

Project Implementation Report

FISCAL YEAR 2026

Reporting period: 1 July 2025 to 30 June 2026

UNEP GEF Coordination Office

United Nations Environment Programme

SECTION 1

1 PROJECT IDENTIFICATION

i In this section, you'll identify your project. Most fields are basic facts about the project that don't change year to year (project ID, title, financing, dates, key contacts).

1.1 Project Details

REFERENCE NUMBERS

GEF ID *	10629
<i>The 4–6 digit identifier from the GEF database.</i>	
Umoja WBS *	SB-020752
<i>Format: SB-XXXXXX. Found in the project's Umoja record.</i>	
SMA IPMR ID	124075
<i>The Strategic Management Application Implementation Plan and Monitoring Report ID.</i>	
Grant ID	S1-32GFL-000780
<i>Format: S1-XXXXX-NNNNNN.</i>	

PROJECT IDENTITY

Project Short Name *	Grenada E-mobility
<i>A short name to identify the project in lists. E.g. "Togo E-mobility".</i>	
Full Project Title *	Accelerating the introduction of low-emission and climate-resilient electric mobility in Grenada
<i>The full official title from the ProDoc.</i>	
Project Type *	Medium Sized Project (MSP)
Parent Programme (Optional)	GEF-7 Global Programme to Support Countries with the Shift to Electric Mobility
<i>If this is a child project of a larger programme, name the parent.</i>	
Project Scope *	National
Region *	Latin America and Caribbean
<i>E.g. "Asia Pacific" — or list multiple if cross-regional.</i>	
Countries *	Grenada
<i>List all project countries. Write them however you usually do — comma-separated, line-break, etc.</i>	
GEF Focal Area(s) *	Climate Change Mitigation
<i>E.g. Climate Change Mitigation, Biodiversity, International Waters, Land Degradation, Chemicals & Waste.</i>	

**DURATION**

Planned Duration * 34 (+27 months extension)

In months. E.g. "48".

Project Age at Reporting Date * 39

How long the project has been running, in months.

FINANCIALS

GEF Financing Amount * 1,050,917

Total GEF grant amount.

Co-financing (Total Planned) * 6,138,793

Total co-financing pledged at CEO endorsement.

Co-financing (Actual to date) * 59,800

Total co-financing materialized to date —
verified actual amount.

Total Disbursement (as of 30 June) * 134,102.00

Total disbursed by UNEP since project start.

Total Expenditure (as of 30 June) * 133,128.84

Total spent by EA since project start.

KEY DATES

CEO Endorsement / Approval * 06/05/2022

UNEP Project Approval Date * 02/12/2022

Start of Implementation * 13/03/2023

Date PCA came into force.

Date of Inception Workshop (Optional) 26/02/2025

Date of First Disbursement * 05/06/2023

Completion Date — Original PCA * 31/01/2026

Completion Date — Revised / Current PCA 30/04/2028

(Optional)

Only fill if the project has been formally extended or revised.

Midterm Review Undertaken? * n/a

Actual Mid-Term Date (Optional) Click to pick date (DD/MM/YYYY) — leave blank if MTR not done yet

Only fill if Midterm = Yes.

Expected Mid-Term Date <i>(Optional)</i>	31/07/2026
---	------------

Only fill if Midterm = No.

Expected Terminal Evaluation Date *	30/04/2028
--	------------

Expected Financial Closure Date *	30/04/2029
--	------------

1.2 Project Description

Describe the project in 3–5 paragraphs. Include the project objective, the problem being addressed, the main components, and the expected outcomes. If you've written this in the ProDoc, you can copy from there.

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 (GoG) 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 Contact

IMPLEMENTING AGENCY

Implementing Division(s) * Climate Change Division

The UNEP division(s) leading this project.

UNEP Portfolio Manager(s) * Asher Lessels

UNEP Task Manager(s) * Loana Vega

UNEP Budget / Finance Officer * Fatma Twahir

UNEP Support / Assistants (Optional) Luiza Schmidt and Carla Santoro

EXECUTING AGENCY

Executing Agency(ies) * Ministry of Finance; Planning; Economic Development and Physical Development
Full official name as it appears in the PCA.

Co-implementing Agency (Optional) Click here to type the name — leave blank if none

EA Manager / Representative * Ms. Isabel Morris

EA Project Coordinator / Manager * Ms. Nichole N. Gellineau

EA Finance Manager * Ms. Isabel Morris

EA Communications Lead (Optional) Click here to type the name — leave blank if none

Other Project Partners (Optional) Click here to list partners — leave blank if none
List any other organisations partnering on this project.

SECTION 2

2 OVERVIEW OF PROJECT STATUS

i In this section, you'll describe how the project is progressing this year — the ratings, the co-finance, stakeholder engagement, gender, safeguards, and management risks.

2.1 UNEP Programme of Work and UN Linkages

How this project links to UNEP's Programme of Work and UN frameworks.

Current UNEP Subprogramme(s) *

E.g. "Climate action subprogramme".

Thematic: Climate action subprogramme

Previous UNEP Subprogramme(s) (Optional)

Only if the subprogramme has changed during this project.

Click here to type previous name — leave blank if no change

PoW Indicator(s)

The Programme of Work indicators this project contributes to.

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 United Nations Environment Programme (UNEP) support.

UNSDCF / UNDAF Linkages

The UNSDCF/UNDAF outcome(s) this project contributes to.

The project contributes to the following strategic objective of the UN Multicountry SDCF- The English and Dutch Speaking Caribbean (2022- 2026):
 Priority area 3: Resilience to climate change and shocks and sustainable natural resource management
 - Outcome 5: Caribbean people, communities, and institutions have enhanced adaptive capacity for inclusive, gender responsive disaster risk management and climate change adaptation and mitigation
 – 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.

Relevant SDG Goal(s) *

E.g. "Goal 13: Climate Action, Goal 15: Life on Land".

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

Relevant SDG Target(s) *

E.g. "13.1, 13.2, 15.3".

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

One row per GEF core indicator or sub-indicator that this project reports against. Each indicator gets its own targets and materialised value. **The first row below is shown as a sample — replace with your data.** Press Tab in the last cell to add new rows.

Indicator	Mid-Term Target	End-of-Project Target	Total Target	Materialised to Date
Greenhouse gas emissions mitigated	0	243 tCO ₂	(i) Direct GHG emissions mitigated: 73,715 tCO ₂ e (ii) Indirect GHG emissions mitigated: 171,758 tCO ₂ e	0
People benefitting from GEF-financed investments	Women: 50 Men: 50	1120	Women: 470, Men: 650, Total: 1,120	1

Need more rows? Press Tab in the last cell of the bottom row to add an indicator.

2.3 Implementation Status & Risk

Fill in the PIR number and rating codes for THIS reporting year (FY 2026 — the leftmost column). Past years will be filled in automatically by the Implementing Agency (UNEP) from prior PIRs. If you see past-year cells that are blank, leave them as they are.

