

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: 10283	Umoja WBS: SB-019945
SMA IPMR ID: 98949	Grant ID: S1-32GFL-000683
Project Short Title: Saint Lucia E-mobility	
Project Title: Support the Shift to Electric Mobility in Saint Lucia	
Duration months planned:	38
Duration months age:	26
Project Type:	Medium Sized Project (MSP)
Parent Programme if child project:	10114
Project Scope:	National
Region:	Latin America and Caribbean
Countries:	Saint Lucia
GEF Focal Area(s):	Climate Change Mitigation
GEF financing amount:	\$ 785,688.00
Co-financing amount:	\$ 4,196,863.00
Date of CEO Endorsement/Approval:	2021-06-07
UNEP Project Approval Date:	2022-04-21
Start of Implementation (PCA entering into force):	2022-05-31
Date of Inception Workshop, if available:	2023-04-13
Date of First Disbursement:	2022-08-05
Total disbursement as of 30 June 2024:	\$ 200,000.00
Total expenditure as of 30 June:	\$ 41,534.00

Midterm undertaken?:	n/a
Actual Mid-Term Date, if taken:	
Expected Mid-Term Date, if not taken:	
Completion Date Planned - Original PCA:	2025-08-01
Completion Date Revised - Current PCA:	2028-01-31
Expected Terminal Evaluation Date:	2026-02-28
Expected Financial Closure Date:	2026-08-01

1.2 Project Description

Executing Agency: Department of Sustainable Development

Objective: Accelerate the introduction of electric mobility in Saint Lucia through capacity-building and electric vehicle demonstration and prepare it for scaling-up and replication through the development of electric mobility policies, business models and finance schemes.

Component 1: Institutionalization of low-carbon electric mobility

This component addresses the existing institutional barriers that restrict the introduction of EVs in Saint Lucia, with a focus on private and public fleets, public transport and taxis. The project intends to create an institutional body within the National Climate Change Committee (NCCC) in order to coordinate the relevant actions currently dispersed among the departments in charge of transportation policy, vehicle approval, energy efficiency, electricity market, climate change and waste management so that a consistent e-mobility strategy can be prepared, agreed and implemented by relevant stakeholders. The strategy will also be consistent with a policy effort in the transportation sector to improve passenger mobility, prioritizing sustainable options, as a pre-requisite to electrification. The collection of reliable data of passenger transport demand and supply, to be updated periodically, is a key project contribution for the development of the strategy and the future development of sound transport policies and adequate monitoring of GHG emissions from transport.

Component 2: Short term barrier removal through low-carbon e-mobility demonstrations

This component aims to provide evidence through demonstrations to local stakeholders of the viability of electric mobility. It will address non-financial barriers related to a lack of confidence and awareness of the viability of electric mobility for island conditions through the demonstration of electric vehicles in government and private fleets. This will serve to mobilize the governmental services and the private sector to establish the appropriate procurement documents, to undertake the necessary staff training and to implement the necessary charging infrastructure. Additionally, the MRV system will serve to improve the fleet management practices within the government and to raise awareness, reaching out to the private sector, and to vehicle dealers and importers.

Component 3: Preparing for scale-up and replication of low-carbon electric mobility

This project component seeks to provide the enabling conditions for the broad and long-term deployment of EVs, by building upon the favorable institutional framework developed under component 1 and the evidence provided by component 2. It aims to establish the financial, regulatory and operational conditions for new and imported used EVs to be introduced in public and private fleets, public transport, taxis, and purchased by individuals. The incentives and business models developed within this component will provide a level playing field to EV car dealers and to fleet managers willing to benefit from the lower operating costs and higher reliability of EVs.

Component 4: Long-term environmental sustainability of low-carbon electric mobility

Component 4 focuses on building capacity and establishing policies, standards, and regulations to ensure the long-term environmental sustainability of electric mobility in Saint Lucia. This component addresses the challenges vehicle end-of life so that the ELV management system in the island is strengthened, the necessary burden is fairly shared by car-dealers and importers, and batteries and other EV components are managed following international best practice.

1.3 Project Contacts

Division(s) Implementing the project	Climate Change Division
Name of co-implementing Agency	
Executing Agency (ies)	Department of Sustainable Development; Ministry of Education; sustainable Development, Innovation, Technology and Vocational Training
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	Anita Montoute
Project Manager	Nissa Paul Alexander
Finance Manager	Khalifah Vidal
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 7.b By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States and landlocked developing countries, in accordance with their respective programmes of support 13.2 Integrate climate change measures into national policies, strategies and planning 13.b Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth, and local and marginalized communities

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

	Targets - Expected Value	
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Indicators	Mid-term	End-of-project	Total Target	Materialized to date
6- Greenhouse gas emissions mitigated	48 tonnes CO2	194 tonnes CO2	Direct: 206,322 tCO2eIndirect: 480,023 tCO2e	
11- People benefitting from GEF-financed investments	20 women 20 men	183 women 178 men	Women: 663Men: 658Total: 1,321	7 Women (Emergency Services)22 Men (Emergency Services)

Implementation Status 2023: 2nd 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	2nd PIR	MS	S	M
FY 2023	1st PIR			L
FY 2022				
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

