Rapid Readiness Assessment for the Transition to a Sustainable Blue Economy

Pilot in Trinidad and Tobago

DRAFT REPORT FOR EXTERNAL REVIEW

November 2022

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###### Executive Summary

This Blue Economy ‘Rapid Readiness Assessment’ (RRA) pilot project was undertaken in Trinidad & Tobago, alongside a second pilot project in Antigua & Barbuda, to establish the government’s readiness to embark on the transition to a Sustainable Blue Economy (SBE). The RRA approach is based on the United Nations Environment Programme’s (UNEP’s) Sustainable Blue Economy Transition Framework and is being trialled by the Commonwealth Secretariat, in partnership with UNEP, Howell Marine Consulting and the University of Portsmouth, under the Commonwealth Blue Charter programme.

Working with the Government of the Republic of Trinidad & Tobago, and informed by desk-based analysis, in-country stakeholder workshops and interviews, the RRA process centred on facilitating dialogue to develop a shared understanding of the current situation regarding the transition to a SBE and the actions needed to further progress. This report presents the findings of the RRA, with recommendations.

Trinidad & Tobago represents a country which is distinctly different to its Caribbean neighbours, with a SBE that is influenced by the significant economic contribution of the oil and gas sector, and with relatively lower focus on tourism, fisheries, or other ocean sectors. Securing political attention to drive forward a SBE can be challenging, which in other countries is more directly associated with, for example, economic recovery following the Covid-19 pandemic. A level of inertia in Trinidad & Tobago is evidenced by the slow progress of ocean policy and legislation through parliament including on Integrated Coastal Zone Management (ICZM), fishing legislation, and maritime policy. **Further progress on developing a SBE will require expediting the passage of these relevant bills and policies**.

Trinidad & Tobago is not facing a lack of capacity and resources, per se, but rather **a** **fundamental need to secure increased high-level buy-in and commitment to a SBE**. Decarbonisation and the incremental phasing out of fossil fuels could be a central component of the SBE, linking the future of petroleum sector to the SBE, thereby increasing political traction and providing a basis for financing the transition.

Other actions set out in this report relate to **developing a shared vision for the SBE** and awareness raising of the benefits of taking such an approach; and, **improved ministerial co-ordination.** An opportunity exists to **review and align provisions made in the draft maritime policy** (awaiting approval), creating a package of legislation which would provide a co-ordinated approach to the SBE and significantly advance the transition.

Beyond political will, **readiness for the transition is relatively high in Trinidad & Tobago** with clear understanding of challenges and opportunities, and **strong and capable institutions ready to act**. With appropriate attention and resources, **addressing the conditions flagged in this RRA is highly feasible** in Trinidad & Tobago, including implementation of Marine Spatial Planning (MSP), centralised data management, and research and innovation in key sectors. However, attention is needed to ensure **a coordinated and integrated approach which considers the specific context for each island**.

The process of transitioning towards a SBE is at times complex and is challenging maritime institutions globally. The findings of this RRA process, however, suggest that Trinidad & Tobago is well placed to address the key next steps and advance its transition.

###### Acknowledgements

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###### List of Acronyms

|  |  |
| --- | --- |
| CANARI | Caribbean Natural Resources Institute |
| CBD | Convention on Biological Diversity |
| DMRF | Department of Marine Resources and Fisheries (Tobago) |
| DOALAS | The Division for Ocean Affairs and the Law of the Sea |
| EEZ | Exclusive Economic Zone |
| FAO | Food and Agriculture Organisation of the United Nations |
| GDP | Gross Domestic Product |
| GEF | Global Environment Fund |
| GORTT | Government of the Republic of Trinidad and Tobago |
| ICZM | Integrated Coastal Zone Management |
| IMA | Institute of Marine Affairs |
| MoPD | Ministry of Planning and Development |
| MoWT | Ministry of Works and Transport |
| MoU | Memorandum of Understanding |
| MPA | Marine Protected Area |
| MRV | Monitoring, reporting and verification |
| MSP | Marine Spatial Planning |
| NMPS | National Maritime Policy and Strategy |
| NPAP | National Protected Areas Policy |
| NPASP | National Protected Area Systems Plan for Trinidad and Tobago |
| PNA | Protected National Area |
| RRA | Rapid Readiness Assessment |
| SBE | Sustainable Blue Economy |
| SBE TF | Sustainable Blue Economy Transition Framework |
| SDGs | Sustainable Development Goals |
| THA | Tobago House of Assembly |
| TOR | Terms of Reference |
| UNEP | United Nations Environment Programme |
| UNFCCC | United Nations Framework Convention on Climate Change |
| UWI | University of the West Indies |

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## Introduction

Globally, change is needed to decouple economic growth from ecosystem degradation and generate wealth from our land and seas in a more sustainable way. Ocean states need to recognise the dependency of their societies on healthy marine ecosystems and develop approaches to ensure that the ocean can support human development needs, now and into the future. 

