PROJECT STATUS REPORT (PSR)

07/01/2022 - 12/31/2022 - PSR-09491

PROJECT SUMMARY

Operation number
JA-T1179

Suboperation number
ATN/ME-17740-JA

Project Name
Building a Sustainable Electric Mobility Ecosystem for Inclusion and Access

Team Leader
Sudaney Blair

Executing Agency
Jps Foundation

Purpose
The project aims to create the enabling environment for a sustainable electric mobility ecosystem through the creation of opportunities for SMEs and their employees in the EV value chain through market sensitization, capacity building and new business mod

Project cycle

Approval Date	Signature Date	First Disbursement Date	Last Disbursement Date
2019-11-22	2020-05-12	2020-12-03	2023-11-12

PSR SCORE

- 0 - 1 Red Flag
- 1 - 2 Yellow Flag
- 2 - 4 Green Flag

LEARNINGS

1. Risk and Lessons

1.1. Risk

1.1.1. What do you think is the biggest risk that threatens the achievement of the project objectives?

Capacity building is central to the creation of an enabling environment for a sustainable e-mobility ecosystem. The delay experienced in the finalisation of the curriculum still remains the biggest risk that threatens the achievement of the upskilling of 400 individuals in maintenance and safety related to BEV within the agreed-upon project timelines.

1.2. Greatest Achievement or Failure

1.2.1. What has been the greatest achievement or failure in the last semester that affected the implementation of the project?

The greatest achievement has been the completion of the three curricula for the electric and hybrid training programs and the accreditation of the programs by NCTVET. NCTVET is the local accreditation body for technical and educational training in Jamaica. Despite this accomplishment, the delay in completion has negative implications for meeting the MS-5 "Mechanics and first responder capacity built" deadline of May 2023.

1.3. Findings and Lessons

1.3.1. What are the most useful findings and lessons from this project that when taken into consideration could improve the execution and results of existing projects and the design of similar projects in the future? A finding describes an action, circumstance or decision that was critical in determining the positive or negative evolution of the project (for example, switching from the development of a blockchain platform to a web-based shared database reduced the cost and time devoted to implementing the traceability capabilities required by the project). A lesson is a concrete, actionable proposal based on a finding that, in similar circumstances, would facilitate problem solving, risk mitigation, and the achievement of results (for example, Develop guidelines and criteria to identify candidates that could benefit from the implementation of a blockchain platform, and assess during the design if the selected project satisfies the criteria before committing to develop one).

Findings: One of the challenges encountered in the execution of Component 3 was the alignment of the project timeline and scope with stakeholders. Though the objectives aligned, the timelines and scope were not aligned. The lack of alignment in these areas contributed to extensive delays. Lesson: : During the design phase, conducting fulsome research and having discussions with stakeholders is critical to achieving project goals and objectives. Collaboration with stakeholders in the education and training sectors with similar goals during the design phase would enhance the project design while improving the quality of the outcomes and reducing the risk of extended timelines.

2. Scalability and replicability

2.1. Scalability Plan

2.1.1. Now that the Project is in the execution phase, have you developed any concrete plan or action that will allow it to reach a greater number of users/clients/beneficiaries (or broader environmental or resilience to climate change and natural disasters impacts) in the future?

All three (3) training programmes will be included in the HEART NSTA course offerings in the future and will be available through their selected campuses. The courses listed below are NVQJ accredited and are initially being offered at three (3) HEART NSTA campuses (Jamaica German Automotive School (JAGAS), Derrick Rochester VTC, and Port Maria VTC). 1. Level 1 in Electric/Hybrid Vehicle Hazard Management 2. Level 2 in Electric/Hybrid Vehicle Routine Maintenance 3. Level 3 in Electric/Hybrid Vehicle System Repair and Replacement The Caribbean Center for Renewable Energy and Energy Efficiency (CCREEE) has expressed an

interest in supporting the expansion of these programmes across other T-VET agencies across the region. Should this become a reality, it would allow for a greater number of beneficiaries.

2.2. Costs and Partners to Scale

2.2.1. Now that the project is in the execution phase, do you know how much it costs to offer your product / service per user / client / beneficiary? Is this a factor that could affect reaching a greater number of users / clients / beneficiaries in the future? Has any public or private institution requested this information from you, looking for scaling or replicating the model / product / service?

Cost per beneficiary per programme: 1. Level 1 in Electric/Hybrid Vehicle Hazard Management - USD 1687 (JMD253,000) 2. Level 2 in Electric/Hybrid Vehicle Routine Maintenance - USD 2457 (JMD 368,500) 3. Level 3 in Electric/Hybrid Vehicle System Repair and Replacement. - USD 4,547 (682,000) The government currently subsidises training programs offered by HEART NSTA institutions. In the event this subsidy is removed, the cost of the programmes may become a barrier. The Caribbean Center for Renewable Energy and Energy Efficiency (CCREEE) has expressed an interest in supporting the expansion of these programmes across other T-VET agencies across the region.

2.3. Facilitating or Hindering Factors

2.3.1. Has any of these factors affected the number of users/clients/beneficiaries (more/fewer) reached by the project compared to what was originally planned (or environmental or resilience to climate change and natural disasters impacts)?

