

**UNEP GEF PIR Fiscal Year 2023**  
Reporting from 1 July 2022 to 30 June 2023

## 1. PROJECT IDENTIFICATION

### 1.1. Project details

Identification Table	GEF ID.: 10302	Umoja WBS: SB-017819
	SMA IPMR ID: 84937	Grant ID: S1-32GFL-000684
	Project Short Title: EM Cote d'Ivoire	
Project Title	Integrated, Sustainable and Low Emissions Transport in Côte d'Ivoire	
Duration months	Planned	42 Months
	Age	21 Months
Project Type	Medium Size Project	
Parent Programme if child project	Global Programme to Support Countries with the Shift to Electric Mobility	
Project Scope	National	
Region	Africa	
Countries	Cote d'Ivoire	
GEF Focal Area(s)	Climate Change Mitigation	
GEF financing amount	\$ 408,716	
Co-financing amount	\$ 5,687,000	
Date of CEO Endorsement/Approval	3 June 2021	
UNEP Project Approval Date (on Decision Sheet)	18 August 2021	
Start of Implementation (PCA entering into force)	30 September 2021	
Date of Inception Workshop, if available	03 February 2022	
Date of First Disbursement	13 October 2021	
Total disbursement as of 30 June 2023	Total: \$ 93,550	
	- MINEDD: \$ 80,000 - UNEP SMU: \$ 13,550	
Total expenditure as of 30 June 2023	Total: \$ 45,148	
	- MINEDD: \$ 44,058 - UNEP SMU: \$ 1,090	
Midterm undertaken?	N/A	
Actual Mid-Term Date, if taken	N/A	
Expected Mid-Term Date, if not taken	N/A	
Completion Date	Planned – original PCA	31 March 2025
	Revised – Current PCA	N/A

Expected Terminal Evaluation Date	30 September 2026
Expected Financial Closure Date	31 March 2026

## 1.2. Project description

<p><b>Objective:</b> 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.</p> <p><b>Component 1:</b> Institutionalization of and strategy-setting for low-carbon electric mobility</p> <p><b>Component 2:</b> 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.</p> <p><b>Component 3:</b> Preparing for scale-up and replication of low-carbon electric mobility</p> <p><b>Component 4 :</b> Component 4: Long-term environmental sustainability of low-carbon electric mobility</p> <p><b>Executing Agency:</b> Ministry of Environment and Sustainable Development (MINEDD) with the support of the Ministry of Transport and the UNEP Sustainable Mobility Unit.</p>
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## 1.3. Project Contacts

Division(s) Implementing the project	Industry and Economy Division, Energy and Climate Branch, Climate Change Mitigation unit
Name of co-implementing Agency	N/A
Executing Agency	Ministry of Environment and Sustainable Development (MINEDD)
Names of Other Project Partners	UNEP Sustainable Mobility Unit
UNEP Portfolio Manager(s)	Geordie Colville
UNEP Task Manager(s)	Julien Lheureux
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support/Assistants	Hassan Coulibaly
EA Manager/Representative	GNAHORE Kodéhi
EA Chief Technical Advisor	ETIEN N'Dah
EA Finance Manager	BOUADI BEDA Paul
EA Communications Lead, if relevant	N/A

## 2. OVERVIEW OF PROJECT STATUS

### 2.1 UNEP PoW and UN

UNEP Current Subprogramme(s)	PoW 2022-2023, Sub-Programme 1 Climate Change
PoW Indicator(s)	Countries increasingly adopt and/or implement low greenhouse gas emission development strategies and invest in clean technologies
UNEP previous Subprogramme(s)	N/A
UNSDCF / UNDAF linkages	The project is also aligned with the “Sustainable development” component of Cote d’Ivoire’s UNDAF 2017-2020, which states that “By 2020, governments implement policies that ensure sustainable production and consumption, income generation and resilience to climate change for the most vulnerable populations.”
Link to relevant SDG Goal(s)	SDG 3 – Ensure healthy lives and promote well-being for all at all ages SDG 11 – Make cities and human settlements inclusive, safe, resilient and sustainable SDG 13 – Take urgent action to combat climate change and its impacts
Link to relevant SDG Target(s)	3.9 By 2030, substantially reduce the number of deaths and illnesses from hazardous chemicals and air, water and soil pollution and contamination. 11.2 By 2030, provide access to safe, affordable, accessible, and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons. 11.6 By 2030, reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management. 13.2 Integrate climate change measures into national policies, strategies, and planning

### 2.2. GEF Core Indicators:

Indicators	Targets – Expected Value			Materialized to date
	Mid-term	End-of-project	Total target	
<b>Greenhouse Gas Emissions Mitigated</b> (metric tons of CO <sub>2e</sub> )	N/A	Direct: 82,574 tCO <sub>2</sub> (from 2021 to 2036) Indirect: 148,944 tCO <sub>2</sub> (from 2021 to 2036)	Direct: 82,574 tCO <sub>2</sub> (from 2021 to 2036) Indirect: 148,944 tCO <sub>2</sub> (from 2021 to 2036)	The project will only be in a position to report against this indicator in year 2025.
Number of <b>direct beneficiaries disaggregated by gender</b> as co-benefit of GEF investment	N/A	Total: 187,630 (Women: 75,040 Men: 112,590)	Total: 187,630 (Women: 75,040 Men: 112,590)	Since the launch of the Project on February 3, 2022, nearly 200 people have participated in the events organized (steering committee, coordination committee, awareness workshop). Composed of 180 Men (90%) and 20 Women (10%).

**2.3. Implementation Status and Risk**

	FY 2023	FY 2024	FY 2025	FY 2026
PIR #	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>
Rating towards <b>outcomes (DO)</b> (section 3.1)	MS			
Rating towards <b>outputs (IP)</b> (section 3.2)	MU			
<b>Risk rating</b> (section 4.2)	S			

*Rating towards outcomes:*

The Project has experienced significant delays over the course of year 2022 and early 2023 due to challenges faced by the Ministry of Environment and Sustainable Development (MINEDD) with the administrative and financial management of the project. As at 30 June 2023, all project international experts are still to be hired, so the work on most project activities has not started yet.

In addition, based on recent consultations with the *Autorité de la Mobilité Urbaine dans le Grand Abidjan* (AMUGA), it appears that 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. This will have a considerable impact on the project's expected Outcome 2, which indicators and end-of-project targets will no longer be achievable. UNEP and MINEDD will need to work on a re-design of Component 2, which will most likely be on technical assistance only, given the limited amount of GEF funding for this project.