Summary of status

Component 1 - Institutionalization of Low-Carbon Electric Mobility

1. Project branding for the project developed and approved.
2. Demo of the project website to be shared in the very near future
3. Consultancy on Safe Passenger Mobility Policy with Gender Action plan in progress
4. TWG's established
5. Updated National Energy Policy

- 6. Draft Stakeholder Consultation Plan in progress
- 7. Workshops and meetings in progress

Component 2- Short-Term Barrier Removal Through Low-Carbon E-Mobility Demonstrations

- 1. The project has secured financing from the gov't of SLU to procure EV's for the pilot demonstration.
- 2. The project has secured funding from the GEF to cover incremental cost of the vehicles procured.
- 3. The GOSL has contacted and commenced the UAE Solar Carport project near the Hewanorra International Airport (HIA).
- 4. The PMU is working closely with external agencies to explore the possibility of including renewable energy options into the project.
- 5. The project is exploring the possibility of a pilot demonstration targeting vulnerable women and single mothers while strategically incorporating public transport.
- 6. Continuation of workshops and meetings.
- 7. The PMU is preparing major training sessions targeting mechanics, drivers and public sector professionals. The PMU has also invited the private sector to capitalize on this opportunity.

Component 3 - Preparing for Scale-Up and Replication of Low-Carbon Electric Mobility

- 1. The Government of Saint Lucia (GOSL) has a functioning solar EV Carport at Union
- 2. The GOSL signed a contract with a local company for the maintenance and upkeep of its EV Charging infrastructure across the island.
- 3. The PMU has engaged the Ministry of Tourism to explore the possibility of transitioning within their sector, more specifically electrification of car rentals and tourism taxis, including the strategic location of chargers.
- 4. One financial institution has developed loan products and financing options that make EVs more accessible for businesses and individuals.

Component 4- Long-Term Environmental Sustainability of Low-Carbon Electric Mobility

The Department of Sustainable Development recently completed a National Assessment, Gap Analysis and Recommendations for End-of-Life Vehicle Management as part of the GEF#10729 & #10472 Implementing Sustainable Low and Non-Chemical Development in Small Island Developing States (ISLANDS), Saint Lucia report.

The Project has a risk rating of M. Despite overall project progress, the delayed access to the USD\$1.4 million in-cash co-financing from the Executing Agency, which is crucial for the advancement of all four project components, has introduced some implementation risks. To mitigate these challenges, the project team has proactively collaborated with project partners possessing similar deliverables. Attached in the documents uploaded is an example of one such collaboration.

2.4 Co Finance

Planned Co-	\$ 4,196,863
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finance:	
Actual to date:	2,292,928
Progress	<p>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</p> <p>Throughout the reporting period, significant progress has been made in terms of materializing the expected co-finance contributions from various ministries and departments, each playing a crucial role in the successful implementation of the Supporting the Shift to Electric Mobility in Saint Lucia project.</p> <p>Department of Sustainable Development in the Ministry of Education, Sustainable Development, Innovation, Science, Technology, and Vocational Training</p> <p>The Department of Sustainable Development has committed in kind co-financing through logistical support, totalling USD\$18,912. Staff members actively participated in key project activities, including the inception workshop, project steering committee meetings, stakeholder consultations, and evaluation meetings. Furthermore, the Department provided office space for essential personnel, such as the Chief Technical Advisor, the Financial Monitoring and Evaluation Officer, and the Project Technical Assistant. This provision facilitated seamless collaboration and communication among team members, thereby enhancing the overall efficiency and effectiveness of project management[JO1] .</p> <p>Ministry of Infrastructure, Ports, Energy, and Transport</p> <p>The Ministry of Infrastructure, Ports, Energy, and Transport, particularly the Department of Infrastructure, Ports, and Energy, according to the CEO Endorsement, committed USD\$2,156,585 to the project. In November 2023 the Government of Saint Lucia mobilized the total amount of USD\$ 2,142,500 to commence the construction of a new solar carport at Hewanorra Airport. This co-financing effort underscores the Ministry's commitment to advancing sustainable infrastructure and renewable energy solutions. The solar carport project is a significant milestone, aiming to generate renewable power for airport operations, thereby reducing reliance on conventional energy sources and lowering the carbon footprint. This strategic investment highlights the Ministry's broader vision of sustainable development, innovation, and energy efficiency.</p> <p>Ministry of Finance, Economic Development and Youth Economy</p> <p>The Ministry of Finance has committed USD\$144,650 for the procurement of electric vehicles (EVs) and charging infrastructure for project demonstrations for the fiscal year 2024-2025. This financial commitment is crucial for enabling practical demonstrations, EV technology's benefits and feasibility that showcase the benefits and feasibility of EV technology. These demonstrations aim to highlight the operational capabilities, cost-efficiency, and environmental advantages of EVs, promoting wider adoption and integration within the transportation sector.</p> <p><u>ADDITIONAL CO-FINANCING</u></p> <p>GIZ NDC-TEC</p> <p>Through its Supporting the implementation of NDCs in the Caribbean – transforming the transport and energy sectors towards a low-carbon and climate-resilient future, the GIZ NDC-TEC project has partnered with the Supporting the Shift to Electric Mobility Project to implement a number of project activities, notably activities directed at Components 1 & 2. The GIZ NDC-TEC mobilized USD\$3,920 to cover the cost of the venue rental, procurement of</p>

