GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10302	**Umoja WBS:**SB-017819
SMA IPMR ID:84937	**Grant ID:**S1-32GFL-000684
Project Short Title: Cote d'Ivoire E-mobility	
Project Title: Integrated, Sustainable and Low Emissions Transport in Côte d'Ivoire	
Duration months planned:	42
Duration months age:	48
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Africa
Countries:	Cote d'Ivoire
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	$ 408,716.00
Co-financing amount:	$ 5,687,000.00
Date of CEO Endorsement/Approval:	2021-06-03
UNEP Project Approval Date:	2021-08-18
Start of Implementation (PCA entering into force):	2021-09-30
Date of Inception Workshop, if available:	2022-02-03
Date of First Disbursement:	2021-10-13
Total disbursement as of 30 June 2025:	$ 254,242.00
Total expenditure as of 30 June:	$ 195,599.00

Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	
Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2025-03-31
Completion Date Revised - Current PCA:	2025-12-31
Expected Terminal Evaluation Date:	2026-06-30
Expected Financial Closure Date:	2027-01-31

1.2 Project Description

Objective: To mitigate GHG emissions in Cote d'Ivoire by accelerating the introduction of electric mobility through revision of the policy and institutional framework; training and capacity building; demonstration of electric vehicles; development of finance schemes and business models; private sector engagement; and upscaling and replication.

Component 1: Institutionalization of and strategy-setting for low-carbon electric mobility

Component 2: Short term barrier removal through feasibility analyses, the demonstration of electric vehicles and know-how development for a wider introduction of electric mobility in Côte d'Ivoire.

Component 3: Preparing for scale-up and replication of low-carbon electric mobility

Component 4: Component 4: Long-term environmental sustainability of low-carbon electric mobility

Executing Agency: Ministry of Environment, Sustainable Development and Ecological Transition (MINEDDTE) with the support of the UNEP Sustainable Mobility Unit

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division

Name of co-implementing Agency	N/A
Executing Agency (ies)	Ministry of Environment, Sustainable Development and Ecological Transition (MINEDDTE)
names of Other Project Partners	N/A
UNEP Portfolio Manager(s)	Asher Lessels
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Hassan Coulibaly
Manager/Representative	N'TAIN Yémou Jeanne
Project Manager	Etien N'Dah
Finance Manager	Avit Sole Sidonie
Communications Lead, if relevant	N/A

2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	N/A
PoW Indicator(s):	• Climate : (i) Number of national, subnational and private-sector actors that adopt climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.
UNSDCF/UNDAF linkages	The project is also aligned with the "Sustainable development" component of Cote d'Ivoire's UNDAF 2017-2020, which states that "By 2020, governments implement policies that ensure sustainable production and consumption, income generation and resilience to climate change for the most vulnerable populations."
Link to relevant SDG Goals	• Goal 3: Ensure healthy lives and promote well-being for all at all ages • Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable • Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	• 3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination • 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons • 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management • 13.2 Integrate climate change measures into national policies, strategies and planning

2.2. GEF Core and Sub Indicators

GEF core or sub indicators targeted by the project as defined at CEO Endorsement/Approval, as well as results

	Targets - Expected Value				
Indicators	**Mid-term**	**End-of-project**	**Total Target**	**Materialized to date**	**Remarks**
6- Greenhouse gas emissions mitigated	N/A	Direct: 82,574 tCO2 (from 2021 to 2036)Indirect: 148,944	Direct: 82,574 tCO2 (from 2021 to 2036)Indirect: 148,944 tCO2 (from 2021		The project will only be in a position to

	Targets - Expected Value				
Indicators	**Mid-term**	**End-of-project**	**Total Target**	**Materialized to date**	**Remarks**
		tCO2 (from 2021 to 2036)	to 2036)		report against this indicator at the end of year 2025.
11- People benefitting from GEF-financed investments	N/A	Total: 187,630(Women: 75,040Men: 112,590)	Total: 187,630(Women: 75,040Men: 112,590)	Total: 850 / Women: 170 / Men 680	Since the project's launch, the number of participants in the various activities is approximately 850 people, out of which 170 women (20%) and 680 men (80%).

Implementation Status 2025: 3rd PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2025	3rd PIR	S	MS	M
FY 2024	2nd PIR	MS	S	M
FY 2023	1st PIR	MS	MU	S
FY 2022				
FY 2021				
FY 2020				

FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

Progress: Information on progress outcomes of project implementation activities

Summary on progress towards outcomes:The Government of Côte d'Ivoire is actively advancing its sustainable mobility agenda through a series of strategic initiatives. Under Outcome 1, it is developing a gender-sensitive national strategy for electric mobility in public transport, guided by field missions and stakeholder consultations led by an international expert. A preliminary strategy was drafted and refined through multiple workshops and feedback sessions, with final validation expected in Q3 2025. Outcome 2 focuses on feasibility studies and scale-up plans for low-carbon transport in Abidjan. The consultancy firm initiated work in December 2024 and has been delivering outputs reviewed by experts and the Project Management Unit, with final approval anticipated in Q4 2025. Outcome 3 targets the adoption of financial incentives and technical standards to attract investment in electric mobility. Initial drafts of the proposed tax reforms and regulatory frameworks informed by stakeholder input and expert analysis. Finally, Outcome 4 complements these efforts by addressing environmental sustainability through renewable energy integration and e-waste regulation amendments. A dedicated workshop and ongoing bi-monthly meetings support this work, with deliverables under review and final endorsement expected in Q4 2025. Together, these outcomes reflect a comprehensive, multi-stakeholder approach to transforming Côte d'Ivoire's public transport landscape.Based on the progress achieved during the period under review, the rating towards the achievement of Outcomes is considered "Satisfactory". Summary on progress towards outputs:The Government of Côte d'Ivoire has made notable progress in establishing a national framework for electric mobility. A national inter-sectoral coordination body has convened twice since 2024, with formal representation from several institutions and legal review of its founding decree underway. Alongside this, a joint national strategy to promote low-carbon e-mobility in urban public transport is being finalized, with the updated version expected by September 2025 and submission for adoption planned in Q4 2025. Capacity-building efforts have also been active, with government and private sector actors participating in regional conferences and awareness campaigns in cities like Bouaké and Korhogo.In support of urban transport electrification, several technical studies are advancing. A pre-feasibility study for deploying collective e-taxis in Abidjan is being developed, with validation workshops scheduled for August and September 2025. Similarly, electrification investment plans for SOTRA feeder-line buses and a charging infrastructure installation plan for large-scale EV deployment have been submitted to the Project Management Unit (PMU) and are undergoing technical evaluations. These outputs are expected to be validated in September 2025, paving the way for implementation.Fiscal and regulatory frameworks are also being shaped to support the transition. An international expert conducted field missions to gather stakeholder input for proposed tax reforms and favorable regulations, which are expected to be finalized by the end of Q3 2025 and submitted for government approval in Q4. Technical standards for EVs and charging infrastructure have been drafted and are currently under review, with validation workshops planned for August and September 2025. These efforts aim to create a robust policy environment that encourages investment and ensures safe, efficient deployment of electric mobility solutions.Finally, the integration of renewable energy and environmental sustainability is being addressed through targeted studies and recommendations. Deliverables investigating the link between power generation and vehicle charging have been shared with the PMU, with evaluations scheduled for August and September 2025. Recommendations on a direct offtake tariffication scheme and amendments to e-waste

