

# GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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UNEP GEF PIR Fiscal Year 2024  
Reporting from 1 July 2023 to 30 June 2024

## 1 PROJECT IDENTIFICATION

### 1.1 Project Details

<b>GEF ID:</b> 10302	<b>Umoja WBS:</b> SB-017819
<b>SMA IPMR ID:</b> 84937	<b>Grant ID:</b> S1-32GFL-000684
<b>Project Short Title:</b> Cote d'Ivoire E-mobility	
<b>Project Title:</b> Integrated, Sustainable and Low Emissions Transport in Côte d'Ivoire	
<b>Duration months planned:</b>	42
<b>Duration months age:</b>	33
<b>Project Type:</b>	Medium Sized Project (MSP)
<b>Parent Programme if child project:</b>	10114
<b>Project Scope:</b>	National
<b>Region:</b>	Africa
<b>Countries:</b>	Ivory Coast
<b>GEF Focal Area(s):</b>	Climate Change Mitigation
<b>GEF financing amount:</b>	\$ 408,716.00
<b>Co-financing amount:</b>	\$ 5,687,000.00
<b>Date of CEO Endorsement/Approval:</b>	2021-06-03
<b>UNEP Project Approval Date:</b>	2021-08-18
<b>Start of Implementation (PCA entering into force):</b>	2021-09-30
<b>Date of Inception Workshop, if available:</b>	2022-02-03
<b>Date of First Disbursement:</b>	2021-10-13
<b>Total disbursement as of 30 June 2024:</b>	\$ 133,550.00
<b>Total expenditure as of 30 June:</b>	\$ 96,270.00

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:	2026-12-31

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

## 2 Overview of Project Status

### 2.1 UNEP PoW & UN

<b>UNEP Current Subprogramme(s):</b>	Thematic: Climate action subprogramme
<b>UNEP previous Subprogramme(s):</b>	N/A
<b>PoW Indicator(s):</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>UNSDCF/UNDAF linkages</b>	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.”
<b>Link to relevant SDG Goals</b>	<ul style="list-style-type: none"> <li>Goal 3: Ensure healthy lives and promote well-being for all at all ages</li> <li>Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable</li> <li>Goal 13: Take urgent action to combat climate change and its impacts</li> </ul>
<b>Link to relevant SDG Targets:</b>	<ul style="list-style-type: none"> <li>3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination</li> <li>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</li> <li>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</li> <li>13.2 Integrate climate change measures into national policies, strategies and planning</li> </ul>

### 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

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated	N/A	Direct: 82,574 tCO <sub>2</sub> (from 2021 to 2036)Indirect: 148,944 tCO <sub>2</sub> (from 2021	Direct: 82,574 tCO <sub>2</sub> (from 2021 to 2036)Indirect: 148,944 tCO <sub>2</sub> (from 2021	The project will only be in a position to report against this indicator at the end of year 2025.

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project to 2036)	Total Target to 2036)	
CCA 1-Total Number of direct beneficiaries	N/A	Total: 187,630(Women: 75,040Men: 112,590)	Total: 187,630(Women: 75,040Men: 112,590)	Since the launch of the Project on February 3, 2022, nearly 250 people have participated in the events organized (steering committee, coordination committee, awareness workshop). Composed of 200 Men (80%) and 50 Women (20%). In addition, The Chief Technical Advisor participated in several meetings with institutional and private players in electric mobility such as ARTI, APEME-CI and SOLUTIONS PLUS in November 2023, March and June 2024. Nearly 150 people participated in these meetings.It is noteworthy to mention that the majority of direct beneficiaries estimated at project design was supposed to come from beneficiaries of the e-taxi and e-minibus pilot (75,000 women and 112,500 men). However, given that the pilot project was cancelled in the previous revision due to the absence of co-financing, this target cannot be met.

Implementation Status 2023: 2nd 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 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				

#### Summary of status

The Project has experienced significant delays over the course of year 2022 and 2023 due to challenges faced by the Executing Agency with the administrative and financial management of the project. In addition, the planned co-finance from the Ministry of Transport that was intended to support the piloting of a fleet of e-taxis and e-minibuses (through a World Bank funded project) will no longer materialize. As such, UNEP and MINEDDTE have worked on a re-design of Component 2, to remove the e-taxi / e-minibus pilot project and now focus exclusively on technical assistance, given the limited GEF funds. The revision of the budget, workplan and results framework (with a change on the outcome indicator for component 2) was approved by UNEP in February 2024, aiming for a technical completion of the project by December 2024.

Ever since, the situation has improved in the first half of 2024. As of now, the international experts expected to deliver the outputs have either been hired or their contracts are in the process of being finalized. The project is therefore expected to gain a lot of momentum in the second half of 2024 and in 2025.

#### Rating towards outcomes:

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



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The international expert responsible for developing the national gender-sensitive electric mobility strategy was hired in April 2024 and will start his engagements in Cote d'Ivoire from 09 to 18 July 2024. A first draft of the strategy should be ready by the end of 2024. However, given the late start, it is uncertain whether the strategy can be approved by the government before project end, in December 2025. In addition, coordination with national stakeholder remains a challenge, since the project team has not managed to organize any meeting of the coordination body during the period under review.

