



THE PRESIDENCY  
REPUBLIC OF SOUTH AFRICA



## Just Energy Transition Implementation Plan (JET IP)

Quarterly Progress Report 31 March 2025

JET Project Management Unit (JET PMU)

The Presidency



JUST ENERGY  
TRANSITION

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## Executive Summary

The year 2024 was the first year of Just Energy Transition (JET) implementation, following the approval by Cabinet of the JET Implementation Plan 2023–2027 (JET IP) in November 2023, and the foundations for South Africa's JET are gaining traction.

- Under the 7th Administration, the JET Inter-Ministerial Committee (IMC) was re-constituted by the President, comprising ten Cabinet Ministers, with the Minister of Electricity and Energy as Chairperson.
- The JET Project Management Unit (PMU) in the Presidency is operational, with a functioning monitoring, evaluation, and learning (MEL) framework, an informative web site, [www.justenergytransition.co.za](http://www.justenergytransition.co.za), and an online JET Grants Register.
- The JET PMU's JET Funding Platform – to match JET projects with JET grants – is operational, and the second window for submission of project proposals closed on 21 February 2025.
- The institutional structures to drive the six JET Portfolios in leading state institutions are on course:
  - The JET Municipal Portfolio is led by the South African Local Government Association (SALGA), with three established workstreams to drive investments in distribution infrastructure, energy access, and capability building.
  - The Green Hydrogen (GH2) and New Energy Vehicles (NEVs) Portfolios are both led by the Industrial Development Corporation (IDC), where a JET Projects Management Office has been created.
- The JET Skills Portfolio is led by the Department of Higher Education and Training (DHET), which has established a JET Skills Desk, and the Human Resources Development Council (HRDC), which is convening the JET Skills Advisory Forum.
- For the Mpumalanga JET Portfolio, the Mpumalanga Green Cluster Agency (MGCA) is the Secretariat to the Mpumalanga Provincial Government's JET and Climate Change Coordinating Committee and multi-stakeholder JET Forum.
- In the Electricity Portfolio, Eskom is the lead institution for the Accelerating Coal Transition Investment Plan (ACT IP); while its subsidiary, the National Transmission Company of South Africa (NTCSA) and the Ministry of Electricity and Energy are leading work to unlock transmission grid investments.
- International pledges to South Africa's JET IP stand at USD 12.9 bn (ZAR 228.33 bn).<sup>1</sup>
- The *Climate Change Act* was signed into law on 23 July 2024.

<sup>1</sup> Exchange Rate as of 31 March 2025: USD 1 = ZAR 17.70.

# 1 Introduction

This report provides an update on JET implementation progress made by 31 March 2025. It focuses on progress in achieving the short- and medium-term outcomes specified in the JET IP, and the milestones for 2025. The milestones and indicators for impacts from 2025–2027 will be reported annually at the end of each financial year. This is the JET PMU's third quarterly report on the JET Implementation Plan (JET IP).

An overview of the JET IP progress is described in section 2, the financing status including the Grants Register is summarised in section 3, progress per Portfolio is reported in section 4, and updates on JET Governance and the JET Funding Platform are set out in sections 5 and 6. Section 7 has a summary table on progress against short- and medium-term 2025 milestones, which serve as direction indicators as to whether the work under each objective is on track or not.

The Theory of Change for overall implementation of the JET is shown in Figure 1, with the following narrative:

- **Short-term outcomes (STO) targeted (changes in capacity and systems, one to three years):**

Additional capacity and systems will be required to achieve the JET investment targets over the next three years. There must be an active pipeline of projects that are being supported over the line (STO4), with an agreed portfolio of Just Transition interventions that can lead to systemic changes, as well as address transition needs, supported by the JET Funding Platform (STO3). These require agreed transparent funding flows (STO1), effective coordination systems across government and with non-state actors, ensuring a coherent response (STO2), and problem-solving to overcome challenges (STO5). There must be demonstration of sufficient

compliant programmes and projects (STO6) to build support for the JET IP process, and effective monitoring and evaluation (STO7) to inform decision-making.

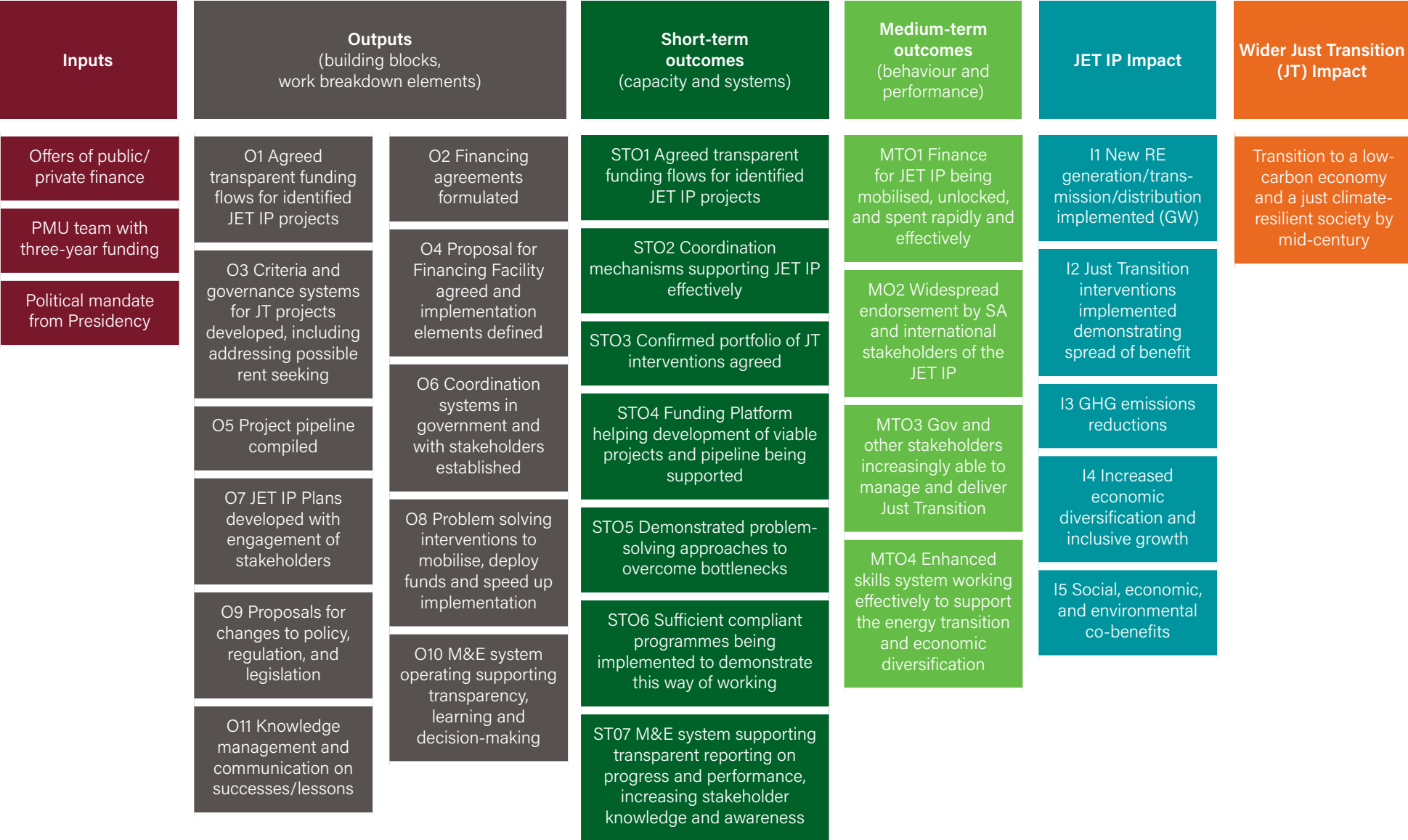
- **Medium-term outcomes (MTO) targeted (changes in behaviour and performance, three to five years):**

