

# 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

<b>GEF ID:</b> 10281	<b>Umoja WBS:</b> SB-017345
<b>SMA IPMR ID:</b> 44213	<b>Grant ID:</b> S1-32GFL-000673
<b>Project Short Title:</b> Antigua and Barbuda E-mobility	
<b>Project Title:</b> Antigua and Barbuda Sustainable Low-Emission Island Mobility Project	
<b>Duration months planned:</b>	48
<b>Duration months age:</b>	38
<b>Project Type:</b>	Full Sized Project (FSP)
<b>Parent Programme if child project:</b>	10114
<b>Project Scope:</b>	National
<b>Region:</b>	Latin America and Caribbean
<b>Countries:</b>	Antigua and Barbuda
<b>GEF Focal Area(s):</b>	Climate Change Mitigation
<b>GEF financing amount:</b>	\$ 3,245,000.00
<b>Co-financing amount:</b>	\$ 9,719,315.00
<b>Date of CEO Endorsement/Approval:</b>	2021-02-19
<b>UNEP Project Approval Date:</b>	2021-04-15
<b>Start of Implementation (PCA entering into force):</b>	2021-04-16
<b>Date of Inception Workshop, if available:</b>	
<b>Date of First Disbursement:</b>	2021-06-18
<b>Total disbursement as of 30 June 2024:</b>	\$ 1,175,385.00
<b>Total expenditure as of 30 June:</b>	\$ 463,288.00
<b>Midterm undertaken?:</b>	n/a
<b>Actual Mid-Term Date, if taken:</b>	2024-07-01

<b>Expected Mid-Term Date, if not taken:</b>	
<b>Completion Date Planned - Original PCA:</b>	2025-04-30
<b>Completion Date Revised - Current PCA:</b>	
<b>Expected Terminal Evaluation Date:</b>	2025-10-31
<b>Expected Financial Closure Date:</b>	2026-04-30

## 1.2 Project Description

### Component 1: Institutionalization of Low Carbon and Climate Resilient Electric Mobility

This component aims to strengthen national cooperation and coordination, build a knowledge base and capacity, and raise awareness for accelerating the adoption of low-carbon and climate resilient electric mobility in Antigua and Barbuda. A multi-stakeholder strategy will be implemented to ensure that the design, implementation, and evaluation of interventions draws on the inputs and interests of all national stakeholders. Capacity will be built by supporting public stakeholders to undertake a comprehensive technical analysis of the possibilities for transforming the island to renewable energy and low-carbon and climate resilient transport. Further capacity will be built by dedicated trainings, which draw on the global programme. Based on these outputs, cooperation and coordination will be strengthened, firstly through the development of a national target on electric mobility. A national plan will then be developed for achieving this target, through broad ranging consultations mechanisms. Finally, public awareness will be raised to build support for implementing the plan and to inform of the benefits and viability of low-carbon electric mobility in Antigua and Barbuda.

### Component 2: Short Term Barrier Removal Through Low Carbon Electric Mobility and Climate Resilient Renewable Energy Demonstrations

This component aims to provide evidence through demonstrations to local stakeholders of the viability of electric mobility and renewable energy. 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 two high-visibility public fleets: buses and taxis. Additionally, through the electric buses this component aims to demonstrate a bus system which can provide a more effective service than the existing service and thus encourage a modal shift towards public transport. By supporting the taxi and bus drivers and owners to gain confidence in the technology, this component hopes to generate interest among the drivers to purchase electric vehicles. Further, this component will generate data to support policymaking and provide further evidence on the technology viability of clean renewable energy and its connection to an interconnected grid system. It will also demonstrate the capacity of the existing grid to accommodate renewable energy.

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Component 3: Preparing for Scale Up a Replication of Low Carbon Electric Mobility and Climate Resilient Renewable Energy

Component 3 focuses on scaling-up electric mobility and renewable energy in the medium – to long-term. It aims to reduce barriers to the uptake of electric vehicles by installing grid-interactive solar charging stations across the country. Further, it will establish standards, regulations, and policy frameworks to further reduce this cost differential and incentivize adoption of electric vehicles. The output will establish data collection mechanisms to support effective policy development and monitoring of efforts in the transport and power generation sectors.

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 Antigua and Barbuda. It aims to achieve this by building the capacity of waste companies on the re-use and disposal of conventional and electric vehicles and electric vehicle batteries. It also works to achieve this by establishing standards and a policy framework for regulating the disposal of electric and conventional vehicles. Finally, it aims to establish standards and policy framework for regulating emissions from the power generation sector, as well as for integrating renewable energy into the grid, setting a level playing field for the mass uptake of grid-connected renewable energy.

Executing Agency: Department of Environment

Main Project Partners: Antigua and Barbuda Bus Association, United Taxi Association, Antigua and Barbuda Transport Board (ABTB), National Solid Waste Management Authority (NSWMA), West Indies Oil Company (WIOC).

**1.3 Project Contacts**

<b>Division(s) Implementing the project</b>	Climate Change Division
<b>Name of co-implementing Agency</b>	
<b>Executing Agency (ies)</b>	Department of Environment, Ministry of Health and the Environment
<b>names of Other Project Partners</b>	
<b>UNEP Portfolio Manager(s)</b>	Asher Lessels

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<b>UNEP Task Manager(s)</b>	Asher Lessels
<b>UNEP Budget/Finance Officer</b>	Fatma Twahir
<b>UNEP Support Assistants</b>	Jone Orbea and Solange Rodriguez
<b>Manager/Representative</b>	Diann Black-Layne
<b>Project Manager</b>	Zariya Russell
<b>Finance Manager</b>	Chalisa Phillip
<b>Communications Lead, if relevant</b>	

## 2 Overview of Project Status

### 2.1 UNEP PoW & UN

<b>UNEP Current Subprogramme(s):</b>	Thematic: Climate action subprogramme
<b>UNEP previous Subprogramme(s):</b>	
<b>PoW Indicator(s):</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>UNSDCF/UNDAF linkages</b>	<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>
<b>Link to relevant SDG Goals</b>	<ul style="list-style-type: none"> <li>Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all</li> <li>Goal 13: Take urgent action to combat climate change and its impacts</li> </ul>
<b>Link to relevant SDG Targets:</b>	<ul style="list-style-type: none"> <li>7.1 By 2030, ensure universal access to affordable, reliable and modern energy services</li> <li>7.2 By 2030, increase substantially the share of renewable energy in the global energy mix</li> <li>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</li> <li>13.2 Integrate climate change measures into national policies, strategies and planning</li> <li>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</li> </ul>

### 2.2. GEF Core and Sub Indicators

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

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
6- Greenhouse gas emissions mitigated	20 tCO2e	200 tCO2e	218,698 tCO2e direct	

Indicators	Targets - Expected Value			Materialized to date
	Mid-term	End-of-project	Total Target	
			215,496 tCO2e indirect 434,194 tCO2e total	
11- People benefitting from GEF-financed investments	200 women and 200 men		Women: 1,850 Men: 1,820 Total: 3,670	496 men and 482 women

Implementation Status 2023: 3rd 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	3rd PIR	MS	MU	M
FY 2023	2nd PIR	S	S	L
FY 2022	1st PIR	S	S	M
FY 2021				
FY 2020				
FY 2019				
FY 2018				
FY 2017				
FY 2016				
FY 2015				

#### Summary of status

The project execution faced continuity issues during this reporting period due to the resignation of the Project Coordinator. An Interim Project Coordinator was appointed to manage the SLIM Project's implementation, but in April 2024, this interim coordinator also left the Department of Energy (DOE).