	<p>an event facilitator and the catering for the National Electric Mobility Stakeholder Consultation held at the Bay Gardens Inn.</p> <p>Saint Lucia Fire Service</p> <p>The Saint Lucia Fire Service (SLFS) partnered with the GEF-7 EV project to deliver training in EV Emergency response to the island's first responders. The total co-finance mobilized by the SLFS is in the amount of USD\$946.00</p> <p>Challenges Encountered</p> <p>Despite the significant progress and materialization of co-finance, several challenges were encountered:</p> <p>Resource Allocation: Ensuring all departments and ministries had the necessary resources and infrastructure in place required careful planning and coordination, which occasionally led to minor setbacks. As a result we continue to face some challenges in accessing the in cash co-financing committed by the Executing Agency (Department of Sustainable Development), and therefore were not able to report on this particular co-financing in this reporting period (USD 1,400,000.0).</p> <p>Technical Challenges: The construction of the solar carport and the integration of EV charging infrastructure faced technical challenges that needed to be addressed to ensure compatibility and efficiency.</p> <p>Notwithstanding these challenges, the project has made significant strides towards its goals, thanks to the robust co-financing and support from the involved ministries and departments. The continued commitment and collaboration among these entities are essential for overcoming these challenges and achieving the project's objectives.</p>
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2.5. Stakeholder

Date of project steering committee meeting	2023-11-14
Stakeholder engagement (will be uploaded to GEF Portal)	<p>The Stakeholder Consultation was a collaboration of the GEF-funded "Supporting the Shift to Electric Mobility in Saint Lucia" project and the GIZ NDC-TEC "Supporting the implementation of NDCs in the Caribbean" project which is also focused on electric vehicles. The consultation aimed to bring together key stakeholders to discuss the challenges and opportunities of transitioning to electric vehicles (EVs) on the island and exploring opportunities for collaboration. The first session provided a summary of the state of affairs from key stakeholders covering electricity generation and charging infrastructure, energy policy and renewable energy projects, finance and investment, capacity building and market considerations.</p> <p>Some key presentations by stakeholders included:</p> <p>Saint Lucia Electricity Services Limited (LUCELEC) who presented on their renewable energy efforts and challenges, including land acquisition for solar farms. The presenter also described LUCELEC's plans to upgrade charging stations and expand the network to be</p>

	<p>publicly accessible. The utility company also highlighted their commitment to continued communication and collaboration on e-mobility in Saint Lucia.</p> <p>Sir Arthur Lewis Community College (SALCC) showcased their initiatives related to e-mobility, including faculty development, specialized course offerings, skills development for students, research projects, and policy advocacy.</p> <p>Bank of Saint Lucia (BOSL) presented the financial products offered, where it offers to support the purchase of solar PV systems and electric vehicles. The banking institution also invited participants to take advantage of their 100% financing on electric vehicles, giving everyone an opportunity to become an EV owner.</p> <p>The second session focused on breakout sessions and discussions. Participants were given guided questions and placed in four groups to discuss and present on the following policy development areas, electric vehicle demonstration, end-of-life vehicle management, training and capacity building.</p> <p>Overall, the project met its objective by promoting discussion and collaboration. This will be further expounded on with the establishment of the project's Technical Working Groups (TWGs).</p> <p>In 2024, the project established three (3) Technical Working Groups led /co-led by a selected PSC member to support the successful implementation of the project by providing expert advice, facilitating stakeholder engagement, and fostering collaboration at various levels, including liaising with thematic working groups of the global program.</p> <p>The three Technical Working Groups (TWGs) are instrumental in the successful implementation of the Supporting the Shift to Electric Mobility in Saint Lucia project by focusing on specific aspects of the project namely:</p> <ol style="list-style-type: none">1. Policy development and Institutional Framework: <p>TWG1 Led by the Department of Sustainable Development (see complete list of working group members in the attached documents) is tasked with playing a pivotal role in creating a conducive environment for the adoption of electric vehicles by identifying and addressing institutional barriers.</p> <p>By developing a comprehensive e-mobility strategy and policy, TWG1 will provide support and advice in developing a clear roadmap for</p>
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the transition to electric vehicles.

2. Demonstration and Scale-Up:

TWG2 led by the Department of Energy and Co-led by the Department of Transport (see complete list of working group members in the attached documents) is tasked with the essential role of assisting with accelerating the adoption of electric vehicles through successful demonstrations, to include private sector participation.

This working group will also be pivotal in providing technical expertise and support, to ensure that the pilot demonstration is effective and informative.

This working group will also assist with the development of strategies for upscaling electric vehicles which will be crucial for long-term success.

3. Environmental Sustainability:

TWG3 led by the Solid Waste Management Authority and Co-led by the Department of Transport (see complete list of working group members in the attached documents)is tasked with focusing on the critical issue of end-of-life vehicle management, ensuring that the transition to electric mobility is environmentally sound.

This working group will work alongside other agencies in developing a robust framework for ELV management and contribute to the project's sustainability goals.

4. Stakeholder Engagement:

All three TWGs are tasked with undertaking stakeholder engagements, to ensure the project aligns with the needs and priorities of various sectors that will be impacted in one way or another by the transition. This collaborative approach is expected to foster buy-in and support for the project.

