

Readiness Proposal

**with Ministry of Economic Affairs, Planning, Resilience, Sustainable
Development, Telecommunications and Broadcasting
for Commonwealth of Dominica**

12 October 2020



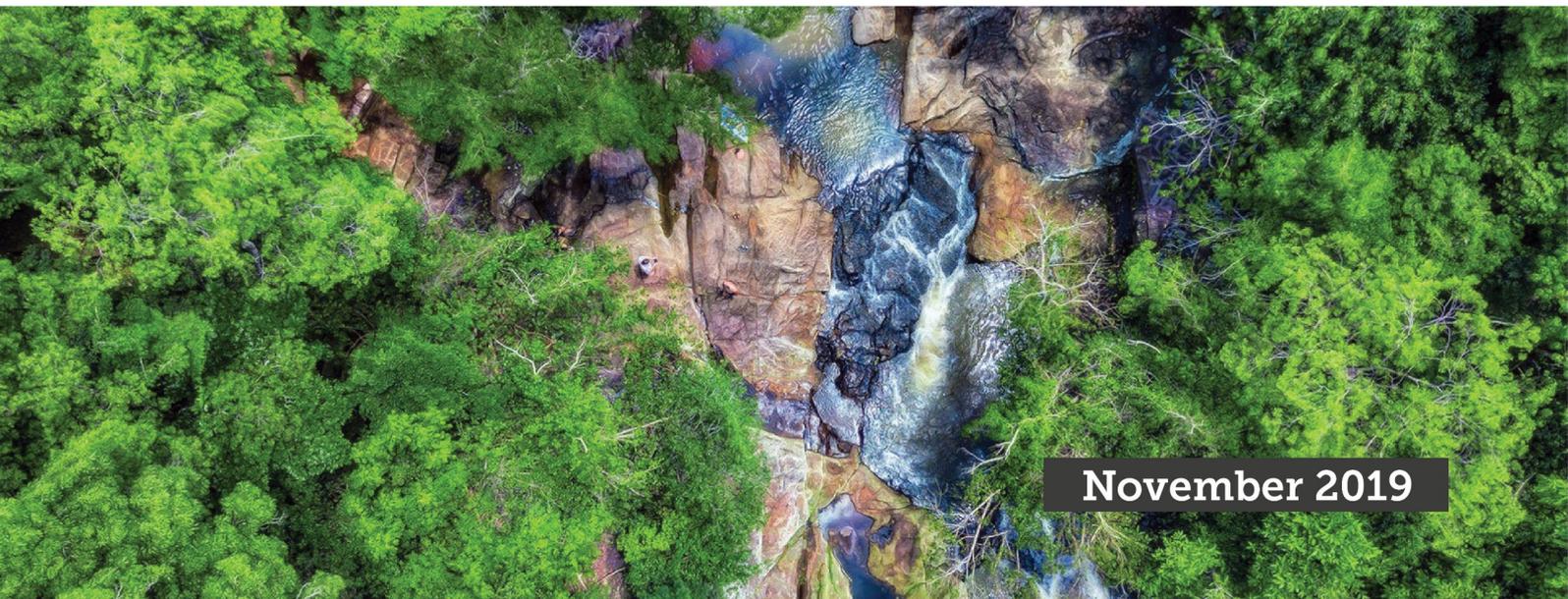
**GREEN
CLIMATE
FUND**

READINESS & PREPARATORY SUPPORT

PROPOSAL TEMPLATE



Proposaltitle:	Low Carbon Transport Dominica
Country:	Commonwealth of Dominica
National designated authority:	Ministry of Economic Affairs, Planning, Resilience, Sustainable Development, Telecommunications and Broadcasting
Implementing Institution:	Ministry of Economic Affairs, Planning, Resilience, Sustainable Development, Telecommunications and Broadcasting
Date of first submission:	14 February 2020
Date of current submission/ version number	31 March 2020



November 2019

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Download the guidebook:
<https://g.cf/xxxxx>



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Please be concise. If you need to include any additional information, please attach it to the proposal.

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Note: Environmental and Social Safeguards and Gender

Throughout this document, when answering questions and providing details, please make sure to pay special attention to environmental, social and gender issues, particularly to the situation of vulnerable populations, including women and men. Please be specific about proposed actions to address these issues. Consult Annex IV of the Readiness Guidebook for more information.

Please visit the Country Portal on the GCF website to submit this proposal via the **online system**.

When submitting the proposal, please name the file:
GCF Readiness -[Country]-[yyymmdd]

1. SUMMARY

1.1 Country submitting the proposal	Country name: Commonwealth of Dominica Name of institution representing NDA or Focal Point: Ministry of Economic Affairs, Planning, Resilience, Sustainable Development, Telecommunications and Broadcasting Name of contact person: Kyra Paul L'Homme Contact person's position: Acting Chief Development Officer Telephone number: +1 767 266 3561 Email: paulk@dominica.gov.dm kibeauty@hotmail.com Full office address: 5 th Floor Financial Center, Kennedy Avenue, Roseau, Commonwealth of Dominica
1.2 Date of initial submission	14 February 2020
1.3 Last date of resubmission	23 April 2020
1.4 Which institution will implement the Readiness and Preparatory Support project?	<div style="display: flex; align-items: center; margin-bottom: 10px;"> <input checked="" type="checkbox"/> National designated authority </div> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <input type="checkbox"/> Accredited entity </div> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <input type="checkbox"/> Delivery partner </div> <div style="display: flex; justify-content: space-between; align-items: center; margin-top: 10px;"> <div style="vertical-align: top; padding: 5px;"> Name of institution: Name of official: Position: Telephone number: Email: Full office address: </div> <div style="vertical-align: top; padding: 5px;"> Ministry of Economic Affairs, Planning, Resilience, Sustainable Development, Telecommunications and Broadcasting Kyra Paul L'Homme Acting Chief Development Officer +1 767 266 3561 paulk@dominica.gov.dm kibeauty@hotmail.com 5th Floor Financial Center, Kennedy Avenue, Roseau, Commonwealth of Dominica </div> </div>
1.5 Title of the Readiness support proposal	Low Carbon Transport Dominica
1.6 Type of Readiness support sought	<input type="checkbox"/> I. Capacity building <input checked="" type="checkbox"/> II. Strategic frameworks <input type="checkbox"/> III. Adaptation planning <input checked="" type="checkbox"/> IV. Pipeline development <input type="checkbox"/> V. Knowledge sharing and learning

Version number V.2

1.7 Brief summary of the request

The Commonwealth of Dominica is a SIDS vulnerable to climate change and heavily dependent on imported fossil fuels. The Nationally Determined Contribution has as target to reduce absolute Greenhouse Gas (GHG) emissions by 44.7% by 2030 compared to the emission level of 2014. The transport sector has the largest GHG emissions and is also the sector with the highest GHG growth. Transport emissions shall be reduced by 17% compared to the emission levels of 2014 (due to the strong growth of the transport sector the achievement of this target requires a 40-50% reduction of emissions compared to a Business as Usual trajectory).

Dominica will only be able to achieve its GHG transport target if the trend of increasing transport emissions can be reverted. A wide array of low-carbon transport measures is available including electric vehicles, low-carbon shipping, fostering of public transport, Non-Motorized transport etc. Gaps towards a viable low carbon transport strategy are related to (i) lack of a suitable database and transport / emission modelling (ii) lack of know-how and information to assess viable mitigation options for the transport sector (iii) lack of strategies and related policies to foster low carbon transport and (iv) financial and capacity knowledge gaps to implement low carbon transport strategies. At the same time Dominica is making important steps towards a green electricity production which could form the backbone for an electrified transport system in the country. The country has also given recently tax incentives to hybrid and electric cars.

The readiness support shall close these gaps by collecting data and modelling the transport sector (road as well as maritime), identifying and assessing low carbon transport options, formulating a low carbon transport roadmap and by accessing climate finance for implementation of low carbon transport measures. Activities shall be realized in cooperation with local partners and stakeholders to create awareness and capacity on low carbon transport. GCF support is critical to enable Dominica to formulate and implement a strategic framework for low carbon transport. The capacity building on modelling methods and analytical instruments to assess low carbon options creates a sustainable impact also for future endeavors in this area.

Deliverables include a transport emission inventory and model, a report on low carbon transport options for Dominica including an in-depth assessment of the most promising options, a low carbon transport roadmap, and a GCF finance proposal for low carbon transport.

Direct beneficiaries of the readiness support are government institutions and private sector actors and other stakeholders involved in transport policies and transport services. When the project is implemented there will be a wider net of beneficiaries. Air quality is a public good and improving air quality through low-emission transport systems improves the health and well-being of all citizens. Reduced reliance on fossil fuel imports also improves the resilience of the country towards external shocks and fuel delivery disruptions. Direct beneficiaries of the readiness support are government institutions and private sector actors involved in transport policies and transport services through improved knowledge on options, policies and business models for low-carbon transport.

The readiness support shall be implemented by the NDA.

1.8 Total requested amount and currency

USD274,417

1.9 Implementation period

18 months

1.10 Is this request a multiple-year strategic Readiness implementation request?

- Yes
 No

1.11 Complementarity and coherence of existing readiness support

Yes

No

A list of ongoing and completed GCF Readiness is provided below. In addition please see complimentary of this readiness with other approved readiness and funded proposals in section 2.

1. NDA Strengthening and Country Programming support for Dominica through UNDP, approved in June 2017, \$464,778 . Completed

Assisted in building the capacity of the NDA and relevant government ministries in establishing an effective coordination mechanism by strengthening the existing high-level National Climate Change Committee (NCCC).

