



TRINIDAD AND TOBAGO'S NDC IMPLEMENTATION PLAN: A POLICY BLUEPRINT TO GUIDE EFFECTIVE MITIGATION ACTION

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ACTION AREA: Mitigation

FOCUS AREA: Preparing

COUNTRY: Trinidad and Tobago

SECTORS

INVOLVED: Cross-sectoral

TIMEFRAME: June 2016 – March 2017

CASE SUMMARY: Trinidad and Tobago (T&T) as a Small Island Developing State (SIDS) is greatly vulnerable to the impacts of climate change, while its absolute annual greenhouse gas (GHG) emissions represent less than 1% of the world's GHG emissions. Carbon dioxide (CO₂) emissions in T&T are mostly derived from the power generation, transportation and industry sectors, which are the prioritised sectors for mitigation action (Trinidad and Tobago Newsday, 2018).

T&T is one of the first countries to develop an implementation plan for achieving the Nationally Determined Contribution (NDC), which reveals the country's commitment to the Paris Agreement and low-carbon development (Government of the Republic of Trinidad and Tobago, 2019). The NDC Implementation Plan was formulated under a participatory process with key stakeholders. It includes recommendations for (i) strengthening institutional capacity, (ii) mainstreaming climate change issues, (iii) defining institutional arrangements, as well as (iv) a capacity building action plan, (v) individual sectoral plans for the three sectors included in the NDC and (vi) a climate finance plan. It can serve as a coordination strategy, being the initial action blueprint for the country's transition to a low-carbon economy, against the backdrop of its broader National Climate Change Policy and Carbon Reduction Strategy.

The plan is currently awaiting official approval. In addition to that, it is expected that the plan is to be further refined and updated periodically to reflect national circumstances, new inputs from climate science, as well as from international climate change negotiations, and with a view to developing economy-wide commitments consistent with the Paris Agreement.

In the meantime, the country is already turning the proposed plan into concrete actions on the ground such as, *inter alia*, developing and launching a pilot for a Monitoring, Reporting and Verification (MRV) system to track progress towards NDC implementation and assess financial investment options for sectoral mitigation. The legal underpinnings of the MRV system have already been defined, providing a basis for potential future legislation on the MRV system.

T&Ts NDC implementation plan represents a good practice as it is very aligned with national frameworks, is supported by the highest levels of government and has been built through extensive stakeholder engagement, *inter alia* with the private sector.





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BACKGROUND:

T&T is an industrialised and fossil-fuel based economy, being the leading Caribbean producer of oil and gas (eia, 2016). The country is an important supplier of manufactured goods to the Caribbean region (such as food products, beverages, as well as cement) (UNFCCC, n.a.). The production of ammonia, methanol, iron and steel is important for the country's economy. However, the petroleum sector is the leading economic sector as it accounts for 35% of the Gross Domestic Product (GDP) and significantly contributes to government revenue and exports (Ministry of Energy and Energy Industries, 2016). In fact, the oil and gas sector represent 80% of exports. T&T's economic development, the livelihoods and health of its citizens will likely be adversely affected by the impacts of climate change such as more intense tropical storm activity, sea level rise, increased temperature, loss of coastal habitat, as well as other direct and indirect impacts on important socio-economic sectors (e.g. agriculture, food security, human health). T&T's vulnerability is compounded by a variety of factors, including not only its size but also the fragility of its natural ecosystems; the vulnerability to exogenous economic shocks; limited natural, human and technological resources; limited technical capacity, and limited ability to reap the benefits of economies of scale (Particip, 2019).

As a Small Island Developing State (SIDS), T&T faces several challenges that obstruct its sustainable socio-economic growth, *inter alia* including environmental aspects. Recognising those challenges, the National Development Strategy, commonly known as VISION 2030 is not only aligned with the 2030 Agenda for Sustainable Development, but it also dedicates an entire chapter (Theme V) to place environmental issues at the 'centre of social and economic development' (Government of the Republic of Trinidad and Tobago, n.a.). One of the medium term goals (2016-2025) under Theme V is to meet all international environmental agreements. Short, medium and long-term goals under Theme V entail objectives to reduce the national carbon footprint (mitigation) and improve the country's resilience to climate change (adaptation). Climate change action is an imperative for achieving the country's sustainable development objectives.

