THE PRESIDENCY
REPUBLIC OF SOUTH AFRICA



Just Energy Transition Implementation Plan (JET IP)

Quarterly Progress Report 30 June 2026

JET Project Management Unit (JET PMU)

The Presidency

JUST ENERGY TRANSITION

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Executive Summary

This quarterly progress report provides an update on the implementation of South Africa's Just Energy Transition Implementation Plan (JET IP) as at 30 June 2026, highlighting progress towards the 2026 milestones and the short- and medium-term outcomes outlined in the JET IP Theory of Change. Implementation of the JET IP continued to advance at a steady pace during the reporting period, with coordination arrangements across the six JET Portfolios becoming increasingly operational and implementation shifting from design towards delivery. The JET Project Management Unit (PMU) continued to play a central coordinating role by supporting portfolio lead institutions, mobilising finance, strengthening governance arrangements, resolving implementation bottlenecks, and enhancing monitoring, evaluation and learning systems.

A significant milestone during this reporting period is the submission of the Joint Appraisal Document (JAD) for the Repowering Systems for Energy Transition (RESET) and Mpumalanga Jobs and Energy Transition (MJET) programmes to the Climate Investment Funds (CIF). Following the submission of the JAD, the CIF Secretariat requested technical clarifications from the Multilateral Development Banks, the World Bank and the African Development Bank, after which the programmes will proceed to the CIF Trust Fund Committee for review and consideration as part of the approval process. Progress also continued on preparations for the Credit Guarantee Vehicle (CGV), the Accelerating Coal Transition (ACT) implementation arrangements, and the Independent Transmission Programme (ITP), all of which are expected to play a critical role in unlocking investment in South Africa's electricity infrastructure.

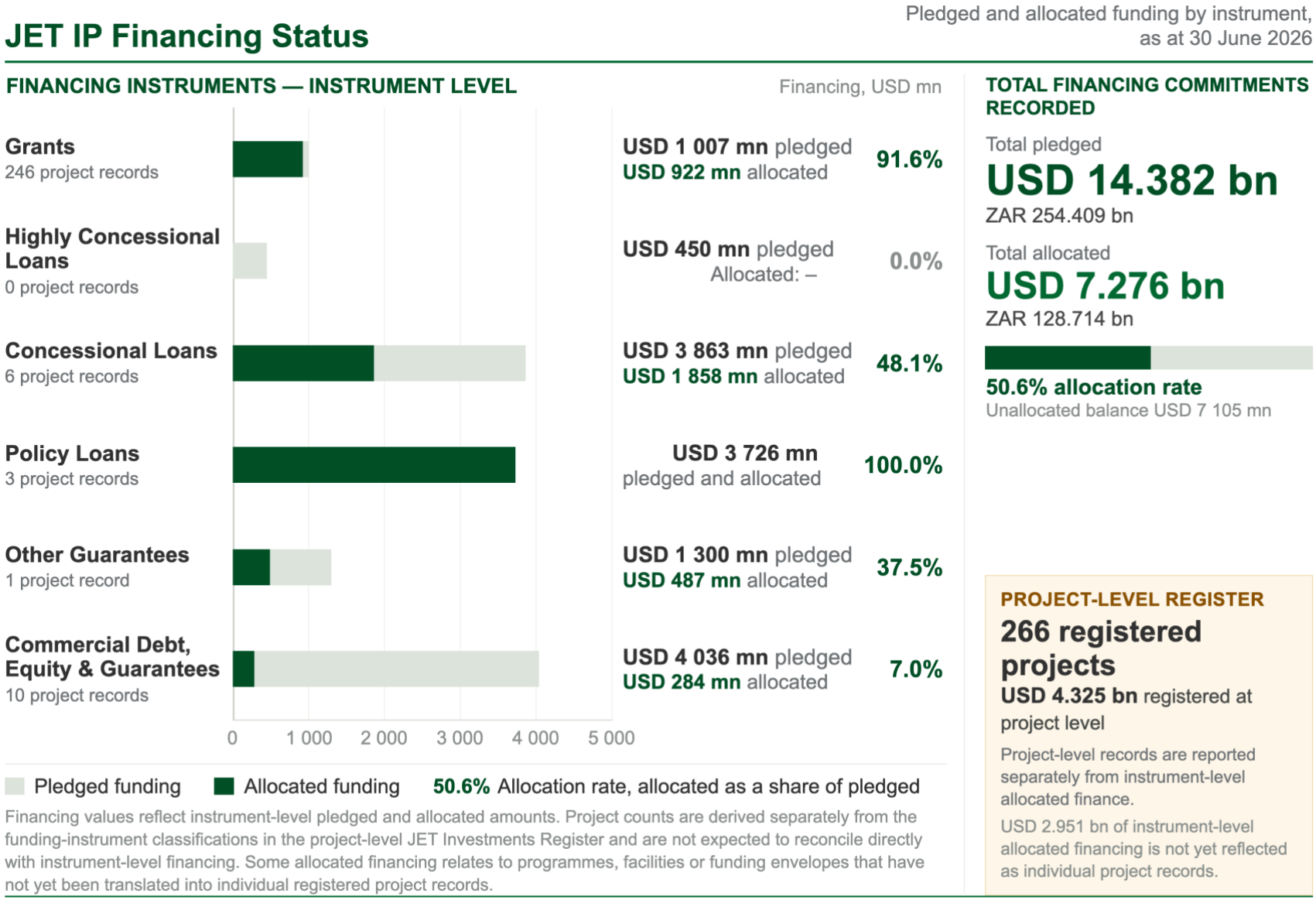
Institutional coordination across the six JET Portfolios continued to strengthen during the reporting period. The Municipal Portfolio advanced reforms to improve technical delivery and project preparation, while the New Energy Vehicles and Green Hydrogen portfolios continued expanding governance structures, investment pipelines and stakeholder coordination.

The JET Skills Portfolio progressed work on establishing the first Skills Development Zone in Mpumalanga and strengthening alignment between national skills development initiatives and JET priorities.

The JET Funding Platform continued to mature as a key mechanism for developing a pipeline of investment-ready community-level projects and matching them with grant funders. Seed funding was secured for the development of the Funder Portal, while preparations for a pooled funding mechanism also progressed, and the third Call for Expressions of Interest attracted 171 submissions focused on jobs and livelihoods. The Funding Platform also expanded project preparation support to registered projects.

Figure 1 and Table 1 reflect the total amount of financial pledges that have been made while also highlighting the amounts allocated, by funding instrument. As at 30 June 2026, total financing commitments recorded in the Financing Status amounted to USD 14.382 billion (ZAR 254.409 billion). Of the pledged amount, USD 7.276 billion had been allocated across financing instruments, while 266 projects were recorded in the JET Investments Register, demonstrating continued progress in translating financing commitments into implementation. The Electricity portfolio remains the largest receiver of funding, with increasing funding flows also evident across Municipalities, Skills Development, Mpumalanga, Green Hydrogen and New Energy Vehicles. Funding changes during the quarter occurred in concessional-loan allocations, Other Guarantees, allocated grants and pledged grants. The concessional loans allocation rose from USD 1 156 million to USD 1 858 million. The allocation under Other Guarantees rose from USD 87 million to USD 487 million. Pledged grants increased from USD 989 million to USD 1,007 million, while allocated grants increased from USD 862 million to USD 922 million. Highly concessional loans of USD 450 million remain unallocated, pending CIF approval of the RESET and MJET implementation arrangements. Within the JET Investments Register, the Electricity Portfolio remains the largest at USD 3.125 billion, while registered investments grew in the Municipalities and Skills portfolios.

Figure 1: JET IP Financing Status – Comparison of Pledged vs Allocated Funding by Instrument (as at 30 June 2026)



Source: Revised New JET Funding Table (New Financing Status), 30 June 2026; JET Investments Register, DataTable - Overall. USD 1 = ZAR 17.69.

Table 1: Comparison of Pledged and Allocated Funding by Instrument – ZAR Equivalents

Financing instrument	ZAR pledged, bn	ZAR allocated, bn	Allocation rate
Grants	17.81	16.30	91.6%
Highly Concessional Loans	7.96	–	0.0%
Concessional Loans	68.34	32.87	48.1%
Policy Loans	65.91	65.91	100.0%
Other Guarantees	23.00	8.62	37.5%
Commercial Debt, Equity and Guarantees	71.40	5.02	7.0%
Grand Total	**254.41**	**128.71**	**50.6%**

Note: ZAR equivalents are calculated at USD 1 = ZAR 17.69 - this is the currency pair average for the quarter. Minor differences may arise from rounding. Project-level ZAR values may differ from a single-rate conversion because completed projects may retain the historical exchange rates applicable at the time of closure.

Looking ahead, the JET PMU will continue to accelerate implementation by strengthening financing mechanisms, supporting investment-ready project pipelines, enhancing portfolio coordination, expanding the JET Investments Register and Funding Platform, and improving monitoring and evaluation systems to support evidence-based decision-making and transparent reporting across the Just Energy Transition.

1 Introduction

This report provides an update on the implementation of South Africa's Just Energy Transition Implementation Plan (JET IP) as at 30 June 2026. It focuses on progress towards the short- and medium-term outcomes and the 2026 milestones as set out in the JET IP. Formal reporting on the 2025–2027 impact indicators is currently being piloted and will continue semi-annually based on the latest available data. Section 9 provides an update on the foundational work that has taken place during 2026 to develop the JET IP impact indicators, including the alignment of JET indicators with South Africa's Integrated Indicator Framework, with quantified indicator values being reported for the first time as they are available.

This is the seventh quarterly report prepared by the JET Project Management Unit (JET PMU) on implementation of the JET IP. Section 2 provides an overview of implementation progress; Section 3 summarises pledged and allocated financing; Section 4 reports progress across the six JET Portfolios; and Sections 5 and 6 cover the JET Funding Platform and JET Governance. Section 7 assesses progress against the 2026 short- and medium-term outcome milestones, while Sections 8–10 report on the JET IP core indicators, impact indicator work, and the 2026 JET IP evaluation plan.

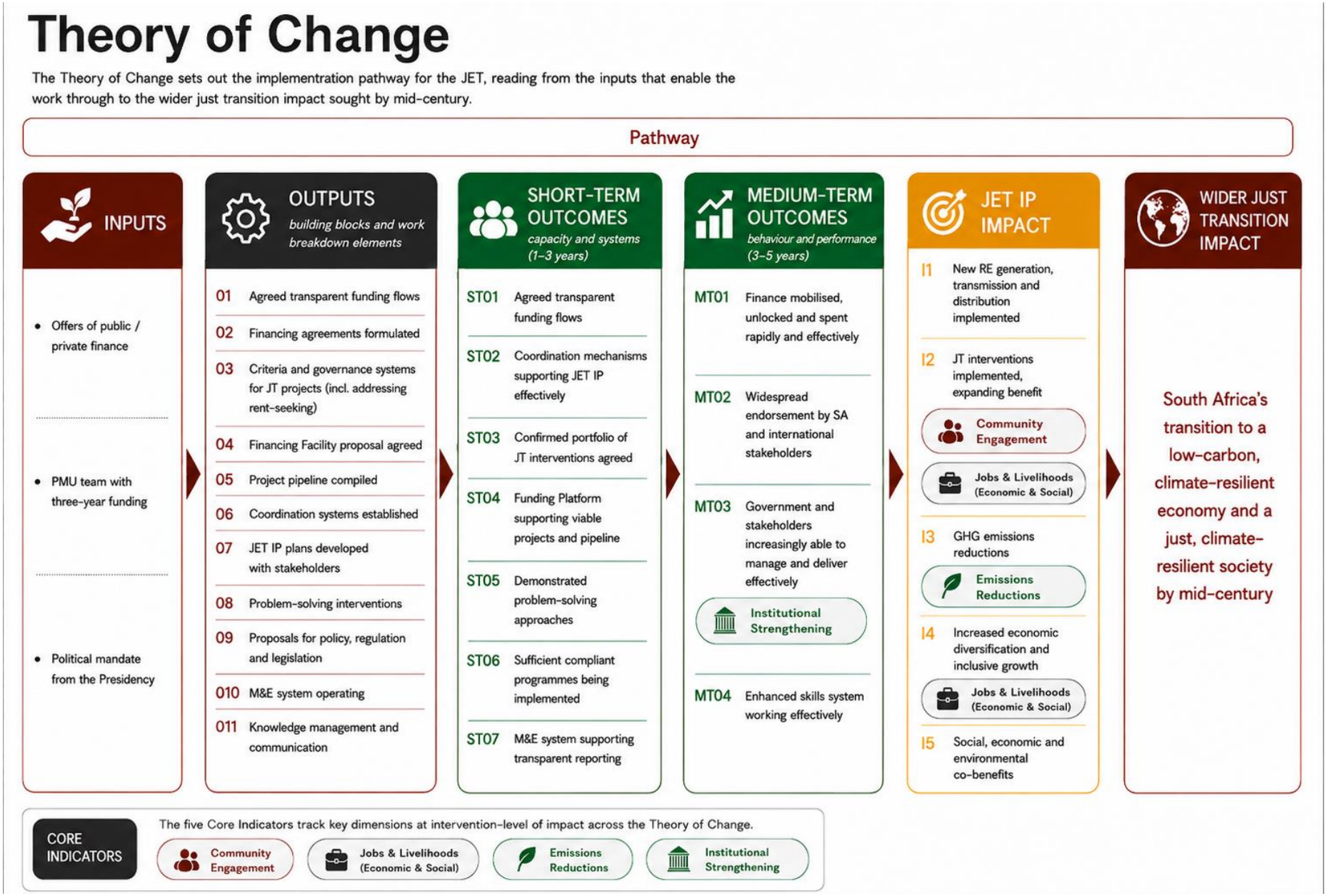
The JET IP is underpinned by a Theory of Change that describes how the implementation of activities are expected to contribute to South Africa's just energy transition. The Theory of Change shown in Figure 2 also indicates where the JET IP core indicators, reported in Section 8, sit across the outcome pathway.

In the Theory of Change shown in Figure 2, the short-term outcomes (STOs) targeted reflect the changes in capacity and systems that normally occur over a period of 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, and 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 to ensure a coherent response (STO2), and problem-solving to overcome challenges (STO5). There must be a 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.

The medium-term outcomes (MTOs) targeted reflect changes in behaviour and performance that is expected to occur over a three to five year period. The changes in performance that will enable this impact over three to five years include finance for JET IP being mobilised, deployed, and spent efficiently and effectively (MTO1); widespread support across national and international stakeholders so that interventions are coherent (MTO2); and government and non-government stakeholders being 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.

With regards to the wider just transition 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. For this to be achieved, it will require renewable energy (RE) dominating the energy mix (I01), and significant cuts in greenhouse gas (GHG) emissions (I03). The economy will need to take up opportunities for a just transition and wider economic diversification (I04), with the benefits spreading widely, particularly in communities most impacted (I02). There are also co-benefits for healthy communities and ecosystems that will be realized from the transition away from coal (I05), including the freeing of water resources for domestic use, agriculture, and industry, reductions in air pollution, improvements in road conditions, and regeneration of mining-affected land.

Figure 2: JET IP Theory of Change



2 Overview of JET IP Progress

During the reporting period the JET PMU continued to support the coordination and implementation arrangements established across the six JET Portfolios. Lead institutions and portfolio secretariats remained in place. Active coordination continued in the Electricity, Green Hydrogen and New Energy Vehicles portfolios, while the Municipal portfolio underwent a review and restructuring of its coordination arrangements, resulting in a temporary pause in workstream meetings. The Mpumalanga Just Transition Coordination Committee (JTCC) did not meet during the quarter. In parallel, the JET PMU continued to support implementation by addressing critical bottlenecks across the portfolios.

A milestone during the quarter was the submission, at the end of June 2026, of the Joint Appraisal Document (JAD) for the Repowering Systems for Energy Transition (RESET) and Mpumalanga Jobs and Energy Transition (MJET) programmes to the Climate Investment Funds (CIF). The documentation was prepared in collaboration between the World Bank, the African Development Bank, the JET PMU, Eskom, and National Treasury. This sets out the specific programmes to be implemented in line with the revised Accelerating Coal Transition (ACT) Investment Plan, approved by the CIF Trust Fund Committee in June 2025, and now supports the planned retirement of five coal-fired power stations by 2030 as set out in the Integrated Resources Plan 2025.

During the quarter, preparation of the Credit Guarantee Vehicle (CGV) advanced from design into capitalisation and registration, with implementation structures in place and alignment to the Independent Transmission Programme pipeline confirmed. Final capital commitments, regulatory licensing and company incorporation remained outstanding, and the CGV is yet to be registered. Approval of the CIF ACT RESET Phase 1 programme is yet to be obtained. Initial engagements were held with National Treasury and the Development Bank of Southern Africa on the design of a municipal funding model for electricity distribution infrastructure, and the first five priority municipalities were identified for piloting the model.

In the New Energy Vehicles (NEV) portfolio, funding mobilisation continued towards the annual target of ZAR 200 million. Additions during the quarter comprised the Development Bank of Southern Africa's ZAR 50 million investment in Zimi Charge, Eskom's second round of charging-infrastructure investment, and Global Environment Facility approval of USD 1 million for the UNIDO–SANEDI e-mobility programme. The Industrial Development Corporation's approval of ZAR 96 million for Thula Solutions and the City of Johannesburg's allocation of ZAR 12 million to its electric vehicle programme were reported in the quarter ended 31 March 2026 and are carried here as cumulative context. There were no material changes to Green Hydrogen funding flows during the quarter. For the Skills Portfolio, in February 2026 the JET Skills Desk drafted an implementation workplan for the first Skills Development Zone.

