



FACILITATIVE SHARING OF VIEWS TRINIDAD & TOBAGO

Dubai, United Arab Emirates

4th December 2023

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Presentation Outline

Summary of BUR1 and Recent Developments



National context



GHG inventory



Mitigation actions and effect



Barriers and support needed and received

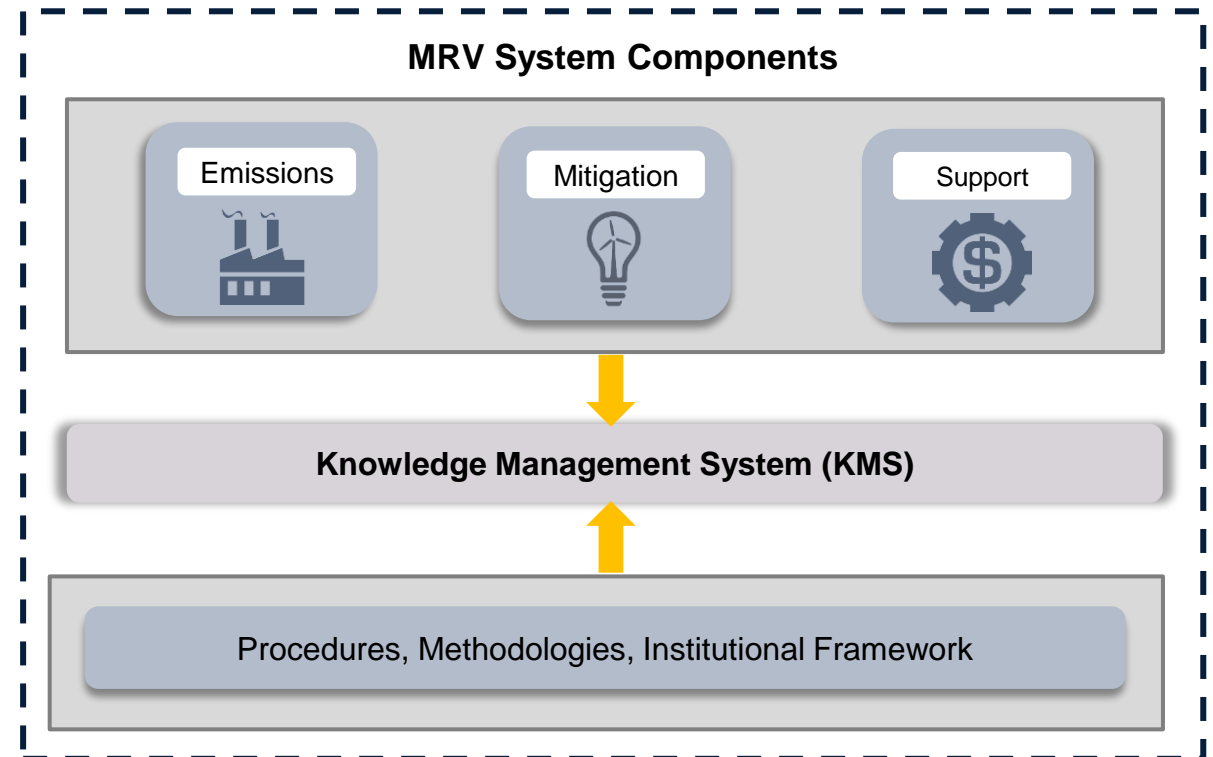


ETF transition and implementation



National Context- Institutional Arrangements

The National MRV System is intended to facilitate the collection, analysis and transparent reporting of accurate and reliable information and data on GHG **emissions**, efforts to **mitigate** them and **resources** devoted to enabling these efforts. The Knowledge Management System (KMS) is the central repository for this information and data, and includes methodologies, procedures and institutional frameworks.