Although T&T contributes less than 1% to global GHG emissions annually, the country has a fossil fuel-based economy and accounts for relatively high GHG emissions per capita. In this context, taking action to implement domestic climate change mitigation policies is considered as a necessity to reduce climate change impacts and assume responsibility for the country's GHG emissions (UNFCCC, n.a.). As a signatory to the United Nations Framework Convention on Climate Change (UNFCCC), the country progressively established a national policy framework to mainstream climate change into its development process. This was predominantly realised through the National Environmental Policy (Republic of Trinidad and Tobago, 2006) laid in parliament in 2006 (and in the process of being updated and revised (see Government of the Republic of Trinidad and Tobago, 2018)). The National Climate Change Policy (NCCP) adopted in 2011 as a second guiding instrument offers guidance on transitioning to a low-carbon economy by establishing the main objectives to reduce GHG emissions, enhance carbon sinks, and build resilience and capacity through the application of cleaner and energy-efficient technologies (Government of the Republic of Trinidad and Tobago, 2011). Thirdly, the Carbon Reduction Strategy (CRS) adopted in 2015 outlines a comprehensive plan for reducing GHG emissions in T&T until 2040. It includes historical CO₂ emissions, cost-benefit analyses and proposes climate change mitigation measures for the power generation, transport and industry sectors (Government of Trinidad and Tobago, 2015b). The NCCP is under review to include the provisions of the Paris Agreement, relevant decisions from the Conference of the Parties (COP), as well as the latest scientific findings, including those of the Intergovernmental Panel on Climate Change. In an effort to contribute to mainstream climate action into relevant sectors, four Nationally Appropriate Mitigation Actions (NAMAs) were designed in 2016 for the highest emitting sectors: Power generation, transport and industry. More specifically, the foci of the NAMAs were the following: (i) Renewable energy promotion (photovoltaic and wind) for the power sector, (ii) an integrated public transport system for the

transport sector, (iii) reduction of flaring and venting for the oil and gas sub-sector and (iv) financial incentives for emission reductions in the petrochemical and heavy industry sub-sector. The four NAMAs have the potential to achieve a total GHG emissions reduction of 42 MtCO₂e over the period 2017 to 2030 (UNDP, 2016a, 2016b, 2016c, 2016d).

The Ministry of Planning and Development (MPD) through the Multilateral Environmental Agreements Unit (MEAU) is the lead agency in most of the climate change projects and programmes. The MEAU coordinates the overall implementation of climate change policy and action in the country. A Climate Change Ministerial Committee (CCMC) was established by T&T's Cabinet in 2011 to facilitate high-level, cross-sectoral implementation of national climate change policies and projects (including the NCCP and CRS) across all ministries and agencies. In 2012 a Climate Change Focal Point Network (CCFPN) was established to facilitate information sharing with and raise awareness of stakeholders on climate change activities. The CCFPN is comprised of over two hundred representatives from government ministries, agencies, academia, private sector, non-governmental organisations and community-based organisations.

In 2015, the Carbon Reduction Strategy (CRS) was adopted by the parliament and became the government's main policy on climate change. It represented the key instrument for guiding and informing the elaboration of the country's Intended Nationally Determined Contribution (iNDC), which was submitted before the adoption of the Paris Agreement at the 21st Conference of the Parties (COP21). The advances made during the CRS formulation process allowed T&T to become the first Caribbean country and second SIDS to submit its iNDC compliant to the mandate of COP19. The iNDC expresses the country commitment to unconditionally reduce its emissions in the public transportation sector by 30% by 2030, equivalent to 1.7 MtCO₂e relative to 2013 levels. The country has self-financed a fuel-switching programme (NGC CNG Company Limited, 2019a) (displacing liquid fuels with compressed natural gas (CNG), and has already realised an estimated displacement of about 30,000 metric tonnes of carbon dioxide equivalents. In addition, T&T commits to reduce cumulative emissions by 15% by 2030 from business as usual (BAU) in three key sectors: Energy, transport, and industrial processes, equivalent to 103 MtCO₂e and conditional upon international financing.

In order to achieve the objectives set in the iNDC and fulfil the country's international environmental obligations as embedded in the VISION 2030 development framework, an implementation plan for the NDC has been developed in 2016-2017 and is currently awaiting official approval by the parliament.

The Prime Minister of T&T, Dr. Keith Rowley, has expressed that the iNDC commitments have been carefully reviewed in terms of cost and effects for the country, deciding to ratify the Paris Agreement in February 2018 and thus converting the iNDC into a formal NDC (Trinidad and Tobago Newsday, 2018).