The changes in performance that will enable this impact over three to five years include: finance for JET IP being mobilised, deployed, and spent rapidly and effectively (MTO1); widespread support across national and international stakeholders so that interventions are coherent (MTO2); and government and non-government stakeholders increasingly able to manage and deliver Just Transition interventions (MTO3). An enhanced skills system that is working effectively (MTO4) is needed to ensure that skills are available to support the transition.

Wider impact (I) targeted:

- The JET IP sets out to achieve South Africa's transition to a low-carbon, climate-resilient economy and a just, climate-resilient society by mid-century. This will require renewable energy (RE) dominating the energy mix (I1), and significant cuts in greenhouse gas (GHG) emissions (I3). The economy will need to take up opportunities for a Just Transition and wider economic diversification (I4), with the benefits spreading widely, particularly in communities most impacted (I2). There are also co-benefits for healthy communities and ecosystems that will be realised from the transition away from coal (I5), including freeing of water resources (for domestic use, agriculture, and industry), reduction in air pollution, improvements in road conditions, and regeneration of mining-affected land.

**Figure 1: Simplified Theory of Change for JET IP**



## 2 Overview of JET IP Progress

The JET PMU's immediate activities are focused on achieving the short-term outcomes (STOs). A primary step is to establish the finance flows for each Portfolio (STO1). There is progress on agreeing the funding modalities, but greater momentum is needed in the deployment of available JET finance. The JET Portfolios' lead institutions, coordination structures, and Secretariats (STO2) for Mpumalanga, Municipalities, NEVs, GH2, and Skills to drive each Portfolio have been confirmed and are in various start-up stages. In the Electricity Portfolio, transmission investments are being driven by the Ministry of Electricity and Energy (MEE), Eskom, and the National Transmission Company of South Africa (NTCSA); and the Accelerating Coal Transition (ACT) Programme is managed by a multi-stakeholder ACT Steering Committee led by the JET PMU and Eskom. There is progress on Just Transition interventions in Mpumalanga (STO3). The JET Funding Platform (STO4) is operational with its first window for project proposals closed on 13 December 2024 and its second window for project proposals closed on 21 February 2025.

A core role for the PMU is unblocking key problems impeding JET progress (STO5). This work has focused on the following: investments needed in transmission infrastructure and municipal distribution infrastructure; securing ACT funder commitments from the Climate Investment Funds (CIF) which have been affected by Eskom's delays in coal plant decommissioning; mobilising Development Finance Institutions (DFI) support for electrifying public transport; driving optimal coordination arrangements for the Mpumalanga JET Portfolio; and expediting JET skills investments. It is too early to have sufficient compliant projects/programmes being implemented to demonstrate this way of working (STO6).

The medium-term outcomes (MTOs) are the changes in behaviour and performance over 3–5 years to realise the transition. The first is MTO1 – finance for JET IP being mobilised, unlocked, and spent rapidly and effectively.

International partner's pledges have increased from USD 8.5 bn (ZAR 150.45 bn) in November 2021 to USD 12.9 bn (ZAR 228.33 bn) by 31 March 2025. The United States withdrew from the JET Partnership on 28 February 2025, cancelling its pledge of USD 56 mn (ZAR 991.2 mn) in grant funding and its potential

USD 1 bn (ZAR 17.7 bn) in commercial investment. The remaining partners in the International Partners Group (IPG) have publicly reaffirmed their commitment to the South African JET. Pledged JET grant funding continues to be deployed and recorded in the JET Grants Register. Alignment of grant deployment to the JET Portfolios is gaining momentum as the lead institutions in each Portfolio build the JET project pipelines, and as the JET Funding Platform becomes an established channel for improving community-level impact. In respect of visibility on public sector budgets and expenditure for JET, National Treasury is due to institute a tracking mechanism for JET, but progress is slow.

The deployment of JET concessional loans is a challenge, as many were originally intended for Eskom borrowing, which was subsequently curtailed in terms of National Treasury's Eskom debt relief programme. Eskom's delay until 2030 in the decommissioning of three coal power plants has resulted in updates being made to the ACT Investment Plan (IP), while Eskom/World Bank modelling has confirmed that Eskom's emissions reduction targets for 2030 will still be met across the fleet. National Treasury has concluded policy-based loans with some JET concessional lenders for budget support linked to energy and Just Transition prior actions and indicators, not for project-specific investments in the JET IP.

In terms of endorsement by stakeholders (MTO2), the President's 7th Administration Cabinet includes the new Ministry of Electricity and Energy (MEE) and a reconstituted JET IMC of ten Cabinet Ministers. On 23 July 2024, the *Climate Change Act* was signed into law, incorporating the country's emissions reduction trajectory into statute, and requiring all government policies and measures to align. It introduces carbon budgets and establishes sectoral emissions targets. The Act also confirms a permanent advisory role for the multi-stakeholder Presidential Climate Commission (PCC). International partners continue to increase their pledges to South Africa's JET IP. In terms of government capacity to implement the JET (MTO3), the full implementation of JET plans is dependent on the institutional architecture of the JET IP being established in lead institutions, which is now firmly on track. An enhanced skills system is required, working effectively to support the energy transition and economic diversification (MTO4).

### 3 JET Financing Status

The JET Investment Plan shows that ZAR 1.5 trillion (USD 84.75 bn) investment is needed from multiple sources, including fiscal budgets, multilateral development banks (MDBs), bilateral donor countries, the private sector, and philanthropies. The USD 12.9 bn (ZAR 228.33 bn) international financing pledged to date includes grants, concessional loans, and commercial debt and equity.

Private sector investment in the RE sector has exceeded ZAR 350 bn (USD 19.77 bn) since 2023 and will be further leveraged through blended finance models and new guarantee facilities. Green bonds and sustainability-linked loans will also play a role.

Multilateral institutions, the African Development Bank (AfDB), World Bank, and the Climate Investment Funds (CIF) are providing important concessional loans and grants for JET infrastructure projects, including for the decommissioning of coal plants and grid strengthening.

Concessional loans make up the bulk of the JET pledged financing, with over half coming from France's Agence Française de Développement (AFD) and Germany's Kreditanstalt für Wiederaufbau (KfW). These loans offer more favourable terms than South Africa could obtain on the open market.