2. Adaptation Planning support for Dominica through the Ministry of Health and Environment of Antigua and Barbuda, approved in Sept 2018, \$2,940,000. (Projected to commence Q3 2020)

The Action Plan for a Climate Resilient Dominica will establish a High-Level Steering Committee Co-Chaired by Prime Minister and the Minister of Health and Environment (technical lead on climate change) to provide overall guidance and support to the process, and establish a Secretariat in the Ministry of Health and Environment (jurisdictional lead for climate change and focal point) to the High-Level Steering Committee. This National Adaptation Planning (NAP) project will foster an enabling environment within legislation, institutional arrangements, and technical capacity across the public, private and NGO sectors.

4. Strategic frameworks support for Dominica and Jamaica through Ministry of Economic Growth and Job Creation of Jamaica, approved in Oct 2019 (Projected to commence in Q3 2020

This readiness proposal will facilitate an enabling environment for a Caribbean green bond listing on the Jamaica Stock Exchange. It aims to assess the debt market and foster a conducive environment for a green bond market through building a green bond market ecosystem through the following components: 1. Assessing the debt market (bonds) and infrastructure; 2. Guidance - developing appropriate policies/guidelines based on international standards and Green Bond Principles; 3. Capacity building and market education – focusing on key market players from across the region and beyond through market education; and 4. Issuance and development of a project concept of a green bond facility.

5. Strategic frameworks support for Antigua and Barbuda, Belize, Dominica, Grenada, Guyana, Haiti, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname through the Caribbean Disaster Emergency Management Agency (CDEMA), approved in Dec 2019 (Projected to commence in Q4 2020)

This proposal seeks to provide support for improving regional and national level mechanisms and capacity for achieving climate resilience through advancing Multi-hazard Early Warning Systems. While it is understood that early forecasts will not prevent the impact of climatic hazards, they can support building resilience by helping national authorities and

communities to prepare for the impact, and if needed, to evacuate vulnerable areas to prevent loss of property and life.

6. Strategic frameworks and entity support for Antigua and Barbuda, Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia through OECS Commission, approved in Dec 2019 (Projected to commence in Q3 2020)

The OECS Commission is seeking to support Member States in accessing GCF, Antigua and Barbuda, Grenada, Dominica, Saint Kitts and Nevis, Saint Lucia and St. Vincent and the Grenadines. This request will begin to address some of the issues pertaining to project development; data and information gaps; public-private engagement; facilitate and support the participation of non-state stakeholders in project identification and development and address previously-identified fiduciary and related gaps within the Commission. We will therefore be working with entities including government ministries, non-governmental organizations, private sector, among others.

7. Strategic frameworks support for Dominica through Ministry of Planning and Economic Development, approved in Dec 2019 (Projected to commence in Q3 2020)

The Readiness, an Economic feasibility Analysis for a Green Industrial Eco Park (GIEP) powered on geothermal Renewable energy will be implemented in two phases. In the first year a geothermal resource mapping exercise in the town of Portsmouth will be undertaken. It will require twelve months of magnetotelluric observations. Success in this endeavor will provide the opportunity for a dedicated geothermal reservoir for GEIP use optionally, instead of utilization from the proven reservoir in the Roseau Valley. This will enhance the economic viability the GIEP. The second phase will include: (i) a comparative analysis of for optimal location of the situation of the GEID, (ii) identification of industries to anchor the park, (iii) financial operational models for the GIEP and (iv) the establishment of a national green certification standards and institute to facilitate the green industrial transformation.

Government has made special provision in policy to facilitate national

2. SITUATION ANALYSIS

Climate Change Context

The Commonwealth of Dominica is a Small Island Developing State (SIDS) vulnerable to climate change and heavily dependent on fossil fuels. Dominica has no petroleum resources, and energy required to sustain development in the country is imported. The country is committed to pursue renewable sources in its Medium-Term Economic Strategy, principally by harnessing geothermal resources. Green growth shall be enabled through the transition to sustainable energy technologies.

Total greenhouse gas (GHG) emissions from the energy sector are estimated for 2017 at 156,000 tCO_{2e} (3rd National Communication). Within the energy sector transport is with 67,000 tCO_{2e} the largest contributor followed by energy industries with 47,000 tCO_{2e}. The Nationally Determined Contribution (NDC) has as target to reduce absolute GHG emissions by 44.7% by 2030 compared to the emission level of 2014. The transport sector is the sector with the largest GHG emissions followed by energy industries (electricity generation). The transport sector is also the sector with the highest GHG growth. Therefore because transportation is the biggest source of Dominica's GHG emissions. The readiness seeks to address the transportation modalities identified in National Communications to the UNFCCC as contributing the most to these emissions. Electricity generation shall be close to 100% renewable by 2030 and transport emissions shall be reduced by 17% (compared to the emission level of 2014 i.e. due to strong growth of the transport sector this reflects a much higher percentage reduction compared to a Business as Usual trajectory).

The country presently (2014) has an installed capacity of 27MW consisting of 7 MW of hydropower and 20 MW of diesel-powered units. The generation mix is characterized by seasonal fluctuations in supply from hydro-generation as a result of changes in precipitation during the rainy season. Dominica's current power generation comes from diesel generators (71%) and hydropower (27%) with marginal generation from wind and solar. This results in a carbon grid factor in 2014 of around 0.83 kgCO_{2e}/kWh¹. Electricity prices are very high with a range of 0.38-0.40 USD per kWh – high costs are related to world oil prices as the majority of electricity is currently being produced with diesel. Dominica, being a volcanic island has a tremendous potential for geothermal energy. Site assessments, and feasibility studies have been carried out that indicate that the energy capacity in the Roseau Valley Geothermal Resource area is at least 300 MW. It is the intention of the Government of Dominica to develop, with concessionary climate change financing provided under the GCF or the Clean Technology Fund, a geothermal generation plant to provide electricity to the domestic market. Creating a solid and large renewable electricity source not only provides the opportunity for decarbonizing the energy industry sector but also for decarbonizing the transport sector through usage of electric and/or hydrogen vehicles. This can drastically reduce GHG emissions and local pollutants whilst also reducing economic dependence on the import of fossil fuels (fuel import costs were in 2014 43 MUSD or 12% of the country's GDP). Additional GCF support for an economic feasibility analysis for the establishment of a Green Industrial Eco Park and geothermal mapping in the northern region of the country will create opportunities for synergies with the **Low Carbon Transport Sector of Dominica**.

Some 25,000 vehicles operate in Dominica. The annual vehicle number growth rate is around 2%. The largest number of vehicles are private cars and Sports Utility Vehicles. However, also more than 1,500 buses and 2,000 trucks operate in the country. The transport sector is not only the largest GHG emission source but also a source of growing emissions reaching 67,000 tCO₂ by 2017². This only includes road transport whilst no estimations exist concerning maritime transport. Vehicles are diesel and gasoline powered and are basically imported as used units. Dominica has relatively high import duties and also levies an environmental tax which is age dependent reaching 3,000 US\$ for a vehicle older than 5 years. The NDC target is to reduce GHG emissions from the transport sector by 17% relative to 2014. With the current growth rate of vehicle numbers this represents approximately a GHG reduction of 40-50% relative to a BAU scenario. The policies previewed in the NDC to foster hybrid cars (with fuel and GHG savings of 20-25%) are insufficient to achieve this ambitious target. Effective as of 1/10/2019 also electric vehicles (buses, cars and motorcycles) are fostered with 0% import duty and value added tax. These tax incentive policies are a 1st step towards fostering low-carbon vehicles but require complementary incentives, policies, actions and steps to achieve in a cost-effective manner a transition towards a low carbon transport sector. To date COVID 19 has not impacted gas or electricity prices.

Gaps towards Low Carbon Transport

Gaps towards a viable low carbon transport strategy are related to (i) lack of a suitable database and transport / emission modelling (ii) lack of know-how and information to assess viable mitigation options for the transport sector (iii) lack of strategies and related policies to foster low carbon transport (iv) financial and capacity knowledge gaps to implement low carbon transport strategies.

(i) Transport data to model emissions of the sector lack to a large extent in Dominica. No reliable bottom-up transport emission inventory exists, which makes an assessment of GHG reduction options as well as the monitoring of the impact of policies, regulations and projects in this sector difficult. Motor fuels imported (gasoline, diesel) are used for different purposes including electric generators, agriculture, industry, vessels and road transport. For a reliable top-down estimate per source fuel usage must be tracked. For a bottom-up transport emission inventory, vehicle categories need to be (better) defined, fuel type per vehicle needs to be identified and

¹ Based on a generation of 102,018 MWh, GHG emissions of 76,320 tCO_{2e} and average system losses of 9.5% (see 3rd NC, p.97f)

² This is a 6% drop compared to 2016 explained by reduced traffic after September 18th due to limited road access in the aftermath of Hurricane Maria.

activity data (primarily mileage or in case of vessels hours of usage and fuel usage) needs to be collected. Bottom-up transport models allow to quantify GHG and local pollutants per vehicle category and allow to realize appropriate projections. Bottom-up data is also the base for calculating the potential impact of different mitigation options and for assessing the economic viability of options. Establishing a suitable database also a source of information for future reporting to the UNFCCC and for the monitoring of mitigation actions.