Moving beyond conventional understandings of maritime economies (i.e. economic activities that directly or indirectly take place in the ocean), the Sustainable Blue Economy (SBE) concept drives focus on how to promote sustainable livelihoods and economies in an equitable manner which also safeguards the health of the ocean. UNEP defines a SBE as:

*…one in which the sustainable use of ocean and coastal resources generates equitably and inclusively distributed benefits for people, protects and restores healthy ocean ecosystems, and contributes to the delivery of global ambitions for a sustainable future.*

The transition towards a SBE is a multifaceted process that combines natural, social and economic considerations, and which must embed the value of nature at the heart of decision making. To support countries in this transition, UNEP has developed the Sustainable Blue Economy Transition Framework (SBE-TF) which aims to make implementing a Sustainable Blue Economy feasible and practical. The Transition Framework provides countries with guidance for developing a strategic process to enable progress towards a SBE, based on existing governance and institutional landscapes. It describes a set of principles that drive forward national implementation and has been particularly designed to accelerate national contributions to the UN Sustainable Development Goals (SDGs).

The SBE-TF describes three broad phases of transition:

* Phase 1 focuses on analysis of the current ocean governance system in a specific country (6 – 12 months);
* Phase 2 guides the creation of a national integrated policy and supporting governance framework (6 – 12 months);
* Phase 3 (20 – 25 years) focuses on the implementation of the integrated policy (created in Phase 2), including on-going monitoring and evaluation.

The phases of transition are underpinned by seven cross-cutting elements that need to be in place and should be considered for all activities and decisions that take place on a country’s journey to a SBE:

* Leadership
* Institutional infrastructure and culture
* Laws and policies
* Planning and management
* Sustainable finance
* Stakeholder engagement and coalitions
* Data and monitoring

To support countries taking forward their transition, a Rapid Readiness Assessment (RRA) process is now being trialled in Trinidad and Tobago and elsewhere. This process supports information gathering and supports dialogue at the national level to enable countries to better understand the current status of their efforts to create a blue economy and from this, to identify key enabling actions and next steps to drive the transition to a SBE. The RRA provides a high-level snapshot of the existing blue economy landscape with an eye on establishing the unique transition pathway for each country. By its nature, RRA provides a rapid overview and is not intended as a comprehensive analysis (which may also be required). Working with national Government and stakeholders, it aims to:

* assess readiness for taking forward a transition to a SBE;
* collectively identify and understand the necessary first steps; and,
* identify short to medium term priority resources required.

Supported by the United Nations Environment Program (UNEP) and the Commonwealth Secretariat through their Commonwealth Blue Charter programme, Trinidad and Tobago, alongside Antigua & Barbuda, agreed to pilot the RRA process from October to December 2022.  The RRA is derived from:

* a two-day stakeholder workshop held on the 18th and 19th of October 2022 at the Institute of Marine Affairs (IMA), Port of Spain, Trinidad;
* interviews with stakeholders;
* an online questionnaire; and
* supplementary information from a desk-based review of existing documents and policies.

Based on the above information, this report provides:

* an overview of the current blue economy in Trinidad and Tobago to date (Section 2);
* the main issues and opportunities in the blue economy that exist across key enabling factors, including the challenges and barriers to overcoming them (Section 3);
* an assessment of national readiness to transition to a SBE (Section 4); and,
* recommendations (Section 5).

## The Sustainable Blue Economy in Trinidad & Tobago

### Country context

|  |
| --- |
| * Population: c. 1,368,000 (of which, c. 60,000 reside in Tobago). * Surface area: Trinidad – 4,828 km2; Tobago – 300 km2. * Coastline: 704km. * Land to sea ratio: c. 1:15 (EEZ = 77,502 km2) * Ocean-based economy: est. US$22.5 billion, 81% of total GDP (2015). |

As a large ocean state, Trinidad and Tobago’s Exclusive Economic Zone (EEZ) is fifteen times the size of its land mass, providing a wealth of marine resources that require a clear and coherent governance framework for their sustainable management and use. Trinidad and Tobago is a small but high-income country, particularly when compared to other island nations in the Caribbean. The current ocean-based economy represents approximately 81% of the total Gross Domestic Product (GDP) and is dominated by the oil and gas sector. This dependence on a single sector has led to a “boom-and-bust” economic cycle that is heavily reactive to, and dependent on, external market conditions and foreign exchange rates, with little resilience to global fluctuations. Given the increasing global shift towards renewable energy and the transition away from fossil fuel use, there is an increasing need for economic diversification. Other key ocean sectors, including tourism, fisheries, and ports and shipping, make significantly lower contributions to GDP but provide disproportionately higher levels of employment when compared with the oil and gas sector (see Section 2.2).

Trinidad and Tobago is a twin island state, with very different characteristics which must be considered in understanding the development of a SBE. The Tobago House of Assembly (THA), the devolved legislative body responsible for the island of Tobago, handles many of the responsibilities of the central government and plays a critical role. Tobago is much smaller than Trinidad and relies on an annual fiscal allocation from central government to support development in the island. Regarding the blue economy, tourism is a much more prominent blue economy sector in Tobago, with the majority of international visitors travelling to the island along with domestic visitors from Trinidad. This places greater reliance on the health of marine ecosystems in Tobago where sensitive development alongside ecosystem protection measures is required. The artisanal fishing industry is also of greater significance to the communities in Tobago, with lower reliance on the oil and gas sector although exploration is underway and proposed just off the coast of Tobago.