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

In May 2024, the consultancy firm TECH N'CHANGE was selected to carry out a certain number of studies under the revised component 2, including a pre-feasibility study to support AMUGA (Urban Mobility Authority of Greater Abidjan) in the deployment of electric collective taxis in Abidjan, an investment plan for the electrification of buses on the SOTRA (Société des Transports Abidjanais) service line, and an investment plan for the deployment of charging infrastructure in Abidjan. The firm will start its engagements and activities on these outputs in September 2024.

Outcome 3: Government of Côte d'Ivoire adopts financial incentives and technical standards to promote investments in low-carbon electric mobility in public transport.

The international policy and strategy expert has started working on developing the fiscal policies and regulations to promote investments in low-carbon electric mobility in public transport. This involves the preparation of a tax reform proposal to encourage the purchase and use of electric vehicles. In addition, the consultancy firm TECH;N CHANGE will start working in September 2024 on the development of EV regulations and standards, aiming to submit them for approval by the government in year 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

The consultancy firm TECH N'CHANGE was also awarded the work under component 3. This involves studying the interdependence between electricity production and vehicle charging to align national renewable energy capacity targets with electric mobility projections and formulate recommendations on a pricing system for direct debits for the integration of renewable energy production and electric vehicle charging, and to prepare an amendment to the existing regulations on electronic waste for electric vehicle batteries. The work on these outputs will start in September 2024, aiming to have them endorsed in year 2025.

Based on the above, the project should achieve significant progress in the outputs that are expected to lead to the 4 project outcomes. However, given the late start of the project activities, it is uncertain whether the products requiring approval or endorsement by the government of Cote d'Ivoire will be approved / endorsed before the end of the project, in December 2025. As such, the rating towards the achievement of Outcomes is considered "**Marginally Satisfactory**".

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**Rating towards outputs:**

Output 1.1: A national inter-sectoral e-mobility coordination body is established.

The project team has been struggling to ensure the national intersectoral coordination body for electric mobility is formalized and meets on a regular basis. So far there have only been 2 meetings. The decree creating the national intersectoral body for the coordination of electric mobility is still at the DAJC stage (Directorate of Judicial Affairs and Litigation) for correction. The current objective is to formalize it before the end of 2024.

Output 1.2: A joint national strategy to promote low-carbon e-mobility in urban public transport is submitted for adoption.

The international policy and strategy in charge of developing the national gender-responsive electric mobility strategy has been hired in April 2024 and will begin his first consultations with stakeholders in July 2024. The 1st draft of the strategy should be shared for review / comments by the end of year 2024.

Output 1.3: Governmental and private sector actors are trained on the benefits of e-mobility through the Global E-mobility Programme, outreach activities to inform decision-makers throughout CI on project results.

The Chief Technical Advisor participated in the launch of the DURABILITY TOUR which was held from June 7 to 8, 2024. This activity is organized by the company LOXEA and aimed to demonstrate the reliability of electric vehicles. A representative from SOTRA also participated in the Dakar e-mobility forum in May 2024, through the project's support.

Output 2.1: A pre-feasibility study to support AMUGA with the deployment of collective e-taxis in Abidjan is developed [NEW]

The consultancy firm TECH N'CHANGE was selected in May 2024 to carry out the pre-feasibility study to support AMUGA in the deployment of collective e-taxis in Abidjan. The contract will be signed in August 2024 and the firm should begin its work in September 2024.

Output 2.2: An electrification investment plan for SOTRA feeder-line buses is developed and submitted for adoption.

The consultancy firm TECH N'CHANGE was selected in May 2024 to develop the investment plan for the electrification of buses on SOTRA's secondary lines. The contract will be signed in August 2024 and the firm should begin its work in September 2024.

Output 2.3: A charging infrastructure installation plan for large-scale introduction of EVs in Abidjan's public transport is developed.

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The consultancy firm TECH N'CHANGE was selected in May 2024 to develop the charging infrastructure installation plan for the large-scale introduction of electric vehicles in Abidjan's public transport. The contract will be signed in August 2024 and the firm should begin its work in September 2024.

Output 3.1: Fiscal policies and regulation are developed and submitted for adoption.

The international policy and strategy expert in charge of developing tax policies and regulations was hired and will begin consultations with stakeholders from 10 to 18 July 2024. During this mission, a consultation workshop is scheduled at Hotel Belle Cote on July 16 th, 2024. Tax policies and regulations will be prepared with the objective of submitting them to the government for adoption at the end of the year 2024.

Output 3.2: Technical regulations and standards for EVs and charging infrastructure are developed and submitted for adoption.

The consultancy firm TECH N'CHANGE was selected in May 2024 to develop regulations and technical standards for electric vehicles. The contract will be signed in August 2024 and the firm should begin its work in September 2024.

Output 4.1: The interlinkage between power generation and vehicle charging is investigated to align national RE capacity targets with e-mobility projections.