ACTIVITIES: _____

The government of T&T has built a national policy and legislative framework, which provides guidance for the transition to a low-carbon economy. The NCCP and CRS can be considered the foundations for GHG emission reduction actions. They ensure that national development priorities are aligned and provide a long-term vision for low-emission development. The policies were developed through consultations and exchange with stakeholders from public institutions, private organisations, academia, NGOs and civil society. The PA and the NDC offer the opportunity to better outline measures proposed in those policy instruments to organise domestic efforts and resources towards the effective implementation of the national mitigation goal as part of the global effort to limit the temperature increase.



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¹ The NDC-IP is awaiting official final approval. There is a draft final version which can't be officially shared or cited. However, the information considered in this section were taken from the final proposed NDC-IP which is summarised in the following link: <https://www.undp.org/content/dam/LECB/events/2017/20170807-webinar-trinidad-tobago-implementation-plan-ndcs/undp-lecb-trinidad-tobago-NDc-Implementation-Plan-webinar-presentation-2017.pdf>.

The NDC Implementation Plan¹ (NDC-IP) is considered one of the pillars to achieve the commitments expressed in T&T's NDC. It inter alia combines existing policy foundations, with the MRV system, mitigation actions (such as the NAMAs) and the creation of enabling conditions. The NDC-IP formulation pursued the following objectives:

- a) define the necessary institutional arrangements required to support the implementation of the NDC
- b) identify activities, actions and projects to achieve the implementation of the NDC, which include mitigation actions and enabling actions to meet the goals outlined in the NDC
- c) develop a coordinated implementation framework for the NDC in the power generation, transport and industry sectors that includes sectoral plans
- d) identify possible sources of funding and MRV for the implementation of the NDC in the three sectors, with a view to develop a financial investment plan.

The MEAU/MPD led the NDC-IP elaboration process and a consultant (hired by the LECB Programme) conducted the following activities, primarily based on a qualitative approach for data collection and analysis:

- **DESK REVIEW:** Relevant documents - such as the CRS, NAMAs and MRV system design - related to climate change in T&T were analysed to assess issues, perceptions and recommendations of institutional capacity for climate change mitigation, procuring a proper alignment and synergy with the existing instruments.
- **STAKEHOLDER IDENTIFICATION:** Within the Low Emission Capacity Building (LECB) project's steering committee and working groups, 56 key stakeholders across academia, public and private sector and civil society and related to the power generation, transport and industry sectors were identified and prioritised for engagement. Some of the stakeholders who participated in the process were: BG/Shell, BP Trinidad and Tobago(bpTT), Energy Chamber, Massy Energy, Maxi Taxi Association (Route 2), National Gas Company of Trinidad and Tobago (NGC), NGC CNG Company Limited (NGC CNG), Petroleum Company of Trinidad and Tobago (Petrotrin), Phoenix Park Gas Processors Limited, Power Generation Company of Trinidad and Tobago (PowerGen).
- **STAKEHOLDER ENGAGEMENT:** Based on the participatory, results-oriented, self-evaluation (PROSE) approach, online survey instruments were developed and disseminated (with a response rate of 69.6%). Additionally, 12 in-depth interviews were conducted with stakeholders from the three sectors to gather further information on institutional capacity.
- **INSTITUTIONAL CAPACITY ASSESSMENT:** Existing issues, perceptions and recommendations on institutional capacity (including: Previous experience with climate change mitigation activities or projects, monitoring and evaluation, current policies and legislation governing the sector, existing coordinating mechanisms for climate change, current technical capacities and current financial resources for climate change) for climate change actions in the three sectors were evaluated.
- **PRIORITISATION OF CAPACITY BUILDING ACTIONS TO IMPLEMENT THE NDC:** A survey was disseminated to stakeholders to prioritise actions based on the found capacity gaps and needs for the three sectors (response rate was 64.3%).

- **FOCUS GROUP WITH STAKEHOLDERS:** Four focus groups with key stakeholders of the power generation, transport and industry sectors were conducted to discuss sector-specific issues, opportunities and activities for implementing the NDC in the country. Policy and institutional papers for the three sectors were shared for discussion.
- **DATA ANALYSIS:** SWOT (Strengths-Weaknesses-Opportunities-Threats) analyses were performed for each sector as part of the institutional capacity assessment. Capacity gaps were identified and informed the recommended interventions for strengthening the institutional framework for implementation of the NDC in the three chosen sectors. A Cause-Effect Issue Tree Analysis was also performed based on a desk review, stakeholder interviews and survey responses. A rapid feasibility assessment was performed in order to determine the feasibility of implementing the proposed carbon reduction measures, including the four NAMAs by assigning weightings to the institutional capacity issues. The two industry-sector NAMAs (i.e. gas flaring and venting in the oil and gas sub-sector and fiscal incentives for energy efficiency in the petrochemical and heavy industry sub-sector) were identified as the most feasible to be implemented.
- **SECTORAL IMPLEMENTATION SCHEDULES:** The outcome of the workshops informed the preparation of sectoral implementation schedules for the NDC which were submitted to the stakeholders for their feedback, which led to the drafting of the NDC-IP.

