

# PROJECT IMPLEMENTATION REPORT

Project ID:	10302
Project Name:	Integrated, Sustainable and Low Emissions Transport in Côte d'Ivoire
Countr(ies):	Cote d'Ivoire
Implementing Agency:	UNEP

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## I. Overview

### A. Description

Project name

Integrated, Sustainable and Low Emissions Transport in Côte d'Ivoire

Country

Cote d'Ivoire

GEF ID

10302

Implementing Agency

UNEP

Executing Entity

Ministry of Environment and Sustainable Development (MINEDD) with the support of the Ministry of Transport (MoT)

Trust Fund

GET

Project Type

MSP

PIR Submission

9/10/2025

Fiscal Year , PIR Number

FY 2025 , 3rd PIR

Objective

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

### B. Ratings and Disbursements

Implementation Progress

Moderately Satisfactory

Development Objective

Satisfactory

Overall risk

Moderate Risk

Project Financing

445,500.00

Cumulative Disbursement

254,242.00

### C. Key Dates

CEO Endorsement/Approval

6/3/2021

Agency Approval

8/18/2021

Implementation Start 9/30/2021	First Disbursement 10/13/2021
Expected MTR	Actual MTR
Expected Completion 12/31/2025	Actual Completion

## II. PROGRESS STATUS AND ISSUES

### A. Progress: Information on progress and outcomes of project implementation activities

#### Summary on progress towards outcomes:

The Government of Côte d’Ivoire is actively advancing its sustainable mobility agenda through a series of strategic initiatives. Under Outcome 1, it is developing a gender-sensitive national strategy for electric mobility in public transport, guided by field missions and stakeholder consultations led by an international expert. A preliminary strategy was drafted and refined through multiple workshops and feedback sessions, with final validation expected in Q3 2025. Outcome 2 focuses on feasibility studies and scale-up plans for low-carbon transport in Abidjan. The consultancy firm-initiated work in December 2024 and has been delivering outputs reviewed by experts and the Project Management Unit, with final approval anticipated in Q4 2025. Outcome 3 targets the adoption of financial incentives and technical standards to attract investment in electric mobility. Initial drafts of the proposed tax reforms and regulatory frameworks informed by stakeholder input and expert analysis. Finally, Outcome 4 complements these efforts by addressing environmental sustainability through renewable energy integration and e-waste regulation amendments. A dedicated workshop and ongoing bi-monthly meetings support this work, with deliverables under review and final endorsement expected in Q4 2025. Together, these outcomes reflect a comprehensive, multi-stakeholder approach to transforming Côte d’Ivoire’s public transport landscape.

Based on the progress achieved during the period under review, the rating towards the achievement of Outcomes is considered **“Satisfactory”**.

#### Summary on progress towards outputs:

The Government of Côte d’Ivoire has made notable progress in establishing a national framework for electric mobility. A national inter-sectoral coordination body has convened twice since 2024, with formal representation from several institutions and legal review of its founding decree underway. Alongside this, a joint national strategy to promote low-carbon e-mobility in urban public transport is being finalized, with the updated version expected by September 2025 and submission for adoption planned in Q4 2025. Capacity-building efforts have also been active, with government and private sector actors participating in regional conferences and awareness campaigns in cities like Bouaké and Korhogo.

In support of urban transport electrification, several technical studies are advancing. A pre-feasibility study for deploying collective e-taxis in Abidjan is being developed, with validation workshops scheduled for August and September 2025. Similarly, electrification investment plans for SOTRA feeder-line buses and a charging infrastructure installation plan for large-scale EV deployment have been submitted to the Project Management

Unit (PMU) and are undergoing technical evaluations. These outputs are expected to be validated in September 2025, paving the way for implementation.

Fiscal and regulatory frameworks are also being shaped to support the transition. An international expert conducted field missions to gather stakeholder input for proposed tax reforms and favorable regulations, which are expected to be finalized by the end of Q3 2025 and submitted for government approval in Q4. Technical standards for EVs and charging infrastructure have been drafted and are currently under review, with validation workshops planned for August and September 2025. These efforts aim to create a robust policy environment that encourages investment and ensures safe, efficient deployment of electric mobility solutions.

Finally, the integration of renewable energy and environmental sustainability is being addressed through targeted studies and recommendations. Deliverables investigating the link between power generation and vehicle charging have been shared with the PMU, with evaluations scheduled for August and September 2025. Recommendations on a direct offtake tariffication scheme and amendments to e-waste regulations for EV batteries are being developed by a consulting firm, with completion expected in Q4 2025. These initiatives aim to align e-mobility growth with national renewable energy targets and promote responsible battery lifecycle management.

While the PMU is making progress on the above activities, some of these have been experiencing a few delays compared to the latest version of the workplan. As such, the rating towards the achievement of Outputs is considered **“Moderately Satisfactory”**.

### **Summary of overall risk:**

Two main risks had been identified in the previous PIR: (1) the overall delays in project implementation due to lengthy procurement process of the Ministry, and (2) the lack of regular and sustained coordination with national stakeholders to ensure ownership and sustainability of results. To mitigate these risks, several actions have been successfully undertaken by the Ministry, such as concluding the contracting process of the firm (TECH’N’Change) in charge of producing the deliverables under component 2 (all outputs), component 3 (output 3.2) and component 4 (all outputs), as well as the preparation of a detailed schedule of PSC, coordination and TWG meetings up to project completion (December 2025). The level of engagements with national stakeholders has increased and is expected to continue to do so during year 2025.