regulations for EV batteries are being developed by a consulting firm, with completion expected in Q4 2025. These initiatives aim to align e-mobility growth with national renewable energy targets and promote responsible battery lifecycle management.While the PMU is making progress on the above activities, some of these have been experiencing a few delays compared to the latest version of the workplan. As such, the rating towards the achievement of Outputs is considered “Moderately Satisfactory”. Summary of overall risk:Two main risks had been identified in the previous PIR: (1) the overall delays in project implementation due to lengthy procurement process of the Ministry, and (2) the lack of regular and sustained coordination with national stakeholders to ensure ownership and sustainability of results. To mitigate these risks, several actions have been successfully undertaken by the Ministry, such as concluding the contracting process of the firm (TECH’N’Change) in charge of producing the deliverables under component 2 (all outputs), component 3 (output 3.2) and component 4 (all outputs), as well as the preparation of a detailed schedule of PSC, coordination and TWG meetings up to project completion (December 2025). The level of engagements with national stakeholders has increased and is expected to continue to do so during year 2025. However, lengthy governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Cote d’Ivoire before project completion (31 December 2025). This risk could have an impact on the project’s workplan and operational completion date. The MINEDDTE will have to assess the likelihood of completing all remaining activities by 31 December 2025 and discuss with UNEP the way forward, including possibility of an extension. For this reason, the project is rated at “Moderate” risk.

Challenges: Information on challenges of project implementation activities

Considering the project is now entering into its final 6 months of implementation, there is now also a risk that the delayed preparation of project deliverables combined to lengthy governmental adoption processes could hinder the ability to have some the key project deliverables (for example, the national e-mobility strategy, or some of the regulatory documents prepared by the project) adopted or endorsed by the government of Cote d’Ivoire before project completion. To mitigate this risk, the PMU will need to prepare a revised workplan to assess the likelihood of completing all remaining deliverables by 31 December 2025. If needed, the MINEDDTE could request for an extension of the project completion date, provided it commits to support all project management costs beyond 31 December 2025 in the form of co-finance.

2.4 Co Finance

Planned Co-finance:	$ 5,687,000
Actual to date:	469791
Progress	**Justify progress in terms of materialization of expected co-finance. State any relevant challenges:** During the reporting period (1 July 2024 to 30 June 2025), progress was made in mobilizing in-kind co-financing (USD 205,310) to support the project’s implementation. Out of the expected USD 5,687.000 in co-financing commitments, USD 469,791 materialized since the project started, representing only 8% of the total target. The low rate of co-financing mobilized so far is due to the fact that the public investment co-finance of the Ministry of Transport will no longer

	materialize. Indeed, as reported in previous PIRs, the public investment co-financing of US$ 5,19 million that had been committed by the Ministry of Transport has been dropped, since the World Bank project will no longer finance the pilot e-taxis and e-minibuses. As such the project will not be able to meet the expected target of US$ 5,687,000 co-finance mobilized by project completion. When this dropped “public investment portion” is not taken into account, the effective percentage of materialized in-kind co-finance is around 94%.

2.5. Stakeholder

Date of project steering committee meeting	2025-07-15
Stakeholder engagement (will be uploaded to GEF Portal)	Stakeholder engagement has improved significantly since the last PIR. A conference on the problem of evaluating the fiscal power of electric vehicles in Côte d'Ivoire was held on August 20, 2024. It saw the participation of 37 people, 25% of whom were women. Another conference was held on August 22, 2024. It focused on the availability of electrical energy and electromobility in Côte d'Ivoire and saw the participation of 40 people, 25% of whom were women. On September 26, 2024, a 3rd conference on the integration of women in the transport sector was held. It brought together 22 participants, 68% of whom were women. In addition, awareness-raising activities on electric mobility were carried out. The most recent are those in Bouaké (October 28 to 30, 2024) and Korhogo (May 12 to 17, 2024). Furthermore, all co-financing reports are signed by the parties involved, which denotes their commitment. Finally, during the period concerned, the Project Management Unit organized five (05) PSCM (July 23, 2024, October 18, 2024, December 3, 2024, March 13, 2025, and July 15, 2025) and three (03) ISCB meetings (October 23, 2024 / March 13, 2025 / July 17, 2025).

2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	During the reference period, female stakeholders actively participated in the Project's activities (Steering Committee, national intersectoral coordination body, Thematic Working Groups). Generally speaking, women represent between 20 and 25% of participants in project activities. Furthermore, the Project team organized a Conference on September 26, 2024, on the integration of women in the transport sector. The main objective of this activity was to establish a framework for consultation between public and private actors working in the transport sector in Côte d'Ivoire, with a view to better integration of women in this sector. This activity brought together twenty-two (22) participants, sixty-eight percent (68%) of whom were women. The Chief Technical Advisor (CTA) will continue to implement and monitor the gender mainstreaming activities described in the project's Gender Action Plan, and report on them in the 2025 PIR. • The national e-mobility strategy will include a gender analysis and an action plan to mainstream gender equality, from the start of the development process (output 1.2). • Participation of women in regional/international events, meetings and training is actively encouraged. Agencies or institutions that are invited to participate will be encouraged to nominate women to participate in the events (output 1.3). • When preparing technical standards and regulations for electric vehicles and charging infrastructure, the firm should consider that passenger compartments meet international standards for physically disabled people and for the safe travel of children, women and vulnerable people (output 3.2). • The participation of women in all project consultation meetings and workshops continues to be encouraged, to seek a ratio of 30% women (transversal)

2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	**Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?** Yes **If yes, what specific safeguard risks were identified in the SRIF/ESERN?** The project is in the Moderate risk category. “Good practice” (which requires no additional assessment or separate safeguard management plan. However, due diligence on potential safeguard issues is recommended throughout the project) is recommended. UNEP ESSF guiding principles-- resilience and sustainability; human rights, gender equality and women empowerment, accountability and leave no one behind--are still applicable for all UNEP projects. Project level grievance mechanism (if the government does not have such venue) should be established for any complaints to be handled swiftly at the project level.
New social and/or environmental risks	**Have any new social and/or environmental risks been identified during the reporting period?** No **If yes, describe the new risks or changes?** N/A
Complaints and grievances related to social and/or environmental impacts	**Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?** No **If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?** No complaints received.
Environmental and social safeguards management	The project was rated in the Moderate risk category at the design stage. “Good practice” was recommended by the Safeguards advisor, which requires no additional assessment or separate safeguard management plan. Due diligence and careful scrutiny on potential safeguard issues was recommended throughout the project.In particular, it was recommended that a project level grievance mechanism (if the government did not have such mechanism) should be established for any complaints to be handled swiftly at the project level in the framework of the e-vehicle pilot project. However, given thatthe entire demonstration project of electric buses and taxis that was originally planned under component 2 was cancelled (due to changes in the World Bank funded project), the GEF project now only focuses on normative work (national strategy, policies and regulations, etc.), technical assistance and capacity building, which are not likely to have a direct detrimental social / environmental impact on the population.Finally, it is noteworthy to mention that no safeguards’ concerns have materialized so far through the project's implementation. UNEP’s ESSF guiding principles (i.e. resilience and sustainability; human rights, gender equality and women empowerment, accountability and leave no one behind) continue to apply in

	the finalization of the normative work of the project.