The Government of the Republic of Trinidad and Tobago (GORTT) and the THA have recognised the need to diversify the national economy and increase economic resilience, particularly since the Covid-19 pandemic. National strategies including the Vision 2030[[1]](#footnote-2), the Roadmap for Trinidad and Tobago Post Covid-19 Pandemic[[2]](#footnote-3), and the Tobago Roadmap to Recovery[[3]](#footnote-4), highlight the opportunity for economic reformation to enhance social and environmental sustainability, aligned with the UN SDGs and other international commitments. However, economic diversification will place additional pressure on the marine area where space and resources are already subject to considerable demand and competition, which is further complicated by unregulated or illegal activities. Transitioning to a SBE will require addressing complex trade-offs in decision-making across policy areas and sectors, and a robust and coherent framework for management, regulation, enforcement and monitoring.

Trinidad and Tobago are party to the key international conventions relating to the marine environment, including the Convention for Biological Diversity (CBD), the Paris Agreement, and the UN Convention on the Law of the Sea (UNCLOS), as well as being signatories to the High Ambition Coalition (HAC) for Nature and People and the Global Ocean Alliance for “30by30”, demonstrating commitments to ocean sustainability. Trinidad and Tobago also maintains a range of regional and other supra-national cooperative alliances relevant to the SBE (see Appendix 1).

The coastal zone of Trinidad and Tobago features biologically diverse ecosystems, including coral reefs, seagrass beds, rocky shores, beaches, mudflats, and mangrove swamps. These provide a range of provisioning, regulating, cultural and supporting services that include erosion control, storm protection, flood water retention, water quality maintenance and climate regulation. However, a range of environmental challenges are faced, which also drive economic and social impacts, threatening water and food security, livelihoods and coastal settlements. Issues identified via stakeholder consultation undertaken as part of the ICZM Policy Framework development, included (see Appendix 3 for a complete list):

* habitat damage and loss from development or unsustainable practices,
* unplanned and unregulated development,
* pollution (from land, ships & oil and gas leakage),
* over exploitation (e.g. fisheries),
* conflicts over use/competition for space, and
* loss of public access to the coast

Importantly, Trinidad and Tobago’s coastal ecosystems play a critical role in protecting the shorelines of both islands. A 2013 study estimated that the average annual loss due to floods and storms was US$55.7 million[[4]](#footnote-5). The Trinidad and Tobago Integrated Coastal Zone Management (ICZM) Policy Framework (2020, in draft) states that coastal protection services provided by coral reefs, mangroves and marshes are valued at US$49.6 million annually, providing natural disaster protection, especially in the context of climate change, and also supporting recreation and tourism-based activities, valued at up to US$390,428 per hectare per year[[5]](#footnote-6).

Despite Trinidad and Tobago’s dependency on healthy marine ecosystems, and the services and resources they provide, there is currently only one legally gazetted marine protected area (MPA), with a second proposed, both of which are found in Tobago: the Buccoo Reef / Bon Accord Lagoon (also a RAMSAR site) – 1,287 ha, and a proposed MPA, Belle Garden (59,280 ha). **Tobago’s North-East region was also declared a biosphere reserve by the UNESCO Man and the Biosphere Programme in 2020, a ridge-to-reef ecosystem with a marine area o**f 68,384 ha.

Many key national laws and policies relating to marine management are out-of-date, with several new legislative and policy instruments in draft, and/or currently pending Cabinet approval (see Appendix 2). A lack of policy coherence or framework for integrated marine management means that the wealth of ocean resources in the EEZ are overexploited or subject to unsustainable practices that threaten economic, social and environmental resilience. Transitioning to a SBE will help Trinidad and Tobago steer national and local economic development towards a trajectory that can deliver continued sustainable and equitable ocean wealth.

### Key Ocean-based Sectors in Trinidad and Tobago

#### Oil & gas

As the largest oil and natural gas producer in the Caribbean, the sector (including the production of petrochemicals), represents c.40% of GDP and over 80% of export revenues[[6]](#footnote-7). As a dominant sector, there is comparative under-development of other ocean-based sectors, particularly fisheries and tourism. Notably, the dominance of the sector in terms of revenue is disproportionate to its contribution to employment, representing less than 5% of national employment (approx. 10,600 people[[7]](#footnote-8)). Economic reliance on this sector presents challenges in relation to a SBE transition, particularly as it represents a sector in long-term decline with disproportionate benefits across society. However, the revenue it generates presents Trinidad and Tobago with short- to mid-term opportunities to support the funding of initiatives which could accelerate progress to a SBE and drive economic diversification in the long-term. The skills and infrastructure associated with the sector also provide an asset for development of other sectors such as offshore renewable energy.

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Figure 1. Real GDP growth rates for period 2014-2019. Source: First Biennial Update Report of the Republic of Trinidad and Tobago under the UNFCCC (2021)

#### Maritime and ports

The maritime and ports sector in Trinidad and Tobago includes a diverse range of activities, including port operations, ship repair & dry docking, and marine services (offshore bulk trans-shipment, bunkering, cold stacking[[8]](#footnote-9), maritime logistics and open ship registry). **Trinidad and Tobago has two major cargo** Ports, both in Trinidad: Port of Point Lisas and Port of Spain**.** The country also has liquid and dry bulk handling facilities as well as liquefied natural gas (LNG) handling facilities. Due to its geography, Trinidad’s ports are well-positioned for trans-shipment and cargo routes, sitting 2,200km from the Panama Canal. However, a lack of investment in infrastructure, equipment and technology as well as slow processing and customs procedures, means that these ports may be less competitive than others in the region. They also may lack sufficient infrastructure to cope with future shipping needs, such as the capacity for larger ships or the provision of adequate waste management facilities at ports and marinas. There are also concerns over environmental performance, and the impact of piracy on port activities. Investing in digitisation and automation, as with the Single Economic Window[[9]](#footnote-10) initiative, represents a key opportunity for the nation, with other opportunities including the creation of a regional hub for bunkering (alternative fuels, such as LNG, ammonia, and hydrogen, which would support a transition away from oil and gas dependency).

