Shifting to Efficient and Zero Emissions Vehicles in the Global South
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NEXT STEPS - FROM FUEL ECONOMY TO E-PILOTS

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SUMMARY

- Fuel economy analysis, challenges and lessons learnt
- Current status and How to improve fuel quality market in Côte d’Ivoire
- GEF Mobility project in Côte d’Ivoire
Fuel economy analysis, challenges and lessons learnt

- **Results**

<table>
<thead>
<tr>
<th>Year</th>
<th>Fuel consumption (l/100km)</th>
<th>CO₂ Emissions (g/km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>7.98</td>
<td>189.7</td>
</tr>
<tr>
<td>2015 (Top 10)</td>
<td>8.04</td>
<td>204.7</td>
</tr>
<tr>
<td>2014 (Top 10)</td>
<td>8.46</td>
<td>216.7</td>
</tr>
<tr>
<td>2013 (Top 9)</td>
<td>8.47</td>
<td>215.5</td>
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</tbody>
</table>

Fuel consumption and CO₂ emissions continue to be high (8.04 L/100km and CO₂ emissions 204.7 g/km).

One policy option chosen to improve fuel economy: labeling with a regulatory framework elaborated but this one is not yet implemented.
Fuel economy analysis, challenges and lessons learnt

Lessons learnt: Challenges

Technical challenges:
- Constraints in data availability: The fuel economy study was conducted on a small portion of the fleet
- Previous data collected not in the GFEI format
- Lack of clean, low-sulfur fuels

Policy, taxation and compliance:
- Institutional instability: changes in the members of the Task Team created in 2014 (lack of continuity)
- Weak involvement of some key ministries

Lessons learnt: Opportunities

Learnt from best practices and experience of Mauritius and Kenya
- Strong involvement across ministries (energy, health, transport, environment, commerce, budget, etc.)
- The re-activation of the on-road traffic team Commission Speciale Itinerante (Police, Road Safety, Ministry of Environment, Inspection, etc.) to monitor tailpipe emissions
- SICTA has ordered some equipment to improve inspection and the monitoring of vehicle’s tailpipe emissions
Current status and How to improve fuel quality market in Côte d’Ivoire

• in some Europeans country, the newest engine and exhaust emissions technologies are developed to be efficient and environmentally friendly, thereby meeting the latest european emissions standards and with lowest fuel consumption possible

• These technologies are offered to markets that supply (countrywide) and strictly control fuel with the correct quality and specifications, thereby ensuring that emissions targets are met and that vehicles operate with lower fuel consumption, low emissions and whose engines and exhaust systems remain maintenance free.

• With this new development, only three models of WW will be available to countries with poor (sub-standard) fuel quality and quality management systems and nine models of WW will be available to country with the correct fuel quality and quality management systems

• The producers like Côte d’Ivoire are concerned by this situation

• The option remains Introduction of e-mobility in the country: GEF Fund to implement the Electric Mobility Project during four years
GEF Mobility project in Côte d’Ivoire

Project Title: Integrated, Sustainable and Low Emissions Transport in Côte d’Ivoire

• Project objective: to mitigate GHG emissions in côte 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.

• the project has four components:

1) institutionalization of and strategy-setting for low-carbon electric mobility

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

3) Preparing the enabling environment for scale-up and replication of low-carbon electric mobility

4) long-term environmental sustainability of low-carbon electric mobility
GEF Mobility project in Côte d’Ivoire

1) institutionalization of and strategy-setting for low-carbon electric mobility
   - Establish a strategic e-mobility planning document
   - Establish an inter-sectorial e-mobility coordination body which will guide the development of the strategy

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
   - Identify opportunities (technically and economically feasible) for electrifying urban public transport modes in Abidjan
   - Investment of public transport enterprises in a pilot ev fleet
   - Training drivers and mechanics to ensure the smooth, efficient and safe operation of the new fleet
   - Installation of a charging infrastructure plan (incl. the assessment of potentially required grid reinforcement investment needs) for the pilot fleet and for an e-mobility development scenario until 2030 will be set up
GEF Mobility project in Côte d’Ivoire

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 (foll….)

- performance monitoring scheme will be implemented to collect ev operation data and use it as a basis for optimizing ev operations and showcasing the viability of the technology

- Development of an electrification investment strategy for public buses
GEF Mobility project in Côte d’Ivoire

3) Preparing the enabling environment for scale-up and replication of low-carbon electric mobility
   - Development and adoption of fiscal policies and regulation
   - Development and adoption of technical regulations and standards for EVS and charging infrastructure

4) **long-term environmental sustainability of low-carbon electric mobility**
   - Promoting the development of renewable energies as power source for e-mobility
   - Developing an initial regulatory framework for the collection and management of used EV batteries
GEF Mobility project in Côte d’Ivoire

1. Inception workshop
   - 03 February 2022
   - Set up of the Steering Committee of the project

2. “Looking for” international consultants
   - In each component of the project

3. Establishment of inter-sectoral e-mobility coordination body
   - Outline the policy coordination process
   - Outline the work plan of the project
   - Nominate 30% of female (increase gender parity)
   - “Permanent” institution to conduct the initiative at the end of the project
**Conclusion**

NEW DECREE ON AGE-BASED restrictions (December 2017 and Entry into Force in July 2018: 5 years for LDVs and 8 years for HDVs: CO2 Emissions? Fuel consumption?

**EMERGING OF MANY INITIATIVES IN THE COUNTRY (E-MOBILITY)**

- **MOJA RIDE/ GIA INVEST**
  - offering digital payment and financing solutions for ride hailing
  - planning a pilot on electric minibuses in Abidjan
  - collaborate on the taxi fleet scrappage scheme under the present project

- **ELECTRIC MOBILITY PROJECT IN YAMOUSSOUKRO CITY**
  - Introduce EV in the capital of Côte d’Ivoire

- **E-MOBILITY ECOSYSTEM**
  - Organize the EV Sector by “putting together“ all the initiatives of the sector
THANK FOR YOUR ATTENTION