(ii) Knowledge gaps on low carbon transport options, policies and measures how to implement low carbon transport options and on available finance sources and how to tap latter. This is especially true of electric mobility options, policies and strategies which could prove to be a very interesting option for a SIDS with a large renewable energy potential such as Dominica. An assessment needs to be realized to identify the technical options for low carbon transport, their potential GHG, environmental, financial, social, gender and economic impact, strategies and policies to implement low carbon options as well as related business models and risks. Stakeholders need to be engaged to allow for a realistic planning and a positive environment for taking-up low carbon transport options. Knowledge on how to identify and assess low-carbon transport options shall be transferred to Dominica. Also, know-how and information on available financial support and how to access such funds for transport projects, shall be provided.

(iii) Policies and strategies to foster low-carbon transport have been limited to the moment on tax preferences for hybrid and recently electric vehicles. Whilst this is a first interesting step no comprehensive low carbon transport strategy or policy exist. Potential policies, instruments, their economic cost-benefit and relative attractiveness must be assessed to design viable, enforceable and effective policy instruments which can be implemented to foster low carbon transport targets. No comprehensive plan exists for example for promotion of EVs with its consequences on vehicle regulations, import taxes, grid management and stability, energy pricing, charging infrastructure establishment, capacity building/training for repair and maintenance staff etc. Through this readiness as initial assessment of the low carbon transport for Dominica will be conducted.

The gaps identified are effective not only for road-based transport but also for maritime transport. The emissions and energy consumption of different vessel types, technology options available and the technical, organizational, and financial viability of such options are not well known.

Objectives and Deliverables to Close the Gap

The objective is to develop a low carbon transport roadmap for Dominica with a strong focus on options which can be implemented with a significant impact by 2030. The identified gaps shall be closed by collecting data and modelling top-down as well as bottom-up the transport sector (road as well as maritime) for Dominica (including projections up to 2030 and 2040), identifying and assessing low carbon transport options, detailing these options to create a low carbon transport roadmap and to develop financial instrument to access climate finance for implementation of low carbon transport measures. The activities will be realized in cooperation with local partners and stakeholders to create awareness and capacity on low carbon transport as well as to spread information.

Deliverables include a transport emission inventory and model, a low carbon transport roadmap for Dominica, an analysis on finance means for low carbon transport and a GCF proposal for low carbon transport.

Multiple other SIDs face comparable challenges to Dominica for the transport sector. The comprehensive and implementation-oriented approach can thus serve as model-case for many other SIDS.

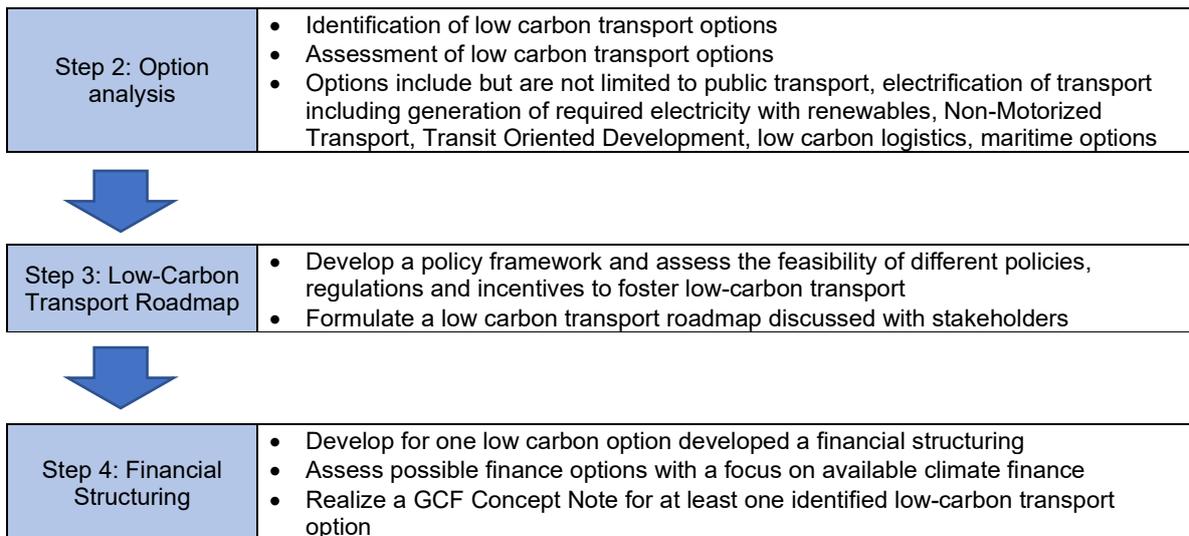
Approach

The approach followed includes various steps (see graph below) from data and information collection, through feasibility stages towards financial structuring and implementation.

Steps of Readiness Proposal

Step 1: Data collection and analysis	<ul style="list-style-type: none"> • Collect bottom-up transportation data • Realize transport emission modelling • Analysis and interpretation of results • Training of stakeholders on data collection and model usage
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Outputs

The following table summarizes core outputs a per Step (additionally capacity building and training for each step)

Outputs of Readiness Project per Step

Step	Deliverables
Step 1: Data collection and analysis	1.1. Data collection and analysis report 1.2. Transport emission model
Step 2: Option analysis	2.Reports and Pre-feasibility study on options identified including: 2.1. Report on fostering of public transport 2.2. Report on Non-Motorized Transport and potential measures in the realm of Transit Oriented Development to include the elaboration of identified policy gaps 2.3.Two (2) pre-feasibility study on electric mobility options 2.4. Report on low carbon shipping including usage of hydrogen 2.5. Report on usage of economic instruments to foster low carbon vehicles
Step 3: Roadmap	3.1. Report on policy instruments, incentives and regulations 3.2. Low carbon transport roadmap for Dominica
Step 4: Financial structuring	5.1. Report on finance options for low carbon transport 5.2. Formulation of a financial proposal to the GCF for low carbon transport

Intended Beneficiaries

Direct beneficiaries of the readiness support are government institutions and private sector actors involved in transport policies and transport services through improved knowledge on options, policies and business models for low-carbon transport. When the project is implemented there will be a wider net of beneficiaries Air quality is a public good and improving air quality through low-emission transport systems improves the health and well-being of all citizens. Reduced reliance on fossil fuel imports also improves the resilience of the country towards external shocks or fuel delivery disruptions.

COMPLEMENTARITY WITH OTHER GCF READINESS AND APPROVED PROJECTS**1 “The Economic Feasibility Analysis of a Geothermal Based Green Industrial Eco park in the Commonwealth of Dominica, and Geothermal Resources Mapping in the Northern geothermal zone in the region near the town of Portsmouth”³****Donor:** GCF, Readiness Programme**Delivery Partner:** Ministry of Planning and Economic Development (MPED)**Budget:** USD 749,060

Summary: The Readiness programme targets information and market barriers by investigating the potential and feasibility of prioritized technologies and studying the gaps, barriers and challenges to private sector engagement in Dominica Low Carbon Climate Resilient Development Strategy with focus on Geothermal based green industrial eco parks (GIEP). Main activities include:

- (i) Identification of the major barriers facing the local private sector in accessing climate finance or investing in resilience/ carbon mitigation, both domestic and external.
- (ii) Assess the local private and financial sector’s current investment portfolio (including climate risks on investments and any investments on climate resilience/ carbon mitigation), including barriers and potential opportunities to scale up climate resilient investments
- (iii) Support climate finance capacity building for the private and financial sectors
- (iv) A mapping exercise of the sector’s existing climate change portfolio in Dominica and how this aligns with national priorities (Low-Carbon Climate-Resilient Development Strategy, NDC, GCF Country Programme Brief, National Development Strategy, etc.).
- (v) Identification of the major barriers facing the local private sector in accessing climate finance or investing in resilience/ carbon mitigation, both domestic and external.
- (vi) Identification of opportunities for climate-smart investments and blended finance investments (with focus on GCF).

Hydrogen production will be identified as one of the key industries to anchor the park. A key output of the readiness will be a report on the use of hydrogen for shipping.

Complementarities and synergies with proposed Readiness Programme

Though the GIEP will underscore a transition to low carbon, an issue to address is how the transportation needs of the GIEP will impact GHG emissions.. This current readiness therefore closes the gap with regards to facilitating the local low carbon transportation needs of GIEP.

3 “Facilitating an enabling environment for a Caribbean Green Bond Listing on the Jamaica Stock Exchange”⁴**Donor:** GCF, Readiness Programme**Delivery Partner:** Ministry of Economic Growth and Job Creation**Budget:** USD 582,749

Summary: This readiness proposal will facilitate an enabling environment for a Caribbean green bond listing on the Jamaica Stock Exchange. It aims to assess the debt market and foster a conducive environment for a green bond market through building a green bond market ecosystem through the following components:

- Component 1: Assessing the debt market (bonds) and infrastructure;
- Component 2: Guidance - developing appropriate policies/guidelines based on international standards and Green Bond Principles;
- Component 3: Capacity building and market education – focusing on key market players from across the region and beyond through market education; and
- Component 4: Issuance and development of a project concept of a green bond facility.

Complementarities and synergies with proposed Readiness Programme

Financial investment options models for low carbon transportation in Dominica are key outputs of the Low Carbon Readiness. These will form an important analysis and basis for the sourcing of financing from Green Bond issues on the Jamaica stock exchange. This readiness is therefore developing potential sources of investments for Bond issues on the Jamaica stock exchange.