The main result of the NDC-IP process is a plan with six key sections, developed from a participative and inclusive process that engaged key actors and gathered their inputs for the three key GHG emission sectors: Transport, power generation and industry. The NDC-IP has been shared among these stakeholders for feedback and validation, arriving to a final draft version to be officially and formally adopted and approved.

The first three sections of the plan detail recommendations for the following issues:

- 1) Strengthen the institutional capacity for the NDC in the power generation, transport and industry taking inter alia into consideration: (i) policy and legislative framework update, harmonisation and enforcement, (ii) strengthen resources in terms of technical capacity for activities such as GHG monitoring and reporting and to access funding, (iii) formal coordination mechanisms which consider roles and responsibilities and also the sensitisation of the higher political level for improved commitment, (iv) awareness strategy and programmes, (v) improve knowledge through a research and development agenda , data collection and reformulation of the CCFPN;
- 2) Mainstream climate change issues into the existing policy and legislative framework to create an enabling environment for the implementation of the NDC at the national, sectoral, organisational and project level;
- 3) Define necessary institutional arrangements and governance for implementing the NDC, highlighting the potential of the existing CCMC and the MEAU (UNDP LECB Programme, 2017a). The plan proposes a coordination mechanism illustrated in Figure 1 for the NDC and in alignment with the CRS.



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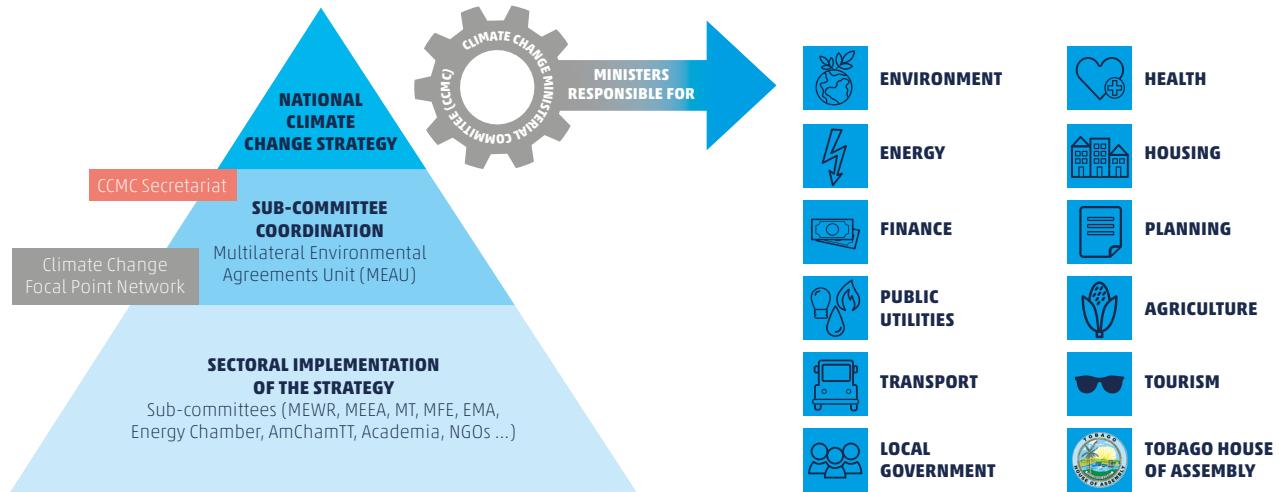


Figure 1. The coordination mechanism for the NDC implementation (UNDP LECB Programme, 2017a)

The following proposed plans encompass the remaining three sections of the NDC-IP:

4) CAPACITY BUILDING ACTION PLAN:

This plan proposes to (UNDP LECB Programme, 2017a):

- set up formal institutional arrangements for the implementation of the NDC (for example, by strengthening the CCMC)
- increase awareness for climate change (for example, by developing a coordinated communication and knowledge management strategy for public awareness),
- build capacity to implement the NDC (for example, by developing training programmes for technical areas to implement mitigation measures)
- promote knowledge and research on climate change, and
- strengthen the policy and legislative framework for climate change by enacting relevant legislation and/or policies to strengthen political will and formalise governance processes.

Every action includes a series of activities with an estimated timeframe for implementation, required investment (no/low/high) and responsible agencies (the MPD is part of all the activities).