Governance and coordination arrangements (STO2) continued to evolve across the JET Portfolios during the reporting period. Within the Electricity Portfolio, implementation of transmission investments continued to be led by the Department of Electricity and Energy (DEE), Eskom and the National Transmission Company South Africa (NTCSA). The Municipal Portfolio underwent a governance review on 1 June 2026, resulting in the reconstitution of the JET Municipal Council workstreams, the establishment of dedicated technical capacity under the leadership of the JET PMU, and SALGA continuing to manage governance, communications and stakeholder engagement. Within the New Energy Vehicles Portfolio, the NEV Skills and Training Forum was launched, a Battery Value Chain Platform Steering Committee was established, and the NECOM e-mobility workstream was incorporated into the JET NEV governance structures. The Green Hydrogen Finance Workstream also met during the quarter. The Mpumalanga Just Transition Coordination Committee did not meet during the reporting period. Similarly, the National JET Skills Advisory Forum did not convene, with its next meeting being prepared by the secretariat for 4 September 2026. A key milestone for 2026 is to ensure that governance and coordination structures across all six JET Portfolios remain fully operational and effectively support implementation. As reported in the previous quarter, as at 31 March 2026, funding for the ACT Desk had been secured for a year, and its structure confirmed.

Work on Just Transition interventions in Mpumalanga (STO3) continued, although the provincial Just Transition Coordination Committee (JTCC) has not met this year. The 2026 priorities are to demonstrate the effective flow of finance through a pipeline of JET projects in the province and to ensure that at least four projects supported through the JET Funding Platform are community-owned (Level 5). To support this objective, three Calls for Proposals are planned during 2026 to develop a pipeline of community-led and community-owned projects.

As at 30 June 2026 the JET Investments Register recorded 66 Just Transition-Mpumalanga projects

with a registered investment value of USD 160.44 million (approximately ZAR 2.84 billion), comprising 3 planned, 8 approved, 26 in implementation and 29 completed. No new Mpumalanga JET projects were planned during the quarter, and records held by the Mpumalanga Green Cluster Agency remain subject to verification. The project count rose to 66 from 63 projects at 31 March 2026. Of the nine projects matched through the JET Funding Platform, two are community-owned at Level 5 and one is at Level 4, with the remainder under review for final grading.

The JET Funding Platform (STO4) continues to build on the foundations established in 2025 by expanding its operations and strengthening project preparation and funding mechanisms. Key milestones for 2026 include the development of a funder portal, establishment of a pooled fund, onboarding 50 grant-ready projects onto the project register, and improving the conversion rate of matched projects by 25% through a more streamlined funder engagement model. Seed funding for the funder portal was secured in the quarter ended 31 March 2026 and portal development is scheduled to commence in Q3 2026. Work on the pooled fund pilot continued, with draft commercial terms already prepared and fund hosting arrangements under consideration during the quarter. The third Call for Expressions of Interest, launched on 24 February 2026 with a thematic focus on jobs and livelihoods, closed in April 2026. A total of 171 Expressions of Interest were received, with the shortlisted proposals currently undergoing adjudication during this reporting period.

Cumulative project matches by the JET Funding Platform rose from five to nine during the quarter, including the Social Employment Fund programme valued at ZAR 150 million. A first cohort of 20 priority projects was onboarded on 26 May 2026 into a 12-month investment-readiness programme, and a five-part public webinar series was launched on 10 June 2026. The Funding Platform Register carried 26 projects at 30 June 2026, unchanged during the quarter pending completion of the Window 3 adjudication.

A core function of the JET PMU is to identify and address implementation bottlenecks that could delay delivery of the Just Energy Transition (STO5). During 2026, this work is focused on strengthening implementation coordination, unlocking financing solutions, and accelerating priority interventions across the JET portfolios. Key priorities include operationalising the Accelerating Coal Transition Investment Plan (ACT IP) Desk to coordinate implementation, designing and testing at least one municipal financing model, supporting progress towards the deployment of 150 electric vehicle (EV) buses and 400 EV charging points, concluding a partnership agreement for the first JET Skills Development Zone (SDZ) pilot in Mpumalanga, and initiating five high-impact JET programmes in the province with demonstrated stakeholder support.

Transmission procurement remained the most significant implementation constraint during the reporting period. Phase 1 procurement under the Independent Transmission Programme (ITP) had been scheduled for June 2026, however, the final Request for Proposals had not been issued by 30 June 2026, and a revised issue date had not yet been confirmed. Progress on expanding the electric vehicle (EV) charging network continued. Between March and June 2026, Eskom commissioned 76 chargers across 55 sites, increasing the national network by approximately 191 charging points. In addition, two off-grid, solar-powered EV charging sites were commissioned along the N3 corridor. No significant progress was reported on the deployment of electric buses during the quarter. Within the Skills Portfolio, progress towards establishing the first Skills Development Zone (SDZ) pilot in Mpumalanga remained slower than planned. As at 30 June 2026, the anchor institution had not yet been identified and the partnership agreement required to establish the pilot had not been concluded.

Demonstrating a sufficient number of compliant projects and programmes being implemented (STO6) is a key focus for 2026. Milestones across portfolios include: identifying and planning a revised set of catalytic skills projects; scaling up two existing or new NEVs programmes; completing feasibility studies for two export and one domestic green hydrogen project; establishing five community-driven projects; making technical delivery operational for the Municipal Portfolio with a pipeline of five priority projects; having ACT programme management capacity operational; agreeing a Mpumalanga programme with the Social Employment Fund (SEF); and expanding the SA JET Investments Register to include REI4P and municipal renewable investments, with a plan to include all public sector budget investments.

Against these milestones, regional mapping commenced in Mpumalanga, the Eastern Cape and the Northern Cape to identify existing catalytic skills programmes and the practical gaps requiring resourcing. Two New Energy Vehicle initiatives progressed: the Development Bank of Southern Africa funded Zimi Charge to add approximately 200 charging stations, and the DTIC battery value chain study concluded in June 2026. The status of the green hydrogen feasibility studies was unchanged from the previous quarter. The Technical Delivery Function for the Municipal Portfolio was operationalised. The Social Employment Fund programme, valued at ZAR 150 million, funded by National Treasury and to be implemented by the Industrial Development Corporation, was matched through the JET Funding Platform during the quarter. Terms of reference for the expansion of the SA JET

Investments Register were completed and are expected to go to market in Q3 2026, linked to the IKI-funded programme. Four PtX projects had received funding to progress to the next phase, and six community projects were on the Project Register ready for grant fund matching; both positions were unchanged from 31 March 2026.

Effective monitoring, evaluation and learning (STO7) underpins transparent reporting on JET IP progress. The Q1 2026 progress report was disseminated to key stakeholders, approved and published on the JET website. The JET PMU held impact indicator meetings with Statistics South Africa, which has agreed to include JET IP impact indicators in its routine data collection processes. Preparatory work advanced on the rapid diagnostic evaluation programme: terms of reference for the Mpumalanga mine land rehabilitation rapid diagnostic evaluation were published for proposals; terms of reference for the rapid diagnostic Municipalities technical assistance evaluation were completed for publication; and draft terms of reference for the rapid diagnostic New Energy Vehicles tax incentive and Green Hydrogen evaluations were circulated for review. Terms of reference for the JET IP rigorous Implementation Evaluation and for its steering committee were finalised. None of the evaluations had completed procurement at 30 June 2026.

The medium-term outcomes (MTOs) are the changes in behaviour and performance over three to five years required to realise the transition. The first medium-term outcome (MTO1) focuses on mobilising, unlocking, and spending JET IP-related finance rapidly and effectively. As at 30 June 2026, pledged grant funding stood at USD 1007 million (ZAR 17.805 billion), approximately 108% of the ZAR 16.5 billion milestone, and USD 104.635 million (ZAR 1.849 billion) in grant funding had been spent on 95 completed grant-funded projects, equivalent to 11.9% of the ZAR 15.5 billion milestone. Total financing commitments recorded reached ZAR 254.409 billion, or 97.8% of the ZAR 260 billion milestone, of which ZAR 233.093 billion was pledged by international partners and multilateral institutions.

Mechanisms to track public sector budgets, development finance institution commercial equity and debt, and commercial finance are being operationalised. A JET Investments Register Specialist has been appointed in the JET PMU, and a service provider for the online Register is to be procured in early 2027.

The second medium-term outcome (MTO2) is endorsement by stakeholders. In this regard, the JET IMC of ten Cabinet Ministers continues to provide political leadership of the JET. The 2026 milestones focus on embedding this support through a JET guidance note, finalised with National Treasury and DPME, for integrating JET into departmental APP/MTEF processes, and ensuring unions and CSOs are active participants in portfolio coordination structures and Funding Platform submissions. Representatives of COSATU and SACTWU have been engaged on the Window 3 application process.

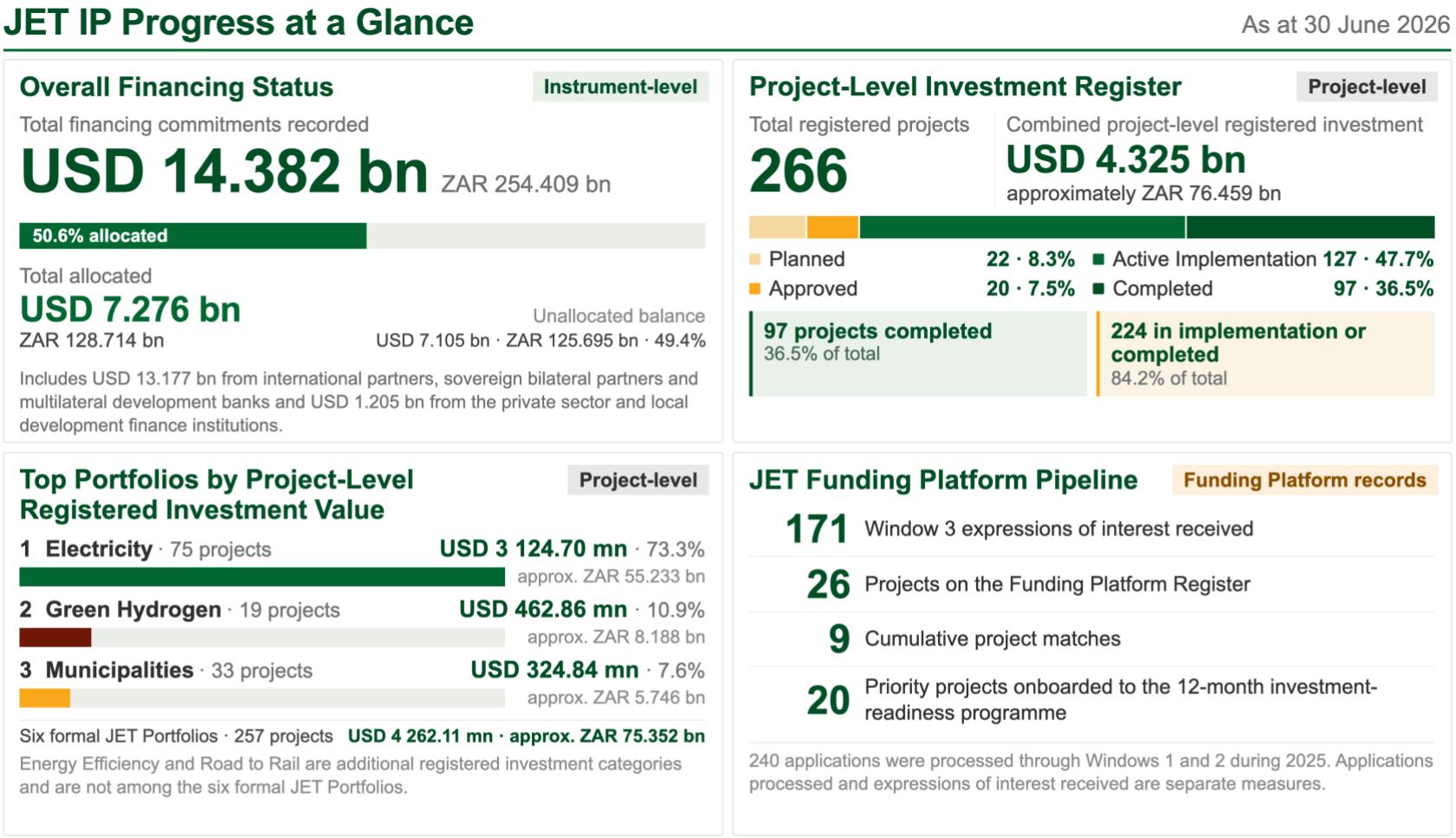
Earlier this year, the JET PMU had been in discussion with the Presidential Climate Commission on incorporating JET IP indicators into APP guidance with DPME. The provincial leadership of SAFTU, FEDUSA and COSATU has been invited to the Mpumalanga Just Transition Coordination Committee.

In terms of government capacity to implement the JET (MTO3), the focus for 2026 is on ensuring that at least three portfolio lead institutions have JET MEL focal points and are reporting regularly against operational MEL frameworks. This will later be supported by the development of the JET guidance note to integrate JET priorities into government planning and budget systems. As of the reporting period, MEL job descriptions have been drafted, and proposals submitted to fund these posts. SALGA has drafted its Theory of Change for submission to the JET Municipal Council, and the Mpumalanga Green Cluster Agency is completing draft MEL frameworks for submission to the provincial Just Transition Coordination Committee.

An enhanced skills system is required, working effectively to support the energy transition and economic diversification (MTO4). Key milestones for 2026 include: reporting disaggregated numbers of people trained and placed against targets, supported by a robust jobs tracking methodology; monitoring critical skills development areas through the JET Skills Desk; and having the first Skills Development Zone (SDZ) pilot operating in Mpumalanga with baseline data on trainees established. The JET Skills Desk has presented its Technical Implementation Plan (2025–2030) to 11 Sector Education and Training Authorities (SETAs) in the quarter ended 31 December 2025, and work is underway to coordinate reporting against national targets.

A joint action framework is being drafted between the JET Skills Desk and priority JET-related mandates, covering shared targets, labour demand projections and shared key performance indicators. Regional mapping of skills plans and of the baseline of existing skills provisioning is under way in Mpumalanga, the Eastern Cape and the Northern Cape. Implementation of the Skills Development Zone (SDZ) pilot remained in the preparatory phase during the reporting period. As at 30 June 2026, the pilot had not yet commenced operations and baseline trainee data had therefore not yet been collected. The launch of the first JET SDZ pilot in Mpumalanga is scheduled for Q4 of 2026.

Figure 3: Overview of JET IP Progress – Total Pledges, Allocations and Project Pipeline (as at 30 June 2026)



Financing values reflect instrument-level pledged and allocated amounts. Project counts, project statuses and portfolio values are derived separately from the project-level JET Investments Register. Funding Platform metrics are drawn from the JET Funding Platform's own pipeline records. These measures provide complementary views of JET IP progress and are not expected to reconcile directly.

ZAR equivalents are presented at USD 1 = ZAR 17.69. Project-level ZAR values may differ from a single-rate conversion because completed projects may retain the historical exchange rates applicable at the time of closure. Displayed values are rounded independently and may not sum exactly.

Source: Revised New JET Funding Table (New Financing Status), 30 June 2026; JET Investments Register, DataTable - Overall; and JET Funding Platform records.

Note: ZAR equivalents are calculated at USD 1 = ZAR 17.69 - this is the currency pair average for the quarter.

3 JET Financing Status

JET financing is entering a phase in which the emphasis is increasingly shifting from mobilising commitments towards translating financing instruments, programmes and facilities into implementation-ready and registered projects. The central challenge is therefore both to expand the available financing envelope and to accelerate the conversion of instrument-level allocations into investable programmes and individual project records.

As at 30 June 2026, total financing commitments recorded in the Financing Status amounted to USD 14.382 billion (ZAR 254.409 billion). Of this total, USD 13.177 billion (ZAR 233.093 billion) comprised international-partner, sovereign bilateral and multilateral development institution commitments, while USD 1.205 billion (ZAR 21.316 billion) comprised Private Sector and Local DFI commitments. Of the total recorded, USD 7.276 billion (ZAR 128.714 billion) had been allocated, an overall inclusive allocation rate of 50.6%. Measured against international-partner, sovereign bilateral and MDB commitments alone, the allocation rate is 55.2%.

In this section, “allocated” means financing assigned at instrument, programme, facility, partner-envelope or named-project level as recorded in the Financing Status. Allocation should not be interpreted as evidence of disbursement, expenditure, financial close, or the existence of an individual registered project.

The current inclusive total financing commitments recorded for South Africa’s JET are approximately 70% above the original USD 8.455 billion pledged under the International Partners Group (IPG) Political Declaration in 2021. This is not a like-for-like comparison. The current total includes additional international partners and multilateral development institution commitments, as well as Private Sector and Local DFI commitments, that did not form part of the original declaration. Table 2 sets out the original 2021 pledge.

Table 2: Original 2021 IPG Pledge

Partner / financing source	Grants, USD mn	Highly Concessional Loans, USD mn	Concessional Loans, USD mn	Commercial Debt and Equity, USD mn	Total, USD mn	ZAR equivalent, mn
ACT	50	450	1 230	875	2 605	46 082
EU/EIB	35	–	1 000	–	1 035	18 309
France	2.5	–	1 000	–	1 002.5	17 734
Germany	198	–	770	–	968	17 124
United Kingdom	24	–	1 300	500	1 824	32 267
United States	20.15	–	–	1 000	1 020.15	18 046
Total (instrument)	**329.65**	**450**	**5 300**	**2 375**	**8 454.65**	**149 563**

Note: The USD values are the original 2021 pledge values and are unchanged. The ZAR equivalents have been restated at the Q2 2026 (quarter ending 30 June 2026) reporting exchange rate of USD 1 = ZAR 17.69, this is the currency pair average for the quarter, and may therefore differ from ZAR equivalents published in previous quarterly reports. The ZAR total is calculated from the unrounded USD total of 8 454.65; the sum of the individually rounded partner rows is ZAR 149 562 million, a rounding difference of ZAR 1 million.

Between 31 March and 30 June 2026, total recorded commitments increased by USD 18 million, from USD 14.364 billion to USD 14.382 billion, while allocations increased by USD 1.161 billion, from USD 6.115 billion to USD 7.276 billion. The overall inclusive allocation rate rose from 42.6% to 50.6%, an increase of 8 percentage points. The quarter’s movement was therefore driven almost entirely by the allocation of commitments already recorded, rather than by new pledges.