2.8. KM/Learning

Knowledge activities and products	Regarding knowledge management, a conference on the issue of evaluating the fiscal power of electric vehicles in Côte d'Ivoire was held on August 20, 2024. It saw the participation of 37 people, 25% of whom were women. The report of this activity was produced and shared with all stakeholders. Another conference was held on August 22, 2024. It focused on the availability of electrical energy and electromobility in Côte d'Ivoire and saw the participation of 40 people, 25% of whom were women. The report of this activity is available. On September 26, 2024, a conference on the integration of women in the transport sector was held. It brought together 22 participants, 68% of whom were women. A report has been produced. In addition, awareness-raising activities on electric mobility were carried out. The most recent are those in Bouaké (October 28 to 30, 2024) and Korhogo (May 12 to 17, 2024). Finally, as part of the Project, the Inland Transport Regulatory Authority (ARTI), as a stakeholder of the Project, participated in the West African Conference on Sustainable Development, which was held in Lagos (NIGERIA) from October 14 to 15, 2024. A mission report was produced and shared with all stakeholders.
Main learning during the period	See section above.

Reflows

Reflows (for NGIs only)	Not applicable.

2.9. Stories

Stories to be	No stories to be shared for this reporting period.

shared	

3 Performance

3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
To mitigate GHG emissions in Cote d'Ivoire by accelerating the introduction of electric mobility through revision of the policy and institutional framework; training and capacity building; demonstration of electric vehicles; development of finance schemes and business models; private sector engagement; and upscaling and replication.	Indicator A: Greenhouse Gas Emissions Mitigated (metric tons of CO2e)	0	N/A	Direct: 82,574 tCO2 Indirect: 148,944 tCO2 (from 2021 to 2036)	0	Reporting against this indicator will only be possible towards project completion. However, given that the WB co-finance pilot of EV taxis and mini-buses has been cancelled, the "direct" target will no longer be met.	MS
To mitigate GHG emissions in Cote d'Ivoire by accelerating the introduction of electric mobility through revision of the policy and institutional framework; training and capacity building; demonstration of electric vehicles; development of finance schemes and business models; private sector engagement; and upscaling and replication.	Indicator B: Energy saved (MJ)	0	N/A.	Direct energy saved: 866,109,256 MJ Indirect energy saved: 1,526,900,347 MJ (Period 2021-2036)	0	Reporting against this indicator will only be possible towards project completion. However, given that the WB co-finance pilot of EV taxis and mini-buses has been cancelled, the "direct" target will no longer be met.	MS
Outcome 1: Government of Côte d'Ivoire establishes an institutional framework and endorses a gender	Indicator 1.1:A national coordination body to support and promote the uptake of	No	Yes. - The coordination body is	Yes - The coordination body remains	Partially – in progress	During the period under review, the PMU organized 3 meeting of the coordination body on e-mobility. A draft ministerial decree has been prepared to	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
sensitive national strategy for the promotion of electric mobility in public transport to implement the Draft Road Map for sustainable mobility	low-carbon electric mobility is established , formalized by GoCI and operational		established and includes all key institutions. It has formulated shared goals and defined roles and responsibilities of all members.	operational and has agreed on post-project continuation of efforts to promote e-mobility. - The national coordination body has at least 30% female members..		formalize the creation of the coordination body and is under review.	
Outcome 1: Government of Côte d'Ivoire establishes an institutional framework and endorses a gender sensitive national strategy for the promotion of electric mobility in public transport to implement the Draft Road Map for sustainable mobility	Indicator 1.2:Number of ministries endorsing the gender sensitive strategy to promote low-carbon electric mobility in urban public transport	0	The respective Ministries are discussing the draft strategy. The Gender Units (Cellules Genre) of each Ministry are actively involved in the discussions.	4, out of which: Ministry of Transport, Ministry of Environment, Ministry of Energy and Ministry of Finance.	4 ministries discussing / reviewing the draft strategy.	Between October 2024 and June 2025, several stakeholder consultation workshops were organized to review and comment on the draft e-mobility strategy. The final version of the strategy isscheduled to be completed in September 2025, before submission for approval by the Ivorian government in October 2025.All 4 key ministries (Transport, Environment, Energy and Finance) have been consulted and involved in the preparation of the strategy.	S
Outcome 1: Government of Côte d'Ivoire establishes an institutional framework and endorses a gender sensitive national strategy for the promotion of electric mobility in	Indicator 1.3: Number of reports on best practices and lessons learned on low carbon electric mobility shared with the global programme by the	0	N/A	1	0	Reporting against this indicator will only be possible towards the end of the project (December 2025).	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
public transport to implement the Draft Road Map for sustainable mobility	national coordination body						
Outcome 2:Feasibility studies and scale-up plans are endorsed to enable public transport operators to plan for the development of low-carbon electric mobility in Abidjan	Indicator 2.1: Number of e-mobility up-scaling feasibility studies or plans validated / endorsed by relevant institutions [NEW]	0	N/A	3	3 drafts prepared	A 1st draft of the different e-mobility up-scaling feasibility studies and plans have been prepared and shared for review in May 2025. These will be finalized in Q3 or Q4 2025 for endorsement by the respective institutions.	S
Outcome 3: Government of Côte d'Ivoire adopts financial incentives and technical standards to promote investments in low-carbon electric mobility in public transport.	Indicator 3.1: A set of fiscal policies, financial subsidies and/or favorable electricity tariffs is adopted by the government facilitating the economically viable operation of EVs and charging infrastructure in at least two public transport sub-sectors (taxis, minibuses or buses).	No.	Draft fiscal policy/regulation and/or draft tax reforrm proposal are prepared.	Yes. (to be adopted by the Ministry of Energy, the Ministry of Finance and ANARE-CI)	Draft under preparation	The draft proposal for tax reforms and regulations is expected by the end of Q3 2025, before submission for approval to the Ivorian government earlier in Q4 2025.	S
Outcome 3: Government of Côte d'Ivoire adopts financial incentives and technical standards to promote investments in low-carbon electric mobility in public transport.	Indicator 3.2: The technical regulations and standards for EVs and EVSE (that are at least applicable to electric taxis, minibuses and buses) to facilitate the uptake of low carbon electric mobility are adopted	No.	Draft technical regulations and standards are prepared.	Yes. (to be adopted by the by the Ministry of Transport and the Ministry of Energy)	Draft under preparation	The draft technical regulations and standards for EVs and EVSE (that are at least applicable to electric taxis, minibusesand buses) have been shared with the PMU for review in May 2025. Technical evaluation meetings are expected to take place in August 2025, and the validation workshop is expected in September 2025.	S
Outcome 4:Government of Côte d'Ivoire endorses	Indicator 4.1: The recommendations on a direct	No	No	Yes (to be endorsed by	Draft under preparation	Recommendations on a direct offtake tariffication scheme for the integration of RE generation and EV	S