The consultancy firm TECH N'CHANGE was selected in May 2024 to carry out the study on the interdependence between electricity production and vehicle charging and will begin their work in September 2024.

Output 4.2: Recommendations on a direct offtake tariffication scheme for the integration of RE generation and EV charging are prepared.

The consultancy firm TECH N'CHANGE was selected in May 2024 to develop recommendations on a direct debit pricing system for the integration of renewable energy production and electric vehicle charging. They should begin their work in September 2024.

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.

The consultancy firm TECH N'CHANGE was selected in May 2024 to amend the e-waste regulation for EV batteries. They should start their work in September 2024.

Based on the analysis conducted in section 3.2 of the PIR, the project is now mostly on track with the revised workplan. It is foreseen that all project activities and deliverables shall be completed before the revised technical completion date of 31 December 2025. As such, the rating towards delivery of project outputs is rated “Satisfactory”.

**Overall risk rating:**

The main risk identified for the project is the lack of regular coordination on the project among key national stakeholder, which leads to low project ownership and may compromise the sustainability of project results once the project is completed. Organizing coordination / PSC meetings and workshops on a timely and regular basis remains one of the key challenges for the project management unit. Now that the experts / firms have been hired, the project will gain a lot of momentum in the next few months and the project management unit needs to be swift in organising the coordination meetings, workshops, PCS meetings, and on a regular basis, to ensure the development of sound deliverables and ownership of those by national stakeholders. For this reason, the project is rated at “Moderate” risk.

**2.4 Co Finance**

<b>Planned Co-finance:</b>	\$ 5,687,000
<b>Actual to date:</b>	264,479
<b>Progress</b>	<p><b>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</b></p> <p>The low rate of co-finance mobilized so far (US\$ 264,479) is due to the fact that the public investment co-finance of the Ministry of Transport will no longer materialize. Indeed, 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. Because of this drop in co-finance contributions, the likely co-finance target for the project will rather be around US\$ 450,000.</p> <p>When this dropped public investment portion is not taken into account, the effective percentage of materialized co-finance is around 53%.</p> <ul style="list-style-type: none"> <li>• Ministry of Environment and Sustainable Development and Ecological Transition (MINEDDTE): <b>In-Kind \$217,002</b></li> <li>• Ministry of Transport (MOT): <b>In-Kind \$14,772</b></li> <li>• Ministry of Mining, Petroleum, Energy and Renewable Energies (MPEER): <b>In-Kind \$5,680</b></li> </ul>

	<ul style="list-style-type: none"> <li>• UNEP Regional Office for West Africa: <b>In-Kind \$27,025</b></li> </ul> <p>The Ministries of Transport and Energy, along with the Ministry of the Environment the three key project ministries involved in co-financing, regularly participate in project activities through the Steering Committee and the Coordination Committee. The project has faced challenges in identifying the key people within these ministries (transport and energy) with the authority to sign the annual co-financing reports prepared by the project coordinator to acknowledge their participation in project activities.</p> <p>Bilateral exchanges between the coordinator and the heads of the two ministries are continuing, intending to facilitate the signing of documents in the future.</p>
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## 2.5. Stakeholder

<b>Date of project steering committee meeting</b>	2023-09-23
<b>Stakeholder engagement (will be uploaded to GEF Portal)</b>	<p>During the reporting period, the commitment of stakeholders (public entity, civil society, private sector, etc.) consisted of organizing a PSC meeting on September 23, 2023 with the participation of twelve (12) members including three (03) women. As part of the Project, a SOTRA executive participated in training on the procurement, planning and financing of electric buses in Dakar from May 15 to 17, 2024.</p> <p>The Chief Technical Advisor participated in several events bringing together stakeholders involved in electric mobility. This is the back-to-school session of APEME-CI, a private sector umbrella (September 26, 2023, 30 participants), meeting with the GGGI and completion of a questionnaire on electric mobility (October 2023, 15 participants), participation with presentation at the International Forum and African Transport Exhibition (FISAT; November 30, 2023, more than 500 participants), participation in the meeting of the Reflection Committee led by the Inland Transport Regulatory Authority (ARTI) and the Ministry of Transport at ARTI headquarters (February 13 and March 5, 2024, 54 participants), participation in the second edition of Ecotourism (from March 11 to 14, 2024, around 200 participants), restitution of the work of the reflection committee on regulations of electric mobility in Cote d'Ivoire (March 20, 2024, 30 participants), participation in the APEME-CI General Assembly with the theme “Electric Mobility: What are the challenges for responsible transport?” (June 12, 2024, 30 participants).</p>