The principal allocation movements during the quarter were influenced by: Other Guarantees, where the United Kingdom’s allocation rose from USD 87 million to USD 487 million; concessional loans, where allocations rose by USD 702 million, comprising USD 324 million by France and USD 378 million by the European Union and the European Investment Bank; and grants, where allocations rose by USD 60 million, comprising USD 50 million recorded as allocated by the Climate Investment Funds.

A further USD 330 million of planned local DFI concessional loan financing was added to the inclusive concessional total during the quarter. This represents the anticipated leveraged financing from

local DFIs, which is included in the Climate Investment Funds (CIF) funding pledges under the Accelerating Coal Transition Investment Program (ACT-IP) package. It is therefore recorded as "planned" and does not represent a committed amount.

Table 3 sets out the current status of pledges and allocations per instrument and per source. Grants show the highest allocation rate at 91.6% (USD 922 million or ZAR 16.302 billion allocated of USD 1007 million or ZAR 17.805 billion recorded), reflecting programming to numerous technical assistance, capacity-building and community-development projects. Policy loans are recorded as fully allocated at 100.0% (USD 3.726 billion or ZAR 65.913 billion), with France and Germany each at full allocation of their policy-based fiscal lending in support of energy sector reforms.

Highly concessional loans remain unallocated, with a total of USD 450 million (ZAR 7.961 billion) pledged CIF funding pending finalisation of the ACT IP implementation arrangements. Compared with 32.7% at 31 March 2026, concessional loans reached 48.1% allocation on the inclusive basis (USD 1.858 billion or ZAR 32.868 billion of USD 3.863 billion or ZAR 68.336 billion recorded), an increase of 15.4 percentage points. On the international-partner and MDB basis, which excludes the planned USD 330 million local DFI concessional financing, the concessional allocation rate is 52.6%.

Other guarantees are 37.5% allocated (USD 487 million or ZAR 8.615 billion of USD 1.300 billion or ZAR 22.997 billion), up from 6.7% at 31 March 2026. The commercial debt, equity and guarantees category remains the largest recorded financing instrument category at USD 4.036 billion (ZAR 71.397 billion) but carries the lowest allocation rate at 7.0% inclusive (USD 284 million or ZAR 5.016 billion), or 9.0% measured against the international-partner and MDB commercial commitment of USD 3.161 billion, which excludes the USD 875 million Private Sector commitment. Spain's USD 2.268 billion (ZAR 40.121 billion) envelope under commercial debt, equity and guarantees remains unallocated, pending activation of the underlying deployment mechanisms.

This transition from JET pledges to implementation is increasingly being supported by financing mechanisms designed to mobilise substantially larger volumes of investment. Beyond sovereign borrowing and grant finance for the JET, South Africa is progressively developing blended finance instruments capable of crowding-in private capital, strengthening project preparation, reducing investment risk, and expanding financing opportunities across multiple sectors.

One of the most significant developments is the establishment of the Credit Guarantee Vehicle (CGV), intended to become the principal risk-sharing mechanism supporting private investment in electricity transmission infrastructure through the Independent Transmission Programme (ITP). By 30 June 2026, preparation had advanced from design into capitalisation and institution-building, with implementation structures in place and alignment to the ITP pipeline confirmed. Final capital commitments, regulatory licensing and company incorporation remained to be completed. By reducing project risk and improving bankability, the CGV is intended to unlock larger volumes of commercial investment into transmission expansion than could be achieved through public finance alone.

A second important development is the increasing recognition that municipalities will become central actors in the energy transition, in embedded generation, electricity distribution, energy efficiency and resilient local infrastructure. Weak municipal balance sheets and constrained borrowing capacity continue to limit investment. The Municipal Utility Reform Programme (MURP) combines concessional financing, guarantees and institutional reforms to improve municipal utility governance, financial management and operational performance, thereby laying foundations for municipal creditworthiness and infrastructure investments over time. The MURP is supported through the United Kingdom's USD 1 billion guarantee facility for AfDB loans to the fiscus for the MURP.

During the reporting period, two Road to Rail projects with a combined value of USD 23 million (ZAR 0.407 billion) were recorded, including one project under implementation supported by the European Union and the European Investment Bank and one completed project. The project in implementation is a European Union and European Investment Bank supported grant of USD 22.68 million.

Grant financing continues to provide the foundation for implementation, supporting project preparation, technical assistance, institutional strengthening, municipal capability building, skills development and community-based initiatives. These investments are establishing the enabling environment required for larger-scale deployment of concessional and commercial finance. As reflected in the JET Investment Register, and mentioned above, grant financing continues to record the highest allocation rate across all financing instruments.

Looking ahead, the next major financing milestone will be the deployment of the USD 450 million highly concessional financing package under the Accelerating Coal Transition (ACT) Investment Plan, particularly through the Repowering Systems for Energy Transition (RESET) and Mpumalanga Just Energy Transition (MJET) programmes.

Table 3: JET Financing Status by Partner and Instrument (as at 30 June 2026)[1]

All amounts in USD millions unless otherwise stated.

Category / Funder	Grants		Highly Concessional Loans		Concessional Loans		Policy Loans		Other Guarantees		Commercial Debt, Equity & Guarantees		Total Pledged	Total Allocated	Alloc. %
	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.			
A. International Partners Group (IPG)															
Denmark	34	34	–	–	67	–	–	–	–	–	75	22	176	56	31.8%
European Union / EIB	264	264	–	–	1 080	378	–	–	–	–	248	32	1 592	674	42.3%
France	4	4	–	–	324	324	756	756	–	–	–	–	1 084	1 084	100.0%
Germany	338	338	–	–	1 156	1 156	1 404	1 404	–	–	–	–	2 898	2 898	100.0%
Netherlands	169	91	–	–	–	–	–	–	–	–	–	–	169	91	53.8%
United Kingdom	75	75	–	–	–	–	–	–	1 300	487	500	230	1 875	792	42.2%
United States	–	14	–	–	–	–	–	–	–	–	–	–	–	14	–
IPG sub-total	**884**	**820**	**–**	**–**	**2 627**	**1 858**	**2 160**	**2 160**	**1 300**	**487**	**823**	284	**7 794**	**5 608**	**72.0%**
B. Other Sovereign Bilateral Partners															
Canada	8	8	–	–	–	–	91	91	–	–	–	–	99	99	100.0%
Norway	8	–	–	–	–	–	–	–	–	–	–	–	8	–	0.0%
Spain	16	3	–	–	–	–	–	–	–	–	2 268	–	2 284	3	0.1%
Switzerland	39	39	–	–	–	–	–	–	–	–	–	–	39	39	100.0%
Other Sovereign Bilateral sub-total	**71**	**50**	**–**	**–**	**–**	**–**	**91**	**91**	**–**	**–**	**2 268**	**–**	**2 430**	**141**	**5.8%**
C. Multilateral Development Banks															
African Development Bank	2	2	–	–	261	–	475	475	–	–	–	–	738	477	64.6%
Climate Investment Funds	50	50	450	–	–	–	–	–	–	–	–	–	500	50	10.0%

[1] Table 3, Parts E, F, and G: The amounts listed as planned for the private sector and local Development Finance Institutions (DFIs) represent planned matching capital targeted under the Accelerating Coal Transition Investment Plan (ACT-IP). The ACT-IP financial framework employs a blended finance mechanism. Concessional seed funding provided by the Climate Investment Funds (CIF) serves as a de-risking tool. This foundational tier of funding is structured to crowd-in and leverage parallel co-investment from domestic commercial lenders and local DFIs. For the South African ACT-IP, this leveraged funding is currently in the origination pipeline. It remains under development (planned) and has not yet been formally committed or legally secured.

Category / Funder	Grants		Highly Concessional Loans		Concessional Loans		Policy Loans		Other Guarantees		Commercial Debt, Equity & Guarantees		Total Pledged	Total Allocated	Alloc. %
	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.	Pledged	Alloc.			
World Bank Group	–	–	–	–	645	–	1 000	1 000	–	–	70	–	1 715	1 000	58.3%
MDB sub-total	**52**	**52**	**450**	**–**	**906**	**–**	**1 475**	**1 475**	**–**	**–**	**70**	**–**	**2 953**	**1 527**	**51.7%**
D. Grand total – international partners, sovereign bilateral and MDB	**1 007**	**922**	**450**	**–**	**3 533**	**1 858**	**3 726**	**3 726**	**1 300**	**487**	**3 161**	**284**	**13 177**	**7 276**	**55.2%**
Allocation % by instrument	***91.6%***		***0.0%***		***52.6%***		***100.0%***		***37.5%***		***9.0%***				
ZAR millions	***17 805***	***16 302***	***7 961***	***–***	***62 499***	***32 868***	***65 913***	***65 913***	***22 997***	***8 615***	***55 918***	***5 016***	***233 093***	***128 714***	
E. Private Sector															
Private Sector	–	–	–	–	–	–	–	–	–	–	875	–	875	–	0.0%
F. Local DFIs															
Local DFIs	–	–	–	–	330	–	–	–	–	–	–	–	330	–	0.0%
G. Private Sector and Local DFI sub-total *[2]	**–**	**–**	**–**	**–**	**330**	**–**	**–**	**–**	**–**	**–**	**875**	**–**	**1 205**	**–**	**0.0%**
H. Inclusive grand total (includes Private Sector and Local DFIs)	**1 007**	**922**	**450**	**–**	**3 863**	**1 858**	**3 726**	**3 726**	**1 300**	**487**	**4 036**	**284**	**14 382**	**7 276**	**50.6%**
Allocation % by instrument (inclusive)	***91.6%***		***0.0%***		***48.1%***		***100.0%***		***37.5%***		***7.0%***				
ZAR millions (inclusive)	***17 805***	***16 302***	***7 961***	***–***	***68 336***	***32 868***	***65 913***	***65 913***	***22 997***	***8 615***	***71 397***	***5 016***	***254 409***	***128 714***	

[2] Explanation of Parts E, F, and G: The amounts listed as planned for the private sector and local Development Finance Institutions (DFIs) represent planned matching capital targeted under the Accelerating Coal Transition Investment Plan (ACT-IP). The ACT-IP financial framework employs a blended finance mechanism. Concessional seed funding provided by the Climate Investment Funds (CIF) serves as a de-risking tool. This foundational tier of funding is structured to crowd-in and leverage parallel co-investment from domestic commercial lenders and local DFIs. For the South African ACT-IP, this leveraged funding is currently in the origination pipeline. It remains under development (planned) and has not yet been formally committed or legally secured.

Since November 2023, the JET PMU has maintained a public register of JET financing. Originally established as the JET Grants Register, it evolved into the JET Investments Register in September 2025 to reflect its expanded coverage of JET investments. This expanded register tracks all JET financing instruments pledged by international partners and local DFIs, including grants, concessional loans, policy loans, commercial debt and equity, guarantees, and export credits. The data continues to be updated quarterly. The JET PMU's tracking of JET financing will be further enhanced with the planned (2027) expansion to include public sector and private sector JET investments. These additions will be incorporated into the expanded JET Investments Register.

Table 4 shifts from the instrument-level Financing Status to the project-level view recorded in the JET Investments Register. As at 30 June 2026, the Register contained 266 individual project records with a combined registered investment value of approximately USD 4.325 billion (ZAR 76.46 billion). The Register includes project records at Planned, Approved, Implementation and Completed status, so the project-level value includes financing recorded against projects that have not yet entered implementation.

Table 4: Project-Level Registered Investment by Status and JET Portfolio (as at 30 June 2026)

Classification	Portfolio / category	A. Planned	B. Approved	C. Implementation Phase	D. Completed	Total USD mn	Total ZAR bn
Formal JET Portfolio	Electricity	14	238	1 968	905	3 125	55.23
	Green Hydrogen	262	–	180	20	463	8.19
	Municipalities	130	32	142	21	325	5.75
	JT-Mpumalanga	35	48	68	9	160	2.84
	Skills	51	4	82	13	151	2.66
	NEVs	37	<1	–	<1	39	0.68
JET Portfolio sub-total		**529**	**324**	**2 440**	**969**	**4 262**	**75.35**
Additional registered investment category	Energy Efficiency	–	–	40	–	40	0.70
	Road to Rail	–	–	23	<1	23	0.41
Additional categories sub-total		**–**	**–**	**62**	**<1**	**63**	**1.11**
Grand Total		**529**	**324**	**2 502**	**969**	**4 325**	**76.46**

Note: Values are shown in whole USD millions. Amounts of less than USD 1 million are shown as "<1" and true zeros as an en dash. Sub-totals and the grand total are calculated from unrounded source data, so visible row values may not add exactly. Energy efficiency and road-to-rail projects are shown separately as additional investment categories identified in the JET Implementation Plan, alongside the six formal JET Portfolios. ZAR values are taken from the Register's own ZAR column; completed projects may retain the historical exchange rates applicable at the time of closure.

At portfolio level, the Electricity Portfolio accounts for the largest share of registered investment at USD 3.125 billion (ZAR 55.233 billion). Together with Green Hydrogen at USD 462.86 million (ZAR 8.188 billion) and Municipalities at USD 324.84 million (ZAR 5.746 billion), the three largest formal portfolios account for USD 3.912 billion, or 90.5% of the total project-level Register value of USD 4.325 billion. Measured against the six-formal-portfolio sub-total of USD 4.262 billion, the same three portfolios account for 91.8%.

By status, projects in the Implementation Phase account for USD 2.502 billion, or 57.9% of total project-level registered investment. Completed projects account for USD 969.37 million, or 22.4%. Implementation and Completed projects together account for approximately USD 3.474 billion, or 80.3% of total project-level registered investment. Two additional investment categories—energy efficiency and road-to-rail—were identified in the JET Implementation Plan alongside the six formal JET Portfolios. Energy Efficiency comprises seven projects, all in implementation, with a combined value of USD 39.60 million (ZAR 0.700 billion). As mentioned above, Road to Rail comprises two projects with a combined value of USD 23.00 million

(ZAR 0.407 billion) – one in implementation and one completed.

Note on differences between Financing Status and project-level registered investment

The instrument-level Financing Status records USD 7.276 billion (ZAR 128.714 billion) as allocated at 30 June 2026. The project-level JET Investments Register records approximately USD 4.325 billion (ZAR 76.459 billion) across 266 individual project rows. The difference of approximately USD 2.951 billion (ZAR 52.26 billion) reflects financing assigned at instrument, programme, facility or funder-envelope level that has not yet been translated into individual project records. The ZAR difference is calculated by subtracting the project-level ZAR total from the instrument-level ZAR total, ZAR 128.714 billion less ZAR 76.459 billion. It will not equal a flat conversion of the USD difference, because completed project records may retain the historical exchange rates applicable at the time of closure. Some of these amounts relate to programmes or financing facilities that remain at a planned stage. Instrument-level allocation therefore does not necessarily indicate project-level financial close, disbursement or expenditure. The project-level Register is a subset and further decomposition of the wider Financing Status rather than a directly reconciling duplicate of it.

Table 5 provides the number of projects recorded in the Investments Register, by status and JET Portfolio.

Table 5: Number of Projects Recorded in the JET Investments Register, by Status and JET Portfolio (as at 30 June 2026)

Classification	Portfolio / category	A. Planned	B. Approved	C. Implementation Phase	D. Completed	Total
Formal JET Portfolio	Electricity	4	3	42	26	75
	JT-Mpumalanga	3	8	26	29	66
	Skills	6	6	27	17	56
	Municipalities	1	2	14	16	33
	Green Hydrogen	4	–	10	5	19
	NEVs	4	1	–	3	8
JET Portfolio sub-total		**22**	**20**	**119**	**96**	**257**
Additional registered investment category	Energy Efficiency	–	–	7	–	7
	Road to Rail	–	–	1	1	2
Additional categories sub-total		**–**	**–**	**8**	**1**	**9**
Grand Total		**22**	**20**	**127**	**97**	**266**

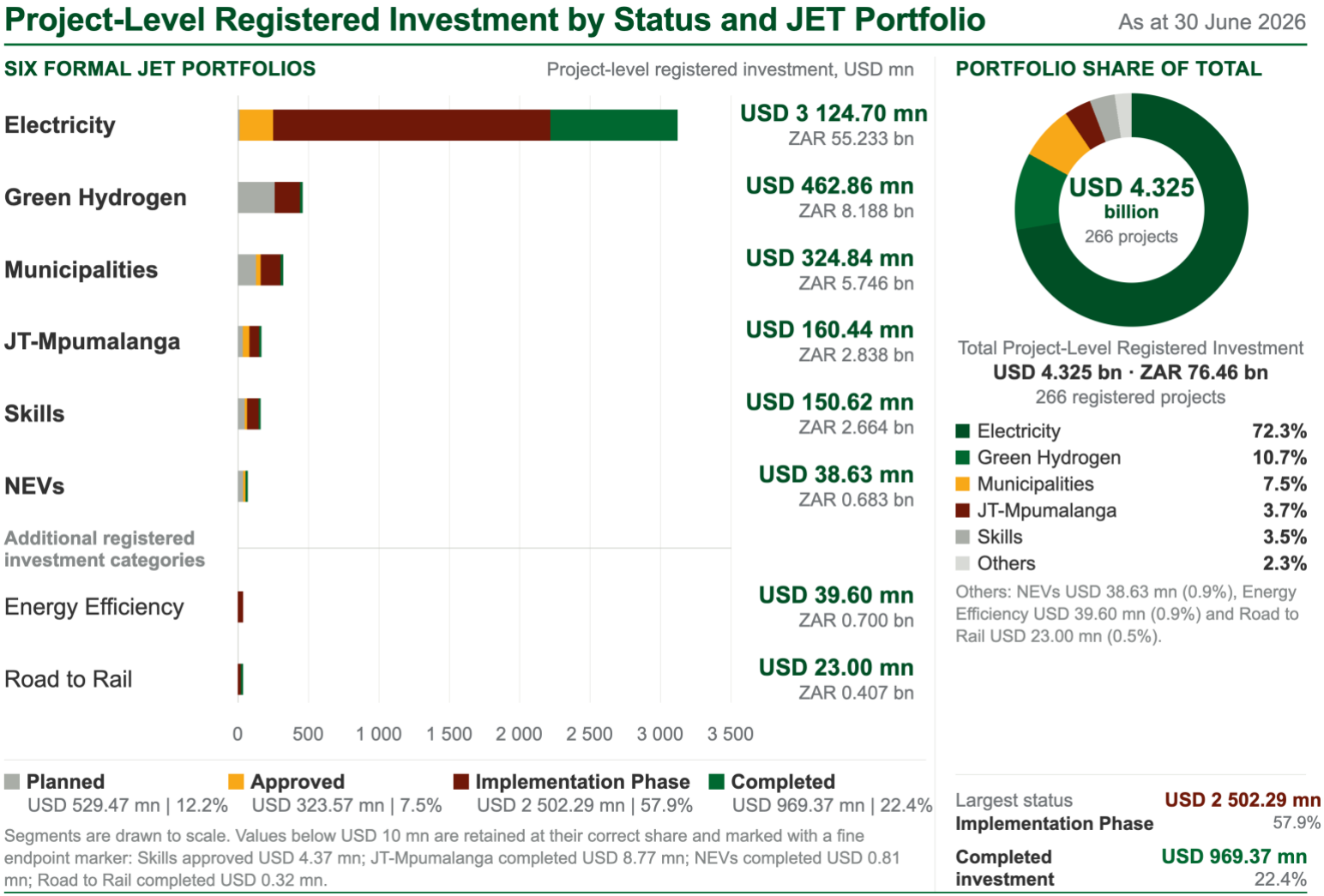
As at 30 June 2026, 266 projects were registered across all portfolios, an increase of nine over the quarter. Of these, 127 projects, or 47.7%, were in the Implementation Phase and 97, or 36.5%, were completed, so that 224 projects, or 84.2%, were either in implementation or complete. A further 22 projects, or 8.3%, remained at Planned status and 20, or 7.5%, at Approved status. The Electricity Portfolio has the highest number of projects at 75, followed by JT-Mpumalanga with 66, Skills with 56 and Municipalities with 33. Project counts and investment values provide complementary measures of implementation and should be interpreted independently. Although projects in the Implementation phase comprise 47.7% of registered projects, they account for 57.9% of total registered project-level investment value, indicating that larger investments are concentrated in this phase. Differences between recorded commitments, allocated finance and project-level registered investment reflect the phases of JET implementation, in which sovereign-level instruments, guarantees and financing facilities are often committed ahead of project-specific financial close and formal registration in the Register.

