

Country	Zimbabwe
Request ID#	2020000007
Title	The development of an Electro mobility policy for Zimbabwe, incorporating implementation and market frameworks for the deployment and scale-up of Electric Vehicles
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Summary of the CTCN technical assistance

Zimbabwe’s climate resilience strategy involves pursuing low emission development technologies, particularly in the energy sector. Within the Renewable Energy Strategy (2019), Zimbabwe’s core vision is “To provide energy access to all in a sustainable manner by increasing the mix of renewable energy sources. The energy sector is the major contributor of GHG emissions (60.7 per cent) of the country’s total GHG emissions and the Government’s strategy ‘recognizes the need for sustainable and adequate available energy as an enabler to the green growth of the economy that the country is pursuing’. Zimbabwe’s climate policy driver is energy security, energy access, employment generation, cost-savings, resource efficiency and accruing health benefits. A key strategic objective of the Government’s Climate Change Response Strategy (2015) is to “develop climate proofed and environmentally sustainable transport systems that are less carbon intense”. This Strategy called for Zimbabwe to (i) Introduce a transport policy framework that encourages the use of transport with low carbon emissions¹ (ii) integrate climate resilience into transport planning and infrastructural development; and (iii) build capacity on climate resilient transport planning and infrastructure development. The Low Emission Development Strategy (LEDS), validated in 2019, indicates, since 2016, Zimbabwe has implemented “a carbon tax on fossil fuel use in road transport. Currently, the carbon tax is equivalent to around USD \$12.24/tCO₂e”.

¹ In 2014 transport contributes about 7 per cent to GDP (2014).

This CTCN Response Plan is targeting these three objectives and aims to:

1. Develop a cohesive electro-mobility policy, planning and market framework to transform Zimbabwe’s transport sector and stimulate renewable energy deployment, aligned to its Renewable Energy Strategy (2019) and Low Emissions Development Strategy (LEDS, 2019) that commits to consideration of policy amendments to guide private sector investment into the economically viable abatement potentials.
2. Assess the market readiness, enabling measures and instruments to aid the deployment of Electric Vehicles in Zimbabwe, aligned to its LEDS commitment to conduct economic cost/benefit analyses of mitigation measures.
3. Deliver an action plan and business case for electric vehicles and associated charging infrastructure deployment; and
4. Work with the Government of Zimbabwe to build the capacity of stakeholders, to facilitate the delivery of a comprehensive electro-mobility roadmap and charging infrastructure.

Establishing effective policy, legal and institutional frameworks is crucial to the management of climate change. Zimbabwe is developing policies, legal and institutional frameworks that are central to the achievement of the country’s vision of making the country “A climate resilient and low carbon Zimbabwe.” The imminent threat to the livelihoods of the country’s population, caused by climate change, calls for the government to develop policies to respond to climate change. The anticipated outcome of this CTCN Response Plan is an electro-mobility policy and framework that presents a number of strategic, long-term, participatory transformational measures that will drive climate resilient and low carbon growth in Zimbabwe. This will contribute to developing a modern, sustainable, effective, forward looking and results driven transport sector.

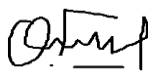
Agreement:

**National Designated Entity to the UNFCCC
Technology Mechanism**

Name: Elisha N. Moyo

Title: Principal Climate Researcher

Date: 28 August, 2020

Signature: 

Proponent (signature of the Proponent is optional)

Name:

Title:

Date:

Signature:

UNFCCC Climate Technology Centre and Network (CTCN)

Name: Dr. Rose Mwebaza

Title: Director CTCN

Date:

Signature:

1. Background and context

The challenge of climate change requires Zimbabwe to access and develop technologies relevant for implementing appropriate mitigation and adaptation projects and actions. At a national level, climate action is supported via its NDC (2015), National Climate Response Strategy (2015), Climate Policy (2017), National Transport Master Plan (2018), Renewable Energy Policy (2019), Vision 2030 (2019)² and Low Emission Development Strategy (2019), all of which are seeking to maintain GHGs emissions at a minimal level and ensure low carbon economic development.³ This national policy environment aligns with Zimbabwe's international commitments through the African Union Agenda 2063, SADC Industrialization Strategy and the Post-2015 Global Development Agenda.⁴

Zimbabwe's economy is founded on sectors vulnerable to climatic changes, namely agriculture, forestry, energy, tourism and industry. Its National Energy Policy (2012) was developed to respond to the lack of electricity in rural Zimbabwe (68% do not have access to electricity⁵). It aimed to provide an overall framework for optimal supply and utilization of energy and so ensure access to modern energy services for the country's socio-economic development. Such policy implementation required Zimbabwe to move away from its dependence on coal, petroleum and fuel-wood to meet its energy needs and pursue renewable energy resources like solar, hydro, biomass to transform its energy system.

In 2019 the Government of Zimbabwe launched the NDC Implementation Framework to guide the implementation of the current energy sector focused NDC. Building on these achievements, Zimbabwe's long term Low Emission Development Strategy (LEDS) followed an economy-wide approach over the period 2020-2050, guiding emissions reductions to 2050. This introduced a low carbon transport package as part of its LEDS strategy within the energy sector. This Response Plan aims to deliver the enabling environment where the transport policy objectives of the Government of Zimbabwe can be met with an accompanying action plan and framework to guide implementation and curb emissions growth while delivering green growth opportunities. The Renewable Energy strategy (2019) builds on these growth opportunities by highlighting the opportunities to improve the socio-economic conditions for Zimbabwe by focusing on energy affordability, accessibility, sustainability, food security, employment, gender equity and local community benefits.

Zimbabwe's suite of policy initiatives collectively identified a number of drivers that have influenced this CTCN Response Plan, including:

- The Climate Change Response Strategy (2015) identified goal to develop climate proofed and environmentally sustainable transport systems that are less carbon intense.
- The National Transport Master Plan identified policy goal to promote environmental protection.
- The UN SDGs (2016) call for increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes by 2030.
- The AfDB identified objective to ensure that inclusive growth is sustainable by helping Africa gradually transition to "green growth".

Zimbabwe's National Climate policy (2017) committed to 'accelerating mitigation measures by adopting and developing low carbon development pathways.' In 2018, Zimbabwe completed its Transport Master Plan which a prioritized list of short-term, medium-term and long-term transport sector investments. Zimbabwe acknowledged that its transport systems should be developed to be compatible with environmental concerns,

² This Vision is anchored on re-engagement with the Global Community, private sector-led rapid growth and development as well as enhanced domestic and foreign investment as encapsulated by the mantra "Zimbabwe is open for business".

³ A number of programmes have been implemented to promote the adoption of renewable energy technologies such as National Energy Policy, Sustainable Energy for All (SE4ALL), The National Biogas Programme, Rural Electrification (using solar mini-grids), Nationally Determined Contributions (NDCs), Renewables Readiness Assessment (RRA), National Biofuels Policy among others

⁴ Zimbabwe has delivered numerous international policy inputs to mitigate the negative effects of climate change such as its National Communication to the UNFCCC (1998/2012/ 2015), and National Adaptation Plan (NAP)

⁵ Zimbabwe currently (2019) has a national electrification rate of 42%. While electricity has reached 83% of the urban households, rural electrification is still around 13% as per the National Energy Policy of 2012.

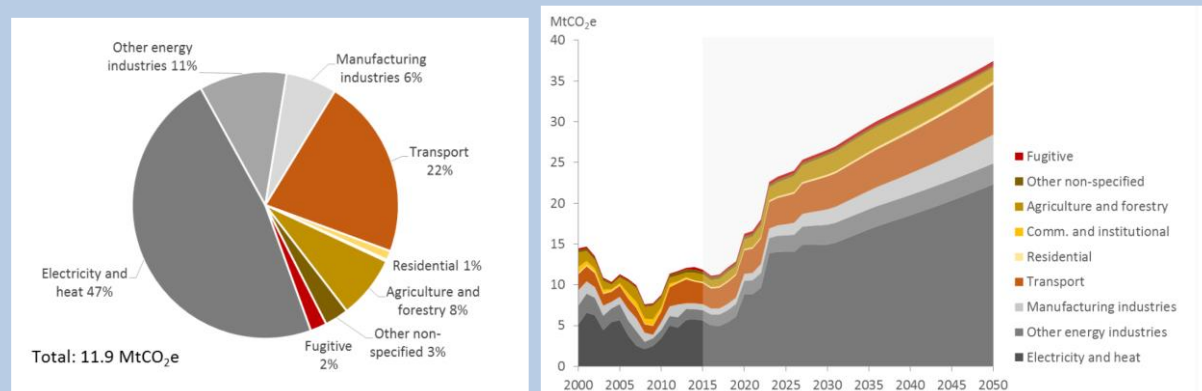
for example by reducing pollution in urban areas. This initiative was followed by the Government’s National Renewable Energy Policy that aimed to establish market oriented measures and regulatory instruments for the renewable energy sector in Zimbabwe.⁶ It identified barriers to the uptake of renewable energy in pursuit of the following objectives:

- To have a strong institutional and regulatory framework for promoting up-take of renewable energy.
- To promote local manufacturing of renewable energy equipment.
- To empower vulnerable groups through skill development workshops, training programs, awareness campaigns, local participation in RE projects and campaigns.