While it is still too early to assess the project's ability to reach the expected outcomes, given the situation described above and based on the detailed analysis carried out in section 3.1 of the PIR, the project's rating towards "Outcome achievement" is "**Moderately Satisfactory**".

*Rating towards outputs:*

Very little progress has been achieved over the period under review. As described earlier, MINEDD has faced a number of internal difficulties with regards to financial management, as well as administrative and recruitment processes. These bureaucratic challenges have severely hindered implementation. Indeed, nearly 18 months after project kick off, the Executing Agency has only managed to hire the International Expert in Strategy and Policy in July 2023, and the call for applications of the other experts is still to be initiated. rating towards. In addition, only 2 meetings of the intersectoral coordination body on e-mobility have been organized so far, while these were supposed to be held on a quarterly basis. The only substantive activities that have taken place over the past 12 months are associated with the events organized by the Africa Regional Support and Investment Platform of the Global GEF-7 E-mobility Programme, whereby representatives from Cote d'Ivoire participated in the study tour on e-buses in August 2022, and in the Africa E-mobility Forum organized in Tanzania in March 2023.

In addition, several outputs that were originally planned under Component 2 may be cancelled or require a re-design, given that the piloting of a small fleet of e-taxis and e-minibuses (which was a co-finance commitment of the Ministry of Transport) will no longer happen. The work under that Component is therefore frozen until an alternative solution is proposed to the PSC members – which MINEDD and UNEP are currently working on.

Overall, the majority of project outputs and deliverables find themselves far behind the milestones set out in the workplan that was agreed upon at the time of signature of the legal agreement between MINEDD and UNEP. MINEDD will need to prepare a workplan revision to factor in the delays incurred, the procurement / hiring constraints, and propose new completion dates for all project outputs and deliverables. MINEDD will

also have to assess whether the project can still be completed within the planned timeframe (i.e. by 31 March 2025), or whether an extension may be required.

For the reasons described above and based on the detailed analysis carried out in section 3.2 of the PIR, the project's rating towards output achievement" is considered "**Moderately Unsatisfactory**". Several mitigation actions to overcome the implementation challenges are described in section 4 of the PIR.

Overall risk rating:

After nearly 1.5 years of implementation, MINEDD has managed to achieve very little progress of the GEF funded e-mobility project. The main risks identified are the following:

- The 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 likely not materialize. As a result. outputs 2.1, 2.2, 2.3 and 2.4 will likely need to be cancelled. This will have a significant impact on the project's expected Outcome 2, which current indicators and end-of-project targets will no longer be achievable.
- The project faces overall delayed implementation due to lengthy procurement processes and financial management challenges within MINEDD. If the bureaucratic challenges persist with the Ministry's Project Management Unit, the project faces the risk of remaining stalled an unable to achieve implementation progress.
- The coordination and engagements among key national stakeholders is sporadic and weak. Since project start, MINEDD only managed to organize 2 meeting of the national coordination body on e-mobility, while the body is supposed to meet every quarter. MINEDD also still needs to establish the thematic working groups with representatives from key ministries / institutions to support the work on the different project themes (i.e. national strategy, policy/regulations, RE/grid integration, batteries EoL, etc.), otherwise the deliverables prepared by international experts risk lacking national ownership.

As such, and based on the detailed analysis carried out in section 4 of the PIR, the project is currently rated at "**Significant**" risk. A detailed set of actions are outlined in section 4 to attempt mitigating these risks

[section will be uploaded into the GEF Portal]

**2.4. Co-financing**

<p><b>Planned Co-finance</b> <b>Total: \$5,687,000</b></p> <p><b>Actual to date:</b> US\$ 169,165 (≈3%)</p>	<p>Over the period under review, the different national co-finance partners have managed to mobilize the following in-kind contributions<sup>1</sup>:</p> <ul style="list-style-type: none"> <li>• Ministry of Environment: US\$ 72,727.</li> <li>• Ministry of Energy: US\$ 2,182 .</li> <li>• Ministry of Transport: US\$ 7,272.</li> </ul> <p>Also, UNEP's Subregional Office for West Africa provided an in-kind contribution worth of US\$ 8,596. With last year's US\$ 6,447 contribution, this leads to a total of US\$ 15,043 so far.</p> <p>Overall, considering the contributions reported in the previous period, the cumulative co-finance mobilized since project start reaches a total of US\$ 169,165.</p>
<p><b>Progress</b></p>	<p>The in-kind contributions from the Ministry of the Environment and Sustainable Development are mainly related to provision of office space, staff time, travel as well as operational, managerial and technical support for the project.</p> <p>The in-kind contributions from the Ministry of Transport and the Ministry of Energy are associated with their participation in the different bodies of the project</p>

<sup>1</sup> At the time of submission of the PIR to the GEF, the signed versions of the co-finance reports from the 3 ministries had not been received yet.

	<p>(i.e. Project Steering Committee, inter-sectoral coordination body, etc.) as well as their technical support to the different project components.</p> <p>It is however noteworthy to mention that the public investment co-financing that had been committed by the Ministry of Transport may no longer materialize, because of the reasons described in the section 2.3 above. As such, it is highlight unlikely the project will be able to meet the target of US\$ 5,687,000 co-finance mobilized by project completion.</p> <p>Finally, the UNEP Subregional Office for West Africa has also contributed to the project in the form of in-kind co-finance, for the participation of its staff in meeting and events organized as part of the e-mobility project.</p>
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**2.5. Stakeholder engagement**

<b>Date of project steering committee meeting (during reporting period)</b>	13 June 2023
<b>Stakeholder engagement</b>	<p>The project only held one PSC meeting during the period under review, on 13 June 2023. Implementation progress and challenges were discussed with the different members, and it was agreed that the PSC members should meet on a more regular basis. The next PSC meeting is planned to be organized in September 2023.</p> <p>During the period under review, the Chief Technical Advisor participated in various meetings with AMUGA (July, September and October 2022) and with the APEMCI platform, which brings together institutional players (Ministry of Transport, Ministry of Environment), start-up mobility companies, car dealers, energy companies (TotalEnergie, Pétrolvoire) and governmental agencies (CI Energies, Guichet Unique Automobile).</p> <p>2 representatives from AMUGA participated in the study trip on electric buses that was organized by TUMI and the Africa Regional Support and Investment Platform in India from 31 July to 10 August 2022.</p> <p>In addition, an awareness seminar was organized on 13 December 2022. It brought together 69 participants bringing together ministries, government agencies, the private sector with start-ups, civil society. A media hype was made around this event with RFI and BBC radio, national newspapers, national television, Africa 24 television.</p> <p>Since project start in January 2022, MINEDD has only managed to organize 2 meeting of the intersectoral national coordination body on e-mobility, while the body is supposed to meet every quarter. The first meeting of the coordination body on electric mobility was held on 12 August 2022. It brought together several state institutions and sectoral ministries such as the Ministry of the Environment and Sustainable Development, the Ministry of Transport, the Ministry of Mines, Petroleum and Energy, the Ministry of Economy and Finance, the Ministry of Budget and State Portfolio, the Ministry of Women, Family and Children, the Ministry of Construction, Housing and Town Planning, the Ministry of Equipment and Road Maintenance, the Autonomous District of Abidjan and parastatal institutions (ANARE, CI Energies). A second meeting of the intersectoral coordination body took place on 15 June 2023, during which a draft ministerial order to formalize the coordination body was presented and discussed. It was also suggested to broaden the member of the coordination body to include the Ministry of Trade and Industry, the Ministry of Technical Education and Vocational Training and UNIDO.</p>