Looking ahead, the principal financing priorities are to translate instrument-level allocations into individual project records; to finalise allocation of the USD 450 million highly concessional envelope under the ACT RESET and MJET programmes; to complete the

capitalisation, licensing and incorporation of the Credit Guarantee Vehicle; to advance the municipal funding models with National Treasury; to accelerate the development of investment-ready projects so that the remaining commercial and guarantee commitments can be deployed;

to expand tracking of domestic public sector, DFI and private sector financing; and to operationalise the enhanced online JET Investments Register.

Figure 4: Project-Level Registered Investment by Status and JET Portfolio (as at 30 June 2026)



Source: JET Investments Register, DataTable - Overall, as at 30 June 2026.

Figure 4 presents project-level registered investment recorded in the JET Investments Register. It does not represent the instrument-level allocated-financing total reported in Table 3.

ZAR values are taken from the Register's project-level ZAR records. Completed projects may retain the historical exchange rates applicable at the time of closure; project-level ZAR totals may therefore differ slightly from a conversion of the total USD value at USD 1 = ZAR 17.69.

Source: JET Investments Register, "DataTable - Overall", as at 30 June 2026.

4 Progress per JET Portfolio

4.1 Electricity Portfolio

The focus of the Electricity JET Portfolio is on mobilising financing for two priority JET areas in the electricity sector, namely: (i) transmission infrastructure upgrades and expansion to enable large-scale grid uptake of Renewable Energy (RE); and (ii) the ACT IP for repowering, repurposing, community development, and decommissioning of five Eskom coal power stations that the Integrated Resource Plan (IRP) 2025 has scheduled to close by 2030: Camden, Hendrina, Grootvlei, Arnot, and Kriel.

JET investments in electricity distribution infrastructure are driven within 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. 2025 saw the approval of the Updated ACT IP and the announcement of pre-qualified bidders for the Independent Transmission Programme (ITP). The Credit Guarantee Vehicle (CGV) is expected to launch in the second half of 2026, a key step for de-risking private transmission investment.

In 2026, the JET PMU is establishing the ACT Desk to coordinate implementing agencies and drive an integrated approach to preparing for the closure of 5 coal power stations by 2030. A key milestone is the registration of the Credit Guarantee Vehicle (CGV), which unlocks private sector investment into electricity infrastructure by providing critical risk mitigation. Coordination structures for the electricity portfolio are being operationalised, bringing together key stakeholders to align implementation efforts across transmission, distribution, and generation activities. The SA JET Investments Register is being expanded to include all REI4P investments as well as municipal renewable energy investments, providing a more complete picture of public sector financial flows. Funding flows for electricity infrastructure are being tracked through the JET Funding Platform, with a focus on ensuring that committed grant funding moves from pledges to disbursement. By year-end, the portfolio aims to demonstrate tangible progress on de-risking mechanisms and coordinated delivery across the multiple agencies responsible for implementing the ACT IP. Progress on electricity sector reforms, which are supported by this IPG-funded technical assistance and training, will be elaborated in subsequent JET Quarterly reports.

Transmission

The DEE, in partnership with National Treasury, is enabling private sector participation in South Africa's transmission grid through the ITP, with Phase 1 procurement being initially scheduled for June 2026 but the RFP has not yet been issued. To derisk this private investment, National Treasury and World Bank Group are preparing the CGV. The DEE, in partnership with National Treasury, is enabling private sector participation in South Africa's transmission grid through the ITP, with Phase 1 procurement being initially scheduled for June 2026 but the RFP has not yet been issued. To derisk this private investment, National Treasury and World Bank Group are preparing the CGV.

Decommissioning retiring coal-fired power stations

As part of its energy security measures, the Eskom Board resolved in May 2024 to delay the decommissioning of Camden, Grootvlei, and Hendrina coal-fired power plants – operating beyond their design life – until March 2030. This decision necessitated updates to the ACT Investment Plan, originally based on a 2027 decommissioning timeline, which had projected associated emissions reductions of 71 Mt CO_2 by 2030. After being delayed by US objections, South Africa's Updated ACT IP was approved by the CIF Trust Fund Committee in June 2025.

The IRP 2025 confirms the closure of the five coal-fired power stations. The implementation of South Africa's Updated ACT IP is being advanced through the evolving programmatic architecture set out in the RESET Programme and the Mpumalanga Jobs and Energy Transition (MJET) Programme, as reflected in the Project Appraisal Document (PAD) submitted to the CIF. A key milestone was achieved this quarter with the submission of the Joint Appraisal Document (JAD) for the RESET Programme and the MJET Programme at the end of June. The documentation was prepared in collaboration between the World Bank, the African Development Bank, the JET PMU, Eskom, and National Treasury; and now awaits approval by the CIF Trust Fund Committee.

Implementation is being structured through a multi-phase approach (MPA), combining infrastructure-focused repowering through renewable energy PPPs at each site, with a strengthened focus on socio-economic transition through the MJET programme. The ACT Desk within the JET PMU is being operationalised to support programme coordination amongst the many stakeholders, ensure compliance with CIF timelines and MDB processes, and align reporting across national and international frameworks.

Building on the October 2025 joint scoping mission undertaken by the JET PMU, Eskom, National

Treasury, DEE, DFFE, and MDB partners, current ACT IP efforts are focused on finalising the MPA design, sequencing financing packages, and preparing for implementation. This includes advancing Eskom's structuring of the PPPs under the RESET programme and supporting departments and local DFIs to align plans for the MJET programme.

Funds deployed

The Electricity portfolio encompasses 75 projects with a total investment value of USD 3.125 billion (ZAR 55 billion). See Table 6. Most of the investment (63%) is in the Implementation Phase, with 42 projects valued at USD 1.968 billion (ZAR 34.811 billion), indicating that most electricity investments are actively being delivered.

A further 26 completed projects account for 29% of the portfolio value (USD 905 million; ZAR 15.963 billion), demonstrating substantial progress in implementing electricity-related investments. Projects in the Approved phase represent 7.6% of the portfolio value (USD 238 million; ZAR 4.2 billion), while only 0.45% (USD 14 million; ZAR 250 million) remains in the Planned phase. More than 90% of the portfolio value is either under implementation or completed, reflecting the maturity of the Electricity portfolio.

Table 6: Status of Electricity Portfolio Projects

Status	Number of projects	Total USD	Total ZAR	Share of portfolio value
A. Planned	4	USD 14.16 mn	ZAR 250.49 mn	0.5%
B. Approved	3	USD 237.90 mn	ZAR 4 208.45 mn	7.6%
C. Implementation Phase	42	USD 1 967.82 mn	ZAR 34 810.74 mn	63.0%
D. Completed	26	USD 904.83 mn	ZAR 15 963.02 mn	29.0%
Total	**75**	**USD 3 124.70 mn**	**ZAR 55 232.70 mn**	**100.0%**

The largest proportion of the portfolio is focused on Technical Assistance (39%), followed by Infrastructure (31%) and Studies/Research (16%). The portfolio is primarily structured around strengthening technical capacity, institutional capabilities, technical studies, and infrastructure in the DEE, NTCSA, and NERSA to support the establishment of the wholesale electricity market. Capacity development and training account for 11% of the portfolio, complementing technical assistance by building skills and expertise for effective implementation of the electricity sector reforms required for South Africa's energy transition. Communication, Project Preparation, and Socio-economic Investments each represent 1% of the portfolio.

The electricity portfolio has a high concentration of financing value in loan-based instruments, particularly policy loans and concessional loans. Together, these two instruments account for approximately 86% of the total portfolio value (USD 2.69 billion / ZAR 47.52 billion). This reflects a strategic focus on supporting large-scale sector transformation, infrastructure development, and policy reforms through public financing mechanisms. At the same time, the portfolio includes a large number of grant-funded interventions, with grants accounting for 60 of the 75 activities (80%). The grants within the electricity portfolio are primarily used to support Technical Assistance, capacity development, studies and research, and some infrastructure activities.

4.2 JET Municipal Portfolio

Institutional arrangements

The JET Municipal Council (JET MC), chaired by the SALGA CEO, and its three workstreams (Capability, Financing, Energy Access) are operational, with active participation by COGTA, DEE, National Treasury, DBSA, Eskom, and SANEDI. At its third meeting on 31 March 2026, members focused on finding scalable solutions to investment in municipal electricity distribution infrastructure and increasing energy access for marginalised communities.

Following the JET MC meeting held on 31 March, a strategy meeting was convened on 1 June resulting in the streamlining of the workstreams, the establishment of dedicated technical delivery capacity led by the JET PMU with the key institutions, and management by SALGA of the coordination and stakeholder engagement functions. This has strengthened accountability, improved efficiency, and clarified responsibilities.

A programme dashboard is being developed to serve as the JET MC's primary performance monitoring and reporting tool and provide a consolidated view of progress against deliverables, milestones, and performance indicators, enabling more focused and evidence-based reporting. The dashboard will highlight strategic progress, emerging risks, and decisions requiring management attention, improving the efficiency and effectiveness of portfolio oversight.

Projects pipeline

The UK and AfDB-funded Municipal Utility Reform Programme (MURP), launched in late 2025, picks up pace in 2026 as it pilots institutional and financing reforms in four Mpumalanga municipalities. MURP aims to channel concessional and private investment into municipal water and electricity infrastructure, supported by technical assistance and leveraging the UK guarantee facility for AfDB lending which was pledged in the JET IP.

The German IKI-funded Municipal Distribution Just Energy Transition (MDxJET) Initiative begins in Q2 2026, to support 20 municipalities over three years to develop capacity and project plans for investment in modernising their distribution infrastructure in preparation for the wholesale electricity market and other reforms.

Building on the MDxJET initiative's municipal energy work, the JET PMU has initiated the development of an integrated Municipal Energy Access Pipeline to provide a consolidated view of energy access initiatives across municipalities. The pipeline will document projects from the MURP, MDxJET, Mission 300, the MJET under ACT, the INEP, and other relevant initiatives, enabling a comprehensive understanding of the municipal energy access landscape. The Pipeline will support national electrification objectives by identifying opportunities to improve funding and project delivery models for rooftop solar, mini-grids, micro-grids, and other distributed energy solutions, particularly in underserved communities.

During the reporting period, the JET Municipal Portfolio continued building a municipal JET project pipeline, beginning with the top 20 electricity-distribution licensed municipalities, including grid refurbishment, loss reduction, embedded generation integration, and electrification. In parallel, work began on mapping project preparation efforts with applicable funding modalities and eligibility requirements. This work will be strengthened through the operationalisation of the IKI-funded MDxJET programme, which is designed to support pipeline development and unlock investment at scale.

Funds deployed

The Municipalities portfolio currently comprises 33 projects with a total investment value of approximately USD 325 million (ZAR 5.75 billion) (see Table 7). Investment is concentrated in the Implementation and Planned phases, which account for 44% and 40% of the portfolio value, respectively. This reflects a strong pipeline of municipal projects, alongside significant investments already progressing through implementation.

The portfolio includes 14 projects under implementation, valued at USD 142 million (ZAR 2.50 billion), and one planned project valued at USD 130 million (ZAR 2.29 billion). A further two approved projects valued at USD 32 million (ZAR 573 million) account for 10% of the portfolio value, while 16 completed projects represent USD 21 million (ZAR 376 million), or 6.5% of total investment. Although completed projects account for half of all projects by number, they represent a relatively small share of the total investment value, indicating that larger investments are concentrated in projects that are planned, approved, or under implementation.

Table 7: Status of Municipalities Portfolio Projects

Status	Number of projects	Total USD	Total ZAR	Share of portfolio value
A. Planned	1	USD 129.60 mn	ZAR 2 292.62 mn	39.9%
B. Approved	2	USD 32.40 mn	ZAR 573.16 mn	10.0%
C. Implementation Phase	14	USD 141.61 mn	ZAR 2 504.98 mn	43.6%
D. Completed	16	USD 21.24 mn	ZAR 375.64 mn	6.5%
Total	**33**	**USD 324.84 mn**	**ZAR 5 746.40 mn**	**100.0%**

Technical Assistance accounts for the largest number of projects (17 projects; 52%). This is followed by Infrastructure projects (6 projects; 18%) and Capacity Development and Training initiatives (5 projects; 15%), highlighting the portfolio's emphasis on strengthening municipal capacity, improving institutional capability, and supporting effective project implementation. The remaining projects are focused on studies and research (3 projects; 9%) and project preparation (2 projects; 6%), supporting evidence-based planning and the development of future investments.

The Municipalities portfolio is predominantly grant-funded, with 31 of the 33 projects financed through grants. However, a significant share of the portfolio value is provided through loan-based and blended finance instruments, comprising one Other Guarantees, Equity and Guarantee investment. The concessional loan, valued at USD 129.6 million (ZAR 2.29 billion), represents the largest single financing instrument in the portfolio, followed by the Other Guarantees investment valued at USD 86.7 million (ZAR 1.53 billion).

4.3 Mpumalanga Just Transition Portfolio

Institutional arrangements

The Mpumalanga Province's Just Transition Coordination Committee (JTCC) is chaired jointly by the Department of Economic Development and Tourism (DEDT) and the Department of Agriculture and Rural Development, Land and Environmental Affairs (DARDLEA), with the Mpumalanga Green Cluster Agency (MGCA) as Secretariat. Steps are underway to strengthen the MGCA's capacity for JET, maintain an online register of Mpumalanga JET projects, and manage monitoring and evaluation under the JET PMU's national monitoring, evaluation, and learning (MEL) system.

A significant emphasis is being placed on community co-design (Level 3 or higher) and affected communities being active participants in shaping interventions rather than passive beneficiaries. The portfolio aims to have at least four community-owned projects (Level 5) by year-end, structured through trusts or community partnership agreements that embed ownership and long-term benefit-sharing. Five viable, high-impact JET programmes are being initiated with stakeholder buy-in, moving beyond individual projects to systemic interventions that can achieve scale. A new programme is being established with the Social Employment Fund (SEF), creating employment pathways in Mpumalanga that support both social and environmental outcomes. Coordination structures involve a diverse range of stakeholders, including national government, provincial government, municipalities, civil society, and labour.

Projects pipeline

The Grootvlei Climate Smart Horticulture Centre was launched on 27 January 2026 at Grootvlei Power Station in Mpumalanga through a partnership between Eskom, the Government of the Netherlands, the Mpumalanga Green Cluster Agency (MGCA) and other implementation partners. Established on repurposed power station land, the Centre promotes economic diversification through climate-smart horticulture, skills development and agripreneurship. The initiative includes a 0.5-hectare demonstration greenhouse and forms part of a broader 20-hectare horticulture and agribusiness development programme. During the reporting period, eight community members were trained as greenhouse facilitators, while 75 local agripreneurs were enrolled in the Agripreneur Development Programme.