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
recommendations on renewable energy integration and an amendment on e-waste regulations to support long-term environmental sustainability of low-carbon electric mobility	offtake tariffication scheme for the integration of RE generation and EV charging are endorsed			the Ministry of Energy, the Ministry of Finance and ANARE-CI)		charging are under preparation and are expected to be completed in Q4 2025.	
Outcome 4:Government of Côte d'Ivoire endorses recommendations on renewable energy integration and an amendment on e-waste regulations to support long-term environmental sustainability of low-carbon electric mobility	Indicator 4.2: The amended/improved e-waste management regulations for the collection, re-use and/or environmentally sound disposal of used electric vehicle batteries is endorsed	No	No	Yes (to be endorsed by the Ministry of Environment)	Draft under preparation	The e-waste management regulations for the collection, re-use and/or environmentally sound disposal of used electric vehicle batteries are under preparation and are expected to be completedin Q4 2025.	S

3.2 Rating of progress implementation towards delivery of outputs (Implementation Progress)

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Output 1.1: A national inter-sectoral e-mobility coordination body is established.	2025-12-31	35%	52%	During the period indicated, the intersectoral coordination body metthree times (October 2024, March 2025 and July 2025). The Directorate of Legal Affairs and Litigation submitted its observations on the interministerial decree formalizing the intersectoral coordination body on March 24, 2025. The document was presented to the members of the coordination body for a final	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					review before transmission to the Ivorian government for adoption during the fourth quarter of 2025.	
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.1.1: Inter-ministerial workshop to kick-off the project and to outline the policy coordination process and work plan.	2022-08-31	100%	100%	The project was officially launched on 2 February 2022 with the establishment of the steering committee. The national intersectoral coordination body for electric mobility first met during a workshop held on August 12, 2022.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.1.2: Preparation and adoption of a ministerial order to formalize the creation of the coordination body.	2023-12-31	50%	80%	Letters have been sent to the government agencies that are members of the coordinating bodies, requesting them to officially appoint their representatives. Some organizations have already appointed their representatives. The others will do so during the third quarter of 2025. The formalization of the body continues with the collection of comments on the decree by the Directorate of Legal Affairs and Litigation (DAJC) on March 24, 2025. After a final review by the members of the coordinating body, the document will be submitted to the Ivorian government for adoption during the fourth quarter of 2025. New expected completion date: December 2025	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.1.3: Quarterly coordination body meetings.	2025-12-31	20%	80%	During the period indicated, the intersectoral coordination body met three times (October 2024, March 2025 and July 2025). The discussions focused on the presentation of the conclusions of the last meeting of the body, the status of implementation of the	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					recommendations from the previous meeting is presented, in particular the question of the formalization of the decree establishing the coordination body and the collection of opinions and suggestions from the members of the Coordination body.	
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.1.4 Preparation of final report on project exit strategy, including post project action plan to implement the national e-mobility strategy in urban public transport (supporting the implementation of the Draft Roadmap for Sustainable Transport in CI).	2025-08-31	0%	0%	Work on this deliverable will begin in September 2025. New expected completion date : 30 November 2025	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.1.5: Report on best practices and lessons learned from the GEF project on accelerating the introduction of low-carbon electric mobility in Côte d'Ivoire (to be shared with the Global E-mobility Project)	2025-10-31	0%	0%	Work on this deliverable will begin in September 2025. New expected completion date : 31 December 2025	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Output 1.2: A joint national strategy to promote low-carbon e-mobility in urban public transport is submitted for adoption.	2025-06-30	40%	72%	During the second half of 2024, several drafts of the strategy were drawn up by the international expert in charge of the consultancy. The drafts were reviewed by GTT members, and recommendations were made to the attention of the international consultant. The updated version of the strategy is expected by September 2025, before its submission to the Ivorian government for adoption in October 2025.	S
1 Component 1:	Deliverable 1.2.1: Set-up a technical working group on the national	2003-06-30	100%	100%	The Technical Working Group in charge of the	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
Institutionalization and definition of a strategy for low-carbon electric mobility	strategy (comprising national policymakers, relevant stakeholders, etc.)				national electric mobility strategy is established. This TWG is responsible for supporting the international experts based on the skills of these different members. A meeting of this Thematic Working Group was held in August 2024.	
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.2.2: Workshop on national e-mobility strategy.	2024-04-30	50%	90%	During the second half of 2024, draft strategies were drawn up by the international policy and strategy expert. These drafts were reviewed by members of the Technical Working Group and the project management team. Comments have been gathered from TWG members, and the strategy is currently being revised by the international expert in charge of drafting the strategy. The final strategy report is scheduled for September 2025 and will be submitted to the Ivorian government for adoption in November 2025.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.2.3: Collection and consolidation of transport and energy sector data including vehicle fleet and current policy frameworks.	2024-06-30	10%	80%	Ongoing. International Policy and Strategy expert with the support of the local consultant are collecting the data. New expected completion date: September 2025	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.2.4: Draft a gender sensitive national e-mobility strategy (including an action plan) presented during a workshop.	2024-09-30	35%	90%	In progress. The international policy and strategy expert shared a first draft of his work with UNEP and the PMU in November 2024, followed by subsequent versions. Several amendments followed. An updated version of the strategy is expected in September	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					2025.New expected completion date: December 2025.	
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.2.5 Final gender sensitive national e-mobility strategy submitted for adoption.	2025-06-30	0%	0%	A workshop for the technical review of the strategy will be held in August 2025. After this stage, a validation workshop will take place in September 2025 before the strategy is submitted for approval to the Ivorian government in December 2025	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Output 1.3: Government and private sector actors are trained on the benefits of e-mobility through the Global e-Mobility Programme, awareness-raising activities to inform decision-makers through CI on the results of the project.	2025-09-30	55%	76%	In terms of capacity building, several national actors participated in several events organized by the African Regional Support and Investment Platform. It is within this framework that the Inland Transport Regulatory Authority (ARTI) participated in the West African Conference on Sustainable Development held in Lagos (NIGERIA) from October 14to 15, 2024. In addition, awareness-raising activities on electric mobility are regularly carried out. The most recent are those in Bouaké (October 28 to 30, 2024) and Korhogo (May 12 to 17, 2024).	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.1: Participation in launch of the Africa Support and Investment Platform.	2022-03-31	100%	100%	The CTA participated in the online launch on March 30, 2022.	S
1 Component 1: Institutionalization and definition of a	Deliverable 1.3.2: Participation in first regional e-mobility training.	2022-07-31	0%	N/A	An online training was held on 6 July 2022 on national electric mobility policies and strategies, but unfortunately the Ivorian stakeholders were	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
strategy for low-carbon electric mobility					unable to participate.	
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.3: Participation in first regional training on e-buses.	2022-08-31	100%	100%	Two representatives from AMUGA participated in the TUMI study trip on electric buses held in India from 31 July to 10 August 2022. A mission report was prepared.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.4: Participation in first meeting on e-mobility financing/marketplace.	2023-02-28	100%	100%	Two representatives from AMUGA participated in the TUMI study trip on electric buses held in India from 31 July to 10 August 2022. A mission report. was prepared.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.5: Participation in second meeting of the Africa Support and Investment Platform.	2023-02-28	100%	100%	Two representatives from AMUGA participated in the TUMI study trip on electric buses held in India from 31 July to 10 August 2022. A mission report. Was prepared.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.6: Participation in second regional training on e-buses.	2023-02-28	100%	100%	See explanation above. The Africa E-mobility Forum organized in Tanzania included the 2nd regional training on e-buses. The Forum covered the following topics (among others): • Workshop on Improving the Circularity of E-bus Batteries by TUMI E-bus Mission Training on Electric Buses by UITP – including visit to Dar Rapid Transit (DART)	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.7: Participation in second meeting on e-mobility financing/marketplace.	2024-02-28	100%	100%	Côte d'Ivoire participated in the 2nd African forum on electromobility which was held from May 13 to 17, 2024 in Dakar, Senegal. The country was represented by the Departmental Director of Studies and Quality at SOTRA.A mission report was produced.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.8: Participation in third meeting of the Africa Support and Investment Platform.	2024-05-31	0%	100%	Côte d'Ivoire participated to the West African Conference on Sustainable Development which was held from October 14 to 15, 2024 in Lagos (NIGERIA); The country was represented by the deputy director of standards and regulations at ARTI. A mission report was produced.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.9: Participation in replication event.	2025-01-31	0%	0%	This meeting will take place in Addis Ababa in October 2025.	S