#### Tourism

Unusually for a Caribbean island, tourism represents just 7.9% of total national GDP[[10]](#footnote-11) generating c. US$2.4bn each year. Tobago has a higher dependence on tourism revenues than its neighbour (c.10% of the national GDP raised by Tobago alone[[11]](#footnote-12)) and receives c. 60-70% of all cruise ship arrivals to Trinidad and Tobago[[12]](#footnote-13). Given the relatively low contribution to GDP, employment from tourism is high, estimated at 62,100 people in [2019](https://knoema.com/atlas/Trinidad-and-Tobago/topics/Tourism/Travel-and-Tourism-Total-Contribution-to-Employment/Contribution-of-travel-and-tourism-to-employment)[[13]](#footnote-14), making the industry and dependent livelihoods particularly vulnerable to external market forces and shocks. This is especially true for Tobago, where tourism accounts for 56.8% of employment[[14]](#footnote-15). The tourism sector was hugely impacted by Covid-19 and challenges remain in growing the sector including a lack of differentiation within the Caribbean destination market, changing customer preferences, and a slow transition to digitisation. Sargassum blooms also present a considerable threat, with rotting vegetation that is off-putting to potential visitors as well as bringing high clean-up costs. Ecotourism and community tourism present a significant opportunity for both islands, though this relies heavily on appropriate management to ensure a healthy and thriving marine environment. The coral reefs, pristine beaches, and one of the largest leatherback turtle breeding sites are significant attractions for visitors, national and international. There is potential for expansion of yachting services as well as sustainable expansion of the cruise sector (particularly in Tobago).

#### Fisheries

The fisheries sector accounted for 0.6% GDP in 2018[[15]](#footnote-16), although this is perceived as an under-valuation due to a lack of consistent catch data. Trinidad and Tobago are a net importer of fish: in 2019, estimated exports amounted to US$26.1 million, whilst imports were US$43.6 million[[16]](#footnote-17). This is largely driven by consumer taste for species outside of national fish stock and, as with oil and gas, places a dependency on external market forces. Fisheries also represents a disproportionately large employment sector given direct economic contribution and is estimated at 50,000 people[[17]](#footnote-18). The contribution to subsistence is also not reflected in current economic valuations of the sector.

There are challenges faced related to out-of-date fisheries legislation meaning that there is a lack of effective regulation or management. Illegal, Unregulated and Unreported fishing (IUU) is problematic, as well as the use of inappropriate equipment causing environmental damage, and high bycatch rates and waste. The internal market for fish is dominated by 7 species which are currently over-exploited and, as is common with most Caribbean nations, Trinidad and Tobago is a net importer of fish. With 100 species in national waters, there is an opportunity to reduce pressure on key fish stocks and enhance the national market by diversifying consumer preference including through public campaigns.

### Emerging sectors and opportunities

A number of emerging sectors and opportunities could play a role in the transition to a SBE in Trinidad and Tobago, including:

* Offshore renewables, particularly offshore wind, as a recent assessment conducted by the University of West Indies (UWI) found the potential to generate 25GW from offshore wind in the Trinidad and Tobago EEZ.[[18]](#footnote-19)
* The development of the ecotourism sector, and the Ministry of Tourism is already drafting new policies for Community Tourism and Ecotourism. Castara Retreats in Tobago demonstrates the huge potential for the community ecotourism model as part of a sustainable tourism sector in Trinidad and Tobago.
* Yachting and other recreational boating activities. There has been a significant increase in recreational boating activities, but they are currently poorly regulated and uncoordinated. There has been no clear policy or development of infrastructure to support growth in the sector, such as wastewater facilities, or appropriate management of the use of anti-fouling paints.
* Diversification of the fisheries sector, including campaigns to change consumer tastes to expand the number of species or diversifying usage of fish products such as fish oil or silage for agricultural purposes; and targeting new stocks, such as tuna.
* Mariculture is in the very early stages of development, and the Institute of Marine Affairs (IMA) is currently trialing mariculture for snapper.
* Offshore infrastructure decommissioning as oil and gas facilities come to the end of their operational life, and which could also relate to the existing market in scrap metal recycling.
* Carbon Capture and Storage (CCS) – Ministry of Energy and Energy Industries, the UWI and the University of Trinidad and Tobago (UTT) are to identify reservoirs both on land and in marine areas to accelerate the implementation of CCS in reservoirs and depleted oil fields[[19]](#footnote-20).
* Research and innovation, such as the Maritime Blue Innovation Technology Parks being considered in Tobago.