## 2.6. Gender

<b>Does the project have a gender action plan?</b>	Yes
<b>Gender mainstreaming (will be uploaded to GEF Portal):</b>	<p>Women have been under-represented in the activities carried out so far (usually less than 20% women). This is due, among other reasons, to the low representation of women in decision-making bodies and in the staff hired in the different national institutions of Cote d'Ivoire. A 3-page guideline for the representation of women in has been developed by the CTA and disseminated among the different project partners. To reduce the under-representation of women, the project team was strengthened by the recruitment of two (02) female team members: an accounting assistant and a technical assistant.</p> <p>The Chief Technical Advisor (CTA) will continue to implement and monitor the gender mainstreaming activities outlined in the project's Gender Action Plan, and report on them in the 2025 PIR:</p> <ul style="list-style-type: none"> <li>- Member institutions of the coordination body appoint more female representatives (output 1.1)</li> <li>- The national e-mobility strategy will include a gender analysis and action plan to mainstream gender equality, from the very beginning of the development process (output 1.2)</li> <li>- Participation of women in regional / international events, meetings and trainings is actively promoted. The agencies or institutions that will be invited to participate will be encouraged to nominate women to participate in the events (output 1.3)</li> <li>- During the preparation of technical standards and regulations for EVs and charging infrastructure, the expert will need to consider that passenger compartments meet international standards for physically impaired persons and safe traveling of children, women or vulnerable persons (output 3.2)</li> <li>- The participation of women in all project consultation meetings and workshops continues to be encouraged, to seek a ratio of 30% women (cross cutting) .</li> </ul>

## 2.7. ESSM

<b>Moderate/High risk projects (in</b>	<b>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</b>
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<b>terms of Environmental and social safeguards)</b>	<p>Yes</p> <p><b>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</b></p> <p>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</p>
<b>New social and/or environmental risks</b>	<p><b>Have any new social and/or environmental risks been identified during the reporting period?</b></p> <p>No</p> <p><b>If yes, describe the new risks or changes?</b></p> <p>N/A</p>
<b>Complaints and grievances related to social and/or environmental impacts</b>	<p><b>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</b></p> <p>No</p> <p><b>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</b></p> <p>N/A</p>
<b>Environmental and social safeguards management</b>	<p>The project was rated in the Moderate risk category. “Good practice” was recommended by the Safeguards advisor, which requires no additional assessment or separate safeguard management plan. However, due diligence on potential safeguard issues was recommended throughout the project. It was recommended that a project level grievance mechanism (if the government did not have such venue) should be established for any complaints to be handled swiftly at the project level. Given that the project has achieved little progress during the period under review, no safeguards’ concerns have materialized so far. In addition, the demonstration project of electric buses and taxis that was originally planned under component 2 has now been cancelled, due to changes in the World Bank funded project. As such the GEF project will now focus mainly on normative work (national strategy, policies and regulations, etc.), technical assistance and capacity building, which are less likely to have a direct detrimental social / environmental impact on the population. 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 preparation of the normative work of the project</p>

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## 2.8. KM/Learning

<b>Knowledge activities and products</b>	As part of the Project, a SOTRA executive participated in training on the procurement, planning and financing of electric buses in Dakar from May 15 to 17, 2024. The Chief Technical Advisor participated in several meetings with institutional and private players in electric mobility such as ARTI, APEME-CI and SOLUTIONS PLUS in November 2023, March and June 2024. Nearly 150 people participated in these meetings.
<b>Main learning during the period</b>	N/A – too little progress achieved so far.

## 2.9. Stories

<b>Stories to be shared</b>	N/A – too little progress achieved so far.
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### 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)	Baseline A: 0	Mid-point target A: N/A	End-of-project target 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)	Baseline B: 0	Mid-point target B: N/A.	End-of-project target B: 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	Indicator 1.1: A national coordination body to support	Baseline 1.1: No	Mid-point target 1.1: Yes. -	End-of-project target	Partially	The project is under achieving on this target, due to challenges faced by the	MU

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
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	and promote the uptake of low-carbon electric mobility is established , formalized by GoCI and operational		The coordination body is established and includes all key institutions. It has formulated shared goals and defined roles and responsibilities of all members.	1.1: Yes - The coordination body remains operational and has agreed on post-project continuation of efforts to promote e-mobility. - The national coordination body has at least 30% female members..		project team in organizing meetings of the coordination body. This hinders proper coordination among national stakeholder on e-mobilty.The national coordination body on electric mobility was created in August 2022 and so far, only two meetings have been held, with the last one taking place in June 2023. The next coordinating body meeting is now planned for the third quarter of 2024.	
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:# of ministries endorsing the gender sensitive strategy to promote low-carbon electric mobility in urban public transport	Baseline 1.2: 0	Mid-point target 1.2: The respective Ministries are discussing the draft strategy. The Gender Units (Cellules Genre) of each Ministry are actively involved in the	End-of-project target 1.2: 4, out of which: Ministry of Transport, Ministry of Environment, Ministry of Energy and Ministry of Finance.	0	The international expert working on the output associated with this outcome was hired in April 2024 and will start his engagements and activities in July 2024. Given the very late start in the work, it is not yet certain the strategy will be adopted by the ministries by the time the project reaches completion (December 2025). The project team will be in a better position to report on this indicator in the next PIR.	MS