Past-year columns (FY 2025 and earlier) are auto-filled by UNEP from prior PIRs — do not edit. Only fill the FY 2026 column.

	FY 2026 THIS YEAR	FY 2025	FY 2024	FY 2023	FY 2022	FY 2021	FY 2020	FY 2019	FY 2018	FY 2017
PIR #	3rd PIR	2nd PIR	1st PIR							
Outcome s rating	MS — Moderately Satisfactory	MU	MS							
Outputs rating	MU — Moderately Unsatisfactory	MU	MU							
Risk rating	M — Moderate	H	M							

Summary of Progress this Reporting Period

Summarise progress towards outcomes and outputs, including the key achievements this reporting period. This is the most important narrative in the report — take your time.

Progress toward Outcomes (Summary of Section 3.1)



Overall progress toward achieving project outcomes is rated Moderately Satisfactory (MS). While implementation remains behind schedule in several key areas, particularly the procurement and deployment of project electric vehicles and the development of the national sustainable transport strategy, meaningful progress has been made in establishing the enabling conditions for achieving the project's intended results. Coordination mechanisms are functioning through the Project Steering Committee (PSC) and Technical Working Group (TWG), beneficiary ministries and vehicle specifications have been confirmed, procurement preparations have advanced, and important policy and regulatory progress has been achieved, including enhanced fiscal incentives for electric and hybrid vehicles and the validation of a roadmap for Electric Vehicle (EV) end-of-life and battery management. As the project's core emissions reductions and sustained EV usage depend on vehicle deployment, these results have not yet materialized; however, current progress indicates that the project remains reasonably positioned to achieve its outcomes provided that procurement and delayed technical activities are accelerated during the next reporting period.

Progress toward Outputs (Summary of Section 3.2)

Overall progress toward the delivery of project outputs is rated Moderately Unsatisfactory (MU). While total reported progress increased from 18% to 25% during the reporting period and important advances were achieved in selected areas, delivery remains uneven and several critical outputs are significantly behind the expected implementation trajectory. In particular, limited or no substantive progress has been recorded on the national sustainable transport strategy, the transport data system, and the development of road vehicle and fuel quality regulations. The electric vehicle and charging infrastructure pilots have advanced through preparatory and procurement-related activities, but deployment has not yet commenced. Progress on coordination, capacity-building, EV end-of-life management, and the successful introduction of fiscal incentives for electric vehicles are positive developments; however, accelerated implementation of delayed technical assistance, procurement, and policy outputs will be necessary during the next reporting period to bring overall delivery back on track.

Overall Project Risk Rating: M — Moderate

The project's overall risk rating is assessed as Moderate. While implementation risks remain, particularly those related to procurement delays, mobilization of specialized technical expertise, inter-institutional coordination, and the timely delivery of key technical and policy outputs, these risks are considered manageable within the remaining implementation period. The extension of the project through April 2028 provides additional time to address outstanding activities, while strengthened coordination mechanisms, ongoing procurement processes, and planned mobilization of technical support are expected to further reduce implementation risks. Continued close monitoring and accelerated delivery will nevertheless remain important to keep the project on track.

Summary of Challenges & Actions Taken to address them

Describe the main challenges encountered this reporting period and the corrective actions taken (or planned) to address them.

Implementation during the reporting period continued to be affected by delays in procurement, mobilization of technical assistance, and the sequencing of several policy and institutional outputs. The procurement and deployment of the pilot electric vehicles and charging infrastructure have taken longer than anticipated due to government procurement procedures, budget considerations, and the need to secure the necessary approvals.



In parallel, progress on the national sustainable transport strategy, transport data system, and road vehicle and fuel quality regulations has remained limited, as technical consultancy support has not yet been fully mobilized and additional coordination has been required to align project activities with complementary national and regional initiatives. These implementation delays have also contributed to the low level of project expenditure to date, with approximately 12% of the total project budget spent thus far. Expenditure is expected to increase significantly during the next reporting period as procurement of the pilot vehicles, charging infrastructure and other key project activities advances and associated payments are made.

To address these challenges, the project has strengthened coordination through the Steering Committee (SC) and Technical Working Group (TWG), confirmed beneficiary ministries and technical specifications for the pilot fleet, advanced procurement evaluations, and continued engagement with the Ministry of Finance (MoF) and relevant procurement authorities to facilitate acquisition of the vehicles and supporting infrastructure. For delayed policy and technical outputs, the project has prioritized alignment with ongoing initiatives, including Nationally Determined Contributions – Transport and Energy sectors (NDC-TEC) and the Organisation of Eastern Caribbean States (OECS) | UNEP Zero Waste Programme, to avoid duplication and ensure that project resources address remaining technical and institutional gaps. Consultancy arrangements are being advanced to support the sustainable transport, regulatory, data, and end-of-life management workstreams.

Despite these delays, progress was achieved in several enabling areas, including the introduction of a 100% import duty exemption for battery electric vehicles, validation of a legal roadmap for EV end-of-life and battery reuse, initiation of targeted capacity-building activities, and continued strengthening of institutional coordination. The project will need to accelerate procurement, technical assistance, and policy development during the next reporting period to translate these preparatory advances into operational results and keep delivery aligned with the remaining implementation timeframe.

2.4 Co-Finance

Planned Co-Finance *	6,138,793
-----------------------------	-----------

Actual Co-Finance to Date *	59,800
------------------------------------	--------

Co-Finance Justification

Explain why actual co-finance differs from planned co-finance. Note any delays or challenges in materialising co-finance commitments.

The variance between planned and actual co-financing reflects implementation timing rather than changes to co-financing commitments. During the reporting period, actual co-financing comprised primarily in-kind contributions from participating institutions, which have been assigned a monetary value. Lower-than-planned co-financing resulted from delays in procurement and consultant recruitment, which postponed expenditures for charging infrastructure, the 10 kW solar PV system, and other technical activities. Co-financing is expected to increase significantly during Q3 and Q4 2026 as procurement activities progress and scheduled vendor payments commence following the submission of procurement requests in Q2 2026.

2.5 Stakeholder Engagement

Date of PSC / Steering Committee Meeting * 15/10/2025

Most recent PSC meeting in this reporting period.

Stakeholder Engagement Narrative

Describe PSC meetings, consultations, workshops, and key partnerships during this period.

Stakeholder engagement during the reporting period focused on strengthening coordination, implementation alignment, and technical support from national, regional, and development partners. The Project Steering Committee (PSC) meeting held on 15 October 2025 brought together the United Nations Environment Programme (UNEP), the Grenada Transport Commission (GTC), the Ministry of Infrastructure, and other key stakeholders to review implementation progress and provide strategic guidance.

The Technical Working Group (TWG), comprising representatives from the GTC, Grenada Electricity Services (GRENLEC), Public Utilities Regulatory Commission (PURC), the Ministry of Finance - Procurement Division, and Ministry of Renewable Energy Division within the Ministry of Climate Resilience, The Environment & Renewable Energy, met three times between January and June 2026. The TWG supported implementation, particularly under Component 2, through technical review of EV specifications, charging infrastructure planning, and procurement preparation, with additional engagement from the Grenada Bureau of Standards (GDBS) and continued collaboration with the Ministry of Finance Procurement Division.