³<https://www.greenclimate.fund/document/strategic-frameworks-support-dominica-and-jamaica-through-ministry-economic-growth-and-job>

⁴<https://www.greenclimate.fund/sites/default/files/document/readiness-proposals-dominica-jamaica-jamaica-s-megjc-strategic-frameworks.pdf>

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3. LOGICAL FRAMEWORK

Outcomes	Baseline ⁵	Targets	Outputs	Activities (brief description)	Deliverables ⁶
<p>Outcome 2.2: Dominica has developed or enhanced strategic frameworks to address policy gaps, improve sectoral expertise, and enhance enabling environments for GCF programming in low-emission investment</p>	<p>Data on vehicle energy consumption and emissions is not collected in a detailed manner and no bottom-up transport emission inventory is available. No systematic identification and assessment of low-carbon transport options, and no policies, strategies or incentives for low-carbon transport</p>	<p>Transport emission inventories and models allow for reliable and detailed emission projections and can be used to assess and monitor in a quantitative manner low carbon transport options. The development and discussion of low carbon transport options results in a low carbon transport roadmap for Dominica which serves as a policy guidance document</p>	<p>Output 2.2.1: Bottom up emission transport model incl. projections to 2030 established</p>	<p>Activity 2.2.1.A1: Collect data for emission modelling of the transport sector incl. but not limited to vehicle mileage, fuel type, emission standard, and vehicle characteristics. Data collection is made for the road and the maritime sub-sector. (Including specific actions to capture gender data and analysis)</p> <p>Activity 2.2.1.A2: Develop an Excel-based transport emission model to capture energy usage, GHG and local pollutant emissions from the road and the maritime sub-sector.</p> <p>Activity 2.2.1.A3: Train stakeholders representatives from government and the private sector (to include gender balance) on the update and usage of the model.</p>	<p>Deliverable 2.2.1.A1: Report on data collected incl. methodology, results and data analysis</p> <p>Deliverable 2.2.1.A2: Excel based emission model established and operational</p> <p>Deliverable 2.2.1.A3: pre and post training work shop surveys on specific training activities listed in 2.2.1 A1 and 2.2.1A2 (min. 3 persons) and documented (training report) (specific actions to ensure gender balance in activities)</p>

⁵Please briefly elaborate on current baselines on which the proposed activities can be built on, processes that are in place that the current Readiness proposal can strengthen, or any gaps that the proposed activities would fill in. If more space is needed, please elaborate this in Section 4.

⁶ Please include tangible and specific deliverables for each activity proposed, Please note that during implementation all deliverables should be included within the implementation reports for GCF consideration.

Outcomes	Baseline ⁵	Targets	Outputs	Activities (brief description)	Deliverables ⁶
	<p>have been identified or implemented with exception of the recently approved tax incentives for hybrid and electric vehicles.</p>	<p>and shall enable Dominica to achieve the NDC GHG transport target per 2030 (-17% against 2014 or around -50% compared to BAU)</p>	<p>Output 2.2.2: Cabinet endorsed Low carbon transport roadmap for Dominica . The low carbon transport roadmap includes a detailed assessment of at least two low carbon transport measures.</p>	<p>Activity 2.2.2.B1: Make an initial assessment of low carbon transport options under technical, financial, social and economic aspects with a focus on electric mobility, public transport, NMT, low-carbon logistics and low carbon-shipping. This is realized for the road and the maritime sub-sector.</p> <p>Activity 2.2.2.B2: Realize a gender assessment of mitigation options.</p> <p>Activity 2.2.2.B3: Develop the low-carbon roadmap incl. policies, incentives, objectives, targets, stakeholders, expected impacts (environmental, economic, social, gender), actions to implement, and financial means</p> <p>Activity 2.2.2.B4: Conduct a stakeholder consultation workshop (with motorists, shipping interest, government officials private sector and gender representation) to validate the roadmap proposed</p> <p>Activity 2.2.2.B5. Based on the initial assessment and the stakeholder (motorists, shipping interest, government officials and private sector) consultation select the 2 most promising options and develop these in more detail including incl. technical assessment, impacts on energy sector, environmental / social / economic / financial impact, risks, business models, finance requirements, policy options,</p>	<p>Deliverable 2.2.2.B1: Report on transport mitigation options for Dominica to include: (i) low carbon shipping using hydrogen (the feasibility of the hydrogen production is a key outcome of a readiness proposal for a Green Industrial Eco Park referenced earlier),(ii) Non Motorized transport in the realm transit oriented (iii) economic instruments to foster low carbon vehicles</p> <p>Deliverable 2.2.2.B2: Report on gender analysis in the transport sector of Dominica and the gender impact of mitigation options</p> <p>Deliverable 2.2.2.B3: Low carbon transport roadmap for Dominica to include actions for implementation of required policy recommendations</p> <p>Deliverable 2.2.2.B4: Report on stakeholder consultation (motorists, shipping interest, government officials, private sector) to validate the roadmap proposed. Report to capture and analyze gender participation needs and request.</p> <p>Deliverable 2.2.2.B5: 2 pre-feasibility reports on selected low carbon transport options.</p>

Outcomes	Baseline ⁵	Targets	Outputs	Activities (brief description)	Deliverables ⁶
				regulatory instruments and incentive instruments	

Outcomes	Baseline ⁵	Targets	Outputs	Activities (brief description)	Deliverables ⁶
Outcome 4.1: An increase in the number of quality project concept notes developed and submitted	No concept note for the transport sector in Dominica submitted to the GCF	The submission of a concept note to the GCF as a step towards implementation of the low carbon roadmap.	Output 4.1.1.: Climate funding options for low carbon transport are assessed.	Activity 4.1.1: Assess different available climate finance options for low carbon transport available to Dominica including pros and cons of options. Options include climate technology funds, GCF, emission trading under Art. 6, bilateral donors etc.	Deliverable 4.1.1: Report on climate finance options for low carbon transport in Dominica to facilitate the development of concept notes which encompass different transport modalities. Only one concept note will be developed via this readiness. However the finance options will facilitate concept note development for additional modalities via the GCF and/or other financing sources.
			Output 4.1.2: One Concept Note for low carbon transport is submitted to the GCF. The CN will be based on the option the private sector interest is willing to advance and invest in. The options for other transport modalities will be used by Dominica to engage other potential investors.	Activity 4.1.2. Develop 1CN to the GCF for low carbon transport in Dominica. based on financing option selected for investment by private sector interest. Consultant to engage local stakeholders and potential investors further to advancing the other options developed for different transport modality. To include elaboration of roadmap previously developed	Deliverable 4.1.2: 1 CN for submission to the GCF based on financing option selected for investment by private sector interest
Outcome 5.1: Best practices with respect to institutional capacity building and coordination, direct access, and pipeline development are developed and disseminated to strengthen engagement by	Limited involvement knowledge and information of stakeholders on low carbon transport	Increased awareness and knowledge on low carbon transport options of private and government stakeholders	Output 5.1.1: local stakeholders informed on requirements (infrastructure, human resource, finance, training, economy of scale, and affordability for end uses for the establishments of low carbon transport modalities	Activity 5.1.1: Organize and conduct 2 workshops on details listed in 5.1.1 with multiple stakeholders (motorists, shipping interest, government officials, private sector and gender representatives)on motorized transport, non motorized transport, shipping low carbon transport options Activity 5.1.1 A1 Training material on content detailed in 5.1.1 developed. Training material will include printed material, flyers and	Deliverable 5.1.1: 2 workshop reports pre and post surveys to determine the extent to which national stakeholders have been increased awareness, involvement and knowledge on low carbon transport. Actions to ensure gender balance in surveys and findings.

Outcomes	Baseline ⁵	Targets	Outputs	Activities (brief description)	Deliverables ⁶
NDAs, DAEs, and delivery partners with the GCF				visual presentations. Appropriate gender concerns and balance to be reflected in materials and flyers	
			O.		

4. THEORY OF CHANGE

GOAL:		
To realize a 17.7% reduction in Dominica's GHG emission from the transport sector by 2030		
GOAL STATEMENT:		
IF the Government of the Commonwealth of Dominica is able to enhance its enabling environment, through the outputs of this readiness, to facilitate low- emission investment in the transport sector, THEN the emission reduction target of 17.7% by 2030 will be attainable BECAUSE , climate finance to support a low carbon transport pathway will be feasible.		
OUTCOME 2.2: GCF recipient countries have developed or enhanced strategic frameworks to address policy gaps, improve sectoral expertise, and enhance enabling environments for GCF programming in low-emission investment.	OUTCOME 4.1: An increase in the number of quality project concept notes developed and submitted	OUTCOME 5.1: Best practices with respect to institutional capacity building and coordination, direct access, and pipeline development are developed and disseminated to strengthen engagement by NDAs, DAEs, and delivery partners with the GCF.
Output 2.2.1: Bottom up emission transport model incl. projections to 2030 established	Output 4.1.1.: Climate funding options for low carbon transport are assessed	Output 5.1.1: local stakeholders informed on requirements (infrastructure, human resource, finance, training, economy of scale, and affordability for end uses for the establishments of low carbon transport modalities
Output 2.2.2: Cabinet endorsed Low carbon transport roadmap for Dominica. The low carbon transport roadmap includes a detailed assessment of at least two low carbon transport measures.	Output 4.1.2: One Concept Note for low carbon transport is submitted to the GCF. The CN will be based on the option the private sector interest is willing to advance and invest in. The options for other transport modalities will be used by Dominica to engage other potential investors.	
INPUTS		
<ul style="list-style-type: none"> ○ Key national documents: National Resilience Development Strategy Dominica 2030; Commonwealth of Dominica' Third National Communication to the UNFCCC (2020); Low Carbon Climate Resilient Development Strategy Dominica. (2012-2020); Nationally Determined Contribution (2015) ○ Human resources: International and national consultants, research staff ○ Agency Support: Government of Commonwealth of Dominica and Delivery Partner ○ Finance: Funding from GCF 		
Key assumptions		
<ul style="list-style-type: none"> ○ Timely completion of the project deliverables. ○ The undertaking of the project outputs contributes meaningfully to the goal. ○ The various stakeholders will all perform their responsibilities towards the successful implementation of this readiness. 		
Risks and Barriers		
<ul style="list-style-type: none"> ○ Delays in implementation due to delayed data reception and more time required for data collection 		