The Minister of Finance's tabled budget in March 2025 indicated that "a credit guarantee vehicle to mobilise private sector capital by de-risking projects, will be launched in 2026. Its initial focus will be on independent transmission aimed at bridging the energy transmission deficit. Once the vehicle has demonstrated its efficacy, it will be broadened to include other sectors."

Approximately 6% of the total JET pledges is in the form of grants to support community development, technical assistance, capacity building skills, and project preparation, particularly in coal-affected communities.

One of the notable JET pledges to South Africa is USD 2.6 bn (ZAR 46.02 bn) for the ACT IP, in which the highly concessional Climate Investment Funds (CIF) allocation of USD 450 mn (ZAR 7.97 bn) is expected to leverage five times more funding from MDBs, private investors, and other sources. Amendments to the ACT IP to accommodate the delay in the three coal plant closures to 2030 has been submitted to the CIF Trust Fund Committee for approval.

Table 1 provides a breakdown of financial pledges made to date by international partners and MDBs in support of the JET IP. It lists contributions from various entities, including specific countries and financial institutions, detailing the amounts pledged and the instrument, illustrating a collective commitment to supporting South Africa's transition to a low-carbon economy. The information presented on the table below is based on data made available to the JET IP PMU at the time of reporting.

The JET PMU is setting up a national JET Investments Register to track and publish the status of JET investments in South Africa from multiple sources, including international financing, local fiscal resources, local Development Finance Institutions (DFIs), the private sector, and philanthropies. The South African JET Investments Register is being designed to include the current (and extended) JET Grants Register and will include a Public Sector JET Financing Register, and a Commercial JET Investments Register.

**Table 1: International Pledges to JET IP (USD mn) (31 March 2025)**

Sovereign bilateral partners									
USD millions <sup>2</sup>	Grants	Highly concessional loans	Concessional loans	Policy loans	Commercial debt and equity	Guarantees	Export credits	Total bilateral contributions in USD millions	ZAR millions
Canada	1	-	-	91	-	-	-	92	1 628
Denmark, of which:	23	-	67	-	75	-	-	165	2 921
<i>DANIDA</i>	23	-	-	-	-	-	-	23	407
<i>DANIDA (public loans)</i>	-	-	67	-	-	-	-	67	1 186
<i>IFU</i>	-	-	-	-	75	-	-	75	1 328
European Union, of which:	125	-	1 080	-	216	-	-	1 421	25 152
<i>EUD</i>	125	-	-	-	-	-	-	125	2 213
<i>FIB</i>	-	-	1 080	-	216	-	-	1 296	22 939
France, of which:	4	-	780	300	-	-	-	1 084	19 187
<i>AFD</i>	4	-	780	300	-	-	-	1 084	19 187
Germany / KfW	293	-	748	800	-	-	-	1 841	32 586
Netherlands	169	-	-	-	-	-	-	169	2 991
Spain	16	-	-	-	378	-	1 890	2 284	40 427
Switzerland	39	-	-	-	-	-	-	39	690
United Kingdom, <sup>3</sup> of which:	34	-	1 300	-	500	-	-	1 834	32 462
<i>FCDO</i>	34	-	1 300	-	-	-	-	1 334	23 612
<i>BII / PIDG</i>	-	-	-	-	500	-	-	500	8 850
United States of America <sup>4</sup>	14	-	-	-	-	-	-	14	248
<b>Sub-total sovereign bilateral partners</b>	<b>718</b>	<b>0</b>	<b>3 975</b>	<b>1 191</b>	<b>1 169</b>	<b>0</b>	<b>1 890</b>	<b>8 943</b>	<b>158 291</b>
Multilateral Development Banks									
African Development Bank	-	-	-	300	-	-	-	300	5 310
ACT: Accelerated Coal Transition	AfDB	-	-	255	-	-	-	2 612	46 232
	CIF	50	450	-	-	-	-		
	IFC	-	-	77	-	-	-		
	WB	-	-	575	-	-	-		
	Country Counterpart	-	-	300	-	-	-		
	Private Investors	-	-	-	-	875	-		
	Other	-	-	30	-	-	-		
World Bank	-	-	-	1 000	-	-	-	1 000	17 700
<b>Sub-total multilateral</b>	<b>50</b>	<b>450</b>	<b>1 237</b>	<b>1 300</b>	<b>875</b>	<b>0</b>	<b>0</b>	<b>3 912</b>	<b>69 242</b>
<b>Total pledges</b>	<b>768</b>	<b>450</b>	<b>5 212</b>	<b>2 491</b>	<b>2 044</b>	<b>0</b>	<b>1 890</b>	<b>12 855</b>	<b>227 533</b>

2 Exchange Rate as of 31 March 2025: USD 1 = ZAR 17.70.

3 At COP26 the UK pledge was USD 10 mn (grant) which was increased by GBP 24 mn in 2023 to total USD 34 mn.

4 On 28 February 2025 the USA withdrew from the JET Partnership resulting in the cancellation of USAID grants and DFC commercial debt and equity. Total USA grant spending at the time of the withdrawal from the JET IP was USD 13.7 mn.

### 3.1 JET Grants Register

Since November 2023, the JET PMU has provided public access to the JET Grants Register, and the data is updated quarterly. This resource will be expanded with the establishment of the South African JET Investments Register in 2025, aimed at tracking the wider range of JET investments.

The JET Grants Register serves as a resource for the public to review and evaluate the use of grants in the JET IP. It currently tracks grants that have been pledged to the JET IP by international partner countries. The

primary purpose of the JET Grants Register is to ensure transparency and accountability, monitor allocations, evaluate progress, inform strategy and decision-making, and identify challenges.

As of 31 March 2025, USD 557 mn in grants has been approved and/or implemented, and USD 211 mn is being planned. Table 2 reflects the grants' status per Portfolio. It does not include disaggregated planned data, as this may change prior to approval.

**Table 2: Total Grants (USD mn) by Status and Portfolio (31 March 2025)**

Portfolio	Project Status: Total Value in USD million (Number of Projects)					Total (USD mn)	Total (ZAR bn)
	A. Planned	B. Approved	C. Implementation Phase	D. Completed			
Electricity		30 (5)	118 (28)	14 (16)		163 (49)	2.87
Green hydrogen		79 (2)	60 (6)	2 (3)		141 (11)	2.50
Mpumalanga JT		81 (6)	35 (25)	4 (16)		120 (47)	2.12
Municipalities		-	61 (16)	4 (11)		65 (27)	1.15
NEVs		-	-	0.6 (2)		0.6 (2)	10.62
Skills		23 (2)	33 (21)	12 (12)		68 (35)	1.20
<b>Total planned*</b>	211 (14)					211 (14)	211.00
<b>Grand Total</b>	<b>211 (14)</b>	<b>213 (15)</b>	<b>307 (96)</b>	<b>36.6 (60)</b>		<b>768 (185)</b>	<b>13.59</b>

\* Total planned have not been allocated a Portfolio due to not being approved as yet.