2. Problem statement

The transport sector is a vital part of Zimbabwe’s development as it impacts on trade, commerce and the participation of its labour force. However, the performance of the transport sector in Zimbabwe has declined over the last twenty years. This is, in part, due to an ad hoc approach to the development of transport infrastructure and services, coupled with policy and regulatory deficiencies in Zimbabwe. This environment has contributed to Zimbabwe being a net importer of fossil fuel energy.⁷

There are a number of challenges for road transport in Zimbabwe due to (i) the increasing rate of population growth in urban, resulting in economic expansion, high rate of motorization, with the vehicle fleet doubling every 10 years, (ii) the level of reconditioned cars imported from industrialized countries, and (iii) the contribution of GHG emissions from transport, mainly from direct combustion of fossil fuels and CO₂. Nearly 97 per cent of transportation GHG emissions come through direct combustion of fossil fuels, with the remainder being carbon dioxide (CO₂) from hydro-fluorocarbons emitted from vehicle air conditioners and refrigerated transport. The GHG emissions from energy use (2015) (below) presents transport as a significant contributor at 22%, with projected emission growth under the BAU scenario to 2050:



Renewable energy has a significant role to play in directly responding to the challenges identified in Zimbabwe’s transport sector. Energy use is the country’s largest source of GHG emissions (11.9 MtCO₂e): the sector’s emissions are expected to increase to 26.5 MtCO₂e in 2030 and 37.5 MtCO₂e in 2050 resulting from increasing demand for power generation, transport and other uses of fossil fuels.⁸ To curb emission growth, the Renewable Energy Policy (2019) identified technology specific targets to 2030 including:

⁶ The policy also recommends to set up a separate Fund called Green Energy Fund of Zimbabwe. This Fund will be used in promoting, developing and extending financial assistance for setting up of projects relating to new and renewable sources of energy and off-grid sources. Different procurement mechanisms, such as Feed-in Tariffs (FiT) for small hydropower, biomass, and geothermal projects are recommended. Competitive Bidding for solar photovoltaics (PV) and concentrating solar power (CSP) are proposed in the Policy.

⁷ Its current requirements are three million three hundred thousand (3 300 000) and four million three hundred thousand (4 300 000) litres of petrol and diesel per day, respectively.

⁸ The aggregated set of mitigation measures identified has the potential to reduce the projected BAU emissions from the energy sector from 37.5 to 16.2 MtCO₂e in 2030 (57% reduction).

Technology	Target (MW)
Small Hydro	150
Grid Solar	1,575
Wind	100
Bagasse and other RE	275
Total RE target	2,100

Historically, private investment in African transport infrastructure has been limited, particularly due to the weak enabling environment that underpins infrastructure development. There is limited investment in the transport-manufacturing sector because of the increased importation of vehicles, most that are second hand and do not meet standard emission regulations. This eMobility policy could be an enabler to stimulate domestic markets and overcome these vehicle importation challenges. The enabling environment encompasses the policy framework, regulations that include tariff setting and procurement, and sound public institutions for the management of infrastructure systems. As several OECD guidance indicates, enhancing the implementation framework for low carbon growth can leverage private investment both by strengthening the enabling environment and using financial instruments to mitigate investment risks.

Transport is seen by the Government of Zimbabwe as an enabler for other sectors. Urban sprawl, particularly in Harare and Bulawayo, has resulted in increased commute distances for citizens. The Climate Response Strategy (2015) described how the major challenges for the road transport sector include the rate of motorization and the quality of fuel. The traffic sector is increasing rapidly with the vehicle fleet doubling every 10 years. Under its Physical and Social Infrastructure pillar it committed to introducing a transport policy framework that encourages the use of low carbon transport, such as electric vehicles, and the integration of climate resilience into transport planning and infrastructural development.⁹

The National Transport Master Plan (2018) was developed to address various challenges facing the transport sector including: (i) Lack of sustainable investment in transport infrastructure and services, resulting in unemployment creation, (ii) High transport operating costs, making transport inaccessible to vulnerable groups and (iii) slow adaptation to new transport technologies which enhance the operations of the transport sector.

The Government's Renewable Energy Policy (2019) assessed the conditions for creating and assessing market potential. It identified barriers that include an absence of long term targets, inadequate institutional structure, inadequate studies on potential for development of renewable energy (RE) technologies, inadequate regulatory framework on RE procurement models, absence of appropriate skill development and technology transfer mechanism for local empowerment and lack of incentives for local manufacturing. The entrance of electronic vehicles would require reliable, sustainable and affordable electricity supply.

It is anticipated that the development of Zimbabwe's electro-mobility policy would align to the country's development of its National Biofuels Policy (2019). This biofuels policy was developed to guide long term sustainable development of the biofuel sector in Zimbabwe through the provision of an enabling environment. This policy, similar to the greater market objectives of the electro-mobility policy, aims to ensure that technology production, processing, distribution and marketing in Zimbabwe will remain within the parameters of economic, environmental and social sustainability.

⁹ Projected increased temperatures, frequency and/or intensity of floods, storms, and droughts will adversely impact human health and nutrition across Zimbabwe. Cyclone Idai hit the eastern part of Zimbabwe on 15th March 2019. It is estimated to have exposed 5.5 million people in rural areas and about three million urban dwellers to extreme vulnerability and food insecurity in the first half of 2020

<p>This National Electro- mobility Policy and Market Readiness Framework will inform targets to achieve an appropriate level of alternative fuels infrastructure for transport, which is relative to national policy and market needs of Zimbabwe. It includes:</p> <p>A. <u>Market Readiness</u>. A review of existing and new fiscal incentives aimed at overcoming or alleviating barriers to adoption; increasing awareness, and increasing confidence in new or unknown technology. Such assessment could include an understanding of Market forces; Regulations; Fiscal measures; Laws & enforcement mechanisms. Include a market assessment (that could include analysis of value chains, risks and overall barriers to implementation). Activities could include:</p> <ul style="list-style-type: none"> - Assessment of the Financial Viability and funding strategies and so provide a sound basis for preparing the implementation framework - Financial and value for money analysis, lifecycle cost model, identification of mechanisms (business models) for financing - Incentive availability and appropriateness assessment (including measures such as EV Purchase Grant Scheme, Charging supports, Accelerated Capital Allowances, and Excise Relief) - Readiness to create a local market (Local assembly status, Manufacturing supports and exports) <p>B. <u>Public leadership</u>. The public sector is often the early adaptor and exemplar concerning actions to stimulate uptake of eVs, enhancement of visibility of vehicles, demonstrators etc. The key aspects of this assessment could include:</p> <ul style="list-style-type: none"> - A national public awareness campaign to raise the profile and understanding of EVs; - Highlight the benefits of public sector and commercial fleet adoption of EVs in terms of their sustainable transport strategy. <p>C. <u>Infrastructure, Energy Regulation and Pricing</u>. Its overall objective is to devise a sustainable framework to ensure satisfactory, effective and efficient vehicle charging infrastructure. The key aspects of this assessment include:</p> <ul style="list-style-type: none"> - Assessment of the type of vehicle and infrastructure type best suited to Harare and Bulawayo (including Facility and Charging Infrastructure, site location and type (grid-connected vs. offgrid) - Operation and Maintenance, including identifying gaps to be addressed for managing a new technology 											
<p>Activity 2.2: Developing a number of guidance notes, policy briefs for recommendations and priority actions for topics that could include:</p> <p>A. Citizen and User</p> <ul style="list-style-type: none"> - Customer pricing options (for both infrastructure and battery replacement) - Public vs Private ownership models – risks, benefits, integration and funding options - Incentives for Domestic and Private chargers <p>B. Regulator and Utility</p> <ul style="list-style-type: none"> - EV infrastructure growth profile, planning metrics and price required for growth scenarios to 2030 and 2050 - EV infrastructure readiness with regard to market size, battery size and future domestic demand - Appraise maintenance issues relating to deploying recharging infrastructure - Domestic tariffs and required control mechanisms to avoid critical loading of electricity network <p>C. Policy informing</p> <ul style="list-style-type: none"> - Examine research needs and relevant topics - Business opportunities for local research, technology, services and jobs - Non-infrastructure-based incentives to support the use of the infrastructure and the uptake of alternative fuels 											