In this reporting quarter, the AfDB South Africa JET Jobs First Project (SAJJOF) supported practical gender and social inclusion interventions in Mpumalanga, including the digitisation of the Mpumalanga Premier's Youth Development Fund, consultations with the Office of the Premier and SITA, finalisation and advertising of terms of reference, and further work to align the digitisation with the provincial Livi Lemphakatsi citizen engagement application. SAJJOF also supported the review of the 2012 Provincial Skills Strategy and the development of a provincial skills masterplan and action plan. Gender mainstreaming work included support to the Gender Desk within MGCA to strengthen coordination, reporting and project preparation for women's empowerment initiatives. The women farmers' support programme supported 25 rural women farmers through training, seed funding, data access and connectivity, coaching and mentoring, and linkages to off-taker opportunities and formal value chains. Household sustainable livelihood work was advanced through DSD, including submission of a business case, drafting and costing of beneficiary lists and development of procurement plans. The inclusive social business and microfinance programme was progressed with DSD, NASASA, the Nelson Mandela Children's Fund and NAFCOC, with a provincial conference planned for Nkangala District Municipality in October 2026. The ILO/ITCILO training programme was completed, delivering Just Transition, green business development, resilience and training-of-trainers support to government, workers' and employers' organisations, civil society, business support organisations, women entrepreneurs and SAWIMA. SAJJOF Phase 2 preparation also progressed through the appointment of BCG, stakeholder consultations, site visits, receipt of stakeholder submissions and finalisation of the business plan for submission to AfDB.

Funds deployed

Within the JET Investments Register the Mpumalanga Just Transition portfolio comprises 66 projects with a total investment value of USD 160.44 million (ZAR 2.838 billion) as at 30 June 2026 (see Table 8). The largest share of investment is in the Implementation phase (USD 68.34 million; 42.6%), followed by the Approved phase (USD 48.49 million; 30.2%), indicating a strong pipeline of projects progressing towards delivery.

The portfolio also includes three planned projects valued at USD 35 million (22%) and 29 completed projects valued at USD 8.77 million (5.5%). While completed projects represent the largest share by number, they account for only a small proportion of the total investment value, reflecting the concentration of investment in projects that are planned, approved, or under implementation.

Table 8: Status of Mpumalanga JT Portfolio Projects

Status	Number of projects	Total USD	Total ZAR	Share of portfolio value
A. Planned	3	USD 34.84 mn	ZAR 616.33 mn	21.7%
B. Approved	8	USD 48.49 mn	ZAR 857.71 mn	30.2%
C. Implementation Phase	26	USD 68.34 mn	ZAR 1 208.92 mn	42.6%
D. Completed	29	USD 8.77 mn	ZAR 154.93 mn	5.5%
Total	**66**	**USD 160.44 mn**	**ZAR 2 837.90 mn**	**100.0%**

Funding is predominantly grant-based, with 65 of the 66 projects financed through grants, representing approximately USD 146.8 million (ZAR 2.60 billion). The only exception is a commercial debt/equity investment in Agristar Holdings from the United Kingdom, valued at USD 13.6 million (ZAR 241 million). The 66 projects reflect a strong emphasis on supporting a people-centred and inclusive Just Transition. The portfolio is primarily focused on strengthening communities, generating evidence to inform decision-making, and building the institutional, social, and technical foundations required to enable a successful transition in Mpumalanga.

Studies and Research (29%) and Community Organisational Development (26%) comprise over half of the Mpumalanga Just Transition portfolio, reflecting a strong focus on evidence-based planning, knowledge generation, and community empowerment. Technical Assistance (14%), Capacity Development and Training (11%), and Socio-economic Investments (11%) further support institutional strengthening, skills development, and the creation of inclusive economic opportunities.

Infrastructure projects account for 6% of the portfolio, while Project Preparation (3%) and Communication (2%) support future investments, coordination, and stakeholder engagement. Overall, the portfolio prioritises social development, community resilience, and institutional capacity building, creating the foundations for an inclusive and sustainable Just Transition in Mpumalanga.

4.4 New Energy Vehicles (NEVs) Portfolio

Institutional Arrangements

During this reporting period, the NEV PMO held its second workstream meetings for the Public Transport and Shared Charging Infrastructure workstreams chaired by DBSA and Eskom respectively, where it introduced its action-plan approach to consolidating and identifying projects.

In May 2026, the NEV PMO successfully launched its NEV Skills and Training Forum with key stakeholders such as NBI, AIDC and AIDC – EC, uYilo, Green Cape, RMI, TASEZ, TIPS, GIZ and NAACAM. The forum will be co-chaired by AIDC and NAACAM and will focus on implementing skills-related initiatives. The NECOM e-mobility workstream has been incorporated into the JET IP NEV structures and will be known as the JET NEV Technical Task Team to work on standards for shared charging infrastructure, regulations and technical expertise.

The NEV PMO is in the process of establishing a Charging Infrastructure and Mobility Project Developers Forum. The forum will provide a formal platform for industry players to consolidate key proposals, issues and barriers facing the industry for consideration by the government, policymakers, and regulators through a recognized national government structure. Recruitment for a NEV policy specialist is underway.

The Battery Value Chain (BVC) Platform held its kick-off meeting in May 2026 and established a steering committee comprising the Department of Electricity and Energy (DEE), the University of the Western Cape (UWC), the South African Bureau of Standards (SABS) and the Department of Trade, Industry and Competition (the DTIC). The steering committee will oversee workstreams that will focus on policy development, technical standards and regulations, project development, applied research and market access.

Project Pipeline

The NEV PMO has set a target for charging infrastructure investment that will see about 200 charge points per annum or 400 installed by the end of 2027. Progress towards this target is well underway, with Eskom installing 76 chargers at 55 sites from March to June 2026, adding about 191 charge points to the national charging network. Of the 55 sites commissioned, 12 are publicly accessible sites for EV drivers. Eskom has spent close to ZAR 52.8 million for this phase.

In May 2026, Charge (formerly Zero Carbon Charge) launched two off-grid, solar-powered charging sites on the N3 corridor: Charge N3 Roadside at the Reitz Interchange in the Free State, and Charge N3 Tugela at the Colenso–Winterton Interchange in KwaZulu-Natal. The sites serve both private cars and logistics vehicles. Each site has eight charge points and

operates entirely off-grid, using solar generation and battery storage.

Enabling Environment

Several key new initiatives and publications are underway to further develop the NEV ecosystem:

- The DTIC battery value chain policy study concluded in June 2026. The study was supported by the UKPact and Palladium. The study will support the development of the SA battery value chain policy for automotive and energy storage.
- The NEV Demand Side Tax Incentive Study RFP was published in May 2026. The study is supported by ACF and the JET PMU and will kick off in August/September 2026.

The NEV PMO has developed a concept note for an NEV funding programme to support projects across the NEV portfolio, focusing mainly on logistics and transport decarbonisation and enabling infrastructure. The proposal has gone to market, and the PMO is actively seeking funding partners for the programme. An application to the Mitigation Action Facility was unsuccessful; however, engagements with other potential funders and climate funds are ongoing.

Stakeholder Engagements

During the last 3 months the NEV PMO has been busy with several key events, including the Enlit Mobility Summit, SusHi Tech Tokyo 2026, the CILTSA conference, MOVE 2026 in London, London Climate Action Week (LCAW) and The Battery Show Europe. Highlights included presenting South Africa's NEV transition opportunities at SusHi Tech Tokyo 2026, and discussing public transport, fleet electrification and EV localization opportunities at the Enlit Mobility Summit.

The NEV PMO presented South Africa's Battery Value Proposition at an EU-SA event at the EU Battery Show in Stuttgart (June 2026). This was followed by a GIZ battery study tour, which hosted SA research and applied science institutions such as Mintek, CSIR, uYilo (Nelson Mandela University), Limpopo University, Western Cape University, The Technology Innovation Agency (TIA) and Invest SA. The study tour aimed to introduce the German battery R&D and piloting ecosystem to South African institutions and foster further collaboration and served as a base for establishment of the JET BVC applied research and innovation forum in partnership with GIZ South Africa.

The EV Collective of South Africa, a collaborative and advocacy platform for SMEs, government and corporates seeking to decarbonise the logistics supply chain, hosted a hybrid event during London Climate Action Week (LCAW). The EV Collective is jointly supported by founding members the NEV PMO, Prosus | Naspers, the National Business Institute (NBI) and Autotrader South Africa.

Looking ahead to next quarter, the PMO will host the 2nd JET NEV Advisory Committee meeting, co-chaired by DoT and the DTIC.

Funds Deployed

In June 2026, DBSA invested R50 million in Zimi Charge, a charging infrastructure and logistics company. This is DBSA's second charging infrastructure investment, bringing its total commitment to the sector to R150 million. Zimi Charge will roll out about 200 charging stations over the next 18 months to support up to 2 000 electric fleet vehicles.

An investment of US$750 million in Nyanza Light Metals, a titanium dioxide pigment project in the Richards Bay Industrial Development Zone, will support the production of battery-grade iron phosphate, a precursor material for lithium iron phosphate (LFP) battery cathodes, laying the foundation for South Africa as a manufacturer of tier-one and two battery inputs. The investment forms part of a syndication among several funders, including the IDC, and will be implemented in two phases, with this investment forming part of the second phase. This project is currently at bankable feasibility study phase which is expected to be completed in 2028.

On 28 April 2026, the Global Environment Facility (GEF) approved US$1 million in funding for the Unido–Sanedi e-mobility programme, a partnership between the United Nations Industrial Development Organization (Unido) and the South African National Energy Development Institute (Sanedi). Funded under GEF-8, the project focuses on the enabling policy, quality infrastructure, skills and investment conditions needed to grow local e-mobility and battery value chains.

The NEVs portfolio comprises eight projects with a total investment value of USD 38.63 million (ZAR 683.34 million). As Table 9 shows, the portfolio is at an early stage of development, with four planned projects accounting for 97% of the total investment value (USD 37.40 million; ZAR 661.63 million). The largest investments are still in the pipeline.

The portfolio includes three completed projects, valued at USD 0.81 million (ZAR 14.36 million), representing 2% of the total investment value. While nearly half of the projects have been completed by number, these are relatively small in value compared to the planned investments.

The portfolio reflects an emerging investment area with significant future growth potential, as the majority of funding remains concentrated in planned projects.

Table 9: Status of NEVs Portfolio Projects in the JET Investments Register

Status	Number of projects	Total USD	Total ZAR	Share of portfolio value
A. Planned	4	USD 37.40 mn	ZAR 661.63 mn	97%
B. Approved	1	USD 0.42 mn	ZAR 7.36 mn	1%
C. Implementation Phase	–	–	–	0.0%
D. Completed	3	USD 0.81 mn	ZAR 14.36 mn	2%
Total	**8**	**USD 38.63 mn**	**ZAR 683.34 mn**	**100.0%**

Six out of eight projects (75%) are dedicated to Studies/Research and Technical Assistance, aimed at building the knowledge base, supporting policy development, strengthening institutional capacity, and creating an enabling environment for NEV adoption. Two infrastructure projects (25%) indicate initial progress towards implementation and the development of supporting systems required for NEV deployment.

4.5 Green Hydrogen (GH2) Portfolio

In 2026, the GH2 Portfolio is completing pre-feasibility and feasibility studies for two export projects and one domestic project, laying the groundwork for investment-ready interventions that can move to implementation. Funding flows from existing grant pledges for GH2 projects are being systematically tracked and reported through the JET Investments Register. Coordination structures for the GH2 Portfolio are being operationalized, ensuring that the diverse range of stakeholders – including government, developers, and international partners – are aligned on priorities and implementation pathways. The Portfolio is focusing on moving projects from planning to implementation, with an emphasis on ensuring that feasibility work leads to bankable projects that can attract both concessional and commercial finance. Engagement with funders through the JET Funding Platform is being strengthened, with the aim of matching developed projects to appropriate financing mechanisms. By year-end, the Portfolio intends to demonstrate a clear pipeline of projects at varying stages of readiness, supported by coordinated governance structures and transparent tracking of financial flows. While grant funding targets were exceeded, the loan target was not met. The SAH2 Fund remains in development, a key area to advance in 2026.

Institutional arrangements

The recruitment process for the GH2 Policy Specialist was finalised in Q2. A secondee was deployed to the Department of Electricity and Energy (DEE), on 1 May 2026, to chair the two DEE-led workstreams, namely Policy and Regulations and Community Engagement. Discussions are also underway to consolidate the Supply and Demand workstream, currently chaired by the DTIC, into the Policy and Regulations workstream. This will help centralize policy-related activities, enhance coordination across stakeholders, and streamline the development of the green hydrogen policy and regulatory framework.

Project pipeline

On 17 April 2026, the GH2 PMO convened a Scoring and Weighting Methodology Clinic Workshop with local and international experts to refine the methodology underpinning the PtX Project Developer Standard (PDS) Green Hydrogen Project Screening Tool. The workshop ensured alignment with South Africa's development priorities and strengthened the tool's role in evaluating and prioritizing high-impact PtX projects.

Building on this work, the PtX PDS Screening Tool was officially launched on 19 May 2026 at a World Hydrogen Summit (WHS) side event in Rotterdam. The launch was endorsed by Minister Parks Tau (the DTIC), Deputy Minister Samantha Graham-Mare (DEE). The tool provides a transparent and standardized framework for assessing and prioritizing South Africa's green hydrogen project pipeline.

At the WHS exhibition, South Africa showcased its green hydrogen value proposition through a national pavilion highlighting the country's renewable energy potential and export ambitions. The pavilion facilitated strategic engagements with investors, developers, government representatives, DFIs, technology providers, and international partners, helping to advance investment opportunities and strengthen South Africa's position as an emerging green hydrogen hub.

Funds deployed

The Green Hydrogen portfolio comprises 19 projects with a total investment value of USD 462.86 million (ZAR 8.19 billion) as depicted in Table 10. The portfolio is concentrated in the planned and implementation phases, which together account for 96% of the total investment value.

The planned phase comprises four projects valued at USD 262.44 million (ZAR 4.64 billion), representing 57% of the portfolio and a strong pipeline of large-scale investments. The portfolio is therefore

positioned for significant growth as planned projects progress into implementation over the coming years. In the implementation phase there are a total of 10 projects, valued at USD 180.29 million (ZAR 3.19 billion) (39%), demonstrating that significant investments are already being delivered.

The portfolio includes five completed projects valued at USD 20.14 million (ZAR 356.24 million), representing 4% of the total investment value.

Table 10: Status of Green Hydrogen Portfolio Projects in the JET Investments Register

Status	Number of projects	Total USD	Total ZAR	Share of portfolio value
A. Planned	4	USD 262.44 mn	ZAR 4 642.56 mn	56.7%
B. Approved	–	–	–	0.0%
C. Implementation Phase	10	USD 180.29 mn	ZAR 3 189.27 mn	39.0%
D. Completed	5	USD 20.14 mn	ZAR 356.24 mn	4.4%
Total	**19**	**USD 462.86 mn**	**ZAR 8 188.07 mn**	**100.0%**

4.6 JET Skills Portfolio

The JET Skills Portfolio supports the development of a coherent and coordinated skills system that responds to evolving demand from energy transition sectors. The work of the JET Skills Desk at the Department of Higher Education and Training (DHET) and the multi-stakeholder National JET Skills Advisory Forum convened by the Human Resources Development Council continues. The Forum comprises representation from business, labour, national and provincial departments, academia, and education and training institutions. A next step is the finalisation of the JET Integrated Skills Plan, which aims to provide an evidence-based framework to support workforce planning and skills development across existing, transitioning and emerging sectors of the economy.

The first Skills Development Zone (SDZ) pilot is becoming operational in Mpumalanga in 2026, with an anchor institution being identified. Funding requirements for the SDZ pilot are being drafted to establish a skills ecosystem that links training to employment. A revised set of catalytic skills projects and quick wins is being identified, ensuring that the portfolio responds to emerging demand for critical skills in New Energy Vehicles, green hydrogen, renewable energy, and transmission. The JET Skills Desk is monitoring the integration of priority JET-related skills programmes by Sector Education and Training Authorities (SETAs), tracking how skills development systems are aligning to Just Energy Transition needs. Baseline data on SDZ trainees is being established, enabling robust tracking of employment outcomes and informing future skills planning.

Institutional arrangements

The Presidency and the Department of Higher Education and Training (DHET) MOU defines the systems and institutional arrangements that drive the implementation of the JET Skills Portfolio. The JET Skills Desk (Secretariat) was established by DHET and located in the Office of the Director General, and the Human Resources Development Council (HRDC) is convening the multi-stakeholder National JET Skills Advisory Forum. The New Energy Vehicle (NEV) Workforce and Skills workstream and the Green Hydrogen Technology Incubation and Workforce Skills workstream were established in February 2026 and work has been underway to align and integrate skills provisioning to sectoral industrial development strategies. The EU, Germany and Switzerland are supporting the implementation of the JET Skills Portfolio; with EUR 15 mn from the EU allocated to strengthen the TVET and skills development institutional systems to deliver on the JET Skills Portfolio.

Projects pipeline

The JET Skilling for Employment Programme (JET SEP), led by the National Business Initiative (NBI), is a coordinated multi-sector, demand-led approach to JET skills development. NBI was awarded a USD 1 mn (ZAR 17.70 mn) grant, through the Fund for African Private Sector Assistance (FAPA), to finance the first phase of the JET SEP (April 1, 2025 to May 31, 2026), and a second phase is being funded by the Canadian government (CAD 5 mn/USD 3.75 mn/ZAR 66.38 mn). The JET Labour Centre has received initial grant funding and is defining a skills programme of action for organised labour.

Funds deployed

As of the current reporting period, 56 JET skills grants are registered in the JET Investments Register, an increase from 53 grants reported in the previous quarter. Table 11 shows that these grants represent a combined investment of USD 150.62 million (ZAR 2.663 billion), including projects in the

planned phase. More than half of the portfolio value (54%) is in the Implementation Phase, amounting to USD 81.96 million (ZAR 1.44 billion) across 27 projects, indicating that most investments have progressed beyond planning and into delivery.

Table 11: Status of JET Skills Projects Funded by International Partner Grants

Status	Number of projects	Total USD	Total ZAR	Share of portfolio value
A. Planned	6	USD 51.03 mn	ZAR 902.72 mn	34%
B. Approved	6	USD 4.37 mn	ZAR 77.34 mn	3%
C. Implementation Phase	27	USD 81.96 mn	ZAR 1 449.88 mn	54%
D. Completed	17	USD 13.26 mn	ZAR 233.70 mn	9%
Total	**56**	**USD 150.62 mn**	**ZAR 2 663.63 mn**	**100.0%**

The Skills portfolio is primarily focused on knowledge generation and human capital development. Approximately 41% of projects are dedicated to studies and research, while 34% support capacity development and training initiatives. A further 16% provide technical assistance. The remaining 9% is distributed across communication initiatives, community organisational development, infrastructure development, and socio-economic investments, reflecting a broader commitment to enabling institutional capacity and supporting inclusive transition outcomes.

