

GEF - PROJECT IMPLEMENTATION REPORT (PIR)

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UNEP GEF PIR Fiscal Year 2024
Reporting from 1 July 2023 to 30 June 2024

1 PROJECT IDENTIFICATION

1.1 Project Details

GEF ID: 10629	Umoja WBS: SB-020752
SMA IPMR ID: 124075	Grant ID: S1-32GFL-000780
Project Short Title: Grenada E-mobility	
Project Title: Accelerating the introduction of low-emission and climate-resilient electric mobility in Grenada	
Duration months planned:	34
Duration months age:	15
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Latin America and Caribbean
Countries:	Grenada
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 1,050,917.00
Co-financing amount:	\$ 6,138,793.00
Date of CEO Endorsement/Approval:	2022-05-06
UNEP Project Approval Date:	2022-12-02
Start of Implementation (PCA entering into force):	2023-03-13
Date of Inception Workshop, if available:	
Date of First Disbursement:	2023-06-05
Total disbursement as of 30 June 2024:	\$ 103,000.00
Total expenditure as of 30 June:	\$ 0.00
Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	

Expected Mid-Term Date, if not taken:	2026-07-31
Completion Date Planned - Original PCA:	2026-01-31
Completion Date Revised - Current PCA:	
Expected Terminal Evaluation Date:	2027-01-31
Expected Financial Closure Date:	2027-07-31

1.2 Project Description

Executing Agency: Ministry of Finance, Economic Development, Physical Development, Public Utilities and Energy of Grenada

Objective: Accelerate the introduction of low-carbon electric mobility in Grenada, leading to reduced national fossil fuel consumption, greenhouse gas emissions and air pollution

Component 1: Institutionalization of electric mobility

This component endeavors to surmount existing institutional obstacles hindering the country's widespread adoption of Electric Vehicles (EVs). The initiative aims to establish a coordinating entity, the Grenada E-Mobility Unit, dedicated to orchestrating the expansion of electric mobility in conjunction with the transportation and energy sectors. By formulating a gender-sensitive national strategy for low-carbon, climate-resilient, sustainable mobility, the government aims to enhance and elevate the future commitments outlined in Nationally Determined Contributions (NDCs). A national web-based data system will be instituted to support evidence-based decision-making and regulatory frameworks in transportation. Furthermore, comprehensive technical training sessions will be conducted for both public and private stakeholders, covering various aspects of electric mobility. In tandem, a gender-sensitive community engagement strategy will be deployed to foster grassroots support and ensure an equitable transition to electric mobility.

Component 2: Short-term barrier removal through electric mobility and charging station pilots.

This component is focused on showcasing the feasibility of electric mobility, including installing charging stations and grid-connected solar photovoltaic (PV) systems, to local stakeholders through practical demonstrations. It aims to tackle non-financial barriers stemming from a lack of confidence and awareness regarding the suitability of electric mobility for island conditions. By integrating electric vehicles into government fleets, this initiative will demonstrate their effectiveness, encouraging governmental services to expand procurement efforts and deploy necessary charging infrastructure.

Component 3: The government takes action towards implementing an enabling environment for facilitating the adoption of electric mobility at scale.

This project component aims to create a conducive environment for the widespread and sustained adoption of Electric Vehicles (EVs), leveraging the favorable institutional framework established in Component 1 and the insights gleaned from Component 2. Its objectives include establishing regulations aimed at narrowing the cost gap between electric vehicles and internal combustion engine vehicles. Additionally, it seeks to guarantee high-quality EV standards and interoperability among charging stations, alongside implementing a fiscal regime that incentivizes the purchase of electric vehicles.

Component 4: The Government of Grenada takes actions towards implementing a regulatory framework for ensuring the environmental sustainability of low-carbon electric mobility.