Whilst there is plenty of potential for diversification within the BE, expanding activities in the marine area will increase competition for space, which is already the source of conflicting priorities across multiple sectors. Emerging sectors also require new legislation and regulatory frameworks that complement an integrated marine management approach, as well as consistent monitoring and reporting, to ensure sustainability.

### Existing support for the SBE transition

In his 2019 address to the Caribbean Development Bank’s Board of Governors, Prime Minister Rowley called on the region to *“harness the true potential of the Blue Economy”,* highlighting the Caribbean’s need to *“leverage its coastal and marine resources to generate sustained growth, unlocking the great potential of fishing, tourism and shipping industries”.* More broadly, national policies and strategies recognise the need for economic diversification and development that is aligned with UN SDGs and delivers economic, social and environmental sustainability.

There is a range of legislative and policy instruments currently in draft, and/or pending cabinet approval, that would support and promote the transition to a SBE for Trinidad and Tobago and indicate the country’s commitment to improving integrated marine management (see Appendix 3 for a list of key laws and policies relevant to a SBE, and Section 3.3 for more detail on related challenges and opportunities). However, these initiatives are being hampered by slow progress through parliament, leaving critical gaps in the governance framework.

There have been several recent consultations and resulting reports that aim to articulate opportunities and recommendations for Trinidad and Tobago to transition to a SBE, notably the BE Innovation Action Plan[[20]](#footnote-21), A Sustainable Blue Economy: Trinidad and Tobago (UNESCO, 2021)[[21]](#footnote-22), and the Tobago Blue Economy Roadmap (in draft, McCue, 2022)[[22]](#footnote-23).There is, however, no unified vision for the SBE across Trinidad and Tobago and, as such, forthcoming legislation and strategies may lack the coherence needed to deliver sustainability across these sectors, and to manage competing priorities efficiently and effectively.

## Cross-cutting conditions and enabling actions

This section reviews seven cross-cutting enabling factors which will need to play a foundational role in building a SBE in Trinidad and Tobago.

### Leadership

Strong leadership is key to achieving a successful transition to a SBE, especially for a twin island nation such as Trinidad and Tobago and the need to align activities and realise synergies, whilst respecting different priorities. Leadership should come from the highest level possible to support and champion the development of a SBE transition strategy for Trinidad and Tobago, with a recognised mandate to advocate for developing a SBE agenda. High-level political buy-in for a SBE transition is needed across all GORTT and THA departments that intersect with the blue economy, to facilitate a united and coherent drive for change.

Developing a unified vision for the SBE in Trinidad and Tobago around which decision-makers and key stakeholders can coalesce is critical to facilitating long-term leadership for the SBE agenda and should be developed and agreed upon through consultation with all relevant government departments and non-governmental stakeholders.

A significant challenge for creating the necessary leadership and buy-in to support the development of a SBE transition agenda in both the GORTT, and the THA, is one of awareness. Relevant actors across GORTT and THA need a shared understanding of what a SBE transition means for Trinidad and Tobago and their role in delivering it, to provide national-level leadership that also inspires and facilitates stewardship through other stakeholder coalitions across the SBE that drive progress towards that shared SBE vision.

Government leadership should complement and support leadership emerging within other actor groups, providing a strategic perspective with a clear overarching vision and facilitating coordinated actions through actor coalitions (See section 3.6 – Stakeholder engagement and coalitions).

##### Trinidad

*Challenges:*

* Chart, bar chart

  Description automatically generatedWhilst there is support for the SBE concept in some areas of GORTT, there is currently no Ministry or Department with a mandate, or allocated resources, to work across government and lead a SBE transition.
* There is some activity taking place that is relevant to a SBE transition including policy development (pending cabinet approval) and supporting analysis by UNESCO, DOALOS and IDB on the potential for SBE in Trinidad and Tobago, however, actions are not coordinated or articulated as part of an integrated approach to realise a SBE in Trinidad and Tobago.
* Given the economic dependency on the oil and gas sector, and the need to tackle ongoing effects of the global pandemic, political appetite for a SBE transition is currently perceived as outweighed by the need to deliver immediate solutions and financial wins.

*Opportunities:*

* The Minister of Planning and Development, Hon. Pennelope Beckles-Robinson, has indicated support for developing a SBE agenda for Trinidad and Tobago, and the IMA have already played a key role in advocating for the potential of a SBE in Trinidad and Tobago and supported delivery of this RRA pilot. Endowing the Ministry of Planning and Development (MoPD) with a mandate for delivering a SBE transition would send a strong message of commitment that would help to incite support and engagement from other government departments.
* Cross-governmental awareness-raising and advocacy could be taken up by representatives already engaged in SBE decision-making, such as the MoPD, via the IMA, and the Ministry of Works and Transport (MoWT) via the Maritime Services Division.
* Reactivating the ICZM Steering Group could provide a means of convening key actors from across the GORTT to support advocacy and awareness raising and steer the SBE transition.

##### Tobago

*Challenges:*

* Whilst the THA has made some coordinated progress towards planning a SBE transition, with a Tobago BE Roadmap currently in draft (McCue, 2022), there remains a lack of clarity over where the responsibility for its delivery will lie.
* A lack of awareness and understanding of the benefits of a SBE in Tobago is feeding perceptions that a drive for more sustainable practices in the marine space will negatively impact livelihoods.

