Mid-term Evaluation and Learning Exercise of the Cabo Verde Electric Vehicles Project
Management Response

November 2023
Management Response Content

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1 Evaluation and Learning Exercise (ELE) of the Cabo Verde Electric Vehicles Project – Management Response

1.1 Background

In 2023, the Mitigation Action Facility project Cabo Verde Electric Vehicles was subject to an independent mid-term ELE conducted by an evaluation team led by AMBERO Consulting.

The project and Technical Support Unit (TSU) provided responses to the recommendations made by the evaluation team as follows:

1.2 Response to the recommendations to the project team to achieve the goal of the project

<table>
<thead>
<tr>
<th>Recommendations</th>
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<th>Responsible Entity</th>
<th>Timeline</th>
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<tr>
<td><strong>Recommendation 1:</strong> The project should consider revamping its dissemination strategy by expanding its planned workshops' reach and including EV demonstrations in partnership with municipal governments and car dealerships.</td>
<td>Recommendation partially accepted. The project engaged in Q3 2023 in EV demonstration to visitors of the Energy Efficiency and Renewable Energy International Fair, in Praia on 12-14 October 2023. The project is scheduled to attend the next meeting of Cabo Verde’s National Municipalities Association to showcase the project’s progress and to highlight Santa Cruz experience with tenders for electric taxis. Although specific to the fourth component, the project will conduct a workshop with the relevant public and private stakeholders to disseminate the lessons learned of the pilot e-bus project. Nevertheless, the project will, in line with the remaining allocated communication budget, try to organize more generic workshops.</td>
<td>GIZ</td>
<td>Ongoing</td>
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<td><strong>Recommendation 2:</strong> The project should prepare a request for an extension of at least a year (ELE team’s rough</td>
<td>Recommendation accepted. The project will prepare a request for extension. Some activities seem unlikely to be concluded in the current time frame. Additionally, if current targets of</td>
<td>GIZ</td>
<td>Q4 2023</td>
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Recommendations | Activities | Responsible Entity | Timeline
--- | --- | --- | ---
Recommendation 1: The national government should consider stepping up their committed EV fleet substitution by enacting directives to out-phase their ICEV fleet with command instruments (procurement directive) or economic instruments (higher taxation of ICEVs). | Recommendation partially accepted. | MICE | Ongoing

Recommendation 2: The national government should consider the creation | Recommendation rejected. | MICE | Ongoing

Recommendation 3: The project should consider increasing the frequency of project steering committee meetings to at least twice a year to foster improved communication and synergies with other national and local government bodies. | Recommendation accepted. | GIZ ProMEC | Q1 and Q3 2024

### 1.3 Response to the recommendations to the project partners for supporting the success of the project

Recommendation 1: The national government should consider stepping up their committed EV fleet substitution by enacting directives to out-phase their ICEV fleet with command instruments (procurement directive) or economic instruments (higher taxation of ICEVs).

Recommendation 2: The national government should consider the creation of a dedicated structure for promoting EVs.

Recommendation 3: The project should consider increasing the frequency of project steering committee meetings to at least twice a year to foster improved communication and synergies with other national and local government bodies.

Recommendation 4: Additional funding (to be estimated) is likely to be required to target taxis and buses.

Recommendation 5: The project should consider increasing the frequency of project steering committee meetings to at least twice a year to foster improved communication and synergies with other national and local government bodies.

Recommendation 6: Additional funding (to be estimated) is likely to be required to target taxis and buses.

Recommendation 7: The project should consider increasing the frequency of project steering committee meetings to at least twice a year to foster improved communication and synergies with other national and local government bodies.

Recommendation 8: Additional funding (to be estimated) is likely to be required to target taxis and buses.
of a full-time electric mobility focal point/coordinator/champion at the Ministry of Industry, Commerce and Energy that could promote electric mobility at all levels of government.

### 1.4 Response to the recommendations to the Mitigation Action Facility for the review, approval and management of future interventions

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<td><strong>Recommendation 1:</strong> Consider replicating the project in SIDSs that have access to renewable energy sources and are effectively expanding their renewable installed capacity.</td>
<td>Recommendation partially accepted. The Mitigation Action Facility selects the most ambitious and feasible projects as part of a competitive Call for Projects. The lessons from the project will be shared with the climate finance community to support the replication of the findings.</td>
<td>TSU</td>
<td>Ongoing</td>
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<td><strong>Recommendation 2:</strong> Promote the involvement of EV manufacturers from Europe and other countries by participating in awareness-raising and industry events.</td>
<td>Recommendation partially accepted. The Mitigation Action Facility engages in knowledge sharing and disseminating of lessons learned from projects. This recommendation can also be shared with project developers as part of the Call for Projects documentation. Participation in such specific events goes beyond the scope of the work of the Facility.</td>
<td>TSU</td>
<td>Ongoing</td>
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<td><strong>Recommendation 3:</strong> Consider granting more flexibility for projects to adapt targets, duly justified in the face of unplanned</td>
<td>Recommendation partially accepted. The Mitigation Action Facility has an amendment policy, which provides guidance to projects when they wish to embark on project amendments based on implementation challenges.</td>
<td>TSU</td>
<td>Ongoing</td>
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<td>implementation challenges or design mistakes and adapt budget allocations to implementation challenges.</td>
<td>Local conditions and challenges are considered and taken into consideration.</td>
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Donor Acknowledgement

The Mitigation Action Facility is a joint initiative of the German Federal Ministry for the Economic Affairs and Climate Action (BMWK), UK’s Department for Energy Security & Net Zero, the Danish Ministry of Climate, Energy and Utilities (KEFM), the Danish Ministry of Foreign Affairs (MFA), the European Union and the Children’s Investment Fund Foundation (CIFF).

Disclaimer

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