#### Outcome 1:

i) Stakeholder consultations were conducted, followed by the quarterly stakeholder reports which encompass approaches that include in-person and online meetings, site visits, and data collection initiatives.



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ii) The Transport Use and Expenditure Survey was developed, enumerators trained, and the survey was deployed in conjunction with the DOEs Electric Vehicle Raffle as part of the Lets Get Ready Initiative. Additionally, a training workshop was held on July 21st at the DOEs Conference room to train students on data collection.

iii) Several communication activities were completed with stakeholders. Please see more details information in Section 2.8.

iv) Previous data collection activities with the Transport Board and Ministry of Works did not yield sufficient data for WSP (Transport Electrification Consultant), so in Q3 of 2023, efforts were made to reach out to private car dealerships (Harney & Hadeed Motors) for data on the cost of operations and maintenance of Government vehicles. Harney Motors provided the required information on the aforementioned data requirements. Recognizing the need for broader outreach, efforts were made to engage NGOs actively involved in public outreach due to the lack of substantial progress in the communication campaign, raffle, and surveys.

#### **Outcome 2:**

i) The EA coordinated meetings to finalize agreements between various parties including the West Indies Oil Company (WIOC) & the United Taxi Company (UTC), WIOC & Antigua and Barbuda Airport Authority (ABAA), and WIOC & Megapower Antigua. A one-on-one session between WIOC & ABBA facilitated the establishment of a formal agreement for charging stations at the VC Bird International Airport.

ii) Negotiations with UTC resulted in an agreement for a post-paid billing system for service charges. A meeting was held with UTC following the expected delivery of electric taxis in early August 2023. Despite initial communication challenges, a rescheduled meeting on July 28, 2023, addressed concerns with one UTC member. A follow-up session, scheduled to include executive members, was set to address key issues.

In August, a meeting with the Minister of Environment discussed potential challenges regarding the handover of high-value electric vehicles to UTC & Bus Association, particularly their ability to manage insurance costs. Proposed solutions included involving ABTB and establishing charging infrastructure at DOE and Transport Board. Actual delivery of electric taxis occurred in December 2023; however, they were retained by the Ministry of Health, Wellness, Social Transformation, and the Environment due to internal UTC organizational issues. Efforts were underway to resolve these issues and release the taxis, initially planned for the first quarter of 2024. Due to ongoing internal challenges within UTC, the electric taxis were subsequently transferred to Emergency Medical Services within the Ministry of Health. Current discussions are ongoing with UNEP to potentially integrate the e-taxi pilot into the government fleet if UTC's issues persist.

iii) Efforts were undertaken to advance the Solar Carport Project, including a request for approval from the Ministry of Health, Wellness, Social Transformation, and the Environment for installation at the Sir Vivian Richards Cricket Stadium, which received no response. Subsequently, a request for support from the Ministry of Energy ICTs and Public Utilities resulted in delegating responsibilities to APUA. Limited responses from APUA necessitated ongoing efforts to gather the required data. As a result, technical specifications for the Solar Carport RFP, including charging stations, were developed. Despite the difficulty in acquiring sufficient data from APUA, the draft RFP was presented to the Technical Advisory Committee (TAC) for review in August 2023. Stakeholder meetings with WIOC, ABAA, and Megapower Antigua progressed, but delays in securing formal permission from WIOC for installation at the V.C. Bird International Airport slowed progress. Feedback on the solar carport RFP was received from the Project Manager and the Global E-Mobility Platform. Furthermore, after determining that APUA lacked the required data, internal checks at the DOE were conducted.

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However, in Q3 of 2023, challenges in accessing information necessitated collaboration with the Department of Environments Monitoring, Evaluation, and Data Management Unit., which successfully reviewed and translated relevant documents.

iv) The project team reached out the Transport and Electrification Consultant, WSP, for more details on the bus routes. This consultant previously simulated bus routes to assess the performance of e-buses on the routes recommended by the bus association. WSP provided data on the gradeability needed for the buses, which is approximately 22%. This means that to ensure the performance of the e-buses on all routes in Antigua, the buses must be capable of a gradeability of 22%. This information was included in the updated RFP, which was published on the 11th of July 2023. The deadline for submission was the 10th of August 2023. In Q4 of 2023, Procurement of the electric buses commenced. The Department of Environment (DOE) had initially made plans to procure two (2) electric buses for the Antigua and Barbuda Bus Association (ABBA) and received two bids of \$250,000 USD each. However, a decision was made to change the procurement strategy after a thorough evaluation prompted by the cost to insure the buses, which was estimated at \$22,319.78 USD per year. This was far too costly for the ABBA to manage, and after research, the opportunity arose to explore a broader range of vehicles from vehicle manufacturers based in China. With these considerations, the decision was made to take the alternate approach of procuring the buses through the online platform “Alibaba”. Alibaba presented a more advantageous method for distributing the request for quotation (RFQ) to a global network of manufacturers. This broader market was expected to provide more cost-effective options, potentially enabling the acquisition of more buses than initially planned under the original procurement strategy. The RFQ was initially published on October 12, 2023 with the deadline for submissions being October 20, 2023. A total of four (4) bids were received and evaluations commenced on November 15, 2023 by thirteen (13) evaluators representing the DOE, Antigua and Barbuda Transport Board (Bus Drivers), Antigua and Barbuda Bus Association, educators from Antigua State College and Antigua and Barbuda Continuing Education specializing in Automotive Studies, and electrical engineers. Evaluators submitted their preferred choices and the ABBA finalized its decision, selecting seven (7) buses from three (3) companies. One company was unable to provide invoices for the buses listed in their RFQ due to the unavailability of the buses and an alternative bus model was presented stating that the initial bus was unavailable unless the ABBA would purchase the minimum number of 20 buses. Due to this situation, the Bus Association decided to revert to the first proposal, comprising three (3) buses that were initially presented during the recommendation meeting that took place on 21st September 2023, to purchase the E-buses from Alibaba. The first company was unable to provide the two buses and as a result, the buses were procured from the second-best company. The first down payment on the nine (9) electrical buses was made in January 2024. In Q2 2024, representatives from the ABBA, DOE, Antigua State College (ASC) and Antigua and Barbuda Institute for Continuing Education (ABICE) travelled to Nanning, China, from April 6th to April 18th, 2024, to undergo comprehensive training on the operation and maintenance of the procured electric buses. During this period, two buses were fully paid for and are currently awaiting shipping. However, due to logistical challenges regarding the availability of shipping containers and the increasing costs, the shipping of the buses has not yet been completed. This is expected to commence in July 2024. This resulted in a delay in the arrival of the buses, previously expected at the end of Q2 2024. The buses are now anticipated to arrive at the end of Q3/ early Q4 2024. The final payment for all buses and shipping costs will be paid in July 2024.

