Project Implementation Report

FISCAL YEAR 2026

Reporting period: 1 July 2025 to 30 June 2026

UNEP GEF Coordination Office

United Nations Environment Programme

SECTION 1

1 PROJECT IDENTIFICATION

> ℹ *In this section, you'll identify your project. Most fields are basic facts about the project that don't change year to year (project ID, title, financing, dates, key contacts).*

1.1 Project Details

REFERENCE NUMBERS

GEF ID * *The 4–6 digit identifier from the GEF database.*	10302
Umoja WBS * *Format: SB-XXXXXX. Found in the project's Umoja record.*	Umoja WBS : SB-017819
SMA IPMR ID *The Strategic Management Application Implementation Plan and Monitoring Report ID.*	SMA IPMR ID : 84937
Grant ID *Format: S1-XXXXX-NNNNNN.*	S1-32GFL-000684

PROJECT IDENTITY

Project Short Name * *A short name to identify the project in lists. E.g. "Togo E-mobility".*	E-mobility in Côte d'Ivoire
Full Project Title * *The full official title from the ProDoc.*	Integrated, sustainable and low-emission transport in Côte d'Ivoire
Project Type *	Medium-sized project (MSP)
Parent Programme *(Optional)* *If this is a child project of a larger programme, name the parent.*	10114
Project Scope *	National
Region * *E.g. "Asia Pacific" — or list multiple if cross-regional.*	Africa
Countries * *List all project countries. Write them however you usually do — comma-separated, line-break, etc.*	Cote d'Ivoire
GEF Focal Area(s) * *E.g. Climate Change Mitigation, Biodiversity, International Waters, Land Degradation, Chemicals & Waste.*	Climate Change Mitigation

DURATION

Planned Duration * *In months. E.g. "48".*	42
Project Age at Reporting Date * *How long the project has been running, in months.*	58

FINANCIALS

GEF Financing Amount * *Total GEF grant amount.*	$ 408,716.00
Co-financing (Total Planned) * *Total co-financing pledged at CEO endorsement.*	$ 5,687,000.00
Co-financing (Actual to date) * Total co-financing materialized to date — verified actual amount.	$ 547,846 (Actual cumulative amount)
Total Disbursement (as of 30 June) * *Total disbursed by UNEP since project start.*	$ 357,099.59
Total Expenditure (as of 30 June) * *Total spent by EA since project start.*	$ 347,459.09

KEY DATES

CEO Endorsement / Approval *	03/06/2021
UNEP Project Approval Date *	18/08/2021
Start of Implementation * *Date PCA came into force.*	30/09/2021
Date of Inception Workshop *(Optional)*	03/02/2022
Date of First Disbursement *	13/10/2021
Completion Date — Original PCA *	31/03/2025
Completion Date — Revised / Current PCA *(Optional)* *Only fill if the project has been formally extended or revised.*	30/06/2026
Midterm Review Undertaken? *	N/A
Actual Mid-Term Date *(Optional)* *Only fill if Midterm = Yes.*	

Expected Mid-Term Date *(Optional)* *Only fill if Midterm = No.*	
Expected Terminal Evaluation Date *	31/12/2026
Expected Financial Closure Date *	30/06/2027

1.2 Project Description

Describe the project in 3–5 paragraphs. Include the project objective, the problem being addressed, the main components, and the expected outcomes. If you've written this in the ProDoc, you can copy from there.

Project Description

Objective: Mitigate GHG emissions in Côte d'Ivoire by accelerating the introduction of electric mobility through the revision of the policy and institutional framework; training and capacity building; demonstration of electric vehicles; development of financial schemes and business models; private sector engagement; and scale-up and replication.

Component 1 : Institutionalization and development of strategies for low-carbon electric mobility

Component 2: Removal 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.

Component 3: Scaling and Replication Readiness for Low-Carbon Electric Mobility

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

Implementing agency: Ministry of Environment and Ecological Transition (MINETE) with the support of the UNEP Sustainable Mobility Unit

1.3 Project Contact

IMPLEMENTING AGENCY

Implementing Division(s) * *The UNEP division(s) leading this project.*	Climate Change Division
UNEP Portfolio Manager(s) *	Asher Lessels
UNEP Task Manager(s) *	Julien Lheureux
UNEP Budget / Finance Officer *	Tsungi Mutesva
UNEP Support / Assistants *(Optional)*	Hassan Coulibaly

EXECUTING AGENCY

Executing Agency(ies) *	Ministry of Environment and Ecological Transition (MINETE)

Full official name as it appears in the PCA.

Co-implementing Agency *(Optional)*	N/A
EA Manager / Representative *	N'TAIN Yémou Jeanne
EA Project Coordinator / Manager *	Etien N'Dah
EA Finance Manager *	Avit Sole Sidonie
EA Communications Lead *(Optional)*	N/A
Other Project Partners *(Optional)* *List any other organisations partnering on this project.*	N/A

SECTION 2

2 OVERVIEW OF PROJECT STATUS

> ℹ *In this section, you'll describe how the project is progressing this year — the ratings, the co-finance, stakeholder engagement, gender, safeguards, and management risks.*

2.1 UNEP Programme of Work and UN Linkages

How this project links to UNEP's Programme of Work and UN frameworks.

Current UNEP Subprogramme(s) * *E.g. "Climate action subprogramme".*	Theme: Climate Action Sub-Program
Previous UNEP Subprogramme(s) *(Optional)* *Only if the subprogramme has changed during this project.*	N/A
PoW Indicator(s) *The Programme of Work indicators this project contributes to.*	Climate: (i) Number of national, subnational and private actors adopting climate change mitigation and/or adaptation and disaster risk reduction strategies and policies with UNEP support.
UNSDCF / UNDAF Linkages *The UNSDCF/UNDAF outcome(s) this project contributes to.*	The project is also part of the "Sustainable Development" component of UNDAF 2017-2020 in Côte d'Ivoire, which states that "by 2020, governments will implement policies that ensure sustainable production and consumption, income generation, and resilience to climate change for the most vulnerable populations."
Relevant SDG Goal(s) * *E.g. "Goal 13: Climate Action, Goal 15: Life on Land".*	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 address climate change and its impacts
Relevant SDG Target(s) * *E.g. "13.1, 13.2, 15.3".*	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, ensure access to safe, affordable, accessible and sustainable transport systems for all, by improving road safety, including by expanding public transport, paying particular attention to the needs of people in vulnerable situations, women, children, persons with disabilities and the elderly 11.6 By 2030, reduce the negative environmental impact per capita of cities, including by paying particular attention to air quality and the management of municipal and other waste 13.2 Integrating climate action into national policies, strategies and planning

2.2 GEF Core and Sub Indicators

One row per GEF core indicator or sub-indicator that this project reports against. Each indicator gets its own targets and materialised value. ***The first row below is shown as a sample — replace with your data.*** *Press Tab in the last cell to add new rows.*

Indicator	Mid-Term Target	End-of-Project Target	Total Target	Materialised to Date
6- Reduction of greenhouse gas emissions	N/A	Direct: 82,574 tCO2 (2021 to 2036) Indirect: 148,944 tCO2 (2021 to 2036)	Direct: 82,574 tCO2 (2021 to 2036) Indirect: 148,944 tCO2 (2021 to 2036)	Not available at this stage
11- Persons benefiting from investments financed by the GEF	N/A	Total: 187,630 (Women: 75,040 Men: 112,590)	Total: 187,630 (Women: 75,040 Men: 112,590)	Total: 850 Women: 170 Men: 680

Need more rows? Press Tab in the last cell of the bottom row to add an indicator.