## 4 Progress per JET Portfolio

### 4.1 Electricity Portfolio

The JET PMU is focused on unlocking JET finance for two priority areas in the electricity sector, namely, transmission infrastructure upgrades and expansion to enable large-scale grid uptake of RE; and the ACT IP for repowering, repurposing, community development, and decommissioning of three Eskom coal power stations.

JET investments in electricity distribution infrastructure are driven in the JET Municipal Portfolio (see 4.2 below). The private sector is leading South Africa's investments in RE generation, but is severely constrained by inadequate transmission grid capacity.

#### Transmission

JET concessional loans totalling more than USD 3 bn (ZAR 53.1 bn) are available for Eskom to borrow for grid investment by its subsidiary, the National Transmission Company of South Africa (NTCSA), which was established in 2024. However, Eskom's ability to borrow in order to expedite the Transmission Development Plan (TDP) is constrained by its balance sheet restructuring conditions. In this context, it remains unclear whether the international JET loan pledges to the State will be used for transmission infrastructure investments.

In parallel, the MEE working with National Treasury, is progressing with regulatory reforms to enable private sector investment in the grid, with the initial procurements of Independent Power Transmission (IPT) projects planned for 2025. Transmission investment is recognised as a national infrastructure priority for the country.

The JET PMU has collaborated with National Treasury and the World Bank Group for the development of a credit guarantee vehicle – the Blended Finance and Risk Sharing Platform (BFRSP) – to reduce infrastructure projects' risk and to encourage JET IP-aligned capital investments.

#### Decommissioning coal-fired power stations under the ACT Investment Plan

As part of its energy security measures, Eskom resolved this year to delay the decommissioning of Camden, Grootvlei, and Hendrina coal-fired power plants, which are operating beyond design life, until March 2030. The delay has necessitated updates to the ACT IP, which was formulated on a 2027 decommissioning date for these three power stations, with the associated GHG emissions reductions of 71 Mt CO<sub>2</sub> scheduled to be achieved by 2030.

The ACT IP Steering Committee, led by the JET PMU and Eskom, and involving key government departments, Mpumalanga stakeholders, the World Bank, AfDB, and the International Finance Corporation (IFC), has three working groups:

- The first is tasked with advising and supporting the decommissioning plan for the three power stations, repurposing the plant sites, and replacing the retired generation capacities by installing RE and energy storage capacity, while addressing the economic, social, and environmental challenges of transition.
- The second group focuses on community development, to ensure that the transition is socially just. This includes engagement with affected communities, capacity support to government institutions to manage the transition, fostering job creation, reskilling workers, and supporting economic diversification.
- The third group works on energy efficiency and distributed generation, promoting energy-saving technologies and facilitating the decentralisation of electricity generation, particularly through renewable sources. Specific project plans for ACT IP investments at the three sites are now in development, prioritising repowering, repurposing, and community development to proceed well ahead of the 2030 decommissioning date.

Following the decision to delay the decommissioning date for Camden, Grootvlei, and Hendrina, modelling was done by Eskom and the World Bank and has confirmed that Eskom will still meet its committed emissions reduction target of 71 Mt CO<sub>2</sub> by 2030 from across the coal fleet.

## 4.2 JET Municipal Portfolio

### Institutional arrangements

Following the inaugural JET Municipal Conference in August 2024, SALGA convened the lead institutions for the Capability Workstream (lead by COGTA and SALGA), the Finance Workstream (led by Development Bank of Southern Africa (DBSA)), and the Energy Access Workstream (led by Department of Electricity and Energy), and confirmed their respective terms of reference. The first meetings of these workstreams were held in February and March 2025, with work plans adopted.

### Projects pipeline

Electricity systems reforms and associated distribution infrastructure projects are underway in many municipalities across the country. Preparation of the Municipal JET Projects Pipeline through the three workstreams is in progress.

## 4.3 Mpumalanga Just Transition Portfolio

### Institutional arrangements

The province has established a multi-stakeholder Just Transition and Climate Change Forum led by the Office of the Premier, and a Just Transition Coordination Committee (JTCC) chaired jointly by the Department of Economic Development and Tourism (DEDT) and the Department of Agriculture and Rural Development, Land and Environmental Affairs (DARDLEA). The Mpumalanga Green Cluster Agency (MGCA) was appointed as Secretariat to these structures. Steps are underway to strengthen the MGCA's capacity to drive and support Just Transition initiatives, maintain an online register of Mpumalanga JET projects, and manage the monitoring and evaluation work in alignment with the JET PMU's national monitoring, evaluation, and learning (MEL) system. An MOU has been prepared between the Presidency and MGCA to govern the institutional arrangements.

### Projects pipeline

Building a pipeline of credible projects and programmes in Mpumalanga is key to unlocking investments in economic diversification and community development. To date, 47 Mpumalanga projects have been registered on the JET Grants Register across priority areas, such as diversifying local economies, developing local clean energy value chains, strengthening social dialogue, and capacity building. Nine of these projects are complete,

focused on project preparation, research studies, and technical assistance.

### Funds deployed

Through the JET Funding Platform, Mpumalanga projects reviewed to date are in agriculture, community support services, industrial hubs for localising RE manufacturing, and mine rehabilitation. Of the 233 grant applications received on the JET Funding Platform by March 2025, 90 are from Mpumalanga, representing 39% of the total applications. Stakeholder engagements are underway with MGCA, other regional implementing agencies, government departments, and project originators, to identify catalytic Just Transition initiatives and build a pipeline of credible projects and programmes, including a specific focus on the community development element of the ACT IP at the Grootvlei, Camden, and Hendrina coal power stations which will be decommissioned by 2030. Grants of USD 54 mn (ZAR 955.8 mn) have been deployed, with a further USD 94 mn (ZAR 1.66 bn) pledged to specific projects.

## 4.4 New Energy Vehicles (NEVs) Portfolio

### Institutional arrangements

The Industrial Development Corporation (IDC) and the JET PMU (Presidency) have prepared an MOU to govern the institutional arrangement for implementation of the JET NEV Portfolio of the Implementation Plan. A JET NEV Office is being established at the IDC with the Programme Director and Technical Coordinator starting on 1 April 2025.

### Projects pipeline

The NEV pipeline focuses on the automotive industry sector and specific use-case areas, such as logistics mobility and public transport. The NEV project pipeline listed in the JET IP has grown to include the procurement of electric vehicle (EV) buses by the City of Cape Town and the implementation of the DBSA electric bus programme.

Golden Arrow Bus Services have taken delivery of their first 20 EV buses, part of the procurement of 120 EV buses by 2025/26. Golden Arrow has also installed 30 charging stations. The Automotive Industry Development Centre–Eastern Cape (AIDC-EC) and Eastern Cape Government have completed phase 1 of their charging infrastructure project, installing six new charging stations in Makhanda, Maletswai, Willowmore, Middleburg,

Cradock, and Graaff Reinet. This sees 13 new fast chargers installed in the Eastern Cape in 2024/25.