However, lengthy governmental processes could hinder the ability to have some the key project deliverables adopted or endorsed by the government of Cote d’Ivoire before project completion (31 December 2025). This risk could have an impact on the project’s workplan and operational completion date. The MINEDDTE will have to assess the likelihood of completing all remaining activities by 31 December 2025 and discuss with UNEP the way forward, including possibility of an extension.

For this reason, the project is rated at **“Moderate” risk**.

## **B. Challenges: Information on challenges of project implementation activities**

Considering the project is now entering into its final 6 months of implementation, there is now also a risk that the delayed preparation of project deliverables combined to lengthy governmental adoption processes could hinder the ability to have some the key project deliverables (for example, the national e-mobility strategy, or some of the regulatory documents prepared by the project) adopted or endorsed by the government of Cote d’Ivoire before project completion. To mitigate this risk, the PMU will need to prepare a revised workplan to

assess the likelihood of completing all remaining deliverables by 31 December 2025. If needed, the MINEDDTE could request for an extension of the project completion date, provided it commits to support all project management costs beyond 31 December 2025 in the form of co-finance.

### **C. Stakeholder Engagement**

Stakeholder engagement has improved significantly since the last PIR. A conference on the problem of evaluating the fiscal power of electric vehicles in Côte d'Ivoire was held on August 20, 2024. It saw the participation of 37 people, 25% of whom were women. Another conference was held on August 22, 2024. It focused on the availability of electrical energy and electromobility in Côte d'Ivoire and saw the participation of 40 people, 25% of whom were women. On September 26, 2024, a 3rd conference on the integration of women in the transport sector was held. It brought together 22 participants, 68% of whom were women.

In addition, awareness-raising activities on electric mobility were carried out. The most recent are those in Bouaké (October 28 to 30, 2024) and Korhogo (May 12 to 17, 2024).

Furthermore, all co-financing reports are signed by the parties involved, which denotes their commitment.

Finally, during the period concerned, the Project Management Unit organized five (05) PSCM (July 23, 2024, October 18, 2024, December 3, 2024, March 13, 2025, and July 15, 2025) and three (03) ISCB meetings (October 23, 2024 / March 13, 2025 / July 17, 2025).

### **D. Gender Equality**

During the reference period, female stakeholders actively participated in the Project's activities (Steering Committee, national intersectoral coordination body, Thematic Working Groups). Generally speaking, women represent between 20 and 25% of participants in project activities.

Furthermore, the Project team organized a Conference on September 26, 2024, on the integration of women in the transport sector. The main objective of this activity was to establish a framework for consultation between public and private actors working in the transport sector in Côte d'Ivoire, with a view to better integration of women in this sector. This activity brought together twenty-two (22) participants, sixty-eight percent (68%) of whom were women.

The Chief Technical Advisor (CTA) will continue to implement and monitor the gender mainstreaming activities described in the project's Gender Action Plan, and report on them in the 2025 PIR.

- The national e-mobility strategy will include a gender analysis and an action plan to mainstream gender equality, from the start of the development process (output 1.2).
- Participation of women in regional/international events, meetings and training is actively encouraged. Agencies or institutions that are invited to participate will be encouraged to nominate women to participate in the events (output 1.3).

- When preparing technical standards and regulations for electric vehicles and charging infrastructure, the firm should consider that passenger compartments meet international standards for physically disabled people and for the safe travel of children, women and vulnerable people (output 3.2).
- The participation of women in all project consultation meetings and workshops continues to be encouraged, to seek a ratio of 30% women (transversal)

## E. Knowledge Management

Regarding knowledge management, a conference on the issue of evaluating the fiscal power of electric vehicles in Côte d'Ivoire was held on August 20, 2024. It saw the participation of 37 people, 25% of whom were women. The report of this activity was produced and shared with all stakeholders.

Another conference was held on August 22, 2024. It focused on the availability of electrical energy and electromobility in Côte d'Ivoire and saw the participation of 40 people, 25% of whom were women. The report of this activity is available.

On September 26, 2024, a conference on the integration of women in the transport sector was held. It brought together 22 participants, 68% of whom were women. A report has been produced.

In addition, awareness-raising activities on electric mobility were carried out. The most recent are those in Bouaké (October 28 to 30, 2024) and Korhogo (May 12 to 17, 2024).

Finally, as part of the Project, the Inland Transport Regulatory Authority (ARTI), as a stakeholder of the Project, participated in the West African Conference on Sustainable Development, which was held in Lagos (NIGERIA) from October 14 to 15, 2024. A mission report was produced and shared with all stakeholders.

## III: Minor Amendments

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

Financial Management	
Implementation Schedule	The project has undergone a workplan revision, which was approved by UNEP in February 2024. The project completion date has been extended to 31 Dec
Executing Entity	
Executing Entity Category	
Minor Project Objective Change	
Safeguards	
Risk Analysis	
Increase of GEF Financing up to 5%	
Co-Financing	Due to changes in the WB project, the WB / Ministry of Transport investment co-finance (worth US\$ 5.19 million) that had been committed at CEO endorsement will no longer materialize
Location of Project Activity	
others	

#### IV: Geographic Coordinates of Project Activities

Location Name	Latitude	Longitude	GeoName ID
Abidjan, Cote d'Ivoire	5.36289	-3.9992	11,153,151

Location Description:

Activity Description:

#### V. ANNEX

Uploaded Document

Document Category M and E Document	Title 10302-PIR-UNEP-2025- EM Cote d'Ivoire
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