<p>Deliverable 2:</p> <ul style="list-style-type: none"> i.) Finalized National EV Policy ii.) Finalized Market Readiness Framework, for wider EV deployment of EV 2 &3 wheelers (including associated charging equipment) for Zimbabwe, iii.) Finalized guidance notes / policy briefs (3) targeting users, regulators and policy makers 										
<p>Output 3: Policy Roadmap on optimum mix of regulatory, taxation and subsidy policies to drive deployment of EVs. The objective of this activity is to consider policy amendments to guide private sector investment into the economically viable abatement potentials. Roadmap development methods will seek consensus about structure and policies to create the enabling environment to meet overall objectives. This will build on the Government of Zimbabwe’s NDC and UNFCCC national communication and Transport MasterPlan.</p>										
<p>Activity 3.1: This activity focuses on data collection and stakeholder input to inform the development of the policy roadmap. The structure for developing this policy roadmap would reflect the EV Policy and Market Readiness Framework and so could reflect activity 2.1 and so include (i) Market readiness, (ii) Public leadership and (iii) Infrastructure, energy regulation and pricing. It is envisaged that a multi-faceted set of policy will be deployed to help decarbonize transport over this period. Examples of such measures deployed in different jurisdictions include actions targeting low emission zones, energy efficiency and demand side management, modal shift, spatial planning/ charging infrastructure, behavioural change, financial and fiscal incentive (parking pricing policies, metering, biofuels blending supports).</p>										
<p>Activity 3.2: Validation of the roadmap by key stakeholders in two workshops. These roadmaps have the objective of providing input and identifying and achieving consensus. It will allow for policy identification, via an assessment of national policies (including development plans and existing strategies). Priorities for fulfillment of the actions under the roadmap will be defined.</p>										
<p>Deliverables 3: (i) Finalized policy roadmap, and (ii) Finalized consultation workshop report.</p>										
<p>Output 4: Market feasibility study of eMobility and EV deployment</p>										
<p>Activity 4.1: Assessing and incorporating the feasibility of technology supports and measures identified in the Policy and Market Readiness framework. The analysis of the most cost effective options available to the Government of Zimbabwe should include</p> <ul style="list-style-type: none"> A. Policy Measures <ul style="list-style-type: none"> - Assessing the feasibility of activities identified, objectives, outputs, relation to national policy priorities, deliverables, and monitoring/ evaluation methods. - Determine technology impact potential in terms of Zimbabwe’s GHG emissions reduction targets, employment impact, potential co-benefits resulting from the implementation of electro mobility technologies prioritized. B. Market measures <ul style="list-style-type: none"> - Consider feasibility of elements such as adoption levels, consumer costs, EV battery prices, ongoing running cost (EV versus ICE) have a petrol/diesel vehicle and tax treatment (registration tax, fuel tax and carbon pricing) - Identify the requirements for financial incentives as an enabler of action, including potential domestic and international funding sources. Instruments could consider investment requirements to stimulate action and financial diligence using costs benefit 										

<p>analysis, RoI/NPV/IRR of selected measures.</p> <ul style="list-style-type: none"> - Identify charging infrastructure options, including fast (rapid) charge points and supporting systems. - Identifying the future ownership of the charging infrastructure and charging points by categories (such as slow, fast and rapid) <p>C. Project Management measures</p> <ul style="list-style-type: none"> - Conducting and maintaining a risk register (of policy, institutional and financial, technology risks) that may impact on project idea delivery. - Present a clear financial plan with timelines, benchmarks and indicators that will elaborate measures and action across the Zimbabwe economy. 									
<p>Activity 4.2: This activity involves the development of a number of feasibility informing project concept notes ideas that will consider aspects such as (i.) technology, grants, and the restructuring of various motor taxes, (ii) economic cost/benefit analyses of mitigation measures (iii) the mix of fiscal incentives and (iv.) industry drivers and the agreement in the motor industry to support future targets and emission performance standards.</p>									
<p>Deliverables 4:</p> <ul style="list-style-type: none"> (i) Finalized feasibility study on electro-mobility options. This will consider issues concerning the charging infrastructure including, amongst others, ownership models, customer-pricing options, maintenance issues associated with services and incentives for the provision of private and public chargers. (ii) Finalized concept notes (3) 									
<p>Output 5: Enhanced Public Awareness and understanding of the potential to promote and deploy electric vehicles</p>									
<p>Activity 5.1: Disseminating information and awareness raising material.</p> <p>It is proposed to hold a series of workshop event for interested stakeholders. The Policy, Implementation Framework and market readiness assessment will be discussed at these events and all stakeholders invited to share their views. Written submissions may also be invited from interested parties. This process will involve identifying programmes and projects that advance national priorities. This series of events will be supported by a city targeted/ nationwide Public Awareness Programme that will</p> <ul style="list-style-type: none"> (i) A national public awareness campaign to raise the profile and understanding of EVs; (ii) Highlight the benefits of public sector and commercial fleet adoption of EVs in terms of their sustainable transport strategy. 									
<p>Deliverables 5:</p> <ul style="list-style-type: none"> (i) Finalized Public Awareness Programme, (ii) Finalized consultation workshop reports. 									

4. Resources required and itemized budget:

Activities and Outputs	Input: Human Resources (Title, role, estimated number of days)	Input: Travel (Purpose, national vs. international, number of days)	Inputs: Meetings/events (Meeting title, number of participants, number of days)	Input: Equipment/Material (Item, purpose, buy/rent, quantity)	Estimated cost Please accumulate the costing at Activity and Output level and provide an estimated costing range for each activity and the total Response Plan	
					Minimum	Maximum
Output 1: Development of implementation planning and communication documents						
Activity 1.1: Formulation of i) Detailed work plan, ii) Monitoring and evaluation plan, iii) CTCN Impact Description, iv) Closure and Data Collection report.	International Consultant (4 days x 4 activities x \$500)				\$8,000	
Output 2: Development of a national EV Policy and Market Readiness and implementation framework.						
Activity 2.1: Supporting the improvement of low emission vehicle market readiness assessment, including policies, regulatory frameworks and investment decisions.	International Consultant (60 days x \$500) Local Consultant (100 days x \$250)	4 Trips (2 x \$1500 return airfare) for international consultant to travel to Zimbabwe 40 Trips (40 x \$200) for local / international consultant in Zimbabwe to deliver on activity 2.1 and 2.2	.		\$30,000 \$25,000 \$12,000 \$8,000 [\$75,000]	
Activity 2.2: Developing concept notes for recommendations and priority actions			.	Publication of concept notes (3 x \$500)	\$1,500	
Output 3: Policy Roadmap on optimum mix of regulatory, taxation and subsidy policies to drive deployment of EVs.						
Activity 3.1: This activity focuses on data collection and stakeholder input to inform the development of the policy roadmap.	International Consultant (40 days x \$500) Local Consultant (60 days x \$250)	15 Trips (15 x \$200) for local / international consultant in Zimbabwe to deliver on activity 3.1 and 3.2	.	Publication of Policy Roadmap (\$5,000)	\$20,000 \$15,000 \$3,000 \$5,000 [\$43,000]	
Activity 3.2: Validation of the roadmap by key stakeholders in a series of workshops.			Workshop (2 x \$1500) with stakeholders in terms of validation of roadmap		\$3,000	

Output 4: Market feasibility study of eMobility and EV deployment						
Activity 4.1: Assessing and incorporating the feasibility of technology supports and measures identified in the Planning Framework and Market Readiness report.	<i>International Consultant (40 days x \$500)</i>	<i>20 Trips (20 x \$200) for local / international consultant in Zimbabwe to deliver on activity 4.1 and 4.2</i>		<i>Publication of Market feasibility study (\$5,000)</i>	\$20,000	
	<i>Local Consultant (80 days x \$250)</i>				\$20,000 \$4,000 \$5,000 [\$49,000]	
Activity 4.2: This activity involves the development of a number of feasibility informing project concept notes				<i>Publication of concept notes (3 x \$500)</i>	\$1,500	
Output 5: Enhanced Public Awareness and understanding of the potential to promote and deploy electric vehicles						
Activity 5.1: Disseminating information and awareness raising material.	<i>International Consultant (12 days x \$500)</i>	<i>20 Trips (20 x \$200) for local / international consultant in Zimbabwe to deliver on activity 5.1</i>	<i>Workshop (4 x \$1500) with stakeholders in terms of delivering awareness campaign and programme across stakeholders and public</i>	<i>Publication of Research Study on awareness of EVs in Zimbabwe (\$5,000)</i>	\$6,000	
	<i>Local Consultant (40 days x \$250)</i>					\$10,000 \$4,000 \$6,000 \$5,000 \$1,500 [\$32,500]
Sub-total costing for the entire Response Plan					\$213,500	
Gender mainstreaming (1% total budget)					\$2,135	
Estimated range of costing for the entire Response Plan					\$215,635	
Highest ranging of costing (incl 5% contingency)						\$226,417

