



**Accelerate
The
Shift
To
Electric
Mobility
In
Seychelles**

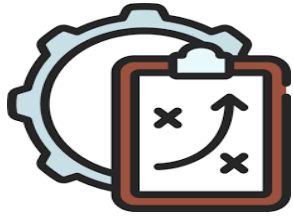
**Africa
Support and
Investment
Platform
Meeting**

PROJECT OVERVIEW

Project Objective: Mitigate GHG emissions by accelerating the introduction of electric mobility in Seychelles

- ❑ **Component 1.** Institutionalization of low-carbon electric mobility
- ❑ **Component 2.** Short term barrier removal through low-carbon electric mobility demonstrations
- ❑ **Component 3.** Preparing for scale-up and replication of low-carbon electric mobility
- ❑ **Component 4.** Long-term environmental sustainability of low-carbon electric mobility

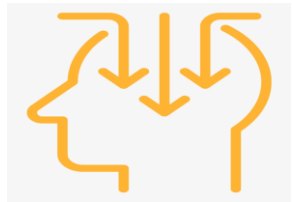
PRIORITY ACTION



Gender-sensitive electric mobility strategy



Development of e-bus financing proposal to raise additional funding to scale-up the number of electric buses within the fleet of SPTC.



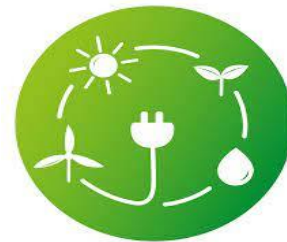
Capacity Building



Improvement of key policies to better incentivize e-mobility in the Seychelles



Feasibility Study



Transition the energy and transport sectors to renewable



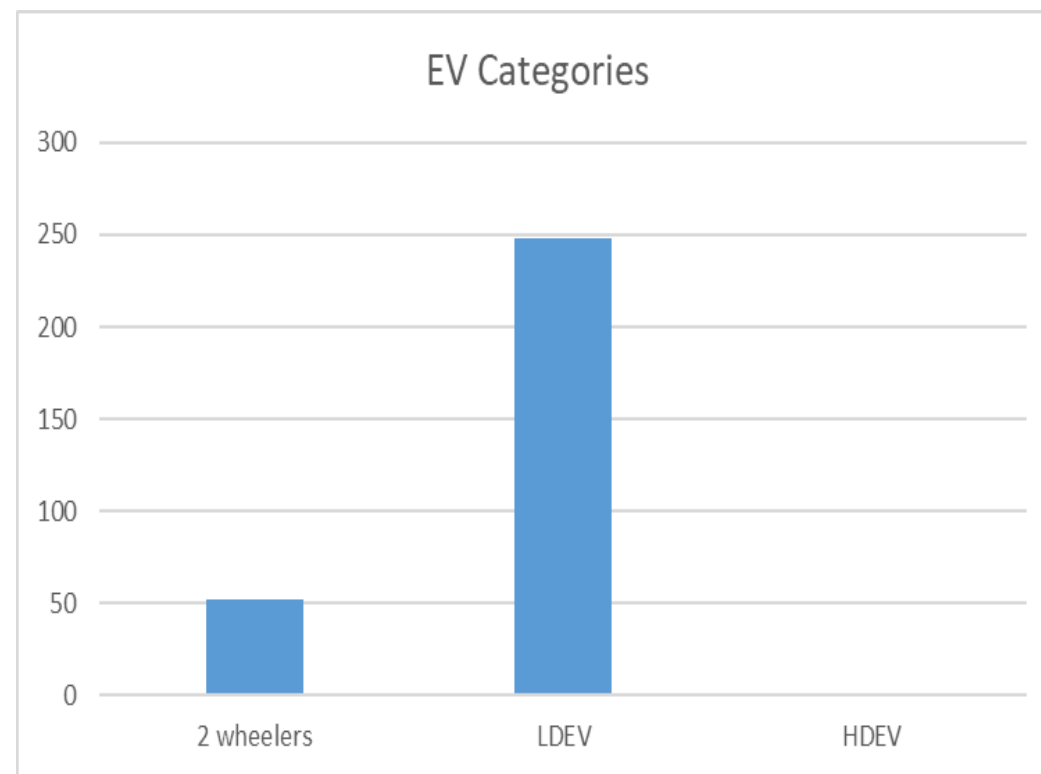
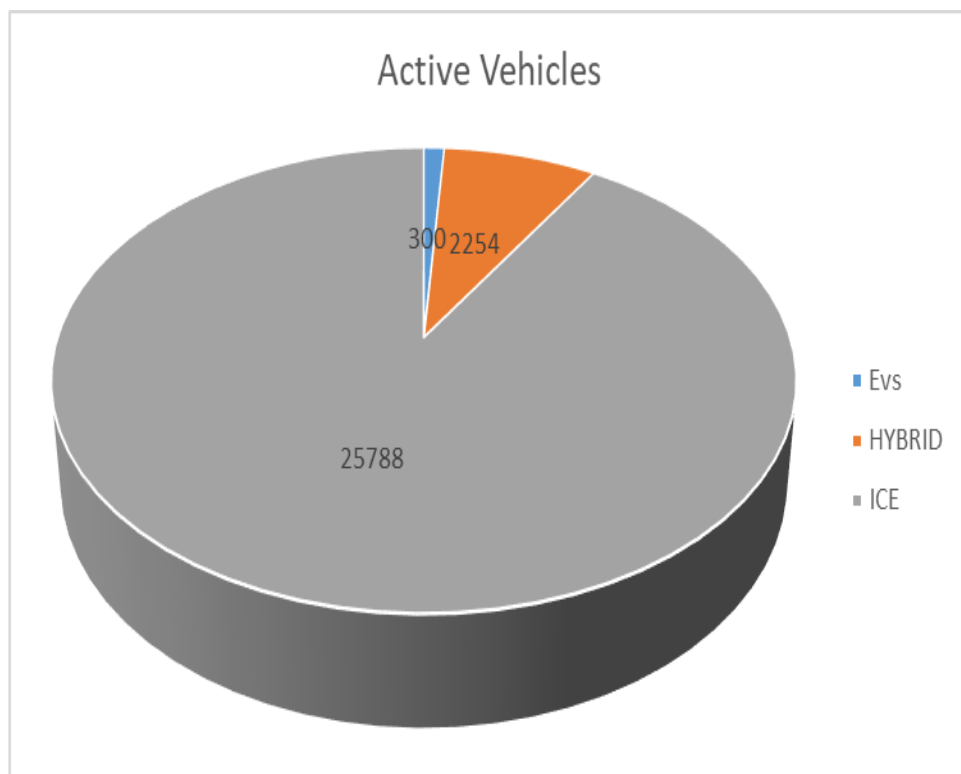
Demonstration Project