Component 4 focuses on updating its National Solid Waste Management Strategy and amending its Waste Management Act (2001) to include consideration of end-of-life management for electric vehicles and electric vehicle batteries

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	
Executing Agency (ies)	Ministry of Finance; Planning; Economic Development and Physical Development
names of Other Project Partners	
UNEP Portfolio Manager(s)	Asher Lessels
UNEP Task Manager(s)	Asher Lessels
UNEP Budget/Finance Officer	Fatma Twahir
UNEP Support Assistants	Jone Orbea and Solange Rodriguez
Manager/Representative	Mr Alva Browne
Project Manager	
Finance Manager	
Communications Lead, if relevant	

2 Overview of Project Status

2.1 UNEP PoW & UN

UNEP Current Subprogramme(s):	Thematic: Climate action subprogramme
UNEP previous Subprogramme(s):	
PoW Indicator(s):	<ul style="list-style-type: none"> Climate: (ii) Amounts provided and mobilized in \$ per year in relation to the continued existing collective mobilization goal of the \$100 billion commitment through to 2025 with UNEP support.
UNSDCF/UNDAF linkages	<p>The project contributes to the following strategic objective of the UN Multicounty SDCF- The English and Dutch Speaking Caribbean (2022- 2026):</p> <p>Priority area 3: Resilience to climate change and shocks and sustainable natural resource management</p> <p>- Outcome 5: Caribbean people, communities, and institutions have enhanced adaptive capacity for inclusive, gender responsive disaster risk management and climate change adaptation and mitigation</p> <p>– Outcome 6: Caribbean countries manage natural resources and ecosystems strengthening their resilience and enhancing the resilience and prosperity of the people and communities that depend on them.</p>
Link to relevant SDG Goals	<ul style="list-style-type: none"> Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all Goal 13: Take urgent action to combat climate change and its impacts
Link to relevant SDG Targets:	<ul style="list-style-type: none"> 7.1 By 2030, ensure universal access to affordable, reliable and modern energy services 7.2 By 2030, increase substantially the share of renewable energy in the global energy mix 13.2 Integrate climate change measures into national policies, strategies and planning

2.2. GEF Core and Sub Indicators

GEF core or sub indicators targeted by the project as defined at CEO Endorsement/Approval, as well as results

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated		243Tco2	(i) Direct GHG emissions mitigated: 73,715 tCO2e(ii) Indirect GHG emissions mitigated: 171,758 tCO2e	Project implementation has not yet started. No progress has been made
11- People benefitting from GEF-financed investments	Women: 50Men: 50		Women: 470, Men: 650, Total: 1,120	Project implementation has not yet started.

Implementation Status 2023: 1st PIR

2.3. Implementation Status and Risks

	PIR#	Rating towards outcomes (section 3.1)	Rating towards outputs (section 3.2)	Risk rating (section 4.2)
FY 2024	1st PIR	MS	MU	M
FY 2023				
FY 2022				
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

Summary of status

Rating towards outcomes: The rating is Moderately Satisfactory. The PMU (Project Management Unit) has yet to be hired; therefore, the project activities have yet to commence.

Rating towards outputs: The rating is Moderately Unsatisfactory. The PMU (Project Management Unit) has yet to be hired; therefore, the project activities have yet to commence.

The Ministry of Infrastructure and Physical Development. Public Utilities published the Chief Technical Advisor twice but got no suitable response. The 2022 elections disrupted the project preparation activities. Due to several changes in the National Project Director position within the Ministry of Finance, Economic Development, Physical Development, Public Utilities and Energy, the inception activities, including the hiring of the PMU and the project planning, still needed to be started. Moreover, the Grenada Transport Commission, one of the main stakeholders for the project execution, was constituted in March 2024.

Overall risk rating: The overall rating risk is Medium as the elections have already passed and the new government has constituted the transport management agency.

2.4 Co Finance

Planned Co-finance:	\$ 6,138,793
Actual to date:	
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>The Project Management Unit has not yet contracted, and project activities have not commenced. Unable to quantify the co-financing.</p>

2.5. Stakeholder

Date of project steering committee meeting	
Stakeholder engagement (will be uploaded to GEF Portal)	The Project Management Unit has not yet contracted, and project activities have not commenced. Unable to rate progress towards reaching the project stakeholder engagement.