[Coordination with third parties]

Others, Which?

n/a

2.4. Scalability Scope

2.4.1. How feasible it is that the organization could reach a number of users/clients/beneficiaries 5, 10 or 100 times the number originally planned in the project design, five years after the project ends?

[It could reach between 5 times and 10 times the number of users/clients/beneficiaries originally planned in the project design five years after its closure]

2.4.2. How likely is the organization to reach that number five years after the project ends?

[Highly probable (above 90% chance)]

2.5. IDB Group business relation

2.5.1. Has a business relation been created with another part of the IDB Group different from IDB Lab?

Yes. IDB Sovereign. The PEU works closely with the JA-T1172 project team.

2.6. Replicability Partners

2.6.1. Are you aware of any other entity at a national or international level that has copied / replicated completely or partially the business model of the project? Did you collaborate in the process with that entity?

[No]

If Yes, Explain

n/a

2.7. Replicability Scope

2.7.1. Number of users / clients / beneficiaries reached by entities that have fully or partially replicated / copied the business model / products / services implemented with the support of the project?

[N/A]

2.7.2. Have you experienced, in the last year, significant expansion (50% or more) of the reach of the business model of the project beyond what was expected in the original project design (due to increasing of the organizational size, operational scope or geographic spread)?

[No]

If Yes. Explain

n/a

2.7.3. Number of users / clients / beneficiaries reached as of the end of the year?

[N/A]

2.8. Sustainability

2.8.1. How do you think the project will continue once the IDB Lab financing ends? Examples: it has identified external financing sources to continue operating, it has reached the breakeven point through the sale of services and products, it has obtained the support of public institutions or the private sector, it will adjust the business model to remain viable (via franchises, etc.)

We anticipate that, based on the support of both public institutions and private sector players, funding to expand or advance the development of the E-Mobility ecosystem will be included in annual budget projections. Additionally, all three training programmes will be made available through the Heart NSTA Trust, which is the National Training Agency.

3. Implementation

3.1. Facilitating or Hindering Factors

3.1.1. What specific aspects have (positively or negatively) affected the implementation of the project the most?

[Coordination with third parties, Advantages or disadvantages of technology]

Others, Which?

n/a

3.1.2. Explain in detail how these factors that you identified have made the implementation of the project easier or more difficult

Factors making project execution easier: Advantages of Technology: a. Made it easier for teams to collaborate from different locations. b. Reduced project costs for the consultants' reimbursable expenses, thereby reducing the risk of an increased budget. Factors making project execution more difficult: 1. Coordination with third parties a. Coordination with stakeholders for adapting the curricula also contributed to the delay in finalising the training programmes. This delay has further impacted the start of training of the 400 individuals, which will translate into the project timelines extension.

3.2. Novel Tecnologies Factors

3.2.1. If the project makes use of novel technologies or methodologies, what factors have facilitated or hindered the implementation of the technological solution initially proposed by the project?

[Other]

Others, Which?

N/A

4. Development Outcomes (Quantitative)

4.0 Has your project contributed to any of the following indicators in the last 12 months (last year)?

[4.1. Number of companies benefited]

4.1. Number of companies with improved business performance or productivity

Total

9

Companies Owned/Led by Men

8

Companies Owned/Led by Women

1

4.1.2. Indicate which indicator in the results matrix is related to your answer, or how did you calculate this number?

Result Matrix Indicator: Number of innovative EV businesses models supported by the project The number represents the innovators who participated in the Innovation Challenge Series.

4.1.3. What type of services did the companies receive?

[Non-Financial]

4.1.4. Please select how the project is benefiting these companies

[Improved productivity or business performance (e.g. improved sales/reduced costs/improved profitability/return on capital/yields/labor productivity]

Others, Which?

The project supported the development of the business models for these companies through mentorship and training opportunities provided through the Entrepreneurship Boot Camp and Innovation Challenge held in 2022. This support would have contributed to improved business performance.

4.5. Data Source

4.5.1. What kind of verification sources have you used to report the data you provided in this section? (Please select all that apply)

[Surveys, Based on personal experience]

Others, Which?

n/a

5. Development Outcomes (Qualitative)

5.1. Target population identified in the design

Is the target population that was identified in the design being reached by the project? Select the target population actually reached by the project that was originally identified in the project design.

[Entrepreneurs, SMEs, Women]

5.2. Population served NOT identified in the project design

5.2.1. Select if there are Groups that were NOT originally identified in the project design but are being reached in the execution phase?

[Afro-descendants]

5.3. Facilitating or Hindering Factors

5.3.1. Factors that have affected (facilitated or hindered) reaching these groups, or the resilience/environmental impacts, in the numbers/dimensions that the project had originally planned.

[Interest of clients/users/beneficiaries]

Others

n/a

5.3.2. Explain in detail how these factors that you have identified have affected the ability of the project to reach the groups (achieve resilience/environmental impacts) in the numbers/dimensions originally expected

The interest of entrepreneurs/innovators in the e-Mobility space facilitated the project in reaching this section of the target population. This group included women, entrepreneurs, and small and medium-sized businesses (SMEs) interested in the e-mobility sector.