	<p>Finally, it is noteworthy to mention that a UNEP team with a representative from the Climate Change Mitigation Unit and the Sustainable Mobility Unit undertook and supervision mission from 12 to 15 June, to help overcome the implementation challenges and meet the different stakeholder involved in the topic of e-mobility.</p> <p>[section will be uploaded into the GEF Portal]</p>
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**2.6. Gender**

<b>Does the project have a gender action plan?</b>	Yes
<b>Gender mainstreaming</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.</p> <p>During the 1<sup>st</sup> meeting of the intersectoral coordination body held on 12 August 2022, out of the twenty (20) participants, only one woman (5%) was present. During the awareness seminar organized on 13 December 2022, there were 13 women (19 %) out of a total of 69 participants. Out of a total of 12 participants to the 2<sup>nd</sup> PSC meeting held in June 2023, there were 2 woman (17%). Finally, out of a total of 10 participants in the 2<sup>nd</sup> meeting of the coordination body held the same month, there were 3 women (30%).</p> <p>It is noteworthy to highlight that out of the 2 representatives from AMUGA who participated in the study trip on electric buses that was organized by TUMI and the Africa Regional Support and Investment Platform in India from 31 July to 10 August 2022, one was a woman.</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 next July-December 2023 Half-Yearly Progress Report and in the 2024 PIR. Particular attention will be given to ensuring that:</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> <p>[section will be uploaded into the GEF Portal]</p>

**2.7. Environmental and social safeguards management**

<b>Moderate/High risk projects (in terms of Environmental and social safeguards)</b>	Was the project classified as <b>moderate / high risk CEO Endorsement / Approval Stage</b> ? Yes, the project was classified as "Moderate" risk.
<b>New social and/or environmental risks</b>	Have any new social and/or environmental risks been identified during the reporting period? No
<b>Complaints and grievances related to social and/or environmental impacts</b>	Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period? No
<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.</p> <p>Given that the project has achieved little to no progress during the period under review, no safeguards' concerns have materialized so far.</p> <p>In addition, it is likely the demonstration project of electric buses and taxis that was originally planned under component 2 may no longer materialize (due to changes in the World Bank funded project), so the GEF project would now focus mainly on normative work (national strategy, policies and regulations, etc.) and capacity building, which are less likely to have a direct detrimental social / environmental impact on the population.</p> <p>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> <p>[section will be uploaded into the GEF Portal]</p>

**2.8. Knowledge management**

<b>Knowledge activities and products</b>	<p>Since the project has achieved very little progress so far, the main knowledge activities carried out so far are related to the events organized by the Africa Regional Support and Investment Platform of the Global GEF-7 E-mobility Project.</p> <p>2 representatives from AMUGA (1 male and 1 female) participated in the study trip on electric buses that was organized by TUMI and the Africa Regional Support and Investment Platform in India from 31 July to 10 August 2022. The purpose of the Study Tour was to provide first-hand experience on the progress Indian cities are making to transition to electric buses, including bus procurement, bus planning and operations, and provision of charging infrastructures; and to offer networking opportunities to Indian and African government offices, including opportunities for African delegates to meet with private sector vehicle manufacturers and Indian civil society organizations working to promote transport electrification. The Study Tour included visits to municipal transportation agencies and e-bus depots, participation in round-table discussions with successful private sector automotive OEMs, and knowledge exchange between TUMI Indian and TUMI Africa partner cities about innovative e-bus activities and development undertaken across both continents. The African City Delegates also got the opportunity to experience electric bus services in</p>
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	<p>cities with mature and nascent e-bus networks and observe how smart charging infrastructure is being used to facilitate better transit service delivery.</p> <p>In addition, the National Project Director (Deputy Cabinet Director of MINEDD) and a representative from SOTRA joined other African city delegates for the 1<sup>st</sup> Africa E-Mobility forum in Dar-Es-Salaam, Tanzania, held between the 20<sup>th</sup> to 24<sup>th</sup> March 2023. The forum was jointly organized by SOLUTIONSplus, the Africa Support and Investment Platform for E-mobility led by UNEP and TUMI E-bus Mission and brought together around 100 delegates from over 20 African cities with financiers and companies working on the transition to electric mobility in the region.</p> <p>The primary goals of the forum were to:</p> <ul style="list-style-type: none"> <li>• Bring together government officials from relevant ministries and entities involved in transport, environment, and energy to connect and enhance their knowledge of e-mobility</li> <li>• Discuss policies / barriers for introduction of electric mobility in Tanzania</li> <li>• Showcase private sector innovation in electric mobility</li> <li>• Connect financiers with companies that need financing for electric mobility projects</li> <li>• Share country and city level experiences with developing and implementing electric mobility projects</li> <li>• Learn about the operation of electric buses and the end of life management of electric vehicle batteries</li> <li>• Experience the set up and operation of the Dar es Salaam Bus Rapid Transit (DART)</li> <li>• Present support mechanisms for electric mobility in Africa.</li> </ul> <p>The Forum had 4 main parts, each with slightly different specific objectives and target audiences:</p> <ul style="list-style-type: none"> <li>• Tanzania E-mobility Data and Policy Day by Solutions Plus</li> <li>• Workshop on Improving the Circularity of E-bus Batteries by TUMI E-bus Mission</li> <li>• Meeting of the Africa Support and Investment Platform for E-mobility by UNEP – including the E-mobility Innovators fair</li> <li>• Training on Electric Buses by UITP – including visit to Dar Rapid Transit (DART)</li> </ul> <p>[section will be uploaded into the GEF Portal]</p>
<b>Main learning during the period</b>	See section above.