5) SECTORAL PLANS:

Being informed by the CRS and NAMAs measures and stakeholder consultations, the NDC-IP proposes a sectoral plan for the power generation, transport and industry sectors, outlining how each sector will contribute to achieving the NDC and includes details of the proposed activities such as timelines and responsibilities as well as potential costs and emissions avoided. Limited quantitative information is available on the implementation costs and the potential GHG emissions avoided. These plans are a tool for programme management to track the progress of NDC against the proposed timelines. Figure 2 summarises the main actions proposed in the plans.

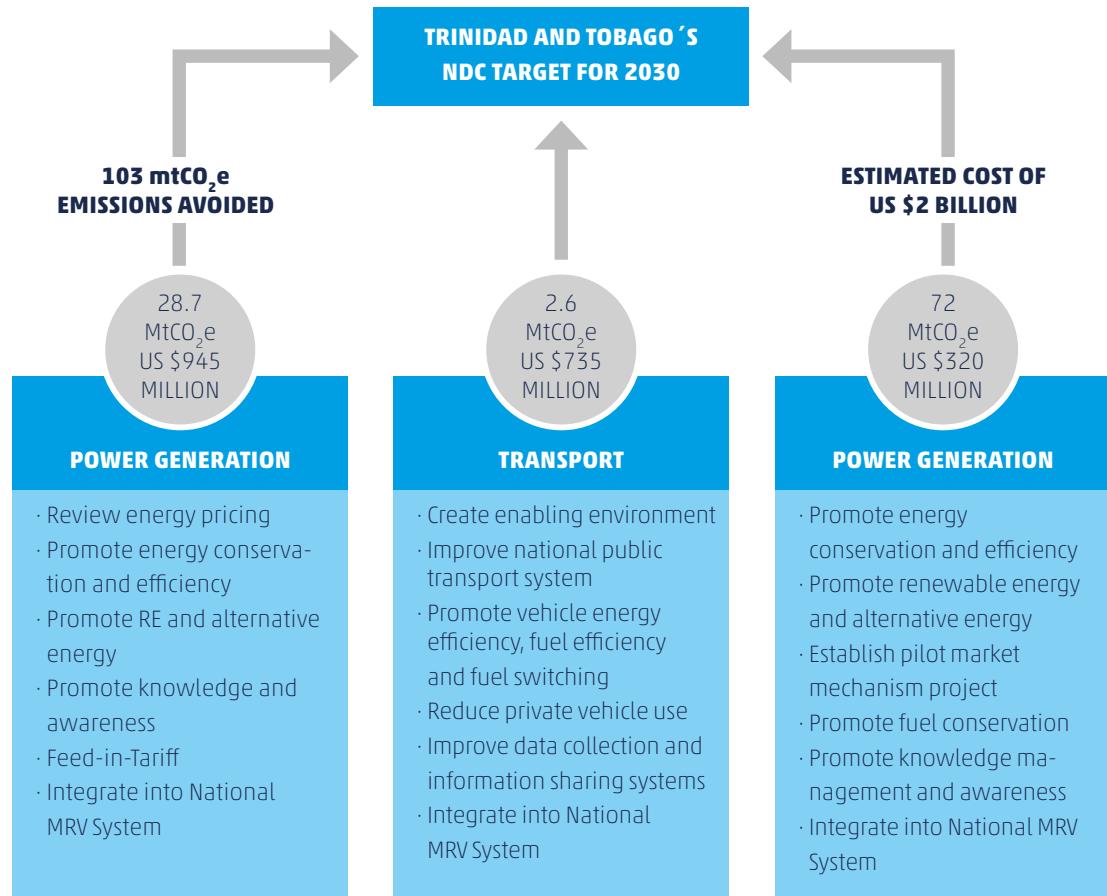


Figure 2. Main actions within NDC sectoral plans (UNDP LECB Programme (2017a)

6) CLIMATE FINANCE PLAN: A conservative estimation of the cost of implementing T&T's NDC actions amounts to USD 2 billion over the period 2017-2030. This initial estimate is not absolute and has been calculated based on GHG inventory studies and modelling as part of the National Communications to the UNFCCC, cost benefit analyses as part of the CRS and consultations with key stakeholders within the three sectors. It is expected that this initial estimate is updated over time, as further data become available from implementing the actions outlined in the NDC-IP and the MRV system once operational. The climate finance plan is the outcome of a desktop review of current and potential national and international NDC financing strategies. It recommends preliminary actions to finance the NDC with a focus on strengthening the existing financing capacity and improving the country's readiness for financing. Figure 3 shows the main activities and potential funding sources that were identified (It is to be noted that the Green Fund (as distinct from the Green Climate Fund) is a domestic fund capitalised by a tax on gross income of profitable businesses for the purpose of financing environmental projects and programmes, including those related to climate change).