5 JET Funding Platform (FP)

The JET Funding Platform (FP) is an important enabler of the JET IP to improve the flow and quantum of JET grant funds from local and international sources to credible community development JET projects. The JET FP is a match-making service offered by the JET PMU to bring together the providers of JET grant funding[3] with intended JET constituents,[4] and to assist intended constituents to prepare their project applications to the providers of grants. The JET FP was launched on 25 October 2024. The JET FP Advisory Committee comprises nine experienced individuals who broadly represent key constituencies and who provide strategic advice without decision-making powers.

The JET FP has developed a visible pipeline of JET projects and programmes for the benefit of interested grant funders. The JET FP generates this pipeline of JET-aligned projects/programmes largely via calls for proposals. In 2025, the FP processed 240 applications, listing 26 projects on its register, as at 30 June 2026 nine matches have been achieved. Analysis of the first two windows revealed challenges with funder-project alignment and due diligence. Consequently, a strategic shift towards more curated, theme-specific application windows was adopted in 2026. The third window (Window 3), which closed in April 2026, focused on Jobs (in the formal economy), and Livelihoods (in the informal economy) with an emphasis on youth and women. Shortlisted projects from the 171 Expressions of Interest received are currently under adjudication. A further two windows are in development for 2026.

A key enabler for strong project development and alignment with the JET FP mandate is the onboarding of project preparation support. This function is critical for aligning projects with funder requirements and facilitating effective referrals to complementary support facilities, particularly for SMMEs. Project Preparation funding has been secured until end 2027. Two project preparation support partners have been onboarded in Q1 2026. 49 projects which the FP identified through the 2025 call for proposals (windows 1 and 2) have been reviewed for dedicated project preparation support. On 26 May 2026 a cohort of 20 priority projects were onboarded into a 12-month investment readiness programme designed to strengthen preparedness for accessing financing and equip projects with a capital raising plan. In addition, the JET Funding Platform has launched a webinar series designed as a practical support service open to all organisations working towards the social, economic, and climate goals of the Just Energy Transition. The first webinar in the 5-part series "Institutional Readiness: The path to securing funding for your JET-aligned initiative" was hosted on 10 June 2026. Building the capacity of the JET Funding Platform remained a strong focus in Q2 with critical capacity gaps being filled and new joiners onboarded for the Project Analyst and Junior Analyst roles. The Funding Platform's Communication Strategy developed in Q2 will be embedded into the PMU Communication team, appointments for which were made in Q2. Resources have been secured to develop and implement the Funding Platform Advocacy and Engagement strategy. The Funding Platform's stakeholder database is being actively grown, networks deepened, social media channels established achieving meaningful call for proposal awareness and engagement with the Platforms online content.

In 2026, the JET Funding Platform is being scaled as a central mechanism to match viable projects with appropriate funding sources, bridging the gap between project development and investment. In line with the ambitions for calendar year 2026 a funder portal is being developed and integrated into the Platform, streamlining engagement with international and domestic funders to improve the efficiency of matching agreements. Seed funding for the development of the Funder Portal and digital grants register has been secured. A Pooled Fund continues to be investigated to create a vehicle for coordinated funding that reduces transaction costs and enables more flexible, aligned support for priority Just Transition interventions. The Funding Platform is targeting admitting fifty grant-ready, credible, high-impact projects or programmes onto the JET FP Register, expanding the pipeline of investable opportunities across all JET Portfolios by the end of 2026. Upon completion of the current adjudication of the Window 3 shortlisted projects, the next cohort of projects will enter the Register. The matched-funded conversion rate is being improved by 25% through a streamlined funder engagement model, ensuring that projects on the Register move more quickly from introduction to signed matching agreements. Funders are being actively engaged in the JET FP pipeline, with disaggregated beneficiary data being consolidated for public reporting to demonstrate the reach and impact of JET Funding Platform-supported projects.

[3] International funders, private sector corporate social investment, and philanthropies.

[4] SMMEs, NGOs, community-based organisations, trade unions, and government institutions.

6 JET Governance

The JET IMC met during this reporting period on 2 April 2026. The JET IMC reaffirmed South Africa's commitment to a just energy transition. It noted the $2.6 billion plan for five retiring Mpumalanga power stations, with approvals expected in April 2026 and implementation from 2027, subject to funding. Nearly US$13.996 billion has been mobilised. Delivery requires stronger coordination, project preparation, diversified funding and fewer regulatory barriers It comprises 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;
- Minister of Cooperative Governance and Traditional Affairs;
- Minister of Higher Education and Training;
- Minister of Science and Innovation;
- Minister of Transport;
- Minister of International Relations and Cooperation; and
- Premier of Mpumalanga Province as attendee to the JET IMC.

The JET Government Steering Committee, chaired by the Director-General in the Presidency and comprising senior representatives from 12 national departments, DBSA, IDC, SALGA, Eskom, Mpumalanga Province, and the PCC, met during the previous reporting period on 27 February 2026.The committee adopted the amended October 2025 minutes and noted progress toward submitting the ACT Investment Plan by March 2026 and noted that project preparation, financing conditions, guarantees, and policy gaps continue to slow delivery. Actions include resolving green-hydrogen environmental approvals, presenting Funding Platform details and project geography, and improving support for SMMEs and community projects. The next meetings of the IMC and GSC are both scheduled to take place during September 2026.

7 Progress Summary: Short- and Medium-Term Outcomes

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 12: Progress against Short- and Medium-Term Outcome Indicators of the JET IP (on 30 June 2026)

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
Short-term outcomes[5]				
STO1: Agreed transparent funding flows for identified JET IP Portfolio	Instrument, disbursement channel and receiving programme within focal areas agreed	Agreed for electricity infrastructure	Credit Guarantee Vehicle (CGV) registered.	▪ The CGV progressed beyond design into approved, capitalising, and institution-building stages, with implementation structures in place and alignment to the ITP pipeline. The key outstanding steps are final capital commitments, regulatory licensing, and company incorporation, ahead of full operational launch later in 2026. The ITP RFP is still scheduled to be announced this year.
		Agreed for Mpumalanga	CIF / ACT RESET Phase 1 approved by CIF TFC and disbursement channels confirmed with implementing agencies.	▪ The Project Appraisal Document positions the Mpumalanga Jobs and Energy Transition (MJET) Programme as a core component of ACT implementation, focused on supporting affected communities through local economic development, skills, and social measures. MJET's scope and alignment within the ACT RESET Programme multi-phase approach is confirmed, with spending plans and implementation arrangements to be finalised across relevant departments and DFIs.
		Agreed for Municipalities	At least one new municipal funding model for distribution infrastructure supported by NT with at least one municipal project identified for model adoption. IKI-funded municipal programme operational with governance, work packages, and service providers in place, supporting five municipalities.	▪ Municipal electricity distribution infrastructure bankability is confirmed as a priority focus for 2026, with the IKI-funded programme positioned as the primary delivery mechanism. Initial framework development underway, linking readiness diagnostics, capability support, and project preparation development, with engagements initiated with National Treasury and DBSA to support funding model design and pilot implementation.
		Agreed for NEVs	Minimum funding flow of ZAR 200 million towards NEV projects, SMEs, funding programmes, and/or dedicated funds.	▪ Zimi Charge, EV infrastructure company, received ZAR 50 million in funding from the DBSA. ▪ Eskom has spent close to ZAR 52.6 million on their 2nd round of charging infrastructure investments, installing 76 charging stations across 55 sites.

[5] Changes in capacity and systems.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
				▪ Funding for the Unido - Sanedi E - mobility programme was approved by the Global Environmental Facility, for an amount of USD1 m. Under GEF-8, the project focuses on the enabling policy, quality infrastructure, skills, and investment conditions needed to grow local e-mobility and battery value chains ▪ Investment of USD750 million in Nyanza, a Titanium Dioxide Pigment Project will support production of battery-grade iron phosphate, the starting material for manufacturing electrolyte solutions for Lithium Iron Phosphate (LFP) batteries. The investment is part of a syndication amongst several funders, incl. the IDC, and will be implemented in two phases. ▪ Flex EV pilot project has secured funding from EEP Africa Fund for ZAR 7 mn (via JET Funding Platform) and ZAR 2 mn from the Catalytic Fund (Sub National Climate Fund) for market readiness studies. The pilot project will commence in Q2–3 2026. ▪ IDC has approved funding of ZAR 96 mn for Thula Solutions, an e-game drive vehicle manufacturer. The company will build e-game drive vehicles in South Africa for the tourism sector, domestically and regionally. The funding will go towards completing the bankable feasibility study. ▪ The EU will dedicate EUR 2 mn to addressing skills development needs for critical minerals, as expressed by projects recognised as strategically relevant for SA and EU: MMC and Frontier Rare Earths. ▪ Technical Cooperation Promoting Value Chains for Critical Raw Minerals and Green Hydrogen: EU and BMZ have provided EUR 27.5 mn to GIZ to support the CRM ecosystem. ▪ IDC has advanced ~ ZAR 29.9 mn (USD 1.9 mn) for additional capital to Giyani Metals Manufacturer of Manganese Hydroxide and Oxide for Lithium-ion batteries used in EVs and ESS. This increases the IDC total investment to ZAR 329.9 mn.
		Agreed for green hydrogen	Funding flows from existing grant pledges for GH2 projects are tracked and reported.	▪ EUR 7 mn grant will be funded through AFD In 2026 to support Transnet towards green hydrogen projects.
		Agreed for skills	Funding requirements for the first SDZ pilot are drafted, with a proposal submitted to the JET Funding Platform.	▪ The JET Skills Desk drafted a Skills Development Zone implementation workplan in February 2026. Work is underway to agree on priority areas of work and funding requirements.
STO2: Governance and coordination mechanisms supporting the JET IP effectively	Governance and coordination mechanisms are working effectively	JET Inter-Ministerial Committee (IMC) and JET Government Steering Committee (GSC) operating	Two JET IMC meetings held Two JET Government Steering Committee meetings held	▪ The JET IMC meeting chaired by the Minister of Electricity and Energy took place on 2 April 2026. ▪ The JET Government Steering Committee, chaired by the DG in the Presidency, took place on 27 February 2026.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
		Multi-stakeholder coordination structures established and operating for each JET Portfolio	Coordination structures operational in each JET Portfolio: Electricity (ACT IP) Skills Municipalities GH2 NEVs Mpumalanga	**Electricity (ACT IP)** ▪ The RESET project is the core infrastructure pillar of ACT implementation, focused on repowering and repurposing coal sites through renewable energy PPPs and associated grid investments. ▪ A multi-phased approach as contained in the Joint Appraisal Document has been submitted to the CIF secretariat at the end of June for CIF trust fund approval.
				Skills ▪ The National JET Skills Advisory Forum did not meet this quarter and the next meeting is scheduled to take place on 4 September 2026, which is in Q3 2026.
				Municipalities ▪ The JET Municipal Council met on the 31 March 2026. ▪ The following workstreams meetings have taken place: ▪ Capability Development – 3 February 2026 ▪ Energy Access – 4 February 2026 ▪ Finance – 4 March 2026 ▪ A strategy meeting was convened on 1 June resulting in the streamlining of the workstreams, the establishment of dedicated technical delivery capacity led by the JET PMU with the key institutions, and management by SALGA of the coordination and stakeholder engagement functions. This has strengthened accountability, improved efficiency, and clarified responsibilities
				GH2 ▪ Five workstreams have held inaugural meetings: ▪ Finance chaired by IDC – 24 March 2026 ▪ Shared Infrastructure chaired by IDC – 19 January 2026 ▪ Technology Incubation and Workforce chaired by DHET – 20 February 2026 ▪ Community Engagement chaired by DEE – 10 March 2026 ▪ Policy and Regulations chaired by DEE – 10 March 2026 ▪ GH2 Advisory Committee chaired by DEE – 24 February 2026 ▪ Project Developers Forum – 17 February 2026. ▪ Finance workstream chaired by IDC – continues to receive nominations with the last meeting being held on the 18th June 2026
				NEVs ▪ Established Shared Charging Infrastructure (07 Feb 2026), led by Eskom. ▪ Distribution, and JET NEV Advisory Committee (03 March 2026), co-chaired by DoT and the DTIC ▪ Public Transport Workstream scheduling 2nd meeting for 7 May 2026.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
				▪ Battery Value Chain (BVC) sub working groups to be established, 1st group for technical standards to kick off in mid-May; with battery innovation cluster to commence mid-June 2026. ▪ DTIC confirmed chair and lead for the automotive workstream. ▪ Project Developers Forum for infrastructure and mobility in planning. ▪ Established the NEV Skills and Training Forum, Chaired by the JET PMO (21 May 2026). Future meetings will be co-chaired by the AIDC and NAACAM. ▪ Established the BVC Steering Committee, chaired by IDC, incl. DEE, SABS, the DTIC and UWC (13 May 2026). The steering committee will assist with establishment of the other forums/task teams, starting with the technical standards workstream and the battery innovation cluster, to commence in July and August 2026. ▪ The NECOM e-mobility task team for charging standards and regulations has successfully been transitioned to the JET NEV governance structures and will form part of the Shared Charging Infrastructure Platform as its technical advisory Committee. ▪ The following workstream meetings have taken place: ▪ Shared Charging Infrastructure (11 May 2026), led by Eskom Distribution. ▪ Public Transport Workstream (15 May 2026), Led by DBSA. ▪ Project Developers Forum for infrastructure and mobility is at a planning stage
				Mpumalanga ▪ The JTCC has not met this year. A strategic workshop is planned to address this in Q3.
STO3: Confirmed portfolio of JT interventions for Mpumalanga agreed	Confirmed portfolio of JT interventions agreed	Emergent models of viable JT interventions being tested and implemented	Pipeline of Mpumalanga JET projects demonstrates operational flow of funds.	▪ The JET Investments Register records 66 JT-Mpumalanga projects with a total committed value of USD 160.44 mn / ZAR 2.838 bn. ▪ Planned projects – 3, ▪ Approved projects – 8, ▪ Projects in implementation – 26 ▪ Completed projects – 29. ▪ No new JT-Mpumalanga projects were recorded as planned in Q2 2026, and MGCA project records are not yet reflected due to outstanding verification.
		Extent of community involvement and ownership of community-based JT interventions	At least four JT projects matched by the JET Funding Platform are community-owned (Level 5) (Trust, Community Partnership Agreement (CPA)). Community co-design (Level 3+) is a requirement for relevant projects.	▪ Three Call for Proposals windows are to be launched in 2026 with the aim of generating a pipeline of projects that are community-led and community-owned. ▪ Forty percent of the relevant matched projects on the register have achieved a level 3-community engagement score or higher. ▪ For this period Funding has reported 9 matched projects of which at 2 are Level 5, one project at Level 4 and the remaining 5 projects are under review for final grading.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
STO4: JET Funding Platform (FP) helping development of viable projects and JET pipeline being supported actively	JET FP operating to support project development and identification of funders	Number and value of projects matched (signed grant contracts)	Funder Portal developed and integrated into the FP. Pooled Fund established Funders actively engaged in JET FP pipeline Onboard 50 grant-ready, credible, high-impact projects/programmes onto the JET FP Register Matched-funded conversion rate improved by 25% via streamlined funder engagement model	▪ Funder Portal development scheduled to commence in Q3. ▪ Seed funding for the development of the Funder Portal secured. As of Q2 2026 a Pooled Fund pilot is under development with draft commercial terms prepared and fund hosting arrangements under consideration. ▪ Funder Webinars, Project Pitch sessions and bilateral engagements are ongoing. Q2 JET Funding Platform Webinar Series Launched ▪ First cohort of 20 projects onboard into 12-month investment readiness programme. ▪ Streamlining to be achieved via Funder Portal and Pooled Fund initiatives. ▪ Strong focus on development of project pipeline. Third Call for Expressions of Interest Window under adjudication with a further 2 windows in development for 2026.
		Disaggregated numbers of beneficiaries from projects supported	FP funders report on this indicator and data is consolidated for public reporting	▪ Work ongoing regarding receipt of reporting for existing projects. This will extend to new projects brought onto the JET Funding Platform Register in 2026.
STO5: Demonstrated problem-solving approaches to overcome bottlenecks	Problems resolved to which PMU has contributed	Viable approach on delayed decommissioning agreed for ACT IP	ACT IP Desk established in the JET PMU, coordinating work of implementing agencies	▪ Short-term funding has been secured for the establishment of the ACT Desk within the JET PMU in 2026.
		Model agreed for funding municipal distribution infrastructure	Model agreed for funding municipal distribution infrastructure	▪ Initial engagements for the development of a municipal funding model for distribution infrastructure initiated, with first five priority municipalities identified for piloting the model. This is still on track for December 2028.
		Local DFI and other local support agreed for electrifying public transport and logistics	50 EV buses deployed per annum or 150 EV buses over a 3-year rolling period, until 2027.	▪ Johannesburg in partnership with C40, is piloting electric bus trials with Rea Vaya, Metrobus, and several OEMs for a limited period. The tender closed on 23 February 2026.
			Minimum installation of 200 EV charge points per annum or 400 over a 2-year period, until 2027.	▪ Toyota South Africa installed 100 charge points at their dealerships in 2025/6. ▪ City Lodge installed charging stations at eight of its properties nationwide. ▪ Between March and June, Eskom installed about 76 charging stations (191 charging points) across its network, incl. 12 publicly accessible sites. This marks Eskom‘s 2nd investment in the last 12 months. ▪ On 19 May 2026, Charge, an off-grid charging infrastructure company, launched two sites on the N3 corridor adding about 16 charging points to the national charging infrastructure network