5. Knowledge Sharing and Capacity Building:

	<p>The TWGs will contribute to knowledge sharing and capacity building among project stakeholders. This will be supported by the Global Programme’s Regional Platform, whose role it is to foster collaboration and address regional challenges, which will be instrumental in supporting the Technical Working Groups by providing essential knowledge, technical expertise, and resources. The TWGs are of the firm opinion that leveraging this type of support will help build a strong foundation for the electric mobility project and sector in Saint Lucia.</p> <p>In summary, the Technical Working Groups are essential to the success of the Supporting the Shift to Electric Mobility in Saint Lucia project. By addressing key challenges and opportunities, the TWGs will help to accelerate the adoption of electric vehicles and contribute to a more sustainable future for the country.</p>
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2.6. Gender

Does the project have a gender action plan?	No
Gender mainstreaming (will be uploaded to GEF Portal):	<p>A gender Action Plan will form part of the Project Safe Passenger Mobility Policy (deliverable 1.2.3). As such, the Supporting the Shift to Electric Mobility (STSTEM) in Saint Lucia project demonstrably promotes women's involvement in various aspects.</p> <p>This includes increased female participation with the inclusion of seven firewomen in the Electric Vehicle Emergency Response training held in December 2023, at the Fire Service Training School in Saint Lucia. Additionally, a young woman was part of the Sir Arthur Lewis Community College's EV conversion team. Their participation is testimony to challenging traditional gender roles within the transportation sector, inspiring other females to follow in their footsteps.</p> <p>The STSTEM project acknowledges the importance of women's perspectives. The project has been deliberate in ensuring that NGO's representative of women are included in the discussions and have input in the decisions made when executing project activities. Raise Your Voice Saint Lucia is a leading NGO that has been championing the cause of single and vulnerable mothers. Ms. Sealys heads this organization and is a sitting member of Technical working Group 1, ensuring their needs and priorities are incorporated into decision-making processes.</p>

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?</p> <p>Yes</p> <p>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</p> <ul style="list-style-type: none"> - The energy source for the EV is mainly diesel in Saint Lucia. Although EVs are likely to improve environmental impact of pollution and GHG, further efficiency--from types of cars, battery sizes, energy source and so on-- can be explored when drafting government's energy and transportation policies. Financing, subsidies and other incentives should be explored for the policy advice in order to avoid or minimize the potential financial burden to local consumers, taxi drivers (as they are target groups of the project) and economically deprived groups. The policy the project is developing should consider incorporating non-motorized vehicles and pedestrians' access and their safety associated with the noiseless EVs. - GHG emission reduction and cost efficiency of battery reuse, recycle should be fully explored for sound circular economy. - Data collection should be on the potential suppliers, demands
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	(market growth potential for the near future), their impacts to diverse socioeconomic groups as well as the GHG reduction, energy saving and air pollution. - The project will encourage women’s employment in the transport sector. We encourage analysis to understand needs and ideas of local residents (men and women in different locations and livelihoods) and incorporate them for gender-responsive transportation policy, strategy and EV roll out.
New social and/or environmental risks	Have any new social and/or environmental risks been identified during the reporting period? No If yes, describe the new risks or changes?
Complaints and grievances related to social and/or environmental impacts	Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period? No If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?
Environmental and social safeguards management	The energy source for the EV is mainly diesel in Saint Lucia. Although EVs are likely to improve environmental impact of pollution and GHG, further efficiency--from types of cars, battery sizes, energy source and so on-- can be explored when drafting government’s energy and transportation policies. Financing, subsidies and other incentives should be explored for the policy advice in order to avoid or minimize the potential financial burden to local consumers, taxi drivers (as they are target groups of the project) and economically deprived groups. The policy the project is developing should consider incorporating non-motorized vehicles and pedestrians’ access and their safety associated with the noiseless EVs. - GHG emission reduction and cost efficiency of battery reuse, recycle should be fully explored for sound circular economy. - Data collection should be on the potential suppliers, demands (market growth potential for the near future), their impacts to diverse socioeconomic groups as well as the GHG reduction, energy saving and air pollution. - The project will encourage women’s employment in the transport sector. We encourage analysis to understand needs and ideas of local residents (men and women in different locations and livelihoods) and incorporate them for gender-responsive transportation policy, strategy and EV roll out.

2.8. KM/Learning

Knowledge activities and products	Knowledge Products PMU GEF-7 EV project- Guidance and Terms of Reference with Workplan for the Supporting the Shift to Electric Mobility in Saint Lucia project Technical Working Groups.
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	<p>Saint Lucia Electricity Services - Can a Fleet of Electric Vehicles Decarbonise an Entire Island Nation?</p> <p>Rocky Mountain Institution Report (RMI)</p> <p>GOSL - Extension of Tax Concessions on Hybrid and Electric Vehicles</p> <p>GEF-UNEP Supporting the Shift to Electric Mobility in Saint Lucia Project & GIZ NDCT-TEC Synergies and activities identified for collaboration</p> <p>Knowledge Activities</p> <p>Stakeholder Consultation to reintroduce the project</p> <p>Electric Vehicle Emergency Response Training</p>
Main learning during the period	<p>Reduce range anxiety among current EV owners and potential EV owners. Shared information on the various locations to access charging stations.</p> <p>The training equipped firefighters with the knowledge and skills to safely respond to EV emergencies. Firefighters learned about EV battery systems, fire behavior, and proper response techniques to minimize risks and ensure public safety.</p>