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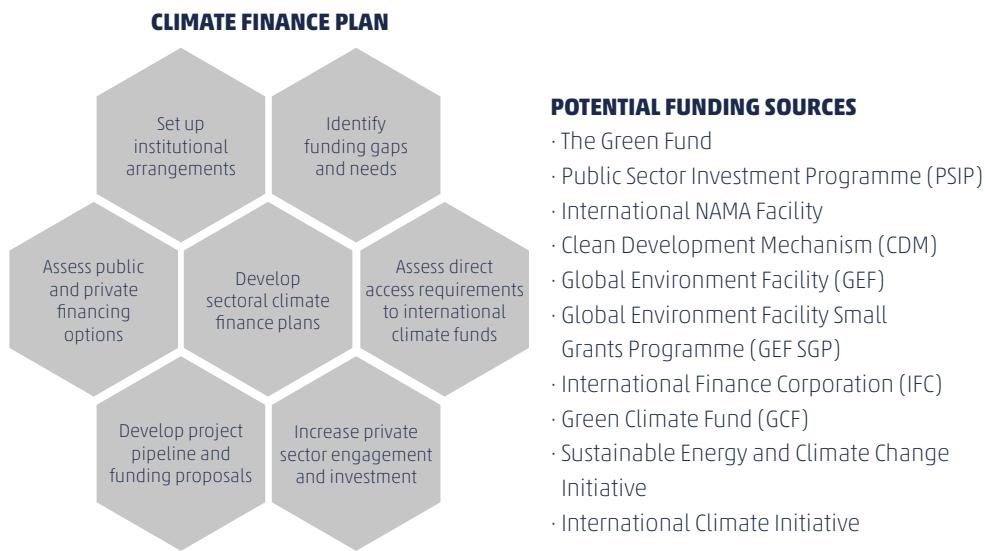


Figure 3. Main components of the NDC Climate Finance Plan (UNDP LECB Programme, 2017a)

The NDC-IP includes a list of immediate actions to be implemented in a timeframe of 3-6 months to up to 1-2 years, which include on the ground mitigation actions and enabling actions creating the requisite legal, social and economic environment to meet the NDC targets by 2030. These actions can be easily undertaken immediately and at little or no cost. These actions inter alia aim to (NGC CNG Company Limited, 2019a):

- a) review and formalise the National Feed-In Tariff (FIT) Policy
- b) formalise a policy decree of 10% renewable energies by 2021 in relevant national policy or legislation, e.g. Vision 2030 or NCCP
- c) designate an authority to collect baseline data on fuel consumption and GHG emissions data in the industry, transport and power generation sectors
- d) expand public awareness programmes on natural gas vehicle conversion and available fiscal incentives and funding schemes

Opportunities, challenges and implications from pursuing the NDC-IP have also been identified (e.g. since 2015 the government has repeatedly reduced fuel subsidies). However, there are limited available options for safe, reliable and affordable public transport, which implies that reduced fuel subsidies and incentives for fuel switching may not decrease the use of private cars.

Promoting good governance through the requisite enabling environment for transparency and reporting is a critical element for the successful implementation of the NDC-IP. It will improve processes and structures for effective decision making, encourage further stakeholder participation and engagement, and promote strong political commitment.

INSTITUTIONS

INVOLVED:

- Environmental Management Authority (EMA)
- Ministry of Energy and Energy Industries (MEEI)
- Ministry of Finance (MOF)
- Ministry of Works and Transport (MOWT)
- Ministry of Planning and Development (MPD)
- Ministry of Public Utilities (MPU)
- Regulated Industries Commission (RIC)
- Trinidad and Tobago Electricity Commission (T&TEC)
- Tobago House of Assembly (THA)

COOPERATION WITH:

The UNDP Low Emission Capacity Building (LECB) Programme (2014-2018) supported the design of the NDC-IP. The LECB Programme hired a local consultant to conduct the elaboration of the NDC-IP. Technical support was provided by the LECB Project Team and the UNDP country office.

The implementation of the recommendations and plans included in the NDC-IP are currently being supported by the UNDP NDC Support Programme (LECB phase II), building on the work achieved through the first phase of the LECB.

Another important actor involved in the NDC-IP was the Inter-American Development Bank (IDB) with its Sustainable Energy Programme.