A strategic implementation workshop held on 10 April 2026, jointly coordinated by the Ministry of Mobilization, Implementation and Transformation (MIT), Grenada's GEF focal point, and the Project Steering Committee, brought together key government institutions and partners to review progress, update work plans, assess risks and mitigation measures, address financing and procurement challenges, and confirm priority actions for the deployment of EVs and charging infrastructure. Discussions also strengthened coordination with GRENLEC on grid impact assessments, renewable energy integration, and technical support required for project implementation.

Regional knowledge exchange and capacity building were advanced through participation in electric mobility forums and targeted learning activities. A technical webinar on climate-resilient electric buses supported dialogue among Caribbean stakeholders on renewable energy integration, solar PV applications, and Vehicle-to-Grid opportunities for SIDS. Collaboration with GIZ St. Lucia, the Grenada Solid Waste Management Authority (GSWMA), and Black Forest Solutions through the July 2025 workshop strengthened partnerships on EV end-of-life management and battery reuse, while Inspector Panchoo of the Royal Grenada Police Force participated in a GIZ St. Lucia workshop in September 2025 on EV operational safety, risk mitigation, and emergency response.

Overall, these engagements strengthened institutional ownership, technical coordination, and readiness for implementation of Grenada's electric mobility demonstration programme. Project information and relevant implementation updates will continue to be shared through appropriate and accessible communication channels, using formats and language suited to the needs of different stakeholder groups.

2.6 Gender

Does the project have a Gender Action Plan? * Yes

Gender Mainstreaming Activities

Describe gender mainstreaming activities and results, including participation rates by gender.

The project has an approved Gender Action Plan (GAP), which provides the framework for integrating gender-responsive considerations across stakeholder engagement, capacity building, community outreach, and project-supported electric mobility interventions. During the reporting period, gender considerations were incorporated into the planning of training, awareness-raising, stakeholder engagement, and pilot activities, with attention to promoting inclusive participation and access to project benefits.

However, implementation of the GAP remains at an early stage, and systematic evidence of gender-related results is still limited. Sex-disaggregated participation and beneficiary data have not yet been consistently collected across project activities, and reporting against GAP targets and indicators requires strengthening. As implementation accelerates, the project will systematically collect and report sex-disaggregated data and monitor progress against the GAP to enable a more robust assessment of gender outcomes.

During the next implementation period, particular attention will be given to promoting women's meaningful participation in consultations, governance arrangements, technical decision-making, and capacity-building activities. Gender considerations will also be further integrated into the EV pilot programme, sustainable transport planning, and relevant policy and regulatory work, including through consideration of barriers that may affect women's participation in and access to emerging electric mobility opportunities.

These measures are expected to strengthen gender-responsive implementation, improve monitoring of outcomes, and help ensure that the transition to electric mobility delivers equitable benefits for women and men.

2.7 ESSM (relating to safeguards)

ESSM compliance and risks during this period.

Was the project classified as moderate/high risk? * Yes

At project design.

If Yes, what safeguard risks were identified? * SS 3: Pollution Prevention and Resource Efficiency
SS 8: Labor and working conditions

Leave blank if you answered No above.

New environmental/social risks this period? * No

If Yes, describe the new risks * Click here to describe — leave blank if none

Leave blank if you answered No above.

Any complaints received this period? * No

If Yes, describe the complaints * Click here to describe — leave blank if none received

Leave blank if you answered No above.

ESSM Management Narrative *

Describe how environmental and social safeguards are being managed.

The project maintains its moderate/high environmental and social safeguard risk classification under Safeguard Standards SS3 (Pollution Prevention and Resource Efficiency) and SS8 (Labour and Working Conditions). No new environmental or social risks were identified during the reporting period, and no complaints or grievances related to environmental or social impacts were received. The project will revisit the Safeguard Risk Identification Form (SRIF) during the next implementation period to confirm that anticipated environmental and social risks remain comprehensively identified and that appropriate mitigation and management measures are reflected as procurement, infrastructure installation and pilot operations advance.

Progress under SS3 continued through activities supporting the establishment of an appropriate framework for electric vehicle and battery end-of-life management. The July 2025 joint workshop with GIZ St. Lucia and the Grenada Solid Waste Management Authority (GSWMA) resulted in a validated legal roadmap outlining recommended actions for strengthening waste management provisions related to electric vehicles, batteries, and resource recovery. Following validation of the roadmap, GSWMA is currently advancing revisions to the Waste Management Act through the OECS–UNEP Zero Waste Programme. The project is engaging with GSWMA to assess how provisions related to EV and battery end-of-life management can be incorporated into the revised framework and where additional project-supported technical assistance may be required.

Under SS8, labour and working condition requirements will be incorporated into procurement documentation and contractual arrangements for EVs and charging infrastructure, with compliance to be monitored during installation, commissioning and pilot operation. Progress in applying these requirements will be reported in the next PIR cycle.

2.8 Knowledge Management and Learning

Knowledge Activities and Products *

Knowledge products developed, events participated in, knowledge shared.

Knowledge management activities during the reporting period focused on strengthening national capacity, increasing awareness of electric mobility opportunities, and facilitating regional exchange among Small Island Developing States.

National capacity building: The project supported delivery of Grenada's first certified electric vehicle (EV) safety training for the Royal Grenada Police Force. Inspector Panchoo participated in the training to strengthen national technical capacity related to EV operations, safety considerations, emergency response, and sustainable end-of-life management of EV components.

Regional knowledge exchange: The project advanced regional learning through participation in the Latin America e-Mobility Forum and continued preparation for Caribbean-focused electric mobility knowledge-sharing activities. In addition, the project hosted a technical webinar on climate-resilient electric buses and grid integration, highlighting opportunities for renewable energy integration, resilient transport planning, and EV deployment approaches relevant to SIDS contexts.



Data and knowledge systems development: The project initiated steps to strengthen long-term monitoring and knowledge management through the planned integration of pilot vehicle performance data into digital monitoring tools, including the Multicriteria Planning (MCRIT) platform. This will support future tracking of electric mobility adoption, operational performance, and lessons learned from pilot implementation.

Main Learning During the Period *

Lessons learned during this period and how they'll influence future implementation.

Key learning during the reporting period highlighted the importance of early institutional alignment, coordinated planning, and adaptive implementation approaches to maintain project momentum. Strengthened institutional coordination and alignment: Engagement among the project team, the Grenada Transport Commission (GTC), UNEP, and national and regional partners reinforced the importance of aligning project activities with complementary initiatives, including the GIZ-supported NDC-Tech project, which supports National Determined Contributions (NDC) implementation in the Caribbean through transformation of the transport and energy sectors. This coordination helped identify areas of synergy and informed the consolidation and refinement of consultancy requirements under Components 1, 3, and 4 to improve efficiency, strengthen technical coherence, and minimize duplication.