### Funds deployed

JET investments in NEV projects and enterprises are primarily from domestic DFIs and municipal entities with support from international partners. DBSA has secured close to USD 22 mn (ZAR 389.4 mn) for their EV bus programmes. The next step for the EV bus programme includes the appointment of a Transaction Advisor to assist municipalities to raise and structure co-financing for the procurement of buses.

The Eskom Distribution Division spent close to ZAR 27.8 mn (USD 1.57 mn) for their e-mobility pilot to decarbonise their fleet and to install charging infrastructure, taking delivery of 20 EVs from January–March 2025 and installing 25 charge points (five sites).

Local banks are increasingly supporting consumers, SMEs, and corporates in financing EVs. There are a number of retail and e-commerce companies partnering with local SMEs to decarbonise their logistics supply chains.

## 4.5 Green Hydrogen (GH2) Portfolio

### Institutional arrangements

The IDC and the JET PMU have prepared a MOU to govern the institutional arrangement for implementation of the GH2 Portfolio. A JET GH2 Office is being established at the IDC and a Programme Director started on 1 February 2025.

### Projects pipeline

Nine GH2 projects were originally identified as strategic integrated projects (SIPs), and an additional eight new projects were recently also given SIP status. Projects under development (including the 24 projects listed in the JET IP) cover the entire GH2 value chain including: upstream projects to produce GH2, green ammonia, and green methanol; midstream projects to manufacture fuels cells and electrolyzers; and downstream projects which include hydrogen vehicle programmes, green steel manufacturing, sustainable aviation fuel manufacturing, fertiliser production, and hydrogen for grid stabilisation. Key milestones are being reached on catalytic projects. Pre-feasibility studies on these projects are being completed, environmental assessments have been undertaken, funding partnerships are being negotiated,

and MOUs with offtake partners have been signed. Currently most of the funding partnerships are focused on countries in the European Union and the United Kingdom, and efforts are underway to explore putting in place funding relationships with the Republic of Korea and Japan.

### Funds deployed

IDC has secured 23 million euros (USD 21.3 mn / ZAR 377.01 mn) in grant funding from the German Government via KfW to de-risk and expedite key catalytic GH2 projects. An agreement has been secured with the Dutch Government for 50 million euros (USD 46.3 mn; ZAR 819.51 mn) in grant funds to be disbursed into the SAH2 Green Hydrogen Fund. IDC and DBSA have also made direct investments in GH2 projects.

## 4.6 JET Skills Portfolio

### Institutional arrangements

The Department of Higher Education and Training (DHET) has resolved to establish the JET Skills Desk (Secretariat) in the Office of the Director General. The Human Resources Development Council (HRDC) will launch the multi-stakeholder JET Skills Advisory Forum at the 5th HRDC Summit later this year, the Just Energy Transition Skilling for Employment Programme (JET SEP), an initiative led by the National Business Initiative (NBI), to drive a coordinated multi-sector, demand-led approach to JET skills development. The JET Labour Centre has received initial grant funding and is currently defining a skills programme of action for organised labour.

### Projects pipeline and funds deployed

Currently there are 42 grants related to skills registered in the JET Grants Register, totalling USD 97.48 mn (ZAR 1.73 bn), which includes the projects in the planned phase, with an average grant size per project of USD 2.32 mn (ZAR 41.06 mn). Around 71% of these are focused on capacity development, studies, and research. Fifty-two per cent of the total are in implementation; 29% are complete; and 19% are in the approved/planned phase for projects in the JET Grants Register. Existing JET skills initiatives are being mapped to identify opportunities to create scale and impact through better collaboration between government institutions, business, and labour.

## 5 JET Governance

The JET IMC met on 27 March 2025 to review JET progress. It comprises of the following ten Ministers of Cabinet, each carrying aspects of responsibility for leadership of South Africa's JET:

- Minister of Electricity and Energy (Chairperson)
- Minister of Finance
- Minister of Forestry, Fisheries and Environment

- Minister of Mineral and Petroleum Resources
- Minister of Trade, Industry and Competition.

The JET Government Steering Committee, chaired by the Presidency and comprising senior representatives from 12 national departments, DBSA, IDC, SALGA, Eskom, Mpumalanga Province, and the PCC, is scheduled to meet in May 2025.

## 6 JET Funding Platform

An important enabler of the JET IP is the establishment of a JET Funding Platform (FP) that will improve the flow and quantum of JET grant funds from local and international sources to credible JET projects. The JET FP is a match-making service offered by the JET PMU to bring together the providers of JET grant funding (international funders, private sector corporate social investment, and philanthropies) with intended JET beneficiaries, and to assist intended beneficiaries to prepare their project applications to the providers of grants. The JET FP will provide the public with transparent data and analysis on the deployment of a wide range of grant funds to JET projects.

The JET PMU has set up a JET FP Advisory Committee which comprises nine experienced individuals who

broadly represent key constituencies and who provide strategic advice without decision-making powers. The online platform, standard operating procedures, databases, project due diligence standards, and reporting systems are being prepared by the technical team. The JET FP managers in the JET PMU are focused on strategy, communications, governance, pipeline development, and funder engagement. The JET FP was launched on 25 October 2024 and the virtual application portal went live on 1 November 2024. The first application window to the JET FP closed on 13 December 2024 and a total of 159 applications were received in the first window. The second application window to the JET FP closed on 21 February 2025 and 74 applications were received in the second window.

## 7 Progress Summary: Short- and Medium-Term Outcomes

Table 3 summarises JET IP progress against short- and medium-term outcome indicators, using this colour coding:

Grey	Red	Orange	Light green	Dark green	Blue	Violet
No data / intervention not yet started	Intervention facing critical challenges, likely not to be achieved	Intervention facing significant challenges, intervention required	Intervention delayed/off track but work underway	Intervention progress on track	Intervention completed, further work required	Intervention completed, no further work required