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
			discussions.				
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 1.3: # of reports on best practices and lessons learned on low carbon electric mobility shared with the global programme by the national coordination body	Baseline 1.3: 0	Mid-point target 1.3: n.a.	End-of-project target 1.3: 1	0	Reporting against this indicator will only be possible towards the end of the project (December 2025).	S
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: # of e-mobility up-scaling feasibility studies or plans validated / endorsed by relevant institutions [NEW]	Baseline 2.1: 0	Mid-point target 2.1: N/A.	End-of-project target 2.2: 3	0	The consultancy firm that will be working on the outputs associated with this outcome has just been selected and will start its activities in September 2024. The project will be in a better position to report on this indicator in the next PIR.	MS
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).	Baseline 3.1: No.	Mid-point target 3.1: Draft fiscal policy/regulation and/or draft tax reform proposal are prepared.	End-of-project target 3.1: Yes. (to be adopted by the Ministry of Energy, the Ministry of Finance and ANARE-CI)	0	The international expert working on the output associated with this outcome was hired in April 2024 and will start his engagements and activities in July 2024. Given the late start, it is uncertain whether the fiscal policies / tax reform proposal will be adopted before the end of the project. The project team will be in a better position to report on this indicator in the next PIR.	MS
Outcome 3: Government of Côte d'Ivoire adopts financial incentives	Indicator 3.2: The technical regulations and standards for	Baseline 3.2: No.	Mid-point target 3.2: Draft	End-of-project target	0	The consultancy firm that will be working on the output associated with	MS

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
and technical standards to promote investments in low-carbon electric mobility in public transport.	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		technical regulations and standards are prepared.	3.2: Yes. (to be adopted by the Ministry of Transport and the Ministry of Energy)		this outcome has just been selected and will start its activities in September 2024. Given the late start, it is uncertain whether the EV regulations / standards will be adopted before the end of the project. The project team will be in a better position to report on this indicator in the next PIR.	
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 4.1: The recommendations on a direct offtake tariffication scheme for the integration of RE generation and EV charging are endorsed	Baseline 4.1: No	Mid-point target 4.1: No	End-of-project target 4.1: Yes (to be endorsed by the Ministry of Energy, the Ministry of Finance and ANARE-CI)	0	The consultancy firm that will be working on the output associated with this outcome has just been selected and will start its activities in September 2024. The project team will be in a better position to report on this indicator in the next PIR.	MS
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	Baseline 4.2: No	Mid-point target 4.2: No	End-of-project target 4.2: Yes (to be endorsed by the Ministry of Environment)	0	The consultancy firm that will be working on the output associated with this outcome has just been selected and will start its activities in September 2024. Given the late start, it is uncertain whether the battery e-waste regulations will be endorsed by the government before the end of the project. The project team will be in a better position to report on this indicator in the next PIR.	MS

### 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	30%	35%	The project team did not manage to organise a meeting of the coordination body on electric mobility did not hold a meeting during the period under review, due to administrative and coordination challenges. The body is expected to meet on a quarterly basis and must still be formalized by a ministerial decree, currently in preparation.	MU
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	30%	50%	The Project management unit worked extensively on the draft order establishing the coordination body and sent it to the legal affairs department of the Ministry of the Environment for rereading and validation before transmission to the Cabinet of Minister for adoption. Adoption could take place at the end of 2024.	S
1 Component 1: Institutionalization and definition of a strategy for low-	Deliverable 1.1.3: Quarterly coordination body meetings.	2025-12-31	20%	20%	Since the start of the Project, the coordination committee has only met twice while it is supposed to meet quarterly. Organizing these meetings	MU

