**Global Facility to Decarbonise Transport**

**Annual Report 2024**

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| **Section A: Summary and overview** [2-3 pages] |

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| **Title:** Global Facility to Decarbonise Transport | | |
| **Programme Value £ (full life):** up to £4m | | **Review date:** January 2024 – December 2024 |
| **Programme Code:** GB-GOV-13-ICF-0043-GFDT | **Programme start date:** March 2022 | **Programme end date:** March 2026 |

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| **Year** | **2022** | **2023** | **2024** | **2025** | **2026** |
| **Overall Output Score** | **n/a** | **n/a** | **A** |  |  |
| **Risk Rating** | **Moderate** | **Moderate** | **Moderate** |  |  |

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| **Link to Business Case:** | [*https://devtracker.fcdo.gov.uk/programme/GB-GOV-13-ICF-0043-GFDT/documents*](https://devtracker.fcdo.gov.uk/programme/GB-GOV-13-ICF-0043-GFDT/documents) |
| **Link to Logframe:** | 250304 GFDT\_Logframe\_FY24.25 complete.xlsx |
| **Link to previous Annual Review** (if appropriate) | [*https://devtracker.fcdo.gov.uk/programme/GB-GOV-13-ICF-0043-GFDT/documents*](https://devtracker.fcdo.gov.uk/programme/GB-GOV-13-ICF-0043-GFDT/documents)  GFDT Annual Review 2023 CLEAN V1.docx |

Description of programme

Transport decarbonisation is a pressing global challenge that demands immediate action to address increasing demand while reducing emissions sustainably. Urbanisation and motorisation currently account for approximately 20% of global greenhouse gas (GHG) emissions—a figure projected to rise to 60% by 2050 under a business-as-usual scenario[[1]](#footnote-2). Meeting this challenge and achieving Paris Agreement goals requires two critical steps: (1) the development and implementation of innovative solutions, and (2) a substantial increase in public and private sector financing.

Launched at COP26, the Global Facility to Decarbonise Transport (GFDT) is the first multi-donor initiative dedicated exclusively to transport decarbonisation. The programme reflects the World Bank's (WB) commitment to align the global transport sector with the Paris Agreement and achieve net-zero emissions by 2050. GFDT supports low- and middle-income countries by providing resources for knowledge sharing, feasibility studies, capacity building, and pilot projects, laying the foundation for World Bank-financed transport decarbonisation initiatives.

Since its establishment in late 2021, GFDT has received $15,569,717 in contributions, including $3.63 million in 2024. The programme is backed by six donor governments: the UK, Spain (partner since 2023), Luxembourg, Austria (joined in 2024), Germany, and the Netherlands (increased contributions in 2024). The UK Department for Energy Security and Net Zero (DESNZ) is a founding donor and remains the largest contributor, committing £4 million across four years and disbursing £3 million by FY2024/25.

More information about GFDT, including a full list of its grantees, is provided on the [GFDT website](https://www.worldbank.org/en/programs/global-facility-to-decarbonize-transport/grantees).

Summary of progress and supporting narrative for the overall score

This is GFDT’s third Annual Review. This Annual Review assesses the programme performance from January 2024 – December 2024. The first annual review, which assessed January 2022 – December 2022, did not receive a score given the novelty of the programme. The second annual review did not receive a score since GFDT had not set and provided milestones for CY2023. However, the second annual review provided significantly more narrative surrounding the results that had been received and future steps. GFDT provided milestones for CY2024 and CY2025, therefore this CY2024 annual review will be the first ‘full’ annual review which will receive a score to assess GFDT performance.

* **Summary of progress in 2024:** In 2024 GFDT allocated 11 grants totalling $6.36 million. Since its launch GFDT has awarded $10.2 million in grants, triggering $400 million in World Bank funding for green transport projects split across two lending operations: 1) $150 million for enhancing management and enhancing sustainable transport in Lima Peru and 2) $250 million for Emission Trading Scheme advancement in China (not funded through UK funds).
* For future projects it is projected that each $1 from GFDT will lead to $212 in World Bank financing for decarbonisation efforts. For already approved projects this will be $1: $63. An additional $5 million in grants is expected to mobilise $950 million split across 5 lending operations currently under preparation:
  + **$200 million** for bus electrification in **Ghana**
  + **$200 million** for decarbonisation of informal transport in **Benin**
  + **$100 million** for e-mobility ecosystem development in **Malawi**
  + **$250 million** for urban transport electrification and improvement in **Brazil**
  + **$200 million** for green mobility infrastructure policy development in **Brazil**
* Since GFDT was established in late-2021 it has received $15.57 million in contributions.

A diagram of a financial graph

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\*Source: [GFDT Annual Report 2024](https://www.worldbank.org/en/programs/global-facility-to-decarbonize-transport/annual-reports)

* Austria was secured as new donor contributing $1,679,360.
* The Netherlands made an additional contribution of $521,575 preferenced for active transport (such as cycling).
* In 2024, Latin America and the Caribbean received the largest proportion of funding (this includes both committed and disbursed funding). Since inception Latin America and the Caribbean and Africa have both received over $2m in allocated grants.
* GFDT-funded activities delivered advisory services to 55 governmental entities (ministries, transport agencies, etc.).
* 28 countries were provided with capacity building and technical assistance for policy formulation.
* 48 flagship reports, technical studies, and transport decarbonisation roadmaps have been developed with 12 published as of 31 December 2024.
* 155 people engaged in stakeholder engagement formats/capacity development activities.
* GFDT shared their Annual Work Plan for World Bank Fiscal Year (FY) 25 (July 1, 2024 – June 30, 2025) **GFDT ANNUAL WORK PLAN FY25.pdf**

**Activities which have taken place in 2024 which were delayed from 2023:**

GFDT selected its second batch of grantees in late 2023. Work on these activities commenced in 2024. Countries included Iraq, Pakistan, Malawi, Benin, Vietnam, China, Argentina, Guatemala, Jamaica, Mexico, Brazil, Colombia, Bolivia, Serbia, Bosnia & Herzegovina, North Macedonia, Romania, Bulgaria, Türkiye, Maldives, Nepal, Sri Lanka, Peru, Panama, Paraguay, Nigeria, Albania and Ecuador.

**Programme level GFDT achievements between January 2024 and December 2024:**

* It is projected that 508,000 tCO2e emissions will be avoided due to two GFDT-supported World Bank green mobility investments. This figure is expected to rise to approximately 3 million tCO2e when an additional eight GFDT-supported investments currently under preparation are included.
* The 2023 Annual Report initially reported expected GHG emissions avoidance of ~7 million tCO2e, but this was adjusted to 3 million tCO2e due to the cancellation of a major project in India.
* 13 governmental entities (ministries, city administrations, transport authorities, etc.) have implemented or are applying recommended changes.
* 4 World Bank operations under preparation benefitted from research and analytics supported by GFDT.
* 2 World Bank operations under implementation benefitted from research and analytics supported by GFDT.
* 3 operations were compliant with WB Gender Tag.
* 3 Urban transport and rail projects were disability-inclusive in their design.
* 4 projects are undertaking Climate and Disaster Risk Screening.

**Activities funded by GFDT between January 2024 and December 2024 are expected to facilitate the following results:**

The following five programmes are showcased as examples of GFDT work in 2024.

1. **Sub-Saharan Africa - Supporting a Regional Financing Facility to Decarbonise Transport.**

Key Achievements:

* **Development of Regional Financing Facility:** The facility aims to accelerate the adoption of electric cars, buses, and two- and three-wheelers (2/3Ws) by harmonising policies, creating enabling regulatory environments, and scaling investment across the region. The grant played a pivotal role in advancing the facility's design, ensuring it can channel blended financial resources from development finance institutions, climate funds, and ESG investors.
* **Market Assessments and Stakeholder Consultations:** Extensive market assessments and stakeholder consultations were conducted to define governance structures, financial products, and asset eligibility criteria.
* **Strategic Roadmap:** A strategic roadmap was developed to support public transport modernisation and fiscal reforms that incentivise the adoption of cleaner transport technologies.
* **Initial Pipeline of Projects:** An initial pipeline of projects was identified, focusing on electric Bus Rapid Transit (BRT) systems in cities such as Abidjan, Côte d'Ivoire; Douala, Cameroon; and Kumasi, Ghana; alongside investments in electric two- and three-wheelers (e-2/3Ws) in Benin.

1. **Egypt- Decarbonising and Digitizing Public Transport**

This GFDT-funded activity aimed to develop a roadmap for the digitisation of public transport sector management and a strategic concept for a public transport investment project based on international best practices.

**Key Achievements**:

* **Completion of Critical Assessments:** Several critical assessments were completed, including a BRT Regulatory Institution Development Strategy, an analysis of informal public transport to mitigate BRT operational risks, an assessment of inter-city public transport services to identify opportunities to improve intermodal connectivity, and a survey of low-income users to ensure inclusivity in the BRT and future transport projects. These studies were submitted to Egypt’s Land Transport Regulatory Authority (LTRA), which is implementing the Cairo Ring Road BRT project.
* **Facilitation of Partnerships**: The activity facilitated partnerships with development partners and the private sector, laying the groundwork for future investment. As a direct result, the World Bank is in discussions to finance a fleet of 10-20 electric buses for the Ring Road BRT, aligning with Egypt’s green transport transition.
* **Future Outlook:** Strategic consultations toward the development of a World Bank Development Policy Lending operation are ongoing, with key milestones set for 2025, including the launch of tenders for electric buses. The facility's operationalisation is expected to be funded through additional sources, with a World Bank International Development Association (IDA) lending operation anticipated in FY26. The investment outlook is promising, with an estimated demand of 8,000 electric buses valued at $5-6 billion and further investments required for electric two- and three-wheelers, highlighting significant market potential.