**Table 3: Progress against Short- and Medium-Term Outcome Indicators of the JET IP (on 31 March 2025)**

Narrative summary	Objective	Indicator	Milestone December 2025	Progress 31 March 2025
<b>Short-term outcomes<sup>5</sup></b>				
<b>ST01</b> <b>Agreed transparent funding flows for identified JET IP Portfolio</b>	Instrument, disbursement channel and receiving programme within focal areas agreed	Agreed for electricity infrastructure	Regulations issued for private investment in the transmission grid.  IPT Request for Information (RFI) issued and Credit Guarantee Vehicle (CGV) launched.	<ul style="list-style-type: none"> <li>Terms and conditions for JET concessional loans more favourable than commercial debt markets presented to Eskom and NTCSA. Decision needed by Eskom and NTCSA.</li> </ul>
		Agreed for ACT IP	Updated ACT IP proposal approved by February.  Project pipeline approved by October.	<ul style="list-style-type: none"> <li>Emissions reduction modelling was completed, and the update was submitted for consideration and approval by CIF Clean Technology Fund Trust Fund Committee (CTF TFC).</li> <li>Approval of the update is outstanding following the objection by the USA. ACT IP update will be resubmitted to the CTF TFC in June 2025.</li> <li>Ongoing work on the development of an ACT IP project pipeline to be submitted to the October meeting of CTF TFC.</li> </ul>
		Agreed for Mpumalanga	Five JET FP initiatives per annum.  Mechanism for funding projects in Mpumalanga operational.	<ul style="list-style-type: none"> <li>Two Mpumalanga projects (public employment and a trade union-led initiative) have been on-boarded to the JET Funding Platform (FP) for grant funding prior to launch in October 2024.</li> <li>Four Mpumalanga projects have been added in March 2025 to the JET FP Project Register and are in the process of being supported and matched for grant funding.</li> </ul>
		Agreed for NEVs	Dedicated funds established for NEVs including funding calls and all funding towards NEV-related activities (cumulative).	<ul style="list-style-type: none"> <li>Work on funding mechanisms needed with funders on early-stage investments, such as battery value chain charging infrastructure and logistics, including last mile.</li> <li>DBSA ZAR 4.7 mn (USD 248 537) funding secured for EV bus programme in Tshwane and eThekweni, enabling implementation partners and suppliers to be sourced.</li> <li>DBSA in process of building capacity (technical committees, transaction advisory) for e-mobility.</li> <li>City of Cape Town tender process underway for 30 EV buses and associated charging infrastructure.</li> <li>Eskom Distribution spend approximately ZAR 27.8 mn (USD 1.57 mn) on e-mobility pilot.</li> </ul>
		Agreed for green hydrogen	USD 73 mn (ZAR 1.76 bn) secured grant fund for GH2 (cumulative).  USD 100 mn SAH2 fund – development tranche of the fund) concessional debt facility.	<ul style="list-style-type: none"> <li>First and second tranches of EUR 23 mn (USD 21.3 mn / ZAR 377 mn) grant fund disbursed from KfW to IDC to de-risk and expedite key catalytic projects.</li> <li>Korean Knowledge Sharing Programme has secured four Korean companies who have signed letters of intent to partner with South African companies around the entire GH2 value chain.</li> <li>Agreement between IDC and Invest International signed for EUR 50 mn (approximately USD 54.5 mn / ZAR 965.85 mn) grant funds earmarked to be disbursed to the USD 1 bn (approximately ZAR 17.7 bn) SAH2 Green Hydrogen Fund.</li> <li>IDC and DBSA have made direct funding contributions to GH2 projects.</li> </ul>
		Agreed for skills	Funding of Secretariat confirmed.  Confirmed funding flows to the Workstreams.	<ul style="list-style-type: none"> <li>Donor funding identified to support the JET.</li> <li>Desk / Secretariat at DHET. Recruitment process underway.</li> <li>Climate Works Funding for the Labour Centre has been disbursed.</li> </ul>
		Agreed for municipalities	Identification of how concessional loans can be deployed for municipal distribution infrastructure.	<ul style="list-style-type: none"> <li>Funding has been applied for to do readiness assessments and cost of supply studies with 20 municipalities. SALGA is convening the JET Municipal Council and the workstreams have been convened by COGTA, DBSA, and DEE.</li> <li>Analysis is underway on options for deployment of concessional loans for distribution infrastructure.</li> </ul>

<sup>5</sup> Changes in capacity and systems.

Table 3 summarises JET IP progress against short- and medium-term outcome indicators, using this colour coding:

Grey	Red	Orange	Light green	Dark green	Blue	Violet
No data / intervention not yet started	Intervention facing critical challenges, likely not to be achieved	Intervention facing significant challenges, intervention required	Intervention delayed/off track but work underway	Intervention progress on track	Intervention completed, further work required	Intervention completed, no further work required

Narrative summary	Objective	Indicator	Milestone December 2025	Progress 31 March 2025
<b>ST02</b> <b>Governance and coordination mechanisms supporting the JET IP effectively</b>	Governance and coordination mechanisms are working effectively	JET Inter-Ministerial Committee (IMC) and JET Government Steering Committee operating	Three IMC meetings held.  Three Government Steering Committee meetings held.	<ul style="list-style-type: none"> <li>DGs JET meeting held 25 March 2025.</li> <li>JET IMC meeting held 27 March 2025.</li> <li>JET Government Steering Committee met 22 November 2024.</li> </ul>
		Coordination structures established and operating for each JET Portfolio	Coordination structures operational in each Portfolio.	
<b>ST03</b> <b>Confirmed portfolio of JT interventions for Mpumalanga agreed</b>	Confirmed portfolio of JT interventions agreed	Emergent models of viable JT interventions being tested and implemented	Models of JT interventions around mining land rehabilitation designed and other potential interventions identified.  Public employment programmes (Social Employment Fund / Presidential Employment Stimulus) extended beyond Komati to broader province.	<ul style="list-style-type: none"> <li>Diagnostic ToRs prepared focusing on rehabilitation of mining land.</li> <li>SEF funding matched and implementation in Komati started in 2025</li> <li>Collaborative programme (SEF, Breadline, Do More Foundation) underway to strengthen education and health facilities to strengthen Early Childhood Development (ECD), primary school and mobile clinic facilities to service Komati and surroundings. Potential to expand model to other areas of Mpumalanga.</li> <li>Community participation model under development with stakeholders, including civil society organisations (CSOs) and Provincial Government.</li> <li>SEF Mpumalanga project proposal added to JET FP project register.</li> </ul>
	Extent of community involvement and ownership of community-based JT interventions	Percentage of interventions in Mpumalanga and more widely, indicating that community consultation is needed, reporting "Level 3-community engagement in the intervention" or higher	Extent of community involvement for interventions requiring this – 40% of matched projects Level 3 or above.  At least one matched JT project is a community-owned project (Level 5) (Trust, Community Partnership Agreement (CPA)).	
<b>ST04</b> <b>JET Funding Platform (FP) helping development of viable projects and JET pipeline being supported actively</b>	JET FP operating to support project development and identification of funders	Number and value of projects matched (signed grant contracts)	20 new projects and/or programmes ZAR 600 mn (USD 34.01 mn)	<ul style="list-style-type: none"> <li>FP operational from first week of November 2024, and 159 applications received by 13 December 2024 in the first window.</li> <li>74 applications received in the second window which closed on the 21 February 2025.</li> <li>Five JET FP projects listed on the JET Projects Register, ready for matching.</li> <li>Grants matched to date prior to launch:                             <ul style="list-style-type: none"> <li>Komati SEF Project – ZAR 13 mn (USD 734 460)</li> <li>JET Labour Centre – ZAR 20 mn (USD 1 129 940).</li> </ul> </li> </ul>
		Disaggregated numbers of beneficiaries from projects supported	FP funders will report on this indicator and data will be consolidated for public reporting.	