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
		Viable approach agreed to address integration of skills anticipation, development, and utilisation	First Skills Development Zone (SDZ) pilot anchor institution identified, and partnership agreement signed to drive delivery in Mpumalanga.	▪ Work is underway to establish the first pilot Skills Development Zone in Mpumalanga. The anchor institution has not been identified, and the partnership agreement had not been signed by 30 June 2026. Launch of first pilot Skills Development Zone in Mpumalanga remains scheduled for Q4 of 2026.
		Viable set of impactful JET programmes agreed with stakeholders for Mpumalanga	Viable set of impactful JET programmes agreed with stakeholders for Mpumalanga	▪ Programmes are still in pilot phase.
STO6: 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.	▪ In the Skills Portfolio, regional mapping has commenced in Mpumalanga, the Eastern Cape, and the Northern Cape to identify existing catalytic programmes and practical gaps that require resourcing.
			Two existing or new NEVs programmes or projects scaled up.	▪ In June 2026, Zimi Charge, EV infrastructure company, received funding from the DBSA. The funding will scale their existing business and add 200 charge points to support about 2000 electric fleet vehicles over the next 18 months. ▪ In May 2026, it was confirmed that Bolt is entering the EV e-hailing space, partnering with Chinese OEM Donfeng. ▪ Eskom charging infrastructure continues to expand with the addition of 76 charging stations (191 charging points) across 55 sites between the periods of March and June.
			Pre-feasibility and feasibility studies completed for two export and one domestic GH2 projects.	▪ The status remains unchanged from the previous update where it was reported that one PtX project has received funding for bankability feasibility. This is in addition to the previous three projects that were reported at the end of December 2025. The cumulative is four PtX projects that have received funding to progress projects to the next phase.
			Five community-driven projects established.	▪ Six community projects are on the Project Register and are ready for grant fund matching.
			Technical delivery for the Municipal Portfolio operational, supporting day-to-day execution of the IKI programme and project pipeline development. Pipeline of at least 5 priority projects across target municipalities	▪ The Technical Delivery Function has been fully operationalised to support the implementation of the IKI programme and the development and coordination of the Integrated Municipal Energy Access workstream, strengthening technical oversight and delivery across programme activities.
			Programme management capacity for ACT operational, coordinating work of the implementing agencies.	▪ Short-term funding has been secured to establish the ACT Desk at the JET PMU.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
			Mpumalanga programme agreed with Social Employment Fund (SEF).	▪ in Q2, the SEF Programme was successfully matched through the JET Funding Platform, to the value of R150 million, funded by National Treasury and will be implemented by the Industrial Development Corporation (IDC).
			SA JET Investments Register expanded to include all REI4P investments; and municipal renewable investments. Plan in place for expansion to include all public sector budget investments; and remaining categories of investments.	▪ Expansion of the JET Investments Register was initially scheduled to commence in Q2 2026. Terms of reference for this work have been drafted and expected to go out in early 2027 following further diagnostic work. This work is funded by IKI.
STO7: 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. Pilot Impact Indicators reported in Q4 progress report At least four rapid diagnostic evaluations completed, published, and each with a formal management response and improvement plan adopted. JET IP 2023-2027 Implementation Evaluation completed, published, with recommendations for development of JET IP 2028-2032	▪ JET IP Q4 2025 and Q1 2026 progress report disseminated to key stakeholders via email and uploaded to the JET website. ▪ Impact Indicator meetings held with StatsSA. StatsSA to include JET IP Impact Indicators in their routine data collection processes for JET to report as soon as they are available. ▪ Mpumalanga mine land rehabilitation diagnostic evaluation bids evaluated, and the scores are being collated with selection of successful bidder not yet made. ▪ Municipalities technical assistance diagnostic evaluation ToR completed for publishing. The RFP is planned for publication in July 2026. ▪ NEVs tax incentives diagnostic evaluation: bids currently being reviewed for compliance. ▪ GH2 diagnostic evaluation draft ToRs have been prepared. ▪ JET IP Implementation Evaluation: 16 bids are being evaluated, and Advisory Committee ToRs finalised.
		Monitoring reports and evaluations informing learning and decision-making	M&E reports tabled at JET Government Steering Committee and required interventions agreed. At least four documented instances where evaluation findings or MEL data directly led to a change in strategy, resource allocation, or project design. Two JET learning events convened to disseminate evaluation findings.	▪ JET IP Q4 2025 progress report tabled at JET GSC in February 2026.
Medium-term outcomes[6]				

[6] Changes in behaviour and performance.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
MTO1: Finance for JET IP being mobilised, unlocked, and spent rapidly and effectively	Funds spent on JET IP-related investments/activities	Pledged grant funding (total mobilised – cumulative)	ZAR 16.5 bn to be reported in Quarterly Reports via the SA JET Investments Register	▪ USD 1007 mn/ZAR 17.805 bn pledged in grants as at 30 June 2026 – milestone exceeded by ~8%.
		Grant funds spent on completed projects to date (cumulative)	ZAR 15.5 bn to be reported in Quarterly Reports via the SA JET Investments Register	▪ USD 104.634 mn/ZAR 1.849 bn in grant funds spent on completed projects (12% of milestone) across 95 completed projects.
		Public sector budgets allocated to JET (Rand)[7]	Mechanism for tracking public sector budgets for JET-related interventions is operational	▪ Investments Register Specialist has been recruited. A service provider for online register to be procured by Q1 of 2027.
		Concessional loans deployed, that are not policy loans (Rand)[8]	ZAR 30.6 bn to be reported in Quarterly Reports via the SA JET Investments Register	▪ USD 1 156 mn/ZAR 20.44 bn deployed (allocated to projects) as at 30 June 2026 – 66.8% of the ZAR 30.6 bn milestone.
		Development finance institution (DFI) commercial equity and debt (Rand)	Mechanism for tracking DFI commercial equity and debt for JET related interventions is operational	▪ Investments Register Specialist has been recruited. A service provider for online register to be procured by Q1 of 2027.
		Commercial finance invested (Rand)	Mechanism for tracking Commercial finance invested for JET-related interventions is operational	▪ Investments Register Specialist has been recruited. A service provider for online register to be procured by Q1 of 2027.
		Total funds pledged to support the JET IP	ZAR 260 bn to be reported in Quarterly Reports via the SA JET Investments Register	▪ USD 14.382 bn/ZAR 254.409 bn pledged as at 30 June 2026 - 98% of the ZAR 260 bn milestone.
MTO2: Widespread endorsement, partnership and collaboration by South Africa and international stakeholders of the JET IP	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	JET guidance note finalised with NT and DPME for JET integration into APP/MTEF processes.	▪ JET PMU in discussion with PCC to incorporate JET IP indicators into APP guidance with DPME.
			Unions and CSOs participate in multi-stakeholder structures of relevant JET Portfolios.	▪ The Provincial Leadership of the three federations, SAFTU, FEDUSA and COSATU, have been invited to the Mpumalanga JTCC but do not attend.

[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.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
	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 are active participants in FP submissions and projects.	Representatives of COSATU and SACTWU have been engaged on Window 3 application process. Awareness of the window to be disseminated to constituents represented.
	Support from international partners for the JET IP	Increasing commitment by IPG and other international partners to support the JET IP	ZAR 260 bn to be reported in Quarterly Reports via the SA JET Investments Register	▪ USD 13.177 bn/ZAR 233.093 bn pledged by international partners as at 30 June 2026 - 89.7% of the ZAR 260 bn milestone.
MTO3: Government is increasingly able to manage and deliver Just Transition	Coherent plans being implemented for JET IP Portfolios	All Portfolio plans being implemented	At least three JET Portfolio lead institutions have JET MEL focal points and are reporting regularly against operational JET MEL frameworks	▪ MEL job descriptions drafted and proposals submitted to fund these posts. ▪ SALGA TOC drafted for submission to the Municipal Council. ▪ MGCA draft MEL frameworks currently being completed for submission to the JTCC.
	JET IP Portfolio priorities are integrated into planning and budget systems	JET IP Portfolio priorities are integrated into government planning and budget systems	JET guidance note finalised with NT and DPME for JET integration into APP/MTEF processes	▪ JET PMU in discussion with PCC to incorporate JET IP indicators into APP guidance with DPME.
MTO4: Enhanced skills system working effectively to support the energy transition and economic diversification	Skills ecosystem is aligning to emerging demand for JET skills	Number of unemployed and workers in all priority sectors (energy supply chains) reskilled, upskilled, and/or retrained, disaggregated by gender, race, spatially	Numbers of people trained and placed in jobs against targets reported (disaggregated) via quarterly reports Jobs tracking methodology supported by expert bodies to enable robust tracking of employment outcomes	▪ Joint action framework is being drafted by the JET Skills Desk taking into account priority JET-related mandates (shared targets, labour demand projections, shared KPI's, numbers of people trained and placed in jobs against targets reported (disaggregated) via quarterly reports).
		Number of SETAs incorporating priority JET-related skills programmes for NEVs, GH2, RE, and transmission	Critical skills development areas operating. To be monitored via JET Skills Desk.	▪ The JET Skills Desk has presented the JET Skills Desk Technical Implementation Plan (2025–2030) to 11 SETAs (Q4 2025). Work is underway to coordinate and streamline reporting against national targets.

Narrative summary	Objective	Indicator	Milestone December 2026	Progress 30 June 2026
	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	First SDZ pilot operating in Mpumalanga. Baseline data on pilot SDZ trainees established.	▪ Work is underway in Mpumalanga, the Eastern Cape, and Northern Cape to map regional skills plans and the baseline of existing skills provisioning and identify practical gaps.

8 Core Indicators

The Core Indicators are a key measure of the JET IP within the Theory of Change. During 2025, the JET PMU developed and piloted these indicators for projects listed on the JET Investment Register. The Core Indicators are a proxy for expected outcomes across the JET IP. Individual projects also have their own M&E frameworks with project-specific indicators not necessarily measured by the JET IP.

The Core Indicators are a standardised set of quantitative and qualitative metrics used within the JET IP M&E framework to systematically track the performance, progress, and outcomes of each project included in the Investments Register. They are designed to provide consistent, comparable data across diverse portfolios of projects, enabling aggregation at a programmatic level as follows in Table 13.

Table 13: JET IP Core Indicators

Core Indicator	Metrics
Community Involvement	Percentage of interventions that have planned for community involvement Percentage of interventions reporting 'Level 3-Community engagement in design, planning or project design'
Institutional Strengthening	Percentage of interventions that report a positive change across institutional elements (capacity, systems, resources, information, coordination)
Jobs Creation	Number of permanent direct full-time equivalent (FTE) jobs maintained during establishment of the intervention Number of direct FTE jobs created or maintained after establishment of the intervention
Livelihoods	Percentage of interventions that self-report livelihoods contributions 'on track or ahead of target' Number of households estimated to have benefitted from interventions
Emissions Reductions	Tonnes of CO_2 equivalent per annum reduced or avoided at intervention level

These Core Indicators are a crucial component of the JET IP M&E framework, because they enable aggregate tracking of collective impact against the overarching JET goals; ensure accountability and transparency through standardised reporting structures; support evidence-based decision-making by providing early warning signals and management insights; and facilitate evaluative enquiry by establishing baselines that can trigger deeper assessments of effectiveness and impact.

Not all JET projects will be relevant to all five Core Indicators. Projects are only required to report on Core Indicators relevant to their project. Quarterly reporting on Core Indicators is not compulsory for JET partners, as individual projects have differing reporting timelines and submitters are requested to report according to their existing reporting schedule. However, inception submissions are required to establish baselines and expected outcomes. Thereafter, Core Indicator performance reporting is required, based on individual project specific reporting cycles.

A key distinction within the Core Indicators reported is between planned and actual indicator performance. Actual indicator performance is reported cumulatively, from the start to the end of a project.

For Q2 2026, the Core Indicator reporting base has been expanded from the 24 projects reported at Q1 2026 by incorporating seven additional project submissions and increasing participation from two to three contributing partners. The current reporting base therefore consists of 31 projects from three contributing partners, representing approximately 11.7% of the 266 projects in the JET Investments Register as at 30 June 2026. The sample remains limited and non-representative of the full JET Investments Register, and the evidence should be understood as an emerging reporting base that will expand as further submissions are received. Table 14 presents the cumulative Core Indicator position for the 31 projects as at 30 June 2026.

Table 14: Core Indicator Snapshot – 31 Projects from three Contributing Partners as at Q2 2026

Core Indicator	Projects Reporting	Planned Results	Actual / Reported Results to Date
Institutional Strengthening	28 of 31 projects (90%)	▪ Strengthened capacity, systems, resources, information sharing and coordination across government entities, municipalities, educational institutions, implementing partners and community-facing organisations. ▪ Improved energy and climate planning, project preparation, investment readiness and implementation capability.	▪ A total of 28 projects reported on institutional strengthening during the reporting period, covering areas such as accreditation and capacity building, national and municipal systems, investment readiness, planning, coordination and regulatory reform. Of these, 27 projects reported positive progress in at least one institutional strengthening dimension, particularly information sharing, coordination, systems, technical capacity and access to implementation resources. The remaining project established an institutional baseline and identified strengthening priorities but had not yet reported attributable change. ▪ Cumulatively, 27 of the 28 projects reporting on this indicator (96%) report positive change in at least one institutional element.
Community Involvement	11 of 31 projects (35%)	▪ Engagement of civil society, labour, affected groups and community representatives in intervention design, planning and implementation.	▪ A total of 11 projects reported on community engagement during the reporting period. All projects demonstrated that community involvement had been incorporated into intervention design or implementation. Overall, nine projects (82%) achieved Level 3 community engagement or higher, including one project at Level 3 and two at Level 4 among newly reporting projects. One project had developed a community engagement plan but had not yet substantiated an engagement level. In addition, 88 municipal officials were trained in gender-responsive e-mobility planning, contributing to more inclusive local planning and implementation.
Jobs Creation	8 of 31 projects (26%)	▪ Approximately 4,758-4,858 establishment or construction full-time equivalent (FTE) jobs across the original pilot and additional submissions. ▪ Approximately 1,399-1,409 direct post-establishment or operational FTE jobs.	▪ Across the reporting projects, approximately 843 full-time equivalent (FTE) jobs were created or supported, including permanent operational, establishment-phase and post-establishment employment. Women represented a substantial proportion of employment across all categories, including 139 of the 203 establishment- and post-establishment FTE positions. Projects also reported 324 informal, part-time or semi-formal livelihood opportunities. As these do not constitute FTE employment, they are reported separately and are not included in the cumulative FTE total.
Livelihoods	7 of 31 projects (23%)	▪ Human, natural, financial, built and social capital improvements for households and communities. ▪ The original pilot anticipated benefits for more than 53,000 people, primarily through renewable-energy access.	▪ Evidence from reporting projects indicates positive progress in strengthening livelihoods across all five livelihood-capital categories. Reported outcomes include more than 53,000 people benefiting from renewable energy access, over 80 farmers trained in diversification and climate-smart agriculture, and continued capacity-building support for Just Transition stakeholders. In addition, two projects reported livelihood benefits reaching at least 2,663 households or beneficiaries. As these measures use different units (people versus households/beneficiaries), they are presented separately and are not aggregated.

Core Indicator	Projects Reporting	Planned Results	Actual / Reported Results to Date
Emissions Reductions	5 of 31 projects (16%)	▪ The Q1 2026 reporting base includes an estimated 1.4-1.5 million tonnes CO2e per annum from planned renewable-energy infrastructure exceeding 620 MW, together with a target of 3,000 tonnes CO2e per year from an eco-industrial parks intervention by 2028. ▪ One additional project reports a planned lifecycle estimate of approximately 3.93 million tonnes CO2e; another is still developing its ex-ante estimate. These estimates are not directly comparable with annual reductions.	▪ Evidence from reporting projects indicates cumulative annual greenhouse gas (GHG) emission reductions of 13,829 tonnes of CO_2e, covering Scope 1 and Scope 2 emissions. These reductions are based on ex-post implementation data and are self-reported, pending independent verification. No further measured annual emissions reductions were reported during the reporting period. A projected lifecycle reduction of 3.93 million tonnes of CO_2e was also reported but is presented separately, as it reflects an estimated future impact rather than verified annual emissions reductions.

Note: Percentages indicate the proportion of the 31 reporting projects that submitted data on each indicator. The cumulative reporting base as of Q2 2026 is 31 projects from three contributing partners. Results are self-reported and have not been independently verified. Reporting periods vary across interventions. Planned and actual figures are kept separate; headcount opportunities are not combined with FTE jobs; and lifecycle emissions estimates are not aggregated with annual emissions reductions. Where a submission did not provide a clear measurement unit, performance rating or evidence of achieved change, the result is qualified or excluded from aggregation.

Interpretation

The expansion of the Core Indicator reporting base from 24 projects from two contributing partners to 31 projects from three contributing partners represents a further broadening of the evidence base for JET IP outcome monitoring. The strongest coverage remains Institutional Strengthening, reported by 28 projects (90%). The seven additional submissions deepen the evidence on improvements in information sharing, coordination, systems, technical capability and access to implementation resources. However, these findings are largely based on self-reported ordinal assessments and should be interpreted as evidence of enabling institutional change rather than independently verified institutional performance.

Community Involvement is now reported by 11 projects (35%). All reporting projects indicate that community involvement was planned, and nine of the 11 projects (82%) report Level 3 engagement or higher. This suggests that participatory approaches are increasingly being incorporated into intervention design and implementation. Nevertheless, one additional submission has not yet substantiated an engagement level, and the quality and depth of engagement cannot be inferred from the numeric level alone.

Jobs Creation is reported by eight projects (26% of the reporting base). The seven additional submissions add 203 establishment-phase FTE jobs and four clearly comparable post-establishment FTE jobs, with women accounting for 135 of the establishment FTEs and all four post-establishment FTEs. They also report 324 additional informal, part-time or semi-formal opportunities.

Livelihoods is reported by seven projects (23% of the reporting base), although the available data use mixed units. The Q1 reporting base records more than 53,000 people benefiting from renewable-energy access, while the additional submissions report at least 2,663 households or beneficiaries across livelihood interventions. One additional project explicitly rates progress as on track across all five livelihood-capital categories, while another reports benefits without an explicit rating.