INDICATORS

Overachieved Achieved Pending In process Overdue

C1: Market Sensitization, Public Awareness and Knowledge Management

Weight: 37% **Qualification:** High Satisfactory

33% 67%

	Indicators	Planned	Achieved	Status
I1	Create and implement a Market Sensitization Plan geared towards key stakeholders for adoption	1 (2023-11-12)	1 (2021-12-31)	Achieved
I2	Create and implement a Public Awareness Campaign for market sensitization	1 (2023-11-12)		In process
I3	EV technology toolkit developed for business and homeowners	1 (2022-11-12)		In process
I4	Comparative Study of Effectiveness of EV Usage (Data Collection & Analysis of EV Fleet Usage)	1 (2023-11-12)		In process
I6	Case study developed (Including Video)	1 (2023-11-12)		In process
I7	Number of Key Stakeholders engaged	25 (2023-11-12)	30 (2022-06-30)	Overachieved
I8	Number of Women reached in partnership with CARILEC & WIRE network	20 (2023-11-12)	113 (2021-10-21)	Overachieved
I5	Conduct Fleet Assessments	3 (2023-11-12)		In process
I9	Opening and Closing Workshop held	2 (2023-11-12)	1 (2021-03-18)	In process

C2: Innovative Technology and Finance

Weight: 33% **Qualification:** Satisfactory

57% 43%

	Indicators	Planned	Achieved	Status
I1	Technical Design / feasibility study for the creation of an EV Fund – Call for Proposal, Assessment and Selection of Fund Manager	1 (2022-03-12)	1 (2022-09-30)	Achieved
I2	Challenge for Innovative Solutions for Sustainable Energy and Transport	1 (2022-11-12)	1 (2022-10-28)	Achieved
I3	Customize Digital Solution for EV logistics	1 (2022-11-12)		In process
I4	Number of EV Innovators supported by Entrepreneurship Development Programs	30 (2023-11-12)	32 (2022-05-31)	Overachieved
I6	Test and Pilot Smart Charging Solutions	24 (2023-11-12)	33 (2022-06-30)	Overachieved
I5	Number of Students receiving internship in the Energy sector (disaggregated by gender)	30 (2023-11-12)	5 (2021-09-30)	In process
I7	Number of Solar Enabled Charging Station	8 (2023-11-12)		In process

C3: Technical Capacity Building and Training

Weight: 30% **Qualification:** High Satisfactory

60% 40%

	Indicators	Planned	Achieved	Status
I1	Adapt and Certification Curricula	1 (2021-11-12)	3 (2022-12-23)	
I2	Development of Safety Standards	1 (2021-11-12)	1 (2022-04-25)	
I3	Train the Trainer	3 (2023-11-12)	15 (2022-07-01)	
I4	Technical training for First Responders	3 (2023-11-12)		
I5	Technical training for Mechanics	3 (2023-11-12)		

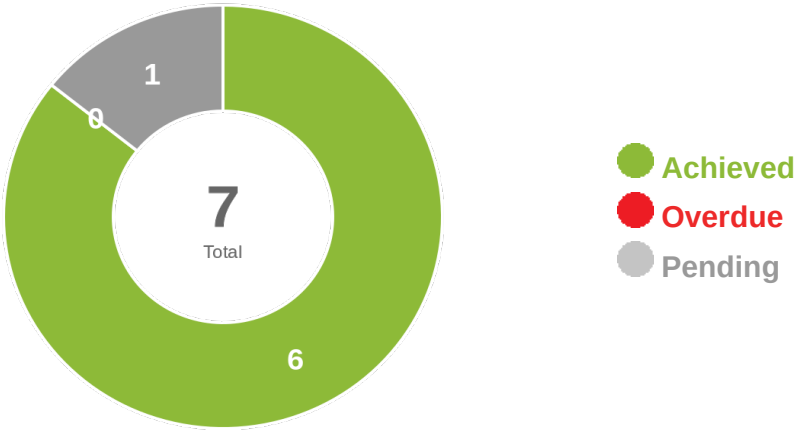
C4: Project Administration

Weight: 0% **Qualification:** High Satisfactory

C5: Evaluation, Audit and Contingencies

Weight: 0% **Qualification:** Satisfactory

MILESTONES



Milestones	Achieved Value	Due Date	Achieved Date	Status
*Fleet Assessment Completed	3	2021-05-31	2021-06-09	
*Bootcamp Completed for Entrepreneurs	1	2022-05-31	2022-05-20	
*Training Curriculum adapted for Mechanics and First Responders	1	2022-02-28	2022-03-30	
*Feasibility Study and Technical Design for EV Fund Completed	1	2022-11-30	2022-09-27	
*Mechanics and First Responders capacity built	200	2023-05-31		
*Condiciones Previas / Prior Conditions	1	2020-11-12	2020-11-12	
*Lease Agreement for Constructing JPS public charging station	5	2021-05-31	2021-05-20	

KNOWLEDGE PRODUCTS

Website

- eDrive You Tube Channel
- eDrive Instagram Page