- Limited knowledge about mitigation actions of stakeholders
- Change of administration and key staff resulting in other priorities
- Lack of interest of involved stakeholders to implement the project activities and to make significant shifts towards low carbon transport
- Adverse impacts related to COOVID-19, a climate disaster such as a hurricane or other related setback
- Ineffective planning and use of grant funds

The Government of the Commonwealth of Dominica by developing this proposal is targeting GHG reductions in the transport sector as this is critical to achieving its ambitious NDC targets of - 17% by 2030 relative to 2014 levels. Based on the historic GHG emission growth rate of the transport sector in Dominica country this means a reduction of 40-50% compared to a BAU scenario. Not only is the transport sector the largest GHG emitter in Dominica but also the fastest growing sector. Initial steps towards reducing GHG emissions have been taken with policies which promote hybrid vehicles (championed in the NDC) and recently also electric vehicles. However, the stand-alone fiscal policies deployed will not be sufficient to achieve targets. The identifiable problem obstructing this transition include: an absence of information/data required, lack of capacity to assessed mitigation options, lack of public awareness of low carbon options, lack of policies/incentives/strategies to implement changes and critically lack of suitable climate finance.

The readiness proposal will facilitate a more comprehensive approach. One which will enable Dominica to address the aforementioned problem, With support of partners a comprehensive analysis of the risks and barriers will be undertaken including barriers to private sector investments into low carbon Dominica. These will be ascertained via the execution of four (4) broad set of activities (1). (Activities 2.2.1) This will include a bottom-up transport inventory and transport emission modelling, get real information on the emission of road-vehicles and vessels and to assess in a systematic manner GHG mitigation options available and feasible (2) (Activities 2.2.2) low carbon transport options examine as well, as a road map to gender participation in low carbon transport. (3) (Activities 2.2.2 B5) The assessment of climate finance options and the development of a concept note to the GCF. (4) stakeholder training in modelling and data analysis. At the output level these four (4) (Activities 5.1.1 . A1) activities will result in the following: (1) will yield a transport emission inventory & model essential in determination of scale and modality of intervention. (2) Will yield a Low carbon transport roadmap; a comprehensive and consistent strategy is required which needs clear targets and which identifies the means to achieve these targets in terms of policies, regulations, incentives, business models, skill requirements and finance. (3) will yield An assessment of climate funding options This includes but is not limited to climate finance funds, international permit trading under Art. 6 and the submission of a GCF Concept Note further to accessing funds from the GCF and (4) will generate the capacity development workshops and the provision of training materials, thus enabling local data collection and GHG profile and modelling

From the aforementioned activities three (3) outcomes will be realized. Activities 1 and 2 will generate **Outcome 1**, Which is an enhanced strategic framework to address policy gaps, improve sectoral expertise, and enhance enabling environments -Dominica will define a consistent, clear and feasible targets and instruments towards a low carbon transport. Activity (3) will generate Outcome (2), which is an increased low carbon transportation finance request to the GCF. And finally, the training, workshops and capacity development of activity (4) will result in Outcome (3) which is a developed local capacity to collect transport data, GHG modelling and enhance knowledge on Low Carbon transport and options. These outcomes will lead to the successful capture climate finance for low trans port investment in Dominica. This impactful transition to low e mobility will result in 17.75% (percent) reduction of GHG from the transport sector by 2030.

The specific risks identified in the delivery of this project and the mitigations actions proposed for these (6.3) are reflected in the implementation arrangements (6.2) and detailed in the activities to be deployed as indicated in the log frame. Among these include the inclusion of the Public Sector Investment Unit (PSIP) unit in the PMU to address appropriate fiduciary arrangements. Appropriated stakeholder outreach/engagements and capacity development training as indicated in 2.21., 4.11 and 5.1.1 and appropriate reporting review and oversight mechanism between the PSC the PMU and the work of Grutter Consulting..

5. IMPLEMENTATION ARRANGEMENTS AND OTHER INFORMATION

5.1 Budget plan

See excel file

5.2 Procurement plan

See excel file

5.3 Implementation Plan

See excel file

5.4 Disbursement schedule

Readiness Proposal that requires a bilateral Grant Agreement

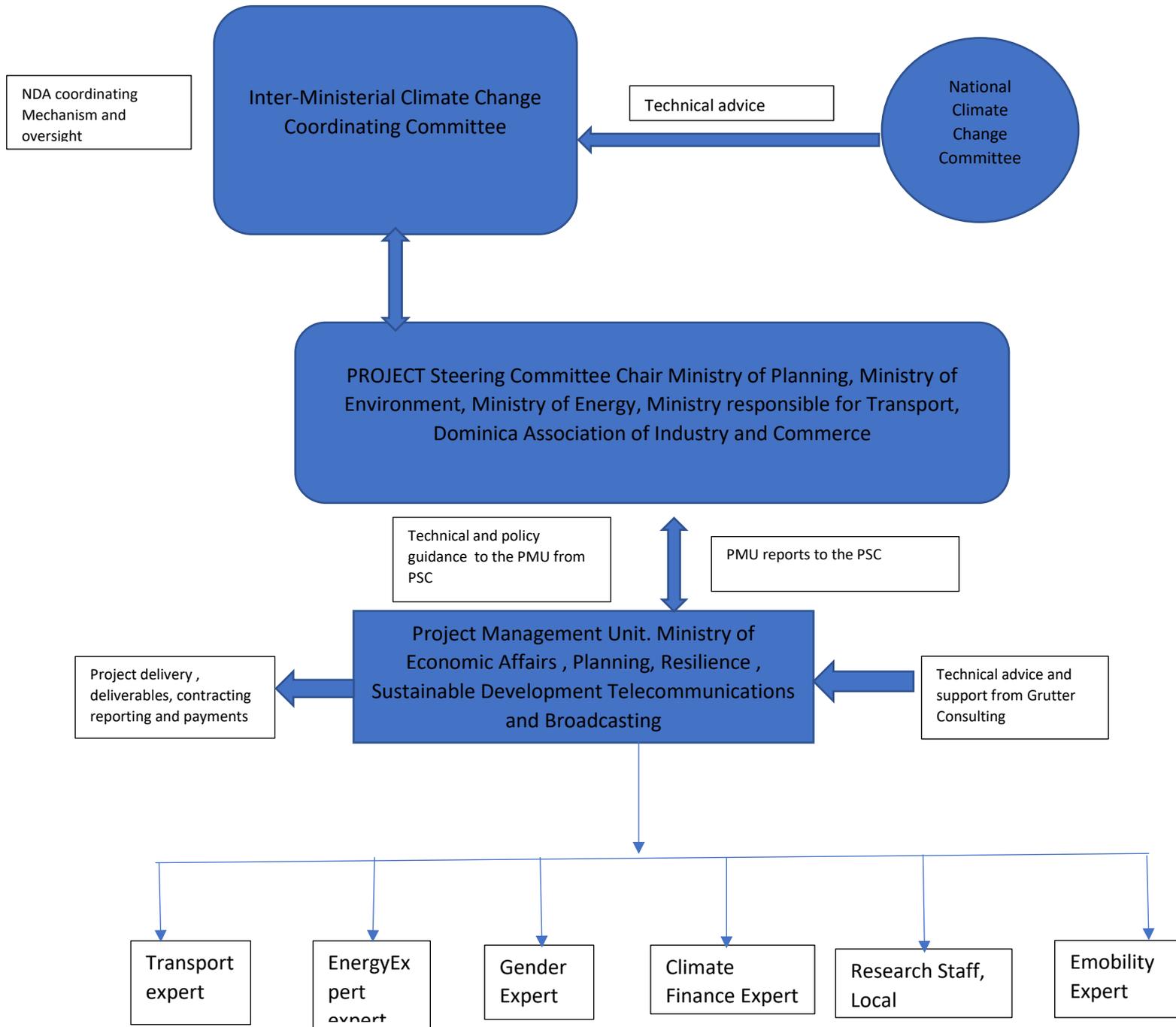
- The first disbursement amounting USD110,000 will be transferred upon approval of the readiness request and effectiveness of the Grant Agreement;
- The second disbursement amounting USD110,000 will be transferred upon submission of an interim progress report, in form and substance acceptable to the Fund; and
- The third disbursement amounting USD53,569,000 will be made upon submission of a completion report and financial report, in form and substance acceptable to the Fund, including an audited expenditure statement.

Disbursement	Amount in USD	Date
1 st disbursement	USD 110,000	Upon contract closure; month 1
2 nd disbursement	USD 110,000	Upon interim progress report; month 12
3 rd disbursement	USD 54,417	U10,000pon completion and financial report, month 18
Total	USD 274,417	

6. IMPLEMENTATION ARRANGEMENTS AND OTHER INFORMATION

6.1 Implementation arrangements

IMPLEMENTATION ARRANGEMENTS, CONTRACTING, DELEIVERABLES AND PAYMENTS





6.2 Implementation and execution roles and responsibilities

The project will be implemented by the Project Management Unit (PMU) of the Ministry Economic Affairs, Planning, Resilience, Sustainable Development, Telecommunications And Broadcasting. The PMU will receive technical and advice and support from implementing Partner Grutter Consulting. A project Steering Committee (PSC) will be created. The PSC will provide technical and policy guidance to the PMU. The PMU will report to PSC and the PSC will report to the Inter- Ministerial Climate Change Coordinating Committee (ICCCC). These (ICCCC and National Climate Change Committee) form part of the GCF coordinating mechanisms created to serve the NDA in its oversight functions of GCF projects and programmes in the Commonwealth of Dominica.