2.9. Stories

Stories to be shared	<p>https://drive.google.com/file/d/1FVV5QuxBd4MZ7mLeQqXXxUhSCgf6vHcc/view?usp=drivesdk</p> <p>GEF-7 EV PMU- Saint Lucia Sets Course for Electric Mobility</p>
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<https://thepalladiumgroup.com/news/Can-a-Fleet-of-Electric-Vehicles-Decarbonise-an-Entire-Island-Nation>

Testimonials

<https://youtu.be/jh-eJQ89zmg?si=Uok7UFj4qGk2jMJe>

https://youtu.be/l0_ZXjvKs88?si=jkoqdhPsiETNecQG

https://youtu.be/DIG4eR2B0bs?si=tAU6PVPbIZ_lvxKQ

<https://youtu.be/Op8wqyhwnlo?si=aX8O5Es2Pqe7-CRC>

<https://youtu.be/xvZO8lYwggg?si=y0Qrll8oGGg9Z8zX>. Electric Scooters

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 electric mobility through capacity-building and electric vehicle demonstration, and prepare the country for scaling-up and replication through the development of electric mobility policies, business models and finance schemes	A: Tonnes of GHG emissions avoided	0	48 tons avoided	194 tons avoided	0	No change recorded since the last report on GHG emission avoided	S
	B: Number of direct project beneficiaries (women and men using or trained in EVs)	0	20 women and 20 men	183 women and 178 men	7 women 22 men	Capacity building delivered to firefighters.	S
	C: Number of indirect project beneficiaries (women and men living in the area served by improved public transport or accessing project dissemination materials)	0	100 women and 100 men	3600 women and 2400 men	20%	Since commencing implementation of the project the number of women and women who are also stakeholders have had access to all the project materials developed and disseminated.	S
1.- The Saint Lucian government enhances coordination, planning and capacity for promoting electric mobility	1.1: An inter-sectorial coordination body is established within the government	A body exists. The Saint Lucia Road Transport Board	N/A	2 meetings in project year 3	5%	Working with TWG1 to establish a Sub-Committee of the Road Transport Board who will have direct oversight of the EV past the GEF funded activities.	S
	1.2: Draft Sustainable Passenger Mobility Policy and national low-carbon e-mobility strategy are delivered to the government for adoption	No policy and strategy exists	No policy and strategy exists	Draft policy and strategy delivered to the government for	5%	Working closely with technical working group 1 to develop the concept for the policy.	S

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
				adoption			
2.- The Saint Lucia government gains confidence in using electric vehicles	Government kilometers target for use of electric fleet is met	30,000 km per year	200,000 km	660,000 km	0	The pilot has not yet started	MU
3. - The Saint Lucian government takes action towards implementing an enabling environment and business models for promoting low-carbon electric mobility	3.1: Regulatory and tax reforms for the uptake of electric vehicles in Saint Lucia delivered to the government for adoption	Existing regulations and taxes on vehicles, including electric vehicles	N/A	Draft regulatory and tax reforms delivered to the government for adoption	30%	The draft policy is being developed	MS
	3.2: Number of business models and financial schemes for electrification of public and private fleets developed	0	1 financial scheme developed	1 financial scheme and 4 business models developed	1	One financial institution has independently developed loan products and financing options that make EVs more accessible for businesses and individuals.	S
4.- The Saint Lucian government takes action towards implementing policy frameworks for ensuring the long-term sustainability of low-carbon electric mobility	Draft policy framework for ensuring the long-term environmental sustainability of electric mobility delivered to the Ministry of Education, Innovation, Gender Relations and Sustainable Development for adoption	0	Comprehensive review of existing and planned international regulations on second-life battery use and recommendations for the Saint Lucia context	Draft policy framework delivered to the government for adoption	20%	The Department of Sustainable Development recently completed a National Assessment, Gap Analysis and Recommendations for End-of-Life Vehicle Management as part of the GEF#10729 & #10472 Implementing Sustainable Low and Non-Chemical Development in Small Island Developing States (ISLANDS), Saint Lucia report.	MS

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 low-carbon electric mobility	1.1: An inter-sectorial coordination body is established within the government	2027-01-31	40	45	Technical Working Group 1 will work with the country's Division of Transport to be later established as the Intersectoral Coordination Body. The Guidance and Terms of Reference to join this working group is prepared and ready for circulation. Delay in establishment of TWG due to high delays in approval from executing agency	HS
	1.2: Sustainable Passenger Mobility Policy delivered for governmental approval	2024-10-30	0	0	As per the project document this consultancy is expected to run parallel to the Sustainable Road Transport Policy. To ensure timely completion of this output, the project has identified gaps in the TORs developed for the transport policy and will complement this policy with a Safe Passenger Mobility Policy with a Gender Action Plan. A draft terms of the terms reference was developed and is undergoing internal review.	MU
	1.3: National low-carbon e-mobility strategy delivered for governmental approval	2025-01-31	0	20	Draft E-Mobility Strategy is developed, to be submitted for peer review after internal review.	S
	1.4: Key public and private stakeholders trained on e-mobility technologies, including through the global programme on e-mobility	2025-07-31	20	20	Chief Technical Advisor participated in the LAC Mobility Forum in Bogota Colombia from March 18-21, 2024	S