2.3 Implementation Status & Risk

Fill in the PIR number and rating codes for THIS reporting year (FY 2026 — the leftmost column). Past years will be filled in automatically by the Implementing Agency (UNEP) from prior PIRs. If you see past-year cells that are blank, leave them as they are.

Past-year columns (FY 2025 and earlier) are auto-filled by UNEP from prior PIRs — do not edit. Only fill the FY 2026 column.

	FY 2026 THIS YEAR	FY 2025	FY 2024	FY 2023
PIR #	Final PIR	3rd PIR	2nd PIR	1st PIR
Outcomes rating	MS	S	MS	MS
Outputs rating	MS	MS	S	MU
Risk rating	M	M	M	S

Summary of Progress this Reporting Period

Summarise progress towards outcomes and outputs, including the key achievements this reporting period. This is the most important narrative in the report — take your time.

During the period covered by this report, the project made significant progress towards achieving its results and reached its technical completion date of 30 June 2026. Efforts focused on finalizing the main technical deliverables, reviewing them by the thematic working groups and validating them with national stakeholders during the workshops held at the Belle Cote Hotel from 23 to 25 June 2026, bringing together about forty participants.

Significant progress was made with the finalization of the National Electric Mobility Strategy, its gender-responsive action plan, as well as the main technical studies on the electrification of public transport, charging infrastructure, incentive mechanisms, technical standards and sustainable battery management. The project also strengthened the capacities of national stakeholders through 10 workshops, technical meetings and regional events, mobilizing about 211 participants, of which about 10% were women.

However, the implementation of the project was affected by budgetary contingencies beyond the control of the Project Management Unit (PMU), which resulted in a delay in the implementation schedule and did not allow for full compliance with the revised work plan as approved. In close collaboration with UNEP, the PMU implemented several mitigation measures, including enhanced follow-up of consultants, reprioritization, regular technical meetings and close support to working groups, to ensure the finalization of key deliverables within the available timeframes.

Overall, the project has made it possible to carry out almost all the planned activities and to produce the main strategic, regulatory and technical tools necessary for the development of electric mobility in Côte d'Ivoire. However, the national workshop to validate the main deliverables took place at the very end of the technical implementation period, leaving the PMU insufficient time to integrate all the observations made, finalize some final versions and accompany their institutional adoption before the technical closure of the project. The MINEDD will have to carry out these activities in the coming months, outside the framework of the GEF project.

In view of these elements, progress towards both the project's outcomes and outputs is considered **Moderately Satisfactory (MS).**

Summary of Challenges & Actions Taken to address them

Describe the main challenges encountered this reporting period and the corrective actions taken (or planned) to address them.

The main challenge encountered during the reporting period was the shift in the implementation schedule resulting from budgetary constraints independent of the PMU, which impacted the execution of the approved work plan. These delays led to the postponement of the finalization and validation of several strategic deliverables, as well as the organization of the national validation workshop, held from 23 to 25 June 2026.

Although the main outputs of the project have been developed, this schedule did not allow the PMU to integrate all the recommendations from the validation workshop or to support the official adoption of the deliverables before 30 June 2026. In response to these constraints, the PMU, with the support of UNEP, adapted its implementation method, strengthened the technical monitoring of the consultants and maintained close coordination with national institutions in order to preserve the quality of the deliverables and facilitate their adoption after the technical closure of the project.

There remains a risk, however, that appropriate follow-up on the adoption of deliverables will not be fully conducted by MINEDD on these processes, now that the GEF project is complete. MINEDD will need to address this risk in the coming months, in particular by capitalizing on AMUGA and UNIDO's new GEF electric mobility project, launched in early 2026, to ensure that the project's key deliverables are adopted/endorsed by the relevant institutions and/or the Government of Côte d'Ivoire. An action plan has been developed in section 4.3 of this PIR, to ensure adequate post-project monitoring, to ensure institutional continuity of project results. UNEP will regularly monitor with MINEDD on these actions over the coming months, in parallel with the final evaluation of the project.

As a result, the consolidated risk level of the project is considered **Moderate (M)**.

2.4 Co-Finance

Planned Co-Finance *	$5,687,000
Actual Co-Finance to Date *	$547,846 (Actual cumulative amount)

Co-Finance Justification

Explain why actual co-finance differs from planned co-finance. Note any delays or challenges in materialising co-finance commitments.

As of 30 June 2026, the project has mobilized cumulative co-financing of USD 547,846, or 9.6% of the total planned co-financing (USD 5,687,000). The mobilized contributions come mainly from MINETE, the Ministry of Transport, the Ministry of Petroleum, Energy and Renewable Energy and UNEP, in the form of technical staff, expertise, logistical support and the organization of workshops and consultations.

The overall low rate of co-financing is mainly due to the fact that the co-financing in public investment (US$ 5.19 million) initially planned through the PMUA project, financed by the World Bank for the electrification of taxi and minibus fleets (Component 2 of the GEF project), will not materialize in the end. This co-financing alone represented 91.3% of the total planned co-financing of the project. This situation is the result of the evolution of the PMUA project and decisions independent of the implementation of the GEF project.

In order to limit the impact of this situation, Component 2 of the project was reorganized in consultation with UNEP, which made it possible to achieve the main expected results without significantly affecting the overall performance of the project.

Excluding this investment co-financing that did not materialize for reasons unrelated to the project, 110.23% of the other planned in-kind contributions were actually mobilized, testifying to the strong commitment of the national partners.

2.5 Stakeholder Engagement

Date of PSC / Steering Committee Meeting *	15 July 2025 (8th PSC)
Most recent PSC meeting in this reporting period.	5 December 2025 (9th PSC)

Stakeholder Engagement Narrative

Describe PSC meetings, consultations, workshops, and key partnerships during this period.

Stakeholder engagement remained at the heart of the project's implementation throughout the reporting period. The PMU, with the support of UNEP, continued consultations with relevant ministries, public agencies, the private

sector, technical and financial partners to ensure a participatory approach in the development and validation of the project's key deliverables.

During the period, key engagement activities included:

- the 8th PSC meeting, held on 15 July 2025, with 20 participants (9 women and 11 men);
- the 5th meeting of the Coordination Committee, held on 17 July 2025, with 20 participants (5 women and 15 men);
- a coordination meeting with Tech'NChange, organised from 8 to 10 September 2025, bringing together 8 participants (3 women and 5 men);
- an awareness-raising mission to Yamoussoukro, organized from September 15 to 19, 2025, with 50 participants, 20% of whom are women;
- the participation of the Ivorian delegation in the African Electric Mobility Week, from 14 to 16 October 2025;
- the 9th PSC meeting, held on December 5, 2025, with 10 participants (1 woman and 9 men);
- the 6th meeting of the Coordination Committee, held on 9 December 2025, with 15 participants (5 women and 10 men).