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.10: Implementation of outreach events for decision-makers in other cities and communes/suburbs of Abidjan.	2025-06-30	10%	60%	Two (02) awareness-raising missions on electric mobility were carried out. From October 28 to 30, 2024 in Bouaké and from July 12 to 17, 2025 in Korhogo. The general objective of these missions was to raise awareness among institutional and private sector stakeholders about the benefits of electric mobility. Specifically, the Electric Mobility Project and its various achievements were presented. Sixty (60) participants, 17% of whom were women, took part in the workshops closing these various missions.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.3.11: Synthesis report on all capacity building and outreach events undertaken by the project (REVISED]	2025-09-30	0%	0%	It will only be possible to report on this deliverable towards the end of the project, i.e. in Q3 2025.	S
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Output 2.1: A pre-feasibility study to support AMUGA with the deployment of collective e-taxis in Abidjan is developed [NEW]	2025-01-31	25%	50%	The firm (TECH N'Change) responsible for this output was hired in November 2024 and began work in December 2024. The firm's first deliverables have been available since May 2025. These are being reviewed by the firm's international experts. Technical evaluation meetings are scheduled for August, and the validation workshop is expected in September 2025. New expected completion date: 30 September 2025.	MS
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction	Deliverable 2.1.1: Hiring of an International EV and Charging Technology Expert [NEW]	2024-05-31	100%	100%	The evaluation of bids for the international electric vehicle and charging technology expert took place in May 2024. Following this evaluation, the firm TECH'N CHANGE was selected for the assignment and its contract was signed in November 2024.	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
of electric mobility in Côte d'Ivoire						
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Deliverable 2.1.2: A draft pre-feasibility study for the electrification of collective taxis in Abidjan is prepared	2024-08-31	0%	100%	The firm (TECH N'Change) in charge of the pre-feasibility study began its work in December 2024. A first draft of their work was shared in May 2025 and is under review by the Project Management Unit (PMU).	S
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Deliverable 2.1.3: Consultation workshop with AMUGA management and experts to present the draft pre-feasibility study	2024-10-31	0%	0%	The consultation workshop with AMUGA management and experts to present the draft pre-feasibility study is scheduled for August 2025. The new expected completion date is August 2025.	MS
2 Component 2: Elimination of	Deliverable 2.1.4: The final version of the pre-feasibility study with recommended actions for deployment of collective e-taxis is	2025-01-31	0%	0%	The workshop to validate the final version of the pre-feasibility study with recommended	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	prepared and submitted to AMUGA management for validation, to further inform decision making				actions for the deployment of collective e-taxis is scheduled for September 2025. The new expected completion date is September 2025.	
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Output 2.2: An electrification investment plan for SOTRA feeder-line buses is developed and submitted for adoption.	2025-06-30	0%	33%	The deliverables under this output on an electrification investment plan for SOTRA feeder-line buses have been shared with the PMU in May 2025. Technical evaluation meetings are scheduled for August, and the validation workshop is expected in September 2025. New expected completion date: 30 September 2025.	MS
2 Component 2: Elimination of short-term barriers through feasibility analyses,	Deliverable 2.2.1: Preparation of a pre-feasibility study for the electrification of SOTRA buses, including drafting of electrification scenarios.	2024-08-31	0%	100%	The firm (TECH N'Change) in charge of the pre-feasibility study began its work in December 2024. A first draft of their work was shared in May 2025 and is under review by the Project Management Unit (PMU).	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire						
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Deliverable 2.2.2: Consultation workshops with SOTRA representatives and experts to discuss the prefeasibility study and promote SOTRA electrification scenarios.	2024-10-31	0%	0%	The consultation workshop with SOTRA management and experts to present the draft pre-feasibility study is scheduled for August 2025. The new expected completion date is August 2025.	MS
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a	Deliverable 2.2.3: An electrification investment strategy for SOTRA buses is developed and submitted for adoption by SOTRA board	2025-06-30	0%	0%	The workshop to validate the final version of the electrification investment strategy for SOTRA buses is scheduled for September 2025. The new expected completion date is September 2025.	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
wider introduction of electric mobility in Côte d'Ivoire						
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Output 2.3: A charging infrastructure installation plan for large-scale introduction of EVs in Abidjan's public transport is developed.	2025-06-30	25%	50%	The deliverables under this output on the charging infrastructure installation plan for the large-scale introduction of EVs in Abidjan's public transport have been shared with the PMU in May 2025. Technical evaluation Workshops will take place in August, and the validation workshop is expected in September 2025. New expected completion date: 30 September 2025.	MS
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Deliverable 2.3.1: Set-up a technical working group on charging infrastructure comprising national energy sector stakeholders (incl. government agencies, public utilities, potentially independent power producers)	2023-11-30	100%	100%	The Technical Working Group on charging infrastructures has been set up. It includes national players in the energy sector. During the period under review, a meeting of this group was planned for August 2024	S
2 Component 2:	Deliverable 2.3.2: Study on charging and distribution grid	2024-08-31	10%	100%	The study on charging and distribution grid	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	infrastructure investment needs for the large-scale introduction of EVs.				infrastructure investment needs for the large-scale introduction of EVs was shared in May 2025 and is under review by the Project Management Unit (PMU).	
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire	Deliverable 2.3.3: Workshop to present and discuss the results of the charging infrastructure and distribution grid development study.	2024-10-31	0%	0%	The workshop to present and discuss the results of the charging infrastructure and distribution grid is expected in August. New expected completion date: 31 August 2025.	MS
2 Component 2: Elimination of short-term barriers through feasibility	Deliverable 2.3.4: Finalization of an infrastructure development investment plan for Abidjan until 2030 and submission to relevant institutions of the national coordination body for adoption.	2025-06-30	0%	0%	The Finalization of an infrastructure development investment plan for Abidjan until 2030 and submission to the relevant institutions of the national coordination body for adoption is expected in September. New	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire					expected completion date: 30 September 2025.	
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Output 3.1: Fiscal policies and regulation are developed and submitted for adoption.	2025-06-30	50%	83%	The deliverables under this output on fiscal policies and regulations are under preparation by the international expert, along with the national e-mobility strategy. An updated draft of the document is expected by the end of Q3_2025. New expected completion date: 30 September 2025.	MS
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.1: Set-up a technical working group on policy / regulations comprising national stakeholders (especially from government agencies responsible for fiscal policies and electricity tariff setting)	2023-11-30	100%	100%	The Technical Working Group on policies/regulations has been set up. During the period under review, a meeting of its members was planned for August 2024.	S
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.2: Consultation workshops with government agencies and experts to develop favorable fiscal policies / regulations.	2024-07-31	50%	100%	The stakeholder workshop with government agencies and experts to develop favorable fiscal policies/regulations was held on July 16, 2024. Thirty-four (34) people, including 20% women, from technical ministries (energy, transport, equipment, etc.), employers' organizations, and civil society, as well as start-ups in the field of electric mobility, took part in this activity. A workshop report was produced and shared with	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
					all stakeholders	
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.1.3: Preparation of a tax reform proposal and submission for adoption.	2025-06-30	0%	50%	The tax reform proposal is under preparation by the international expert. The first draft of the document is expected by the end of Q3_2025. New expected completion date: 30 September 2025.	MS
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Output 3.2: Technical regulations and standards for EVs and charging infrastructure are developed and submitted for adoption.	2025-06-30	0%	30%	The deliverables under this output on Technical regulations and standards for EVs and charging infrastructure have been shared with the PMU in May 2025. Technical evaluation meetings are expected to take place in August, and the validation workshop is expected in September 2025. New expected completion date: 30 September 2025.	MS
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.2.1: Consultation workshops with government agencies and experts to develop technical regulations / standards.	2024-07-31	0%	0%	The consultation workshop with government agencies and experts to develop technical regulations/standards will take place in August 2025. The new expected completion date is August 2025.	MS
3 Component 3: Preparing for scale-up and replication of low-carbon electric mobility	Deliverable 3.2.2: Preparation of draft technical regulations / standards package and submission for adoption.	2025-06-30	0%	60%	The technical regulations/standards package draft has been shared with the PMU in May 2025. Technical evaluation Workshops will take place in August, and the validation workshop is expected in September 2025. New expected completion date: 30 September 2025.	MS
4 Component 4: Long-term	Output 4.1: The interlinkage between power generation and vehicle charging is investigated to align national RE capacity targets with e-	2025-07-31	25%	65%	The firm (TECH N'Change) responsible for this output was hired in November 2024 and began	S