2.6. Gender

Does the project have a gender action plan?	Yes
Gender mainstreaming (will be uploaded to GEF Portal):	The Project Management Unit has not yet contracted, and project activities have not commenced. Unable to rate progress towards reaching the project gender action plan

2.7. ESSM

Moderate/High risk projects (in terms of Environmental and social safeguards)	<p>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage? Yes</p> <p>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</p> <p>SS 1: Biodiversity, Ecosystems and Sustainable Natural Resource Management (L)SS 2: Climate Change and Disaster Risks (L)SS 3: Pollution Prevention and Resource Efficiency (M)SS 4: Community Health, Safety and Security (L)SS 5: Cultural Heritage (L)SS 6: Displacement and Involuntary Resettlement (L)SS 7: Indigenous Peoples (L)SS 8: Labor and working conditions (M)</p>
New social and/or environmental risks	<p>Have any new social and/or environmental risks been identified during the reporting period? No</p> <p>If yes, describe the new risks or changes?</p>
Complaints and grievances related to social and/or environmental impacts	<p>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period? No</p> <p>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</p> <p>The Project Management Unit has not yet contracted, and project activities have not commenced.</p>
Environmental and social safeguards management	The Project Management Unit has not yet contracted, and project activities have not commenced.

2.8. KM/Learning

Knowledge activities and	The Project Management Unit has not yet contracted, and project activities have not commenced. No progress has been made.
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products	
Main learning during the period	The Project Management Unit has not yet contracted, and project activities have not commenced. There was no learning in terms of knowledge management.

2.9. Stories

Stories to be shared	The Project Management Unit has not yet contracted, and project activities have not commenced. No progress has been made.
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3 Performance

3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
Accelerate the introduction of low-carbon electric mobility and reduce fossil fuel consumption, greenhouse gas emissions and air pollution in the transport sector	A. Metric tonnes of greenhouse gas emissions avoided during the project (related to GEF core indicator 6)	0	0	(i) Direct GHG emissions mitigated: 73,715 tCO ₂ e (ii) Indirect GHG emissions mitigated: 171,758 tCO ₂ e	0	Project implementation has not yet started. Unable to rate progress towards reaching the project objective	MS
	B. Number of direct beneficiaries disaggregated by gender (GEF core indicator 11)	0	Women: 50 Men: 50	Women: 470 Men: 650	0	Project implementation has not yet started. Unable to rate progress towards reaching the project objective	MU
1.- The Grenada government enhances coordination, capacity, planning and its strategic vision for accelerating the introduction of low-carbon electric mobility	1.1. A national electric mobility coordination unit is established by the government	Grenada Transport Commission (but does not focus on electric mobility)	Unit is established	Minimum 4 unit meetings held in project year 3	0	Project implementation has not yet started. Unable to rate progress towards reaching the project objective	MU
	1.2. A national 2050 low-carbon and climate resilient sustainable transport strategy is adopted by the Ministry of Infrastructure Development, Public Utilities, Transport and Implementation	0	Completion of four analysis documents as inputs for the development of the strategy (deliverables 1.2.1-1.2.4)	Gender-sensitive strategy is adopted by the Ministry of Infrastructure, Development, Transport and	0	Project implementation has not yet started. Unable to rate progress towards reaching the project objective	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period(numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
				Implementation			
	1.3. Number of reports on experiences and lessons learned from the Grenada project shared with the Global Program on Electric Mobility	0	0	2		Project implementation has not yet started. Unable to rate progress towards reaching the project objective	MS
2.- Grenadian public fleet operators start using electric vehicles for their operations	2.1 Number of kilometres driven by government electric vehicles, thus highlighting regular and sustained EV usage	100 km (the Ministry of Environment has one electric vehicle, uses it sparsely)	500 km	16,000 km		Project implementation has not yet started. Unable to rate progress towards reaching the project objective	MU
3.- The government takes action towards implementing an enabling environment for facilitating the adoption of electric mobility at scale	3.1 Regulatory proposals and/or tax reforms to enhance the competitiveness of electric vehicles formally considered by the Government	50% duty and tax concession on the importation of electric and hybrid vehicles	Report on regional and international good practices, with a focus on SIDS, for regulating the importation of conventional and electric vehicles and regulating charging infrastructure, and recommendations for Grenada	3 regulatory proposals/tax reforms each considered formally on at least one occasion by the relevant government ministry (see outputs 3.1 and 3.2 for indication of the ministry for each proposal)		Project implementation has not yet started. Unable to rate progress towards reaching the project objective. A fiscal policy reaching 100% of duty tax concession was published.	HS
4.- The Government of Grenada	4.1.- Proposal for updated	Waste	Report of regional	Reviewed by		Project implementation has not yet	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
takes actions towards implementing a regulatory framework for ensuring the environmental sustainability of low-carbon electric mobility	waste management act reviewed by the Ministry of Climate Resilience, The Environment, Forestry, Fisheries & Disaster Management considered by Cabinet	Management Act, 2001 (doesn't consider electric or conventional vehicles)	and international good practices, with a focus on SIDS, for regulating the end-of-life of conventional and electric vehicles, and the reuse of batteries, and recommendations for Grenada	the Ministry of Climate Resilience, The Environment, Forestry, Fisheries & Disaster Management and considered on at least one occasion by the Cabinet		started. Unable to rate progress towards reaching the project objective	