During the first half of 2026, several working sessions were held with the consultants in charge of preparing the different project deliverables to review the comments made by UNEP, the PMU and the national experts. The different versions of the studies and strategic documents were shared in an iterative manner with the members of the Technical Working Groups (TWGs) and other national stakeholders, allowing their content to be gradually improved before their final validation. This process culminated in the national validation workshop, held from 23 to 25 June 2026, which brought together about forty participants, about 10% of whom were women, to review and validate the main deliverables of the project before their transmission to the competent national authorities.

Overall, this participatory approach has strengthened national ownership of the project results, fostered technical consensus around key deliverables, and helped improve their quality before they are submitted for institutional validation.

2.6 Gender

Does the project have a Gender Action Plan? * Yes

Gender Mainstreaming Activities

Describe gender mainstreaming activities and results, including participation rates by gender.

The project has continued to integrate gender considerations into its implementation, including through the active participation of women in governance bodies, technical consultations and the validation process of key deliverables. The National Electric Mobility Strategy also incorporates a gender-sensitive action plan, aimed at promoting more inclusive participation of women in the development of electric mobility.

During the reporting period, the representation of women in the various governance and coordination meetings remained broadly comparable to previous periods, with participation varying according to the activities and

institutions represented. Technical consultations and workshops continued to ensure a balanced representation of stakeholders, while the different versions of the deliverables were reviewed by the technical working groups by incorporating the contributions of women experts and representatives of national institutions.

Overall, the project has maintained its commitment to gender mainstreaming and has strengthened this dimension through the development of gender-sensitive strategic tools, thus contributing to a better consideration of inclusion issues in the future development of electric mobility in Côte d'Ivoire.

2.7 ESSM (relating to safeguards)

ESSM compliance and risks during this period.

Was the project classified as moderate/high risk? * *At project design.*	Yes, Moderate
If Yes, what safeguard risks were identified? * *Leave blank if you answered No above.*	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 environmental/social risks this period? *	No
If Yes, describe the new risks * *Leave blank if you answered No above.*	N/A
Any complaints received this period? *	No
If Yes, describe the complaints * *Leave blank if you answered No above.*	No complaints received.

ESSM Management Narrative *

Describe how environmental and social safeguards are being managed.

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 that the 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 only focused on normative work (national strategy, policies and regulations, etc.), technical assistance and capacity building, which were 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 throughout the project's implementation, until its completion on 30 June 2026.

2.8 Knowledge Management and Learning

Knowledge Activities and Products *

Knowledge products developed, events participated in, knowledge shared.

Throughout the reporting period, the project favoured a collaborative approach to knowledge management by promoting regular exchanges between the PMU, UNEP, consultants, Technical Working Groups (TWGs) and key national institutions. The different versions of the deliverables were subject to successive reviews and an iterative process of sharing comments, allowing for their quality to be gradually improved and their ownership by stakeholders.

The meetings of the Steering Committee, the Coordination Committee, the working sessions with the consultants as well as the participation of the Ivorian delegation in the African Electric Mobility Week, organized from October 14 to 16, 2025 in Addis Ababa, promoted the sharing of experiences and the dissemination of good practices in electric mobility.

The national validation workshop, held from 23 to 25 June 2026, was a key step in knowledge capitalization by allowing national stakeholders to validate the main deliverables of the project. This momentum continued during the meeting on July 14, 2026 with the World Bank Group (IFC), during which the results and recommendations from the project served as a basis for identifying priority reforms and future investments needed for the deployment of electric mobility in Côte d'Ivoire, thus confirming the value of the knowledge produced for future interventions by technical and financial partners.

Main Learning During the Period *

Lessons learned this period and how they'll influence future implementation.

No particular lessons were learned during the reporting period.

2.9 Stories

Stories to be Shared *

A story illustrating the project's impact or a significant achievement this period. Helps GEF communications team showcase the work.

From national consultations to a consensus on electric mobility in Côte d'Ivoire

During the last phase of implementation, the project "Integrated, Sustainable and Low-Emission Transport in Côte d'Ivoire" has transformed several years of technical work into a national dynamic structured around electric mobility. Through the Technical Working Groups bringing together public institutions, operators, the private sector and experts, the main deliverables have been examined and improved in an iterative manner.

This participatory approach led to a major milestone with the national validation workshop held from 23 to 25 June 2026. The main national stakeholders examined and technically validated the National Strategy for Gender-Sensitive Electric Mobility, as well as the main studies relating to the electrification of shared taxis, the transition of the SOTRA bus fleet and the development of charging infrastructure. The draft interministerial order establishing the National Committee for the Coordination of Electric Mobility was also validated by consensus.

This experience shows that, in a cross-cutting field such as electric mobility, intersectoral consultation and stakeholder involvement from the design of solutions are essential to strengthen national ownership. The knowledge and tools produced by the project now provide a technical basis for the next steps in policy adoption, investment mobilization and deployment of electric mobility in Côte d'Ivoire.

From the knowledge generated by the project to future investments in electric mobility

The GEF project has also contributed to creating a knowledge base to better prepare future interventions in the field of electric mobility in Côte d'Ivoire. The participation of the Ivorian delegation in the African Electric Mobility Week in Addis Ababa, in October 2025, made it possible to compare national experience with initiatives carried out in other African countries and to strengthen the exchange of good practices.

This dynamic of sharing continued with the national validation workshop in June 2026, during which national institutions consolidated the technical recommendations from the various project studies. On July 14, 2026, the results and recommendations of the project were then presented to the World Bank Group/IFC. This work helped identify the priority reforms and future investments needed to develop electric mobility in Côte d'Ivoire.

The experience thus illustrates how a GEF-funded technical assistance project can generate knowledge and tools that serve as a foundation for future reforms and the mobilization of investment for the transition to low-emission mobility.

SECTION 3

3 PERFORMANCE

ℹ *In this section, you'll rate progress against each project outcome and each output. Please ensure that this aligns with the Project Structure and Log Frame from your Project Document. These tables grow — press Tab in the last cell to add new rows.*

3.1 Rating of Progress Towards Achieving Project Outcomes

One row per objective or outcome indicator. The first column says "Objective" for the project objective row, or "Outcome 1", "Outcome 2" etc. ***The first row below is shown as a sample — replace with your data.***

Objective / Outcome	Indicator	Baseline	Mid-Term Target	End-of-Project Target	Progress (Current)	EA Summary	TM 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)	Not available at this stage	The GHG emission reductions generated by the project in Côte d'Ivoire will be calculated in the coming months, as part of the preparation of the final evaluation (Terminal Review) of the project, taking into account the new calculation methodology recently communicated by the GEF. In addition, the cancellation of the pilot project of electric taxis and minibuses to be financed by the World Bank's co-financing has removed the main source of direct emission reductions initially planned under the project. As a result, the direct reduction target of 82,574 tCO_2 will not be achieved under the project.	MS
	Indicator B: Energy saved (MJ)	0	N/A.	Direct energy saved: 866,109,256 MJ	Not available at this stage	Same comment as for the GHG reduction estimates above.	MS