The PSC will provide technical and policy guidance to the Project Management Unit in the areas of policy, implementation and quality assurance guidance to the project. The PSC will be chaired by the NDA, Ministry of Economic Affairs, Planning, Resilience, Sustainable Development, Telecommunications And Broadcasting, and includes the Ministry of Finance, the Ministry responsible for Energy, The Ministry responsible for Transport, the Ministry responsible for the Environment, Dominica Association of Industry.. The Public Sector Investment Unit is part of the PMU

The ICCCC will provide strategic guidance and coordination support to the project through the PSC and will ensure that the Implementing Partner undertakes the tasks as prescribed in the approved proposal. Capacity building is realized at different levels and with different instruments:

- PSC members receive capacity building through workshops in realizing the different tasks of the project. Training in the area of transport data collection, transport inventory, emission modelling, projections and emission modelling of low carbon transport options will be realized specifically to involved government agencies including the NDA.

the PMU will contract expert staff primarily from Grutter Consulting a company that has managed multi-annual large-scale contracts for entities such as the Asian Development Bank, the World Bank, the Inter-American Development Bank, the Andean Development Corporation CAF, GIZ, Swiss government as well as multiple private and public entities from the transport sector. The company has more than 20 years of experience in low carbon transport and linking mitigation actions in the transport with climate finance including more than 150 registered climate finance projects or the formulation of the 1st approved GCF transport project (BRT Karachi). The company has developed for multiple countries and cities low carbon transport strategies and for more than 30 cities and countries worldwide electric mobility strategies and projects. The CEO of Grutter Consulting was also during various years external transport advisor to the GCF. Staff of Grutter Consulting include experts from the sustainable transport field, climate finance, electric mobility, and the power sector as well as associated staff specialized on gender aspects. The company is located in Switzerland with branch offices in Colombia, Costa Rica, India, Korea, and Vietnam.

Why Grutter Consulting as an implementation partner?

Dominica has won a proposal from Sweden via Grutter Consulting for support in the development of low carbon transportation premised upon the issuance of Internationally Transferred Mitigation Offsets (ITMO). The co-financing from this support is critical for the sustainability and viability of the project to be developed with the GCF. In furtherance of this effort the Government of the Commonwealth of Dominica is entering into bilateral Agreement with Sweden for the implementation of the Paris Agreement. The provision for this arrangement is made possible via Dominica's Public Procurement And Contract Administration Act NO. 11 of 2012

Please reference the appropriate section of the legislation which permits direct procurement. The appropriate section of the Act is as follows:

Section 39 (1) "The direct procurement procedure allows a procuring entity to procure goods, services or works directly or from a single source without competition".

(2) "A procuring entity may directly procure goods, services or works –

(f) where –

(iii) the procuring entity determines that the continuity of consultancy services is essential to meet the objectives of the consultancy assignment.

(ii) the nature of a consultancy services requires the selection of a particular consultant due to unique qualifications of the consultant...”

It is critical therefore for the continuity and delivery of Dominica’s Low Carbon transport that this arrangement with Grutter Consulting is maintained

Grutter Consulting has realized comparable projects (comparable from the scope of activities and tasks) e.g. a low carbon transport strategy for the Government of Bhutan (client: ADB), a transport LEDS for Fiji (client GGGI), low carbon transport NAMAs for Bangladesh and Mongolia (client ADB), an electric mobility white paper for Egypt (client the World Bank), a low carbon transport strategy and modelling for Costa Rica (client IDB) and electric mobility strategies for > 30 cities worldwide as well as numerous financial structuring projects for low carbon transport. Usage of internal staff and the wide company experience allows for high quality and fast activity implementation with limited friction for project management and coordination.

6.3 Risks and mitigation measures

Risk category	Specific risk(s)/Risk(s) description	Probability of occurrence (low, medium, high)	Impact level (low, medium, high)	Mitigation action(s)	Entity(ies) responsible to manage the risk(s)
Schedule risk	Delays in implementation due to delayed data reception and more time required for data collection	low	low	Coordination with PSC and PMU to ensure timely delivery of required data; Contract high quality local staff for data collection	PMU and Grutter Consulting
Know how risk	Limited knowledge about mitigation actions of stakeholders	high	low	Close work with stakeholders; trainings; workshops	Grutter Consulting PSC and PMU
Environmental Risk	COVID-19 or Climate related event such as a hurricane	high	medium	Implement as many of the activities as possible observing the health and social guidelines for COVID-19; and remaining abreast with the various weather-related guidelines published	PSC and Ministry Responsible for Planning, Ministry of Finance and PMU

Risk category	Specific risk(s)/Risk(s) description	Probability of occurrence (low, medium, high)	Impact level (low, medium, high)	Mitigation action(s)	Entity(ies) responsible to manage the risk(s)
Political change	Change of administration and key staff resulting in other priorities	low	medium	Involvement of all stakeholders and focus on country projects beneficial for all stakeholders	PSC and PMU
Limited willingness to change	Lack of interest of involved stakeholders to implement the project activities and to make significant shifts towards low carbon transport	low	high	Ensure financial, economic and environmental attractiveness of implementation actions with attractive financial structuring	Grutter Consulting PSC and PMU
Fiduciary Management	Ineffective planning and use of grant funds	low	high	Procedures established for use of funds in keeping with policies of the Ministries of Finance and Planning and recommendations of prior the Audits of Government Accounts. These include ensuring the availability of funds prior to the issuance of contracts and crossing and initially of contracts to be undertaken only by officer responsible.	Ministry Responsible for Planning, Ministry of Finance and PMU

6.4 Monitoring

Monitoring is based on regular review of project implementation comparing activities and outputs with actual progress. An inception report will be realized and agreed upon at the start with all outputs and timeframe which are thereafter monitored. - Monthly reports will be provided to the PSC by the PMU as to the status of the implementation.. Every 3 months an update report will be realized by the PMU comparing activities and outputs with those defined in the project and the inception report. The report will identify success and problem areas and suggest ways forward to ensure successful implementation of all tasks. The update reports are presented and discussed with the PSC which will provide feedback and guidance. Based on the update reports the project planning framework will be adjusted.

6.5 Other Relevant Information

Exit Strategy

- Improved data on transport sector and transport emissions useful for reporting, identification of measures and monitoring
- Improved transport emission modelling useful for reporting, analysis, projections and monitoring
- Improved know-how on mitigation options in the transport sector and respective policies and business models

The above described long-term impacts are achieved through trainings, capacity building and information activities. The inclusion of various local consultants also creates know how through on-the-job training. All reports as well as models used will be transparently documented and fully turned over to the client for property usage thereafter.

A concept note to the GCF will be submitted to the GCF. The climate financial models developed will provide an important basis to engage other partners/potential investors in Dominica's low carbon transport transformation post the completion of the readiness. The training modules and materials developed (Activity 5.1.1 1A) will facilitate ongoing training, capacity building and engagement of local and international stakeholders. In addition, training will be provided to ensure that local capacity will be developed to execute the activities listed in the following activities below:

Activity 2.2.1.A1: Collect data for emission modelling of the transport sector incl. but not limited to vehicle mileage, fuel type, emission standard, and vehicle characteristics. Data collection is made for the road and the maritime sub-sector.

Activity 2.2.1.A2: Develop an Excel-based transport emission model to capture energy usage, GHG and local pollutant emissions from the road and the maritime sub-sector.

Appendix 1- Scope of Work for Consultants

Dominica GCF Readiness Proposal

1. Scope of Work

The objective of the consultancy is to identify a framework for the transition of Dominica towards a sustainable low carbon transportation system.

The scope of work includes 4 steps:

- Step 1: Data collection and analysis: development of a bottom-up transport model to determine transportation emissions of Dominica until 2030 including road transport emissions and emissions from vessels. Identification of relative contribution of different vehicle categories to GHG and local pollutants emissions. BAU scenario development against which mitigation scenarios can be plotted. The model will build upon local data which will also be collected on-site to allow for a robust and reliable model.
- Step 2: Assessment of options to achieve low carbon transportation including (i) identification of options and impacts of fostering public transport (ii) options of Non-Motorized Transport / Transit Oriented Development and micro-mobility schemes including shared mobility e.g. electric bicycles, electric scooters, electric motorcycles (iii) options for e-mobility for different vehicle categories including buses, cargo delivery vehicles, passenger cars and vessels; a system analysis is made including vehicles, charging infrastructure, grid impacts and grid adjustments/upgrades required and options for (decentralized) renewable energy supply; the usage of EVs for increasing climate resilience to extreme weather events as backup-grid and storage is also assessed (iv) options for hydrogen vessels including assessment of the entire hydrogen value chain (hydrogen production based on electrolysis using renewable energy; hydrogen logistics; hydrogen filling stations; hydrogen vehicles) with a special focus on hydrogen vessels.
- Step 3: Development of policy instruments and business models to incentivize low carbon transportation options. This includes also the formulation of a low carbon transportation and EV roadmap.
- Step 4: Assessment of finance options for low carbon transportation. Finance options to be considered include upcoming e-mobility funds currently under design by the IDB and by a consortium of AFD, GIZ, KFW and CAF. Development of a Concept Note for an identified low-carbon transport option.