Emissions Reductions remains the least developed Core Indicator, with five projects reporting (16%). The Q1 reporting base includes a self-reported ex-post estimate of 13,829 tonnes CO2e per year in implemented greenhouse-gas savings from one intervention. The seven additional submissions add planned evidence, including a lifecycle estimate of approximately 3.93 million tonnes CO2e and a further ex-ante estimate still under development, but no additional actual annual emissions reductions.

Overall, the 31-project sample represents approximately 11.7% of the 266 projects in the JET Investments Register and remains too small and unevenly distributed to represent portfolio-wide JET

IP performance. The updated results should therefore be treated as indicative evidence of emerging outcomes.

9 Impact Indicators

This section reports on progress during the quarter ending 30 June 2026 towards establishing a credible measurement base for the JET IP Impact Indicators. These indicators track the wider economic, social and environmental effects of JET IP implementation, including changes in emissions, employment, energy infrastructure, household services and other Just Transition outcomes. Work in the period remained foundational: aligning the Impact Indicators with South Africa's official statistical architecture and establishing what can be reported, at what level and at what frequency. The status set out below is that as at 30 June 2026, subsequently validated against the Statistics South Africa (Stats SA) indicators.

9.1 Alignment of JET Indicators with the Integrated Indicator Framework (IIF)

During the reporting period the JET Project Management Unit (JET PMU) and Stats SA advanced the alignment of the Impact Indicators with the IIF, South Africa's harmonised indicator architecture. Of the 62 JET indicators assessed, 54 (87.1%) were mapped to an indicator in the IIF or to the closest available comparator. The remaining 8 (12.9%) could not be aligned with an indicator in the IIF and indicate areas where further framework development is required.

Mapping does not, on its own, denote an exact methodological match. Differences may remain between a JET indicator and its IIF counterpart in concepts, definitions, methods of computation, units of measurement, disaggregation and reporting frequency. An indicator-by-indicator metadata review is still required before matches can be confirmed. The alignment work is therefore advanced but not complete, and integration into routine statistical production should not be assumed.

9.2 Data Availability and Disaggregation Challenges

Stats SA assessed each of the 62 indicators for data availability. This assessment is separate from mapping status, as availability cannot be inferred from whether an indicator has an IIF match. Table 15 summarises the position.

Table 15: Data availability status of the JET Impact Indicators as at 30 June 2026

Status	Meaning	Number of indicators	Percentage of 62
Black	Data values available	17	27.4%
Amber/orange	No current data values, but potential data sources identified	27	43.5%
Red	No data values and no potential data source identified	18	29.0%
Total	**—**	**62**	**100.0%**

Source: Stats SA JET indicator assessment, submitted 3 August 2026. Percentages are calculated on the 62 indicators assessed and may not sum exactly owing to rounding.

Taken together, 44 indicators (71.0%) either have data values available or have a potential source identified. Of these, 17 indicators (27.4%) are classified black, meaning that data values are available. The other 27 indicators in this group are classified amber/orange: potential sources have been identified, but data values are not currently available. These indicators cannot yet be reported on until the relevant values have been obtained.

Reporting the 17 available indicators requires each value to be accompanied by its correct source, reference period, reporting frequency, geographical level and other relevant metadata. Much of the available information is annual, historically lagged or published at national level only. Provincial disaggregation is not consistently available across the indicators. These limitations affect the interpretation and comparability of the available values, but do not change their classification as available.

The 17 indicators with available data values are concentrated in the following areas: wider impact measures (including greenhouse gas emissions, CO_2 intensity, renewable-energy share, energy use, unemployment in Mpumalanga, age-standardised mortality for chronic respiratory diseases, and multidimensional poverty in Mpumalanga), one measure of installed embedded renewable-energy generation capacity, several Just Transition intervention measures relating to household services in Mpumalanga (water services, water interruptions, reliable electricity access, electricity interruptions, and free basic electricity), one measure of greenhouse gas emissions from agriculture and one of conservation agriculture hectarage; and the National Air Quality Indicator. For several of these indicators,

the available value is a closest comparator rather than an exact methodological match, and this distinction must be preserved wherever a value is presented.

Of the 27 amber/orange indicators, potential data sources have been identified but values are not currently available. These cover areas such as greenhouse gas emissions per capita, jobs in the renewable energy sub-sector, respiratory illness levels, economic poverty in Mpumalanga, installed renewable-energy capacity under the RE IPP programme, embedded and small-scale generation capacity, transmission and distribution infrastructure upgrades, energy storage, electric vehicle charging infrastructure, emissions reduced or avoided by new electric vehicles, manufacturing of solar PV systems and electric vehicles, SMME numbers and employment, land redistribution, water made available from coal plant closures, and water intensity and consumption associated with electricity production. These indicators cannot yet be reported on.

The 18 red indicators have neither data values nor an identified potential source. These include measures of non-permanent and permanent direct full-time equivalent jobs created or maintained during and after construction, FTE staff employed in residential solar projects and renewable-energy supply chains, new FTE staff in tourism, transport and agriculture, households benefitting from livelihoods support, percentages of affected coal workers transitioned, access to sustained income for retired coal plant employees, the percentage of the Mpumalanga population benefitting from JET IP investments, public engagement in Just Transition policy and collective action, emissions reduced or avoided by coal power plant closures and renewable-energy generation, emissions reduced through the Transnet road-to-rail programme, emissions reduced or avoided from more sustainable agriculture, and emissions reduced through municipal energy efficiency and demand-side management. These indicators require further framework development and source identification before they can be reported on.

9.3 Data Quality and the National Statistics System

For this report, an IIF indicator is an indicator already included in Stats SA's Integrated Indicator Framework and reported according to its established concepts, definitions and methods. A closest available comparator is an existing official measure that is related to, but does not exactly correspond with, the relevant JET indicator. A potential proxy is a substitute measure that may be considered where the direct JET measure is unavailable, provided that the relationship to the JET indicator and the limitations of the substitute measure are disclosed. These categories must remain distinct wherever an Impact Indicator value is presented.

The values presently available comprise a combination of IIF indicators, closest available comparators and potential proxies. A JET indicator and the IIF measure used to report against it are not necessarily the same measure, and the distinction must be preserved wherever a value is presented. Two illustrations, in each case a closest comparator rather than an exact match: for JET indicator 1.1.1 (Nationally Determined Contribution targets for greenhouse gas emissions), the comparator is total greenhouse gas emissions per year, most recently 435 119.6 $GgCO_2e$ for the 2022 reference year, sourced from the Department of Forestry, Fisheries and the Environment (DFFE); for JET indicator 1.3.1 (levels of unemployment in Mpumalanga), the comparator is the official unemployment rate, at 36.3% for Mpumalanga in the first quarter of 2026, the most recent release available, as second-quarter labour market results had not yet been published.

The following reporting principles apply to all Impact Indicator values:

- Every reported value must identify its source, reference period, unit of measurement and reporting frequency.
- Data predating 2022 is treated as baseline information, JET IP implementation having commenced in 2022; trends are presented from 2022 onwards.
- Quarterly 2026 values are used only where they exist. Where no newer annual observation has been released, the latest available annual value may be repeated, with its reference period clearly shown.
- Administrative and third-party data must go through a quality assurance process before publication. Where appropriate, this may include assessment against the South African Statistical Quality Assessment Framework (SASQAF). The external sources identified in the 3 August material had not yet been formally assessed for JET reporting.
- Data drawn from proxies or from independent, non-official sources must be clearly labelled and qualified as such.

Potential sources identified by Stats SA for indicators it does not itself collect at the level required include DFFE, the South African National Energy Development Institute (SANEDI), the Department of Electricity and Energy (DEE), Eskom, NERSA, the IPP Office and other public entities within the National Statistics System (NSS). These are potential or external data custodians whose data have not been formally validated for JET reporting.

For the 17 indicators classified as having available data values, the comparator, available disaggregation

and most recent value are summarised below. Where a numeric value has not been populated in the Stats SA workbook, the omission is stated explicitly and the black classification is retained pending confirmation.

Wider impact indicators with available values:

- **JET 1.1.1 — Nationally Determined Contribution targets for GHG emissions:** Comparator is IIF 13.2.2 — Total greenhouse gas emissions per year. National level. Latest value: 435 119.6 $GgCO_2e$ (2022). Source: DFFE, via the Stats SA submission. This is a closest comparator; it reports total annual emissions rather than performance against the NDC target.
- **JET 1.1.3 — CO_2 intensity of national energy consumption compared to GDP:** Comparator is IIF 9.4.1 — CO_2 emissions per unit of value added. National level. Latest value: 35.214 kg CO_2e/US$ (2022). Source: Stats SA "Data values" worksheet; original producer is not stated. Closest comparator rather than an exact JET measure.
- **JET 1.1.4 — Share of RE generation (GWh) in South Africa's power system (%):** Comparator is IIF 7.2.1 — Renewable-energy share in total final energy consumption. Disaggregation: renewables/waste; total consumption; renewable-energy share. Latest value: 10.5% renewable-energy share (2023). Source: Stats SA "Data values" worksheet. This is a final-energy-consumption comparator, not the JET power-system generation measure.
- **JET 1.2.1 — Energy use for sectors:** Comparator is IIF 7.1.2D — Population using solar energy as its main energy source. Disaggregation: end use — cooking, lighting, heating and water heating. Latest values: cooking 3.0%; lighting 3.8%; heating 2.0% (2024); water heating 2.8% (2023). Source: Stats SA "Data values" worksheet. Potential proxy for sectoral energy use; reference years differ by end-use category.
- **JET 1.3.1 — Levels of unemployment in Mpumalanga stabilised and dropping compared to national average:** Comparator is IIF 8.5.2 — Unemployment rate by sex, age and disability. Disaggregation: province and South Africa. Latest values: Mpumalanga 36.3%; South Africa 32.7% (Q1 2026). Source: Stats SA quarterly labour-force data. Q2 2026 results were not yet published at the reporting cut-off.
- **JET 1.5.1a — Age standardised mortality rate (ASMR) for chronic lower respiratory diseases:** Comparator is IIF 3.4.1 — Mortality attributed to cardiovascular disease, cancer, diabetes or chronic respiratory disease. Disaggregation: type of disease. Latest value: chronic respiratory diseases 2.2% (2022). Source: Stats SA "Data values" worksheet. The chronic-respiratory component is shown; the comparator covers a broader disease group.
- **JET 1.6.1 — Multi-dimensional poverty levels improving in Mpumalanga:** Comparator is IIF 1.1.1, 1.2.1 and 1.2.2 — International poverty, national poverty and multidimensional poverty measures. Disaggregation: province; poverty measure; sex. Latest value: Mpumalanga 14.0% below the international poverty line (2023). Source: Stats SA "Data values" worksheet. Related comparator, not the JET multidimensional-poverty measure. The 2022/23 survey's multidimensional component was not yet published.

New renewable-energy generation, transmission and distribution infrastructure indicators with available values:

- **JET 2.1.2 — Total installed capacity of embedded RE generation (MW):** Comparators are IIF 7.2.1A1 — Renewable energy at annual operating capacity; and IIF 7.1.1 — Installed renewable-energy capacity per capita. National level. Latest values: 5 929 MW; 0.098 W per capita (2022). Source: Stats SA "Data values" worksheet. The workbook combines JET 2.1.1 and 2.1.2 in one comparator row; the value is not separately attributable to embedded generation.

Just Transition intervention indicators with available values:

- **JET 3.5.1 — Percentage of households in Mpumalanga with working water services:** Comparator is households with access to piped or tap water, by province. Disaggregation: province and South Africa. Latest value: Mpumalanga 86.3% (2025). Source: Stats SA "Data values" worksheet. Access to piped/tap water is a comparator for working water services, not an exact match.
- **JET 3.5.1a — Percentage of households in Mpumalanga experiencing interruptions in water services:** Comparator is households reporting water interruptions lasting at least two days or longer than 15 days. Disaggregation: province and South Africa. Latest value: Mpumalanga 55.7% (2025). Source: Stats SA "Data values" worksheet; original publication is not identified in the supplied workbook.
- **JET 3.5.2 — Percentage of households in Mpumalanga accessing reliable electricity**: Comparator is households connected to the mains electricity supply, by province. Disaggregation: province and South Africa. Latest value: Mpumalanga 91.2% (2025). Source: Stats SA "Data values" worksheet. Connection to mains electricity is a comparator for reliable electricity access and is not an exact methodological match.
- **JET 3.5.2b — Percentage of households in Mpumalanga experiencing interruptions in electrical supply:** Comparator is days of load-shedding and/or unscheduled outages during the

previous week. Disaggregation: province and South Africa. No numeric value populated in the supplied workbook; the value and unit must be obtained or confirmed before public reporting.

- **JET 3.5.3 — Percentage of people qualified for FBE actually receiving:** Comparator is number and percentage of domestic consumer units receiving municipal free basic electricity. Disaggregation: province and South Africa. No numeric value populated in the supplied workbook; the value and unit must be obtained or confirmed before public reporting.
- **JET 3.5.3a — Number of consumer units that are receiving free basic electricity (FBE):** Comparator is domestic consumer units receiving municipal free basic electricity. Disaggregation: province and South Africa. Latest value: Mpumalanga 74 680 consumer units (2023). Source: Stats SA "Data values" worksheet; original publication and formal unit label are not stated.

GHG emissions reduced or avoided indicators with available values:

- **JET 4.2.4a — Greenhouse Gas emissions from agriculture:** No comparator row included in the supplied "Data values" worksheet. No numeric value populated in the supplied workbook; the value and unit must be obtained or confirmed before publication.
- **JET 4.2.4b — Hectares of cultivated fields under conservation agricultural practices:** Comparators are IIF 2.4.1 — Productive and sustainable agricultural area; and IIF 2.4.2 — Irrigated agriculture hectares. Disaggregation: national; province for irrigated hectares. Latest values: 12 000 hectares (2020) national; Mpumalanga irrigated area 59 767 hectares (2017). Source: Stats SA "Data values" worksheet. Pre-2022 baseline information. The measures are closest comparators and do not exactly measure conservation agriculture.

Social, economic and environmental co-benefits indicators with available values:

- **JET 6.1.2 — National Air Quality Indicator:** Comparator is IIF 11.6.2A — National Air Quality Indicator (NAQI). National level. Latest value: NAQI 1.17 (2023). Source: Stats SA "Data values" worksheet; original producer is not stated in the supplied workbook.

Values are rounded for presentation; the underlying source dataset retains the underlying precision and full-time series.

9.4 Reporting Approach and Next Steps

This section provides a concise account of alignment progress and data-availability status as at 30 June 2026. The detailed indicator-level position is set out in the indicator workbook provided by Stats SA, which records, for each indicator, the JET indicator, the closest IIF or other comparator identified, the level of disaggregation available and the most recent value, each dated to its reference period. The workbook remains the underlying source dataset.

The forward work programme comprises a combination of near-term activities and continuing workstreams:

- Completing the indicator-by-indicator metadata review.
- Assessing definition and methodology differences between the JET indicators and their IIF comparators.
- Continuing to confirm the suitability and availability of the required disaggregation.
- Continuing engagement with the identified data custodians.
- Continuing work to strengthen administrative data quality within the NSS.
- Maintaining a regular quarterly reporting and validation cycle with Stats SA.
- Continuing to maintain and extend the underlying source dataset as further values and metadata become available.
- Holding the planned workshop to review and rationalise the JET Impact Indicators.

Several of these actions are continuing processes and are not expected to be completed within the quarter ending 30 September 2026. They will remain open until the associated data gaps have been closed. No Impact Indicator material is published without the prior sight and agreement of Stats SA.

10 Evaluations

Four JET evaluations are currently commencing.

10.1 JET IP Implementation Formative Evaluation

This is a comprehensive, learning-oriented formative evaluation commissioned by the African Climate Foundation and the JET PMU, and to be overseen by a multi-stakeholder Steering Committee. Its purpose is to assess the progress, effectiveness, and inclusivity of the JET IP's implementation, focusing on institutional capability, coherence, and early outcomes. The findings will directly inform an Improvement Plan for the current phase and provide an evidence base for designing the next iteration of the JET IP (Phase 2, 2028-2032). The RFP received 19 bids. The ACF is currently evaluating the 16 compliant proposals and contract award is due in August.

10.2 Mine Rehabilitation Rapid Diagnostic Evaluation

This evaluation, commissioned by GIZ in partnership with the JET PMU, is a diagnostic assessment of the economic and livelihood opportunities associated with mine rehabilitation and post-mining redevelopment in Mpumalanga. Its purpose is to identify key barriers and enablers to investment and to select and structure five high-potential programmatic interventions that can unlock private sector investment, create sustainable employment, and support a just transition in the province. The request for proposals (RFP) attracted 16 bids. All proposals have been evaluated, and GIZ is currently finalising award of contract.

10.3 Green Hydrogen (GH2) Rapid Diagnostic Evaluation

This evaluation is a diagnostic rapid assessment of the policy, regulatory, and fiscal landscape for the Green Hydrogen sector in South Africa. The purpose is to identify and address key implementation bottlenecks, assess the feasibility of the GH2 portfolio, and develop a coordinated strategy to unlock investment and align interventions with the JET IP. The RFP is under review by the Department of Electricity and Energy (DEE) before issuance by the ACF.

10.4 NEV Tax Incentive Rapid Diagnostic Evaluation

This is a rapid diagnostic evaluation of a potential tax incentive mechanism to stimulate the uptake of New Energy Vehicles (NEVs) in South Africa. Its purpose is to assess the feasibility, optimal design, and fiscal implications of leveraging existing tax structures (like fringe benefits) as a fiscally prudent tool to grow the domestic NEV market, align with the NEV White Paper, and support the Just Energy Transition. The RFP attracted 12 bids which are being evaluated by the ACF and contract award is due in August.



Approved by Mr Rudi Dicks

Head: Project Management Office
The Presidency

Date: 23 October 2026