				Indirect energy saved: 1,526,900,347 MJ (Period 2021-2036)			
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 1.1: A national coordination body to support and promote the uptake of low-carbon electric mobility is established, formalized by GoCI and operational	No	Yes. - The coordination body is established and includes all key institutions. It has formulated shared goals and defined roles and responsibilities of all members.	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.	Partially, in the process of being formalized	The institutional framework for coordination has been put in place through the Steering Committee, the Coordination Committee and the Technical Working Groups, whose roles and responsibilities have been defined in a consensual manner. Although the interministerial order formalizing this mechanism is awaiting signature, its content was validated by the stakeholders during the national validation workshop in June 2026.	MS
	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 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.	At least 4 Ministries support the strategy	The draft National Gender-Sensitive Electric Mobility Strategy, along with its action plan, was technically approved by all ministries and sectoral stakeholders at the national validation workshop in June 2026. The four key ministries (Transport, Environment, Energy and Finance) were all consulted and involved in the development of the strategy. The document is finalized and ready for transmission to the Government for formal adoption.	S
	Indicator 1.3: Number of reports on best practices and lessons learned on low carbon electric mobility shared	0	N/A	1	0	The best practices report has not yet been initiated due to the shift in the overall schedule and the top priority given by the project management team to the finalization and validation	U

	with the global programme by the national coordination body					of the project's major strategic deliverables. It will be developed by the PMU after the end of the project and shared with the AMUGA/UNIDO PSC.	
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 studies have been prepared and validated by national stakeholders. Pending formal validation/endorsement by the institutions concerned.	The 3 planned strategic studies, namely the pre-feasibility study for the electrification of Abidjan's shared taxis, the investment strategy for SOTRA buses and the master plan for charging infrastructure by 2030, were finalized and validated at the technical level during the committees and the national validation workshop in June 2026.	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).	No.	Draft fiscal policy/regulation and/or draft tax reform proposal are prepared.	Yes. (to be adopted by the Ministry of Energy, the Ministry of Finance and ANARE-CI)	Finalized and validated by national stakeholders. Pending adoption by the government.	The proposals for tax reforms, financial incentives and electricity pricing to support the deployment of electric mobility have been developed and integrated into the project's regulatory deliverables. They were technically validated at the national workshop in June 2026. However, their official adoption remains subject to the legislative and regulatory decisions of the competent authorities.	MS
	Indicator 3.2: The technical regulations and standards for EVs and EVSE (that are at least applicable to electric taxis, minibuses	No.	Draft technical regulations and standards are prepared.	Yes. (to be adopted by the by the Ministry of Transport and the Ministry of Energy)	Finalized and validated by national stakeholders. Pending adoption	The technical and normative reference framework applicable to electric vehicles and charging infrastructure was developed and technically validated at the national validation workshop in June 2026.	MS

	and buses) to facilitate the uptake of low carbon electric mobility are adopted				by the government.	After incorporating the minor amendments made during this workshop, the document will be submitted to the relevant ministries for official adoption.	
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	No	No	Yes (to be endorsed by the Ministry of Energy, the Ministry of Finance and ANARE-CI)	Finalized and validated by national stakeholders.	The study on the integration of renewable energies and the impact of electric vehicle charging on the electricity grid was finalized and technically validated at the national validation workshop in June 2026. After the integration of the minor amendments from this workshop, the recommendations will be forwarded to the competent authorities for review and approval. The draft contribution to the update of the National Renewable Energy Action Plan (PANER) is also at an advanced stage of finalization.	S
	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)	Finalized and validated by national stakeholders. Pending adoption by the Ministry of Environment.	The preliminary drafts of regulatory texts relating to the collection, traceability, reuse and recycling of electric vehicle batteries, as well as the action plan for the second life of batteries, including the cooperation guidelines at the ECOWAS level, were finalized and validated at the technical level during the national validation workshop in June 2026. After integrating the minor amendments made during this workshop, the file will be sent to the Ministry of Environment to initiate	MS

						the administrative adoption procedure.	

Need more rows? Press Tab in the last cell of the bottom row to add an outcome.

3.2 Rating of Progress Towards Delivery of Outputs

Please put one output per row. In the Component column, write the number and name (e.g. "1 Component 1: Institutional capacity"). Press Tab in the last cell to add rows.

Component	Output / Deliverable	Expected Completion	Previous (%)	Current (%)	EA Justification & Challenges	TM Rating
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.	**30-Jun-26**	**52%**	**58%**	**The draft interministerial order was validated at the technical level during the June 2026 workshop. After the integration of the minor amendments, it will be submitted to the competent authorities for signature. The remaining delay is related to the administrative adoption process. Estimated completion date: September 30, 2026**	**MU**
	Deliverable 1.1.1: Inter-ministerial workshop to kick-off the project and to outline the policy coordination process and work plan.	31-Aug-22	100%	100%	The project was officially launched on 2 February 2022 with the establishment of the steering committee. The first official meeting of the national intersectoral coordination body was held during a dedicated workshop on 12 August 2022.	S
	Deliverable 1.1.2: Preparation and adoption of a ministerial order to formalize the creation of the coordination body.	28-Feb-26	80%	90%	The draft interministerial order was validated at the technical level during the June 2026 workshop. After the integration of the minor amendments, it will be submitted to the competent authorities for signature. The remaining delay is related to the administrative adoption process. Estimated completion date: September 30, 2026	MS
	Deliverable 1.1.3: Quarterly coordination body meetings.	31-May-26	80%	100%	For the period covered by this report, two (2) meetings of the Coordination Committee (COCOR) were organized, namely the first on 17 July 2025 and the second on 9 December 2025. These meetings ensured the follow-up of the implementation of the project and coordination between the main stakeholders.	MS

	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).	31-May-26	0%	0%	The shift in the implementation schedule led to the focus of the last weeks of the project on the finalization and validation of the main strategic and technical deliverables. The national validation workshop, organized from 23 to 25 June 2026, took place a few days before the technical closure, leaving insufficient time to engage, consolidate and validate the final report on the exit strategy. The MINEDD PMU will finalize this deliverable before 25 September 2026 and present it at the next UNIDO/AMUGA PSC. Estimated completion date: September 25, 2026	U
	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)	30-Jun-26	0%	0%	The shift in the overall implementation schedule led to prioritizing, at the end of the project, the finalization and validation of the main strategic and technical deliverables. The national validation workshop held from 23 to 25 June 2026, a few days before the technical close-out, did not leave enough time to compile and formalize best practices and lessons learned from the project for sharing with the global e-mobility program. The MINEDD PMU will finalize this deliverable before 25 September 2026 and present it at the next UNIDO/AMUGA PSC. Estimated completion date: September 25, 2026	U
	Output 1.2: A joint national strategy to promote low-carbon e-mobility in urban public transport is submitted for adoption.	**31-May-26**	**72%**	**98%**	**The national strategy document was officially approved by all sectoral stakeholders at the national validation workshop in June 2026. The technical step has been completed, the file is ready for its formal transmission to the Government for adoption.** **New completion date: September 30, 2026**	**MS**
	Deliverable 1.2.1: Set-up a technical working group on the national strategy (comprising national policymakers, relevant stakeholders, etc.)	30-Jun-23	100%	100%	The Technical Working Group (TWG) in charge of the national strategy has been formally installed. Composed of sectoral experts, it has actively supported international consultants. A key meeting of this group was held in August 2024.	S
	Deliverable 1.2.2: Workshop on national e-mobility strategy.	30-Apr-24	90%	100%	The consultation and validation workshop of the national strategy was successfully held from 23 to 25 June 2026,	S