1. **Sahel Region- Identifying Opportunities for Resilient and Lower-Carbon Development.** This GFDT-funded activity aimed to build a more resilient and lower-carbon transport system in the Sahel.

**Key Outputs:**

* **Comprehensive Assessment:** Conducted a thorough assessment of rural logistics and accessibility, identifying critical barriers and opportunities for freight and logistics decarbonisation.
* **Transport Strategy Development:** Developed a transport strategy for low-carbon, climate-resilient development, with deep dives in Southern Niger, Lake Chad, the "SKBo" triangle in Burkina Faso, and the Senegal River Valley. Each deep dive included investment package options comparing business-as-usual and low-carbon scenarios.
* **Impact on World Bank Projects:** The insights generated are informing four World Bank projects currently under preparation in Niger, Chad, Burkina Faso, and the Senegal-Mauritania border region, aiming to improve rural connectivity while ensuring significant GHG emissions reductions and climate resilience benefits.
* **Capacity Building:** Conducted workshops for government officials and stakeholders to enhance their understanding of low-carbon logistics solutions.
* **Public Knowledge Document:** A public knowledge document summarising the project's findings is set to be published in 2025, providing valuable guidance for future interventions in the region.

1. **Lima, Peru - Informing Climate-Smart Transport Investments**

This GFDT-funded activity aimed to identify and prioritise climate-smart transport investments in Lima. The grant supported the use of big data—such as navigation app analytics and air quality sensors—to optimise traffic management and promote sustainable transport modes like cycling. Additionally, it strengthened Lima’s transport agencies by delivering training programs and technical guidance on prioritisation methodologies.

**Key Outputs:**

* Traffic Flow Optimisation: Optimised traffic flow at nearly 500 intersections.
* Bike Lane Planning: Planned for 50 kilometres of bike lanes.
* Traffic Calming Zones: Developed a concept for traffic calming zones in five city districts.
* Social Inclusivity: Conducted a gender analysis to ensure new bike lanes address women's safety needs, promoting equitable mobility.
* World Bank Investment: Informed and catalysed the first phase of a 10-year, $540 million World Bank investment aimed at transforming Lima’s transport network.

**Impacts:** These efforts contribute to reducing congestion, improving air quality, and increasing accessibility to economic opportunities and essential services. The grant’s impact extends beyond Lima, providing a data-driven foundation for urban mobility planning and serving as a model for other cities in Latin America and beyond.

**5) Pacific Island - Reducing Car Dependency for Greener and Healthier Cities**

This GFDT-funded activity supported the development of the "Guide to Mobility for Liveable Pacific Cities," providing actionable policy and investment options for greener, healthier urban transport.

**Key Outputs:**

* **Guide to Mobility for Liveable Pacific Cities**: The guide has been widely adopted, informing seven World Bank operations across the region and catalysing discussions on sustainable mobility strategies with key stakeholders.
* **Workshops and Webinars**: In-country workshops engaged 129 Pacific leaders in urban transport planning across four cities, involving 54 government, private sector, and civil society organisations. A webinar series drew 683 registered participants.
* **Leaders in Urban Transport Planning Workshop**: Hosted a Pacific edition of the workshop series, engaging 129 participants across four Pacific cities and fostering collaboration between government, private sector, and civil society stakeholders.
* **Tactical Urbanism Interventions**: Conducted a pilot outside Saint John Bosco Primary School in Kiribati, transforming the streetscape with new crosswalks, signage, and greenery. This resulted in a reduction in average traffic speeds from 34.7 to 19.7 km/h and an increase in cars yielding (slowing down or stopping) to students from 9% to 81% which indicates a significant improvement in driver behaviour, making the area much safer for students crossing the street.
* **Follow-up Grant:** Secured a larger $1.5 million grant from another World Bank trust fund for follow-up work to support project implementation and policy reforms aimed at reducing GHG emissions.
* **Government Requests:** Four governments have submitted official requests for support in public transport reform, urban planning, walking and cycling network development, and end-of-life vehicle management.

Information on the projects progress and impacts for all grantees from 2024 can be found here in the [**GFDT Annual Report 2024.**](https://documents1.worldbank.org/curated/en/099741002102596832/pdf/IDU-aa330bf9-c5d4-4afb-b404-a1efad82c047.pdf)

**Preparation for the next phase:**

GFDT will aim to allocate approximately USD 2.5 million across two main pillars: mobility and access, and logistics and connectivity. Both of these pillars have subsidiary objectives of their own: safety and inclusion in the case of individual transport, as well as integration and competitiveness in the case of freight transport. These pillars are complemented by two cross-cutting themes-Institutions, Policy and Financing, and Transformative Technologies—that provide policy levers and address foundational aspects of the sector. The following indicative budget is provided in the [FY25 Annual Work Plan](https://beisgov.sharepoint.com/:b:/r/sites/Fast-EXT-ALL/Climate%20Multilaterals/Global%20Facility%20for%20Decarbonizing%20Transport/2.%20Programme%20Management/Delivery%20Plan/GFDT%20ANNUAL%20WORK%20PLAN%20FY25.pdf?csf=1&web=1&e=JiSJft):

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GFDT will preference activities that deliver immediate positive environmental, economic and welfare benefits, including: eMobility, public transport / BRT / commuter lines, active mobility, fleet renewal, railways, helping countries develop decarbonisation pathways, and green hydrogen.

The global transport infrastructure financing gap is estimated at $244–$944 billion annually through 2030. To address this, GFDT is working to expand its impact by:

1. **Scaling financing tools**: Risk-sharing models for e-buses and electric two- and three-wheelers to unlock private sector capital.
2. **Promoting policy reforms:** Measures to curb the importation of old, inefficient vehicles into LMICs.
3. **Strengthening partnerships** with donors and the private sector to accelerate innovation and impact.

GFDT will continue to support the deployment of low-carbon mobility and resilient transport solutions in three main ways:

1. **Project design and implementation:** Financing targets pilot projects with measurable climate benefits that use innovative technology.
2. **Research and data:** Robust analytics essential in identifying the specific challenges faced by each country and identifying the right solutions.
3. **Capacity building:** To help clients modernise policies, regulations, institutions to catalyse more resources for low-carbon transport.

A new workplan for 2026 is currently under development.

In 2025, GFDT supported approximately 20 grantees, 8 of these were new projects in Angola, Philippines, Uzbekistan & Kazakhstan, Sri Lanka, India, Colombia, Brazil and Peru. These projects meet the core objectives of the [GFDT Annual Workplan FY2025](https://beisgov.sharepoint.com/:b:/r/sites/Fast-EXT-ALL/Climate%20Multilaterals/Global%20Facility%20for%20Decarbonizing%20Transport/2.%20Programme%20Management/Finance/Encashments/Jan%202025%20-%20Encashment%203/GFDT%20ANNUAL%20WORK%20PLAN%20FY25.pdf?csf=1&web=1&e=pER6ry) to develop World Bank client countries’ capacity to decarbonise their transport sector while developing safe, resilient, and inclusive transport.

GFDT continues to be a member of the Zero Emission Vehicles Transition Council (ZEVTC)’s International Assistance Taskforce (IAT) serving as the finance mobilisation hub for the Global ZEV Transition Delivery Framework. GFDT’s functions include i) Pooling and improving access to finance, ii) Strengthening in-country project pipelines, iii) Aggregating demand in coordination with the Global Demand Aggregation Platform, iv) Catalysing World Bank financing for green mobility, projected to be over US $1 billion by July 2025, and v) Exploring options to establish further regional financing facilities.

GFDT will be discussed during panel engagements and presentations at international engagements in 2025 including the Transforming Transportation conference, the International Transport Forum Summit, as part of ZEVTC’s International Assistance Taskforce (ZEVTC’s IAT) meetings, and at COP 30 in Brazil.

At the 2025 GFDT Partnership Council Meeting on 10 March, a Stakeholder Engagement plan was presented together with Grants beginning implementation in 2025.