Table 3 summarises JET IP progress against short- and medium-term outcome indicators, using this colour coding:

Grey	Red	Orange	Light green	Dark green	Blue	Violet
No data / intervention not yet started	Intervention facing critical challenges, likely not to be achieved	Intervention facing significant challenges, intervention required	Intervention delayed/off track but work underway	Intervention progress on track	Intervention completed, further work required	Intervention completed, no further work required

Narrative summary	Objective	Indicator	Milestone December 2025	Progress 31 March 2025
<b>ST05</b> <b>Demonstrated problem-solving approaches to overcome bottlenecks</b>	Problems resolved to which PMU have contributed	Model of funding of transmission agreed	Regulations issued for private investment in the transmission grid.  IPT RFI issued and CGV launched.	<ul style="list-style-type: none"> <li>Legislation is in place for procurement of private investment in transmission infrastructure and draft regulations drafted. Initial IPT projects to be procured in 2025.</li> </ul>
		Viable approach on delayed decommissioning agreed for ACT IP	Updated ACT IP proposal approved by February.  Project pipeline approved by October.	<ul style="list-style-type: none"> <li>Update has been submitted for consideration and approval by CIF Clean Technology Committee.</li> </ul>
		Model agreed for funding distribution infrastructure	Identification of how concessional loans can be deployed for municipal distribution infrastructure.	<ul style="list-style-type: none"> <li>Funding has been applied for to do readiness assessments, cost of supply studies in 20 municipalities. Analysis underway on options for deployment of concessional loans for distribution infrastructure. SALGA is convening the JET Municipal Council. The three Workstreams have commenced led by COGTA, DBSA, and DEE.</li> </ul>
		Local DFI and other local support agreed for electrifying public transport and logistics	50 new EV buses on the road.	<ul style="list-style-type: none"> <li>Golden Arrow has taken delivery of 20 EV buses and installed 30 charging stations with a target of 120 EV Buses by 2025/26.</li> <li>Work ongoing on EV bus programme in Tshwane and eThekweni. Transaction advisors being hired to support SANEDI project management.</li> <li>DBSA USD 4.7 mn (approximately ZAR 83.2 mn / EUR 4.31 mn) funding secured for EV bus programme in Tshwane and eThekweni, project managed by SANEDI, transaction advisors being hired.</li> <li>City of Cape Town tender process for 30 EV buses and associated charging infrastructure underway.</li> <li>Eskom Distribution pilot e-mobility programme has installed 25 charge points at five sites and purchased 20 EVs, spending ca. ZAR 27.8 mn (USD 1.57 mn / EUR 1.44 mn).</li> </ul>
		Viable approach agreed to address integration of skills anticipation, skills development, and utilisation	Workplans agreed by Skills Advisory Forum and implementation of the plans underway.	<ul style="list-style-type: none"> <li>Planning underway to determine the appropriate approach to addressing JET skills needs in line with the Skills Master Plan.</li> </ul>
		Viable set of impactful programmes agreed with stakeholders for Mpumalanga	Clear and credible project pipeline developed.  MGCA supports submissions to JET FP.	<ul style="list-style-type: none"> <li>JET PMU working with Mpumalanga Green Cluster Agency (MGCA) to consolidate provincial projects for a provincial register, and to align this with the JET Investment Register and JET Funding Platform.</li> </ul>

Table 3 summarises JET IP progress against short- and medium-term outcome indicators, using this colour coding:

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No data / intervention not yet started	Intervention facing critical challenges, likely not to be achieved	Intervention facing significant challenges, intervention required	Intervention delayed/off track but work underway	Intervention progress on track	Intervention completed, further work required	Intervention completed, no further work required

Narrative summary	Objective	Indicator	Milestone December 2025	Progress 31 March 2025
<b>ST06</b> Sufficient compliant projects / programmes being implemented to demonstrate this way of working	JET IP interventions underway in each Portfolio	Key catalytic projects underway (operating) in each Portfolio	Revised set of catalytic skills projects and quick wins identified and planned.	<ul style="list-style-type: none"> <li>Project identification underway.</li> </ul>
			Two new programmes or projects coming online.  Two existing programmes or projects scaled up.	<ul style="list-style-type: none"> <li>Work progressing on setting up structures to implement EV bus programmes in Tshwane and eThekweni, DBSA secured USD 4.7 mn (approximately ZAR 83.2 mn / EUR 4.31 mn) funding, SANEDI are project managing and transaction advisors to be appointed.</li> <li>Golden Arrow has taken delivery of 20 EV buses and installed 30 charging stations: with a target of 120 EV buses by 2025/26.</li> <li>City of Cape Town tender process for 30 EV buses and associated charging infrastructure underway.</li> <li>Eskom Distribution pilot e-mobility programme has installed 25 charge points installed at 5 sites and purchased 20 EVs, spending approximately ZAR 27.8 mn (USD 1.57 mn / EUR 1.44 mn).</li> <li>Buy-side corporations in retail and e-commerce are partnering with local SMEs to decarbonise their logistics supply chains.</li> <li>Charging Infrastructure projects:                             <ul style="list-style-type: none"> <li>AIDC-EC successfully installed all 13 fast charging stations in the Eastern Cape to complete phase 1 of their project.</li> </ul> </li> </ul>
			Pre-feasibility and feasibility studies completed for two export and one domestic GH2 projects.	<ul style="list-style-type: none"> <li>MOU signed between Hive Green Ammonia and Itochu.</li> <li>See above (ST01) on deployment of GH2 funding for various projects in the GH2 pipeline.</li> <li>Pre-feasibility study completed on Prieska Green Ammonia project.</li> </ul>
			Five community-driven projects established.  One energy efficiency project established.  Programme management capacity for ACT established.	<ul style="list-style-type: none"> <li>All ACT IP working groups established and operating, but delayed by need for approval of updated ACT IP.</li> </ul>
			MP regional programme agreed with Social Employment Fund (SEF).	<ul style="list-style-type: none"> <li>SEF project proposal listed on JET FP Project Register.</li> </ul>
<b>ST07</b> M&E system supporting transparent reporting on progress and performance, increasing stakeholder knowledge and awareness	M&E informing all stakeholders and informing decision-making	Transparent reporting happening on outcomes and impacts	Quarterly reports on short- and medium-term outcomes distributed.  Quarterly report on core indicators from March 2025 distributed.  First impact report 30 September 2025 distributed.  At least four evaluations completed per year (rapid and longer).	<ul style="list-style-type: none"> <li>Quarterly progress report – September 2024.</li> <li>Quarterly progress report – December 2024.</li> <li>Quarterly progress report – March 2025.</li> </ul>
		Monitoring reports and evaluations informing learning and decision-making	M&E reports tabled at JET Government Steering Committee and required interventions agreed.  Evaluation improvement plans developed.  JET learning event held to reflect on lessons for implementation.	<ul style="list-style-type: none"> <li>First M&amp;E report tabled at JET Government Steering Committee in November 2024.</li> <li>TORs for first evaluation prepared (diagnostic on rehabilitating former mining land).</li> </ul>