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
carbon electric mobility					remains a challenge for the project team, due to administrative and coordination issues. The first during the launch of the committee in August 2022 and brought together around twenty participants. The second meeting was held in June 2023 with eleven participants. Given that the momentum of the project implementation will increase with the recruitment of all the experts, it is crucial that the project team organizes these meetings regularly.	
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%	The work on this deliverable will start in 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%	The work on this deliverable will start in 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	30%	40%	The international consultant in charge of developing the strategy was hired in April 2024. His first stakeholder consultation field mission will take place in Abidjan from July 10 to 18, 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
1 Component 1: Institutionalization and definition of a strategy for low-carbon electric mobility	Deliverable 1.2.1: Set-up a technical working group on the national strategy (comprising national policymakers, relevant stakeholders, etc.)	2003-06-30	60%	100%	The Technical Working Group in charge of the national electric mobility strategy has been set up. He is responsible for supporting the international expert based on the skills of these different members. A meeting of this Thematic Working Group is planned for the month of August 2024.	S
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	0%	50%	The stakeholder workshop for the implementation of the national electric mobility strategy will be held on 16 July 2024 at the BELLE COTE hotel. It will see the participation of technical ministries (energy, transport, equipment, etc.), employers' organizations and civil society as well as start-ups in the field of electric mobility.	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	0%	10%	The data collection as started with the recruitment of the international policy and strategy consultant in April 2024. The First draft of the report is expected in December 2024. New estimated completion date: 31 December 2024	MS
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	30%	35%	The international policy and strategy expert in charge of developing the national gender-responsive electric mobility strategy will begin his first consultations with stakeholders in July 2024. A first draft of the strategy	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
					should be submitted for review / comments by the end of year 2024.	
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%	The work on this deliverable will start in Q4 2024.	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	46%	55%	Work on capacity building is underway. An awareness raising activity on electric mobility was carried out in Abidjan and national stakeholders participated in several events organized by the Africa Regional Support and Investment Platform.	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 strategy for low-carbon electric mobility	Deliverable 1.3.2: Participation in first regional e-mobility training.	2022-07-31	0%	0%	An online training was held on 6 July 2022 on national electric mobility policies and strategies, but unfortunately the Ivorian stakeholders were unable to participate.	MU
1 Component 1: Institutionalization	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	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
and definition of a strategy for low-carbon electric mobility					electric buses held in India from 31 July to 10 August 2022. A mission report has been prepared.	
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%	An Africa e-mobility forum was organized in March 2023 in Tanzania. The former National Project Director of the GEF project and 1 representative from SOTRA participated in the event, and issued a brief mission report. This Forum brought together around 100 delegates from over 20 African cities with financiers and companies working on the transition to electric mobility in the region. The Forum was an opportunity to: <ul style="list-style-type: none"> <li>• Showcase private sector innovation in electric mobility</li> <li>• Connect financiers with companies that need financing for electric mobility projects</li> </ul>	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%	See explanation above. The Africa E-mobility Forum organized in Tanzania also included the 2nd meeting of the Africa Support and Investment Platform (including the E-mobility Innovators fair). The Forum was jointly organized by SOLUTIONSplus, the Africa Support and Investment Platform for E-mobility led by UNEP and TUMI E-bus Mission.	S
1 Component 1: Institutionalization	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	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
	and definition of a strategy for low-carbon electric mobility				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)	
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	0%	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 Mr. LATH ESSIS Bernard, 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%	0%	The next event will take place in the 2nd semester of 2024.	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 has not taken place yet. Waiting for UNEP SMU to notify MINEDD on event dates	S
1 Component 1:	Deliverable 1.3.10: Implementation of outreach events for decision-	2025-06-30	10%	10%	A flagship activity to raise awareness	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	makers in other cities and communes/suburbs of Abidjan.				of electric mobility was carried out in Abidjan on December 13, 2022. Awareness events are planned in seven towns and villages (Yamoussoukro, Daloa, Man, San-Pedro, Korhogo, Bouaké, Abengourou). These awareness events will be launched before the end of 2024.	
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	0%	25%	The consultancy firm TECH'N CHANGE was selected in May 2024 to carry out the prefeasibility study. They will start their activities and engagements in September 2024.	S
2 Component 2: Elimination of short-term barriers through	Deliverable 2.1.1: Hiring of an International EV and Charging Technology Expert [NEW]	2024-05-31	0%	100%	The evaluation of bids for the international electric vehicle and charging technology expert took place in May 2024. Following this evaluation, 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
feasibility analyses, demonstration of electric vehicles and development of know-how for a wider introduction of electric mobility in Côte d'Ivoire					firm TECH'N CHANGE was selected for the assignment..Following this evaluation, the firm TECH'N CHANGE was selected to carry out the study.	
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%	0%	The work on this deliverable will begin in September 2024.The new expected completion date is December 2024.	MS
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of electric vehicles	Deliverable 2.1.3: Consultation workshop with AMUGA management and experts to present the draft pre-feasibility study	2024-10-31	0%	0%	The work on this deliverable will start in Q4 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
	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 2.1.4: The final version of the pre-feasibility study with recommended actions for deployment of collective e-taxis is prepared and submitted to AMUGA management for validation, to further inform decision making	2025-01-31	0%	0%	The work on this deliverable will start in Q4 2024.	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 2.2: An electrification investment plan for SOTRA feeder-line buses is developed and submitted for adoption.	2025-06-30	0%	0%	The consultancy firm TECH'N CHANGE was selected in May 2024 to carry out the prefeasibility study and the investment plan. They will start their activities and engagements in September 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