FINANCE:

USD 2 billion is the estimated cost for the implementation of T&T's NDC. The Climate Finance Plan included in the NDC-IP identifies potential funding sources, both domestic and international. The Financial Investment Plan (expected to be completed by the end of 2019) will incorporate the details on the existing and required funds for the proposed sectoral mitigation actions.

IMPACT OF ACTIVITIES:

· ENHANCED PUBLIC AWARENESS: Public awareness has been improved through the participatory process held for the NDC-IP. There is a better understanding of the impacts and opportunities of climate change, as well as the implications of the Paris Agreement for the country.

· PERCEPTION OF CLIMATE ACTION AS A NATIONAL DEVELOPMENT MATTER: Regarding the policy perspective, the different public institutions involved in the NDC and MRV processes have also improved their awareness and appreciation of climate change as a national development matter and the necessity of a whole of government approach to achieve a national goal.

· IMPROVED COORDINATION MECHANISMS: The coordination mechanisms have improved, in particular with regards to the MOF, which now actively participates in climate change-related policy formulation for mainstreaming the sectoral plans of the NDC-IP within sectoral plans and policies.

· ACTIVE PARTICIPATION OF THE PRIVATE SECTOR. The active participation of the private sector and industry representatives reflects confidence in the process led by the MEAU / MPD, which is the result of a continuous process of dialogue and exchange regarding climate change policy formulation processes (starting with the NCCP and CRS).

· INCREASING COOPERATION RESOURCES: The NDCP-IP process has contributed to engage further cooperation resources to help with the proposed recommendations and plans. In March 2019, the pilot for the MRV system and knowledge management systems (KMS) was officially launched and gathered attention from private sector actors who are voluntarily sharing their information and participating in the pilot project and thereby contributing to its refinement. The Financial Investment Plan (FIP) is expected to be concluded by the end of 2019.



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WHY IS IT

GOOD PRACTICE:

- **STAKEHOLDER ENGAGEMENT:** The NDC-IP formulation succeeded in actively and constructively engaging some of the most relevant private stakeholders from three prioritised sectors, who participated throughout the process of early consultations (surveys, interviews, workshops) and elaboration of sectoral plans (inputs and feedback).
- **ALIGNMENT WITH NATIONAL FRAMEWORKS:** The NDC-IP is embedded into existing strategies and plans that the country has formulated throughout time, such as the NCCP and CRS. The NDC-IP is aligned with the country's national development priorities and builds on the existing climate change framework.
- **POLITICAL BUY-IN:** The government institutions involved in the NDC implementation actively collaborated to identify synergies for a robust and feasible outcome. The participation of the MOF was a key factor for motivating other agencies to participate.

SUCCESS FACTORS:

- **OUTREACH STRATEGY TO ENGAGE WITH KEY STAKEHOLDERS:** A key success factor for achieving the NDC-IP was the outreach strategy towards stakeholders. Having a sincere conversation required a good disposition and ability to listen, to understand different views and interests and to incorporate them in a well-balanced manner, rather than incorporating a top-down approach. The MPD promoted discussion and consensus, and thereby inspired confidence-building amongst key stakeholders to determine a realistic and shared vision for implementation and for the identification of options and strategies to achieve the objectives of the NDC.
- **VISION OF T&TS NDC AS A NATIONAL DEVELOPMENT MATTER:** In addition, envisioning the NDC as a national planning matter instead of a sectoral issue has demonstrated to be an effective way for mainstreaming NDC implementation. The NDC-IP was conceived as part of the national development planning process and development framework. Thus, it was not perceived as a distinct plan addressing climate change per se. This is consistent with the government's policy approach of mainstreaming climate change as a national development issue.

OVERCOMING BARRIERS /

CHALLENGES:

**WHAT WERE THE MAIN BARRIERS /
CHALLENGES TO DELIVERY?**

INFORMATIONAL:

Limited quantitative information for outlining mitigation activities was available.

CAPACITY:

The capacities relevant for NDC implementation were insufficient amongst key stakeholders.

FINANCIAL:

More financial resources are required for the implementation of the identified mitigation activities.

**HOW WERE THESE BARRIERS /
CHALLENGES OVERCOME?**

Mitigation actions identified in the sectoral plans are detailed in specific activities with timeframes and responsibilities. However, the data on the GHG emission reduction potential and cost estimation for every activity was limited. This lack of information hasn't stopped the NDC-IP formulation, which utilised a qualitative approach and is considered a living policy document which will be updated as data is generated from the development of the proposed actions, as well as in the light of changing national circumstances and scientific data and information.