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
2 Short term barrier removal through low-carbon e-mobility demonstrations	2.1: The Saint Lucia government gains confidence in using electric vehicles	2027-01-31	0	0	The pilot project has not started but the GOSL has contracted and commenced the UAE Solar Carport project near the Hewanorra International Airport (HIA)	MS
	2.2: Demonstration of at least 15electric vehicles in public and private fleets conducted and new charging infrastructures installed	2025-04-30	0	20	TWG 2 was established to provide technical, organizational, and regulatory advice related to the design and implementation of the e-mobility pilot demonstrations. The working group is divided into 3 sub-groups to deliver outputs based on the TWG workplan:TWG2 Subgroup 11. Selection of car fleets participating in the pilot demonstration2. Technical characteristics of electric vehicles3. Technical charging stations4. locations of charging stations5. workplan for successful implementation of the demonstrations projectTWG2 Subgroup 21. Development of MRV plan2. E-mobility recommendations and procurement guidelines to fleet managers.3. Regulatory proposal on vehicle approval and periodic technical inspection, including electric vehicles.4. Regulatory proposal on technical approval and installation of public and private charging	S

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
					stations.5. Regulatory proposal on public transport authorizations and concession contracts to improve quality and stimulate6. electrification.7. Tax reform proposal to facilitate fiscal stability while Saint Lucia transitions towards e-mobility.TWG2 Subgroup 31. Identification of training needs2. Recommendation on training approaches	
	2.3: Professional training delivered (electric vehicle safety, driving, and maintenance) and demonstration results communicated to national and local decision makers and other stakeholders in Saint Lucia	2026-12-31	40	45	Firefighters received electric vehicle emergency response training in December 2023.	S
3 Preparing for scale-up and replication of low-carbon electric mobility	3.1: Regulatory and tax reforms for the uptake of electric vehicles in Saint Lucia delivered to the government for approval	2025-10-31	30	40	There are existing incentives applied to electric vehicles. The Cabinet of Ministers has approved the extension on hybrid and full electric vehicles to August 2024	S
	3.2: Business models, financial schemes and procurement guidelines for electric vehicle fleets and charging stations delivered to government and car dealers	2026-01-31	10	20	Positive responses from the country's financial institutions , offering 100% financing on electric vehicles, affording every Saint Lucian the opportunity to own an EV	MU
4 Long-term environmental sustainability of electric mobility	4.1: Analysis of current management of vehicles at their end-of-life undertaken and recommendations based on international best practice delivered to government for approval	2025-04-30	0	30	In 2023 Saint Lucia carried out a National Assessment, Gap Analysis and Recommendations for End-of-Life Vehicle Management as part of the GEF#10729 & #10472 Implementing Sustainable Low and	S

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
					Non-Chemical Development in Small Island Developing States (ISLANDS). The report provided an analysis of the status of End-of-Life Vehicle (ELVs) management in Saint Lucia, focused on revamping its current End-of-Life Vehicle (ELV) management system to one that prioritizes environmentally sound practices which is also the focus of Component 4 of the "Supporting the Shift to Electric Mobility (STSTEM) in Saint Lucia Project".	
	4.2: Updated legislation on end-of-life vehicle management, including electric vehicles and second-life use of their batteries, delivered to the government for adoption	2025-07-31	0	20	The Saint Lucia Solid Waste Management Authority is reviewing its current legislation. It is expected that the authority will consider legislation directed towards the circular economy as much effort is being directed to effective management of battery component of electric vehicles. The project (TWG3) is working closely with the SLSWMA to ensure Electric vehicles are included.	MU
	4.3: New business models, including the responsibility of vehicle distributors, delivered to the government and ELV management companies	2026-01-31	0	0	No update to report as at June 30, 2024	S
	4.4: Awareness and capacity of public, private and civil society stakeholders on management of electric vehicles at their end of life enhanced	2026-04-30	0	25	Project Website under development. Project branding complete. Communications plan for the project demonstrations in draft.	S

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	Low	Low
2 Governance structure - Oversight	Low	Low
3 Implementation schedule	Low	Low
4 Budget	Substantial	Substantial
5 Financial Management	Low	Low
6 Reporting	Low	Low
7 Capacity to deliver	Low	Moderate

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
Leadership change: change in leadership and priorities in the government	All outcomes	L	L	L					=	E-mobility is not a controversial political issue. therefore the probability of leadership change is considered very low risk. as there is high political consensus on energy policy and transport electrification.
Higher upfront cost of electric vehicles may pose a barrier to implementation and scale	Outcome 2	M	M	M						This risk is a barrier that will be addressed during project

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
up of activities										implementation through project activities. It is not a risk to execution of project activities (and thus will not be considered in the risk table below).
Objection or low commitment from industry (car dealers and corporate end-users) to technology changes.	All outcomes	M	M	L						During the soft Launch of TWG2 car dealers reported on some new developments regarding the introduction of electric vehicles to the Saint Lucian market. One car dealer reported that one manufacturer will be making a certain model available to Saint Lucia by October 2024. Another dealer reported they are currently in discussion with a Chinese automaker to introduce a new EV brand to the Saint Lucian market. Car dealers commended the GEF-7 EV project for driving this readiness agenda and have confirmed their full commitment to a transition to electric vehicles. This risk is a barrier that will be addressed during project implementation through project activities. It is not a risk to execution of project activities (and thus will not be considered in the risk table below).