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

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
1 Institutionalization of electric mobility	1.1: A national electric mobility coordination body unit is established for enhancing the coordination of national decision-makers.	2025-12-31	0	0	Project implementation has not yet started.	U
	1.2: A national 2050 low-carbon and climate-resilient sustainable transport strategy is submitted for adoption by the Ministry of Infrastructure Development, Public Utilities, Transport and Implementation	2025-01-31	0	0	Project implementation has not yet started.	U
	1.3: A national transport data system is established within the Ministry of Infrastructure Development, Public Utilities, Transport and Implementation	2025-12-31	0	0	Project implementation has not yet started.	U
	1.4: Public and private stakeholders are trained on technical, financial and waste management aspects of electric mobility	2025-12-31	0	0	Project implementation has not yet started.	U

Component	Output/Activity	Expected completion date	Implementation status as of previous reporting period (%)	Implementation status as of current reporting period (%)	Progress rating justification, description of challenges faced and explanations for any delay	Progress Rating
	through a gender-sensitive capacity-building mechanism and the Global Program on Electric Mobility					
	1.5: A gender-sensitive community engagement plan engages Grenadian citizens in the transition to low-carbon electric mobility	2025-11-30	0	0	Project implementation has not yet started.	U
2 Short-term barrier removal through electric mobility and charging station pilots	2.1: The viability of 6 electric vehicles for public sector fleets is demonstrated to key country stakeholders	2025-12-31	0	0	Project implementation has not yet started.	U
	2.2: The effectiveness of electric vehicle charging infrastructure, including through connection to grid-interactive solar photovoltaic installations, is demonstrated to key country stakeholders	2025-12-31	0	0	Project implementation has not yet started.	U
3 Preparation for the scale-up of electric mobility	3.1: Regulations on road vehicles and fuel quality are submitted for adoption by the Ministry of Infrastructure Development, Public Utilities, Transport and Implementation	2025-12-31	0	0	Project implementation has not yet started	U
	3.2: A structured and time-adjusted import fiscal regime for electric vehicles is submitted for adoption by the Ministry of Finance, Economic Development, Physical Development, Public Utilities and Energy	2025-12-31	0	0	Project implementation has not yet started	U
4 Long-term environmental sustainability of electric mobility	4.1: Proposals for updating the National Solid Waste Management Strategy and amending the Waste Management Act to address electric vehicle end-of-life and battery reuse are submitted for adoption by the Ministry of Climate Resilience, The Environment, Forestry, Fisheries & Disaster Management	2025-12-31	0	0	Project implementation has not yet started.	U

The Task Manager will decide on the relevant level of disaggregation (i.e. either at the output or activity level).

4 Risks

4.1 Table A. Project management Risk

Please refer to the Risk Help Sheet for more details on rating

Risk Factor	EA Rating	TM Rating
1 Management structure - Roles and responsibilities	Moderate	Substantial
2 Governance structure - Oversight	Moderate	Moderate
3 Implementation schedule	Low	Substantial
4 Budget	Low	Low
5 Financial Management	Low	Low
6 Reporting	Low	Low
7 Capacity to deliver	Moderate	Moderate

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

Implementation Status (Current PIR)