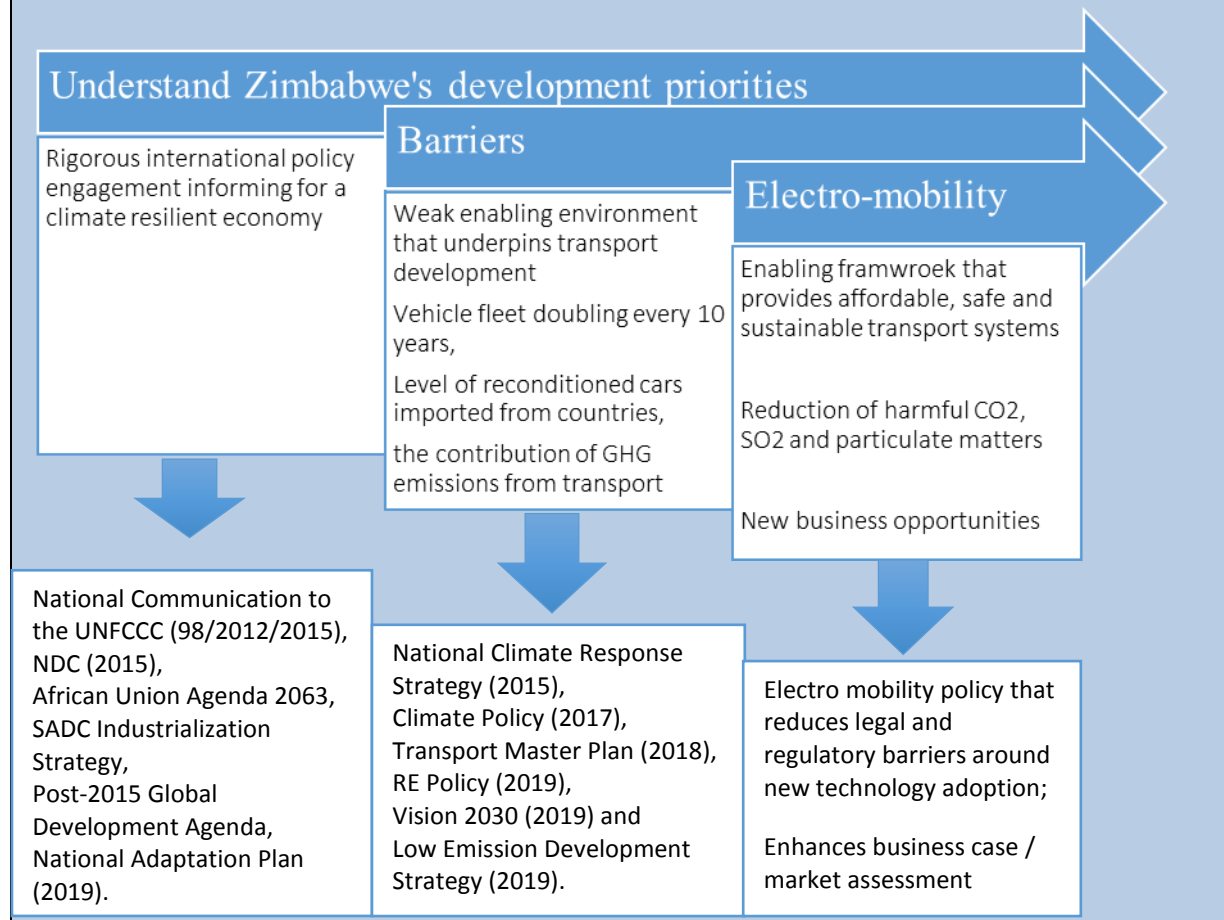
5. Profile and experience of experts

Experts required	Brief description of required profile
International consultant	<p><u>Essential</u></p> <ul style="list-style-type: none"> - Masters or equivalent degree in urban transport, urban studies, civil engineering, environment or related field - 10 years’ experience of providing technical services in urban transport and mobility - Experience of developing national plans related to electro-mobility/ climate mitigation projects at a country or regional level - Experience of engaging with multiple actors in the development of initiatives aimed at building regional/national capacity - Excellent English is required - Experience in the Southern African region <p><u>Highly Desirable</u></p> <ul style="list-style-type: none"> - Experience of conducting economic cost/benefit analyses of mitigation measures, preferably around transportation technologies - Understanding of policy measures and drivers to overcome barriers to the deployment of electro-mobility technologies - Facilitation skills in delivering training workshops on methodologies to stimulate enabling environments, urban transport and electro-mobility - Experience of engaging with the private sector regarding market analysis of technologies - Knowledge of results-based monitoring and evaluation methodologies - Experience in transport demand modelling - Knowledge of UN procedures
Local consultant	<p><u>Essential</u></p> <ul style="list-style-type: none"> - Degree in urban transport, urban studies, civil engineering, environment or related field - 10 years’ experience within Zimbabwe/ Southern Africa, including conducting market readiness assessments, action planning and/ or feasibility studies - Experience of developing, facilitating and delivering stakeholder workshops and group facilitating aimed at engaging multiple actors. - Understanding of policy measures and drivers to overcome barriers and create enabling environments to the deployment of electro-mobility technologies - Fluency in the English language, knowledge of Shona/ Ndebele - Experience of initiatives focussing on urban transport and electro-mobility <p><u>Highly Desirable</u></p> <ul style="list-style-type: none"> - Experience of conducting economic cost/benefit analyses of mitigation measures, preferably around transportation technologies - Experience of completion of similar evaluation/review tasks in urban transport projects - Experience in transport demand modelling - Knowledge of UN procedures

6. Intended contribution to impact over time

Energy use in power generation, transport, manufacturing industry and agriculture account for the largest share of national GHG emissions. Emissions totaled 11.9MtCO_{2e} in 2015, with transport as a large contributor of emissions at 22%. Significant future growth is forecasted as demand for vehicles and transport services increases with economic growth, particularly for passenger cars. The Zimbabwe Climate Change Technical Assistance program (World Bank: ZIM-CLIM) enabled the development of its NDC implementation Framework and, together with support from UNDP, initiated the development of an economy-wide Low Emission Development Strategy (LEDS, 2019) to help in meeting the country’s emissions reduction target. According to analysis conducted within the LEDS (2019), after renewable electricity generation, low carbon transport contributes the largest share of mitigation potential, mainly through a combination of fuel savings and the use of alternative and low carbon fuels and vehicles. Supporting this response Plan will:

- Establish an electric vehicle policy and robust business case for EV deployment, aligned to Zimbabwe’s LEDS (2019) that will reduce fuel consumption and provide enhanced fuel efficiency;
- Reduce legal and regulatory barriers around new technology adoption;
- Provide affordable, reliable, fast and safe transport for citizens, aligned to Zimbabwe’s Transport Master Plan (2018);
- Reduce rising levels of CO₂, SO₂ and particulate matter in ambient air, forecast to grow significantly with economic growth; and
- Deliver on international commitments within Zimbabwe’s NDC (the Mitigation Contribution for is given as 33% below the projected Business As Usual energy emissions per capita by 2030).



7. Relevance to NDCs and other national priorities

The Government of Zimbabwe ratified the UNFCCC, Kyoto Protocol and the Paris Agreement and subsequently submitted its Intended Nationally Determined Contribution (INDC) to the UNFCCC in 2015. This was approved and advanced to Nationally Determined Contribution (NDC) following the ratification of the Paris Agreement in 2017. The NDC identified the energy sector as the major GHG contributor (49% of emissions). The mitigation component of Zimbabwe’s NDC is focused on the energy sector, including a review of its transportation system.

The NDC Mitigation Contribution for Zimbabwe is 33% below the projected ‘Business As Usual’ energy emissions per capita by 2030.¹⁰ Reviewing the transport system is a key target area for the NDC and is conditional to positive flow of finance from developed country Parties, technology transfer and capacity building. The country’s overarching policy instrument on climate change is the 2017 National Climate Policy supported by the 2015 National Climate Change Response Strategy. The Government is currently working on the development of a Climate Change Bill to help in operationalising the Policy, finalized with its Low Emission Development Strategy (LEDS).