### **Outcome 3:**

i) In Q3 of 2023, the EA focused on identifying potential locations for charging stations at government buildings, schools and clinics. The interns conducted in-person field assessment with the aid of Google Maps, considering factors such as surrounding buildings, lighting, security and fencing. A comprehensive list and presentation of the assessment were prepared for the TAC, with the presentation held on July 29th, 2023. The DOE’s Data Management Unit (DMU) produced a map of the existing charging stations in Antigua, contributing to the report on best practices for electric vehicle charging infrastructure. The implementation of the charging station survey faced

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obstacles, particularly in clinics where replacement nurses and vacation schedules affected data collection. Progress made by the Data Management Consultant was limited and the DMA was populated with existing data from Outback Optics RE system. A member of the DMU was trained to continue this activity.

ii) The Terms of Reference (TOR) for a consultant to assess potential sites for charging stations was drafted.

iii) Following evaluations and approval of the PMC session to enter contract negotiations with the top scoring consultant to cover both SLIM and GCF Multi-Year Readiness (MYR) deliverables, contract negotiations commenced on July 13, 2023. Budget adjustments approved in June 2023, were also made during this period to hire the consultant. A demo of the SLIM DMS was conducted and efforts to integrate the Solar RO faced delays due to data availability issues. An intern developed a code to allow for the required data to be pulled from the outback optics RWE files downloaded and this code was provided to the Data Management System (DMS) consultant.

iv) The 3.4.1 report on best practices was finalized in this period, with the contract signed on September 12, 2023.

v) The PMC recommended exploring other options for the Vehicle Monitoring Service RFP. Discussions with the DMS Consultant led to the realization that the system could be handed over to the DMU and the handover process was initiated following these discussions.

vi) In Q4 of 2023, an Expression of Interest (EOI) was established to install electric vehicle charging stations at commercial business in Antigua and Barbuda. The EOI is under final revision and will be published in July 2024. Work continued by the Regulatory Framework and Legal Advisor, to carry out stakeholder consultations to aid in the development of policy frameworks.

#### **Outcome 4:**

i) In Q3 2023, work commenced on activity 4.3.1, “Report on good practices for standards and policy frameworks for regulating emissions in the power generation sector, as well as on integrating renewable energy into the grid”, including based on a review of regional and global best practices. For this activity, the objective is to collaborate with relevant agencies, including the Ministry of Energy, APUA, and the Bureau of Standards, to develop standards and policy frameworks for emissions regulation in the power generation sector and the integration of renewable energy into the grid. A concern has been identified regarding private sector adoption of renewable energy, particularly instances of APUA rejecting solar PV system applications involving battery storage, contrary to existing legislation and their own policies. The draft document was shared with the Bureau of Standards and APUA, but no responses were received. To ensure wider visibility and feedback, the SLIM team requested the consultancy, National Renewable Energy Lab (NREL) to present the document to the TAC in September 2023. The presentation occurred as scheduled. Internal and TAC feedback was incorporated, and the document was finalized in October 2023.

ii) In Q4 2023, the Regulatory Framework and Legal Advisor developed a draft Issues Paper: Review of Relevant Policies and Legislation for Achieving Renewable energy Targets of the 2021 Antigua and Barbuda NDCs as part of Deliverable 3.2.2 of the SLIM project. This was then circulated to Stakeholders for review and feedback. Following the incorporation of feedback received, the Issues Paper was finalized and presented to the Technical Advisory Committee (TAC) on February 21, 2024. The Issues Paper was also disseminated to the TAC prior to the presentation.

Risk assessment: The risk assessment for this project indicates a medium level of risk due to the frequent turnover in the PMU team and the absence of a well-defined plan to address the obstacles that are causing delays in the implementation of the project.

## 2.4 Co Finance

<b>Planned Co-finance:</b>	\$ 9,719,315
<b>Actual to date:</b>	1,224,092
<b>Progress</b>	<p><b>Justify progress in terms of materialization of expected co-finance. State any relevant challenges:</b></p> <p>The Cofinancing is linked to  The purchase and operation of technology;  The waiver of taxes for the same  Cofinancing with the Abu Dhabi fund for the development of the wind turbine project at the Stadium  Staff at the DOE and other Government agencies such as the Ministry of Works;  Cofinancing this period:  1. During this period most of the time was taken with the procurement of the vehicles and the RE systems which was mainly administrative.  2. The total value of the cofinancing for this period is 60,000.00 USD. The National Solid Waste Management Authority (NSWMA) is undergoing the process of land allocation for waste recycling, so it is expected to contribute with 500,000 USD in cofinance a s part of Component 4.</p>

## 2.5. Stakeholder

<b>Date of project steering committee meeting</b>	2024-06-24
<b>Stakeholder engagement (will be uploaded to GEF Portal)</b>	<p>Project Steering Committee meetings were held on May 25th and June 24th 2024. Stakeholder engagements were held according to the stakeholder consultation and engagement strategy that was completed in 2021. The engagements have been documented individually and within the quarterly stakeholder consultation report. Reports for Q3 2023 and Q4 2023 were completed within this reporting period, the Q1 2024 and Q2 2024 report will be completed in July 2024. The key stakeholders referenced as follows: Antigua and Barbuda Bus Association (ABBA), Antigua and Barbuda Airport Authority (ABAA), West Indies Oil Company (WIOC), Ministry of Information Communications Technologies (ICTs), Utilities and Energy, Antigua Power Company, Antigua Public Utilities Authority, Car Dealers, Farmers, Educational Institutions, Ministry of Education, Financial Institutions, Insurance Companies, Mechanics, Electrical Technicians, Taxi Association, Heavy Duty Equipment Companies, Car Rental Companies and the Ministry of Finance. Major stakeholder engagements are highlighted below: In Q3 and Q4 2023, meetings with ABBA provided updates on the procurement of the E-buses, and alternate</p>

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	<p>methods of procuring electric buses through the online platform Alibaba were explored. During this period, the project team met with the Ministry of Information Communications Technologies (ICTs), Utilities, and Energy to facilitate collaboration on gathering essential data required for informing technical specifications that were outlined in the Solar Carport Request for Proposals (RFP). Further, discussions were held with the West Indies Oil Company (WIOC) and the Antigua and Barbuda Airport Authority (ABAA) to facilitate the establishment of a formal agreement between WIOC and the ABAA concerning the deployment of EV Charging Stations for the SLIM project at the VC Bird International Airport. The final stakeholder for this period involved Megapower Antigua and the West Indies Oil Company (WIOC), where roles and responsibilities of WIOC in managing the assets of the vehicle charging station to be installed at the VC Bird International Airport were discussed. The support that Megapower will offer in assisting with the installation of these charging infrastructures was also addressed. Meetings involving organizations and entities from various sectors, including energy, transportation, agriculture, education, finance and government agencies addressed challenges and issues related to meeting the Nationally Determined Contributions (NDCs) targets specifically pertaining to the reduction of greenhouse gas emissions and mitigating climate impacts, issues relating to the transition towards renewable energy sources and the adoption of electric vehicles were discussed. In Q1 and Q2 2024, Stakeholder Consultations were held with representatives from the Antigua and Barbuda Bureau of Standards (ABBS), the Development Control Authority (DCA), and the Department of Energy concerning the development of various mandatory standards outlined in Component 4.</p>
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## 2.6. Gender

<b>Does the project have a gender action plan?</b>	Yes
<b>Gender mainstreaming (will be uploaded to GEF Portal):</b>	As written in the stakeholder engagement strategy a gender-sensitive approach has been used for stakeholder consultations. The project team, which is led by women through the Project Manager and Interim Project Coordinator, has strived to encourage women to participate in all areas of the SLIM project. The results of this have been seen in the consultations that have been held thus far. As indicated in the project document, a register documenting gender has been included for every stakeholder consultation to track the gender distributions of SLIM consultations. Each organisation is asked to send a male and a female representative in all consultation attempts. However, female participation in each consultation can be difficult due to the low number of women in the sectors targeted by this project. Female participation and engagement with vulnerable groups are prioritised in all stakeholder engagement and project implementation activities, as guided by the stakeholder engagement strategy and the project's gender action plan. Previously, discussions were held with the bus and taxi associations to conduct the pilot project as agreed between the DOE and the agencies; that female participation in the pilot is mandatory, as we seek to achieve the project's target of at least 25% female participation in the pilot. Discussions with the ABBA to conduct the pilot projects have progressed, and a cooperation agreement has been finalised. Thus far the project has engaged with 496 men and 482 women, exceeding the mid-point target for the indicator "number of direct project beneficiaries (women and men)."