**2.9. Stories to be shared**

<b>Stories to be shared</b>	<p>N/A</p> <p>[section to be shared with communication division/ GEF communication]</p>
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### 3. PROJECT PERFORMANCE AND RISK

Based on inputs by the Project Manager, the **UNEP Task Manager** will make an overall assessment and provide ratings of:

- (i) Progress towards achieving the project Results(s)- see section 3.1
- (ii) Implementation progress – see section 3.2

#### 3.1 Rating of progress towards achieving the project outcomes (Development Objectives)

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
<b>Objective:</b> 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 CO <sub>2</sub> e)	Baseline A: 0	Mid-point target A: N/A	End-of-project target A: Direct: 82,574 tCO <sub>2</sub> Indirect: 148,944 tCO <sub>2</sub> (from 2021 to 2036)		Reporting against this indicator will only be possible towards project completion.	MS
	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)		Reporting against this indicator will only be possible towards project completion.	MS

<sup>2</sup> Numeric, percentage, or binary entry only

<sup>3</sup> Use GEF Secretariat required six-point scale system: Highly Satisfactory (HS), Satisfactory (S), Marginally Satisfactory (MS), Marginally Unsatisfactory (MU), Unsatisfactory (U), and Highly Unsatisfactory (HU).

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
<b>Outcome 1:</b> 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.	'Baseline 1.1: No	'Mid-point target 1.1: Yes. - The coordination body is established and includes all key institutions. It has formulated shared goals and defined roles and responsibilities of all members.	'End-of-project target 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..	Partially	The national coordination body on electric mobility was created on August 12, 2022. so far, two meetings have been held. The last of which took place on June 15, 2023 at the Belle Côte hotel (Abidjan). The next meeting is scheduled for September 14, 2023.	S
	Indicator 1.2: # of Ministries endorsing the gender sensitive national 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 discussions.	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 contract for the expert who will be responsible for preparing the strategy was signed in July 2023. His work will probably start in September 2023 with the consultation of stakeholders. The project will likely not be able to achieve the mid-point target on time. The project should be in a better position to report on this indicator in the next PIR.	MS
	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.	S

**PIR FY 2023  
EM Cote d'Ivoire**

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
<b>Outcome 2:</b> Demonstrations provide evidence of technical, financial and environmental sustainability of EVs and enable public and private sector stakeholders to plan for the scale-up of low-carbon electric mobility in Côte d'Ivoire	Indicator 2.1: # of new electric taxis and/or minibuses meeting the technical regulations recommended by the project	Baseline 2.1: No electric vehicles in the public transport sector of Abidjan, except for a small fleet of 3 minibuses at the University Félix Houphouët-Boigny d'Abidjan	Mid-point target 2.1: n.a.	End-of-project target 2.1: At least 200 electric taxis and/or minibuses	0	Based on latest discussions with AMUGA and the World Bank, it no longer seems likely that the piloting of e-taxis and minibuses will occur as part of the AUMP project. The project will explore other possibilities during the next reporting period.	MU
	Indicator 2.2: # of up-scaling plans endorsed that incorporate lessons learned from the demonstrations	Baseline 2.2:	Mid-point target 2.2: N/A.	End-of-project target 2.2: 2, out of which: - The electrification investment plan for SOTRA feeder-line buses (to be endorsed by Ministry of Transport & SOTRA) - The charging infrastructure installation plan for large-scale introduction of EVs in Abidjan's public transport (to be endorsed by Ministry of Energy, CI-ENERGIE and CIE)	0	The expert in charge of delivering the work related to this indicator will now be hired by end of year 2023. Too early to report on this indicator.	MS

Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
<b>Outcome 3:</b> 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)	No	The expert in charge of delivering the work related to this indicator will now be hired by end of year 2023. The project will likely not be able to achieve the mid-point target on time.	MS
	Indicator 3.2: The technical regulations and standards for EVs and EVSE (that are at least applicable to electric taxis, minibuses and buses) to facilitate the uptake of low carbon electric mobility are adopted	Baseline 3.2: No.	Mid-point target 3.2: Draft technical regulations and standards are prepared.	End-of-project target 3.2: Yes. (to be adopted by the by the Ministry of Transport and the Ministry of Energy)	No	The expert in charge of delivering the work related to this indicator will now be hired by end of year 2023. The project will likely not be able to achieve the mid-point target on time.	MS
<b>Outcome 4:</b> Government of Côte d'Ivoire endorses recommendations on renewable energy integration and an amendment on e-waste regulations to	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)	No	The expert in charge of delivering the work related to this indicator will now be hired by end of year 2023. Too early to report on this indicator.	S

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Project objective and outcomes	Indicator	Baseline	Mid-term target	End-of-project target	Progress as of current period <sup>2</sup>	Summary of progress to achieve indicator targets as of 30 June 2023	Progress rating <sup>3</sup>
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)	No	The expert in charge of delivering the work related to this indicator will now be hired by end of year 2023. Too early to report on this indicator.	S

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

Results / Deliverables	Completion date according to work plan <sup>4</sup>	Status of implementation as of 30 June 2022 (%)	Status of implementation as of 30 June 2023 (%)	Describe progress made, challenges encountered and explain delays (maximum one paragraph per line)	Progress rating
<b>Component 1: Institutionalization of and strategy-setting for low-carbon electric mobility</b>					
<b>Output 1.1: A national cross-sectoral coordination body for electric mobility is established.</b>	<b>31 Mar. 2025</b>	<b>10%</b>	<b>30%</b>	<b>The national coordination body on electric mobility first met on 12 August 2022 and held a 2<sup>nd</sup> meeting in June 2023. The body needs to meet on a quarterly basis and still needs to be formalized through a ministerial decree, which is currently under preparation.</b>	<b>MS</b>
Deliverable 1.1.1: Inter ministerial workshop to kick off the project and to outline the policy coordination process and work plan.	28 Feb. 2022	50%	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
Deliverable 1.1.2: Preparation of a statement of cooperation (including shared purpose, definition of processes, roles and responsibilities), submission to the coordinating body for adoption.	31 Mar. 2022	0%	30%	The process of preparing the ministerial order ( <i>arrêté ministériel</i> ) to formalize the e-mobility coordination body is underway. This draft ministerial order was review, discussed and commented during the last meeting of the coordination body held on 15 June 2023. This process will continue during the next coordination body meeting to be organized in September 2023. New estimated completion date: 30 June 2024.	MS
Deliverable 1.1.3: Quarterly coordination body meetings.	31 Dec. 2024	0%	20%	The meetings of the national intersectoral coordination body for electric mobility have not been held with the required frequency over the period under review. Only 2 meetings were held since project start in January 2022: one in August 2022 and one in June 2023. Moving forward, MINEDD will have to ensure these meetings are held on a quarterly basis. The next meetings are planned for 14 September and 30 November 2023.	MU
Deliverable 1.1.4: Preparation of the final report incl. post-project action plan to implement the national strategy for e-mobility in urban public transport (support for the implementation of the draft roadmap for sustainable transport in CI) and submission for adoption.	28 Feb. 2025	0%	0%	It will only be possible to report on this indicator towards the end of the project. The preparation of this report will start in the Q4 2024.	S
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)	31 Mar. 2025	0%	0%	It will only be possible to report on this indicator towards the end of the project, i.e. in year 2025.	S