Adaptive procurement and implementation planning: The project demonstrated the importance of flexible planning in response to external factors affecting electric mobility deployment, including global supply chain constraints and evolving market conditions. Procurement strategies are being adapted to account for supplier lead times, international shipping timelines, and infrastructure requirements, while advancing vehicle and charging infrastructure activities in a coordinated manner to support timely implementation.

Flexible and strategic mobilization of technical expertise: A key lesson has been the need for adaptable approaches to accessing specialized expertise within the available implementation timeframe. To support accelerated delivery, the project has developed and advanced Terms of Reference (TOR), for outstanding technical activities, while adopting a flexible engagement approach that allows for the recruitment of individual consultants, consulting firms, and relevant agencies or specialized institutions, depending on the nature and complexity of the required support. This approach is expected to enhance technical capacity, improve delivery efficiency, and ensure access to the appropriate expertise required to achieve project outputs.

2.9 Stories

Stories to be Shared *

A story illustrating the project's impact or a significant achievement this period. Helps GEF communications team showcase the work.



SECTION 3

3 PERFORMANCE

i In this section, you'll rate progress against each project outcome and each output. Please ensure that this aligns with the Project Structure and Log Frame from your Project Document. These tables grow — press Tab in the last cell to add new rows.

3.1 Rating of Progress Towards Achieving Project Outcomes

One row per objective or outcome indicator. The first column says "Objective" for the project objective row, or "Outcome 1", "Outcome 2" etc. **The first row below is shown as a sample — replaced with your data.**

Objective / Outcome	Indicator	Baseline	Mid-Term Target	End-of-Project Target	Progress (Current)	EA Summary	TM Rating
Objective: 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	243 tCO2e	0	No greenhouse gas emissions reductions have been recorded during the reporting period, as the pilot electric vehicles have not yet been procured or placed into operation. Emissions reductions are expected to begin once the electric fleet becomes operational and vehicle usage data can be collected and monitored.	MS — Moderately Satisfactory
	B. Number of direct beneficiaries disaggregated by gender (GEF core indicator 11)	0	Women: 50 Men: 50	Women: 470 Men: 650	1 male	Gender-disaggregated tracking will be systematically applied as training, capacity-building, and stakeholder engagement activities under Outputs 1.4 and 1.5 are implemented. During the reporting period, initial capacity development activities were advanced through the participation of Inspector Panchoo from the Royal	MS — Moderately Satisfactory



						Grenada Police Force in certified EV First Responders Training in September 2025, strengthening national capacity on EV safety and emergency response. In addition, project knowledge exchange and technical learning were supported through participation in the Latin America e-Mobility Forum in November 2025 and coordinated preparations for the Caribbean e-Mobility Forum. These activities contribute to building national technical capacity and informing future gender-responsive engagement and training activities under the project.	
1.- The government of Grenada 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	A total of five coordination meetings were held between October 2025 and June 2026 to support implementation oversight and strengthen national electric mobility coordination. While the GEMU has not yet been formally established as a standalone institutional mechanism, its intended coordination function is currently being supported through the existing project governance arrangements, including the PSC and TWG. These platforms have provided an effective mechanism for coordinating	MS — Moderately Satisfactory



						stakeholders, reviewing implementation progress, addressing technical issues, and supporting decision-making across project components. The project anticipates transitioning toward the establishment of the GEMU in Q1 2027. GTC, in collaboration with the PMU and relevant stakeholders, will support the development of the institutional model, including the definition of roles, responsibilities, and coordination arrangements. This phased approach will allow GEMU to be established in a practical and sustainable manner, aligned with national capacity and Grenada's long-term electric mobility objectives.	
	1.2. A national 2050 low-carbon and climate resilient sustainable transport strategy is adopted by the Ministry of Infrastructure Development, Public Utilities,	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 Implementation	0	Work toward the national sustainable transport strategy has not yet reached the analytical development stage. Discussions are ongoing with relevant stakeholders to define the scope of technical support and ensure alignment with existing initiatives, including the NDC-Tech programme.	MU — Moderately Unsatisfactory



	Transport and 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	0	No formal lessons learned products have been completed during the reporting period. However, the project has continued engagement with UNEP and regional partners to identify opportunities for documenting implementation experience, particularly related to electric mobility deployment challenges and solutions in Small Island Developing States.	MS — Moderately Satisfactory
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	0 km (project vehicles not yet procured)	Electric vehicle operation has not commenced because project vehicles have not yet been procured. Preparatory activities progressed through confirmation of six beneficiary ministries, completion of vehicle technical specifications, review through the regional e-mobility platform, and advancement of procurement processes. Once vehicles have been acquired and are deployed, operational data will be collected to measure usage and contribution toward emissions reduction objectives.	MS — Moderately Satisfactory
3.- The government	3.1 Regulatory proposals and/or	50% duty and tax	Report on regional and	3 regulatory proposals/tax	30%	The Government of Grenada implemented significant fiscal	S —Satisfactory



takes action towards implementing an enabling environment for facilitating the adoption of electric mobility at scale	tax reforms to enhance the competitiveness of electric vehicles formally considered by the Government	concession on the importation of electric and hybrid vehicles	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	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)		incentives for electric mobility adoption through the removal of import duties on battery electric vehicles and continued concessions for hybrid vehicles. This action exceeded the original project expectation and created a stronger enabling environment for future electric vehicle uptake. Further regulatory support activities will focus on remaining gaps related to vehicle standards, charging infrastructure, and market readiness.	
4.- The Government of Grenada takes actions towards implementing a regulatory framework for ensuring the environmental sustainability of low-carbon electric mobility	4.1.- Proposal for updated waste management act reviewed by the Ministry of Climate Resilience, The Environment, Forestry, Fisheries & Disaster Management considered by Cabinet	Waste Management Act, 2001 (doesn't consider electric or conventional vehicles)	Report of regional 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	Reviewed by the Ministry of Climate Resilience, The Environment, Forestry, Fisheries & Disaster Management and considered on at least one occasion by the Cabinet	25%	Important progress was achieved toward establishing a framework for environmentally sustainable electric mobility and the management of emerging EV waste streams. A national validation workshop held in July 2025, in collaboration with GIZ St. Lucia and the GSWMA, resulted in the validation of a roadmap for electric vehicle end-of-life management and battery reuse, fulfilling the project's Mid-Term Target. Building on this achievement, GSWMA is currently undertaking revisions to	S —Satisfactory



			recommendations for Grenada			the Waste Management Act, 2001, through an Organisation of Eastern Caribbean States (OECS) UNEP Zero Waste Programme, supported process involving a regional consultant. The project team is engaging with GSWMA to assess the integration of EV and battery waste management provisions within the draft legislation and identify opportunities for the project to provide technical support.	
--	--	--	-----------------------------	--	--	--	--

Need more rows? Press Tab in the last cell of the bottom row to add an outcome.