## 2.7. ESSM

<b>Moderate/High risk projects (in terms of Environmental and social safeguards)</b>	<p><b>Was the project classified as moderate/high risk CEO Endorsement/Approval Stage?</b> Yes</p> <p><b>If yes, what specific safeguard risks were identified in the SRIF/ESERN?</b></p> <p>The CEO ED gives a M rating to SS2: Resource Efficiency, Pollution Prevention and Management of Chemicals and Wastes</p>
<b>New social and/or environmental risks</b>	<p><b>Have any new social and/or environmental risks been identified during the reporting period?</b> No</p> <p><b>If yes, describe the new risks or changes?</b></p>
<b>Complaints and grievances related to social and/or environmental impacts</b>	<p><b>Has the project received complaints related to social and/or environmental impacts (actual or potential) during the reporting period?</b> No</p> <p><b>If yes, please describe the complaint(s) or grievance(s) in detail, including the status, significance, who was involved and what actions were taken?</b></p>

<b>Environmental and social safeguards management</b>	<p>The CEO ED gives a M rating to SS2: Resource Efficiency, Pollution Prevention, and Management of Chemicals and Wastes. As noted in the CEO ED training on End-of-Life Vehicle Management has been included in output 1.4 of the project work plan to mitigate this risk. The first training was conducted in August 2022, attended by 26 people (12 from the government, 8 from the private sector, 1 from civil society ). The training explained good practices on the suggested process for end-of-life- vehicle disposal and recycling. The training highlighted the following: Vehicle battery management and battery reuse    Hazardous Waste Management    Lithium-ion recycling technology    Considerations for EVs    Worker and Public Safety    Environmental Health and Safety    Site Security</p>

## 2.8. KM/Learning

<b>Knowledge activities and products</b>	<p>Using materials produced in Q3 2022 that allowed for the public launch of the SLIM project and an EV educational campaign in Q4 2022, implementation of the communication campaign continued in Q3 of 2023, with additional brochures being produced for dissemination at various events. In collaboration with the Let's Get Ready initiative, The SLIM Project disseminated brochures and promoted the raffle of an electric vehicle in conjunction with the Antigua and Barbuda Transport Board (ABTB) and our NGO partners, namely, Rotaract, JCI Antigua, Rotary &amp; Macedonia Community Development and Support Services. This raffle was promoted to the public during several significant public events, including the 2023 Carnival Launch and Parade, the Prime Minister's Cup, and in Q3 2023, Department on Environment (DOE) Arbour Day in Q4 2023. Following collaborations with the Antigua and Barbuda Drag Racing Association (ABDA), booth spaces and passes were secured for the Prime Minister's Cup at no cost, allowing for the MG EV4 to be showcased and surveys to collect data to be conducted. Further, the DOE team was also able to secure booth spaces and passes for other drag racing events on August 12th and 13th and November 25th, 2023, and continue implementing the Transport Use and Expenditure Survey. Coordination efforts included logistical preparations and on-site support. The SLIM project had a booth at the Department of Environment (DOE) Arbour Day.</p> <p>Arbour Day is the DOE's invitation to the public to learn more about DOE projects, climate change, biodiversity, and general climate change initiatives while at a family fun activity. On Arbour Day, the project team engaged with school children and adults, explaining the theme. Following Arbour Day, the project team continued public awareness by promoting the raffle in popularly frequented public spaces and presenting the project and theme. These activities were done in tandem with the Transport Use and Expenditure Survey that was being implemented in under the SLIM Project, survey participants received a detailed overview of the project and its key goals. Further communication activities will be held when the project's electric vehicles are in Antigua and Barbuda. The project's data management software was completed in Q1 2024 and was handed over to the DOE's Data Management Unit by the Data Management Consultant. A training session was held for the Data Management Unit along with the handover. This system will capture the data produced by the pilot project, which will be used to monitor and evaluate the project's performance, as well as the performance of</p>
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	<p>electric vehicles and solar-powered charging stations within Antigua. This data will be shared with project partners through the performance reports carded for the final year of the project, and macro-level data will be shared via the SLIM project's webpage, which is anticipated to be actioned within Q4 of 2024. In Q1 of 2024, the Issues Paper, developed by the Regulatory Framework and Legal Advisor, was presented virtually to the TAC and the final document was disseminated to all members of the TAC.</p> <p>In Q2 of 2024, two (2) members of the SLIM project team, four (4) members of the Antigua and Barbuda Bus Association, and two (2) teachers at the Technical Schools travelled to China for training on the Electric buses. Training included the main components of the EVs, the electrical components, and post-sales services. This was followed by a factory tour, which included demonstrations of chassis rust prevention technologies. The final training consisted of safety protocols when operating the electric buses. After completing the training, each trainee was issued a certificate of participation from the Company.</p> <p>During the 4th Small Island Developing States (SIDS) Conference in May 2024, members of the Department of Environment (DOE) and the Emergency Medical Services (EMS) had the opportunity to test the Peugeot E Traveller electric taxis. This hands-on experience provided valuable insights and realizations about these electric vehicles' capabilities and limitations.</p>
<b>Main learning during the period</b>	<p>During this period, a significant portion of stakeholders expressed a willingness to adopt renewable energy solutions, including the integration of electric vehicles and charging infrastructure into their operational frameworks. This receptiveness indicates a growing awareness and willingness within the stakeholder community to align with the evolving trends toward sustainability and Antigua and Barbuda's goal of transitioning the transport sector. To achieve these goals, continued dialogue and collaboration between government entities, regulatory bodies, and stakeholders across diverse sectors is essential. These partnerships are crucial for developing comprehensive strategies, implementing supportive policies, and addressing challenges in the transition toward a more sustainable and environmentally conscious future. Issues were identified with the Peugeot E Traveller vehicles purchased for the electric taxi pilot. These include inadequate air conditioning performance in hot weather, lack of rear AC vents, and a tendency for the vehicle to shut off after idling with the AC on for 30 minutes. Thorough testing of all new vehicles is essential, and it is recommended that the government oversee these procedures. These insights will inform future electric vehicle procurement to ensure they are suitable for the region's needs.</p>

## 2.9. Stories

<b>Stories to be shared</b>	<p>In collaboration with the Antigua and Barbuda Bus Association, the Department of Environment procured nine (9) electric buses from China which marks a significant step towards the reduction of carbon emissions while promoting climate-resilient and eco-friendly transportation for the public. Representatives from the ABBA, DOE, Antigua State College (ASC), and Antigua and Barbuda Institute for Continuing Education (ABICE) traveled to Nanning, China, from April 6th to April 18th, 2024, to undergo comprehensive training on the operation and maintenance of the procured electric buses.</p>
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### 3 Performance

#### 3.1 Rating of progress towards achieving the project outcomes

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
Promote low carbon and climate resilient public and private transportation systems in Antigua and Barbuda.	Indicator A: Tons of direct GHG emissions avoided during project	0	20 tons avoided	200 tons avoided	0	Project’s GHG emission reduction will be achieved through implementation of demonstration pilots. Procurement of the project’s electric buses and charging stations was completed and they are anticipated to arrive by September/October 2024. The Expression of Interest for the national scale-up and implementation of charging stations will be published in July 2024.	MU
	Number of direct project beneficiaries (women and men)	0	200 women and 200 men	1850 women and 1820 men	496 men, 482 women	The project has thus far engaged: Men – 496, Women – 482 through project consultations with stakeholders and presentations to the technical committee. The project will achieve a significant number of direct beneficiaries, through the implementation of demonstration pilots (bus drivers, taxi drivers, and users).	S
1.-The Antigua and Barbudan government demonstrates enhanced coordination, capacity and commitment for promoting electric mobility	A multi-stakeholder strategy, national commitment and development plan are delivered to the Government for adoption	0	Draft strategy, commitment and plan finalized for inter-ministerial consultation	Draft strategy, commitment and plan delivered to the government for adoption	Multi stakeholder consultation strategy was completed and National Commitment was achieved through the 2021 NDC	Antigua and Barbuda submitted its revised NDC in September 2021 to the UNFCCC. It includes the indicative target of “Ban on the importation of new internal combustion engine vehicles from 2025”. In the development of this and other new NDC targets and implementation of the NDCs, an inclusive	MS