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
environmental sustainability of low-carbon electric mobility	mobility projections.				work in December 2024 with a kickoff meeting on December 13th, 2024. A schedule of bimonthly meetings (every other Friday) has been adopted to monitor activities. The firm's first deliverables have been available since May 2025. These are being reviewed by the firm's international experts. Technical evaluation meetings are scheduled for August, and the validation workshop is expected in September 2025. New expected completion date: 30 September 2025.	
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.1.1: Hire an International Grid Integration, RE and Battery Expert [NEW]	2024-05-31	100%	100%	The evaluation of bids for the international Grid Integration, Renewable Energies and Batteries expert took place in May 2024. Following this evaluation, the firm TECH'N CHANGE was selected to carry out the assignment. Following this evaluation, the firm TECH'N CHANGE was selected to carry out the study in November 2024	S
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.1.2: Preparation of a study to estimate additional renewable power generation needs for low-carbon e-mobility.	2024-08-31	0%	100%	The firm (TECH N'Change) is in charge of the study to estimate additional renewable power generation needs for low-carbon e-mobility. A first draft of their work was shared in May 2025 and is under review by the Project Management Unit (PMU).	S
4 Component 4: Long-term environmental sustainability of low-carbon	Deliverable 4.1.3: Workshop on the results of the renewable power development study.	2024-10-31	0%	0%	The consultation workshop on the results of the renewable power development study is scheduled for August 2025. The new expected completion date is August 2025.	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
electric mobility						
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.1.4: Preparation of a proposal for amendments to the National Renewable Action Plan and submission for adoption.	2025-07-31	0%	60%	The first draft of this deliverable was shared in May 2025 and is under review by the Project Management Unit (PMU).	S
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Output 4.2: Recommendations on a direct offtake tariffication scheme for the integration of RE generation and EV charging are prepared.	2025-06-30	0%	20%	Recommendations on a direct offtake tariffication scheme for the integration of RE generation and EV charging have been merged with the other deliverables prepared by the firm (TECH N'Change), in charge of International Grid Integration, RE and Battery Expert. New expected completion date: 31 October 2025.	MS
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.2.1: Preparation of a study to estimate supply patterns and levelized costs of electricity from renewable sources (e.g. from solar, small hydropower and biomass) and demand patterns EV fleet operators as well as viable electricity price thresholds in order to develop a proposal for renewable electricity tariffs specifically for the transport sector	2024-08-31	0%	30%	This deliverable has been merged with the other deliverables prepared by the firm (TECH N'Change), in charge of International Grid Integration, RE and Battery Expert. New expected completion date: 31 August 2025.	MS
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.2.2: Workshop with power and transport sector representatives (incl. government agencies and private sector) to discuss the results of the short study on renewable electricity pricing for the transport sector.	2024-10-31	0%	0%	This workshop will be scheduled along with the other workshops fordeliverables prepared by the firm (TECH N'Change), in charge of International Grid Integration, RE, and Battery Expert. New expected completion date: 31 August 2025.	MS
4 Component 4: Long-term	Deliverable 4.2.3: Preparation of proposal on preferential electricity tariffs for e-mobility and submission for adoption. [SHIFTED FROM	2025-06-30	0%	30%	This deliverable will be scheduled along with the other deliverables prepared by the firm	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
environmental sustainability of low-carbon electric mobility	OUTPUT 3.1]				(TECH N'Change), in charge of International Grid Integration, RE, and Battery Expert. New expected completion date: 31 August 2025.	
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Output 4.3: An amendment to existing e-waste regulation for EV batteries is prepared and submitted for adoption; business models for the re-use of batteries are promoted.	2025-08-31	17%	40%	The works under this output have been merged with the other deliverables prepared by the firm (TECH N'Change), in charge of International Grid Integration, RE, and Battery Expert. New expected completion date: 31 October 2025.	MS
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.3.1: Set-up a technical working group on battery re-use and recycling comprising national stakeholders (incl. MINEDD and subordinate agencies responsible for waste treatment, waste management/battery refurbishment companies, power sector)	2024-03-31	100%	100%	The Technical Working Group on the reuse and recycling of batteries has been set up. During the period under review, a meeting of its members was held in October 2024	S
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.3.2: Consultation workshops with government agencies and responsible e-waste agencies to develop amendment to e-waste regulation.	2024-10-31	0%	80%	The consultations were conducted along with the other consultations for deliverables prepared by the firm (TECH N'Change), in charge of International Grid Integration, RE, and Battery Expert. New expected completion date: 31 August 2025.	MS
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.3.3: Preparation of draft amendment to e-waste regulation for collection, recycling and disposal of used EV batteries and submission for adoption.	2025-08-31	0%	30%	This deliverable will be scheduled along with the other deliverables prepared by the firm (TECH N'Change), in charge of International Grid Integration, RE, and Battery Expert. New expected completion date: 31 August 2025.	MS
4 Component 4:	Deliverable 4.3.4: Preparation of a study on second-life use of EV	2025-03-31	0%	30%	This deliverable has been merged with other	MS