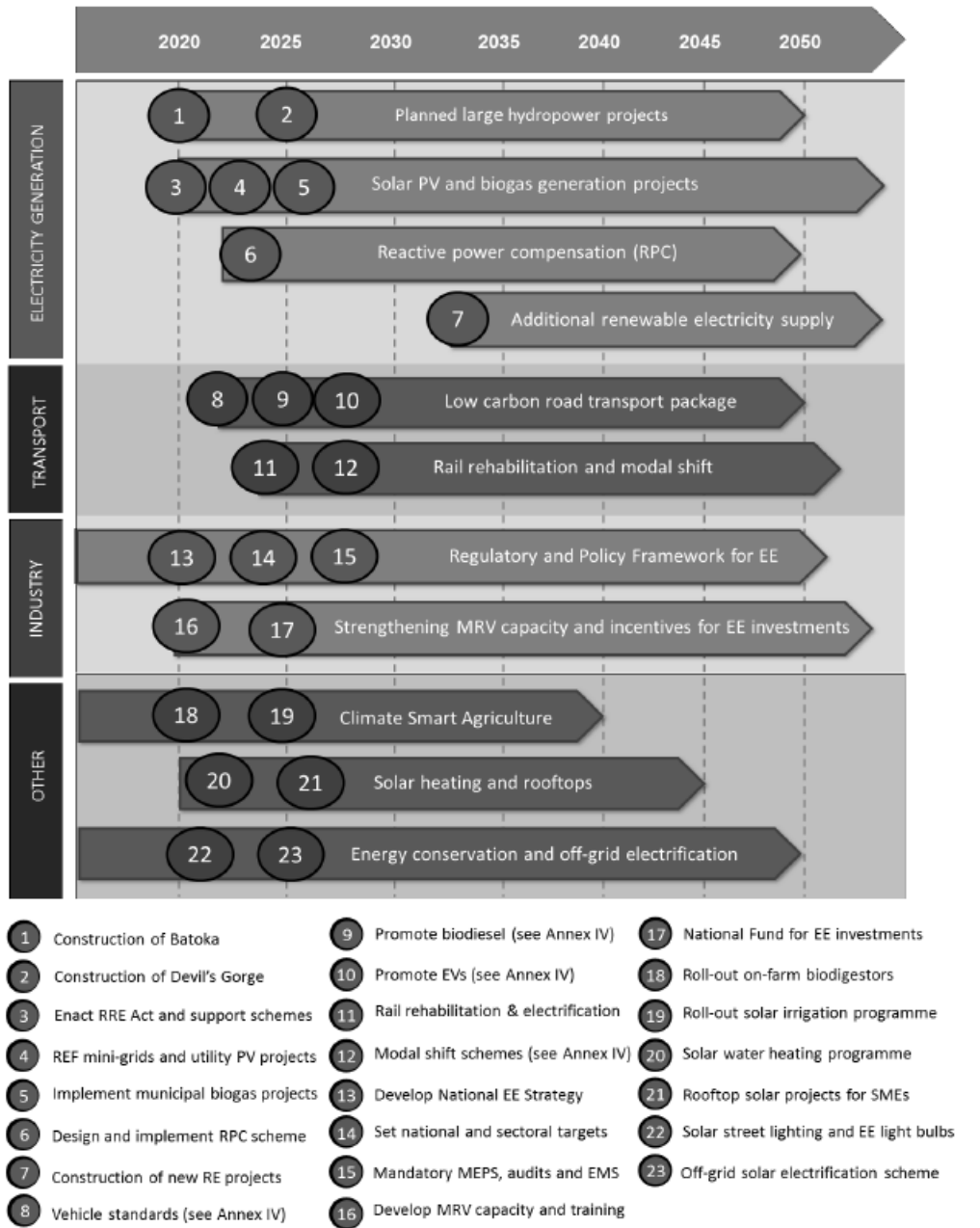
Action in the transportation sector is supported by a number of initiatives such as National Climate Policy, Renewable Energy Policy, Bio-fuels Policy and Transport Policy and other instruments seeking to keep GHGs emissions at a minimal level. One of the national priorities of the Biofuels Policy (2019) is to improve understanding of all aspects of increased use of biofuels, including macroeconomic impacts, environmental impacts and consumer protection issues. This policy promotes a ‘multi-sectoral approach and a strong and effective coordination mechanism to orchestrate the efforts of every player towards the common goal, backed by a strong regulator and vibrant research and development institutions’. A similar objective will be applied to electro-mobility policy development and implementation..

In 2019 Zimbabwe launched the NDC Implementation Framework to guide implementation of the current energy sector focused NDC. Building on these achievements, Zimbabwe’s LEDS follows an economy-wide approach and provides a framework for developing an economy wide NDC. The LEDS identified 38 mitigation measures, with an expected positive net present value of USD 7,130 million over the lifetime of underlying investments in 2030. A low carbon transport road package presented in the infographic below focused on promoting EVs, biofuels and vehicle standards as key transport measures to 2050.

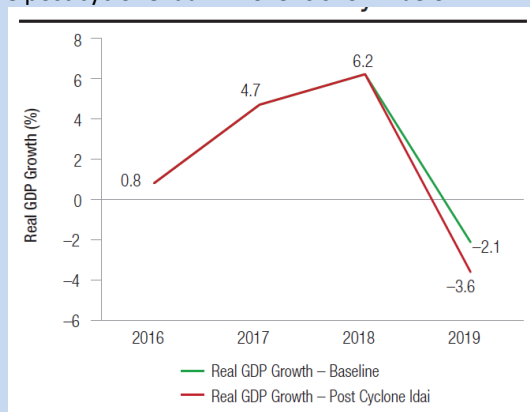
Today, Zimbabwe is experiencing a difficult period across its economy and society. Serious environmental and climate pressures have exacerbated Zimbabwe’s economic crisis. Successive droughts have exposed the fragility of Zimbabwe’s electricity sector and the risk of dependence on a few large-scale centres of generation. The late and minimal rains during 2018/19 have resulted in poor harvests and energy shortages as the country remains dependent on hydroelectric energy generation.¹¹ Electric power is a key input into industry and transport, and, as such, is an important driver of economic growth. Recent research from Chatham House (Zimbabwe Future, 2019) concluded that “New infrastructure projects will need to be small-scale, widely spread across the country, and funded and operated through public-private partnerships or joint ventures with domestic and/or international partners.”

¹⁰ The scope of the target applies to the IPCC “Energy” category sector and activities and covers emissions of CO₂, CH₄ and N₂O.

¹¹ As at July 2019, some 3.5 million Zimbabweans – equivalent to around a third of the rural population, were reported to be dangerously food-insecure



The Impact on GDP in Zimbabwe post cyclone Idai in 2019 is shown below:



Source: Government of Zimbabwe and World Bank staff projections.

8. Linkages to relevant parallel on-going activities:

A number of international supports are being implemented in Zimbabwe.

- From 2013-2018, the African Development Bank (AfDB) financed the development of Zimbabwe’s National Transport Master Plan, a plan driving socio-economic transformation agenda under the guidance of the Ministry of Transport and Infrastructure Development. The intent of this Plan was to lay the foundation for the sustainable development of the transport sector, to boost economic growth and reduce poverty. The deliverable was a comprehensive national transportation sector master plan, with a strategic framework and an investment plan for the sustainable development of transportation infrastructure and services. The objectives of this CTCN Response Plan align directly with the overall intent of the Masterplan. It builds on the work of the Masterplan and focuses on the overcoming of barriers and on the provision of an enabling environment.
- In the aftermath of Cyclone Idai the Board of the African Development Fund (ADF) approved a \$685,000 grant to strengthen Zimbabwe’s capacity to manage disaster risks, including droughts, floods and tropical cyclones, through the Bank’s Africa Disaster Risk Financing (ADRFi) programme. The ADRFi project complements other initiatives currently being implemented in the agriculture sector and the Bank’s post Idai rehabilitation and reconstruction project in Zimbabwe.
- Zimbabwe has two ongoing adaptation focused projects supported by the Green Climate Fund: ‘Building Climate Resilience of Vulnerable Agricultural Livelihoods in Southern Zimbabwe’ and ‘Integrated Climate Risk Management for Food Security and Livelihoods in Zimbabwe’. Zimbabwe mobilised funds from the Green Climate Fund to build capacity to advance national adaptation planning process in Zimbabwe. The resources will see development of a National Adaptation Plan that will mainstream climate change adaptation towards climate resilience through: i) Strengthening technical and institutional capacity; ii) Efficient collection and dissemination of climate information, iii) Appropriate mobilisation of financial and technical resources, and iv) Effective monitoring and reviewing. The project with UN Environment as a delivery partner and Climate Change Management Department as an executing entity will be implemented from 2019 to 2021. Neither project pertain to the delivery of mitigation actions in the sustainable transport sector.
- World Bank support is being provided to Zimbabwe in the context of economic recovery and enhanced resilience. Through the Business Environment, Financial Sector and Investment Policy technical assistance (TA) finance (\$3.2 million) is provided to improve the business climate for the private sector, especially for micro enterprises, SMEs, and agricultural smallholders. A Climate Change TA (\$1.5 million) is strengthening the capacity of the government to integrate climate change into investment planning in forestry, agriculture, and the water/energy nexus. It is anticipated that such investment planning progress would be integrated into the action plan of this Response Plan.
- Traditionally Zimbabwe has received adaptation support from the Global Environment Facility. Recent projects include those dedicated to river basin management (under GEF7), strengthening biodiversity (GEF6), and scaling up adaptation, strengthening integrated planning systems (GEF5).