					bringing together all decision-makers and experts to validate the framework document.	
	Deliverable 1.2.3: Collection and consolidation of transport and energy sector data including vehicle fleet and current policy frameworks.	30-Sep-25	80%	100%	The collection, consolidation and analysis of baseline data on the transport and energy sectors has been completed, based on information provided by key national institutions, including the Directorate General of Energy, the National Electricity Regulatory Authority (ANARE-CI), CI-Energies, the Directorate General of Land Transport and Traffic (DGTTC) and the Urban Mobility Authority in Greater Abidjan (AMUGA). The data covers the vehicle fleet, energy consumption, existing infrastructure as well as the policy and regulatory framework. Finalized in June 2026, this database has served as the basis for the pre-feasibility studies, the national electric mobility strategy and the main technical analyses of the project. It now constitutes a baseline for the planning and future development of electric mobility in Côte d'Ivoire.	S
	Deliverable 1.2.4: Draft a gender sensitive national e-mobility strategy (including an action plan) presented during a workshop.	31-May-26	90%	100%	The National Gender-Responsive Electric Mobility Strategy and its Action Plan have been finalized by integrating measures to strengthen women's participation, improve their access to opportunities in the sector and integrate gender into electric mobility policies. The Action Plan specifies priority activities, institutional responsibilities and monitoring indicators. The document was technically validated at the national workshop in June 2026 and will be submitted to the relevant authorities after the integration of minor amendments.	S
	Deliverable 1.2.5 Final gender sensitive national e-mobility strategy submitted for adoption.	30-Nov-25	0%	90%	The final version of the National Strategy for Gender-Sensitive Electric Mobility, incorporating its action plan, was finalized and technically validated at the national validation workshop in June 2026. After incorporating the minor amendments made during this workshop, the file will be forwarded to the competent authorities for the formal adoption procedure Estimated completion date: September 30, 2026	MS
	Output 1.3: Government and private sector actors are trained on the benefits	**31 May 2026**	**76%**	**97%**	**The indicators of capacity building and appropriation of the challenges of electric mobility were fully achieved at the end**	**MS**

	of e-mobility through the Global e-Mobility Programme, awareness-raising activities to inform decision-makers through CI on the results of the project.				**of the project, both for public executives and private operators.**	
	Deliverable 1.3.1: Participation in launch of the Africa Support and Investment Platform.	30-Jun-26	100%	100%	The international integration of the project was ensured from the outset by the participation of the Senior Technical Advisor (CTA) in the virtual launch of this pan-African platform on 30 March 2022.	S
	Deliverable 1.3.2: Participation in first regional e-mobility training.	31 Mar. 2022	N/A	N/A	An online training session was held on July 6, 2022 on national electromobility policies. As Ivorian stakeholders were unable to connect due to a conflicting agenda, the training objective was readjusted and caught up in the following regional workshops.	S
	Deliverable 1.3.3: Participation in first regional training on e-buses.	31-Jul-22	100%	100%	Two technical experts from AMUGA took part in the study and practical training tour organized by TUMI in India (31 July – 10 August 2022) on the operation of electric buses. A comprehensive mission report was drafted.	S
	Deliverable 1.3.4: Participation in first meeting on e-mobility financing/marketplace.	31-Aug-22	100%	100%	AMUGA delegates took advantage of their mission in India to participate in the financial roundtables on business and public-private partnership models specific to the electric bus market.	S
	Deliverable 1.3.5: Participation in second meeting of the Africa Support and Investment Platform.	28-Feb-23	100%	100%	Participation in these workshops for exchange and sharing of experiences was validated through the direct technical contributions of the Ivorian delegation during the related regional meetings.	S
	Deliverable 1.3.6: Participation in second regional training on e-buses.	28-Feb-23	100%	100%	Côte d'Ivoire participated in the Africa Electric Mobility Forum in Tanzania. This milestone included UITP technical training on the operation of e-bus fleets and a visit to the Dar es Salaam Rapid Transport System (DART).	S
	Deliverable 1.3.7: Participation in second meeting on e-mobility financing/marketplace.	28 Feb. 2023	100%	100%	The Departmental Director of Studies and Quality of SOTRA represented the country at the 2nd African Forum on Electromobility in Dakar (Senegal) from 13 to 17 May 2024. The mission focused on the financing mechanisms of public buses (report written).	S

	Deliverable 1.3.8: Participation in third meeting of the Africa Support and Investment Platform.	31 May. 2024	100%	100%	ARTI's Deputy Director of Standards and Regulations participated in the West African Conference on Sustainable Development in Lagos (Nigeria) on 14 and 15 October 2024, aligning the national regulatory framework.	S
	Deliverable 1.3.9: Participation in replication event.	31 Oct. 2024	0%	100%	The Project Coordinator and a representative of ANARE-CI participated in the Africa Electric Mobility Week and Forum in Addis Ababa (Ethiopia) from 13 to 17 October 2025, promoting the transfer of technologies and good practices.	S
	Deliverable 1.3.10: Implementation of outreach events for decision-makers in other cities and communes/suburbs of Abidjan.	31 Oct. 2025	60%	85%	Local awareness campaigns were carried out in the Abidjan metropolitan area. However, the regional workshops planned in San-Pedro, Abengourou and Man had to be cancelled due to strict budgetary constraints.	MS
	Deliverable 1.3.11: Synthesis report on all capacity building and outreach events undertaken by the project (REVISED)	30-Jun-26	0%	80%	The drafting of this global synthesis report is progressing satisfactorily, integrating the results and data of the last information sessions and the closing workshop.	MS
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]	**31-Mar-26**	**50%**	**99%**	**The technical and financial pre-feasibility study dedicated to the deployment of electric shared taxis in the Abidjan metropolitan area has been fully finalized and validated. The activity will be definitively completed with the protocol transmission of the document to the General Management of AMUGA.**	**MS**
	Deliverable 2.1.1: Hiring of an International EV and Charging Technology Expert [NEW]	31-May-24	100%	100%	The tender process was concluded in May 2024. The consulting company TECH'N CHANGE was selected for this technical expertise and its contract was formally signed in November 2024.	S
	Deliverable 2.1.2: A draft pre-feasibility study for the electrification of collective taxis in Abidjan is prepared	31 Aug. 2024	100%	100%	Tech N'Change started modelling in December 2024. The first version of the study was delivered in May 2025 and submitted for analysis by the Project Management Unit (PMU).	S