2. Outputs

ID	Outputs / Reports
1	Report on transportation emissions (GHG and local pollutants) of Dominica
2	Report on potentials for public transport in Dominica
3	Report on potentials for NMT and micro-mobility including shared mobility in Dominica
4	Report on e-mobility options incl. hydrogen for Dominica & instruments to foster e-mobility
5	Low carbon transportation roadmap
6	Report on finance options for low carbon transport
7	Formulation of a GCF Concept Note for low carbon transport

Competencies of the staff can be distributed differently than suggested e.g. competency with hydrogen vehicles might be with the electric engineer instead of the team leader; the team leader can also be one of the involved experts e.g. finance expert.

Team Leader

The Team Leader shall implement the consultancy. He/she will manage a team of international and national experts to comply with all objectives of the project and is directly responsible to the client. Senior expert with minimum 15 years relevant job experience in sustainable urban transport planning and electric mobility as well as strategy development, policy advisory, master planning or similar. At least 15 years of work experience in a supervising role and in project management in a consultancy or public/municipal administration.

Summary Scope of work: responsible for delivery and quality control of all deliverables; direct contact with the client; supervision and management of all involved experts. Development of the low carbon transport roadmap for Dominica with inputs from all involved experts. Main responsible for stakeholder consultation and workshops. Responsible for the report on transport mitigation options and pre-feasibility reports on low-carbon transport options based on the inputs of the different experts (Deliverables 2.2.2 B1, B3, B5). Responsible for the formulation of the Concept Note to the GCF including deliverable 4.1.2. and for low carbon transport material to be used by other countries (deliverables 5.2.2)

Transport Expert

Senior expert in urban transport systems with minimum 10 years of experience in designing and planning of Non-Motorized Transport, Transit Oriented Development projects and public transport systems. Experience on policy level, in the design of measures and in the financial structuring of such projects including business development of shared mobility services e.g. bike/scooter sharing systems. Experience on finance systems for public transport. Experience in multiple countries of Latin America with planning and design of public transport systems and NMT/TOD initiatives required.

Summary of Scope of work: Realization of the bottom-up transport model to capture energy usage, GHG and local pollutant emissions from the road and the maritime sub-sector. List transport data to be collected and data collection methods. Quality control of data collected on transport. Training of stakeholders on usage and update of the model. Initial assessment of low carbon transport options with a focus on public transport, NMT, low-carbon logistics and low carbon-shipping. This is realized for the road and the maritime sub-sector. Participation in the low carbon transport roadmap and the pre-feasibility studies on low-carbon transport options. Responsible for deliverables 2.2.1 (A1 to A3)

Climate Finance Expert

Skills in economic and financial analysis of investment projects, financial structuration of investment projects, financial and policy advisory, and proven experience in formulating successful climate finance proposals including development of GCF proposals. Minimum 10 years relevant job experience in the field of climate change, GHG emission quantification, environment and air quality related to transport projects.

Summary Scope of work: Make an initial assessment of low carbon transport options under financial and economic aspects with a focus on electric mobility, public transport, NMT, low-carbon logistics and low carbon-shipping. This is realized for the road and the maritime sub-sector. Realization of the economic and financial analysis required for the scoping study and for the pre-feasibility studies on selected low-carbon transport options. Assess different available climate finance options for low carbon transport available to Dominica including pros and contras of options. Options include climate technology funds, GCF, emission trading under Art. 6, bilateral donors etc. Responsible for the deliverable 4.1.1.

Power Sector Expert

The power grid specialist shall analyse all aspects related to the charging infrastructure proposed for EVs and the interface with the power grid. Senior expert with minimum 10 years expertise in electricity sector, especially in technical analysis of distribution grid, transforming stations, identification of failure points, and prioritization of investments. Experience in the interface of electric grids, network integration and charging infrastructure.

Summary of Scope of work: Make an initial assessment of low carbon transport options under the viewpoint of grid implications. Support to the team leader for the respective components for mitigation activities and Concept Note formulation.

E-Mobility Expert

Minimum 8 years of general working experience in the transportation area and minimum 5 years in electric mobility. Experience with EV policy, electric buses, electric LDV and other vehicle segments. Good know how on EV Market trends and policies including the formulation of EV / low carbon roadmaps. Experience in electric vehicles including policy and strategy design, and EV deployment in multiple developing countries including development of e-mobility projects for SIDS. Experience in Hydrogen vehicles and the hydrogen value chain.

Summary of Scope of work: Make an initial assessment of low carbon transport options under technical, financial, social and economic aspects with a focus on electric mobility including options for H2. This is realized for the road and the maritime sub-sector. Support to the team leader for the respective components for mitigation activities and Concept Note formulation. Participation in the low carbon transport roadmap and the pre-feasibility studies on low-carbon transport options.

Gender Expert

Minimum 3 years experience in the realization of gender studies, gender gender impact analysis and gender action plans with specific goals, activities and indicators. Ability to realize a quantitative and qualitative diagnosis gender aspects. Experience in the development of gender action plans.

Summary of Scope of work: Realize a gender assessment of mitigation options and include gender aspects in the mitigation options identified and the Concept Note. Responsibel for deliverable 2.2.2 B2.

Summary of Scope of work: Realize a gender assessment of mitigation options and include gender aspects in the mitigation options identified and the Concept Note. Responsible for deliverable 2.2.2 B2.

Research Staff / Local Consultant

Minimum 2 years of work experience. Good communication skills. Contacts to transport sector including road-based sector and vessels a plus.

Summary of scope of work: Collect data for emission modelling of the transport sector incl. but not limited to vehicle mileage, fuel type, emission standard, and vehicle characteristics. Data collection is made for the road and the maritime sub-sector. Organize workshop and stakeholder meetings. Realize reports on stakeholder meetings and workshops. Responsible for deliverables 2.2.2. B4 and 5.2.1

Summary Table Expert and Deliverables

Expert	Deliverables
Team Leader	2.2.2 B1, B3, B5 4.1.2 5.2.2
Transport expert	2.2.1 A1, A2, A3
Climate finance expert	4.1.1
Power sector expert	Support to deliverables
E-mobility expert	Support to deliverables
Gender expert	2.2.2 B2
Local expert	2.2.2 B4 5.2.1

READINESS & PREPARATORY SUPPORT



BUDGET, PROCUREMENT & IMPLEMENTATION PLAN

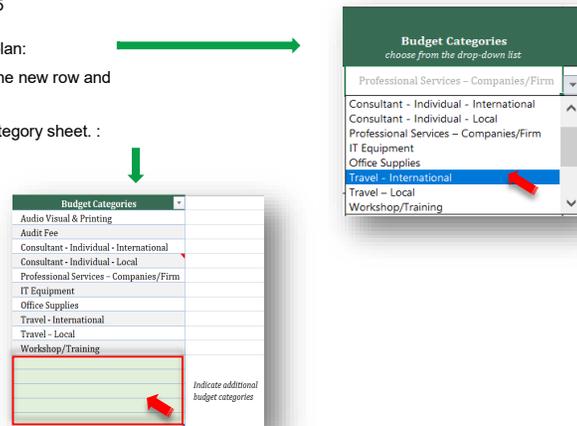
Readiness Grant Budget Preparation Guidelines

This file contains three specific planning tools to complete the supplementary information required when submitting a proposal for Readiness Programme support (including for NAP/adaptation planning):

- Budget plan and accompany Budget notes
- Procurement plan
- Implementation plan

The following considerations are important when completing the budget:

1. Before preparing the Readiness and budget, procurement, and implementation plans, please read the full guidance contained in the Readiness Programme Guidebook, specifically Part III Section 5
2. You can select the appropriate budget categories from the dropdown list in the budget plan:
3. To insert additional rows, right click on the row number below where you wish to insert the new row and choose INSERT.
4. Additional budget categories may be added by manually typing them on the Budget Category sheet :
5. The Budget Notes sheet should be used to record explanations, further details or cost breakdowns for individual lines



Project Management Cost:

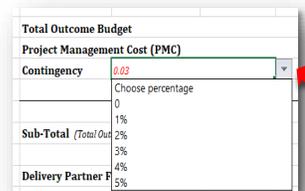
Project management costs (PMC) are the direct administrative costs incurred to execute a project. They should cover only incremental costs incurred due to the GCF contribution. In most cases, these costs are directly related to the support of a dedicated project management unit which manages the day to day execution related activities of the project.

General Principles for PMC costs:

1. The percentage of PMC financed by GCF should not be more than the percentage share of the overall budget financed by GCF
2. PMC budget thresholds: Up to 7.5 per cent of total activity budget.
 - > PMC exceeding 7.5 per cent for the readiness (including NAPs) proposals, and PPF proposals, up to \$ 3 million will require detailed documentation and justification supporting the entire PMC budget.
 - > The PMC should be shown as a separate component in the project budget. A detailed breakdown of PMC should be provided by budget category.
 - > Indicative list of eligible project management costs:
 - > **Project staffing and consultants:** Project manager, Project Assistant, Procurement personnel, Finance personnel & Support/admin. Personnel
 - > **Other direct costs:** Office equipment, Mission related travel cost of the PMU, Project management systems and information technology, Office supplies, Audit cost

Contingency :

1. Select the appropriate % of Contingency Budget from the dropdown list :
2. Contingency budget for unforeseen costs arising during the project implementation should not be included in the outcome budget separately.
3. Contingency budget must be used for any unforeseen programme (output level) cost that is unrelated to implementation/service fee.
4. Any use of contingency must be reported to and agreed by the GCF Secretariat in writing in advance provided with justifications that are acceptable to the GCF
5. If by the end of the grant implementation period, you have not spent Contingency, you may not increase the scope of the project or make any other expenditures using the Contingency.