3.2 Rating of Progress Towards Delivery of Outputs

Please put one output per row. In the Component column, write the number and name (e.g. "1 Component 1: Institutional capacity"). Press Tab in the last cell to add rows.

Component	Output / Deliverable	Expected Completion	Previous (%)	Current (%)	EA Justification & Challenges	TM 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.	31/12/2027	15	30	The project coordination mechanism continued to strengthen during the reporting period. SC and TA continued to function as the primary coordination structures supporting project implementation and inter-institutional collaboration. Further strengthening of the GEMU structure, including formal Terms of Reference (TOR) and operational arrangements, remains an important next step to support long-term coordination beyond individual project activities.	MS — Moderately Satisfactory



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.	30/03/2027	5	5	Development of the sustainable transport strategy has not yet commenced through formal analytical outputs. During the reporting period, the project focused on strengthening coordination with complementary initiatives, including the GIZ St. Lucia-supported NDC-Tech initiative implemented through the Grenada Transport Commission (GTC). This engagement helped identify areas of alignment, avoid duplication of efforts, and clarify remaining technical needs to ensure that project resources effectively complement ongoing national transport and climate planning processes.	MU — Moderately Unsatisfactory
1.3: A national transport data system is established within the Ministry of Infrastructure Development, Public Utilities, Transport and Implementation	31/12/2027	0	0	No significant progress was recorded during the reporting period. The project has initiated discussions regarding potential integration with the MCRIT transport data platform being developed under complementary national initiatives. Further advancement will depend on technical consultancy support and agreement on data requirements, institutional ownership, and long-term maintenance arrangements.	MU — Moderately Unsatisfactory
1.4: Public and private stakeholders are trained on technical, financial and waste management aspects of electric mobility through a gender-sensitive capacity-building mechanism and the	31/12/2027	5	15	Capacity-building activities commenced during the reporting period, laying the essential foundation for expanded institutional readiness. Through a strategic workshop supported by GIZ Saint Lucia, Inspector Panchoo of the Royal Grenada Police Force participated in specialized training to build critical national capacity. This engagement focused on key operational safety	MU — Moderately Unsatisfactory



	Global Program on Electric Mobility				protocols, risk mitigation strategies, fire management techniques, and proper procedures for electric vehicle (EV) end-of-life handling. Looking forward, comprehensive training and capacity-building tracks will expand systematically once upcoming technical assistance resources are fully mobilized.	
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	31/03/2028	10	20	Progress during the reporting period focused on completing key preparatory activities required for implementation of the electric mobility pilot programme. Six beneficiary ministries were confirmed to participate in the pilot, representing the sectors of Finance, Youth and Sports, Education, Agriculture, Infrastructure, and National Security. Technical specifications for the pilot fleet were finalized and reviewed through the Latin America and Caribbean Regional Platform of the Global E-Mobility Programme, ensuring alignment with regional experience and international best practices. The procurement evaluation for the first two electric buses was completed, with Green Power identified as the recommended supplier. Implementation challenges during the reporting period have primarily related to procurement timelines, budget considerations, and the coordination of acquisition processes through government procurement procedures. Final confirmation of procurement arrangements for the remaining pilot vehicles is pending, and	MS — Moderately Satisfactory



					authorization from the Ministry of Finance, as project fund manager, is being sought to allow the Procurement Division to proceed with the acquisition of the full pilot fleet. The next steps include finalizing procurement approvals, completing vehicle acquisition, and advancing delivery arrangements, including shipping, commissioning, registration, and operational training for participating ministries and drivers. Subject to timely completion of these actions, the project anticipates deployment of the pilot fleet ahead of the planned official launch in December 2026.	
	2.2: The effectiveness of electric vehicle charging infrastructure, including through connection to grid-interactive solar photovoltaic installations, is demonstrated to key country stakeholders	31/08/2027	10	15	Progress was made during the reporting period to advance preparations for the deployment of the electric vehicle charging infrastructure supporting the pilot project in Grenada and Carriacou. In Grenada, six potential sites, representing all six parishes, were identified for the installation of charging infrastructure to support the pilot fleet. Kirani James Athletic Stadium and the Passport Office at the Botanical Gardens are among the candidate locations under consideration for the installation of 10 kW solar photovoltaic (PV) systems to support vehicle charging. In Carriacou, consideration is being given to the identification of at least two strategically located charging infrastructure sites at opposite ends of the island to maximize accessibility and network coverage.	MS — Moderately Satisfactory



					Procurement of the charging infrastructure is expected to be completed by September 2026, with installation and commissioning targeted for completion by late October 2026. This implementation schedule has been aligned with the planned delivery of the pilot vehicle fleet to ensure that the charging infrastructure is operational in advance of the official commencement of the pilot project on 1 December 2026.	
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	31/01/2028	0	0	During the reporting period, preparatory work advanced toward the development of the regulatory framework by defining the scope of required technical assistance and identifying opportunities to align with related national initiatives. While no formal regulatory outputs were completed during this period, these preparatory actions helped clarify the technical requirements and approach needed to support future regulatory development. The next steps include finalizing the consultancy engagement process and commencing technical work to support the development of the required regulatory outputs, ensuring alignment with Grenada's national policy priorities and the broader objectives of the electric mobility transition.	MU — Moderately Unsatisfactory
	3.2: A structured and time-adjusted import fiscal regime	31/02/2022	100	100	During the reporting period, the Government of Grenada implemented a 100 % import duty	HS — Highly Satisfactory



	for electric vehicles is submitted for adoption by the Ministry of Finance, Economic Development, Physical Development, Public Utilities and Energy				exemption for battery electric vehicles, exceeding the project's original policy target. This significant policy achievement strengthens the enabling environment for electric mobility adoption by improving the affordability and accessibility of EVs and demonstrates strong national commitment to advancing low-emission transport solutions. The achievement represents a key milestone under the project's policy component and provides a foundation for future EV market development and scale-up. Continued efforts will focus on leveraging this enabling policy measure alongside other planned regulatory, infrastructure, and awareness activities to support sustained electric mobility uptake.	
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	30/03/2028	25	40	The project has made initial substantive progress toward strengthening the framework for electric vehicle end-of-life management and battery reuse. A national validation workshop held in July 2025, in collaboration with GIZ St. Lucia and the GSWMA, validated a legal roadmap with recommendations on EV waste streams, battery management, reuse, and resource recovery. GSWMA is currently revising the Waste Management Act, 2001, through an OECS/UNEP Zero Waste Programme-supported process. The project is coordinating with GSWMA to ensure that relevant recommendations from the validated roadmap, particularly on EV battery end-of-life, reuse, safe handling, and storage, are	MS — Moderately Satisfactory



					considered within the legislative review. The project is also finalizing consultancy arrangements to provide complementary technical support and address identified gaps while avoiding duplication with the ongoing review process. Technical consultations have further highlighted the importance of prioritizing battery reuse and second-life applications and considering regional solutions for recycling and final disposal, given Grenada's scale and infrastructure constraints. Formal review and submission of the proposed legislative and policy updates for government adoption remain pending.	
Total progress			18%	25%		

Need more rows? Press Tab in the last cell of the bottom row to add an output.