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
Long-term environmental sustainability of low-carbon electric mobility	batteries (including within the framework of ECOWAS) and a draft action plan to implement battery refurbishment/ re-use.				deliverables prepared by TECH N'Change, in charge of International Grid Integration, RE, and Battery Expert. New expected completion date: 31 August 2025.	
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.3.5: Workshop on business opportunities for the re-use of EV batteries, including in the framework of ECOWAS.	2025-05-31	0%	0%	This workshop will be scheduled along with the other workshops fordeliverables prepared by the firm (TECH N'Change), in charge of International Grid Integration, RE, and Battery Expert. New expected completion date: 31 August 2025.	MS
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.3.6: Finalization of the action plan to implement battery refurbishment and re-use (including within the framework of ECOWAS) and dissemination to relevant national and regional stakeholders	2025-08-31	0%	0%	This deliverable is ongoing; it is expected to be completed after the validation of all other deliverables prepared by TechN'change. Next expected completion date: 31 December 2025.	MS

The Task Manager will decide on the relevant level of disaggregation (i.e. either at the output or activity level).

4 Risks

4.1 Table A. Project management Risk

Please refer to the Risk Help Sheet for more details on rating

Risk Factor	EA Rating	TM Rating
1 Management structure - Roles and responsibilities	Low	Low
2 Governance structure - Oversight	Moderate	Moderate
3 Implementation schedule	Low	Moderate
4 Budget	Low	Low
5 Financial Management	Low	Low
6 Reporting	Low	Low
7 Capacity to deliver	Moderate	Low

If any of the risk factors is rated a Moderate or higher, please include it in Table B below

4.2 Table B. Risk-log

Implementation Status (Current PIR)

Insert ALL the risks identified either at CEO endorsement (inc. safeguards screening), previous/current PIRs, and MTRs. Use the last line to propose a suggested consolidated rating.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Negative perceptions about e-mobility technology and the impacts this will bring to society and industry hamper acceptance.	ALL	M	L	L	L			L	=	Consultations undertaken in the country show a strong enthusiasm for this technology, particularly in the private sector.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Rapid staff change in the government might limit the gains from capacity building measures and inter-ministerial coordination	ALL	M	N/A	L	L			L	=	A new National Project Director (NPD) was appointed in January 2025, replacing the former NPD who was retiring. However, once the new management was in place, this led to rather positive results for the management and coordination of the project.
Insufficient and incomparable systems for tracking results	Outcome 2	M	N/A	N/A	N/A			N/A	=	The e-taxi and e-minibus pilot has been cancelled. since the WB cofinancing will no longer materialise. As such. the project will no longer involve fleet performance tracking.
Change in leadership and priorities in the government (i.e. elections)	ALL	S	L	L	M			M	↑	There have been no recent changes in leadership or priorities within the government. However, presidential elections are scheduled for this year, and the campaign period may impact the deadlines for submitting reports to the government. This risk is indirectly associated with the moderate risk in the “Governance Structure – Supervision” category in section 4.1 above.
Objection or low commitment from industry to technology changes leading to lack of interest or participation	Outcomes 2 & 3	S	L	L	L			L	=	Several new players have emerged in the private sector in Cote d’Ivoire. The industrial aspects will likely not be addressed by this project. but rather by the other GEF project

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										handled by UNIDO.
Higher upfront cost of electric vehicles may pose a barrier to implementation and scale up of activities	Outcome 3	M	N/A	N/A	N/A			N/A	=	This risk is no longer applicable. since the EV pilot was cancelled. due to the fact that the WB co-finance will not materialize.
Materials from EVs (e.g. from batteries) might generate environmental pollution	Outcome 4	M	N/A	N/A	N/A			N/A	=	The project has a dedicated component to tackle the issue of sound disposal of used electric vehicle batteries. This risk should therefore be mitigated by activities under project Component 4.
Inadequacy of the exit strategy and lack of ownership of the program after the end of the GEF funded activities and inability to source resources to continue the program's activities in the medium/long term (including thematic working groups and support and investment platforms).	Outcome 1	M	N/A	M	L			L	↓	The national coordinating body for electric mobility has met five times since the project began. The interministerial decree formalizing the body is currently in the circuit for its submission to the government and approval to ensure the project's sustainability beyond its lifetime.
The project was rated in the "Moderate" risk category in the ESERN. It was recommended to establish a project level grievance mechanism for any complaints to be handled swiftly at the project level.	ALL	M	L	L	L			L	=	No safeguards' concerns have materialized yet. In addition, since the demonstration project of e buses and taxis originally planned under component 2 will no longer materialize (due to changes in the WB funded project), the GEF project will now only focus on normative work (strategy. policies and regulations. etc.) and technical assistance, which

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										are less likely to have direct detrimental social / environmental impact on the population.
Planned co-finance from the Ministry of Transport to support piloting of a e-taxis and e-minibuses fleet (through a WB funded project) will not materialize.	Outcome 2. Outputs 2.1. 2.2. 2.3 & 2.4	M	L	L	L			L	=	It is now confirmed that the Ministry of Transport investment co-finance will not materialize. due to changes in the WB funded project. There will no longer be a EV pilot as part of the GEF project. Component 2 has therefore undergone a redesign. With this redesign and revised outcome level indicator. this risk is therefore mitigated.
Delayed implementation of project due to lengthy procurement processes and financial management challenges within MINEDD	ALL	N/A	S	M	L			L	↓	While bureaucratic challenges within MINEDDTE have continued to lead to delays in project implementation in 2024 and 2025, this risk level has lowered, since all consulting firms are now recruited. UNEP as IA has been closely following up with bi-monthly coordination meetings with the EA on this matter through regular communications and through its staff present in Côte d'Ivoire.
Coordination among key national stakeholder is sporadic and weak.	ALL	N/A	S	M	L			L	↓	The main national stakeholders worked to strengthen their collaboration during the period under review. The Greater Abidjan Urban Mobility Authority (AMUGA) and the

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										Domestic Transport Regulatory Authority (ARTI), for example, are becoming increasingly involved in the process. However, the project team must ensure that these efforts are sustained by regularly organizing meetings of the coordinating body.
Risks from the 2024 PIR		N/A	N/A							
Lack of regular coordination among key national stakeholder leads to low project ownership.	All			M	L			L	↓	This risk reduced during the reporting period. More steering committee meetings were held (5), as well as more coordination committee meetings (3).
New risks identified in the current 2025 PIR										
Length governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Cote d'Ivoire before project completion					M			M		This risk could have an impact on the project's workplan and operational completion date. The MINEDDTE will have to assess the likelihood of completing all remaining activities by 31 December 2025 and discuss with UNEP the way forward, including possibility of an extension. This risk is indirectly associated with the moderate risk in the "Implementation schedule" category in section 4.1 above.
		N/A	S	M	M			M	=	The overall risk rating of the project is Moderate.