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>multi-stakeholder engagement strategy was developed and applied during the revision process. The SLIM Project Coordinator provided key support in the development and revision of the renewable energy and EV NDC targets. Though, the timely achievement of the 2021 NDC targets necessitates the creation of a complex institutional and regulatory framework. The SLIM project will benefit from these engagements and relationships that were advanced during this process. The stakeholder consultation strategy was completed in Q1 2021, and stakeholder consultation reports have been completed for Q1, Q2, Q3 and Q4 2023. The stakeholder consultation reports for Q1 and Q2 2024 will be completed in July 2024. These reports will continue throughout the duration of the project. The project team will be working to finalize the plans by the end of Q4 of 2024.</p>	
2.- Antigua and Barbudan citizens begin to use electric mobility for their public transport needs	Number of Antigua and Barbudan citizens using electric mobility for their public transport	0	1775 women and 1745 men		0	The procurement for electric taxis, charging stations and digital payment has been completed. The vehicles and charging stations procured have been delivered. The e-taxi pilot project was scheduled to begin in Q1 2024 and continue until at least Q1 2025, however due to internal struggles, the Taxi	MU

Project Objective and Outcomes	Indicator	Baseline level	Mid-Term Target or Milestones	End of Project Target	Progress as of current period (numeric, percentage, or binary entry only)	Summary by the EA of attainment of the indicator & target as of 30 June	Progress rating
						<p>Association has been unable to implement the e-taxi pilot in Q1 and Q2 of 2024. The e-taxis were then handed over to the Ministry of Health, Wellness and the Environment to be used by the Emergency Medical Services. Thus, conversations with UNEP were held to aid in the redesign of the e-taxi pilot to pivot to the government fleet. Further, discussions have been held with the VC Bird International Airport that will host the charging stations and an agreement between the VC Bird International Airport and the West Indies Oil Company to allow for cooperation in the installation and maintenance of the charging stations and connection to the electrical supply is presently being drafted. This agreement is still under review by the West Indies Oil Company. The technical specifications for the electric buses for the bus association have been completed and purchase of the electric buses for the bus association was completed in Q1 2024. Due to supply chain shortages with regards to shipping containers, the buses are not anticipated to arrive before the end of Q3 2024.</p>	
3.- The Antigua and Barbuda government takes actions towards	Public and commercial electric vehicle chargers commissioned	0	N/A	10 EV charging	0	The project is in the process of formulating plans for commercial	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
financing and implementing policy frameworks for low-carbon electric mobility				stations		businesses and spaces in Antigua and Barbuda to apply for loans from the Sustainable Island Resource Framework (SIRF) Fund, enabling them to acquire electric vehicle charging stations at an accessible cost. The EOI has been prepared and is set to be published in July 2024.	
4.- The Antigua and Barbuda government takes action towards implementing policy frameworks and building capacity to ensure the long-term sustainability of electric mobility	Draft policies and standards for ensuring the long-term environmental sustainability of electric mobility are delivered to the government for adoption	0	Report on options for standards and policy frameworks delivered to the government for consideration	Draft policies and standards delivered to the government for adoption	0	The Regulatory Framework and Legal Advisor was contracted in September 2023 and actively conducted stakeholder consultations from Q3 and Q4 2023 and Q1 and Q2 2024 to begin drafting the policies and standards to be delivered to the government for adoption. The expected timeframe for this to be delivered to the government is Q1 2025.	MS
	Number of individuals trained in the reusing, recycling and disposing used vehicles (both conventional and electric) and electric vehicle batteries	0	25 women and 25 men	75 women and 75 men	11 women and 16 men	The Basel Convention Regional Center for Training and Technology Transfer for the Caribbean (BCRC - Caribbean) aimed to support the environmentally sound management (ESM) of End-of-Life Vehicles (ELVs) in eleven (11) project countries. Their focus was on designing an environmentally sustainable scheme to enhance regional and national capacity for ELV management. The BCRC - Caribbean facilitated national in-country workshops, during which the consulting team conducted assessments to evaluate the capacity for ESM of ELVs in each	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
						participating country. These workshops took place in Antigua on August 21 and 22, 2023. Although, under the SLIM project, workshop three (3) of the training course, originally planned for Q3 2023, specifically addressing the reuse, recycling, and disposal of used vehicle batteries (both conventional and electric), has been rescheduled to take place in Q3 2024.	

### 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 and climate-resilient electric mobility	1.1: A multi-stakeholder consultation strategy is implemented and recommendations for a long-term coordination mechanism are delivered to key government actors	2024-12-31	57	70	There were delays in the deliverable due to the project working along with the GCF multi-year readiness project and with TA from the NDC Partnership. Further, there were two changes in PC and this further slowed the momentum.	MS
	1.2: A comprehensive assessment of the economic, environmental and social viability of fleet electrification, renewable energy capacity penetration and electrical distribution grid stabilization is produced and disseminated with key government decision-makers	2025-03-31	53	64	Activities aligned with workplan. D 1.2.1 Fleet Electrification Analysis – Report (2) is being established by the consultancy, WSP and is currently near completion. D 1.2.2 Renewable Energy Capacity Study – The requirements of report 1 were covered in the fleet electrification of D 1.2.3 . Electricity distribution, grid evaluation 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
					<p>evaluation of incorporation and management of renewable energy and electric mobility into the grid – This document was completed, however, the document is considered confidential and cannot be shared. A summary of the document should be done. This summary needs to be a document that the public can access. The results of this study completed the objectives of activity 1.2.3. D 1.2.4 A socio-economic analysis establishing the impact of low-carbon and climate resilient electric mobility on men and women of economically vulnerable communities - The first socio-economic analysis establishing the impact of low-carbon and climate-resilient electric mobility on men and women of economically vulnerable communities report was completed and led by IRENA through the SIDS Lighthouse initiative. The DOE has received 30k USD in additional funding to work on this activity. A concept note/methodology for the development of a survey to inform the analysis was completed, followed by a training for NGOs &amp; student volunteers who were implementing surveys. The survey was implemented alongside the DOE's Get Ready Campaign and many public relations activities were carried out to gather survey</p>	

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
					responses and garner interest in the project. The target was 400 survey responses. In May 2024, the survey responses were analyzed and compiled into a summary report which was submitted to IRENA as part of the agreement. As of June 2024, the number of survey responses collected remained at 270. The results of this study will complete the objectives of activity 1.2.4 and is expected to be completed at the end of Q3 2024.	
	1.3 : Services for strengthening the capacity of national stakeholders on technical, financial and regulatory aspects of integrating electric mobility and renewable energy into the electric grid are provided, including through the Global Programme on Electric Mobility	2025-03-31	30	30	Activities delayed compared to the work plan. The issue is as above with temporary capacity constraints.	S
	1.4: A national commitment on low-carbon and climate-resilient electric mobility is drafted for adoption by the national government	2023-02-28	100	100		S
	1.5: A national development plan for low-carbon and climate-resilient electric mobility is drafted for adoption by the national government	2024-03-31	29	31	This activity is currently delayed. The delay is due to the policy environment being dynamic as the issues of access to EVs at reasonable prices are not clear. The DOE is waiting for the importation of the first buses under the project and then work on this policy.	MU
	1.6: Public and private stakeholders' awareness on the benefits of low-carbon and climate-resilient electric mobility enhanced through a communication campaign and the provision of a public information platform	2025-03-31	37	52	Activities delayed compared to workplan. Communications with private and public stakeholders continued throughout Q3 and Q4 2023 and Q1 and Q2 of 2024 and through articles provided on the DOE's social media pages. DOE also	HS