Insert ALL the risks identified either at CEO endorsement (inc. safeguards screening), previous/current PIRs, and MTRs. Use the last line to propose a suggested consolidated rating.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Insufficient technical personnel availability: The country lacks individuals possessing the requisite knowledge to provide the necessary technical inputs.	All outcomes		H					H	=	Throughout 2023. the Chief Technical Advisor position was advertised twice. yet it remained unfilled. In early 2024. it was decided that a national project coordinator would be hired to advance the project implementation. Therefore. the

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										search for CTA alternatives will be more straightforward.
Lack of technical staff in governmental institutions: The Grenada Transport Commission is new and lacks technical personnel.	All outcomes		M					M	=	The Grenada Transport Commission was officially launched on the 7th of May, 2024. as the implementing arm of the division of Transport within the Ministry of Infrastructure and Physical Development. Public Utilities. Civil Aviation and Transportation. The staff involved currently in the GTC is only strategic and administrative but does not have technical personnel onboard.
High impact climatic events (hurricanes, storm surges, etc.) disrupt power generation, damage electric vehicles, destroy infrastructure, and effect overall project execution. For details see the "climate risk assessment" section following this table.	Outcome 2	L	L					L	=	The likelihood and impact of the climatic events remain unchanged.
Lack of political buy-in and support for the uptake of electric vehicles and renewable energy leads to reduced support for the project, a lack of adoption of project strategies, policies and regulations, and reduced investment in renewable energy generation technologies	All outcomes	M	M					L	↓	The Grenada Transport Commission was officially launched in March 2024 by the Prime Minister. One of the main objectives is to advance the sustainable and resilient transportation..
Slow government approval processes leads to project strategies, policies and regulations not being approved or adopted before the end of the project.	Outcome 1	L	M					M	↑	The project will need an extension

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Gender issues are not effectively incorporated into project processes and products. leading to project's outputs and outcomes that are not gender sensitive	All outcomes	M	M					M	=	No significant events have occurred that would have altered the likelihood or impact of this risk.
Unstable coordination between different ministries to achieve the goals.	All outcomes		H					H	=	Due to high leadership turnover. the coordination established with other ministries is unstable. which can delay the delivery of outputs and impact the outcomes. Ministry of Finance is in charge of budget. therefore its' approval is key to do all hiring and procurement processes.
Leadership change: High turnover of management in critical organisations.	All outcomes		H					H	=	In 2022. significant shifts occurred in the composition of Congress following the elections. This turnover resulted in numerous fundamental personnel changes. Subsequently. throughout 2023. several key ministries underwent substantial restructuring. causing a one-year delay in initiating the project
		M	M					M	=	The prject has not started it execution and therefore most risks has not changed.

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

Additional mitigation measures for the next periods

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
Unstable coordination between different ministries to achieve the goals.	New risk	N/A	Inclusion of the three key actors for the project's delivery in weekly updates and follow-up meetings (Ministry of Finance. Ministry of Infrastructure and Physical Development. Public Utilities. Civil Aviation and Transportation and Grenada Transport Commission)	2024 Q4	PMU
Lack of technical staff in governmental institutions: The Grenada Transport Commission is new and lacks technical personnel.	New Risk	N/A	i) Support the GTC with the hiring process through the stakeholders identified in the analysis. including universities and international programs in the country.ii) Support the GTC on the training of the technical staff on electric mobility. including through the Regional Platform. Such as participating i) in the subregional event to be delivered Q3 or Q4 2024 and ii) in two planned capacity-building sessions within the regional platform.	i) S2 2024 and 2025ii) October 2024 and Q1 2025	i) PMU /UNEPii) PMU
Lack of political buy-in and	New Risk	N/A	i) Establish the national	i) By the end of 2024ii) By	i) EA. Grenada Transport