EV battery disposal

Transport Sector Overview

Seychelles has a very high motorization rate of approximately 28,342 active vehicles for a population of 100,000 habitants. The fleet growth is driven by private passenger cars.



Operating Road Network (land transport)



- Driven distances relatively short
- Speed limit ranging from 40-80 kmph
- Topography includes hilly terrain and steep gradients
- Primary and secondary paved roads
- Narrow roads

ELECTRIFICATION PLAN FOR PUBLIC TRANSPORTATION

Overview



- Government owned organization
- Non-profitable and highly subsidized by the Government.
- Operates integrated networks
- Plan exist to either privatize the organization or convert it into some form of PPP.

Fleet Replacement



- SPTC operates a fleet of 250 diesel fueled buses
- Fleet replacement policy to operate buses not older than 12 years.
- Financing for the buses through donations and Government Grants.
- It is being envisaged that all new buses purchased will be electric.

❑ Electrification Plan for SPTC

- The national electric mobility strategy with a strong focus on the electrification of the public transport sector.
- The MoT/SPTC Strategic Plan Review
- Significantly reduce the expenditures on diesel fuel and subsidize from the government.
- Largely dependent on external support and financing

❑ Donation of electric buses from the Chinese Government

Feasibility Study

- Comprehensive feasibility assessment will be developed to identify the routes, which are suitable for electrification
- Technical specification for the demonstration bus will be developed.
- Synergizing feasibility assessment

Demonstration Project

- Demonstration of 1 electric bus alongside the required charging infrastructure
- Provide evidence of technical, financial and environmental sustainability
- The demonstration will be carried out on at least 5 different routes over a timeframe of 10 months in order to define the technical and operational specifications of e-buses suitable for conditions found in the Seychelles

NDCs FOR ELECTRIFICATION OF THE TRANSPORT AND ENERGY SECTOR

- 30% of private vehicles to be electric by 2030 at an estimated cost of 66.7 million USD
- 15.8 MW of solar PV for meeting the energy demand of EVs estimated at 29.8 million USD.
- Renewable energy integration targets (that will also support the charging of EVs) of 15% share of renewables energy supply by 2030.
- Share of BEVs on new buses to account for 30% by 2030, 50% by 2030, 100% by 2050.