Narrative summary	Objective	Indicator	Milestone December 2025	Progress 31 March 2025
<b>Medium-term outcomes<sup>6</sup></b>				
<b>MT01</b> <b>Finance for JET IP being mobilised, unlocked, and spent rapidly and effectively</b>	Funds spent on JET IP-related investments / activities	Pledged grant funding (total mobilised – cumulative)	ZAR 24.92 bn (USD 1.41 bn)	<ul style="list-style-type: none"> <li>JET grant funding pledged to date: ZAR 13.5 bn (USD 768 mn).</li> </ul>
		Grant funds spent on completed projects to date (cumulative)	ZAR 14.7 bn (USD 833.33 mn)	<ul style="list-style-type: none"> <li>ZAR 657 mn (USD 37.12 mn) grants spent on completed projects to 31 March 2025.</li> </ul>
		Public sector budgets allocated to JET (Rand) <sup>7</sup>	To be determined by June 2025.	<ul style="list-style-type: none"> <li>TOR drafted and submitted to National Treasury (NT) to determine baseline, projections, and mechanism for tracking public sector budgeting and expenditure, as well as commercial investments on JET IP. Seeking funding for the work to commence 2025.</li> </ul>
		Concessional loans deployed, that are not policy loans (Rand) <sup>8</sup>	ZAR 8.8 bn (USD 498.87 mn)	<ul style="list-style-type: none"> <li>ACT IP: Process underway to secure Climate Investment Fund (USD 500 mn) and multilateral development banks (USD 900 mn) in highly concessional and concessional loans. Awaiting decision on ACT IP update approval.</li> <li>Financing decision by NTCSA on transmission awaited.</li> </ul>
		Development finance institution (DFI) commercial equity and debt (Rand)	ZAR 11.8 bn (USD 668.93 mn)	<ul style="list-style-type: none"> <li>MEE leading on regulations, which have been drafted and request for interest issued on private procurement in November 2024. RFP due to be issued in August 2025 for investors in private transmission. Clarification needed on licences and cost-reflective tariffs to enable this.</li> </ul>
		Commercial finance invested (Rand)	ZAR 90 bn (USD 5.1 bn)	<ul style="list-style-type: none"> <li>JET PMU roadshow planned with commercial banks for first quarter 2025 to determine scale of investments related to JET IP over next three years.</li> <li>TOR being issued for assignment to analyse scale of private investment – awaiting funding.</li> </ul>
		Total funds pledged	ZAR 35.8 bn (USD 20 bn)	<ul style="list-style-type: none"> <li>USD 12.9 bn (ZAR 228 bn), as indicated in Finance Status in the Investment.</li> </ul>
<b>MT02</b> <b>Widespread endorsement, partnership and collaboration by South Africa and international stakeholders of the JET IP</b>	Endorsement and embedding of JET IP Implementation Plan across government	All key government stakeholders (Presidency, DFFE, DMRE, DPE, PCC, DTIC, IDC, Eskom) endorse JET IP Implementation Plan	Annual Performance Plans (APPs) of IMC Ministers' departments include JET indicators.	<ul style="list-style-type: none"> <li>The JET IMC made up of 10 Cabinet Ministers is chaired by the MEE.</li> <li>NT, DFFE, DHET, COGTA, DTIC Strategic Plans and APPs have been reviewed for JET indicators, and comments submitted to DPME.</li> </ul>
	Endorsement, partnership and collaboration by unions and other CSOs	Public expressions of support for the JET Implementation Plan by key unions and CSOs. Unions and CSOs meaningfully engaged and involved in implementation structures and JET initiatives	Unions and CSOs meaningfully involved in multistakeholder structures for JET Portfolios. Unions and CSOs active participants in FP submissions and projects.	<ul style="list-style-type: none"> <li>JET Funding Platform Advisory Committee includes trade union and civil society leaders.</li> <li>Inaugural JET Municipal Conference 26–27 August 2024 included a wide range of stakeholders including labour, CSOs, and business.</li> <li>Successful stakeholder engagement sessions held with unions, business and CSOs.</li> <li>JET Funding Platform launch in Mpumalanga in October 2024 included a wide range of stakeholders.</li> <li>JET FP workshop targeted towards CSOs, CBOs, and NGOs in Mpumalanga held in January 2025.</li> <li>CSO youth representatives successfully engaged in January 2025. The Position Paper on the JET, developed by the youth, was delivered to the JET PMU during the engagement session and a way forward agreed.</li> </ul>
	Support from international partners for the JET IP	Increasing commitment by IPG and other international partners to support the JET IP	USD 20 bn (ZAR 352.80 bn) (cumulative)	<ul style="list-style-type: none"> <li>USD 12.8 bn (ZAR 228.3 bn) pledged as of 31 March 2025 by international partners.</li> </ul>

6 Changes in behaviour and performance.

7 Public sector expenditure from 2023/2024 and public sector budgets planned 2024/2025–2026/2027.

8 Substantially more favourable than what Treasury can borrow on the capital markets.

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Narrative summary	Objective	Indicator	Milestone December 2025	Progress 31 March 2025
<b>MT03</b> <b>Government increasingly able to manage and deliver Just Transition</b>	Coherent plans being implemented for JET IP Portfolios	All Portfolio plans being implemented	Plans being implemented for all Portfolios.	<ul style="list-style-type: none"> <li>JET plans are being implemented in Electricity (ACT), Mpumalanga, Municipal, Skills, Green Hydrogen, and NEVs Portfolios.</li> </ul>
	Jet IP Portfolio priorities are integrated into planning and budget systems	Jet IP Portfolio priorities are integrated into government planning and budget systems	Selected JET indicators embedded in MTDP. JET included in APP guidance.	<ul style="list-style-type: none"> <li>NT, DFFE, DHET, COGTA, DTIC Strategic Plans and APPs reviewed for JET indicators and comments submitted to DPME.</li> </ul>
<b>MT04</b> <b>Enhanced skills system working effectively to support the energy transition and economic diversification</b>	Skills system is effectively adjusting and responding to changing JET skills needs	Number of workers in all priority sectors (energy supply chains) reskilled, upskilled, and/or retrained, disaggregated by gender, race, spatially	Targets agreed by stakeholders for priority skills for the three priority value chains (NEVs, GH2, RE and transmission) by June 2025.  Numbers of people trained against targets reported (disaggregated).	<ul style="list-style-type: none"> <li>Planning underway to map out local ecosystem opportunities for reskilling and upskilling.</li> <li>JET Skilling for Employment Programme (SEP) by National Business Initiative is driving demand-led approach.</li> <li>JET Labour Centre operational.</li> </ul>
		Number of SETAs incorporating priority JET-related skills programmes for NEVs, GH2, RE, and transmission	Critical skills development areas operating (check Masterplan / SETA strategic plans once submitted for 2025-2028).	<ul style="list-style-type: none"> <li>SETAs are being requested in their APPs to report on their contribution to the JET.</li> <li>EWSETA and MERSETA came out with skills development plans for green/sustainable industries.</li> <li>Critical skills development areas are operating.</li> <li>Masterplan / SETA strategic plans still to be submitted for 2025-2028.</li> </ul>
	Skills Development Zones (SDZs) operating effectively supporting skills development, community liaison, and links between institutions	Number of people trained in critical skills (related to NEVs, GH2, RE, transmission) and placed in work-based placement	To be confirmed in situation analysis.	<ul style="list-style-type: none"> <li>Work is underway to map local skills ecosystems opportunities for Komati to enhance TVET curricula for priority value chains skilling, reskilling, and upskilling.</li> </ul>