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
<p>support for the uptake of electric vehicles and renewable energy leads to reduced support for the project. a lack of adoption of project strategies. policies and regulations. and reduced investment in renewable energy generation technologies.</p>			<p>inter-sectoral electric mobility coordination body (GEMU) as stated in output 1.1. This will be supported by capacity building activities and technical studies ii) Deliver and start implementation of the stakeholder’s engagement plan (output 1.5) focused on the benefits of electromobility will be executed to provide bottom-up support for electric vehicles. leading to greater political support.iii)Conduct a long-term environmental break-even analysis to incorporate its findings into the long-term strategy to ensure effective GHG emission reduction (see output 1.2 for further information).</p>	<p>the end of 2024iii) 2024 Q4</p>	<p>Commission (GTC). government ministriesii) PMU. in collaboration and guidance from the governmental institutions involved with genderiii) PMU and hired technical consultants</p>
<p>Insufficient technical personnel availability: The country lacks individuals possessing the requisite knowledge to provide the necessary technical inputs.</p>	<p>New Risk</p>	<p>N/A</p>	<p>Present the situation within the Steering Committee to ask for support to assess the possibility of i) agreeing with another entity with technical knowledge (such</p>	<p>2024 Q3</p>	<p>Project Coordinator.</p>

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			as universities) or ii) having a regional consultant		
Leadership change: High turnover of management in critical organisations.	New risk	N/A	i) Create a new position (National Project Co-director) within the PMU so that two people from different organisations/departments can lead the project execution. It is advised that the GTC will remain the project lead. ii) Arrange the PMU. including the administration and finance assistant from the Ministry of Finance. Planning. Economic Development and Physical Development. iii) Ensure the contracting of the Project manager /coordinator. This hiring process is advanced but not finalised yet.	i) 2024 Q3ii) 2024 Q3iii) 2024 Q3	i) Grenade Transport Commission and the Ministry of Infrastructure and Physical Development. Public Utilities. Civil Aviation and Transportationii)Ministry of Infrastructure and Physical Development. Public Utilities. Civil Aviation and Transportationiii)Ministry of Infrastructure and Physical Development. Public Utilities. Civil Aviation and Transportation
Slow government approval processes leads to project strategies. policies and regulations not being approved or adopted before the end of the project.	New risk	N/A	Conduct a review of the project workplan taking into account delays to date and prepare the extension request. if deemed necessary. Review the stakeholders' analysis and	2024Q4	PMU

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			<p>establish follow-up activities with key actors to ensure their involvement in the regulation preparation phases. To mitigate this risk, the project workplan has been prepared to ensure that all strategies and plans are finalized a minimum of six months before project conclusion, and all draft regulations and laws are finalized a minimum of 12 months before project conclusion.</p>		
<p>Gender issues are not effectively incorporated into project processes and products, leading to project's outputs and outcomes that are not gender sensitive.</p>	<p>New risk</p>	<p>N/A</p>	<p>i) Execute the gender action plan (see section 3ii) Through its terms of reference, the Project Manager /Coordinator position will be tasked with leading the gender plan's execution and ensuring its compliance.ii) The project will further mitigate this risk by ensuring that all project activities are gender sensitive, for instance with regards to training sessions and the</p>	<p>i) 2024 Q4ii) 2024 Q3</p>	<p>i) Grenada Transport Commission (GTC) and the Ministry of Infrastructure and Physical Development, Public Utilities, Civil Aviation and Transportationii) PMU</p>

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
			processes for developing strategies, plans and regulations (as well as the resulting products).		

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 Amendment - GeoSpatial

Project Minor Amendments

Minor amendments are changes to the project design or implementation that do not have significant impact on the project objectives or scope, or an increase of the GEF project financing up to 5% as described in Annex 9 of the Project and Program Cycle Policy Guidelines. Please tick each category for which a change occurred in the fiscal year of reporting and provide a description of the change that occurred in the textbox. You may attach supporting document as appropriate

5.1 Table A: Listing of all Minor Amendment (TM)

Minor Amendments	Changes
Results Framework:	
Components and Cost:	
Institutional and implementation arrangements:	
Financial Management:	
Implementation Schedule:	
Executing Entity:	
Executing Entity Category:	
Minor project objective change:	
Safeguards:	
Risk analysis:	
Increase of GEF financing up to 5%:	
Location of project activity:	
Other:	

Minor amendments

5.2 Table B: History of project revisions and/or extensions (TM)

Version	Type	Signed/Approved by UNEP	Entry Into Force (last signature Date)	Agreement Expiry Date	Main changes introduced in this revision

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	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
St. George	12.044444444444	-61.741666666667		Capital of Grenada. in the island of Grenada	

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

[Annex any linked geospatial file]