*Opportunities:*

* The Department of Marine Resources and Fisheries (DMRF) is responsible for the management of the marine space, and is well placed to be mandated with the delivery of the Tobago BE Roadmap (McCue, 2022, in draft).
* The Coastal Zone Management Unit is currently overseeing SBE progress and could act as a champion for SBE awareness and advocacy within the THA, but as the Fisheries Unit is responsible for the management of activities beyond the high-water mark, a coordinated advocacy and awareness raising campaign involving both units would be beneficial.
* Given the dominance of tourism in Tobago’s economy, a key focus of engagement and advocacy should be to elicit support for a SBE transition from the Division of Tourism, Culture, Antiquities and Transportation, specifically the Department of Tourism.

### Institutional infrastructure & culture

With high competition for space, and the need to diversify economically and accommodate the different priorities across the two islands, it will become increasingly important that management interventions in Trinidad and Tobago’s marine area are agreed upon collaboratively, to reconcile differing priorities and reduce conflict.

Whilst there are some examples of inter-departmental and inter-agency cooperation and collaboration (e.g. the now de-commissioned ICZM Steering Committee) it is inconsistent. There is a recognised need to improve coordination within government, within the THA and between each island but there is currently no clear coordinating group working across departments or agencies that has been granted responsibility for driving SBE progress, either within the GORTT or within the THA.

Creating a centralised committee or task force, mandated to steer decision-making and provide leadership towards a shared SBE vision, would increase accountability and transparency, help to embed SBE values across relevant policy areas, and improve collaboration.

For a twin-island state like Trinidad and Tobago, where there are major distinctions between the respective economies, a clearly defined, centralised structure for collaborative decision-making provides a range of opportunities to ensure coherence of management whilst respecting each island’s needs and priorities. Establishing SBE taskforces for both GORTT and THA would help to realise synergies of cross-sectoral working, including:

* Promoting policy coherence and complementary marine management that accounts for transboundary considerations.
* Overcoming competing priorities and improve decision-making on prioritization and trade-offs in the highly competitive Trinidad and Tobago marine area.
* Resource and cost efficiencies.
* Knowledge and data sharing.
* Capacity building.
* Research and innovation.
* Non-governmental stakeholder engagement, coordination and consultation.

For a government-level coordinating committee or taskforce to be effective, it will require representation and commitment from all departments and key agencies relevant to the SBE (See Appendix 4). Strong engagement of all relevant stakeholders is essential to support on-going adaptive management that is responsive to changing impacts, pressures, priorities and opportunities in Trinidad and Tobago’s marine space.

##### Trinidad

*Challenges:*

*“there is no shortage of institutions and institutional architecture… but they are not speaking from the same page or same plan”*

- Participant response

* Lack of understanding and awareness of the SBE concept, and the role of different stakeholders and/or policy areas in delivering it, is hindering engagement that could support the development of a SBE agenda across GORTT.
* Lack of mandated, cross-departmental coordination to support transition to a SBE.
* Institutional change is slow within government, meaning co-ordination mechanisms are difficult to establish and activate. For example, groups such as the Green Fund Advisory Committee and the board for the Caribbean Fisheries Development & Training Institute are fixed term, but the change process can take many months from the end of one term to the appointment of new membership, leaving gaps in leadership and decision-making.

*Opportunities:*

* The ICZM Steering Committee brought together key stakeholders across marine decision-making to coordinate the development of the Integrated Coastal Zone Management (ICZM) Policy Framework 2020, which is currently pending Cabinet approval. The draft National Maritime Policy and Strategy 2021 (NMPS) also recognises the value of such a group, and the approval of emerging legislation and policies could catalyse the establishment of a new committee or taskforce to coordinate a SBE transition.
* Ensuring sufficient representation from THA would support coherence and deliver synergies, whilst accommodating the two islands’ differing priorities and needs.

##### Tobago

*Challenges:*

* Although a Blue Economy Roadmap (McCue 2022) for Tobago is in development, there remains a lack of shared understanding of what a SBE means for Tobago, and the role of different stakeholders and/or policy areas in delivering it, which hinders delivery.
* The Coastal Zone Management Unit is currently overseeing the delivery of the Tobago BE Roadmap, while the Fisheries Unit is responsible for the management of activities beyond the high-water mark. Tourism is the major economic driver for Tobago which is creating some of the key pressures on the marine space. A lack of coordinated decision-making means that conflicts are not adequately resolved, co-benefits not realized, and creates inertia relating to progress towards a SBE transition.

*Opportunities:*

* Given progress on the development of the Tobago BE Roadmap (McCue 2022), a SBE coordinating group across THA and relevant stakeholders could steer future decision making and deliver SBE priorities that are specific to Tobago’s needs and priorities.
* Members of the SBE coordinating group should act as representatives on a National-level SBE taskforce to help align interests and optimise synergies and efficiencies. A THA representative could act as co-Chair to demonstrate shared leadership across the two islands.