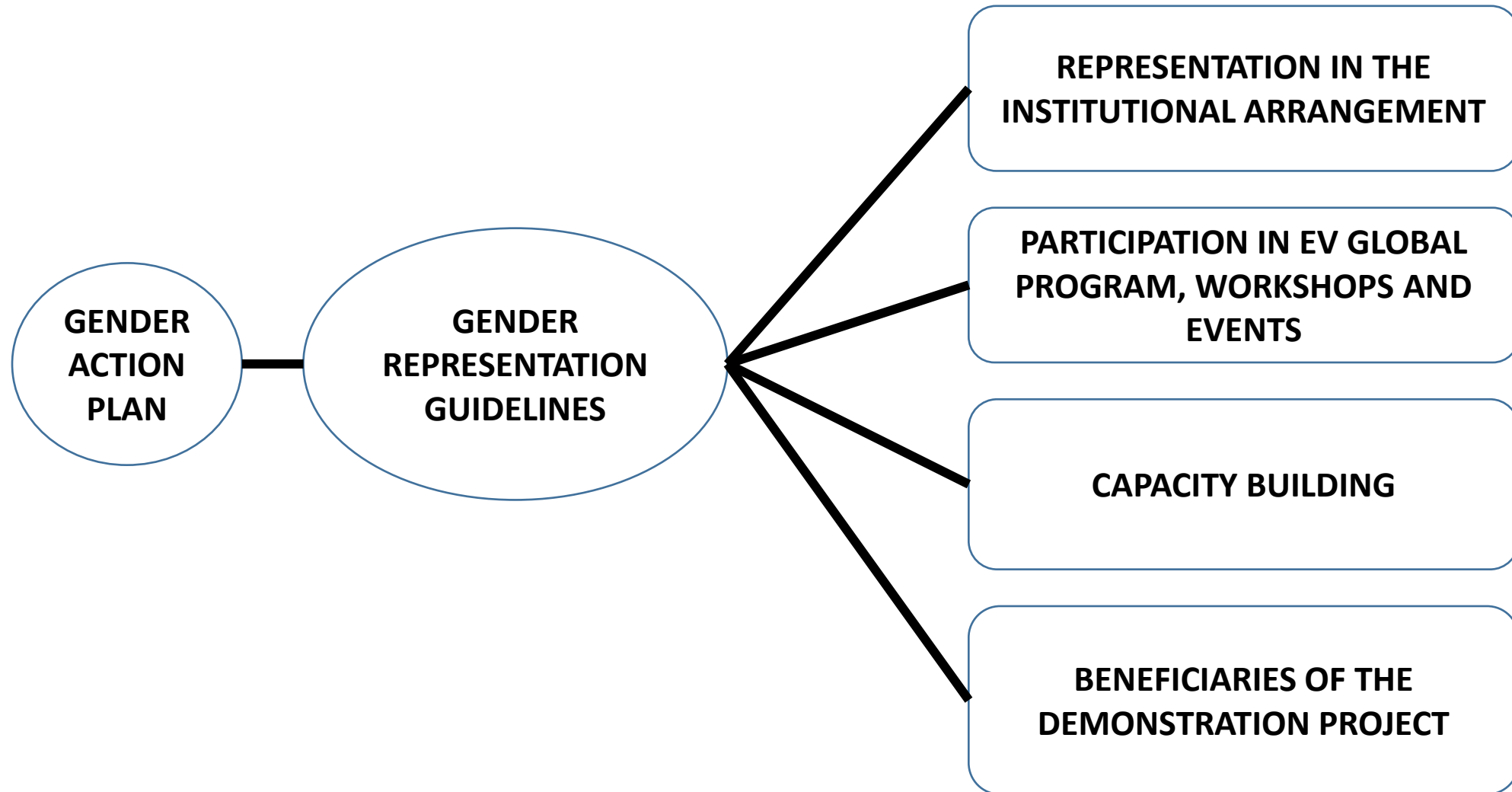
COORDINATION WITH OTHER INITIATIVES

- ❑ Synergizing the feasibility assessment with Chinese Government.
- ❑ NDC Partnership Support from IRENA to develop and implement a Technology Plan for road transport electrification with renewables
- ❑ Seychelles continues with its effort to explore pathways on e-mobility through other sources of funding.

STAKEHOLDERS LISTINGS

<u>GOVERNMENT</u>	<u>INTERNATIONAL ORGANISATIONS</u>	<u>PRIVATE SECTOR</u>
Drives the regulatory and fiscal reforms	<ul style="list-style-type: none"> • UNEP Climate Mitigation Unit (GEF Implementing Agency): Overall project oversight. • UNEP Sustainable Mobility Unit (SMU) – Lead Executing Agency: Provide technical support for the E-Mobility project 	Participate in the Thematic Working Group and Global Programme events as appropriate
<u>ACADEMIA</u>	<u>CIVIL SOCIETY ORGANISATIONS</u>	<u>FINANCIERS</u>
Support the development of the demo monitoring plan and the collection and analysis of demo data	Participate in the Thematic Working Group as appropriate and support the development of gender sensitive sections of the National E-Mobility Strategy	Consult to develop an e-mobility scale-up financing concept

GENDER MAINSTREAMING



MAIN CHALLENGES

The main challenge lies with funding and without intervention Seychelles will not achieve the set objectives. External funding will be required to:

- Facilitate the gradual deployment of electric buses in the public transportation sector inclusive of associated charging infrastructures.
- Support with the introduction of an adequate policy framework.
- Technical and technological support, capacity building and support with infrastructure project including installation of adequate charging facilities across different points in the country.