## Progress against recommendations from the last review

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| **ID** | **Recommendation** | **Progress** |
| R1 | **Strategic collaboration**: DESNZ to collaborate with GFDT in the delivery of the Global ZEVs Transition Roadmap. Particularly on Improving Access to and Scaling Finance. | **Ongoing:** At COP 29 the[**Global ZEV Transition Roadmap**](https://zevtc.org/global-roadmap/)was updated which committedGFDT to acting as the finance mobilisation hub for the Global ZEV Transition Delivery Framework. Its functions include (1) pooling and improving access to finance; (2) strengthening in-country project pipelines; (3) aggregating demand in coordination with the GDAP (Global Demand Aggregation Platform) led by WBCSD (World Business Council for Sustainable Development); (4) catalysing World Bank financing for green mobility (currently projected to be over US$1bn by July 2025); and (5) exploring options for launching new GFDT regional and sub-regional financing facilities in currently underrepresented regions and countries. |
| R2 | **Scaling finance:** GFDT to present a clearer strategy on their plans to leverage wider donor and partner financing | **Achieved:** During the Spring 2025 (March 10th, 2025) Annual Partnership Council meeting GFDT presented the following strategy to increase wider donor funding:   * **Expand Outreach (joint outreach with donors)** -broaden and diversify the coalition of support, involving stakeholders from governments, development agencies, multilateral banks, academia and research institutions, and the private sector. * **Raise Global Profile (through joint products):** Increase the visibility of GFDT’s initiatives, reinforcing its leadership role in transport decarbonisation and mobilising support for sustainable transport solutions. * **Mobilise funding (through co-organisation of events with donors & partners):** Engage potential traditional and non-traditional donors (particularly from the private sector), to scale up funding to meet the ambitious goals of decarbonising the transport sector. GFDT have requested the opportunity to join Donor Governments in their bilateral meetings with other potential donor countries. Events highlighted as opportunities stakeholder engagement opportunities include:   + May - ITF 2025 Summit in Leipzig, Germany (panels & side events to highlight GFDT, bilateral opportunities)   + June - The 4th International Conference on Financing for Development in Seville, Spain (Joint side event to showcase GFDT)   + July - High-level political forum on Sustainable Development, New York (host high level joint event to showcase how GFDT can aid in achieving SDG 13 (Climate Action) and SGD 11 (Sustainable Cities and Communities)   + Nov – COP 30 (organise a joint session with key partners to explore financial and policy frameworks necessary for advancing transport decarbonisation in LMCs). There may also be other opportunities to collaborate with Donors and showcase GFDT work on active mobility and Industry accelerators.   + Nov – World Sustainable Transport Day. There is a potential opportunity to spearhead a global initiative emphasizing the crucial role of safe, reliable, affordable and accessible transport in achieving climate resilience. |
| R3 | **Unallocated spend**: DESNZ will work with the World Bank during 2023 to develop a pipeline for the next £1 million encashment for 2024 - 2025. | **Achieved:** As of Dec 2024, $3.63 million was received in 2024. In 2024, GFDT allocated 12 grants totalling $3.6 million. $92,000 was spent on Programme Management and Administration expenses, representing 5.1% of all 2024 disbursements and funding commitments.  In late Dec 2024, the WB shared a new project pipeline list of 8 projects totalling $1,650,000 which in January 2025 DESNZ agreed to fund with its third £1m encashment.  In 2025 Grants will be disbursed to the 20 projects listed in the ***GFDT 2025 Grants Report.***  All of the UK allocation received to date has been ear-marked for projects. |
| R4 | **Workplan**: GFDT to update their workplan. | **Achieved:** GFDT updated their Annual Work Plan for 2024/2025 (July 1, 2024 – June 30, 2025). |
| R5 | **Cross World Bank collaboration**: ESMAP and GFDT should detail how they will collaborate and enhance complementarity. If the same country is considered a priority by both programmes, projects should be developed which complement and have the greatest overall impact. Joint working should also happen via the ZEV Rapid Response Facility. | **Achieved**: Part of the project selection process. GFDT Annual Work Plan [GFDT ANNUAL WORK PLAN FY25](https://beisgov.sharepoint.com/:b:/r/sites/Fast-EXT-ALL/Climate%20Multilaterals/Global%20Facility%20for%20Decarbonizing%20Transport/2.%20Programme%20Management/Delivery%20Plan/GFDT%20ANNUAL%20WORK%20PLAN%20FY25.pdf?csf=1&web=1&e=WvevEV) states that a core selection criterion is that project proposals should demonstrate a link to WB lending, either by helping in project preparation, as components of operations, or by paving the way for operations or major policy changes.  An additional selectivity criterion is to favour proposals which can unlock opportunities for additional climate and private financing - both World Bank Group (WBG)-led and non-WBG. |
| R6 | The programme Theory of Change suitability to be reviewed and assessed by the World Bank and other donors. | ***Achieved:*** *The Theory of Change remains the same and will be reviewed when the next GFDT Work plan in drafted for 2025/26.* |
| R7 | **Resourcing constraints:** GFDT should hire consultants to deliver on specific tasks, in the interim before new funding is secured. Given the programme is functional and still working through the challenges of being a new programme, assess performance across the coming year and address resourcing challenges at the next Partnership Council meeting in March 2025. | **Partially achieved:**  GFDT currently has one full-time staff member and three others dedicating about a quarter of their time to monitoring, communications, and financials. DESNZ recommends that if the programme grows, additional staff may be needed to support GFDT's administration. This could include project managers, data analysts, communications specialists, and financial analysts to ensure effective management and growth.  Continuous monitoring and evaluation of the programme's performance will help identify and address any resourcing issues proactively. |
| R8 | **Visibility in international fora:** GFDT should continue its advocacy role by emphasising the importance of scaling finance in GFDT and the wider transport sector at international fora, including COP29. This includes playing an active role within the ZEVTC’s IAT and inputting into the next publication of the Global ZEV Transition Roadmap that will be launched at COP29 | **Achieved / Ongoing**  GFDT remains a member of the Zero Emission Vehicles Transition Council (ZEVTC)’s International Assistance Taskforce (IAT), and one of the implementers of the ZEV Implementation Roadmap through the Global ZEV Transition Delivery Framework. GFDT is serving as the Framework’s global finance mobilisation hub as detailed at COP 29 when the updated Framework was launched. GFDT is participating in a number of high-profile international transport conferences over 2025 to raise the profile of its work and the importance of decarbonising the transport sector in emerging economies to help reach their NDC targets. |

Major lessons and recommendations for the year ahead *– Narrative*

**R1. Upscaling Finance**

The Facility can contribute to the global debate by proactively advocating for action and promoting its activities to potential new contributors. In 2024, Austria was secured as a new partner, but additional donors and commitments are needed to help decarbonise transport by 2025. If the programme size does not increase, it would limit the number of grants available to operational teams through public financing.

**Recommendation:** GFDT should showcase its impacts, results, and potential at international climate events in 2025, including panel events, roundtables, and bilateral meetings. GFDT aims to join donors in bilateral meetings with other potential donor countries, philanthropies, and the private sector to pitch for finance.

**Action:** WB to update GFDT’s funding PPT and brochure approximately every six months to help facilitate funding discussions during bilateral meetings and negotiations.

**R2. Advancing E-Mobility**

In low and middle-income countries (LMICs), EV adoption has been slower compared to China, Europe, and the United States where EV sales accounted for 94% of global electric car sales in 2023. This is largely due to high upfront costs, limited financing options, and inadequate infrastructure. Despite these challenges, the World Bank's 2022 report, "[The Economics of Electric Vehicles for Passenger Transportation](https://openknowledge.worldbank.org/entities/publication/6a91b1a6-63bf-424d-a34a-79e351ab1f7e)," highlights emerging opportunities for electric mobility, particularly with cost-effective options like electric buses (e-buses) for long routes and electric two- and three-wheelers (e-2/3Ws) for last-mile connectivity. Many LMICs already have a strong economic case for EV adoption, which is expected to improve further.

**Recommendation**: GFDT to prioritise advancing e-mobility by continuing to support projects that develop financing mechanisms to facilitate electric vehicle (EV) adoption, conduct technical studies and analyses to plan for the EV transition, and create practical roadmaps for the e-mobility transition.

**Action:** GFDT to continue to accelerate EV uptake through strategic grants and partnerships, aiming to reduce emissions and promote sustainable transport. Since its launch in 2021, GFDT has allocated $3.3 million in grants to nine activities advancing the transition to e-mobility, accounting for just over half of its total grant funding.

**R3. Strategic Partnerships**

GFDT has been appointed the Finance Mobilisation Hub for the Global ZEV Transition Delivery Framework.

**Recommendation 1:** GFDT to liaise and coordinate with the ZEVS Rapid Response Facility, the Breakthrough Agenda Team and the International Council on Clean Transportation (ICCT).

**Recommendation 2:** GFDT should coordinate with other World Bank programmes such as the Energy Management Sector Assistance Programme (ESMAP) and the Climate Investments Funds (CIF) to ensure alignment of transport projects. ESMAP, CIF, and GFDT should detail how they will collaborate and enhance complementarity. If the same country is considered a priority by each programme, projects should be developed to complement each other and have the greatest overall impact. Joint working should also occur via the ZEV Rapid Response Facility.

**R4. Monitoring, Learning, and Evaluation**

**Recommendation 1:** Explore with GFDT Programme Management Team potential new reporting metrics to help highlight the programmes achievements such as the number of zero emission vehicles (ZEVs) deployed because of GFDT activities.

**Recommendation 2**: Explore the potential to disaggregate data reported under Output indicator 2.4. by gender.

**Action**: Provide data for Outcome Indicator 1.2 - Cumulative amount of wider private and Non-World Bank finance mobilised for operations informed by GFDT (Millions of USD).

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| **ID** | **Recommendation** | **Deadline** |
| R1 | Upscaling Finance - Develop new concept note for GFDT to share with potential funders including DESNZ. | October 2025 |
| R2 | Advancing E-mobility- Increase in projects which supports the adoption of EVs. | Dec 2025 |
| R3 | Strategic partnerships -enhance collaboration to increase finance mobilisation | Dec 2025 |
| R4 | Monitoring, Evaluation & Learning (MEL)   * Evaluate whether it's possible to report on the number of ZEVs mobilised because of GFDT work * Output indicator 2.4 - explore whether possible to disaggregate by gender. * Output indicator 1.2 - explore whether data can be provided on the cumulative amount of wider private and non-world bank finance mobilised for operations informed by GFDT. | Dec 2025 |

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| **Section B: Theory of change and progress towards outcomes** |

**Theory of Change**

DESNZ funds GFDT to achieve transformational change in the reduction of transport sector emissions in developing countries, enabling a shift to carbon-neutral and climate resilient transport by 2050.

GFDT aims to accomplish this by shifting toward low carbon transport, improving transport emissions, enhancing transport resiliency, and avoiding high carbon transport. Technical assistance will deliver strengthened policy frameworks in target countries. This will then lead to a pipeline of transport projects in each country which require capital investment, supported by the private sector, Multilateral Development Banks (MDB) or climate finance e.g. Green Climate Fund.