SECTION 4

4 RISKS

i In this section, you'll log all project risks and describe how you're mitigating them. Please ensure you use the Safeguard Risk Identification Form (SRIF) to help you fill out this section. Risks are tracked across multiple PIRs — past columns are pre-filled.

4.1 Project Management Risk

Rate each management risk factor from BOTH the EA's perspective and the Task Manager's perspective. Use the drop-downs in each cell.

Risk factor	EA Rating	TM Rating
1. Management structure & roles Are roles clear? Is the team well-structured?	Moderate <i>Project management arrangements have improved through more clearly defined roles among the PMU, GTC, MIT, SC, and TWG. The governance structures are functioning and coordination has strengthened. However, the absence of a dedicated TA within the PMU during much of the reporting period and delays in finalizing PMU disbursement arrangements have constrained technical delivery and delayed mobilization of additional consultants. Recruitment of technical support and strengthening of implementation capacity are ongoing.</i>	Moderate
2. Governance & oversight Is the steering committee functional? Are decisions documented?	Low <i>Governance arrangements have strengthened during the reporting period. SC met in October 2025, while more than three TWG meetings and a broader multi-stakeholder workshop in April 2026 supported implementation oversight, work plan updates, risk review, and mitigation planning. Existing governance mechanisms are functioning effectively, with the formal establishment of the GEMU expected in Q1 2027.</i>	Low
3. Implementation schedule Is the project on track? Are milestones being hit?	Substantial <i>The project experienced some schedule slippage during the reporting period, primarily due to staff turnover in 2025, consultancy mobilization, procurement</i>	Moderate



timelines, and residual institutional effects following Hurricane Beryl (July 2024). While the immediate impacts of Hurricane Beryl preceded the reporting period, some residual effects continued to influence implementation. These have been addressed through the revised workplan, extended implementation period, flexible consultancy arrangements, and a proactive implementation approach led by the Project Manager. Remaining schedule adjustments are considered manageable.

The TA is expected to come on board in October 2026, with all remaining consultants expected to be in place by Q4 2026. The Project Manager has assumed additional responsibilities to support implementation, with targeted support from the TWG. All pilot vehicles have been selected and pilot sites determined.

The pilot programme is anticipated to commence in Q4 2026 or Q1 2027, with vehicles expected on island sufficiently in advance for training and operational preparations. Remaining risks are limited and relate primarily to transportation and logistics and potential disruptions associated with the national election cycle.

Overall, implementation remains within a manageable trajectory under the revised workplan and extended project period, with measures in place to support completion of the remaining activities and pilot launch.

4. Budget

Is the budget realistic and tracking actual spend?

Moderate

Budget management remains manageable, with no significant reallocation required to date. However, implementation delays have affected expenditure levels, and increased pressure exists to accelerate procurement, consultancy mobilization, and technical activities within the revised implementation timeframe. The revised

Moderate

disbursement mechanism between GTC and the Ministry of Finance has improved financial coordination.

5. Financial management

Are financial controls in place? Audits clean?

Low

Budget management remains on track, with no significant reallocations required to date. Implementation delays, including procurement of pilot vehicles and mobilization of consultants, have affected the pace of expenditure; however, these activities are expected to be substantially regularized by Q4 2026 in line with the revised implementation schedule.

The revised disbursement mechanism between GTC and the Ministry of Finance has strengthened financial coordination and supported effective management of project resources.

Low

6. Reporting

Are progress reports timely and accurate?

Moderate

Reporting quality and coordination have been strengthened through proactive oversight by the Project Manager and targeted engagement with key stakeholders. In the absence of the TA, the Project Manager has supported selected non-technical deliverables and coordination functions, helping maintain continuity in implementation. The Project Manager also facilitates coordination across participating institutions and stakeholders, while the TWG is engaged as needed to provide technical input and support decision-making on activities under Component 2. Improved documentation and follow-up mechanisms have strengthened the tracking of progress, implementation challenges, and agreed actions. Required project reports and submissions have remained timely and well ahead of established deadlines.

Moderate

7. Capacity to deliver

Does the EA have the capacity to deliver the project?

Moderate

GTC, as executing agency, continues to demonstrate adequate institutional capacity, with implementation led by the Project Manager and supported by coordination with MIT, the SC and the

Moderate



TWG. Technical inputs are further supported by GRENLEC, GSWMA, and PURC, as required.

The TA function has been managed on an interim basis by the Project Manager for non-technical aspects, with technical support provided through the TWG where needed. Recruitment and mobilization arrangements are progressing, with the TA expected to be in place by October 2026, further strengthening technical capacity for the remaining implementation period.



4.2 Risk Log

One row per risk. The Δ (delta) column shows whether the risk has changed since the last PIR. Past PIR columns are pre-filled by the Implementing Agency (UNEP).

Overall project risk rating →		L/M/S/H	L/M/S/H	L/M/S/H	L/M/S/H	Δ	
Risk Description	Affecting	CEO ED	PIR 1	PIR 2	PIR 3 (current)	Δ	Justification
Insufficient technical personnel availability: The country lacks individuals possessing the requisite knowledge to provide the necessary technical inputs.	All outcomes	L/M/S/H	H	H	H — High(unchanged)	= (unchanged)	Limited availability of specialized technical expertise continues to constrain implementation, particularly under Components 1, 3, and 4. The Technical Advisor position remained vacant during the reporting period, while several specialized consultancies were still pending. The Technical Advisor is expected to join in October 2026 and remaining consultants by Q4 2026, which should strengthen technical capacity and support accelerated delivery. Given that these resources were not yet in place during the reporting period, the risk remains High.
Lack of technical staff in governmental institutions: The Grenada Transport Commission is new and lacks technical personnel.	All outcomes	L/M/S/H	M	M	M — Moderate	= (unchanged)	GTC continues to operate with limited technical resources relative to its expanding role in electric mobility planning and implementation. The TWG and Project Manager have helped maintain technical coordination and implementation continuity, but further capacity strengthening remains necessary as procurement, infrastructure deployment, and regulatory activities advance. The planned mobilization of the Technical Advisor and specialized consultants is expected to help address remaining gaps.
High impact climatic events (hurricanes, storm surges, etc.) disrupt power	Outcome 2	L/M/S/H	L	S	S — Substantial	= (unchanged)	Climate-related hazards remain a significant risk to transport and energy infrastructure in Grenada. No major climate event directly disrupted implementation during