<sup>4</sup> Refer to the approved work plan annexed to the BCP (Appendix 17)

Results / Deliverables	Completion date according to work plan <sup>4</sup>	Status of implementation as of 30 June 2022 (%)	Status of implementation as of 30 June 2023 (%)	Describe progress made, challenges encountered and explain delays (maximum one paragraph per line)	Progress rating
<b>Output 1.2: A joint national strategy to promote low-carbon electric mobility in urban public transport is submitted for adoption.</b>	<b>31 Aug. 2024</b>	<b>5%</b>	<b>30%</b>	<b>The international expert in charge of developing the strategy was only hired in July 2023. His work will start in September 2023 with a consultation of national stakeholders.</b>	<b>MU</b>
Deliverable 1.2.1: Set-up of a national strategy development team (comprising national policymakers, relevant stakeholders and an international e-mobility policy expert).	30 June 2022	25%	60%	The contract for the expert who will be responsible for preparing the strategy was signed in July 2023. His work will start in September 2023 with the consultation of stakeholders. The 3 core members of the technical working group on the strategy have been identified by MINEDD. New estimated completion date: 30 September 2023.	MU
Deliverable 1.2.2: Workshop on national e-mobility strategy.	31 Dec. 2022	0%	0%	Because of the delayed recruitment of the international strategy expert, the consultation workshop is now planned to take place in September 2023. New estimated completion date: 30 September 2023.	MU
Deliverable 1.2.3: Collection and consolidation of transport and energy sector data including vehicle fleet and current policy frameworks.	31 Aug. 2022	0%	0%	The collection of data will start after the recruitment of the international strategy expert, in Q3 2023. New estimated completion date: 31 December 2023	MU
Deliverable 1.2.4: Draft a gender sensitive national e-mobility strategy, including an action plan.	30 Nov. 2022	0%	30%	The international strategy expert will start working on the draft e-mobility strategy document in September 2023, alongside the consultation process of national stakeholders. A first draft will be prepared and disseminated for review / comments among key national stakeholders (and UNEP SMU) during Q1 2024. New estimated completion date: 31 March 2024.	MU
Deliverable 1.2.5 Final gender sensitive national e-mobility strategy submitted for adoption.	31 Aug. 2024	0%	0%	A final version of the national gender sensitive e-mobility strategy should be completed by end of June 2024, with the objective of having it formally submitted to the government of Cote d'Ivoire for adoption at latest by end of year 2024. New tentative completion date: 31 December 2024.	MS
<b>Output 1.3: Government and private sector actors are trained on the benefits of e-mobility through the Global e-Mobility Programme, outreach activities to inform decision-makers through CI on project results.</b>	<b>28 Feb. 2025</b>	<b>9%</b>	<b>46%</b>	<b>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.</b>	<b>S</b>
Deliverable 1.3.1: Participation in the launch of the Africa Support and Investment Platform.	28 Feb. 2022	100%	100%	The CTA participated in the online launch on March 30, 2022.	S
Deliverable 1.3.2: Participation in the first regional training in e-mobility.	31 May 2022	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
Deliverable 1.3.3: Participation in the first regional training on e-buses.	31 July 2022	100%	100%	Two representatives from AMUGA participated in the TUMI study trip on electric buses held in India from 31 July to 10 August 2022. A mission report has been prepared.	S



Results / Deliverables	Completion date according to work plan <sup>4</sup>	Status of implementation as of 30 June 2022 (%)	Status of implementation as of 30 June 2023 (%)	Describe progress made, challenges encountered and explain delays (maximum one paragraph per line)	Progress rating
Deliverable 1.3.4: Participation in first meeting on e-mobility financing/marketplace.	30 Sep, 2022	0%	100%	An Africa e-mobility forum was organized in March 2023 in Tanzania. The 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
Deliverable 1.3.5: Participation in second meeting of the Africa Support and Investment Platform.	31 Jan. 2023	0%	100%	See explanation above. The Africa E-mobility Forum organized in Tanzania also included the 2 <sup>nd</sup> 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
Deliverable 1.3.6: Participation in the second regional training on e-buses.	30 April. 2023	0%	100%	See explanation above. The Africa E-mobility Forum organized in Tanzania included the 2 <sup>nd</sup> regional training on e-buses. The Forum covered the following topics (among others): <ul style="list-style-type: none"> <li>• Workshop on Improving the Circularity of E-bus Batteries by TUMI E-bus Mission</li> <li>• Training on Electric Buses by UITP – including visit to Dar Rapid Transit (DART)</li> </ul>	S
Deliverable 1.3.7: Participation in second meeting on e-mobility financing/marketplace.	30 Sep. 2023	0%		This meeting has not taken place yet. Waiting for UNEP SMU to notify MINEDD on meeting dates.	S
Deliverable 1.3.8: Participation in the third meeting of the African Support and Investment Platform.	31 March 2024	0%		This meeting has not taken place yet. Waiting for UNEP SMU to notify MINEDD on meeting dates.	S
Deliverable 1.3.9: Participation in replication event.	31 Jan. 2025	0%		This meeting has not taken place yet. Waiting for UNEP SMU to notify MINEDD on event dates.	S
Deliverable 1.3.10: Implementation of outreach events for decision-makers in other cities and communes/suburbs of Abidjan.	31 July 2024	0%	10%	A flagship awareness-raising activity on electric mobility was carried out in Abidjan on December 13, 2022. Awareness-raising events are planned in seven cities and towns (Yamoussoukro, Daloa, Man, San-Pedro, Korhogo, Bouaké, Abengourou). New estimated completion date: 31 March 2025.	S
Deliverable 1.3.11: Review of all capacity building events, based on evaluation forms.	28 Feb. 2025	0%		It will only be possible to report on this indicator towards the end of the project, i.e. in Q1 2025.	S
<b>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</b>					