Inclusive and safe mobility along with accessibility, integrated, competitive logistics and connectivity are the short-term outcomes of GFDT. GFDT forms part of the wider World Bank transport portfolio.

The specific long-term outcomes are for GFDT’s technical assistance to create conditions to achieve low-carbon door-to-door travel for passengers and freight, carbon-neutral transport by 2050 and resilient transport that enable inclusive growth and access to opportunities. See Annex A.

The Theory of Change was developed in 2022 and is likely to be reviewed for the next GFDT work plan 25/26 and any new potential DESNZ Business Cases. The Theory of Change was not mentioned at the 2025 Partnership Council meeting in March 2025, so the Programme Manager will confer with the WB to discuss its suitability for the next work plan and Business Case.

**Describe where the programme is on/off track to contribute to the expected outcomes and impact. What action is planned in the year ahead?**

It is too early to judge or confirm whether DESNZ-funded GFDT activities are having a transformational impact. It is not anticipated that the outcome and impact of GFDT will be evident for 3 - 4 years since:

1. The first tranche of projects started in 2023, with expected duration of 1- 4 years. Therefore, the impact of GFDT programme as a whole will not be quantifiable immediately.
2. Donor small-scale technical assistance grants catalyse wider World Bank green mobility financing. These green mobility projects are large scale, and the full impact will take a few years before being quantifiable.

However, progress against milestones for impacts and outcomes achieved for CY2024 are positive with each outcome indicator scoring **A+, A+** and **B** respectively which has provided greater certainty that transformational change is likely to occur as reflected in KPI 15 scoring. Log frame results include:

* **Impact indicator 1** – Number of target countries apply or implement new climate policies, regulations and strategies that are informed by GFDT. **Planned 4, Achieved 6** (Kiribati, Fiji, Peru, Niger, Tonga, Chad,)
* **Impact indicator 2** - Total expected greenhouse gas (GHG) emission savings in projects supported by GFDT. **Planned 300,000 tCO2e, Achieved 536,805 tCO2e**[[2]](#footnote-3)
* **Outcome 1 (1.1 & 1.2 combined)** - GFDT technical assistance, project preparation and advocacy mobilise further financing for transport projects, enabling the scale-up of the decarbonisation and increased resilience of the transport sector in target countries.
  + Cumulative amount of wider World Bank lending operations informed by GFDT. **Planned 500, Achieved 469.**
* **Outcome indicator 2** - Number of governmental entities (ministries, city administrations, transport authorities, etc.) implementing or applying recommended changes. **Planned 6, Achieved 13.**

**Funding**: Securing additional funding has proved difficult with only one new funder being secured in 2024, Austria. New commitments and additional donors are needed to secure the future of GFDT beyond the last DESNZ encashment.

Log frame updates since the last review

There has been no log frame updates since March 2024. Once the 2024 results note is finalised the Programme Manager and the Monitoring, Evaluation and Learning (MEL) advisor will liaise with the WB and make recommendations to improve the log frame including:

* Request access to the World Bank Development Centre for the DESNZ MEL Advisor to streamline financial data reporting
* Request the WB to include dates where figures are included from outside of the review period (e.g. Review period is Jan-Dec 2024 but reporting has gone into 2025, adding a note saying, ‘*Reporting up to Jan 2025’)* and clearly caveat any other data discrepancies in the log frame.
* Request the WB to specify clearly if results are cumulative or in-year.
* Work with the WB to update the log frame to specify units of measurements.
* Provide supporting documents and further detail on data disaggregation.

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| **Section C: Output scoring** |

## The log frame was finalised in CY2024 in collaboration with GFDT. Milestones have been provided by GFDT for CY2024 and CY2025 and are discussed below. This is the first Annual Report to score GFDT. The 2024 overall programme score is A which demonstrates outputs met expectation

## Output 1: GFDT research and analytics lead to enhanced evidence-based decision-making and improved design and effectiveness of World Bank lending operations in the transport sector.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Output Title** | GFDT research and analytics lead to enhanced evidence-based decision making and improved design and effectiveness of World Bank lending operations in the transport sector. | | | |
| Output number: | | 1 | Output Score: | 1.332 A+ |
| Impact weighting (%): | | 33% | Weighting revised since last AR? | No |
| Risk rating | | Minor | Risk revised since last AR? | Yes, previously stated as N/A |

|  |  |  |
| --- | --- | --- |
| **Indicator(s)** | **Milestone(s) for this review** | **Progress** |
| 1.1 Number of new World Bank operations which have been informed by analytics and research supported by GFDT | 10 | 16 – Progress substantially exceeded expectation |
| 1.2 Number of World Bank operations under implementation that profited from analytics and research supported by GFDT | 16 | 15 – Progress moderately did not meet expectation |

Output 1 assesses the impact that GFDT analytics and research has on the wider World Bank operations. GFDT research and analytics activities inform the design of new operations in the World Bank. Therefore, GFDT has an influence over the wider World Bank operations.

Data from these indicators will help to gauge the impact of GFDT support, including going forward as projects begin Implementation.

**Output 1:1:** The World Bank operations which have been informed by GFDT analytics and research include (16):

* + - **Transforming the Informal Transport Sector in Benin -** Findings are informing the design of the moto-taxi fleet renewal programme and contributing to the preparation of the World Bank-financed Grand Nokoué Sustainable Urban Mobility Project.
    - **Creating a Roadmap for E-Mobility in Malawi -** The project aims to develop an e-mobility ecosystem in Malawi to support macroeconomic stability and low-carbon growth, providing a model for other low-income countries. It involves assessing Malawi’s policy framework, analysing demand for electric vehicles, and developing a national e-mobility roadmap. Progress includes delivering the inception report, conducting a stakeholder workshop, and drafting a policy framework report.
    - **Catalysing E-Mobility in Vietnam and China –** In China the work programme is supporting the World Bank-financed Low Carbon Transition of Urban Mobility in Yichang Project.
    - **Greening Transport in Nepal's Kathmandu Valley -** Strong government support and additional funding are being leveraged to design future World Bank financed investment projects to improve electric and urban mobility in Nepal.
    - **Enhancing Rail Services in Europe and Central Asia -** The activity will guide institutional support actions and investments, informing World Bank-financed

investment projects such as the forthcoming Serbia Railway Modernization Project Phase 3 and new railway projects in Bosnia and Herzegovina, and Türkiye.

* **Advancing Green Urban Transport in Latin America and the Caribbean -** The activity is informing national and subnational funding models and travel demand management policies and is currently contributing to the World Bank-financed Bahia State Sustainable Infrastructure Program Development Policy Loan.
* **Financing the e-Mobility Transition in Latin America and the Caribbean -** These efforts are informing major operations such as the Bahia State Sustainable Infrastructure Program Development Policy Loan, and the Electrification and Improvement of the São Paulo Urban Transport Program.
* **Expanding Rail Solutions Across Latin** **America** - The project aims to expand rail solutions in the LAC region to enhance urban mobility, logistics efficiency, and reduce GHG emissions while increasing private sector participation. It includes pre-feasibility studies for Guatemala City's first metro system, rail infrastructure assessments in Jamaica, investment prioritisation in Mexico, and feasibility studies for an open access freight rail system in Argentina. Progress includes a workshop in Argentina on regulatory models and ongoing procurement activities in Guatemala and Argentina, expected to complete by early 2025.
* **Developing Climate-Friendly Congestion Solutions in Baghdad** - Insights from this activity will help design a proposed World Bank-financed public transport investment project for Baghdad.
* **Shifting Freight from Trucks to Trains in Pakistan -** The activity is expected to support PR in collaboration with the Asian Development Bank with the rehabilitation and improvement of “ML-1”— the main railway track carrying the bulk of the country's passenger and freight traffic.
* **Technical Studies and Analysis to Plan for the EV Transition in Latin America and the Caribbean.** This activity is supporting the electrification of public transport fleets in the LAC region by assessing the economic and financial costs of electrifying bus fleets, analysing barriers, proposing practical financing models, and developing guidelines for policymakers.
* **Support Bus Electrification in Ghana.** This activity is developing a systematic national support programme for bus electrification in Ghana to align national climate goals with subnational transport mandates, reduce GHG emissions, and support the transition to low-emission public transport vehicles. Specifically, the project is analysing gaps in policies, technical know-how, and financial solutions; developing a national plan for bus electrification; and supporting pilot-bus projects in cities like Accra, Kumasi, Tamale, and Sekondi-Takoradi.
* **Building Modelling Tools for Transport Decarbonisation.** A cost-benefit analysis tool for cycling infrastructure has been developed to help decision-makers simulate and assess the expected economic benefits of investing in cycling facilities, both in the short and long term. The tool will be made public in 2025. In addition, a passenger transport decarbonisation model (“PATH”) is currently under development, and work is underway to pilot the first modelling analysis for urban transport emissions for Fiji. Also, a global freight and commodity flow model, “FlowMax”, has been developed to prioritise investments and inform policy decisions on transport and logistics corridors. The decarbonisation module of this tool will be ready by mid-2025.

**Output 1.2:** GFDT data and analytics has benefited and impacted the wider World Bank by: Supporting the use of innovative analytical tools to generate insights on urban mobility patterns.

* + - Enabling the strengthening of technical capacity in traffic optimisation.
    - Producing reports and materials to strengthen transport policy-making and regulatory capacity.
    - Providing policy and investment options to reduce car dependency, and to promote green and healthy mobility concepts.
    - Enabling identification and prioritisation of territorial development and connectivity interventions along backbone corridors and border areas.
    - Helping to develop a series of policy actions at the national/regional level to facilitate the transition towards low carbon mobility solutions and the conditions to achieve commercial financing.