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 2.2.1: Preparation of a pre-feasibility study for the electrification of SOTRA buses, including drafting of electrification scenarios.	2024-08-31	0%	0%	The work on this deliverable will begin in September 2024. The new expected completion date is December 2024.	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 2.2.2: Consultation workshops with SOTRA representatives and experts to discuss the prefeasibility study and promote SOTRA electrification scenarios.	2024-10-31		0%	The work on this deliverable will start in Q4 2024.	S
2 Component 2: Elimination of short-term	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 work on this deliverable will start in Q4 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
	barriers through feasibility analyses, 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	Output 2.3: A charging infrastructure installation plan for large-scale introduction of EVs in Abidjan's public transport is developed.	2025-06-30	0%	25%	The consultancy firm TECH'N CHANGE was selected in May 2024 to carry out the study and the investment plan. They will start their activities and engagements in September 2024.	S
2 Component 2: Elimination of short-term barriers through feasibility analyses, demonstration of	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	0%	100%	The Technical Working Group on charging infrastructures has been set up. It includes national players in the energy sector. A meeting of this group is planned for August 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
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 2.3.2: Study on charging and distribution grid infrastructure investment needs for the large-scale introduction of EVs.	2024-08-31	0%	10%	The work on this deliverable will begin in September 2024. The new expected completion date is December 2024.	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 2.3.3: Workshop to present and discuss the results of the charging infrastructure and distribution grid development study.	2024-10-31	0%	0%	The work on this deliverable will start in Q4 2024. The new expected completion date is December 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 2.3.4: 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 work on this deliverable will start in Q4 2024.	S
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.	2025-01-31	10%	50%	The international policy and strategy expert was hired in April 2024. He is working on developing a tax reform proposal to encourage the purchase and use of electric vehicles.	S
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	30%	100%	The Technical Working Group on policies/regulations has been set up. A meeting of its members is planned for August 2024.	S
3 Component 3: Preparing for	Deliverable 3.1.2: Consultation workshops with government agencies and experts to develop favorable fiscal policies /	2024-07-31	0%	50%	The international policy and strategy will begin consultations 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
scale-up and replication of low-carbon electric mobility	regulations.				stakeholders during a workshop planned on 16 July 2024.	
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%	0%	The work on this deliverable will start in Q3 2024. A first draft of the tax policies and regulations should be submitted for review / comments at the end of year 2024.	S
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%	0%	The consultancy firm TECH'N CHANGE was selected in May 2024 to develop the EV regulation and standards. They will start their activities and engagements in September 2024.	S
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 workshops will take place in Q3 2024.	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%	0%	The work on this deliverable will start in Q4 2024.	S
4 Component 4:	Output 4.1: The interlinkage between power generation and vehicle	2025-07-31	0%	25%	The consultancy firm TECH'N CHANGE was	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
Long-term environmental sustainability of low-carbon electric mobility	charging is investigated to align national RE capacity targets with e-mobility projections.				selected in May 2024 to carry out the study. They will start their activities and engagements in September 2024.	
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	0%	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.	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%	0%	Following the recruitment of the firm, the work on the study will begin in September 2024. The new expected completion date is December 2024	MS
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.1.3: Workshop on the results of the renewable power development study.	2024-10-31	0%	0%	The work on this deliverable will start in Q4 2024.	S
4 Component 4: Long-term environmental	Deliverable 4.1.4: Preparation of a proposal for amendments to the National Renewable Action Plan and submission for adoption.	2025-07-31	0%	0%	The work on this deliverable will start in Q4 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
sustainability of low-carbon electric mobility						
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%	0%	The consultancy firm TECH'N CHANGE was selected in May 2024 to carry out this study. They will start their activities and engagements in September 2024.	S
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 leveled 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%	0%	Following the recruitment of the firm, the work on the study will begin in September 2024. The new expected completion date is December 2024	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%	The work on this deliverable will start in Q4 2024.	MS
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.2.3: Preparation of proposal on preferential electricity tariffs for e-mobility and submission for adoption. [SHIFTED FROM OUTPUT 3.1]	2025-06-30	0%	0%	The work on this deliverable will start in Q4 2024.	S
4 Component 4: Long-term	Output 4.3: An amendment to existing e-waste regulation for EV batteries is prepared and submitted for adoption; business models	2025-08-31	0%	17%	The consultancy firm TECH'N CHANGE was selected in May 2024 to develop 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
environmental sustainability of low-carbon electric mobility	for the re-use of batteries are promoted.				e-waste regulation amendment for batteries. They will start their activities and engagements in September 2024.	
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	0%	100%	The Technical Working Group on the reuse and recycling of batteries has been set up. A meeting of its members is planned for August 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%	0%	The work on this deliverable will start in Q4 2024.	S
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%	0%	The work on this deliverable will start in Q4 2024.	S
4 Component 4: Long-term environmental sustainability of low-carbon electric mobility	Deliverable 4.3.4: Preparation of a study on second-life use of EV batteries (including within the framework of ECOWAS) and a draft action plan to implement battery refurbishment/ re-use.	2025-03-31	0%	0%	The work on this deliverable will start in Q4 2024.	S
4 Component 4:	Deliverable 4.3.5: Workshop on business opportunities for the re-	2025-05-31	0%	0%	The work on this deliverable will start	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
Long-term environmental sustainability of low-carbon electric mobility	use of EV batteries, including in the framework of ECOWAS.				in 2025.	
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%	The work on this deliverable will start in 2025.	S

