Asco Motors; Department of Environment.

For further stakeholder engagement, various options exist. One is to set up a project steering committee, including the public sector and private sector stakeholders. Another way forward is to assess the option to tap into the recently established National Air Quality Task Force (NAQTF), which includes participants from the main stakeholders from the public and private sector:

1. Department of Public Health
2. Public Works Department
3. Department of Customs & Inland Revenue
4. Department of Energy
5. Department of Climate Change
6. Department of Meteorology & Geo-Hazards
7. Public Land Transport Authority
8. Office of the Attorney General
9. Vanuatu Police Force - Traffic section
10. Private sector - UNELCO Engie
11. Port Vila Municipality

29. Potential overlaps / duplication to be resolved: [What related projects are being undertaken in the area?]

There are no known projects on sustainable transport and electric mobility at this stage that could overlap or duplicate activities under the proposed project. GGGI is currently working alongside DoE and DEPC on a vehicle and fuel emission standards project. The vehicle and fuel standards project will complement the proposed outcomes and outputs under this proposed project.

30. Technical feasibility/evaluation: *[Brief summary of technical feasibility of project. Will the project fund local staff? If so, where? Are there additional staff required (e.g. counterparts, proposed T/A Positions)? TOR must be included for all T/A positions.*
The project will be led by the GGGI staff and the DoE staff. Local and international consultants will support some of the project when required through the GGGI procurement system. No additional staff from GGGI or DoE will be required.

31. Economic and financial analysis/viability: *[Brief summary of the economic and financial viability of the project]*
Not Applicable

32. Financial management and procurement: *[Describe the project's financial management and procurement, including financial accounting, disbursement methods and auditing]*
The project will be implemented in full alignment with the GGGI procurement and financial policies and guidelines.

33. Environmental and social considerations: *[e.g. environmental and social impact safeguards / assessments, vulnerability framework]*
The activities under the proposed project will focus mainly on feasibility studies, education and awareness and policy development. A small demonstration project on deploying EVs in the government vehicle fleet with the integration of RE for vehicle charging. There will be a minimal need for environmental and social considerations. However, the proposed feasibility study in the project will provide details as to the environmental and social considerations.

34. Gender and social inclusion considerations: *[e.g. gender, disability, indigenous concerns, assessment of any benefits from project to women, youth, children and vulnerable groups]*
The activities under the proposed project will focus mainly on feasibility studies, education and awareness and policy development. During data collection activities, gender segregated data will be collected. Furthermore, the project is aiming for the development of gender-responsive policies.

A small demonstration project on deploying EVs in the government vehicle fleet with the integration of RE for vehicle charging. However, the proposed feasibility study in the project will provide details as to the gender and social inclusion considerations.

35. Monitoring, reporting and evaluation: *[How will the project be monitored and evaluated? Provide project specific institutional and implementation arrangements for monitoring, reporting and evaluation. Provide methodologies for monitoring and reporting of the key outcomes of the project]*
As part of the project implementation, six monthly and annual reports will be produced by GGGI and be submitted to the GEF via UNEP. The same copy of the reports will be shared with the GEF operational focal point for national monitoring, reporting and evaluation purposes. GGGI also does its monthly reporting through its GO reporting system.

36. Sustainability measures: *[Exit strategy/ how will the project be sustained after project funding? What is the Vanuatu Government funding source? What is the future maintenance requirement? What are the future recurrent cost implications for the Government?]*
The project will seek to propose the institutional set-up and coordination for sustainable transport and electric transport in Vanuatu including the development of the E-Mobility roadmap and database. With the introduction of EV (demonstration project) as part of the government vehicle fleet with integration of RE for vehicle charging, ongoing monitoring, awareness and education will promote increased penetration of e-mobility and sustainable transport in Vanuatu.

37. Supporting documents *[where applicable]*

<input type="checkbox"/> Budget template <i>[mandatory]</i>	<input type="checkbox"/> Risk assessment <i>[mandatory]</i>	<input type="checkbox"/> Logical framework
<input type="checkbox"/> Concept note	<input type="checkbox"/> Funding proposal	<input type="checkbox"/> Financial analysis
<input type="checkbox"/> Environmental analysis	<input type="checkbox"/> Project timetable	<input type="checkbox"/> Letter of support
<input type="checkbox"/> Consultation evidence	<input type="checkbox"/> Location map <i>[detailed plans where construction is involved]</i>	

38. Provincial consultation certification by implementing/executing entity
I certify that the Province has been consulted with and the project is consistent with the Provincial Governments Provincial Plan. I also confirm that I am not aware of any ongoing disputes or disagreements that may adversely impact on the implementation of the project. A letter of support is attached.

Name **Signature** **Date**

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39. Director of Lead Government Agency
I certify I have checked the project profile, and any other supporting information for screening this project. I am satisfied that this project proposal is ready for presentation for approval.