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
					conducted a raffle of an EV and several public information campaigns to support the raffle and inform the public of the project. Currently, the public information platform specific to the SLIM project has not yet been developed, however, meetings with the DOE's DMU and PR Unit are being organized to ascertain the anticipated time for work on the platform to begin.	
2 Short term barrier removal through low-carbon e-mobility and climate-resilient renewable energy demonstrations	2.1: The effectiveness of a grid-interactive solar array and EV charging infrastructure at the Sir Vivian Richards Stadium, along with EV charging infrastructure at the V.C. Bird International Airport to power electric taxis is demonstrated to public and private stakeholders	2025-03-30	44	44	Activities are delayed compared to workplan. The contractor has been procured under a framework agreement and the drawings are completed and approved. NREL will revise the technical specification aspect of the RFP, and reflect that data will be gathered later on or must be gathered by the contractor. Following this, the document can be published.	MS
	2.2: The viability of electric vehicles as part of the airport taxi fleet is demonstrated to public and private stakeholders	2025-03-31	47	59	Activities are slightly delayed compared to the workplan. There are internal issues with the Taxi Association as well as the vehicles purchased are too expensive for the Taxi Drivers to insure. There is a need to get cheaper vehicles and work with the new executives of the taxi association once their issues have been resolved to move forward with the project. As an alternative, the vehicles purchased for the E-Taxi pilot were handed over to the	MS



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
					Emergency Medical Services within the Ministry of Health. It is possible to redesign the E-Taxi Pilot to then make use of the vehicles within the government fleet.	
	2.3: The effectiveness of charging infrastructure for electric buses at St John's West bus station, is demonstrated to public and private stakeholders	2025-03-31	16	16	Activities are delayed compared to the workplan. A proposal to change the location of the Solar Array to the Sir Vivian Richards Cricket Stadium was made. Following the procurement of 9 electric buses, a potential site for the solar carport was located at the Sir Vivian Richards Stadium.	MS
	2.4: The viability of electric buses as part of the public transport bus fleet is demonstrated to public and private stakeholders	2025-03-30	11	35	Activities delayed compared to workplan. As above. This is expected to move forward with the arrival of the 9 buses.	MS
3 Preparing for scale-up and replication of low-carbon electric mobility and climate-resilient renewable energy	3.1: Public and Private Consumers have Access to a National Network of Electric Vehicle Chargers to Support the Scale-Up and Replication of Low-Carbon Electric Mobility	2024-09-31	0	7	This is delayed due to capacity issues at the DOE which are being addressed.	MU
	3.2: Standards and a policy framework for regulating the importation of electric and conventional vehicles are developed and drafted for adoption by government ministries	2023-10-31	45	68	Activities delayed in comparison to the workplan.	MU
	3.3: Standards and a policy framework for regulating the quality of imported fuel are developed and drafted for adoption by government ministries	2024-02-28	33	37	Activities delayed compared to the work plan. D 3.3.1 Best practices portfolio for standards and policy framework for regulating the quality of fuel imports was completed. D3.3.2 Report on options for standards and policy framework for the regulation of the quality of fuel imports, including social protection mechanisms, for consultation through 1.1 - a Regulatory Framework and Legal	MS

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
					Adviser has been hired to carry out this consultancy. This report is anticipated to be delivered in Q3 2024.	
	3.4: Regulations for the installation of private and public electric vehicle charging infrastructure are developed and drafted for adoption by government ministries	2024-07-31	33	37	Activities delayed compared to the work plan.	MU
	3.5: A data acquisition and management system for the transport and energy sectors is used by key public organizations	2024-12-31	43	46	The Data Management System was completed and handed over to the DOE's Data Management Unit (DMU) in March 2024. Training was conducted with a few members of the DMU before the handover. However, more widespread training is required before full deployment.	S
4 Long-term environmental sustainability of low-carbon electric mobility	Long-term environmental sustainability of low-carbon electric mobility	2024-06-30	33	33	Activities delayed compared to the workplan. D 4.1.1 The first training course on reusing, recycling and disposing of used vehicles was held and the workshop report was completed in August 2022. The second workshop is anticipated to be held in Q3 2024.	MS
	4.2: Standards and a policy framework for regulating the disposal of electric and conventional vehicles are developed and drafted for adoption by government ministries	2024-02-28	33	33	Activities delayed compared to the workplan. D 4.2.1 The best practice portfolio for standards and policy framework for the regulation of end-of-life vehicles was completed. D4.2.1 Report on options for standards and policy framework for end-of-life vehicle disposal - a Regulatory Framework and Legal Adviser has been hired to carry out this consultancy and work on this deliverable is currently underway.	MS

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
	4.3: Standards and a policy framework for regulating emissions from the power generation sector, as well as for integrating renewable energy into the grid, are developed and drafted for adoption by government ministries	2024-07-31	8	20	Activities delayed compared to the workplan. "D4.3.1 Report on best practice portfolio for standards and policy framework for the regulation of emissions in the power generation sector, as well as on renewable energy grid integration, including based on review of regional and global best practices" was presented to the Technical Advisory Committee in December 2023, and reviewed by the members, leading to edits and its finalization. "D4.3.2 Report on options for standard and policy framework for regulating emissions in the power generation sector and renewable energy grid integration" - a Regulatory Framework and Legal Adviser has been hired to carry out this consultancy. Draft standards and policy framework for the regulation of emissions in the power generation sector and renewable energy grid integration presented to the relevant ministry for consideration and adoption - a Regulatory Framework and Legal Adviser has been hired to carry out this consultancy. Work on these deliverables is currently underway by the consultant.	MU

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

## 4 Risks

### 4.1 Table A. Project management Risk

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

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

If any of the risk factors is rated a Moderate or higher, please include it in Table B below

### 4.2 Table B. Risk-log

#### Implementation Status (Current PIR)

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

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
The high cost of electric vehicles and high cost of grid electricity could result in an increase of the public transport bus fare. affecting vulnerable communities.	Outcome 2	L	L	L	L	N/A			=	There has been an uptake in the EVs in Antigua and Barbuda. There are now three car dealerships that sell EVs. Currently, there have been no talks of an increase in the public bus fares by the Antigua and Barbuda Transport Board. neither has there

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										been such a demand from the Bus Association Further. the general population's interest in purchasing EVs has increased; however. the price point may make it difficult for persons of lower-income households to attain.
Political opposition to the uptake of EVs. renewable energy and development and approval of more stringent environmental regulations in the transport. energy and waste management sectors.	All outcomes	M	M	M	M	N/A			=	Currently. the possibility of early elections being held may impact the government's willingness to continue sustainability efforts within the transportation sector. In addition to the implementation of certain NDCs may be delayed due to political reasons.
The inclusion of electric buses through the pilot project could generate resistance from the bus association. as it could result in lower revenue for drivers.	All outcomes	L	L	L	L	N/A			=	The Bus Association is fully onboard with the Electric bus Pilot. Most drivers indicated that they are considering purchasing electric buses for use on their own once they are able to finance the purchase.
Risk of high impact climatic event such as a hurricane could disrupt power generation. damage electric vehicles. destroy infrastructure. etc.	All outcomes	M	L	L	L	N/A			=	There were no severe storm events experienced in Antigua and Barbuda in 2021. 2022 & 2023. However. every hurricane season presents a high-risk as a storm or hurricane can directly impact Antigua and Barbuda. There has not been any modification to the considerations for this risk.
Higher electricity use by electric vehicles	Project Objective	L	L	L	L	N/A			=	This risk is a barrier that will be