GHG Inventory

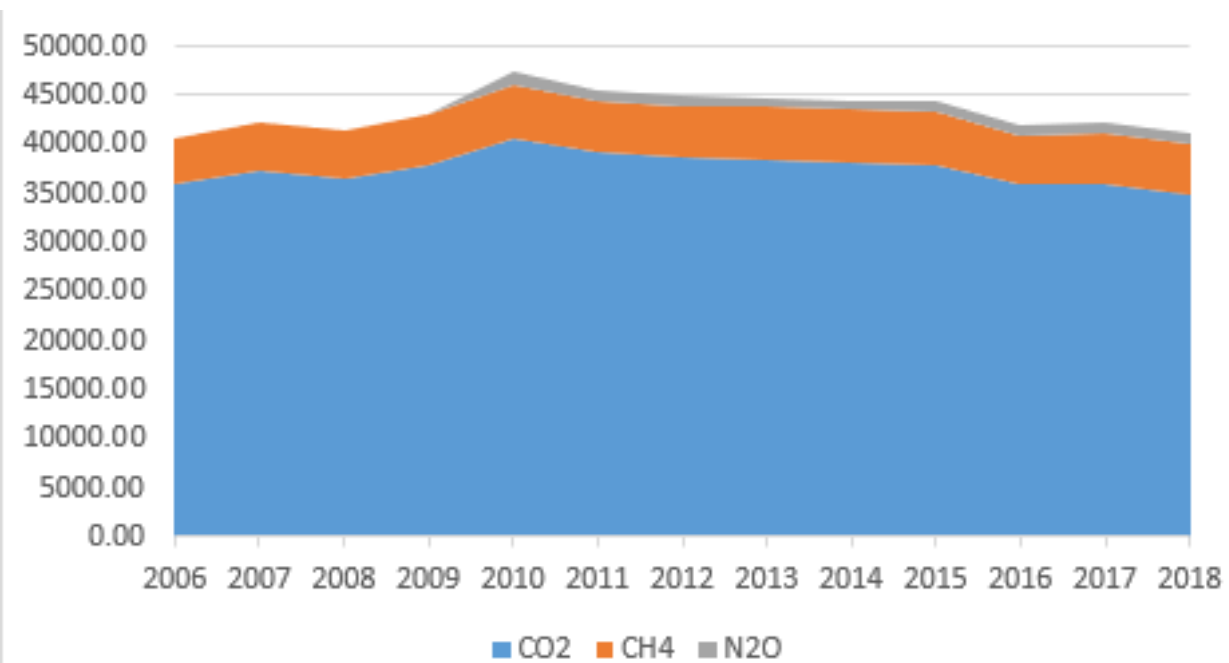


Figure 3.4: Gg CO₂e Emissions in T&T by Different Primary GHGs (2006-2018)

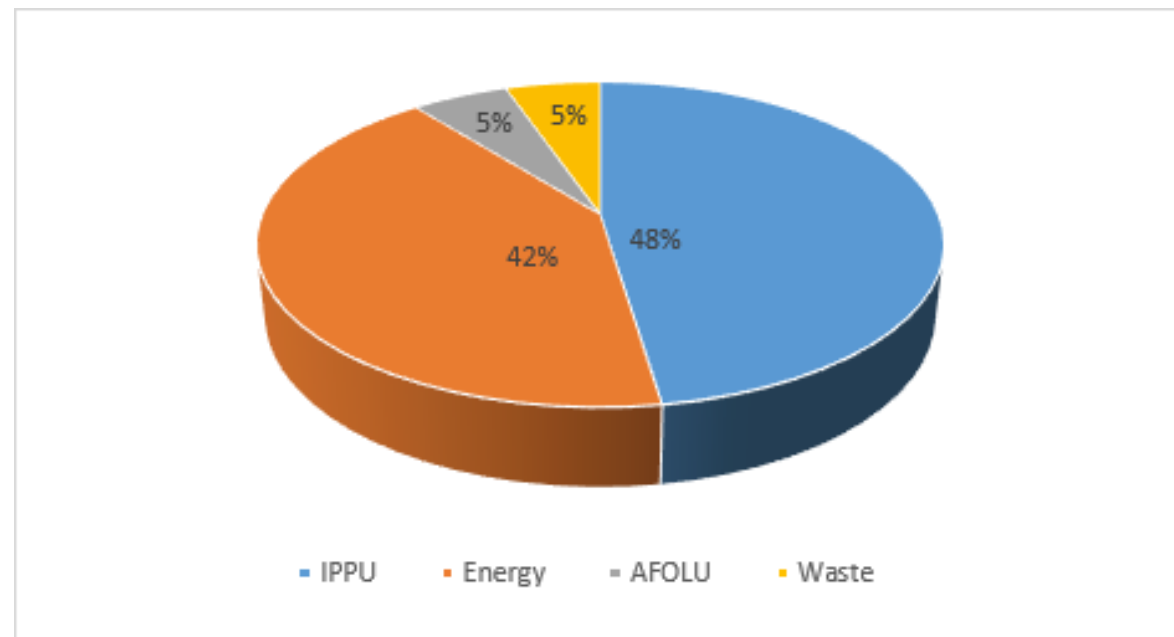


Figure 3.3: Total CO₂e Emissions for T&T (2018)



GHG Inventory- Improvements



Training of key stakeholders, including the Ministry of Planning and Development's Environmental Planning and Policy Division (MPD-EPPD), the Environmental Management Authority (EMA) and sectoral experts in GHG Inventorying using the IPCC 2006 guidelines and associated software.



