Public Information Summary

Host Country	Kenya
Name of Borrower	Roam Electric Limited
Project Description	Roam Kenya is a technology driven electric mobility company that designs and develops electric motorcycles and electric buses for emerging market consumers.
Proposed DFC Loan	$10 million senior loan with a seven (7) year tenor and 24-month grace period.
All-Source Funding Total	Roam Kenya is looking to raise a total of US$20 million in equity and debt to fund (i) working capital to ramp up commercial production of the Roam's electric motorcycles ("Roam Air") and electric buses ("Roam Transit"); (ii) capital expenditures to fund design, reengineering. and tooling equipment to bring down the cost of production of Roam Air and Roam Transit; (iii) capital expenditures to deploy charging infrastructure for Roam Air and Roam Transit; and (iv) capital expenditure and design costs associated with (a) developing the next generation of the Roam Air telemetry chip and upgrading the hardware and software underlying the Roam Air's battery management system that enables better tracking and remote management of the motorcycle, and (b) upgrading the software for Roam Air's charging infrastructure and front end application to increase customer oversight and control of the Roam Air.
Policy Review	
Developmental Objectives	The Project is expected to have a positive development impact in Kenya by making electric motorcycles more affordable for low-income microentrepreneurs known as boda boda drivers. More specifically, the Project will significantly increase production of Roam Air's domestic electric motorcycle, reducing its price for consumer while lowering overall reliance on imported motorcycles. The Project will also reduce greenhouse gas emissions in line with Kenya's National Climate Change Action Plan by substituting internal combustion engine (ICE) motorcycles commonly known as boda bodas with an electric alternative. The Project has partnered with M-Kopa, an existing DFC client and one of the largest asset finance providers in East Africa, to facilitate access to Roam Air motorcycles for low-income clients.
Environment and Social Assessment	**Screening:** The Project has been reviewed against DFC's 2020 Environmental and Social Policy and Procedures (ESPP) and has been determined to be categorically eligible. The Project was screened as a Category B under DFC's ESPP because impacts are site specific and readily mitigated. **Applicable Standards:** DFC's environmental and social due diligence indicates that the Project will have impacts that must be managed in a

	manner consistent with the following 2012 International Finance Corporation's (IFC) Performance Standards (PS): PS1: Assessment and Management of Environmental and Social Risks and Impacts; PS2: Labor and Working Conditions; PS3: Resource Efficiency and Pollution Prevention; and PS4: Community Health, Safety, and Security; The Project does not involve physical or economic displacement, and no land will be purchased for the Project. Additionally, operations are in existing industrial areas and there will be no impacts to indigenous peoples, biodiversity, or cultural heritage. Therefore, Performance Standards 5, 6, 7, and 8 are not triggered by this Project at this time. In addition to the above standards, the Project will be required to comply with the requirements of the IFC EHS General Guidelines (April 2007). **Environmental and Social Risks and Mitigation:** The primary environmental and social issues associated with the Project include occupational health and safety, management of wastes and hazardous materials, vehicle safety, ensuring robust implementation of a supply chain management system, and ensuring that labor practices comply with IFC and DFC labor requirements. Roam has an Occupational Health, Safety & Working Environment Statement (OHSWES) that establishes a Safety Committee and pledges compliance with Kenya's O.S.H.A 2007. It also outlines Roam's procedures relating to fire emergencies, injuries, safety reporting, and hazard assessment and mitigation. It also requires Roam to provide a safe work environment and ethics training for current and new employees. Roam will dispose of used batteries through specialized NEMA-licensed contractors that have contracts with waste management plants outside of Kenya that recycle batteries. Hazardous materials are stored under safe conditions where only authorized personnel have access to them and are required to use appropriate PPEs during their handling. Roam designs and manufacturers its vehicles to meet or exceed all applicable safety standards and regulations. Roam has carried out numerous tests of the battery system to ensure that it functions in a safe manner during use and charging, as well as extensive frame integrity tests to ensure the motorcycle can withstand the load forces during operation. The motorcycles also come with roll guards, EBS braking,

	specialized tire tread, and two safety kits (helmets and reflective vests) with each bike. Roam has developed policies and procedures in line with PS 1 for overarching environmental, health and safety management but lacks policies and procedures governing management of social risks related to the Project. Roam will be required to take additional actions to ensure implementation of social commitments to its employees, supply chain workers, and stakeholders as well as an external grievance mechanism aligned with the requirements of PS 1. The Company will also be required to take certain actions to align its human resources policies and procedures with the requirements of PS2, including strengthening policies governing worker grievance mechanisms, overtime hours, employee access to earned leave hours, and supply chain management.