***Output 2: Technical assistance and capacity building leads to the increased capacity of personnel and institutions within the public and private sector to develop sustainable transport decarbonisation projects and policies.***

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Output Title** | Technical assistance and capacity building leads to the increased capacity of personnel and institutions within the public and private sector to develop sustainable transport decarbonisation projects and policies. | | | |
| Output number: | | 2 | Output Score: | 1.332 - A+ |
| Impact weighting (%): | | 33% | Weighting revised since last AR? | No |
| Risk rating | | Minor | Risk revised since last AR? | Yes, previously rated as N/A |

|  |  |  |
| --- | --- | --- |
| **Indicator(s)** | **Milestone(s) for this review** | **Progress** |
| 2.1 Number of countries that received capacity building support or technical assistance for policy formulation -**TA KPI 1** | 20 | 28 countries received support. Progress moderately exceeded expectation |
| 2.2 Number of governmental entities (ministries, city administrations, transport authorities, etc.) receiving advisory services – Cumulative score | 115 | 149 government entities received advisory services. Progress moderately exceeded expectation |
| 2.3 Number of Transformative / Political Flagship Reports published | 10 | 12 reports published. - Progress moderately exceeded expectation |
| 2.4 Number of people engaged in stakeholder engagement formats / capacity development activities, disaggregated by sex- **TA KPI 2** | 500 | 481 people engaged (155 in year). Progress moderately did not meet expectation |

**Output 2.1**: The list of 28 countries which received support are disaggregated as follows:

Iraq, Pakistan, Malawi, Benin, Vietnam, China, Argentina, Guatemala, Jamaica, Mexico, Brazil, Colombia, Bolivia, Serbia, Bosnia and Herzegovina, North Macedonia, Romania, Bulgaria, Türkiye, Maldives, Nepal, Sri Lanka, Peru, Panama, Paraguay, Nigeria, Albania, Ecuador.

**Output 2:2**: The governmental organisations (ministries, city administrations, transport authorities etc.) who have received advisory services includes:

* Catalysing Sustainable Urban Mobility and Motorization Management in the Pacific Islands
  + Ministry of Infrastructure and Sustainable Energy, Kiribati
  + Ministry of Environment, Lands and Agricultural Development, Kiribati
  + Kiribati Police Service Authority
  + Teinainano Urban Council
  + Kiribati Land Transport Authority
  + Ministry of Public Works, Transport, and Meteorological Services, Fiji
  + Suva City Council
  + Fiji Police Force Traffic Management Office
  + Fiji Roads Authority
  + Land Transport Authority
  + Ministry of Infrastructure Development, Solomon Islands
  + Royal Solomon Islands Police Force
  + Ministry of National Planning and Development Cooperation, Solomon Islands
  + Honiara City Council
  + Ministry of Infrastructure, Tonga
  + Tonga Primer Minister’s Office, National Planning
* Lima Traffic Management
  + Ministerio de Economia y Finanzas, Peru
  + Metropolitan Municipality of Lima
* Malawi E-mobility Ecosystem Development
  + Ministry of Transport and Public Works
  + Malawi Roads Authority
* Low carbon Transition of Urban Mobility, China
  + Yichang Transport Bureau
* Support on the transformation and decarbonisation of the informal transport sector in Benin
  + Ministry of Transportation
  + Société des Infrastructures Routières et de l’Aménagement du Territoire (SIRAT) [Road Infrastructure and Land Management Company]
* Bus Electrification in Ghana
  + Ministry of Roads and Highways
  + Ministry of Transport
  + Ministry of Local Government, Chieftaincy and Religious Affairs
* Regional Financing Facility to Decarbonise Transport in SSA
  + Finance Ministries of Ethiopia, Ghana, Kenya, Malawi, Nigeria, Rwanda
* Kathmandu Green Transport Initiative
  + Ministry of Physical Infrastructure and Transport
  + Department of Transport Management

**Output 2.3**: Examples of flagship reports published:

* [Guide to Mobility for Livable Pacific Cities Part I: Priority Actions for a Car-Lite Future](https://documents.worldbank.org/en/publication/documents-reports/documentdetail/099100824025018812/p18048915d586f0a41862f1c8e39cca4144)
* [Guide to Mobility for Livable Pacific Cities Part II: Practitioners’ Handbook to Implement the Priority Actions](https://documents.worldbank.org/en/publication/documents-reports/documentdetail/099100824025021087/p1804891a07a2e0de1856717fb97f7de614)
* [Mobilising Climate Finance for Railways](https://openknowledge.worldbank.org/entities/publication/4c21a4ec-69ab-46a4-b273-728ec44f8483)
* Creating a Suitable Environment to Decarbonise Transport in Sub-Saharan Africa: Assessing barriers and solutions to accelerate e-mobility in the urban space
* Regional Financing Facility for Transport Decarbonisation: An institutional mechanism to finance and accelerate transition to low-carbon mobility in Africa
* Egypt Transport Higher Education Technical Assistance Report
* Regional Decarbonisation & Resilience Assessment of Rural Logistics and Accessibility in the Sahel: Macro-Level Spatial Assessment in the Sahel
* Regional Decarbonisation & Resilience Assessment of Rural Logistics and Accessibility in the Sahel: Deep Dive Chad
* [Inter-Urban Connectivity and Food Security in Niger](https://documents.worldbank.org/en/publication/documents-reports/documentdetail/099043025161072911)
* Climate Risks and Resilience & Adaptation Options Appraisal Report: Niamey – Ndjamena Corridor Upgrade
* Mobility and Transport Connectivity Series:
  + [Meta-analysis of the Value of Travel Time Savings in Low and Middle-Income Countries](https://documents1.worldbank.org/curated/en/099032124211022462/pdf/P1775471cf971e0ee1becd1a1faab55d1d7.pdf)
  + [Quantification of Wider Economic Impacts in Least Developed Countries: Phase 1](https://documents1.worldbank.org/curated/en/099032124211533864/pdf/P1775471e1ef6004d1bbfa14df8c240418c.pdf)

***Output 3: GFDT activities lead to equitable and inclusive outputs for its target countries and project beneficiaries.***

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| --- | --- | --- | --- | --- |
| **Output Title** | GFDT activities lead to equitable and inclusive outputs for its target countries and project beneficiaries. | | | |
| Output number: | | 3 | Output Score: | 0.666 B |
| Impact weighting (%): | | 33% | Weighting revised since last AR? | N/A |
| Risk rating | | Moderate | Risk revised since last AR? | Yes, as previously rated N/A |

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| --- | --- | --- |
| **Indicator(s)** | **Milestone(s) for this review** | **Progress** |
| 3.1 Number of Urban Transport and Rail projects informed by GFDT that are Disability-Inclusive in their design | 3 | 4 cumulative (in year was 3) - Progress met expectation |
| 3.2 Number of operations informed by GFDT that are compliant with World Bank's Gender Tag | 6 | 3 cumulative – Progress substantially did not meet expectation |
| 3.3 Number of people with enhanced access to Transportation services | 0 | 0 cumulative - Outputs met expectation |
| 3.4 Operations compliant with World Bank's Transport Climate Mitigation / Adaptation requirement | 6 | 3 cumulative - Progress substantially did not meet expectation |

Output 3 measures GFDTs performance in providing equitable solutions which take gender into consideration and do not negatively impact disadvantaged communities.

**Indicators for outputs 3.2, 3.3 and 3.4 can only be considered achieved or compliant once wider World Bank lending projects have gone to the World Bank board and been approved. These lending project proposals were informed by the work delivered under GFDT.**

**Output 3.2**: Projects are considered compliant with the World Bank Gender Tag if the project document articulates a logical chain addressing the gender gap comprising of: a) analysis to identify and substantiate gaps between or among men and women in a given sector (Transport sector); b) actions that design interventions to address the identified gender gaps, and c) M&E indicators in the results framework to measure progress.

**Output 3.3**: Number of people with enhanced access to Transportation services: Number of direct beneficiaries that experience improved access to transport infrastructure or services that have been built or rehabilitated through GFDT and World Bank-financed projects (including highways, rural roads, urban and interurban roads, public transport or mass transit systems, ports/waterways, railways and airports). Beneficiaries typically experience reductions in cost and time to travel and/or improvements in safety, as well as increased access to markets, job opportunities, health and education services. Beneficiaries include the number of users of improved transport or the number of people who live in proximity to improved transport infrastructure or services. Data is reported for Investment Project Financing, Development Project Financing, Program-for-Results, and Guarantees, unless otherwise specified.

**Output 3.4**: Operations compliant with Transport Climate Mitigation / Adaptation requirement: Climate Co-Benefits refer to the share of WBG lending commitment that contributes to climate change mitigation and/or adaptation. The calculation for climate co-benefits (i.e., climate finance) is based on the joint MDB methodologies for tracking climate change adaptation and mitigation and is undertaken ex-ante (at Board approval stage). As per the WBG Climate Change Action Plan 2021-2025 (CCAP), the Transport GP has a target of an average of 35% Climate Co-Benefits over the period, and a target of at least 50% Co-Benefits for adaptation for IBRD and IDA.

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| **Section D: Programme performance not captured by outputs** |

N/A The programme is at an early stage, therefore there is nothing additional to capture in this section.