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
might lead to higher emissions. e.g. from the diesel and oil power generators										addressed during project implementation. The pilot project includes appx. 150 kW grid-interactive (i.e.. battery and grid connection) solar installation to offset potential emissions that may be caused by the electricity demand of the pilot vehicles.
Materials from electric vehicles (EVs) (e.g. from batteries) might generate environmental pollution	Output 4	L	L	L	L	N/A			=	This risk is a barrier that will be addressed during project implementation. It remains low as the project directly addresses the sustainable disposal of EVs and ICE vehicles.
Promoting the use of EVs without restricting the number of overall vehicles will result in more traffic. energy consumption. strain on transport infrastructure and thus GHG emissions	Project Objective	L	L	L	L	N/A			=	The foreign used ICE vehicle market has increased the number of vehicles in Antigua and Barbuda significantly due to their low cost. The present cost of new EVs and the low number of used EVs available will not trigger this risk. Further. the country's revised NDC includes a ban on the importation of new internal combustion engine vehicles 2030 (with an indicative start year of 2025).
The country's grid is unstable and not resilient affecting the performance of the project pilots	Output 2	L	L	L	L	N/A			=	This risk is a barrier that will be addressed during project implementation. It remains low as the project's charging stations will be attached to decentralised solar

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										powered installations with battery storage. Additionally, it is the intention to have the charging stations connected to the wind turbines at the Sir Vivian Richards Stadium.
The high cost of EVs and high cost of grid electricity can reduce the uptake of the technology	Outcome 2	M	M	M	M	N/A			=	The revised NDC commits to the transition of the GOAB vehicular fleet to EVs. The GCF scale-up of the SLIM project will address the transition of 30% of the GOAB's vehicular fleet to electric. The replacement of 30% of the fleet will stimulate the vehicle market to provide EV options which in turn will reduce the cost to purchase EVs. There has been an uptake in the EVs in Antigua and Barbuda. There are now three car dealerships that sell EVs. Furthermore, interest of the general population in purchasing EVs has increased. however; the price point may make it difficult for persons of lower-income households to attain.
High air conditioning energy requirements and vehicle operating conditions will reduce the range of electric vehicles	Outcome 2	L	L	L	L	N/A			=	Although high AC requirements will reduce the range of EVs the risk is still deemed as low because the driving range in Antigua is low compared to larger countries.
Current lack of electric vehicle availability	Outcome 2	L	M	L	L	N/A			=	Three local car dealerships have started to offer electric vehicles for

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										sale in Antigua and Barbuda. However, at present, a shortage of shipping containers and increasing shipping costs has delayed the shipping of the electric buses to Antigua and Barbuda
Lack of technical support on the maintenance and deployment of vehicles and infrastructure	Project objective	L	L	L	L	N/A			=	This risk is a barrier that will be addressed during project implementation. Maintenance is written into the procurement terms for the equipment i.e., EVs & charging stations. Additionally, capacity building exercises were carried out with the procurement of the electric buses from China.
Access to affordable credit by potential electric taxi purchasers may reduce scale-up potential of project (This is not considered a risk, as it will be addressed during the project)	Outcome 2	M	M	M	M	N/A			=	This risk is a barrier that will be addressed during project implementation. There is an existing financial system that supports the purchase of vehicles. Financial institutions are on board and are currently offering loans specifically for the purchase of EVs. However, the risk remains because the interest rates and insurance rates experienced by EVs are higher than ICE vehicles which can hinder the uptake of EVs. This risk is addressed within the project through the training of financial institutions and taxi drivers regarding financing



Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										sustainable assets such as EVs. Additionally, the Government of Antigua and Barbuda has introduced incentives where 100% of the Customs Duty and Environmental Levy fees have been waived for persons purchasing EVs.
Implementation Schedule	Outcome 2	N/A	N/A	M	S	N/A			↑	The project is delayed according to the plan. Monitoring of the pilot projects has also been delayed due to the delayed shipment of the buses. Due to this, a project extension request will be required for another 18 months. Additionally, the small size of the project team and a lack of active consultancies were a concern. Due to the unstable political situation, the mobility strategy in Component 1 has not started yet.
Capacity to Deliver	Outcome 2	N/A	N/A	M	M	N/A			=	Sound technical and managerial capacity of institutions and other project partners and capacity gaps were addressed before implementation or during early stages. The participation of key stakeholders remains challenging despite robust outreach to these stakeholders. At the time of this report, the United Taxi Company is encountering internal struggles which hinder the electric taxi pilot project.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
										Currently, the electric taxis are in possession of the Antigua and Barbuda Emergency Medical Services (ABEMS). Efforts to manually monitor the vehicles will be conducted beginning in July 2024.
Uncertainty around the duration and evolution of the current COVID-19 outbreak and its impact on the country's economic outlook and public sector priorities. Constraints on in-person consultation and training workshops. The reduced purchasing power of people of Antigua and Barbuda due to the economic crisis triggered by the COVID-19 pandemic. may jeopardize the uptake of the SIRFF financial window. COVID-19 impact on global supply chain might adversely affect the procurement of vehicles and infrastructures required for the pilot project. Constraints on in-person consultation and training workshops. Reduced purchasing power of people of Antigua and Barbuda due to the economic crisis triggered by COVID-19 pandemics. may jeopardize the uptake of the SIRFF financial window. COVID-19 impact on global supply chain might adversely affect the procurement of vehicles and infrastructures required for the pilot project.	Outcome 2. Output 2.2. Output 2.4	M	M	L	L	N/A			=	There are no longer COVID 19 restrictions on gatherings in person. The global supply chain may still face some issues regarding logistics. such as the supply of shipping containers to facilitate the shipment of the buses from China. Initially scheduled to arrive in June 2024. The anticipated delivery of the buses has been delayed until September 2024.

Risks	Risk affecting: Outcome / outputs	CEO ED	PIR 1	PIR 2	PIR 3	PIR 4	PIR 5	Current PIR	Δ	Justification
			M	L	M				↑	The vehicle import for the pilot project as well as the current political situation provoked a delayed on some key milestones; therefore the risk has increased.