Results / Deliverables	Completion date according to work plan <sup>4</sup>	Status of implementation as of 30 June 2022 (%)	Status of implementation as of 30 June 2023 (%)	Describe progress made, challenges encountered and explain delays (maximum one paragraph per line)	Progress rating
<b>Output 2.1: A feasibility study on the technical and economic opportunities for the electrification of public transport modes serving feeder lines along the BRT Yopougon-Bingerville corridor is conducted. [AUMP]</b>	N/A	0%	-	Based on the latest discussions with AMUGA and the World Bank, it no longer seems likely that the piloting of e-taxis and e-minibuses will take place within the framework of the AUMP project. These outputs will therefore likely not materialize. UNEP and MINEDD are currently exploring re-design options for Component 2 and will present them to PSC member in September 2023.	Not rated
<b>Output 2.2: A pilot fleet of electric taxis and minibuses is introduced under a World Bank-funded fleet renewal mechanism, including an EV bonus and a risk-sharing facility (RSF) to support EV investments by public transport enterprises. [AUMP]</b>	N/A	0%	-		Not rated
<b>Output 2.3: Drivers and mechanics that will operate electric vehicles and electric vehicle supply equipment (EVSE) are trained on specifics of electric mobility.. [AUMP]</b>	N/A	0%	-		Not rated
<b>Output 2.4: A system to monitor the operation of the electric pilot fleet is established, data is collected and analyzed and findings and lessons learned are disseminated to support the broader introduction of e-mobility.</b>	31 May 2024	0%	-	Refer to above explanation. Without the piloting of e-taxis and e-minibuses, there is no reason to develop a monitoring system. This output will likely be cancelled and Component 3 will undergo a re-design.	Not rated
Deliverable 2.4.1: Set-up of a technical e-mobility team comprising national stakeholders (especially representatives from fleet operators, technically oriented government agencies) and an international expert (also for other technical outputs)	28 Feb. 2022	25%	-	Refer to above explanation.	Not rated
Deliverable 2.4.2: Development of a concept for monitoring technical and economic performance data.	30 April 2022	0%	-	Refer to above explanation.	Not rated
Deliverable 2.4.3: Quarterly collection of electric vehicle monitoring data.	30 April 2024	0%	-	Refer to above explanation.	Not rated
Deliverable 2.4.4: Analysis of monitoring data, reporting of findings and recommendations to fleet operators and PMU.	30 April 2024	0%	-	Refer to above explanation.	Not rated
Deliverable 2.4.5: Preparation of two monitoring summary reports, incl. publishable section for dissemination.	31 May 2024	0%	-	Refer to above explanation.	Not rated
<b>Output 2.5: An electrification investment plan for SOTRA feeder-line buses is developed and submitted for adoption.</b>	31 May 2023	0%	0%	<b>The international e-mobility technology expert working under this output is expected to be hired by end of year 2023. New estimated completion date: 30 September 2024</b>	<b>MU</b>

Results / Deliverables	Completion date according to work plan <sup>4</sup>	Status of implementation as of 30 June 2022 (%)	Status of implementation as of 30 June 2023 (%)	Describe progress made, challenges encountered and explain delays (maximum one paragraph per line)	Progress rating
Deliverable 2.5.1: Preparation of a pre-feasibility study for the electrification of SOTRA buses, incl. drafting of electrification scenarios.	31 Aug. 2022	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 30 April 2024.	MU
Deliverable 2.5.2: Consultation meeting(s) with SOTRA representatives and experts to discuss and promote SOTRA electrification scenarios.	30 Nov. 2022	0%	0%	The consultation meetings related to this deliverable will likely take place in Q2 2024. New estimated completion date: 30 June 2024.	MU
Deliverable 2.5.3: Drafting of an electrification investment strategy for SOTRA buses is developed and submission for adoption..	31 May 2023	0%	0%	The work related to this deliverable will likely start mid-2024. New estimated completion date: 30 September 2024.	MU
<b>Output 2.6: A charging infrastructure installation plan for large-scale introduction of EVs in Abidjan's public transport is developed.</b>	<b>30 Sep. 2023</b>	<b>0%</b>	<b>5%</b>	<b>The international e-mobility technology expert working under this output is expected to be hired by end of year 2023.</b> <b>New estimated completion date: 31 October 2024.</b>	<b>MU</b>
Deliverable 2.6.1: Set-up of a renewables and grid integration team comprising national energy sector stakeholders (incl. government agencies, public utilities, potentially independent power producers) and an international expert (also for other outputs)	30 Sep. 2022	0%	20%	The international expert in charge of this deliverable should be hired by end of year 2023. The 3 core members of the technical working group on charging / grid integration have been identified by MINEDD. New estimated completion date: 31 December 2023.	MU
Deliverable 2.6.2: Study on charging and distribution grid infrastructure investment needs for the large-scale introduction of EVs.	31 May 2023	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 30 April 2024.	MU
Deliverable 2.6.3: Workshop to present and discuss the results of the charging infrastructure and distribution grid development study.	31 July 2023	0%	0%	The consultation workshops related to this deliverable will likely take place in Q2 2024. New estimated completion date: 30 June 2024.	MU
Deliverable 2.6.4: Finalization of an infrastructure development investment plan for Abidjan until 2030 and submission to national coordination body for adoption.	30 Sep. 2023	0%	0%	The work related to this deliverable will likely start mid-2024. New estimated completion date: 31 October 2024.	MU
<b>Component 3: Preparing for scale-up and replication of low-carbon electric mobility</b>					
<b>Output 3.1: Fiscal policies and regulation are developed and submitted for adoption.</b>	<b>30 Sep. 2023</b>	<b>6%</b>	<b>8%</b>	<b>The international strategy and policy expert's contract was signed in July 2023. His work under this output will start in September 2023.</b> <b>New estimated completion date: 31 August 2024.</b>	<b>MU</b>
Deliverable 3.1.1: Set-up of a policy team comprising national stakeholders (especially from government agencies responsible for fiscal policies and electricity tariff setting) and the international e-mobility policy expert.	31 Jan. 2022	25%	30%	The contract for the expert in charge of electric mobility policy was signed in July 2023. His work will start in September 2023 with the consultation of national stakeholders. The 3 core members of the technical working group on policy / regulations have been identified by MINEDD. New estimated completion date: 31 October 2023.	MU
Deliverable 3.1.2: Consultation meetings/workshops with government agencies and experts to develop favorable fiscal policies/regulation.	30 April 2022	0%	0%	The consultation workshops related to this deliverable will likely take place in Q3 or Q4 2023. New estimated completion date: 31 December 2023.	U
Deliverable 3.1.3: Preparation of a tax reform proposal and submission for adoption.	30 June, 2022	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 30 June 2024.	MU