9. Anticipated follow up activities after this technical assistance is completed:

This technical assistance involves the provision of preparatory support for the Government of Zimbabwe to develop a National Electric Vehicle Policy and supporting Implementation and Market Readiness Framework. This will include a number of concept notes to aid policy and framework development and will also be supported through an awareness programme targeting key stakeholders and citizens of Zimbabwe.

It is anticipated that, once delivered, this Response Plan will positively impact Zimbabwe’s economy by shaping an EV Policy and building the enabling regulatory measures and instruments necessary to deploy sustainable transport measures and so curb emissions growth.

1. This Response Plan will aid Zimbabwe to deliver on its international commitments enshrined in its NDC, African Union Agenda 2063, SADC Industrialization Strategy and the Post-2015 Global Development Agenda.
2. Stakeholders will be engaged and awareness heightened through a series of workshops that will focus on new technology adoption. This involves the dissemination of information to enable potential adopters to view electric vehicle demonstrations and will be supported with consumer awareness initiatives that will build capacity and stimulate knowledge transfer. These initiatives aim to increase trust and overcome barriers associated with new environmentally sound technologies/new technology adoption.
3. A validation exercise is central to this Response Plan. This will have the objective of providing input and identifying and achieving consensus across government officials, national energy companies, financial institutes and civil society interests to inform the overall implementation framework and shape the electric vehicle policy. Engagement with private industry, technology providers and financial entities will be critical to inform the regulatory, fiscal and subsidy measures and instruments to drive deployment of EVs. The knowledge, energy infrastructure, procurement, fiscal and financial incentives that guide the roadmap, concept note development and market readiness framework will involve engagement across multiple stakeholders.
4. It is anticipated that a Committee¹² will be established to act as a steering group, manage the effective delivery of the project and enable the Government of Zimbabwe to agree the response plan deliverables.
5. The Response Plan could be endorsed by the Government of Zimbabwe and a commitment made to prioritise its implementation. It is anticipated that Ministry of Environment, Climate, Tourism and Hospitality Industry in Zimbabwe will be the lead actor in project implementation and oversight of actions.

10. Gender and co-benefits:

<p>Gender and co-benefits intended as result of the activities:</p>	<p>The advancement of gender equality and equity is a critical theme that runs through all developmental policies and frameworks in Zimbabwe. The Government of Zimbabwe has a Gender Policy vision of ‘A gender just society in which men and women enjoy equity, contribute and benefit as equal partners in the development of the country.’. Its various National Gender Policies (2013-2017) sought to achieve a gender just society where men and women participate as equal partners in the development process of the country. The policy goal is “To eradicate gender discrimination and inequalities in all spheres of life and development.” Patriarchal systems, cultural norms and tradition play a huge role in gender dynamics that shape the status of women in Zimbabwe.</p> <p>Since 2004, significant progress has been made towards providing the legislative, planning and implementation frameworks for gender equality programming. This has led to (i) an increase in awareness that has stimulated gender mainstreaming in public programmes, including economic and fiscal planning; (ii) the gender gaps are closing in and in some instances gender parity has been attained e.g. primary school enrolment and literacy;¹³ and (iii) increased participation of women in political decision making. The economic empowerment of women has become a key priority for the Government of Zimbabwe to achieve sustainable economic growth.</p>
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¹² This Committee will be provided with the capacity to enable them to agree the response plan deliverables: namely, an assessment of the market readiness of different options to enable a selection of the most sustainable and suitable options in terms of shaping the implementation framework and roadmap.

¹³ For more information see <http://www.unesco.org/education/edurights/media/docs/43bd848326f7d0235674ad9ffcb9ec101dba2673.pdf>

Zimbabwe is amongst the many countries in Southern Africa that have embraced the concept of gender equality and women’s empowerment.¹⁴ Zimbabwe’s Agenda for Sustainable Socio-Economic Transformation (ZimAsset) 2013–2018 focused on improving gender equality and equity through encouraging women’s participation in economic decision making and politics.

Specifically this Response Plan will:

1. Support gender sensitive policy planning and budgeting across all response plan activities, ensuring that it adequately incorporates gender considerations.
2. Institute mechanisms to advance equal representation in key decision making positions associated with this project implementation
3. Advocate for equity in all policy development and implementation.
4. Support interventions aimed at increased participation of vulnerable groups in the deployment of electro-mobility for economic benefits
5. Develop and implementation a framework to monitor gender disparities in key indicators, especially monitoring increase opportunities for employment for the female employable population as a result of project delivery.
6. Support initiatives for training and skills development to achieve the objectives of women’s economic empowerment, especially in capacity building initiatives/ training programmes to enhance knowledge of electro-mobility.

¹⁴ At country level, Zimbabwe has enacted a number of registration and policies that provide for the protection of women’s rights. The country’s revised 2013-2017 National Gender Policy, notes that women’s economic empowerment is key to the country’s economic growth. The Zimbabwe’s Constitution, which came into effect in May 2013, upholds the principles of gender equality and women’s rights.

11. Main in-country stakeholders in implementation of the technical assistance activities:

Using the table below, please list and describe the role of in-country stakeholders, participants and beneficiaries who will be involved in or directly consulted during implementation of the assistance.

In country stakeholder	Role in implementation of the technical assistance
<ul style="list-style-type: none"> - Ministry of Environment, Climate, Tourism and Hospitality Industry (MECTHI) - Ministry of Transport and Infrastructure Development (MTID); - Ministry of Public Service, Labour and Social Welfare - Ministry of Energy and Power Development (MoEPD); - Ministry of Women Affairs, Community, Small and Medium Enterprise Development; - Ministry of Local Government, Public Works and National Housing; - Ministry of Finance and Economic Development (MoFED) - Ministry of Industry and Commerce; - Environmental Management Agency (EMA), - Local authorities (cities of Harare, Bulawayo and Masvingo), 	<ul style="list-style-type: none"> - Response Coordination - Policy shaping and development. - Action planning and implementation roadmap input. - Data provision for market readiness and feasibility assessment
<ul style="list-style-type: none"> - Zimbabwe Electricity Supply Authority (ZESA) - Zimbabwe Energy Regulatory Authority (ZERA), - Rural Electrification Fund (REF), - Zimbabwe Electricity Transmission and Distribution Company (ZETDC) - ZESCO National Utility of Zambia (formerly Zambia Electricity Supply Corporation) - Zimbabwe Power Company - Zimbabwe National Road Administration (ZINARA) - Zimbabwe United Passenger Company (ZUPCO) - Traffic Safety Council of Zimbabwe (TSCZ) 	<ul style="list-style-type: none"> - Action planning and implementation roadmap input - Private sector mobilization - Assisting in the identification of market needs and exploring new business opportunities in electro-mobility
<ul style="list-style-type: none"> - National University of Science and Technology - Bindura University of Science Education - Midlands State University - Lupane State University - University of Zimbabwe - Chinhoyi University of Technology - Marondera University of Agricultural Science and Technology - Zimbabwe Open University - Catholic University - Ezekiel Guti Bindura University 	<ul style="list-style-type: none"> - Action planning and implementation roadmap input - Market readiness and feasibility assessment. - Stakeholder engagement - Data and research input.
<ul style="list-style-type: none"> - Volkswagen - Nissan - Renault SA - Toyota Motor Corp. - Suzuki Motor Corp - Infrastructure Development Bank of Zimbabwe (IDBZ) - Scientific Industrial Research and Development Centre (SIRDC). - ZESA Enterprises - Stanbic Bank (ZW) - Standard Chartered Bank (ZW) - Barclays Bank (ZW) - Agricultural Development Bank of Zimbabwe - CBZ Bank Limited formerly Jewel Bank - Econet Wireless (has already deployed E-vehicles on the Zimbabwe market) 	<ul style="list-style-type: none"> - Private sector mobilization and stakeholder input. - Market readiness and feasibility assessment. - Input into financial measures and instruments to stimulate uptake of EVs. - Transport prioritization - Large industry across transportation, power and finance.
<ul style="list-style-type: none"> - Business Council for Sustainable Development Zimbabwe - Zimbabwe Chamber of Mines - Confederation of Zimbabwe Industries - Zimbabwe Broadcasting Corporation - Zimpapers - Zimbabwe Climate Change Coalition - Action Africa Youth Initiative on Climate Change Zimbabwe - The Herald - Manica Post - Kwayedza 	<ul style="list-style-type: none"> - Action planning and implementation roadmap input - Transport prioritization - Large industry across transportation, power and finance. - Stakeholder engagement and outreach.