generation. damage electric vehicles. destroy infrastructure. and affect overall project execution. For details see the “climate risk assessment” section following this table.							the reporting period; however, lessons from Hurricane Beryl continue to inform project design. Reconstruction of the Limlair Solar Plant incorporated enhanced resilience specifications, and similar climate-resilient considerations are being integrated into planned EV charging and renewable energy infrastructure.
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	L/M/S/H	M	M	L — Low	↓ (decreased)	Government commitment to electric mobility remained strong during the reporting period, demonstrated by the introduction of a 100 per cent import duty exemption for battery electric vehicles and continued participation of government institutions through the PSC, TWG, and project activities. These developments reduce the likelihood of insufficient political support. Continued engagement will be important to sustain momentum through upcoming institutional transitions.
Slow government approval processes lead to project strategies. policies	Outcome 1	L/M/S/H	M	M	M — Moderate	= (unchanged)	Administrative and approval processes continue to affect implementation timelines, particularly for procurement and mobilization of technical support under Components 1, 3, and 4. Preparatory work has nevertheless advanced,



and regulations not being approved or adopted before the end of the project.							including development of Terms of Reference and coordination with responsible institutions. Timely approvals remain critical to completing outstanding policy, regulatory, and procurement-related activities within the revised implementation period.
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	L/M/S/H	M	M	M — Moderate	= (unchanged)	The Gender Action Plan continues to guide gender-responsive implementation, and gender considerations were incorporated into planning for stakeholder engagement, capacity building, and electric mobility activities. However, systematic sex-disaggregated monitoring and reporting of gender results remain limited. The risk therefore remains Moderate until implementation and monitoring against GAP commitments are strengthened.
Unstable coordination between different ministries to achieve the goals.	All outcomes	L/M/S/H	H	S	S	= (unchanged)	Inter-institutional coordination improved through strengthened Steering Committee engagement, regular TWG meetings, and the April 2026 multi-stakeholder implementation workshop. These mechanisms have supported better alignment on procurement, implementation planning, and technical decisions. However, challenges remain regarding timely approvals, clarity of institutional roles, and coordination of responsibilities, justifying the continued Substantial rating.
Leadership change: High turnover of management in critical organisations.	All outcomes	L/M/S/H	H	M	M	= (unchanged)	Changes in personnel within key government institutions continue to pose a risk to implementation continuity. The PMU, Steering Committee, TWG, and technical focal points have helped preserve institutional knowledge and coordination. The planned establishment of GEMU in Q1



							2027 is expected to further strengthen continuity and clarify institutional responsibilities.
The national election cycle introduces risk of political disruption, institutional transitions, and reduced government engagement with project activities.	All outcomes	L/M/S/H			S — Substantial	New	Grenada's upcoming election cycle may affect implementation continuity through changes in government leadership, administrative priorities, and approval processes. This period coincides with critical milestones, including procurement finalization, pilot deployment, and establishment of GEMU. Continued engagement with Permanent Secretaries, technical focal points, and participating institutions will be important to preserve institutional continuity and implementation momentum.
Project management risk: cumulative implementation delays, limited technical capacity within the project team, and competing management demands may affect timely delivery of remaining project activities.	All outcomes				M	New	Project management arrangements have strengthened through clearer roles, improved coordination and oversight, and enhanced documentation and follow-up mechanisms. However, cumulative implementation delays, the continued absence of dedicated technical support within the PMU during the reporting period, pending specialized consultancies, and the need to manage multiple procurement and implementation processes concurrently continue to place pressure on project management capacity. The risk is therefore assessed as Moderate. Recruitment of the Technical Advisor and mobilization of remaining consultants are expected to strengthen implementation capacity during the next reporting period.

Need more rows? Press Tab in the last cell of the bottom row to add a risk.



4.3 Outstanding Moderate, Significant & High Risks

For each outstanding risk **with a rating of Moderate or higher**, describe what was done and what's planned next.

Risk	Previous Actions Decided	Actions Taken This Period	Next Steps	When	By Whom
1. Insufficient availability of specialized technical personnel	Assess technical capacity gaps across key institutions and mobilize specialized expertise to support implementation. Strengthen alignment with national and regional technical partners and clarify technical support requirements.	The Technical Advisor Terms of Reference were finalized and advertised. In parallel, the project adopted a more flexible approach to mobilizing expertise through individual consultants, consulting firms, and specialized institutions. Technical requirements for outstanding activities under Components 1, 3 and 4 were further consolidated and refined.	1. Complete recruitment of the Technical Advisor. 2. Mobilize consultancy support for outstanding activities under Components 1, 3 and 4. 3. Closely monitor delivery of technical assignments to ensure that delays are recovered within the revised implementation period.	Q3-Q4 2026	PMU, TWG,
2. Lack of technical staff in governmental institutions	Assess the technical needs of key institutions and strengthen national technical capacity and inter-sectoral coordination through targeted technical assistance and stakeholder engagement.	The Technical Working Group continued to provide a mechanism for pooling technical expertise across transport, energy, regulatory and financial institutions. Engagement with GRENLEC, GSWMA, PURC and other technical partners strengthened access to specialized support despite continued	1. Embed knowledge transfer and capacity-building in technical assignments. 2. Clarify technical roles and institutional responsibilities as GEMU arrangements are formalized.	Q4 2026 – onwards	PMU, GTC, TWG.



		staffing limitations within GTC.			
3. High-impact climatic events affecting EV, charging and renewable energy infrastructure	Integrate climate-risk considerations into the design and deployment of project-supported transport and energy infrastructure and apply lessons from previous extreme weather events.	No major climate event directly disrupted implementation during the reporting period. Lessons from Hurricane Beryl (2024) were incorporated into resilience planning, including reconstruction of the Limlair Solar Plant using improved resilience specifications. Climate resilience considerations were also incorporated into charging infrastructure and renewable energy planning.	1. Continue applying climate-resilient specifications to charging and renewable energy infrastructure. 2. Maintain climate-risk considerations throughout installation, commissioning and operation of project-supported infrastructure. 3. Continue monitoring exposure of planned sites and assets to extreme weather risks.	Q4 2026 and onwards	PMU, GTC, TWG
4. Slow government approval processes affecting timely adoption and delivery of project outputs	Strengthen engagement with responsible ministries, clarify institutional responsibilities, improve administrative and financial processes, and accelerate approval of project amendments and implementation arrangements.	Terms of Reference for outstanding technical activities were developed and engagement with responsible institutions was strengthened. A revised financial coordination and disbursement mechanism between GTC and the Ministry of Finance was also established to improve implementation	1. Maintain early and regular engagement with responsible ministries on forthcoming decisions and approvals. 2. Closely track approval timelines for policy, regulatory and procurement-related outputs and escalate delays where necessary through project governance structures.	Q3–Q4 2026 and ongoing	PMU, GTC, Ministry of Finance and relevant line ministries