4.3 Table C. Outstanding Moderate, Significant, and High risks

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Risks from the 2023 PIR					
Delayed implementation of project due to lengthy procurement processes and financial management challenges within MINEDD	Action 1 [2024]PMU to finalize the signature of the contract with the consultancy firm by end August 2024. at the very latest.When: 31 August 2024	Action completed. The firm (TECH N'Change) in charge of the deliverables under this outcome was hired in November 2024 and began work in December 2024 with a kickoff meeting on December 13th, 2024. A schedule of bimonthly meetings (every other Friday) has been adopted to monitor activities.	N/A		
Coordination among key national stakeholder is sporadic and weak.	Action 2 [2024]: PMU to share with stakeholders a planning of expected PSC & coordination body meeting dates until end of year 2025.When: 31 August 2024	Action completed. The planning of expected PSC and coordination body meetings was shared with UNEP in November 2024. The next Steering Committee meetings and national e-mobility coordination body meetings are expected to be held in March, June, September	N/A		

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		and December 2025 (these dates will however be confirmed as project activities progress).			
	Action 3 [2024]:The PMU will share with the UNEP the list of thematic working groups with their members.When: 31 August 2024	Action completed. The list of thematic working groups with their members has been shared with UNEP and stakeholders on 2 September 2024. MINEDDTE will continue to organize meetings of the TWGs so that they can analyse the deliverables produced by international firms and experts.	N/A		
Risks from 2024 PIR					
Lack of regular coordination among key national stakeholder leads to low project ownership.	Action4 [2024]: To improve ownership of the project by national stakeholders the PMU shall ensure at least 5 meetings of the coordination body are organized between now and the end of the project once every quarter. The stakeholder should be informed at least 3 weeks in	Action completed. 5 PSC meetings were organized during the period under review: 23 July 2024, 18 October 2024, 3 December 2024, 11 March 2025, and 15 July 2025.3 meetings of the coordination body were organized on 23 October 2024, 26 March 2025, and 17 July 2025. The PMU will	N/A		

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	advance of the meetings. to ensure proper organization and participationWhen: Between September 2024 and December 2025	continue to organize regular PSC meetings and coordination body meetings until project completion, to support the adoption of the policies, regulations and the e-mobility strategy.			
New risk from 2025 PIR					
Length governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Cote d'Ivoire before project completion	N/A	N/A	Action 1 [2025]: The PMU of MINEDDTE will prepare and share with UNEP an updated plan and timetable outlining the different steps and timelines of submission and adoption by the relevant institutions of the following project deliverables:• Gender sensitive strategy to promote low-carbon electric mobility (output 1.2)• Electrification investment strategy for SOTRA buses (output 2.2) • Charging infrastructure development investment plan for Abidjan (output 2.3)• Tax / fiscal reforms	By 30 September 2025	PMU / MINEDDTE

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			(output 3.1)• EV / charging infrastructure technical regulations / standards (output 3.2)• Recommendations on a direct offtake tariffication scheme for the integration of RE generation & EV charging (output 4.2)• Amendment to e-waste regulation for collection, recycling and disposal of used EV batteries (output 4.3)		
			Action 2 [2025]: The PMU of MINEDDTE will provide monthly updates to UNEP on the approval processes of the above listed deliverables by the government of Cote d'Ivoire, and any challenges encountered.	From October 2025 to project completion	PMU / MINEDDTE
			Action 3 [2025]: the MINEDDTE will prepare a revised workplan to assess the likelihood of completing all remaining deliverables	By 15 October 2025	PMU / MINEDDTE

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			by 31 December 2025. If needed, the MINEDDTE could request for an extension of the project completion date, provided it commits to support all project management costs beyond 31 December 2025 in the form of co-finance.		

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks. Significant Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks. Moderate Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/or the project may face only modest risks. Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/or the project may face only modest risks.

5 Amendment - GeoSpatial

Project Minor Amendments

Minor amendments are changes to the project design or implementation that do not have significant impact on the project objectives or scope, or an increase of the GEF project financing up to 5% as described in Annex 9 of the Project and Program Cycle Policy Guidelines.Please tick each category for which a change occurred in the fiscal year of reporting and provide a description of the change that occurred in the textbox. You may attach supporting document as appropriate

5.1 Table A: Listing of all Minor Amendment (TM)

Minor Amendments	Changes
Results Framework:	Yes
Components and Cost:	Yes
Institutional and implementation arrangements:	No
Financial Management:	No
Implementation Schedule:	
Executing Entity:	No
Executing Entity Category:	No
Minor project objective change:	No
Safeguards:	No
Risk analysis:	No
Increase of GEF financing up to 5%:	No
Location of project activity:	No
Other:	No

Minor amendments

Results framework: the project results framework has undergone a minor revision for the indicators / targets under Component / Outcome 2. This was approved by UNEP in February 2024.

Components and cost: The project has undergone a no-cost budget revision, which was approved by UNEP in February 2024. Results framework / Minor project objective change: the project results framework has undergone a revision for the indicators / targets under Component / Outcome 2. This was approved by UNEP in February 2024.

Implementation schedule: The project has undergone a workplan revision, which was approved by UNEP in February 2024. The project completion date has been extended to 31 Dec

Co-financing: due to changes in the WB project, the WB / Ministry of Transport investment co-finance (worth US$ 5.19 million) that had been committed at CEO endorsement will no longer materialize

5.2 Table B: History of project revisions and/or extensions (TM)

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		2021-08-18	2021-09-30	2026-03-31	N/A
Project Revision 1	Extension	2024-02-27	2024-03-19	2027-01-31	The workplan. budget and project results framework were revised. due to the cancellation of the EV pilot project under component 2. The new technical completion date is now 31 December 2025.

GEO Location Information:

The Location Name, Latitude and Longitude are required fields insofar as an Agency chooses to enter a project location under the set format. The Geo Name ID is required in instances where the location is not exact, such as in the case of a city, as opposed to the exact site of a physical infrastructure. The Location & Activity Description fields are optional. Project longitude and latitude must follow the Decimal Degrees WGS84 format and Agencies are encouraged to use at least four decimal points for greater accuracy. Users may add as many locations as appropriate. Web mapping applications such as OpenStreetMap or GeoNames use this format. Consider using a conversion tool as needed, such as: https://coordinates-converter.com Please see the Geocoding User Guide by clicking here

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
Abidjan. Cote d'Ivoire	5.36289	-3.9992	11153151		

Please provide any further geo-referenced information and map where the project interventions is taking place as appropriate. *

N/A

[Annex any linked geospatial file]