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
Time lag of results: Major legislation. policies. regulations developed through the project may not be approved by GoSL before the end of the project period.	Outcome 1	M	M	L						The updated National Energy Policy emphasizes reducing dependence on fossil fuels and increasing renewable energy sources. The Shift to Electric Mobility project has been extended and directly aligns with these goals. potentially making it easier for the Government of Saint Lucia to approve legal instruments developed before the end of the project. This risk is a barrier that will be addressed during project implementation through project activities. It is not a risk to execution of project activities (and thus will not be considered in the risk table below).
Inadequacy of the exit strategy and lack of ownership of the program after the end of the GEF funded activities and inability to source resources to continue the program's activities in the medium/long term (including thematic working groups and support and investment platforms).	All outcomes	M	H	L						The project has recommended a Sub Committee of the RTB to be established to ensure continuity of the programme past the to ensure continuity after the end of the GEF funded activities. including. promotion of the activities in the short and long term. The Saint Lucia's Road Transport Board is a government-established body under the Motor Vehicles and Road Transport Act with responsibility for overseeing and regulating all aspects

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										<p>of road transportation on the island. It comprises representatives from various sectors, including government, public transportation, and the private sector. The Board's primary functions involve advising the Minister on all matters relating to road transportation. According to the Act the Board has the authority to:</p> <ul style="list-style-type: none"> • appoint committees comprising such persons having such qualifications as the Board considers necessary for the proper carrying out of its functions; and • delegate to such committees any function as it considers necessary. <p>The Board also may appoint persons from outside of its general membership. Technical Working Group 1 is tasked with helping to set up this sub-committee by:</p> <ul style="list-style-type: none"> • Developing a comprehensive exit strategy that will outline clear goals, roles, and responsibilities for transitioning program activities to the RTB. • Strengthening institutional capacity by providing access to training and development to manage the program effectively. • Developing

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										measurable indicators to track the program's progress and impact after the GEF funding ends. • Engaging stakeholders to build a broad support base. • Developing a long-term plan for the program, including financial, operational, and institutional aspects.
Materials from EVs (e.g. from batteries) generate environmental pollution.	Outcome 2	L	L	L						This risk is a barrier that will be addressed during project implementation through project activities. It is not a risk to execution of project activities (and thus will not be considered in the risk table below).
Traditional gender barriers in the transport sector remain, and women are marginalized in accessing new e-mobility jobs.	All outcomes	H	H	M						The project is preparing a draft proposal for a school transportation EV pilot, for submission to the Ministry of Education targeting single and vulnerable mothers. This pilot will encourage women to participate in the activities of the STEM project moreover giving them the opportunity to be gainfully employed in a sector that is mainly dominated by men, and most importantly ensure women are equally considered.
Higher public transport fares due to additional costs of higher quality services, jeopardizing mobility of low-income groups.	All outcomes	L	M	M						This is a regulated sector. To achieve low fares, the government will need to consider operating alongside

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										private operators in the public transport sector.
Risk of budget constraints due to increased consultancy costs and challenges in accessing the committed co-financing of 1.4 million	all outcomes			M						Inflation has resulted in some setbacks in commencing consultancies as there is a significant difference in cost budgeted by the project and what was submitted in the Expressions of Interest to conduct consultancies advertised. . This may hinder project implementation and negatively impact overall progress.
				M						

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
Time lag of results: Major legislation, policies and regulations developed through the project may not be approved by GoSL before the end of the project period.	The project develops its proposals on regulations, taxes, strategies and policies collaboratively with key stakeholders and delivers them early enough to facilitate legislative or governmental approval. Additional support provided	Utilize the expertise of the Technical Working Groups (TWG). (TWG1) is established to Support stakeholder engagement in the development of the e-mobility strategy and sustainable passenger transport policy and advise	A. Strategy. Policy Development & Implementation: 1. Implement the TWGs workplan containing regular meetings and decision-making processes. B.- Stakeholder Engagement: 1. Conduct at least	A timeline is established in the workplan developed by the TWGs. This document (pg. 12-15) is uploaded in the portal for further details. From 2024 Q3 to 2025 Q2From 2024 Q3 TO 2025 Q2From 2024 Q3 to 2025Q2	Technical Working Groups with the support of the Project Management Unit and the Executing Partners of the GEF-7 EV Project. Full details is provided in the Guidance and TORs of the TWGs

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	to government to help with adoption of some legislation. Awareness-raising campaigns to gain public support.	on the make-up of the e-mobility sub-committee of the Saint Lucia Road Transport Board. As part of the awareness raising, the project has been actively working on the development of the project website. In addition to its website the project has an approved logo which will be the official logo of the project. More information detailing the project branding is uploaded to the Portal.	three stakeholder engagement activities including workshops. focus group discussions with diverse stakeholder groups.2.Conduct surveys and stakeholder interviews to identify and evaluate perspectives, concerns, and priorities C. Documentation and Reporting: 1.Document key discussions, decisions, and recommendations. 2.Prepare progress reports and submit them to the National Project Director		
Inadequacy of the exit strategy and lack of ownership of the program after the end of the GEF funded activities and inability to source resources to continue the program's activities in the medium/long term (including thematic working groups and support and investment platforms).	The project provides an e-mobility strategy and subcommittee as the key instruments for project ownership and sustainability. The project encourages the development of revolving-fund schemes in the participating fleets based on the operating costs saved by EVs. The project	Establishment of Technical Working Group 1	Transition to E-mobility Subcommittee: 1. Formulate a comprehensive transition plan for TWG1 to successfully establish a Sub-Committee of the SLRTB .2.Implement the plan in collaboration with the SLRTB to ensure a smooth transition.	A timeline is established in the workplan (pg.12 - 15) developed by the TWGs. This document is uploaded in the portal for further details.2025 Q2 to 2025 Q4	Technical Working Groups with the support of the Project Management Unit and the Executing Partners of the GEF-7 EV Project. Full details is provided in the Guidance and TORs of the TWGs