Results / Deliverables	Completion date according to work plan <sup>4</sup>	Status of implementation as of 30 June 2022 (%)	Status of implementation as of 30 June 2023 (%)	Describe progress made, challenges encountered and explain delays (maximum one paragraph per line)	Progress rating
Deliverable 3.1.4: Preparation of proposal on preferential electricity tariffs for e-mobility and submission for adoption.	30 Sep, 2023	0%	0%	The work related to this deliverable will likely start in Q2 2024. New estimated completion date: 31 August 2024.	MU
<b>Output 3.2: Technical regulations and standards for EVs and charging infrastructure are developed and submitted for adoption.</b>	<b>28 Feb. 2023</b>	<b>0%</b>	<b>0%</b>	<b>The international e-mobility technology expert working under this output is expected to be hired by end of year 2023. New estimated completion date: 31 July 2024.</b>	<b>MU</b>
Deliverable 3.2.1: Consultation meetings/workshops with government agencies and experts to develop technical regulations/standards.	31 Oct. 2022	0%	0%	The consultation workshops related to this deliverable will likely take place in Q1 2024. New estimated completion date: 31 March 2024.	MU
Deliverable 3.2.2: Preparation of draft technical regulations/standards package and submission for adoption.	28 Feb. 2023	0%	0%	The work related to this deliverable will likely start in Q2 2024. New estimated completion date: 31 July 2024.	MU
<b>Component 4: Long-term environmental sustainability of low-carbon electric mobility</b>					
<b>Output 4.1: The interlinkage between power generation and vehicle charging is investigated to align national RE capacity targets with e-mobility projections.</b>	<b>30 Nov. 2023</b>	<b>0%</b>	<b>0%</b>	<b>The international expert in grid integration and renewable energy working under this output will be hired by end of year 2023. New estimated completion date: 30 September 2024</b>	<b>MU</b>
Deliverable 4.1.1: Preparation of a study to estimate additional renewable energy production needs for low-carbon electric mobility.	31 May 2023	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 30 April 2024.	MU
Deliverable 4.1.2: Workshop on the results of the renewable energy development study.	31 July 2023	0%	0%	The workshop related to this deliverable will likely take place in Q2 2024. New estimated completion date: 30 June 2024.	MU
Deliverable 4.1.3: Preparation of a proposal for amendments to the National Renewable Energy Action Plan and submission for adoption.	30 Nov. 2023	0%	0%	The work related to this deliverable will likely start mid-2024. New estimated completion date: 30 September 2024.	MS
<b>Output 4.2: Recommendations on a direct offtake tariffication scheme for the integration of RE generation and EV charging are prepared.</b>	<b>31 Jul. 2023</b>	<b>0%</b>	<b>0%</b>	<b>The international expert in grid integration and renewable energy working under this output will be hired by end of year 2023. New estimated completion date: 30 June 2024.</b>	<b>MU</b>
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 and use of the results within the power tariff-setting process under Output 3.1	31 May 2023	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 30 April 2024.	MU

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Results / Deliverables	Completion date according to work plan <sup>4</sup>	Status of implementation as of 30 June 2022 (%)	Status of implementation as of 30 June 2023 (%)	Describe progress made, challenges encountered and explain delays (maximum one paragraph per line)	Progress rating
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.	31 July 2023	0%	0%	The workshop related to this deliverable will likely take place in Q2 2024. New estimated completion date: 30 June 2024.	MU
<b>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.</b>	<b>31 Mar. 2024</b>	<b>0%</b>	<b>0%</b>	<b>The International Battery and Waste Management Expert working under this output will be hired by end of year 2023. New estimated completion date: 31 August 2024</b>	<b>MS</b>
Deliverable 4.3.1: Set-up of battery re-use and recycling team, comprising national stakeholders (incl. MINEDD and subordinate agencies responsible for waste treatment, waste management/battery refurbishment companies, power sector) and an international battery/recycling expert, and evaluation of possible policy development at sub-regional level within the ECOWAS framework	30 April 2023	0%	0%	The International Battery and Waste Management Expert that will be responsible for most of the work under this output has not yet been recruited. It is expected the recruitment process should be concluded by the end of year 2023. New estimated completion date: 31 December 2023.	MU
Deliverable 4.3.2: Consultation meetings with government agencies and responsible e-waste agencies to develop amendment to e-waste regulation..	30 Sep. 2023	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 30 June 2024.	MU
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.	31 Jan. 2024	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 31 May 2024.	MS
Deliverable 4.3.4: Preparation of a study on second-life use of EV batteries incl. draft action plan to implement battery refurbishment/ re-use.	31 Jan. 2024	0%	0%	The work related to this deliverable will likely start early 2024. New estimated completion date: 31 May 2024.	MS
Deliverable 4.3.5: Workshop on business opportunities for the re-use of EV batteries..	28 Feb. 2024	0%	0%	The work related to this deliverable will likely start mid-2024. New estimated completion date: 30 June 2024.	MS
Deliverable 4.3.6: Finalization of the action plan to implement battery refurbishment and re-use and submission for adoption.	31 Mar. 2024	0%	0%	The work related to this deliverable will likely start mid-2024. New estimated completion date: 31 August 2024.	MS

## 4. Risk Rating

### 4.1 Table A. Project management Risk

Risk Factor	EA's Rating	TM's Rating
1. Management structure – Roles and responsibilities	L	M
2. Governance structure – Oversight	L	M
3. Implementation schedule	M	M
4. Budget	L	L
5. Financial Management	L	M
6. Reporting	L	L
7. Capacity to deliver	L	L

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

Risk	Risk affecting:	Risk Rating		Variation in respect to last rating	
	Outcome / outputs	CEO ED	PIR 1 (this PIR)	Δ	Justification
<b>Risks identified at CEO Endorsement</b>					
Negative perceptions about e-mobility technology and the impacts this will bring to society and industry hamper acceptance.	All	M	L	↓	Consultations undertaken in the country show a strong enthusiasm for this technology, particularly in the private sector.
Rapid staff change in the government might limit the gains from capacity building measures and inter-ministerial coordination	All	M	-	-	Although so far staff turnover has presented any problem, it is too early to assess the impact of this potential risk on the project.
Insufficient and incomparable systems for tracking results	Outcome 2	M	-	-	Too early to assess this risk. In addition, since the Component 2 will likely undergo some re-design due to the absence of e-taxis / e-minibuses piloted by AMUGA, the monitoring / tracking system for the vehicles fleets may be removed from the scope of this project.
Change in leadership and priorities in the government (i.e. elections)	All	S	L	↓	So far, this has not posed a risk to the project. Regional and municipal elections will be held in Côte d'Ivoire in September 2023, and the next presidential elections are planned for year 2025. The project team will continue to monitor this risk.