### Laws and policies

There is currently no overarching National Ocean Policy or a specific roadmap for the SBE for both Trinidad and Tobago, although a Tobago BE Roadmap is currently in development[[23]](#footnote-24). A wide range of relevant laws and policies are in place including the Environmental Management Act (2000), National Environmental Policy (2018), and Vision 2030: National Development Strategy for Trinidad & Tobago 2016 - 2030[[24]](#footnote-25). However, key pieces of legislation are out-of-date and recent efforts to update and address gaps are being hampered by slow progress through parliament (see Appendix 2 for existing laws and policies, as well as those pending adoption). This may be exacerbated by a lack of high-level political buy-in and risks continued inertia on SBE progress, as well as hindering effective planning and regulation of activities in the marine space and enforcement of management interventions. Slow parliamentary processes have also delayed progress on the designation of MPAs.

As is common for many countries, legislation and policies relating to the SBE in Trinidad and Tobago are fragmented and there is a lack of a coherent, cross-sectoral approach to planning and management which is critical for the delivery of a SBE, for example:

* New policy and legislative instruments do not adhere to a consistent definition of, or vision for, SBE. The ICZM Policy Framework and the NMPS both refer to a blue economy, but do not provide a consistent definition;
* There is a lack of coordination between key instruments, even those that have recently been approved or currently pending approval including the ICZM Policy Framework and the **National Protected Area Systems Plan 2019**.

The cross-cutting role of the ocean is recognised and reflected across some key legislation, policies and strategies, for example the need to preserve and enhance key coastal and marine habitats for the purpose of climate change mitigation is recognised in the National Climate Change Policy (2011). However, there is a recognised opportunity to enhance the integration of cross-cutting issues into existing laws and policies, such as climate mitigation and adaptation, to deliver greater resilience to climate change related impacts and other environmental or economic shocks, and to improve the integration of social sustainability considerations to aid community resilience. These actions would help to provide a more coherent policy framework for a SBE, and support delivery of UN SDGs.

There are also challenges in achieving implementation of policy and management for a SBE across Trinidad and Tobago. Key stakeholders within GORTT and THA identified need for a rapid uplift in financial, human and technical capacity in order to effectively implement and enforce existing legislative and policy commitments, such as fisheries catch monitoring or enforcement within MPAs. Alongside capacity, outdated legislation is impeding the ability of the Coast Guard to provide effective enforcement. As such, there is a need to examine the current system of marine management in Trinidad and Tobago in detail (across regulation, enforcement, monitoring and evaluation) to identify and address gaps in funding, staffing, training and technology, as well as accelerate the passage of pending laws and policies through the GORTT or the THA.

In addition, the aspiration for economic diversification will drive the need for further laws and policies to deliver sustainable management of emerging sectors, such as the expansion of ports and shipping activities, mariculture, yachting and ecotourism[[25]](#footnote-26).

To fully support a SBE transition, key relevant laws and policies should be reviewed to identify and address any critical gaps, conflicts or overlaps, and ensure policy coherence. This includes those relevant to climate mitigation and adaptation in Trinidad and Tobago, to ensure that climate resilience fully integrated into future marine management as a key principle of the SBE.

*“There’s a need for a cohesive strategy to bring laws and policies together, to identify our needs, priority sectors...”*

- Participant response

##### Trinidad

*Challenges:*

* There is a lack of legislative and policy coherence towards a SBE transition at the national level. Emerging and existing laws and policies are not unified by a consistent definition of or vision for a SBE, leading to a lack of coordination and complementarity between instruments.
* Slow progress of draft laws and policies through Parliament is hindering the SBE transition, including the Fisheries Bill, the Shipping Bill, the ICZM Policy Framework, Strategies and Action Plan, and the NMPS. This will also impact new laws and policies that will need to be created to regulate emerging sectors.
* A lack of human, financial and technical capacity means there are gaps in implementation, regulation, enforcement and monitoring aligned with GORTT priorities.

*Opportunities:*

* Creation of a shared SBE vision for Trinidad and Tobago, that complements the Tobago BE Roadmap and any subsequent SBE plans for Tobago, will help to identify and address gaps or conflicting priorities, and guide progress towards a coherent governance framework.
* The creation of a “SBE Omnibus bill” that brings together SBE relevant legislation and policies (both approved and pending approval) to provide a package of laws and policies could provide the foundation for SBE delivery, enshrining Trinidad and Tobago’s SBE definition and unified vision, as well as providing a mandate for a National SBE Taskforce, as described in section 3.2.
* New policy and guidance should be developed to ensure emerging marine sectors such as offshore renewable energy, yachting and mariculture are sustainably managed.
* Building on the DOALAS report, a gap analysis of existing laws and policies is needed to identify opportunities to improve coherence towards to a unified SBE transition.

##### Tobago

*Challenges:*

* Although the Tobago BE Roadmap provides the first step towards a more formalized SBE approach, there is a need for wider consultation to develop a SBE vision for Tobago that reflects Tobago’s priorities and goals, and complements a national-level vision for Trinidad and Tobago.

*Opportunities:*

* The Tobago BE Roadmap provides a foundation on which to build a clear, coherent vision for SBE in Tobago, but would benefit from wider consultation to engender buy-in of the full range of stakeholders.
* A review of existing laws and policies applicable in Tobago will identify gaps that need to be addressed, by either GORTT or THA, to deliver the BE Roadmap, or future SBE action plans, particularly in relation to emerging ocean-based sectors. This will also be critical in ensuring that Tobago’s SBE law and policy requirements can be articulated and integrated at the national level, within the GORTT.
* Although some capacity building (financial, human and technical) priorities will differ between Trinidad and Tobago, it is likely that there are also many common priorities that would benefit from a coordinated approach. Developing a financial and capacity building strategy would optimize synergies and efficiencies across both islands, enhance knowledge sharing and reduce the financial burden for marine management implementation.