12. SDG Contributions:

Instructions: Please complete the grey section below for a maximum of three SDGs that will be advanced through this TA. A complete list of SDGs and their targets is available here:

<https://sustainabledevelopment.un.org/partnership/register/>.

Goal	Sustainable Development Goal	Direct contribution from CTCN TA (1 sentence for top 1-3 SDGs)
1	End poverty in all its forms everywhere	
2	End hunger, achieve food security and improved nutrition, and promote sustainable agriculture	
3	Ensure healthy lives and promote well-being for all at all ages	
4	Ensure inclusive and equitable quality education and promote life-long learning opportunities for all	
5	Achieve gender equality and empower all women and girls	
6	Ensure availability and sustainable management of water and sanitation for all	
7	Ensure access to affordable, reliable, sustainable, and modern energy for all (consider adding targets for 7)	The anticipated outcome is a Electro mobility Policy and accompanying Implementation and Market Readiness Framework that presents a number of strategic, long-term, transformational electro-mobility measures that will drive climate resilient and low carbon growth in Zimbabwe
	7.1 - By 2030, ensure universal access to affordable, reliable and modern energy services	
	7.2 - By 2030, increase substantially the share of renewable energy in the global energy mix	
	7.3 - By 2030, double the global rate of improvement in energy efficiency	This request will identify input markets for import-substitution industrialization in the lithium value chain for driving energy efficient products such as lithium batteries.
	7.a - By 2030, enhance international cooperation to facilitate access to clean energy research and technology, including renewable energy, energy efficiency and advanced and cleaner fossil-fuel technology, and promote investment in energy infrastructure and clean energy technology	The requested assistance will identify the environmentally sound technologies that will be integral to delivering on Zimbabwe’s Transport Masterplan and LEDS, including required charging infrastructure.
	7.b - By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States, and land-locked developing countries, in accordance with their respective programmes of support	The anticipated outcome is an Electro-mobility Policy and Framework that presents a number of strategic, long-term, participatory transformational measures that will drive climate resilient and low carbon growth in Zimbabwe.
8	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	
9	Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation	
10	Reduce inequality within and among countries	
11	Make cities and human settlements inclusive, safe, resilient and sustainable	

12	Ensure sustainable consumption and production patterns	
13	Take urgent action to combat climate change and its impacts	<i>All TAs should indicate relevance to Goal 13 and at least one target below (13.1 to 13.b).</i>
	13.1 - Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries	
	13.2 - Integrate climate change measures into national policies, strategies and planning	
	13.3 - Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning	Stakeholder engagement, skills development and capacity building are central to the methodological approach to be defined within the Response Plan.
	13.a - Implement the commitment undertaken by developed-country parties to the United Nations Framework Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries in the context of meaningful mitigation actions and transparency on implementation and fully operationalize the Green Climate Fund through its capitalization as soon as possible	
	13.b - Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth and local and marginalized communities	
14	Conserve and sustainably use the oceans, seas and marine resources for sustainable development	
15	Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss	
16	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels	
17	Strengthen the means of implementation and revitalize the global partnership for sustainable development	

13. Classification of technical assistance:

Please indicate primary type of technical assistance. Optional: If desired, indicate secondary type of technical assistance.

<i>Please tick off the relevant boxes below</i>	<i>Primary</i>	<i>Secondary</i>
<input type="checkbox"/> 1. Decision-making tools and/or information provision	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Sectoral roadmaps and strategies	X	<input type="checkbox"/>
<input type="checkbox"/> 3. Recommendations for law, policy and regulations	X	<input type="checkbox"/>
<input type="checkbox"/> 4. Financing facilitation	X	<input type="checkbox"/>
<input type="checkbox"/> 5. Private sector engagement and market creation	<input type="checkbox"/>	X
<input type="checkbox"/> 6. Research and development of technologies	X	<input type="checkbox"/>
<input type="checkbox"/> 7. Feasibility of technology options	X	X
<input type="checkbox"/> 8. Piloting and deployment of technologies in local conditions	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 9. Technology identification and prioritisation	X	<input type="checkbox"/>

Please note that all CTCN technical assistance contributes to strengthening the capacity of in country actors.

14. Monitoring and Evaluation process

Upon contracting of the implementing partners to implement this Response Plan, the lead implementer will produce a monitoring and evaluation plan for the technical assistance. The monitoring and evaluation plan must include specific, measurable, achievable, relevant, and time-bound indicators that will be used to monitor and evaluate the timeliness and appropriateness of the implementation. The CTCN Technology Manager responsible for the technical assistance will monitor the timeliness and appropriateness of the Response Plan implementation. Upon completion of all activities and outputs, evaluation forms will be completed by the (i) NDE about overall satisfaction level with the technical assistance service provided; (ii) the Lead Implementer about the knowledge and learning gained through delivery of technical assistance; and (iii) the CTCN Director about timeliness and appropriateness of the delivery of the activities and outputs.

Deliverable by output	Assurance regarding country ownership and engagement
<p>Finalized EV Policy, National Implementation and Market Readiness Framework for Zimbabwe, Finalized concept notes</p>	<p>Preliminary review of National EV Policy, Implementation and Market Readiness Framework by NDE.</p> <p>A centralised steering committee (chaired by the NDE or a nominee) is proposed to coordinate the review of deliverables and the implementation of the project. Representative stakeholders would be included in the constitution of this steering committee. It would be the focus for stakeholder engagement (especially vulnerable groups), be a convening power for public, private and civil society stakeholders and ensure that the project implementation by the national and international consultants is delivered with the highest level of impact and best value for money considerations.</p> <p>Input into Framework by stakeholders including energy or market regulators, power companies/operators / financiers and private business and civil society representatives. Quality assurance of deliverables will be maintained and project management guidance will be applied. Final approval by the Steering Committee of National Implementation and Market Readiness Framework and move to implementation.</p>
<p>Finalized Implementation roadmap</p> <p>Finalized consultation workshop report.</p>	<p>Validation of the roadmap by key stakeholders in a series of workshops with the objective of providing input and identifying and achieving consensus. The steering committee will liaise with the project implementers to ensure representation and guide input into the Framework. Priorities for fulfillment of the actions under the roadmap will be informed by representative groups. Inputs will be integrated into final roadmap by project steering committee and accepted.</p>
<p>Finalized feasibility study on electro-mobility options, including Finalized Concept notes</p>	<p>The proposal will validate, prioritize and assess a number of measures and instruments and ultimately result in an EV Policy and implementation framework. A market assessment of electro-mobility technology will underpin this process. The development of assessment will be monitored by the steering committee, ensure it adheres to the terms and agreed scope. It will be ultimately signed off by this Committee.</p>
<p>Finalized Public Awareness Programme Finalized consultation workshop report</p> <p>Report on awareness of electro-mobility- input to increase consumer understanding and public confidence</p>	<p>Relevant research concerning awareness of EV policy and market availability options will inform the overall Framework. This will inform perspectives and aims to increase consumer understanding of the potential of electro-mobility. The results of various research endeavor will feed into the steering committee and inform and shape the final deliverables.</p>