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| **Section E: Risk** |

**Overall risk rating:** Moderate.

**Overview of risk management:**

The World Bank is a trusted delivery partner whose internal policies and those they expect MDB’s to adhere to are strongly aligned with DESNZ ICF. Despite its demonstrated achievements and GFDT’s success in mobilising finance it has struggled to secure a significant number of donors who are willing to commit to future funding.

The programme is still relatively young, and its projects will take 3-4 years to come to fruition and their long-term impacts may still take longer to show a transformational impact. The UK is only committed to one more encashment of £1m so there is minimal financial risk.

All risks have been rated using the RAG rating and have received ratings of either Major, Moderate or Minor, in this review.

**Overview of risk management:**

The Project Delivery Plan (PDP) is used to monitor the risks and mitigating action by DESNZ, through a live risk register. The key risks relating to the reporting period of this Annual Review are provided below. The main risks to the overall programme are geo-political factors that impact both GFDTs ability to draw in additional funding, and its ability to deliver projects on the ground.

The overall risk rating is **‘moderate**’. DESNZ will continue to monitor these risks with the World Bank. The overall programme risk assessment remains largely unchanged from the Business Case.

***Current risks***

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| --- | --- | --- |
| **Risk description** | **Mitigation strategy** | **Residual Risk rating** |
| Donor Challenging ODA contexts limits donor support and GFDT ambition. Lack of additional donor contributions and absence of new donors could inhibit the programme’s capacity to deliver and expand in future years. If additional funding can’t be secured it will impact the longevity and impact of the programme. | Securing financial commitment from other donors for GFDT is outside the scope of DESNZ responsibility. However, DESNZ will use its position and influence within the ZEVTC and Breakthrough Agenda to demonstrate the importance of GFDT to garner more support from wider partners. This includes ensuring a continued focus on expanding funding for GFDT (amongst wider funding mechanisms) as part of the Global ZEV Transition Roadmap. | Major |
| The World Bank GFDT team capacity was limited when first established. GFDT have informed us that the team is unlikely to expand unless donor funding increases | GFDT currently has one full time staff member (programme lead or PL) and three others who commit about a quarter of their time on GFDT for monitoring, communications, and financials**.** GFDT has assigned a MEL advisor to support, which has reduced the burden on the PL. The programme appears to be functioning well and if the programme were to expand through additional donor contribution, the WB may be able to recruit more specialists. Additional resource may be hired in June 2025 to develop further reporting metrics. | Moderate |
| Institutional challenges within the World Bank inhibit the coordination and connection of wider Trust Fund operations that limits GFDT’s impact on the World Bank transport portfolio. | DESNZ will work with the World Bank and other co-donors to promote effective coordination within the World Bank. We will also work together with the DESNZ International ZEVs team who also engage with the World Bank under the ZEVTC, including its IAT and on the Roadmap. | Moderate |
| Absence of political commitment in key countries for transport decarbonisation limits development of GFDT pipeline. | GFDT is now acting as the Finance Mobilisation Hub for the ZEVTC Global ZEV Transition Roadmap launched at COP 29. | Moderate |
| Management and governance of GFDT is through the consultative group, which is not a formal decision-making body, reducing UK influence and ability to ensure UK standards are applied. GFDT’s multi-donor format could limit UK voice and influence in the facility. | DESNZ was a founding donor of GFDT and is currently the largest donor. Hence, DESNZ has influenced the programme strategy to date and continues to shape the programme while in its infancy. DESNZ attends the annual Consultative Group Meetings and provides input and comment on the overall direction of GFDT. DESNZ reviews and approves / rejects the projects it wishes to support. | Minor |

Outstanding actions from risk assessment*:* N/A

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| **Section F: Programme management: delivery, VfM, commercial and financial performance** |

Summary of the performance of partners and DESNZ, notably on commercial and financial issues, and including consideration of VfM.

Delivery Performance

The DESNZ and GFDT Programme Management team maintain a good relationship, responding to the needs of the programme within the operational context of each partner. Administration Arrangements between the World Bank and the UK guide the programme, providing clarity on the operationalisation of the Partnership.

DESNZ has monthly meetings with the World Bank to discuss progress and the project pipeline. Although the World Bank GFDT programme team is small, GFDT has assigned a MEL advisor which has increased communication and detail around monitoring & evaluation. DESNZ have online access to the **World Bank Development Centre** which is a new portal for development partners to access their World Bank Group financing portfolios including information on disbursements, countries supported, activation and closing dates amongst other details.

Annual Consultative Group Meetings are held in Washington DC at which DESNZ officials represent the UK alongside other donors. During these meetings project updates, results framework, financial updates, and upcoming plans are discussed. This year’s meeting was held on 10th March when they presented:

* GFDT 2025 Grants Report – which presents Grants Beginning Implementation in 2025 of which 20 projects are listed. The details presented included project name, amount, location, initial some, problem/context, project goals, main activities & decarbonisation pathway. The projects planned to begin in 2025 are:
  + Pathway to Green and Low Carbon Financing for Freight Transportation in South Africa
  + Piloting innovative solutions for low-carbon urban mobility in Angola
  + Accelerating the decarbonisation of transport in Nigerian cities
  + Tunisia port sector diagnostics for low emissions, resilient logistics chains
  + Istanbul North Rail Crossing (INRAIL) Project Preparation
  + National Public Transport Platform: Supporting the Federal programme for bus fleet decarbonisation and public transport quality improvement in Brazilian cities
  + Enhancing Land Value Capture in the Chilean Railways
  + Support the Investment Pipeline Development for Electric Mobility and Sustainable Urban Projects in Colombia’s Intermediate Cities
  + Integrated transit and NMT corridor planning to promote efficient and low-carbon mobility in Peru’s intermediate-size cities
  + Greening Caribbean ports: enhancing environmental sustainability and performance
  + Improving Bankability and Access to Private Capital for Railway SOEs in Central Asia
  + Middle Corridor Infrastructure Investment Analysis–Uzbekistan-Kyrgyzstan-China Railway project
  + Modernisation of Uzbek Railway
  + Modernising Ukrainian railways - RRAIL technical preparation
  + Supporting the Green Transition for India’s Inland Water Transport
  + Accelerating electrification of 2/3 wheelers in Sri Lanka
  + Decarbonised Inter-Island Ferry Pilot in Philippines
  + Improving Public Transport State-Owned Enterprises Access to Financing Markets
  + The Highway Development and Management Model 4 Upgrade
  + Designing Solutions Through the Perspective of “Vulnerable” Users
* A list of grantee highlights from 2024 were also presented on the following projects:
  + Informing climate smart transport investments in Lima, Peru
  + Reducing car dependency for greener & healthier Pacific Island Cities
  + Financing the e-mobility transition in Latin America and the Caribbean
  + Building Modelling Tools for transport decarbonisation (Flow Max).
  + Transforming the informal transport sector in Benin.
* The GFDT Stakeholder Engagement plan for 2025

A screenshot of a website

AI-generated content may be incorrect.

Financial Performance

Annual Consultative Group Meetings – state of GFDT funding presented.

A table with numbers and a few words

AI-generated content may be incorrect.

DESNZ has committed £1m per annum for four years to GFDT via a promissory note, this will be transferred in £1m encashments between 2022/3-2025/6 (total £4m, USD$5.20m). To date DESNZ has transferred £3m in encashments with one remaining encashment to make in FY25/26. In 2024 GFDT received pledges from the three donors (UK, Netherlands, Austria) for USD$3,506,735. Austria joined as a new donor and committed $1,679,360 of this. The Netherlands made a commitment of $521,575 preferenced for active transport.

In 2024, GFDT allocated 12 grants totalling $3.6 million across six World Bank regions and to global activities. $92,000 was spent on Programme Management and Administration expenses, representing 5.1% of all 2024 disbursements and funding commitments.

GFDT has awarded $10,187,004 million in grants since its launch, which has helped trigger $400 million in World Bank funding for green transport projects. This means every $1 from GFDT has led to $212 in World Bank financing for decarbonisation efforts. An additional $5 million in grants is expected to mobilise $950 million through projects in countries like Ghana (bus electrification), Brazil (urban transport improvements), and Malawi (e-mobility infrastructure). Previously, a big project in India was expected to cut emissions significantly, but it was cancelled, so the expected emissions reductions have been adjusted from 7 million tons to 3 million tons. The funding impact per $1 has also been adjusted: $63 for already approved projects and $212 for upcoming ones.)

The ZEVs IAT are supporting the GFDT programme at the political level to increase financing. The latest Global ZEVs Transition Roadmap to 2030 recommends exploring options for launching new Global Facility to Decarbonise Transport (GFDT) regional and

sub-regional financing facilities. Drawing from the experiences of establishing a Regional Financing Facility in Sub-Saharan Africa, look to establish further facilities that convene EMDEs, existing initiatives, and the private sector to support the development of high-quality projects with sufficient scale and risk levels required for private sector investment. Continue identifying opportunities to link this to existing initiatives, such as the ZEVTC Country Partnerships and CCTF.

Value-for-Money

It is too early to determine whether the programme has deviated significantly from the original value-for-money expectations as set out in the Business Case.

DESNZ has developed Technical Assistance KPIs for GFDT in line with the requirements of the annual results reporting process. Technical Assistance KPIs allow the aggregation of the results of technical assistance programmes across the ICF Portfolio. Three TA KPIs have been identified as suitable for GFDT:

* TA KPI 1- The number of countries that received capacity building support or technical assistance for policy formulation
* TA KPI 2- Number of individuals and organisation supported by ICF technical assistance​
* TA KPI 3- Number of climate policies informed by ICF technical assistance​. To date GFDT hasn’t managed to report on TA KPI 3. DESNZ will work with GFDT to amend the log frame and impact indicator 1.1 to help facilitate the collection of a measurement for this KPI.