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	provides financial schemes and business models. as well as projections on cost reduction of EVs and when they will become competitive or least cost. to facilitate the sustainability of the fleet electrification effort. The project provides a policy for public transport and taxi sector reforms. that will subsequently facilitate the electrification of these fleets.				
Traditional gender barriers in the transport sector remain. and women are marginalized in accessing new e-mobility jobs.	Specific professional training activities are envisaged within the project. targeting women in priority.	The project is collaborating with NGOs with specific focus on women. These NGOs have been invited to sit on the project's TWGS. Women are included in the discussion and decision-making process.	Train women to operate and manage electric public buses	2025 Q2 to 2025 Q4	Potential new pilot project in collaboration with the GEF-7 EV project
Risk of budget constraints due to increased consultancy costs and challenges in accessing the committed co-financing of 1.4 million.	New risk	The Project Manager had multiple meetings with different ministries to ensure the cofinance.	Develop and implement a specific strategy to target the GOSL entities which are not delivering the agreed budget.	Strategy development: before Q4 2024. Strategy implementation: 2025	Project Manager and National project coordinator

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:	No
Components and Cost:	Yes
Institutional and implementation arrangements:	No
Financial Management:	No
Implementation Schedule:	
Executing Entity:	No
Executing Entity Category:	No
Minor project objective change:	No
Safeguards:	No
Risk analysis:	Yes
Increase of GEF financing up to 5%:	No
Location of project activity:	No
Other:	No

Minor amendments

Incorporated in the extension package approved during 2024.

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
Rev1	Amendment & Extension	2024-06-14	2024-08-27	2028-01-31	Extension will allow for the completion of major activities, particularly those relating to Vehicle Demonstration pilot and installation of infrastructure, establishing an effective system for the End-of-Life Vehicles.

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
Saint Lucia	13.88333	-60.96667	3576468	Saint Lucia covers a total area of 617 square kilometers. the island has volcanic terrain. characterized by mountainous landscapes and dense rainforests. The tropical climate is moderated by trade winds.	

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
				with temperatures averaging between 24°C to 30°C (75°F to 86°F) annually.	

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

[Annex any linked geospatial file]

Additional Supporting Documents:

Filename	File Uploaded By	File Uploaded At	
Female firefighter EV Emergency Response Training Testimonial.mp4	Executing Agency	2024-08-07 22:40:12	Download
Saint Lucia Sets Course for Electric Mobility.pdf	Executing Agency	2024-07-23 18:25:27	Download
GEF-7 EV PROJECT PSC MEETING MINUTES with PSC Terms of Reference.pdf	Executing Agency	2024-07-23 18:22:35	Download
Stakeholder Consultation Report.pdf	Executing Agency	2024-07-23 18:10:11	Download
Appendix 14A - Annual Cofinance report Project 2023-2024.pdf	Executing Agency	2024-07-23 18:09:13	Download
Annual Co-Finance Report - Partner Report Ministry of Finance.pdf	Executing Agency	2024-07-23 18:09:13	Download
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Annual C-Finance Report - Partner Report	Executing Agency	2024-07-23 18:09:13	Download

Filename	File Uploaded By	File Uploaded At	
MIPE - Copy.pdf			
Saint Lucia Fire Service EV Emergency Response Training Summary Report.pdf	Executing Agency	2024-07-23 18:08:12	Download
Extension of Tax Concessions on Hybrid and Electric Vehicles.pdf	Executing Agency	2024-07-23 18:05:21	Download
TWGs Guidance and Terms of Reference with work plan.pdf	Executing Agency	2024-07-23 18:04:58	Download
TWG 2 - Sub grouping and outputs.pdf	Executing Agency	2024-07-23 18:04:41	Download
Technical Working Group Members.pdf	Executing Agency	2024-07-23 18:04:41	Download
Meeting Minutes Soft Launch- TWG 1 & 3.pdf	Executing Agency	2024-07-23 18:04:41	Download
MEETING MINUTES Soft Launch GEF-7 EV TWG 2.pdf	Executing Agency	2024-07-23 18:04:41	Download
GEF-7 EV project - GIZ NDC-TEC Synergies and activities identified for collaboration.pdf	Executing Agency	2024-07-23 18:03:25	Download
GEF-7 EV Audit Summary Report.pdf	Executing Agency	2024-07-23 18:03:03	Download
Approval of Audit Report for the GEF-7 EV Project Saint Lucia.pdf	Executing Agency	2024-07-23 18:03:03	Download
2023 Audit Report - Supporting the Shift to Electric Mobilty in Saint Lucia Project.pdf	Executing Agency	2024-07-23 18:03:03	Download