Objection or low commitment from industry to technology changes leading to lack of interest or participation	Outcomes 2 and 3	S	L	↓	Several new players are emerging 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 up of activities	Outcome 3	M	-	-	It is too early to assess this risk. In addition, the pilot fleet of e-taxis and e-minibuses that was planned to be implemented under the AMUGA / WB project (co-finance to the GEF project) may no longer materialize.
Materials from EVs (e.g. from batteries) might generate environmental pollution	Outcome 4	M	-	-	This risk has not materialized so far, given that the project is just starting implementation of activities. In addition, 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	-	-	A national intersectoral coordination body on e-mobility has been established and is planned to be formalized through a ministerial order by June 2024. This body is meant to live beyond the life of the GEF project. However the project is still at a very early stage of implementation, so it is too early to assess the impact of this potential risk on the project. This will be re-assessed in the 2024 PIR.
<b>Risks identified at design stage in the ESERN</b>					
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	↓	Given the project has achieved little progress, no safeguards' concerns have materialized yet. In addition, it is likely the demonstration project of e-buses and taxis originally planned under component 2 may no longer materialize (due to changes in the WB funded project), so the GEF project would now focus mainly on normative work (strategy, policies and regulations, etc.) and capacity building, which are less likely to have direct detrimental social / environmental impact on the population.
<b>New risks identified in the current 2023 PIR</b>					
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		S		Outputs 2.1, 2.2, 2.3 and 2.4 will need to be cancelled due to the absence of this co-finance. This will have a significant impact on the project's expected Outcome 2, which indicators and end-of-project targets will no longer be achievable. UNEP and MINEDD will need to work on a re-design of Component 2.
Delayed implementation of project due to lengthy procurement processes and financial management challenges within MINEDD	All		S		The bureaucratic challenges within MINEDD have led to significant delays in project implementation. 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 will need to be prepared by MINED, also factoring in the design changes referred to above for Component 2.
Coordination among key national stakeholder is sporadic and weak.	All		S		Since project start, MINEDD only managed to organize 2 meeting of the national coordination body on e-mobility, while the body is supposed to meet every quarter. MINEDD still needs to establish the thematic working groups with representatives from key ministries / institutions to support the work on the different project themes (i.e. national strategy, policy/regulations, RE/grid integration, batteries EoL, etc.), otherwise the deliverables prepared by international experts will lack national ownership.
<b>Consolidated project risk</b>			<b>S</b>		<i>This section focuses on the variation. The overall rating is discussed in section 2.3.</i>

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

Risk	Actions decided during the previous reporting instance (PIR <sub>t-1</sub> , MTR, etc.)	Actions effectively undertaken this reporting period	Additional mitigation measures for the next periods		
			What	When	By whom
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.	N/A	N/A	<p><b>Action 1 [2023]:</b> MINEDD Project Management Unit (PMU) and UNEP to re-design of Component 2 (including revised outputs &amp; ToRs)</p> <p><b>Action 2 [2023]:</b> Re-design of component 2 to be presented during next PSC meeting.</p>	<p>Before 31 August 2023</p> <p>Mid-September 2023</p>	<p>PMU, UNEP</p> <p>CTA</p>
Delayed implementation of project due to lengthy procurement processes and financial management challenges within MINEDD	N/A	N/A	<p><b>Action 3 [2023]:</b> PMU / UNEP to prepare draft workplan and budget revision with new timelines and revised outputs for component 2.</p> <p><b>Action 4 [2023]:</b> Revised workplan / budget revision including PSC member comments formally submitted to UNEP for approval.</p> <p><b>Action 5 [2023]:</b> PMU to ensure remaining international experts are hired before end of year 2023.</p>	<p>Before next PSC meeting (mid-September 2023)</p> <p>Before 30 November 2023</p> <p>Before 31 December 2023</p>	<p>CTA, UNEP</p> <p>CTA, NPD</p> <p>CTA, NPD</p>
Coordination among key national stakeholder is sporadic and weak.	N/A	N/A	<p><b>Action 6 [2023]:</b> PMU to share with stakeholders a planning of expected PSC &amp; coordination body meeting dates until end of year 2024.</p> <p><b>Action 7 [2023]:</b> PMU to establish thematic technical working groups (national strategy, policy/regulations, RE/grid integration, batteries EoL) and share list with UNEP</p>	<p>By 15 September 2023</p> <p>By 30 November 2023</p>	<p>CTA, NPD</p> <p>CTA, NPD</p>

**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. Project Minor Amendments

### 5.1 Table A: Listing of all Minor Amendment

- |  |   |
|--|---|
| <input type="checkbox"/> Results framework                             | <input type="checkbox"/> Minor project objective change             |
| <input type="checkbox"/> Components and cost                           | <input type="checkbox"/> Safeguards                                 |
| <input type="checkbox"/> Institutional and implementation arrangements | <input type="checkbox"/> Risk analysis                              |
| <input type="checkbox"/> Financial management                          | <input type="checkbox"/> Increase of GEF project financing up to 5% |
| <input type="checkbox"/> Implementation schedule                       | <input type="checkbox"/> Co-financing                               |
| <input type="checkbox"/> Executing Entity                              | <input type="checkbox"/> Location of project activity               |
| <input type="checkbox"/> Executing Entity Category                     | <input type="checkbox"/> Other                                      |

<b>Minor amendments</b>	No amendments were performed during the period under review. However, given that the co-finance from the World Bank / Ministry of Transport is no longer likely to materialize to support piloting of e-buses and e-taxis as per the original design (Component 2), several amendments to the project design are being considered and will be discussed during the next PSC meeting in September 2023. UNEP is actively engaging with the Executing Agency on these matters. These adjustments will consequently be reported in the next 2024 PIR.
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### 5.2 Table B: History of project revisions and/or extensions

Version	Type	Signed/Approved by UNEP	Entry into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision
Original legal instrument		18 August 2021	30 September 2021	31 March 2026	N/A

## 6. 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 Required field	Latitude Required field	Longitude Required field	Geo Name ID Required field if the location is not an exact site	Location Description Optional text field	Activity Description Optional text field
Abidjan, Cote d'Ivoire	5.36289	-3.9992	11153151		

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

N/A
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