Previous DESNZ analysis concluded that technical assistance across the International Climate Finance portfolio is an effective way of catalysing change using small amounts of donor funding.

Economy

The programme is meeting expectations. GFDT agreed with the donors (Portfolio Committee) a set of fees that have remained the same since the start of the business case in 2022. Project costs account for 94.9% total commitments to GFDT. Programme Management and Administrative costs represent 7% of total commitments. Of this 7%, 3.5% is World Bank staff and consultancy costs, 1.75% Monitoring and Evaluation budget, and 1.75% communications. These costs are comparable to other similar DESNZ ICF technical assistance projects.

Efficiency

As discussed above in the Finance management section, out of DESNZ’s £4m commitment, £3m had been paid to GFDT as of January 2025. GFDT has scored a rating of A for 2024 demonstrating its efficiency and value for money. GFDT has links with other programmes including ESMAP and the Mitigation Action Facility (MAF), which means that the programme aligns with wider departmental objectives. The ESMAP e-mobility projects have complementarity with the ambitions of GFDT.

Effectiveness

It is too early to judge the effectiveness of the GFDT programme. GFDT expected outcomes were discussed in the Business Case, these are:

* Integrated and Competitive Logistics and Connectivity
* Inclusive and Safe Mobility and Accessibility
* Low-carbon door-to-door travel for passengers and freight
* Carbon-neutral transport by 2050 and resilient transport that enable inclusive growth and access to opportunities

DESNZ is monitoring GFDT through the I**CF Key Performance Indicator 15** (extent to which intervention is likely to lead to transformational change). In CY2024, **GFDT scored 3 out of 5** (not enough evidence yet to assess whether transformational change is likely, or the balance of evidence is inconclusive), however, it did show an increase against the previous year which demonstrates progress and gives great certainty that transformational change will be catalysed. GFDT has made substantial progress in delivering TA to support capacity building in target countries. This is reflected in the increase in engagement with individuals and governmental entities, and the 27 additional countries reached since the end of 2023. Notably, for indicators used to measure whether GFDT TA is increasing capacity building (Output 2), targets for the end of 2024 were exceeded for three of the four indicators.

Further work is needed for the programme to achieve the anticipated score of 5 before the end of the programme. As GFDT has been receiving UK funding for two years, meaning the programme is still in the early stages of delivery, especially for those projects funded in the past year. Therefore, is justified that the programme has not received full marks under KPI 15 as further substantial changes are likely to come out of the programme before its end in 2026. So, we cannot currently assess the full extent to which transformation change is likely.

Recommendations to improve KPI 15 reporting for next year are to work with the delivery partner to assess the feasibility of making available qualitative data, including stakeholder feedback, reporting the tangible outputs such as the publication of research reports, and greater disaggregated data reporting. DESNZ will also work with the delivery partner to review and revise log frame indicators to make sure definitions and units of measurement are objective and more closely align with transformational change criteria to streamline reporting and improve data usability by ICF.

Equity

The primary equity benefit of DESNZ support to GFDT is to reduce the impact of climate change globally. However, it is also important that solutions are equitable, take gender into consideration and do not negatively impact disadvantaged communities. Output indicator 3.1measures the number of urban transport and rail projects informed by GFDT that are disability-inclusive in their design. In 2024, output indicator 3.1 met expectation and scored 4 against the planned target of 3. The GFDT log frame output indicator 3.2 measures the number of operations informed by GFDT that are compliant with the World Bank’s Gender Tag. In 2024, 3 projects achieved this against a planned target of 6, and whilst this did not meet expectations it demonstrated a marked improvement and increase from 2023 when this KPI was not measured.

Paris Alignment

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| --- | --- |
| **Paris alignment pillar** | **Description of activity** |
| How have you taken a proportional approach to climate and environment risk assurance? | Integrating climate and development is a pillar of the World Bank Group’s (WBG) Climate Change Action Plan 2021– 2025 (CCAP). As part of the WBG CCAP, the WBG has committed to aligning all its financing operations with the Paris Agreement goals. The World Bank is **on track** to align **100% of new operations** starting from **July 1, 2023.** These goals are to strengthen the global response to the threat of climate change, in the context of sustainable development and efforts to eradicate poverty. |
| How have you taken a proportional approach to using shadow carbon pricing? | The use of shadow prices of carbon (SPCs) in the economic analysis is a corporate commitment for all investment project financing by the International Bank for Reconstruction and Development (IBRD) and the International Development Assistance (IDA) that is subject to greenhouse gas (GHG) emissions accounting. GHG emissions accounting is undertaken for IBRD and IDA investment finance projects in the Global Practices (GPs) with WB-approved GHG accounting methodologies. |
| Does the programme adhere to HMG’s fossil fuel policy? [To no longer provide new direct financial or promotional support for the fossil fuel energy sector overseas] | The World Bank aligns with this policy. In fiscal year 2021, the World Bank (IBRD/IDA) did zero new fossil fuel financing. The World Bank Group stopped investing in upstream oil and gas in 2019. |
| Are you ensuring the programme does not undermine impacted countries climate plans? | The programme does not undermine impacted countries climate plans. The WBG works with country governments to support the delivery of their ambitions though Country Climate Development Reports (CCDRs). These CCDRs are developed in line with country NDC targets to support delivery of the Paris Alignment Goals. |

Quality of financial management

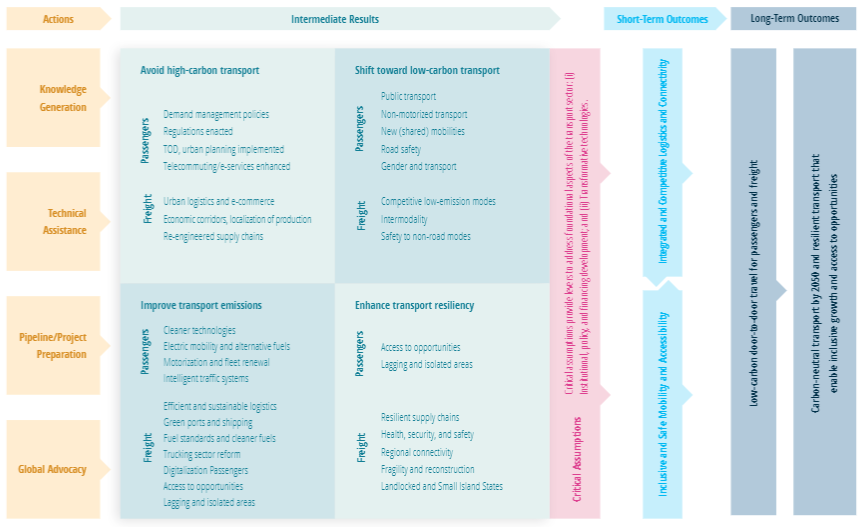
Encashments, financial management, and financial reporting are in line with expectations. There are no changes to the fee structure agreed for the programme.

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|  | **Date** | **Amount** | |
| **Promissory Note 1** | 16 March 2022 | £4,000,000 |  |
| Encashment 1 | 7 October 2022 |  | £1,000,000 |
| Encashment 2 | 22 January 2024 |  | £1,000,000 |
| Encashment 3 | 23 January 2025 |  | £1,000,000 |

DESNZ scrutinises finances of the Trust Fund at annual Partnership Council meetings and through annual Trust Fund reports, and responses to direct requests for information to the World Bank. The World Bank uses well-established and robust processes for financial management.

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| --- | --- |
| Date of last narrative financial report | [GFDT Annual Report 2023](https://documents1.worldbank.org/curated/en/099104304292482372/pdf/IDU19574764d1474c1439e1894f132a60c7081e0.pdf) |
| Date of last audited annual statement | [FY24SingleAudit.pdf](https://beisgov.sharepoint.com/:b:/r/sites/Fast-EXT-ALL/Climate%20Multilaterals/Global%20Facility%20for%20Decarbonizing%20Transport/4.%20M%26E/Annual%20Reviews/Annual%20Review%202024/FY24SingleAudit.pdf?csf=1&web=1&e=awOCgl) |