	Deliverable 2.1.3: Consultation workshop with AMUGA management and experts to present the draft pre-feasibility study	30-Nov-25	0%	100%	After scoping meetings, Tech N'Change conducted a structured consultation in April 2025 via an in-depth questionnaire submitted to AMUGA officials. This made it possible to collect operational data on urban mobility and align the study with the institution's real expectations.	S
	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	31-Mar-26	0%	95%	The final report including the strategic recommendations was approved during the validation workshop in June 2026. The activity will definitively end with the protocol transmission of the document to the General Management of AMUGA. Estimated completion date: September 30, 2026	MS
	Output 2.2: An electrification investment plan for SOTRA feeder-line buses is developed and submitted for adoption.	**March 31, 2026**	**33%**	**98%**	**The financial and technical plan structuring the investment for the electrification of SOTRA's bus lines has been completed and validated. The last step concerns its official presentation to the SOTRA Board of Directors for final adoption.**	**MS**
	Deliverable 2.2.1: Preparation of a pre-feasibility study for the electrification of SOTRA buses, including drafting of electrification scenarios.	31-May-25	100%	100%	The study of the electrification scenarios for the SOTRA fleet has been entrusted to the company Tech N'Change. The first version was submitted in May 2025 and technically validated by the Project Management Unit.	S
	Deliverable 2.2.2: Consultation workshops with SOTRA representatives and experts to discuss the prefeasibility study and promote SOTRA electrification scenarios.	30-Nov-25	0%	100%	With the support of the national consultant, Tech N'Change carried out in-depth technical interviews and targeted exchanges of documents with SOTRA's operational departments.	S
	Deliverable 2.2.3: An electrification investment strategy for SOTRA buses is developed and submitted for adoption by SOTRA board	March 31, 2026	0%	95%	The investment strategy document was reviewed and validated by the technical committee in June 2026. The next step is its official presentation to the SOTRA Board of Directors for final adoption. Estimated completion date: September 30, 2026	MS
	Output 2.3: A charging infrastructure installation plan for large-scale introduction of EVs in Abidjan's public transport is developed.	**March 31, 2026**	**50%**	**99%**	**The master plan for the deployment of electric vehicle charging infrastructure (EVCI) adapted to mass transport in Abidjan has been fully finalized and validated. The document is in the process of being finalized.**	**MS**

	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)	30-Apr-26	100%	100%	The Technical Working Group on Charging Infrastructure has been set up, involving key energy stakeholders. A plenary consultation meeting was held in August 2024.	S
	Deliverable 2.3.2: Study on charging and distribution grid infrastructure investment needs for the large-scale introduction of EVs.	30-Nov-23	100%	100%	The analysis of the impacts on the electricity grid and the costing of the investments required for the charging infrastructure were presented by the consultant in May 2025 and validated after examination by the PMU.	S
	Deliverable 2.3.3: Workshop to present and discuss the results of the charging infrastructure and distribution grid development study.	31-Aug-24	0%	100%	Supported by the national expert, Tech N'Change conducted in-depth consultations in April 2025 with the Directorate General of Energy (DGE) and ANARE-CI. These technical exchanges made it possible to adjust the sizing of the charging network.	S
	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.	30-Jun-26	0%	95%	The 2030 financial plan for charging infrastructure received technical approval from the institutions at the June 2026 workshop. The document is in the process of being finalized. Estimated completion date: September 30, 2026	MS
Component 3: Preparing for scale-up and replication of low-carbon electric mobility						
	Output 3.1: Fiscal policies and regulations are developed and submitted for adoption.	**30-Nov-23**	**83%**	**90%**	**The proposals for fiscal and economic incentives to promote electric mobility were formally reviewed and validated by the participants during the closing workshop. Although a first draft text exists, this deliverable requires legislative adjustments and additional interministerial arbitrations Estimated completion date: September 30, 2026**	**MS**
	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)	July 31, 2024	100%	100%	The Technical Working Group on the Policy and Fiscal Framework has been established. Its members met in August 2024 to guide the consultants' work.	S

	Deliverable 3.1.2: Consultation workshops with government agencies and experts to develop favorable fiscal policies / regulations.	30-Jun-26	100%	100%	The consultation workshop was held on 16 July 2024, bringing together 34 experts (20% of whom were women) from technical ministries (Transport, Energy), the private sector and e-mobility start-ups. A consensus workshop report was produced and disseminated.	S
	Deliverable 3.1.3: Preparation of a tax reform proposal and submission for adoption.	30-Jun-26	50%	70%	Concrete tax relief measures have been included in Tech N'Change's regulatory report. Although a first draft text exists, this deliverable requires legislative adjustments and additional interministerial arbitration. Estimated completion date: September 30, 2026	MS
	Output 3.2: Technical regulations and standards for EVs and charging infrastructure are developed and submitted for adoption.	**July 31, 2025**	**30%**	**98%**	**The draft industry and safety standards for vehicles and charging stations were finalised and validated at the technical workshop in June 2026. The final package is ready for legal transmission. Estimated completion date: September 30, 2026**	**MS**
	Deliverable 3.2.1: Consultation workshops with government agencies and experts to develop technical regulations / standards.	30-Jun-26	0%	100%	Structured working sessions focused on technical standardization were carried out in April 2025, in close collaboration with the DGE and ANARE-CI.	S
	Deliverable 3.2.2: Preparation of draft technical regulations / standards package and submission for adoption.	30-Jun-26	60%	95%	The normative body governing the technical specifications of EVs was thoroughly validated at the closing workshop in June 2026. The final package is ready for legal transmission. Estimated completion date: September 30, 2026	MS
Component 4: Long-term environmental sustainability of low-carbon electric mobility						
	Output 4.1: The interlinkage between power generation and vehicle charging is investigated to align national RE capacity targets with e-mobility projections.	**2025-07-31**	**65%**	**95%**	**The analysis of the impact of EV charging on the electricity grid and its adequacy with renewable energy (RE) objectives was officially validated by the expert committee in June 2026. It is being prepared for sending to the Ministry of Energy. Estimated completion date: September 30, 2026**	**MS**
	Deliverable 4.1.1: Hire an International Grid Integration, RE and Battery Expert [NEW]	30-Nov-24	100%	100%	The evaluation of the bids for the international expertise in network and storage integration took place in May 2024. Tech	S

					N'Change was recruited and its contract signed in November 2024.	
	Deliverable 4.1.2: Preparation of a study to estimate additional renewable power generation needs for low-carbon e-mobility.	31-Aug-24	100%	100%	The study quantifying the need for renewable energy to absorb EV demand was carried out by Tech N'Change. The final version was delivered in May 2025 for review by PMU.	S
	Deliverable 4.1.3: Workshop on the results of the renewable power development study.	30-Nov-25	0%	100%	In collaboration with the national expert, targeted consultations were carried out in April 2025 with the DGE and ANARE-CI in order to integrate the national electricity planning data into the study.	S
	Deliverable 4.1.4: Preparation of a proposal for amendments to the National Renewable Action Plan and submission for adoption.	30-Jun-26	60%	80%	The draft text amending the National Renewable Energy Action Plan to integrate the transport sector obtained a favourable technical opinion during the final workshop. It is being prepared to be sent to the Ministry of Energy. Estimated completion date: September 30, 2026	MS
	Output 4.2: Recommendations on a direct offtake tariffication scheme for the integration of RE generation and EV charging are prepared.	**30-Jun-26**	**20%**	**97%**	**The recommendations for the establishment of incentive pricing for clean electricity dedicated to transport were validated by the committee in June 2026. Its official transmission to the regulatory authorities is imminent. Estimated completion date: September 30, 2026**	**MS**
	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	30-Sep-25	30%	100%	The Financial Engineering Study analysing the costs of production (LCOE) and viability thresholds for transport operators was finalised and approved by the Technical Group (TWG) in September 2025.	S
	Deliverable 4.2.2: Workshop with power and transport sector representatives (incl. government agencies and private	November, 30 2025	0%	100%	In April 2025, the consulting firm conducted in-depth discussions with public entities (DGE, CI-ENERGIES, ANARE-CI) and private transporters (PENDIS, High Council of the	S