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	Low
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	=	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	↓	In the last quarter of 2023. there was a change at the head of the Ministry of the Environment which slowed down administrative decisions in the implementation of the project. However. once the new leadership was in place. this has resulted in rather positive outcomes for the project management and coordination.
Insufficient and incomparable systems for tracking results	Outcome 2	M	N/A	N/A				N/A	=	The e-taxi and e-minibus pilot has been cancelled. since the WB co-financing 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				L	=	There has been a change of leadership in the Ministry towards the end of 2023. but this has resulted in rather positive outcomes for the project management and coordination
Objection or low commitment from industry to technology changes leading to lack of interest or participation	Outcomes 2 & 3	S	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 handled by UNIDO.
Higher upfront cost of electric vehicles may pose a barrier to implementation and scale	Outcome 3	M	N/A	N/A				N/A	=	This risk is no longer applicable. since the EV pilot was cancelled. due to the



Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
up of activities										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	=	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				M	=	The national coordination body on e-mobility has only met twice since project start, which hinders coordination and ownership of the project by national stakeholders. The project team will have to ensure the coordination body meets regularly in the remaining life time of the project to ensure ownership, and the decree formalizing the body will have to be approved to ensure sustainability beyond the life of the project. See below risk identified for 2024.
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	=	Given the project has achieved little progress, 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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										now only focus on normative work (strategy, policies and regulations, etc.) and technical assistance, which 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	=	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	↓	While bureaucratic challenges within MINEDDTE have continued to lead to delays in project implementation in 2023, the situation has notably improved in 2024. UNEP as IA has been closely following up with the EA on this matter through regular communications and through its staff present in Cote d'Ivoire. A revised project workplan and budget was prepared by MINEDD, also factoring in the design changes referred to above for Component 2.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Coordination among key national stakeholder is sporadic and weak.	ALL	N/A	S	M				M	↓	Key national stakeholders have worked to strengthen their collaboration during the period under review. The Urban Mobility Authority in Greater Abidjan (AMUGA), for example, is becoming increasingly involved in the process. However, the project team has to ensure these efforts are sustained by organizing regular meeting of the coordination body. This risk is reflected in the 2024 PIR risk below and the action in section 4.3 also address this risk.
New risks identified in the current 2024 PIR		N/A	N/A					N/A	=	
Lack of regular coordination among key national stakeholder leads to low project ownership.	All			M				M		This risk identified in 2023 is repeated and reformulated in 2024, since it remains one of the key challenges for the project management unit. It is also related to the risk identified in the Project Document on "inadequacy of the exit strategy and lack of ownership" listed above. to the risk on Now that the experts / firms have been hired, the project will gain a lot of momentum in the next few months and the project management unit needs to be swift in organising the coordination meetings, workshops, PCS meetings, and on a

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										regular basis. to ensure the development of sound deliverables and ownership of those by national stakeholders. This risk is indirectly associated with the Moderate risk on the "Governance structure - Oversight" category in section 4.1 above.
		N/A	S					M	↓	

### 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					
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.	Action 1 [2023]:MINEDD Project Management Unit (PMU) and UNEP to re-design of Component 2 (including revised outputs & ToRs)	The Project Management Unit (PMU) and UNEP redesigned component 2 (including revised outputs and terms of reference)	N/A		
	Action 2 [2023]:Re-design of component 2 to be presented during next PSC meeting.	The redesign of component 2 was presented at the PSC meeting on 28 September 2023.	N/A		

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Delayed implementation of project due to lengthy procurement processes and financial management challenges within MINEDD	Action 3 [2023]:PMU / UNEP to prepare draft workplan and budget revision with new timelines and revised outputs for component 2.	UNEP/PMU prepared a draft work plan and budget revision with new timelines and revised outputs for component 2.	N/A		
	Action 4 [2023]:Revised workplan / budget revision including PSC member comments formally submitted to UNEP for approval.	The revised work plan and budget was approved by UNEP in February 2024	N/A		
	Action 5 [2023]:PMU to ensure remaining international experts are hired before end of year 2023.	The international policy and strategy expert was hired in April 2024. Regarding the EV and Charging Technology Expert and the Grid Integration. RE and Battery Expert positions. these we awarded to the consultancy firm TECH'N CHANGE in May 2024. The contract now need to be finalized and signed between MINEDDTE and the consultancy firm.	Action 1 [2024]PMU to finalize the signature of the contract with the consultancy firm by end August 2024. at the very latest.	31 August 2024	MINEDDTE / PMU / consultancy firm
Coordination among key national stakeholder is	Action 6 [2023]:PMU to share with stakeholders a	The PMU has not shared the dates of the next	Action 2 [2024]:PMU to share with stakeholders a	By 31 August 2024	PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
sporadic and weak.	planning of expected PSC & coordination body meeting dates until end of year 2024.	meetings with the stakeholders yet. However, at least one meeting of the PSC and the coordinating body is planned before the end of 2024.	planning of expected PSC & coordination body meeting dates until end of year 2025.		
	Action 7 [2023]:PMU to establish thematic technical working groups (national strategy, policy/regulations, RE/grid integration, batteries EoL) and share list with UNEP	The three technical working groups (national strategy, policy/regulations, RE/grid integration, batteries EoL) have been set up. The next step is the scoping and launch meeting for their activities scheduled for Q3 2024	Action 3 [2024]:The PMU will share with the UNEP the list of thematic working groups with their members.	By 31 August 2024	PMU
Risks from the current 2024 PIR					
Lack of regular coordination among key national stakeholder leads to low project ownership.	N/A	N/A	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	Between September 2024 and December 20225	PMU

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 participation		

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:	Yes
Safeguards:	No
Risk analysis:	No
Increase of GEF financing up to 5%:	No
Location of project activity:	No
Other:	No

Minor amendments

**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 December 2025, to factor in the delays incurred in activity implementation.



**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		

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**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]