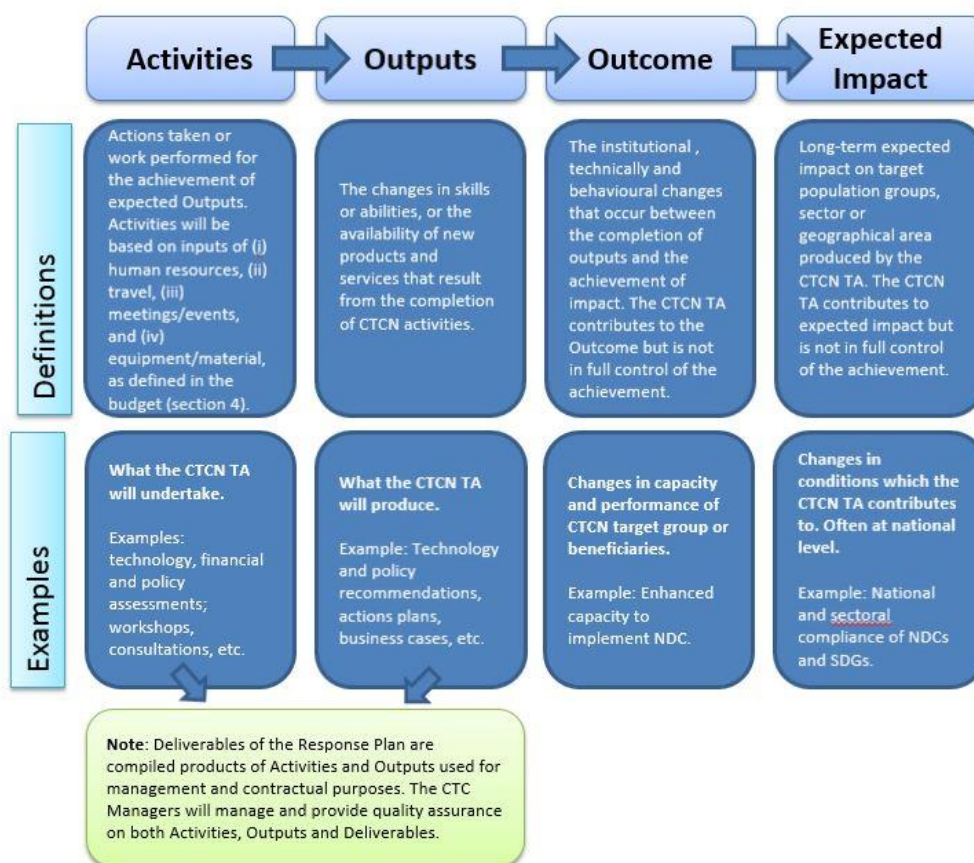
Annex 1: Guidance note for designing a Response Plan (to be deleted when submitting the Response Plan)

1. Objective of the Response Plan

The Response Plan is developed by CTCN specialists in response to a country request for technical assistance. It constitutes the Terms of Reference of the CTCN technical assistance that will be provided to the country and it provides the formulation of and subsequent basis for the monitoring and evaluation of the Response Plan implementation, as well as its expected outcomes and anticipated impacts.

2. Results chain and Logical Framework Approach to be defined in the CTCN Response Plan

The result chain is the causal sequence that stipulates the necessary flow of actions and processes to achieve desired objectives and results – beginning with inputs, moving through activities and outputs, and culminating in individual outcomes. The outcome will contribute to the desired impact in the society. The Logical Framework Approach is an analytical process used to support objectives-oriented project planning and management. It provides a set of pre-defined concepts which are used as part of an iterative process to aid structured and systematic analysis and management of the CTCN technical assistance.



3. Role of the Response Planning Design Team

The Response Planning Design Team is selected by the Climate Technology Centre (CTC). The composition of the team depends on each particular request but may include the National Designated Entity (NDE), the request Proponent, Climate Technology Manager of the CTCN, experts from the CTCN Consortium, UNIDO and UNEP experts from regional offices and other experts as needed.

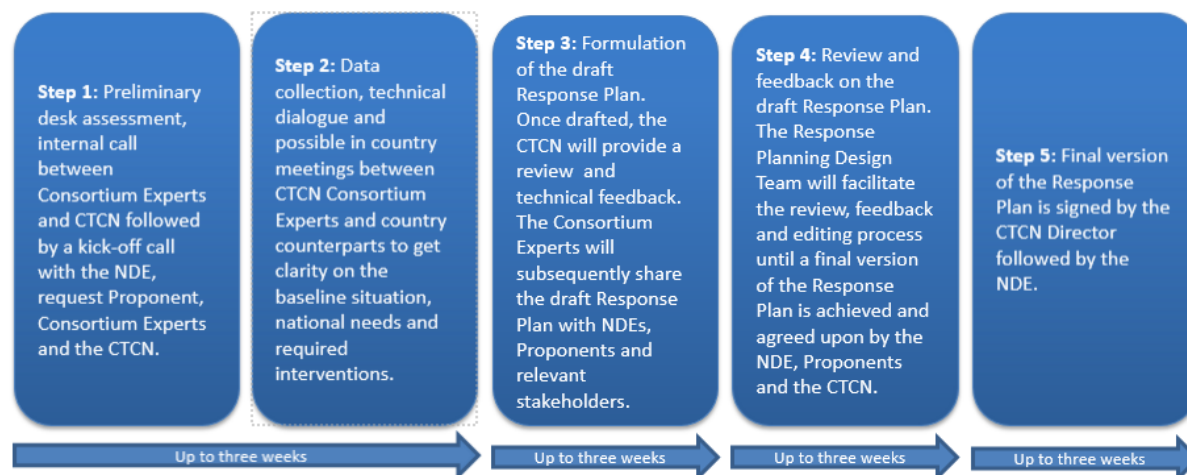
The role of CTCN Consortium experts is to lead the design of the Response Plan. The NDE will provide overall guidance on national context and priorities whereas the request Proponent will provide more detailed information on the sector, barriers and requested assistance. The Climate Technology Manager of the CTCN will provide quality assurance of timeliness and appropriateness of the Response Plan.

The Response Planning Design Team will draft all sections of the Response Plan template building on the information contained in the CTCN Request, based on expertise on the given topic and potentially further data collection, as required. This will be done by the CTCN Consortium Experts in consultation with the NDE, request Proponent and relevant stakeholders. The Response Plan has to be agreed to and approved by the NDE and the CTCN Director. This Response Plan will serve as the basis to identify, select and engage an expert institution from the Climate Technology Network or Consortium to lead the implementation of the CTCN Response Plan in the requesting country.

To the extent possible, staff from UNEP and UNIDO Regional, Sub-Regional and/or National Offices should be involve in all stages of formulation of the Response Plan to maximize synergies and avoid overlap with ongoing initiatives, as well as ensure relevance to regional and national context.

4. Process for designing the Response Plan

The Response Planning process should be completed over a period of up to 60 working days (12 weeks). Indicative steps and related timelines are laid out below:



5. Design Considerations

In order to maximize the impact of the technical assistance provided by the CTCN and provide an effective M&E process, the Response Plan should integrate as much as possible the considerations below:

Climate Technology focus: The Response Plan should have a clear focus on climate technologies, and identify activities that enable the identification, development, deployment or diffusion of one or several specific technologies (including equipment, techniques, knowledge and skills).

Barrier removal / Problem solving: The activities should contribute to address the specific problem statement identified in the Request. The barriers identified should be those hampering the identification, development, deployment or diffusion of one or several climate technologies or climate actions. Therefore, it may be necessary to limit the CTCN Response Plan to a set of activities for technical assistance commonly agreed with the NDE (and Proponent when needed) compared to the original request submitted. The CTCN will liaise with NDEs and Proponent in case the scope of the technical assistance deviates from the original request.

Use of the CTCN assistance by stakeholders: The Response Plan should identify clearly how the products of the CTCN assistance will be used in the short term once support is delivered, by who and when, to ensure it will lead to specific impacts in the country. The activities should engage the stakeholders that will use the concrete results of the assistance to deploy the technologies, including from the private sector, the public sector, research institutions, etc.

Within the scope of CTCN resources: The cost of the technical assistance provided by the CTCN cannot exceed USD 250,000 per Response Plan. Therefore, it may be necessary to prioritize activities and limit the CTCN Response Plan to a set of priority activities commonly agreed with the Proponent and the NDE to remain under this value. Under section 4 of the Response Plan template, an indicative activity based budget should be presented. The proposed budget is indicative and should present an estimated costing range per activity, output as well as a total costing range for the delivery of the Response Plan. Once the Response Plan is finalised and published for tendering, interested parties will provide competitive offer against the indicative budget.

CTCN activities and outputs should be linkable to monitoring and evaluation indicators: All proposed activities and outputs must be linkable to monitoring and evaluation indicators that are specific, measurable, achievable, relevant, and time-bound. The monitoring and evaluation process and corresponding indicators will be developed by the Lead Implementer as part of the work plan and will allow the CTCN technology Manager to monitor the timeliness and appropriateness of the implementation.

Synergies with existing efforts: The Response Plan should focus on activities that are not already being fully supported or that are in the process of being fully supported by another national, regional or international organization. Synergies and complementarity also require that the CTCN assistance is not duplicating past activities. It is possible in the Response Plan to indicate co-financing from the government, the Proponent or another stakeholder, that will maximize the effectiveness of the CTCN assistance.

Gender mainstreaming: The CTCN mission is to build or strengthen developing countries' capacities to identify technology needs, to facilitate the preparation and implementation of technology projects and strategies taking into account gender considerations. The Response Plan must therefore describe how gender considerations will be included and monitored within the proposed activities, and any gender co-benefits that will be gained as a result of implementing the CTCN technical assistance.