The formulation of the NDC-IP revealed capacity constraints that the country faces in its NDC implementation. A capacity assessment and key recommendations were included as part of the plan, thus helping to propose ambitious mitigation actions.

The Climate Finance Plan included in the NDC-IP includes a broad analysis of the potential sources of funding available for mitigation actions. Key recommendations were included as part of the climate finance plan. These are currently under consideration in the formulation of the NDC Investment Plan to be finished by the end of 2019.

LESSONS LEARNED:

- **SECURE KEY STAKEHOLDER ENGAGEMENT AT THE VERY OUTSET OF NDC IMPLEMENTATION:** Trust and permanent dialogue are essential for a better understanding, for negotiation, engagement and action, and in a context where economic decisions are needed and transformational changes are required. The Climate Change Focal Point Network has facilitated such exchanges without the need for extensive formality and in an environment of mutual trust and confidence.
- **INTEGRATE NDC IMPLEMENTATION INTO THE NATIONAL DEVELOPMENT PROCESS:** NDC implementation must be considered and integrated into the national development process to effectively assign public resources and accrue the co-benefits. This will also help pushing the ministries and agencies towards effective action through enhanced coordination and mainstreaming that will avoid silo approaches as well as duplication and potential conflicting sectoral actions.
- **COORDINATE EFFECTIVELY BETWEEN INSTITUTIONS:** Improved institutional coordination is necessary for multi-sectoral and multi-stakeholder public policy processes, such as the implementation of T&T's NDC. Formal institutional arrangements as well as an adequate monitoring of progress and feedback are necessary, if current competencies or mandates are not explicit.
- **EMPLOY LOCAL CONSULTANTS:** Local consultants have proven to support the work led by the climate change authority in a more effective manner. Because environmental ministries in developing countries have limited resources and capacities, it is easier for a local consultant to understand and complement the work done by government institutions, especially in relation with stakeholders.



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HOW TO REPLICATE

- THIS PRACTICE:**
- **START AN ENGAGEMENT PROCESS BASED ON TRUST, TRANSPARENT INFORMATION AND SINCERE AND CANDID COMMUNICATION WITH KEY STAKEHOLDERS**, as early as possible, and at the outset if necessary. In the case of T&T, the consultation process for the CRS established a base for building a positive and constructive relationship between private sector representatives and the MEAU/MPD, and engendered an environment of confidence and trust.
 - **REVIEW EXISTING POLICIES AND FRAMEWORKS AND BUILD ON THEM:** Consider reviewing and assessing existing policies, institutional frameworks and other instruments that the country has already developed and adopted, and build on them, with any revisions that may be necessary to enhance facilitation and harmonisation and avoid potential conflicts. Progressive changes and adjustments can then be implemented, always through a participatory and inclusive practice, as was done by T&T.
 - **COMPLEMENT THE DOMESTIC WORK WITH EXISTING KNOWLEDGE TOOLS FOR PROPOSED FRAMEWORKS FOR NDC IMPLEMENTATION** and tailor it to national circumstances. T&T effectively adapted tools developed by Ricardo Energy and Environment and the Climate Development Knowledge Network (CDKN & Ricardo, 2016) and UNDP (2016).
 - **COORDINATE CLOSELY WITH MULTILATERAL COOPERATION PARTNERS TO EXPRESS THE COUNTRY'S PRIORITIES AND NEEDS FOR SUPPORT:** Partners are allies who can help with key milestones required to move forward with climate change policy processes. T&T has been supported by the LECB project, which is continuing its work in a second phase focused on the NDC implementation. This interactive approach has served T&T to engender a better understanding of the country needs as well as providing context for further assistance and support.

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FURTHER KEY

- RESOURCES:**
- Government of Trinidad and Tobago (2015a). Intended nationally determined contribution under the UNFCCC. Available at: <https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Trinidad%20and%20Tobago%20First/Trinidad%20and%20Tobago%20Final%20INDC.pdf>
 - Government of Trinidad and Tobago (2015b). Strategy for reduction of carbon emissions in Trinidad and Tobago, 2040. Available at: https://www.planning.gov.tt/sites/default/files/CRS%20_Strategy_Final.pdf
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WEBSITES:

- UNDP NDC Support Programme on T&T: <http://www.ndcs.undp.org/content/ndc-support-programme/en/home/our-work/geographic/latin-america-and-caribbean/trinidad-tobago.html>
- Ministry of Planning and Development on Energy Efficiency for a Greener World with LED Lighting: <https://www.planning.gov.tt/content/%E2%80%9Cenergy-efficiency-greener-world-led-lighting%E2%80%9D>

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