Name **Signature** **Date**

40. DSPPAC Sectoral Specialist sign off
I certify I have checked the project profile, and any other supporting information for screening this project. I am satisfied that this project proposal is ready for presentation for approval.

Name **Signature** **Date**

41. Director General's Certification
I certify that I have checked the project profile, and any other supporting information for screening this project. I am satisfied that this project proposal is ready for presentation for approval. I understand that no Government funding will be released for the project until the project has been approved by the appropriate government authorities, any additional government contribution has been appropriated, the approved donor funding has been released and a detailed project income and expenditure form has been submitted.

Name **Signature** **Date**

42. Logical framework (objectives, impacts, outcomes, outputs, activities and inputs) *

Objective *[The theory of change represents the long-term vision of the project (adaptation, mitigation or disaster risk reduction) and how this can be achieved through short-, medium- and long-term changes]*

[Adaptation, mitigation, disaster risk reduction] *[Elaborate on the objectives to which the project contributes] [For GCF projects a shift to low-emission sustainable development pathways, or increased climate-resilient sustainable development]*

Expected Result	Indicator	Means of Verification	Baseline	Target		Assumptions
				Mid-term	Final	

Impacts (that contribute to the objective)

<i>[For GCF projects refer to the performance measurement framework]</i>						
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Project outcomes (that contribute to impacts)

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Project outputs (that contribute to outcomes)

1.						
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Activities	Description	Inputs	Description
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1.1		1.1.1.	<i>[Expand tables as needed]</i>
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**please use this format only if there is not a mandatory format required by the implementing/executing entity*

43. Project budget summary (estimated in Vatu '000)

Items/component	Year 1	Year 2	Year 3	Year 4	Year 5	Total	% of Total
Loans <i>[specify source]</i>							
Grants <i>[specify source]</i>							
Aid in kind*							
Government of Vanuatu							
Other e.g. GCF, community							

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<i>expand table as needed</i>							
Total							100%

* contributions made directly towards projects realisation such as equipment, materials, labour, T/A, building works, vehicles, time etc. and other quantifiable resources that count towards the achievement of the project results

44. Project component costs (estimated in Vatu '000)

Items/component	Year 1	Year 2	Year 3	Year 4	Year 5	Total	% of Total
Equipment/materials							
Personnel/staff/labour							
- e.g. technical assistance							
- e.g. local salaries							
Training/workshops etc.							
Travel							
<i>expand table as needed</i>							
Total							100%

This is for the main project components only. Not every cost needs to be specified. Other examples of components might be accommodation, vehicles, fuel, freight, allowances, VNPF contributions, telephone, computers, stationery, an implementing entity administrative fee (if included as part of the loan/grant), project monitoring, contracts, rent, printing, overheads etc.

45. Project risk factors, mitigation measures, and assessment tool*

[Use tool to describe the financial, technical/operational, social/environmental and other risks that may prevent the project objectives from being achieved, and proposed risk mitigation measures.]

Selected Risk Factor 1				
Description	Risk category	Level of impact	Probability	Score
<i>[Description of risk factor, e.g. new government regulations, loss of key staff, delays in delivery of equipment etc.]</i>	Select <i>[financial, technical/operational, social/environmental, other]</i>	Select <i>[low <5% of project value, medium 5-20%, high >20%]</i>	Select <i>[low, medium, high]</i>	
Mitigation Measure(s)				
<i>[Describe how the identified risk will be mitigated or managed. Do the mitigation measures lower the probability of risk occurring? If so, to what level?]</i>				
Selected Risk Factor 2				
Description	Risk category	Level of impact	Probability	Score
	Select	Select	Select	
Mitigation Measure(s)				
Selected Risk Factor 3				
Description	Risk category	Level of impact	Probability	Score
	Select	Select	Select	
Mitigation Measure(s)				
Selected Risk Factor 4				
Description	Risk category	Level of impact	Probability	Score
	Select	Select	Select	
Mitigation Measure(s)				
<i>[Expand table as needed]</i>				
Total score (add all the scores and divide by the total number of risk factors)				

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[Describe other potential issues which will be monitored as “emerging risks” during the life of the project (i.e. issues that have not yet raised to the level of “risk factor” but which will need monitoring). This could include issues related to external stakeholders such as project beneficiaries or the pool of potential contractors.]

*These are project related risks, not broader, general, global climatic and environment risks

	Probability	Low	Medium	High	Multiply the impact of each risk factor by the probability of each risk factor to give an individual risk factor score. Then add all the individual risk factor scores and divide by the number of risk factors to give an overall project risk score.
Impact	Score	(1)	(2)	(3)	
Low	(1)	1	2	3	
Medium	(2)	2	4	6	
High	(3)	3	6	9	

Key 1 Negligible 2 Minor 3 Moderate 4 Major 6 Severe 9 Extreme

History of the document

Version	Date	Nature of revision
1.0	NAB Meeting 9 February 2018	Initial endorsement