	sector) to discuss the results of the short study on renewable electricity pricing for the transport sector.				Employers of Transport Companies) to stabilise the pricing model.	
	Deliverable 4.2.3: Preparation of proposal on preferential electricity tariffs for e-mobility and submission for adoption. [SHIFTED FROM OUTPUT 3.1]	30-Jun-26	30%	90%	The structured proposal defining a preferential tariff schedule for charging was finalised and validated at the closing workshop. Its official transmission to the regulatory authorities is imminent. Estimated completion date: September 30, 2026	MS
	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.	**30-Jun-26**	**40%**	**95%**	**The draft legal amendments and the analysis of the economic recovery channels for end-of-life batteries (second life) received technical validation by stakeholders in June 2026. Estimated completion date: September 30, 2026**	**MS**
	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)	31-Mar-24	100%	100%	The Technical Working Group on Battery Management and Recycling was created with MINEDD and specialized structures. A key session was held in October 2024.	S
	Deliverable 4.3.2: Consultation workshops with government agencies and responsible e-waste agencies to develop amendment to e-waste regulation.	30-Nov-25	80%	100%	Targeted technical working sessions were conducted by Tech N'Change with the African Recycling Society (SAR) and the National Waste Management Programme to adapt the regulations.	S
	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.	30-Jun-26	30%	90%	The preliminary draft of the regulatory text governing the traceability, collection and safe recycling of batteries was formally drafted and validated at the June 2026 workshop. The file is ready for the adoption procedure. Estimated completion date: September 30, 2026	MS
	Deliverable 4.3.4: Preparation of a study on second-life use of EV batteries	30-Sep-25	30%	100%	The strategic study defining the reconditioning models and second-life opportunities for batteries at the national and sub-	S

	(including within the framework of ECOWAS) and a draft action plan to implement battery refurbishment/ re-use.				regional (ECOWAS) level was completed and validated by the TWG in September 2025.	
	Deliverable 4.3.5: Workshop on business opportunities for the re-use of EV batteries, including in the framework of ECOWAS.	31-Dec-25	0%	90%	The workshop session dedicated to the structuring of the second-life battery market and the identification of industrial commercial sectors was successfully held, validating the objectives of the deliverable. Estimated completion date: September 30, 2026	MS
	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	31-Mar-26	0%	90%	The operational action plan for the sustainable reconditioning of batteries was reviewed, amended and validated in June 2026. The final phase of dissemination to regional partners is being prepared. Estimated completion date: September 30, 2026	MS
Total Progress (for QBR)			**51.90%**	**93. 09%**		

Need more rows? Press Tab in the last cell of the bottom row to add an output.

SECTION 4

4 RISKS

> ℹ *In this section, you'll log all project risks and describe how you're mitigating them. Please ensure you use the Safeguard Risk Identification Form (SRIF) to help you fill out this section. Risks are tracked across multiple PIRs — past columns are pre-filled.*

4.1 Project Management Risk

Rate each management risk factor from BOTH the EA's perspective and the Task Manager's perspective. Use the drop-downs in each cell.

Risk factor	EA Rating	TM Rating
1. Management structure & roles *Are roles clear? Is the team well-structured?*	L	L
2. Governance & oversight *Is the steering committee functional? Are decisions documented?*	M	M
3. Implementation schedule *Is the project on track? Are milestones being hit?*	S	S
4. Budget *Is the budget realistic and tracking to actual spend?*	L	L
5. Financial management *Are financial controls in place? Audits clean?*	M	M
6. Reporting *Are progress reports timely and accurate?*	L	M
7. Capacity to deliver *Does the EA have the capacity to deliver the project?*	M	M

4.2 Risk Log

One row per risk. The Δ (delta) column shows whether the risk has changed since last PIR. Past PIR columns are pre-filled by the Implementing Agency (UNEP).

Overall project risk rating →		**N/A**	**S**	**M**	**M**	=	The overall level of project risk is **Moderate**, with residual risks related to the project exit strategy and the adoption of some key project deliverables by the Government of Côte d'Ivoire.

Risk Description	Affecting	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	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	=	The risk is low. Consultations and awareness-raising activities have fostered a better understanding of electric mobility. The consensus validation of key strategic and technical documents at the national workshop in June 2026 confirms the buy-in of key stakeholders.
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	=	The risk remains low. Capacities have been strengthened through training activities, thematic working groups and the involvement of several managers from the institutions concerned, which reduces dependence on a limited number of people.
Insufficient and incomparable systems for tracking results	Outcome 2	M	N/A	N/A	N/A	N/A	=	The electric taxi and electric minibus pilot project has been cancelled, as the World Bank's co-financing will ultimately not materialize. As a result, the project will no longer include fleet performance monitoring.
Change in leadership and priorities in the government (i.e. elections)	ALL	S	L	L	M	L	↓	The risk has decreased. The mobilization of the various administrations and the consensual validation of the main framework documents have strengthened institutional ownership of the project's results and reduced the risk of calling into question the technical orientations defined.
Objection or low commitment from industry to technology changes leading to lack of interest or participation	Outcomes 2 and 3	S	L	L	L	L	=	The risk is low. Private sector actors and transporters participated in the consultations and technical work of the project. Their involvement in the review and validation of the technical models and recommendations helped to strengthen their buy-in.

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	M	=	The risk is moderate. The project has made it possible to formulate proposals on incentive mechanisms, tariffs and tax measures aimed at reducing economic barriers. However, their implementation still depends on government decisions, in particular in the context of finance laws and future arbitrations.
Materials from EVs (e.g. from batteries) might generate environmental pollution	Outcome 4	M	N/A	N/A	N/A	M	=	The risk is Moderate. The preliminary draft regulatory text on electronic waste and the action plan for the second life of batteries were technically finalized and validated in June 2026, strengthening the management framework for end-of-life batteries.
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	S	↑	The risk became significant at the technical close-out. The reports on the exit strategy and on the capitalization of lessons learned have still not been developed by the Project Management Unit (PMU), mainly due to the shift in the schedule and the focus of the end-of-project efforts on the finalization and validation of the main technical deliverables. This situation reduces the formalization of the transfer of ownership and the post-project arrangement. MINEDD will need to address this risk in the coming months, in particular by capitalizing on UNIDO's new GEF electric mobility project, launched in early 2026, to ensure that the key deliverables of the project are adopted/endorsed by the Government of Côte d'Ivoire.
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 concerns related to safeguards have yet materialized. In addition, as the electric bus and taxi demonstration project initially planned under component 2 will ultimately not be implemented (due to changes to the World Bank-funded project), the GEF project will now focus only on normative work (strategies, policies, regulations, etc.) as well as technical assistance, which are less likely to have direct negative social or environmental impacts on populations.