### 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
Political opposition to the uptake of EVs. renewable energy and development and approval of more stringent environmental regulations in the transport. energy and waste	1. Review and detail the stakeholder engagement strategy for (i) the preparation of the national electric mobility plan (C1). and engagement of (ii) Antigua Barbuda Bus Association for implementation of C2; (iii) and the National Solid Waste Management Authority for C4.2. Implement the engagement strategy during development of the national e-mobility plan.3.Carry out regular in-person meetings with the Antigua and Barbuda Bus Association 4.Host	1. Virtual consultations were held with key stakeholders West Indies Oil Company. Antigua and Barbuda Airport Authority etc.2. Collaborated with the Bus Association and ABTB for the procurement of the electric buses. This is ongoing. 3. The electric buses to be used as part of the Public Transportation fleet and operated by the Bus Association. This is ongoing.4. Consultations were held with the Ministry of Energy. No other activities occurred during this period. 5. This has not been addressed due to the	The stakeholders engagement strategy will be reinforced by delivering in-person workshops and consultations will be carried out with key stakeholders (i.e Antigua and Barbuda Bus Association. National Housing Company.	From July 2024 up until the end of the project. Meetings will be held at least once a month	Project Manager and National Project Coordinator within the DOE

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	workshops with the utility company. Ministry of Energy & National Solid Waste Management Authority <sup>5</sup> . Transform the national commitment into more concrete mandates to the transport and energy sectors. to be approved by the government. 6. Include in output 3.1 one additional deliverable with a proposal to the government for the inclusion of EV (new or second-hand) and EVCS procurement within existing financial instruments supporting business development.	unstable political climate at present. <sup>6</sup> . This additional deliverable was included in the previous period and extended to the current period.			
Implementation Schedule	1.Regular follow-up meetings with e-vehicles suppliers 2. UNEP mission to the country3.Implementation of updated stakeholders engagement strategy in order to have all permissions, agreements and contracts signed in a timely manner (see	1.-Engagement with the Bus Association 2.-UNEP mission will take place in July 20243.-Stakeholder strategy of conducting the EV raffle and the procurement of the Buses with bright colours for the Electric Bus Pilot. The PMU has stepped in to add support.4. Communication	1. The PMU will be using new purchase strategies to ensure the on-time delivery of the assets. 2. The SIRF Fund approach is being revisited and is ongoing.3.-. The draft national plan for electric mobility will be developed. adoption by Q1 of 20254.- The project schedule will be revised to	1. Purchases are expected from July 2024 to Q1 20252.-The SIRF Fund approach will be finalized from July 2024 to Q1 2025.3.-From July 2025 to Q1 2025. While the political instability is resolved, the project will work in the draft document preparation. 4.- The project	1.- Project Manager within the DOE 2.- The SIRF Fund members and the project team within the DOE 3.- Lead by the project Manager and National Project Coordinator within the DOE. Regulatory Framework and Legal Advisor 4.- Project Manager and National Project

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	previous risk).4. The project team should increase the engagement of Civil Society Organizations (CSOs). especially not-for-profit NGOs. This should start by the revision of the project's stakeholder consultation strategy by a social movements specialist. to properly identify relevant CSO stakeholders and establish communication channels with them.	activities and collaboration with the NGOs namely. The Rotaract Club. JCI Antigua. Rotary & Macedonia Community Development and Support Services.	extend it including the MTR recommendations	extension request will be submitted in Q3 of 2024 accompanied by the redesign of the pilot	Coordinator within the DOE in collaboration with UNEP
The high cost of EVs and high cost of grid electricity can reduce the uptake of the technology	1. Identify public and private agencies and corporations that could become early e-mobility adopters and support them in the development of plans for the electrification of their fleets. with the involvement of local EV suppliers. Start in first quarter 2024	1.- The high cost of EVs and high electricity costs can act as a hindrance to the uptake of the technology. However. financial institutions in Antigua and Barbuda have begun to offer loans for sustainability efforts to make homes more climate resilient by introducing climate resilient measures and offering loans to purchase electric vehicles for personal use. The recommendation has been completed by the DOE's	1.- Continue to engage financial institutions and other stakeholders to implement government subsidies or tax incentives for purchasing EVs to lower the initial cost for consumers. 2.-Offer rebates for the installation of home EV chargers to reduce the upfront costs.	1.- July 2024 to Q2 20252.- July 2024 to Q2 2025	1. National Financial institutions 2. The Project Team at the DOE 2. The Government of Antigua and Barbuda (GOAB)

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
		relationship with the Bus Association and their willingness to purchase buses on their own. especially after consultation with their national financial and insurance institutions.			
Capacity to Deliver	1. The project team should increase its technical capacities by participating in 2024 in national. regional. international and virtual trainings on key related topics.2. The preparation of the bus demonstration requires additional technical assistance to adequately plan operations for the chosen route. introducing formal schedules and regular vehicle tracking at least at a testing level. under the supervision of ABTB and the involvement of the Bus Association Vehicle tracking will require the procurement by the project of GPS trackers for all the buses on the	1. The project team has had some engagement with the UNEP Global Platform and has increased engagement with relevant stakeholders involving energy such as the Ministry of Energy. The project team is exploring the option of having the taxi pilot redesigned to instead be based on the government fleet with the assistance of the global platform. 2. The procurement is currently ongoing. Bus routes have been planned by the Bus Association with authorization from the ABTB. A company was selected as the successful bidder. 3. No activities completed in this period	1.- Mobilize the technical consultancies 2.- Enlist the help of the UNEP global platform Project team to participate in virtual training3.- Redesign the pilot project to the governmental fleet including the vehicle monitoring software. 4. Mobilizing the consultancy to establish and implement proper data collection and methodology for the estimate of direct and indirect GHG emissions.	1.- From July 2024 until the end of the project.2.- From July 2024 up until the end of the project. The PMU will attend all capacity building and provide feedback on training needs to the Global Platform. 3.- From July 2024 to January 2025. 4. From July 2024 to January 2025.	1.- Project Manager within the DOE 2.- PMU with support from UNEP Global Platform3.- Project Manager and the National project Coordinator supported by UNEP and involving the corresponding actors in the government. 4. the Project Manager and Project Team at the DOE

Risk	Actions decided during the previous reporting instance (PIRt-1, MTR, etc.)	Actions effectively undertaken this reporting period	What	When	By Whom
	selected route and tracking software licenses for the project team. ABTB and the bus association. 3. The project should hire technical assistance to establish and implement proper data collection and methodology for the estimate of direct and indirect GHG emissions avoided during the project.				

High Risk (H): There is a probability of greater than 75% that assumptions may fail to hold or materialize, and/or the project may face high risks. Significant Risk (S): There is a probability of between 51% and 75% that assumptions may fail to hold and/or the project may face substantial risks. Moderate Risk (M): There is a probability of between 26% and 50% that assumptions may fail to hold or materialize, and/or the project may face only modest risks. Low Risk (L): There is a probability of up to 25% that assumptions may fail to hold or materialize, and/or the project may face only modest risks.

## 5 Amendment - GeoSpatial

### Project Minor Amendments

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

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

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

### Minor amendments

In the fiscal year of reporting the DOE requested that a new budget line be created to facilitate Travel and Capacity Building Exercises. This request was approved and the relevant change made and reported in the fiscal reports accordingly.

#### 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



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

GEO Location Information:

The Location Name, Latitude and Longitude are required fields insofar as an Agency chooses to enter a project location under the set format. The Geo Name ID is required in instances where the location is not exact, such as in the case of a city, as opposed to the exact site of a physical infrastructure. The Location & Activity Description fields are optional. Project longitude and latitude must follow the Decimal Degrees WGS84 format and Agencies are encouraged to use at least four decimal points for greater accuracy. Users may add as many locations as appropriate. Web mapping applications such as OpenStreetMap or GeoNames use this format. Consider using a conversion tool as needed, such as: <https://coordinates-converter.com> Please see the Geocoding User Guide by clicking here

Location Name	Latitude	Longitude	GEO Name ID	Location Description	Activity Description
V.C. Bird International Airport	17.1416	-61.7905			
St John's West bus station	17.1171	-61.8445			
Saint John's	17.1274	-61.8468	3576022		
Sir Vivian Richards Stadium	17.1032	-61.7849			

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	
SLIM Creatives_Newsletter 1..pdf	Executing Agency	2024-08-02 20:56:18	<a href="#">Download</a>
ABBA China Report.pdf	Executing Agency	2024-08-02 20:52:41	<a href="#">Download</a>
ABBA Photos.pdf	Executing Agency	2024-08-02 20:52:41	<a href="#">Download</a>