Training of key sectoral stakeholders in the related activity data sets to assist in providing the activity data in the format required for GHG inventory.



Equipping the associated MRV system with an appropriate framework well supported by a Knowledge-based Management (KMS) system to facilitate periodic stakeholder data submissions, appropriate QA/QC checks, verification audits and national and international reporting.



The introduction of GHG inventory curriculum in relevant universities that could be pursued to assist with the integration into GHG-KMS for future GHG inventory support.



The amending of appropriate legislation (T&T's Air Pollution Rules) to transition from voluntary reporting to mandatory reporting with respect to activity data.



Mitigation Actions and Effects

- Trinidad and Tobago's aim is to achieve a reduction objective in overall emissions from the three sectors by 15% by 2030 from BAU, which in absolute terms is an equivalent of one hundred and three million tonnes (103,000,000) of CO₂e. (Transport, Power Generation and Industry)
- Trinidad and Tobago will commit to unconditionally reduce its public transportation emissions by 30% or one million, seven hundred thousand tonnes (1,700,000) CO₂e compared to 2013 levels by December 31, 2030.

| Total (tCO ₂ e) | 2018 | 2030 | 2040 | 2050 | Δ 2018-2030 | Δ 2018-2050 |
|----------------------------|-------------------|-------------------|-------------------|-------------------|-------------|-------------|
| <i>Power generation</i> | 5,741,518 | 5,418,601 | 5,362,107 | 5,417,696 | -6% | -6% |
| <i>Industry</i> | 32,899,574 | 33,123,125 | 33,351,404 | 33,598,190 | 1% | 2% |
| <i>Transport</i> | 2,687,832 | 2,891,386 | 2,944,446 | 2,998,930 | 8% | 12% |
| <i>Waste</i> | 2,460,045 | 2,453,448 | 2,511,858 | 2,567,020 | 0% | 4% |
| <i>AFOLU</i> | -2,158,521 | -1,923,426 | -1,786,287 | -1,693,524 | 11% | 22% |
| TOTALS | 41,630,448 | 41,963,134 | 42,383,528 | 42,888,311 | 1% | 3% |

| Sector | Mitigation Actions- Planned and currently Implemented |
|------------------|---|
| Power Generation | 11 |
| Industry | 9 |
| Transport | 12 |
| Waste | 3 |
| AFOLU | 6 |



Support- Needed and Received

| Need identified | Support needed | Specific type of support requested | When and for how long is support needed? | Where financial support is needed, please indicate | |
|---|--|---|--|--|---------------------------------|
| | | | | National budget available in USD | Financial support needed in USD |
| Country-wide wind atlas to assess wind RE feasibility | Wind measurements to inform and develop the wind atlas. | Technology transfer and Capacity building | As soon as possible for about 18 months | | 2,000,000.00 |
| Institutional capacity for sustainable collection of GHG data in relevant sectoral institutions | Financial support for the establishment and staffing of specialised units in identified institutions | Financial support | 2022 as seed start-up for five years | | 930,000.00 |
| Identification of feasible sites for carbon capture and storage | Financial support for collecting and analysing data | Financial support and technology transfer | 2022 | | 500,000.00 |
| A fully functional MRV/ETF unit | Financial support for the establishment and staffing of specialised MRV/ETF unit at the country's regulatory agency | Financial support | 2022 as seed start-up for three years | | 450,000.00 |
| Infrastructure requirements for sustainable transport | Financial support for assessing requirements for RE charging stations to transition to electric vehicles charged with RE | Financial support | 2022 | | 20,000.00 |

Capacity Building Support Received

- National Climate Mitigation MRV System (developed with support of multiple donors under LECB Programme, NDC Support Programme and UNDP)
- Pilot Project- Feasibility and Efficacy Test of MRV System (ICAT and NDC Support Programme)
- GHGMI Certification Programme (Ministry of Planning and Development, GHGMI and NDC Support Programme)
- QA – Technical Support – UNFCCC Secretariat
- Climate Promise Initiative (UNDP)- Training workshop on data collection and management in AFOLU and Waste Sectors. Improvements to assist in including all sectors in revised NDC)



Support- ETF Transition and Implementation



Arrangements for implementation of the ETF is embedded within the National Institutional Framework



Preparations for developing Trinidad and Tobago's 1st BTR has started



The Government of Trinidad and Tobago intends to submit its 1st BTR on time



Thank you !
