

PROJECT IMPLEMENTATION REPORT

Project ID:	10629
Project Name:	Accelerating the introduction of low-emission and climate-resilient electric mobility in Grenada
Countr(ies):	Grenada
Implementing Agency:	UNEP

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I. Overview

A. Description

Project name

Accelerating the introduction of low-emission and climate-resilient electric mobility in Grenada

Country

Grenada

GEF ID

10629

Implementing Agency

UNEP

Executing Entity

Ministry of Finance, Planning, Economic Development and Physical Development

Trust Fund

GET

Project Type

MSP

PIR Submission

9/8/2026

Fiscal Year , PIR Number

FY 2026 , 3rd PIR

Objective

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

B. Ratings and Disbursements

Implementation Progress

Moderately Unsatisfactory

Development Objective

Moderately Satisfactory

Overall risk

Moderate Risk

Project Financing

1,145,500.00

Cumulative Disbursement

134,102.00

C. Key Dates

CEO Endorsement/Approval

5/6/2022

Agency Approval

12/2/2022

Implementation Start

3/13/2023

First Disbursement

5/6/2023

Expected MTR	Actual MTR
Expected Completion 4/30/2028	Actual Completion

II. PROGRESS STATUS AND ISSUES

A. Progress: Information on progress and outcomes of project implementation activities

Progress toward Outcomes (Summary of Section 3.1)

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

Progress toward Outputs (Summary of Section 3.2)

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

Overall Project Risk Rating: M — Moderate

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

B. Challenges: Information on challenges of project implementation activities

Implementation during the reporting period continued to be affected by delays in procurement, mobilization of technical assistance, and the sequencing of several policy and institutional outputs. The procurement and deployment of the pilot electric vehicles and charging infrastructure have taken longer than anticipated due to government procurement procedures, budget considerations, and the need to secure the necessary approvals. In parallel, progress on the national sustainable transport strategy, transport data system, and road vehicle and fuel quality regulations has remained limited, as technical consultancy support has not yet been fully mobilized and additional coordination has been required to align project activities with complementary national and regional initiatives. These implementation delays have also contributed to the low level of project expenditure to date, with approximately 12% of the total project budget spent thus far. Expenditure is expected to increase significantly during the next reporting period as procurement of the pilot vehicles, charging infrastructure and other key project activities advances and associated payments are made.

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

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

C. Stakeholder Engagement

Stakeholder engagement during the reporting period focused on strengthening coordination, implementation alignment, and technical support from national, regional, and development partners. The Project Steering Committee (PSC) meeting held on 15 October 2025 brought together the United Nations Environment Programme (UNEP), the Grenada Transport Commission (GTC), the Ministry of Infrastructure, and other key stakeholders to review implementation progress and provide strategic guidance. The Technical Working Group (TWG), comprising representatives from the GTC, Grenada Electricity Services (GRENLEC), Public Utilities Regulatory Commission (PURC), the Ministry of Finance - Procurement Division, and Ministry of Renewable Energy Division within the Ministry of Climate Resilience, The Environment & Renewable Energy, met three times between January and June 2026. The TWG supported implementation, particularly under Component 2, through technical review of EV specifications, charging infrastructure planning, and procurement preparation, with additional engagement from the Grenada Bureau of Standards (GDBS) and continued collaboration with the Ministry of Finance Procurement Division.

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

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

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

D. Gender Equality

The project has an approved Gender Action Plan (GAP), which provides the framework for integrating gender-responsive considerations across stakeholder engagement, capacity building, community outreach, and project-supported electric mobility interventions. During the reporting period, gender considerations were incorporated into the planning of training, awareness-raising, stakeholder engagement, and pilot activities, with attention to promoting inclusive participation and access to project benefits. However, implementation of the GAP remains at an early stage, and systematic evidence of gender-related results is still limited. Sex-disaggregated participation and beneficiary data have not yet been consistently collected across project activities, and reporting against GAP targets and indicators requires strengthening. As implementation accelerates, the project will systematically collect and report sex-disaggregated data and monitor progress against the GAP to enable a more robust assessment of gender outcomes. During the next implementation period, particular attention will be given to promoting women's meaningful participation in consultations, governance arrangements, technical decision-making, and capacity-building activities. Gender considerations will also be further integrated into the EV pilot programme, sustainable transport planning, and relevant policy and regulatory work,

including through consideration of barriers that may affect women's participation in and access to emerging electric mobility opportunities.

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

E. Knowledge Management

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

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

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

III: Minor Amendments

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

	activities and expenditures. It also provided a 27-month no-cost extension, extending the project's technical completion date to April 2028. These adjustments were intended to provide sufficient time and an appropriate financial framework for the completion of outstanding activities following delays associated with Hurricane Beryl, governance challenges, and personnel turnover.
Executing Entity	
Executing Entity Category	
Minor Project Objective Change	
Safeguards	
Risk Analysis	
Increase of GEF Financing up to 5%	
Co-Financing	
Location of Project Activity	
others	

IV: Geographic Coordinates of Project Activities

Location Name	Latitude	Longitude	GeoName ID
St. George	12.04444	-61.7416666667	

Location Description:

Activity Description:

V. ANNEX

Uploaded Document

Document Category M and E Document	Title 10629_PIR_UNEP_2026_EM_Grenada_FY26_Final
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