		efficiency and reduce administrative delays.			
5. Gender considerations not effectively incorporated into project processes and products	Implement the Gender Action Plan and integrate gender-responsive considerations into stakeholder engagement, capacity-building and project activities.	Gender-responsive considerations were incorporated into planning for stakeholder engagement, capacity-building and electric mobility interventions. Planned activities under Outputs 1.4 and 1.5 were designed to support inclusive participation, including women and other underrepresented groups.	1. Strengthen sex-disaggregated participation and beneficiary data collection and monitoring against the GAP. 2. Promote women's meaningful participation in consultations, governance, technical decision-making, and capacity-building. 3. Integrate gender analysis into the EV pilot, transport planning, and relevant policy and regulatory activities.	Q4 2026 onward	PMU, Ministry of Social & Community Development, Housing and Gender Affairs,
6. Unstable coordination between ministries and institutions	Reassess project governance; strengthen the Steering Committee; clarify institutional roles and responsibilities; improve coordination between GTC, relevant ministries and technical institutions; and progress establishment of the Grenada E-Mobility Unit (GEMU).	Institutional coordination improved through the Steering Committee, regular Technical Working Group meetings and the April 2026 multi-stakeholder implementation workshop. The workshop supported refinement of work plans and procurement schedules and improved alignment between government	1. Convene the next Steering Committee meeting and maintain regular TWG coordination. 2. Formalize GEMU operational arrangements and clarify institutional responsibility for outstanding activities.	Q3 2026–Q1 2027	PMU and GTC



		departments and complementary national initiatives. A revised financial coordination mechanism between GTC and the Ministry of Finance was also established.			
7. Leadership change and turnover in critical organisations	Strengthen governance structures and institutional ownership so that project implementation is not dependent on individual office-holders, while maintaining engagement across relevant government institutions.	Steering Committee and Technical Working Group arrangements continued to provide institutional continuity and cross-government coordination during the reporting period. The April 2026 multi-stakeholder workshop further broadened institutional engagement and supported clarification of implementation priorities and responsibilities.	1. Maintain engagement with senior technical officials and Permanent Secretaries. 2. Formalize roles and responsibilities through GEMU and other project governance arrangements. 3. Maintain clear documentation of decisions, responsibilities and implementation status to facilitate institutional handover where leadership changes occur.	Q3–Q4 2026 and ongoing	PMU
8. National election cycle affecting implementation continuity	None — new risk identified during the current reporting period.	Initial mitigation commenced through monitoring of Grenada's electoral calendar and continued engagement with technical focal points and Permanent Secretaries to preserve	1. Maintain consistent engagement with technical focal points, Permanent Secretaries and participating institutions throughout the election cycle. 2. Finalize critical procurement and implementation decisions	Q3–Q4 2026 and throughout the August 2026–June 2027 election cycle	PMU, Ministry of Finance, GTC, stakeholders in the steering committee



		implementation continuity ahead of the election period.	as early as possible, particularly vehicle and infrastructure procurement. 3. Maintain formal documentation of institutional responsibilities, decisions and project knowledge to facilitate continuity in the event of leadership or administrative transitions.		
9. Project management risk: cumulative implementation delays, limited technical capacity within the project team, and competing management demands may affect timely delivery of remaining project activities. The project team's technical capacity remains constrained, particularly as the Technical Advisor position has not yet been filled, while several specialized technical consultancies are also still pending.	Strengthen project management arrangements, clarify roles and responsibilities, improve coordination and oversight, and accelerate recruitment, procurement, consultancy mobilization and financial processes.	Project management arrangements were strengthened through clearer roles among the PMU, GTC, MIT, Steering Committee and TWG, regular technical coordination, and improved documentation of implementation challenges and corrective actions. A revised disbursement mechanism between GTC and the Ministry of Finance improved financial coordination, while procurement processes and consultancy arrangements were advanced. However, the continued absence of dedicated technical	1. Maintain an updated implementation plan identifying milestones, responsibilities, and critical-path activities. 2. Monitor procurement, consultancy delivery, expenditure, and reporting against agreed timelines and escalate material delays. 3. Conduct regular management reviews focused on activities critical to achievement of project outcomes.	Q3–Q4 2026, with continued monitoring throughout the remaining implementation period	PMU and GTC, with oversight from the Steering Committee



		support within the PMU and delays in mobilizing specialized consultants have constrained technical delivery and increased management pressure across multiple parallel workstreams.			
--	--	---	--	--	--

Need more rows? Press Tab in the last cell of the bottom row to add a mitigation action.

SECTION 5

5 AMENDMENTS & LEGAL AGREEMENTS

i In this section, you'll record any project amendments and revision history. Please ensure you have all relevant documents related to project changes, such as PSC documents or revised legal agreements.

5.1 Minor Amendments

For each item below, mark Yes if there has been an amendment to that aspect of the project this period.

Results Framework amended? *	No
Components and Cost amended? *	Yes
Institutional Arrangements amended? *	No
Financial Management amended? *	No
Executing Entity amended? *	No
Executing Entity Category amended? *	No
Minor Project Objective Change? *	No
Safeguards amended? *	No
Risk Analysis amended? *	No
Increase of GEF Project Financing up to 5%? *	No
Co-Financing amended? *	No
Location of project activity amended? *	No
Other amendments? *	Yes

Description of Minor Amendments *(Optional)*

If you marked Yes for any amendment above, describe what changed and why.

The first project revision was undertaken to address implementation delays experienced during the initial years of the project. The revision redistributed the project budget to better align available resources with the revised implementation schedule and the anticipated timing of activities and expenditures. It also provided a 27-month no-cost extension, extending the project's technical completion date to April 2028. These adjustments were intended to provide sufficient time and an appropriate financial framework for the completion of outstanding activities following delays associated with Hurricane Beryl, governance challenges, and personnel turnover.

5.2 Legal Agreements Log

One row per formal revision. Leave blank if no revisions. Press Tab in the last cell to add rows.

Version	Type	Signed	Entry Into Force	Expiry	Main Changes
Original PCA	PCA	13/03/2023	13/03/2023	31/01/2027	N/A
Rev 1	Extension	14/12/2025	14/12/2025	30/04/2029	Project management arrangements have strengthened through clearer roles, improved coordination and oversight, and enhanced documentation and follow-up mechanisms. However, cumulative implementation delays, the continued absence of dedicated technical support within the PMU during the reporting period, pending specialized consultancies, and the need to manage multiple procurement and implementation processes concurrently continue to place pressure on project management



					capacity. The risk is therefore assessed as Moderate. Recruitment of the Technical Advisor and mobilization of remaining consultants are expected to strengthen implementation capacity during the next reporting period.
--	--	--	--	--	---

Need more rows? Press Tab in the last cell of the bottom row to add a revision.

SECTION 6

6 GEO-LOCATION

i In this section, you'll record where your project works on the ground — the geographic locations and coordinates relevant to this reporting period.

6.1 Geo-Location Information

One row per project location. Use **Decimal Degrees (WGS84)** — e.g. **-1.286417, 36.817223** for **Nairobi** — to 6 decimal places. This is the format used by OpenStreetMap, GeoNames, and most web mapping tools. If your source coordinates are in DMS or another format, convert them at <https://coordinates-converter.com>. Leave blank if not applicable.

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

Need more rows? Press Tab in the last cell of the bottom row to add a location.

Further Geo-Referenced Information (Optional)

Any additional notes on project geography that don't fit the table above.

Click here for additional notes — leave blank if none