If you are unsure about how to complete the budget template, please send your query to: accounts@spenda.org

Budget Categories
Audio Visual & Printing
Audit Fee
Consultant - Individual - International
Consultant - Individual - Local
Professional Services – Companies/Firm
IT Equipment
Office Supplies
Travel - International
Travel – Local
Workshop/Training

Indicate additional budget categories

5.1 Budget Plan

Please add rows for Outcomes, Outputs and Cost Categories as required. Additional budget categories may be added by manually typing them on the Budget Category sheet.

Outcomes / Outputs	Budget Categories <small>choose from the drop-down list</small>	Detailed Budget (in US\$)					Total Budget <small>(per sub-outcome)</small>	Total Budget <small>(per outcome)</small>	Expenditure Plan							
		Unit	# of Unit	Unit Cost	Total Budget <small>(per budget category)</small>	Total Budget <small>(per sub-outcome)</small>			6m	12m	18m	24m	30m	36m		
Outcome 2.2: Dominica has developed or enhanced strategic frameworks to address policy gaps, improve sectoral expertise, and enhance enabling environments for GCF programming in low-emission investment	Output 2.2.1.: Bottom up emission transport model incl. projections to 2030 established	Professional Services – Companies/Firm	Lumpsum	1	51,250.00	51,250.00	57,050.00	169,050.00	51,250.00							
		Travel - International	flight	1	4,000.00	4,000.00			4,000.00							
		Travel – Local	month	2	500.00	1,000.00			1,000.00							
		Workshop/Training	Lumpsum	1	800.00	800.00			800.00							
	Output 2.2.2: Cabinet endorsed Low carbon transport roadmap for Dominica . The low carbon transport roadmap includes a detailed assessment of at least two low carbon transport measures.	Professional Services – Companies/Firm	Lumpsum	1	94,500.00	94,500.00	112,000.00		47,250.00	47,250.00						
		Travel - International	flight	3	4,000.00	12,000.00			6,000.00	6,000.00						
		Travel – Local	month	3	500.00	1,500.00			750.00	750.00						
		Workshop/Training	Lumpsum	1	4,000.00	4,000.00				4,000.00						
Outcome 4.5: An increase in the number of quality project concept notes developed and submitted	Output 4.1.1: Climate funding options for low carbon transportation are assessed	Professional Services – Companies/Firm	Lumpsum	1	9,600.00	9,600.00	9,600.00	67,100.00		9,600.00						
		Professional Services – Companies/Firm	Lumpsum	1	44,500.00	44,500.00					44,500.00					
	Travel - International	flight	2	4,000.00	8,000.00	8,000.00				8,000.00						
	Travel – Local	month	2	500.00	1,000.00	1,000.00				1,000.00						
	Workshop/Training	Lumpsum	1	4,000.00	4,000.00					4,000.00						
Outcome 5.1: Partnerships established to foster development and dissemination of methods, frameworks, and information systems for enhanced climate finance programming at subnational, national, and regional levels.	Output 5.1.1: local stakeholders informed on requirements (infrastructure, human resource, finance, training, economy of scale, and affordability for end uses for the establishments of low carbon transport modalities	Workshop/Training	Lumpsum	2	400	800.00	800.00	4,800.00		800.00						
		Professional Services – Companies/Firm	Lumpsum	1	4,000.00	4,000.00	4,000.00			4,000.00						
Total Outcome Budget								240,950.00	111,050.00	67,600.00	61,500.00	-	-	-		
Project Management Cost (PMC) Up to 7.5% of Total Activity Budget	Consultant - Individual - Local	Month	7	1,570.00	10,990.00	Actual amount and % of PMC requested: do not change the formula	Maximum PMC that can be requested: do not change the formula									
	Audit Fee	Lumpsum	2	3,500.00	7,000.00											
								17,990.00	18,071.25							
								7.47%	7.50%							

FOR GREEN CLIMATE FUND SECRETARIAT'S USE ONLY

Breakdown (per budget category)	Total (per budget category)
Audio Visual & Printing	-
Audit Fee	7,000.00
Consultant - Individual - International	-
Consultant - Individual - Local	10,990.00
Professional Services – Companies/Firm	203,850.00
IT Equipment	-
Office Supplies	-
Travel - International	24,000.00
Travel – Local	3,500.00
Workshop/Training	9,600.00
0	-

FOR GREEN CLIMATE FUND SECRETARIAT'S USE ONLY

Total Outcome Budget		240,950.00
Project Management Cost (PMC)	7.5% requested	17,990.00
Contingency	1% requested	2,409.50
<hr/>		
Sub-Total (Total Outcome Budget + Contingency + PMC)		261,349.50
Delivery Partner Fee (DP) - Up to 8.5% of the Sub-Total		13,067.48

0	-
0	-
0	-
0	-
Total Outcome Budget + PMC	258,940.00

Total Project Budget (Total Activity Budget + Contingency + PMC + DP)	\$	274,417.00
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Budget Note	Detailed Description
A	Professional Services: Sum calculated based on 1 international expert (team leader) for 15 days @ 800 USD/d; 1 international expert for GHG emission transport sector and modelling 25 days @ 600, 1 national expert for 60 days @ 300 USD/d, national research staff for data collection 10 persons, 10 days @50USD/d; 1 international trip @ 4,000 USD; 5 days per diem at 250 USD; 2 months local transport @ 500/m; Professional services provided by delivery partner
B	Workshop/training: 1 full day, 10 persons @ 80/p. This to include two (2) sessions, the first for the delivery of the concept note on low carbon
C	Professional Services: Sum calculated based on 1 international expert (team leader) for 30 days @ 800 USD/d; 4 international experts for GHG options transport sector for 12 days each @ 600; 1 international gender expert for 12 days @ 600/d; 2 national experts for 45 days each @ 300 USD/d, 30 days per diem at 250 USD; Professional services provided by delivery partner
D	Workshop/training: 1 day, 50 persons @ 80/p
E	Professional Services: Sum calculated based on 1 international expert (team leader) for 12 days @ 800 USD/d; Professional services provided by delivery partner
F	Professional Services: Sum calculated based on 1 international expert (team leader) for 15 days @ 800 USD/d; 2 international experts for 15 days @ 600; 1 national expert for 40 days @ 300 USD/d, 10 days per diem at 250 USD; Professional services provided by delivery partner
G	Workshop/training: 1 day, 50 persons @ 80/p

5.2 Procurement Plan

For goods, services, and consultancies to be procured, please list the items, descriptions in relation to the activities in Section 3, estimated cost, procurement method, relevant threshold, and the estimated dates. Please include the procurement plan for at least the first tranche of disbursement requested below and provide a full procurement plan for the entire duration of the implementation period if available at this stage.

Item	Item Description	Estimated Cost (US\$)	Procurement Method	Thresholds (Min-Max monetary value for which indicated procurement method must be used)	Estimated Start Date	Projected Contracting Date
Goods and Non-Consulting Services						
workshops/training	2 workshops, 1 training	9,600.00	request for quotations (min 3)	\$1,000 - \$10,000	Q1 and Q2 Y1	Q1 and Q2 Y1
International Travel	International Travel	24,000.00	request for quotations (min 3)	\$10,000 - \$30,000	Q1 and Q2 Y1	Q1 and Q2 Y1
Local Travel	Local travel	3,500.00	request for quotations (min 3)	\$1,000 - \$5,000	Q1 and Q2 Y1	Q1 and Q2 Y1
Sub-Total (US\$)		\$ 37,100.00				
Consultancy Services						
Professional services / companies, firm	services realized by delivery partner	203,850.00	Direct procurement	n/a	Q1 Y1	Q1 Y1
Projet Management Cost (PMC) Up to 7.5% of total cost	Local Consultant	10,990.00	RFP	\$1,000 - \$11,000	Q1 Y1	Q1 Y1
	Audit services	7,000.00	Review of listed firms	\$5,000 - \$7,000	Q1 Y2	Q2 Y2
Sub-Total (US\$)		\$ 221,840.00				

5.3 Implementation Plan

Please list all the deliverables (e.g. D.1.1.1a) per activity (e.g. A1.1.1) with the identifier and mark the planned duration as show in the example. Please also indicate milestones for any deliverables to be completed during the implementation period of the activity in question.

Make sure the identifier number of each activity and deliverable matches with the proposal as this table does not require its name or description. Please refrain from adding descriptions.

For more guidance on how to fill out this tables, please see Part III Section 5 of the Readiness Guidebook



Activities & Deliverables		Estimated Timeline																	
		M1	M2	M3	M4	M5	M6	M7	M8	M9	M10	M11	M12	M13	M14	M15	M16	M17	M18
Reporting		X								X									X
A2.2.1.A1	D2.2.1.A1				X														
A2.2.1.A2	D2.2.1.A2				X														
A2.2.1.A3	D2.2.1.A3				X														
A2.2.2.B1	D2.2.2.B1																		
A2.2.2.B2	D2.2.2.B2																		
A2.2.2.B3	D2.2.2.B3																		
A2.2.2.B4	D2.2.2.B4																		
A2.2.2.B5	D2.2.2.B5																		
A4.5.1	D4.5.1																		
A4.5.2	D4.5.2																		
A5.2.1	D5.2.1																		
A5.2.2.	D5.2.2.																		

Reporting: Inception report; mid-term report and completion report