**Annex A: GFDT Theory of Change**



**Annex B: Project grantees for 2023 and 2024. (full list and description of GFDT grantees for 2023, 2024 and 2025 is available on the** [**GFDT website**](https://www.worldbank.org/en/programs/global-facility-to-decarbonize-transport/grantees)**)**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Year** | **Geographic Location** | **Project Title** | **Project Description** | **Amount** |
| 2023 | Peru | Informing Climate-Smart Transport Investments in Lima, Peru | The World Bank is preparing a 15-year Multiphase Programmatic Approach (MPA) to help modernize transport in Lima. A major goal of the project is to decarbonize urban transport by (1) reducing demand for carbon-intensive transport through demand management strategies similar to "Barrios Vitales" in Bogota or "Supermanzanas" in Barcelona; (2) promoting low-emission transport modes such as mass transit, bicycles, and micro-mobility, and (3) improving the performance of the transport network by adopting more efficient technologies, such as improving traffic management systems to give priority for lower-carbon modes. This GFDT grant supported the design and implementation of this transformative program through innovative data analytics and robust appraisal methodologies. | $250,000 |
| 2023 | India | Accelerating e-Mobility in India | This GFDT grant will accelerate EV adoption in India through unlocking commercial financing at scale and supporting the promotion of alternative business models and new technological solutions such as battery swapping. The project has three main activities: (1) accelerating e-bus deployment across India through innovative financing instruments, (2) supporting Indian states and cities in efficient planning and operation of e-buses, and (3) supporting states to accelerate the adoption of electric two- and three-wheelers | $400,000 |
| 2023 | Sub Saharan Africa | Establishing a Green Mobility Financing Facility in Sub-Saharan Africa | This GFDT grant will make a significant contribution to transport decarbonization across the region by bringing more climate and development financing into countries and cities in Sub-Saharan Africa. The financing facility will also help improve transport accessibility for some of the region’s most vulnerable communities, especially by supporting reforms to modernize public transport. | $750,000 |
| 2023 | Ghana | Electrifying Buses in Ghana | This GFDT grant will support a national program that will inform e-bus project preparation in select Ghanaian cities. Components include: (1) a gap analysis on e-bus adoption; (2) developing a strategic and systematic approach to bus electrification across the country; (3) supporting the e-bus development and transition plan in selected cities, in line with the national plan; and (4) capacity building workshops for transport leaders. | $350,000 |
| 2023 | Pacific Island | Reducing Car Dependency for Greener and Healthier Pacific Island Cities | This GFDT grant will: (1) analyse options for a more sustainable urban mobility system in Pacific cities; (2) provide a comprehensive assessment of opportunities for sustainable motorization management; and (3) increase the governments’ capacity for developing decarbonization and resilience strategies in the urban transport sector. | $350,000 |
| 2023 | Sahel | Identifying Opportunities for Resilient and Lower-Carbon Development in the Sahel | This GFDT grant will deliver: (1) an assessment of rural logistics and accessibility; (2) a review of barriers and opportunities for freight and logistics decarbonization; and (3) capacity building workshops for government officials and other decisionmakers. | $450,000 |
| 2023 | Eygpt | Decarbonizing and Digitizing Public Transport in Egypt | This GFDT grant will advance the preparation of a World Bank lending operation to catalyse the low-carbon transition and digital transformation of public transport in Egypt. | $300,000 |
| 2024 | Nepal | Greening Transport in Nepal's Kathmandu Valley | This GFDT grant will empower the newly established Transport Authority in the Kathmandu Valley to strategically reshape the urban mobility landscape. The project comprises two key components: the development of a sustainable public transport strategic plan, a bus reorganisation strategy, and a pre-feasibility study for an integrated mass transit program; and the creation of a roadmap for electrifying buses and two- and three-wheelers. By remapping routes, promoting a shift to non-motorized transport, and decarbonizing the public transport sector, the project aims to significantly enhance transport efficiency, safety, and environmental sustainability in the region. | $200,000 |
| 2024 | Benin | Transforming the Informal Transport Sector in Benin | This GFDT grant will advance the preparation of a World Bank fleet-renewal operation designed to accelerate the transition to e-motorcycles in Benin’s Grand Nokoué region, thereby supporting the modernization and decarbonization of informal transport in the region. | $200,000 |
| 2024 | Malawi | Creating a Roadmap for E-Mobility in Malawi | This GFDT grant will support the development of an e-mobility assessment in Malawi, including a supply and demand assessment and a policy gap assessment. Based on these assessments, an e-mobility roadmap will be prepared, and an e-mobility pilot project will be identified. The project aims to contribute not only to emissions reduction and low-carbon transport development, but also to the country's macro-stability, which has been an increasing concern in previous years. | $200,000 |
| 2024 | Iraq | Developing Climate-Friendly Congestions Solutions in Baghdad | This GFDT grant will support the Government of Iraq’s transport decarbonization agenda through the development of a green and comprehensive approach to Baghdad’s traffic problems. The project will assess the causes and full extent of Baghdad’s congestion problem, quantify its costs to the Baghdadi and Iraqi economies, and evaluate the most effective measures to manage congestion in the long-term without inducing additional vehicle kilometres of travel. | $200,000 |
| 2024 | Pakistan | Shifting Freight from Trucks to Trains in Pakistan | This GFDT grant will enhance the capacity of Pakistan Railways to increase private sector participation in its freight operations. By restructuring its freight services, Pakistan Railways will become more competitive compared to trucking services, encouraging a greater portion of freight to be transported by rail and leading to reduced transportation emissions. | $200,000 |
| 2024 | Vietnam & China | Catalysing E-Mobility in Viet Nam and China | This GFDT grant will catalyse transformative changes in both countries. In Viet Nam, the project will lay the groundwork for the electrification of bus fleets and the development of electric vehicle infrastructure, marking a significant shift towards sustainable urban mobility. In China, the project aims to design and implement a tailored ETS for the transport sector in Hubei Province. The ETS will focus on establishing a robust framework for emissions reduction, compliance, and reporting, thereby promoting the adoption of greener transport modes. | $200,000 |
| 2024 | Global | Building Modelling Tools for Transport Decarbonization | This GFDT grant will fund the development of modellingg tools for passenger and freight transport. These tools will estimate CO2 emissions, evaluate the impacts of decarbonization policies, and prioritize transport investments. Expected outputs include data repositories, tools for estimating economic benefits, and frameworks for evaluating reforms. These data and tools will serve as a policy scenario sandbox and decision-making support tool, enabling World Bank transport teams to rapidly design, test, and analyse the impacts of different policy bundles. | $200,000 |
| 2024 | Latin America and the Caribbean (LAC | Financing the e-Mobility Transition in Latin America and the Caribbean (LAC) | This GFDT grant aims to provide analytical expertise and support for the identification and implementation of e-mobility initiatives that respond to LAC government interest. The analysis will focus on four areas: (i) assessment and recommendations on e-mobility plans, strategies, or project concept development; (ii) examining barriers in financing e-bus deployment in the region and proposing practical financing models tailored to country and city contexts; (iii) developing practical technical and operational knowledge to support government programs, focusing on e-buses and e-boats, and (iv) supporting capacity building and knowledge exchange events. | $700,000 |
| 2024 | Europe & Central Asia | Enhancing Rail Services in Europe and Central Asia | This GFDT grant will evaluate current rail operations, identify actions to increase commercialization, develop new business models, and explore opportunities to boost private sector participation. By attracting passengers and cargo and tailoring services to their needs, the project aims to encourage a modal shift towards rail and thereby advance transport decarbonization. The outcomes of this project have the potential to inform rail sector reforms globally and benefit countries with EU accession ambitions and neighbouring areas. | $200,000 |
| 2024 | Latin America | Expanding Rail Solutions Across Latin America | This GFDT grant will support the expansion of railways across Latin America, with a focus on sustainability and resilience. In Guatemala, the grant will support prefeasibility studies for the first metro system in the country in Guatemala City. When built, the metro system will reduce transport emissions and enhance access to jobs and essential services. In Jamaica, the grant will assess infrastructure and develop investment plans to revive and modernize Jamaica's railway system, which was once the backbone of its economy. In Mexico, PROTRAM—a federal program promoting sustainable transport in Mexico’s urban areas—will benefit from strengthened capacity for mass transit investments. In Argentina, the grant will fund studies to explore an open access model for freight railways, which could accelerate the shift of cargo transport from road to rail. Each initiative under the grant is a step towards a greener, more resilient future, driving down emissions and paving the way for sustainable growth. | $600,000 |
| 2024 | LAC | Advancing Green Urban Transport in Latin America and the Caribbean | This GFDT grant will fund a package of analytics to inform a common vision for low-carbon urban transport among different levels of government in target countries in LAC. The activity has three components: (i) improving institutional structures and governance models for national and state-level urban transport programs; (ii) developing funding and financing models for public transport, walking, and cycling investments; and (iii) utilising big data and open-source analytical tools to maximise the efficiency of urban transport systems. | $500,000 |

\*$92,000 was spent on Program Management and Administration expenses, representing 5.1% of all 2024 disbursements and funding commitments.

**Appendix 3 – [List of Grantees for 2024](https://www.worldbank.org/en/programs/global-facility-to-decarbonize-transport/grantees" \l "26)**

1) Greening Transport in Nepal's Kathmandu Valley, $200,000

2) Transforming the Informal Transport Sector in Benin, $200,000

3) Creating a Roadmap for E-Mobility in Malawi, $200,000

4) Developing Climate-Friendly Congestions Solutions in Baghdad, $200,000

6) Shifting Freight from Trucks to Trains in Pakistan, $200,000

7) Catalysing E-Mobility in Viet Nam and China, $200,000

8) Building Modelling Tools for Transport Decarbonization, $200,000

9) Financing the e-Mobility Transition in Latin America and the Caribbean, $700,000

10) Enhancing Rail Services in Europe and Central Asia, $200,000

11) Expanding Rail Solutions Across Latin America, $600,000

12) Advancing Green Urban Transport in Latin America and the Caribbean, $500,000

**Annex 4 – Supporting Documents**

**GFDT published documents can be found here:**

[**https://www.worldbank.org/en/programs/global-facility-to-decarbonize-transport/annual-reports**](https://www.worldbank.org/en/programs/global-facility-to-decarbonize-transport/annual-reports)

[[**https://devtracker.fcdo.gov.uk/programme/GB-GOV-13-ICF-0043-GFDT/documents**](https://devtracker.fcdo.gov.uk/programme/GB-GOV-13-ICF-0043-GFDT/documents)](https://devtracker.fcdo.gov.uk/programme/GB-GOV-13-ICF-0043-GFDT/documents)

1. International Energy Agency (IEA), *Tracking Clean Energy Progress 2023* (Paris: IEA, 2023), https://www.iea.org/reports/tracking-cleanenergy-

   progress-2023 [↑](#footnote-ref-2)
2. *This includes an additional 26,805tCO2e of expected savings from an activity in Sri Lanka that pertains to grants committed in 2025.* [↑](#footnote-ref-3)