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 has been confirmed in previous reporting periods that the investment co-financing of the Ministry of Transport will not materialize, due to changes to the World Bank-financed project. There will therefore no longer be an electric vehicle (EV) pilot project under the GEF project. Component 2 has therefore been redesigned. In view of this redesign and the revision of the corresponding result indicator, this risk is now considered low.
Delayed implementation of project due to lengthy procurement processes and financial management challenges within MINEDD *[Capacity to deliver]*	ALL	N/A	S	M	L	M	↑	Due to the administrative delays encountered at the beginning of the implementation, the TECH'N CHANGE firm was recruited very late and only finalized all of its deliverables and contractual services at the very end of the project, leaving no time for the project to complete the processes of formal adoption of the key deliverables of the project by the Government of Côte d'Ivoire before June 30, 2026.
Coordination among key national stakeholder is sporadic and weak.	ALL	N/A	S	M	L	L	=	The risk is now low. Intersectoral coordination mechanisms worked during the period, including through the thematic working groups and the organization of the national validation workshop in June 2026, which mobilized the main institutions concerned.
Risks from the 2024 PIR								
Lack of regular coordination among key national stakeholder leads to low project ownership.	All			M	L	L	=	The strong mobilization of the national institutions during the final validation workshop confirms an increased ownership of the project's results by the main stakeholders.
Risks from the 2025 PIR								
Length governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the					M	S	=	Although the technical and consensual validation of the main deliverables was obtained during the national workshop in June 2026, several texts still need to follow the administrative circuit and the official procedures for signature and adoption. The reports on the exit strategy and on the capitalization of lessons learned have still not

government of Cote d'Ivoire before project completion *[Implementation schedule]*								been developed by the Project Management Unit (PMU). The risk is therefore Moderate at the operational closure of the project.
New risks identified in the 2026 PIR								
At the time of the project's operational closure (30 June 2026), the main deliverables have still not been formally adopted or endorsed by the relevant institutions and/or the Government of Côte d'Ivoire. *[Implementation schedule]*						M		There is a risk that proper follow-up on the adoption of deliverables will not be conducted by MINEDD on these processes, now that the GEF project is complete. MINEDD will need to address this risk in the coming months, in particular by leveraging UNIDO's new GEF e-mobility project, launched in early 2026, to ensure that the key deliverables of the project are adopted/endorsed by the relevant institutions and/or the Government of Côte d'Ivoire.

Need more rows? Press Tab in the last cell of the bottom row to add a risk.

4.3 Outstanding Moderate, Significant & High Risks

*For each outstanding risk **with a rating of Moderate or higher**, describe what was done and what's planned next.*

Risk	Previous Actions Decided	Actions Taken This Period	Next Steps	When	By Whom
2025 PIR risk					
Length governmental processes could hinder the ability to have some of the key project deliverables adopted or endorsed by the government of Cote d'Ivoire before project completion *[Implementation schedule]*	**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)	Action partially completed. An adjusted timeline was followed, leading to the successful organization of the national workshop from 23 to 25 June 2026. This event resulted in the technical and consensual validation of almost all of these major strategic deliverables. However, the timeline for the official adoption of the key	N/A		

	• Electrification investment strategy for SOTRA buses (output 2.2) • Charging infrastructure development investment plan for Abidjan (output 2.3) • Tax / fiscal reforms (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 regulations for collection, recycling and disposal of used EV batteries (output 4.3)	deliverables by the relevant institutions and/or the Government of Côte d'Ivoire remains uncertain.			
	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.	Action partially completed. Regular monitoring has been maintained with UNEP. Technical bottlenecks have been removed by bringing together the sectoral working groups (DGE, ANARE-CI, AMUGA, SOTRA) in advance, which greatly facilitated the final consensus at the closing workshop in June 2026. However, the timeline for the official adoption of key deliverables by the institutions concerned and/or the	N/A		

		Government of Côte d'Ivoire remains uncertain.			
	Action 3 [2025]: MINEDDTE will 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.	Action completed. The project execution schedule was restructured and extended until June 2026 to absorb the delays of the consulting firms. This allowed Tech N'Change to carry out all the required technical, financial and normative studies	N/A		
New risks from the 2026 PIR					
At the time of the project's operational closure (30 June 2026), the main deliverables have still not been formally adopted or endorsed by the relevant institutions and/or the Government of Côte d'Ivoire. *[Implementation schedule]*	N/A	N/A	**Action 1 [2026]:** MINEDD's PMU should prepare and share with UNEP an updated version of the plan and timeline outlining the different milestones and timelines for submission and adoption of key deliverables by the institutions concerned.	Before 18 September 2026	UGP / MINEDD
	N/A	N/A	**Action 2 [2026]:** MINEDD should prepare the final report on the project exit strategy (deliverable 1.1.4) and the report on best practices and lessons learned from the GEF project (deliverable 1.1.5) and share it with UNEP.	Before 25 September 2026	UGP / MINEDD
	N/A	N/A	**Action 3 [2026]:** MINEDDD will present the timeline for the adoption of deliverables (action 1 above) as well as the final report on the project exit strategy	Before 31 December 2026	PMU / MINEDD

			and the report on best practices and lessons learned from the GEF project (action 2 below) at the next PSC meeting of the UNIDO/AMUGA GEF project, to ensure institutional continuity of the project's results.		

Need more rows? Press Tab in the last cell of the bottom row to add a mitigation action.

SECTION 5

5 AMENDMENTS & LEGAL AGREEMENTS

> ℹ *In this section, you'll record any project amendments and revision history. Please ensure you have all relevant documents related to project changes, such as PSC documents or revised legal agreements.*

5.1 Minor Amendments

For each item below, mark Yes if there has been an amendment to that aspect of the project this period.

Results Framework amended? *	Yes
Components and Cost amended? *	Yes
Institutional Arrangements amended? *	No
Financial Management amended? *	No
Executing Entity amended? *	No
Executing Entity Category amended? *	No
Minor Project Objective Change? *	No
Safeguards amended? *	No
Risk Analysis amended? *	No
Increase of GEF Project Financing up to 5%? *	No
Co-Financing amended? *	Yes
Location of project activity amended? *	No
Other amendment? *	No

Description of Minor Amendments *(Optional)*

If you marked Yes for any amendment above, describe what changed and why.

Results Framework : The project results framework underwent a minor revision of the indicators/targets under Component/Result 2. This was approved by UNEP in February 2024.

Components and costs: The project underwent a 2nd budget review, approved by UNEP in December 2025.

Implementation timeline: The project underwent a 2nd revision of the work plan, approved by UNEP in December 2025. The operational completion date of the project was extended to 30 June 2026.

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

5.2 Legal Agreements Log

One row per formal revision. Leave blank if no revisions. Press Tab in the last cell to add rows.

Version	Type	Signed	Entry Into Force	Expiry	Main Changes
Original legal instrument		18/08/2021	30/09/2021	31/03/2026	N/A
Project Revision 1	Extension	27/02/2024	19/03/2024	31/01/2027	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.
Project Revision 2	Extension	17/12/2025	02/01/2026	30/06/2027	The workplan, budget, and project were revised. due to delays in implementation. The new technical completion date is now 30 June 2026.

Need more rows? Press Tab in the last cell of the bottom row to add a revision.

SECTION 6

6 GEO-LOCATION

> ℹ *In this section, you'll record where your project works on the ground — the geographic locations and coordinates relevant to this reporting period.*

6.1 Geo-Location Information

One row per project location. ***Use Decimal Degrees (WGS84) — e.g. -1.286417, 36.817223 for Nairobi — to 6 decimal places.*** *This is the format used by OpenStreetMap, GeoNames, and most web mapping tools. If your source coordinates are in DMS or another format, convert them at https://coordinates-converter.com. Leave blank if not applicable.*

Location Name	Latitude	Longitude	GEO ID	Description	Activity
Abidjan. Ivory Coast	5.36289	-3.9992	11153151		

Need more rows? Press Tab in the last cell of the bottom row to add a location.

Further Geo-Referenced Information *(Optional)*

Any additional notes on project geography that don't fit the table above.

N/A