### Planning and management

Given the significant competition for marine space between sectors, and the dependence of Trinidad and Tobago’s economic, social and environmental wellbeing on marine ecosystem services and resources, coherent, integrated marine management is essential for a SBE transition.

There is currently no integrated marine management framework in Trinidad and Tobago, although the draft ICZM Policy Framework and draft NMPS, along with the National Protected Areas Policy 2011 (NPAP) provide the foundation for Marine Spatial Planning (MSP) for Trinidad and Tobago’s EEZ. Progress is needed in both implementation of MSP and ICZM. Adopting the currently draft ICZM Policy Framework would be a significant step forward, with clearly defined actions to promote a 'ridge-to-reef’ delivery approach, and guidelines or principles that can be adopted by terrestrial and marine stakeholders to alleviate land-based pressures affecting the coastal and marine environment.

There are currently over 20 separate pieces of legislation that intersect with coastal zone management, which is driving a lack of legislative coherence, inadequate implementation and issues with enforceability[[26]](#footnote-27). There are also as many as 29 institutions that have a legal and/or policy role in aspects of coastal management. Coordination is needed to address issues such as habitat damage and loss from development or unsustainable practices, unplanned and unregulated development, and others identified via the stakeholder consultation undertaken as part of the ICZM Policy Framework development (see Appendix 3 for a complete list). A clear and robust regulatory framework is also less vulnerable to the prioritisation of economic interests over social and environmental impacts, can address inequalities in access and benefits and reduce the influence of the “parallel economy” based on illegal and/or unregulated activities.

There has been limited success in the protection of wetland areas or designation of MPAs in Trinidad and Tobago. Although the National Policy and Programmes on Wetland Conservation for Trinidad and Tobago 2021 commits to “no net loss of wetlands and values and functions on publicly owned lands and waters”, wetland areas continue to be subject to pressures including reclamation for development, pollution from land-based sources and development related to privately-owned land.

In addition, although the NPAP was published in 2011, there is currently only one designated MPA in Trinidad and Tobago; Buccoo Reef in Tobago. **Tobago’s North-East region was also declared a biosphere reserve by the UNESCO Man and the Biosphere (MAB) Programme in 2020. In 2019, GORTT approved the NPASP, which proposed the designation of a range of new MPAs covering 1,414.6 ha for Trinidad and increasing MPA coverage to 56,917 ha for Tobago.** Offshore MPAs were also proposed, totalling 15,622 ha and aim to reduce conflict with the oil and gas industry. This scale of designation could bring huge dividends for the protection and conservation of marine ecosystems, but it is contingent on the development of coherent management plans (including relevant conservation and restoration interventions) for each site, along with the financial, human and technical capacity to implement them. Specific MPA management plans would be required for Tobago, to consider the specific demands and pressures.

The Environmental Management Act provides the Environmental Management Authority (EMA) with powers for the management of biodiversity, most of the organization’s personnel remain focused on the administration of the certificates of environmental clearance process, and the enforcement and compliance associated with this function. As such, the EMA has very limited capacity for the management of PNAs or MPAs[[27]](#footnote-28). In the event that the ICZM Policy Framework and NMPS are approved, there is the need to develop a financial plan that supports the provision of the requisite resources, training and equipment needed to implement them for both islands. This should also extend to the designation of new MPAs (see section 3.5 for opportunities related to sustainable finance).

*“There are capacity challenges in terms of persons with ocean governance expertise. Existing resources are not sufficient … limited funds is a challenge”*

- Participant response

##### Trinidad

*Challenges:*

* The lack of approval for the ICZM Policy Framework is leaving a critical gap in Trinidad and Tobagos policy provision for integrated marine management, and the current lack of a clear coordinating body or coherent policy framework makes the coastal zone vulnerable to the effects of inadequate implementation of regulation and enforcement measures.
* There is a lack of sufficient funding, training and personnel for the implementation of existing interventions.
* There are concerns that regulatory processes for decision-making are often over-ridden or bypassed in favour of economic interest, private sector influence (particularly the oil and gas sector), or short-term gains without consideration for long-term sustainability impacts.

*Opportunities:*

* Swift approval of the ICZM Policy Framework will provide a platform to deliver ICZM and MSP. The ICZM Policy Framework would benefit from a review alongside other relevant policies to support a coordinated approach to the SBE transition.
* Developing a public expenditure and sustainable finance plan to support the implementation of SBE laws and policies (including planning, regulation, enforcement, monitoring and reporting) will be essential to ensure the necessary training, personnel and technical capacity to deliver a SBE in Trinidad and Tobago over the long-term. This should be developed jointly between GORTT and THA to take advantage of the efficiencies and synergies that can be achieved from collaborative approaches.

##### Tobago

*Challenges:*

*“stakeholders often see interventions [to improve sustainability] as stopping them from making a livelihood”*

- Participant response

* There is a lack of sufficient funding, training and personnel for the implementation of existing planning and management.
* The dominant sectors of tourism and artisanal fisheries put considerable pressure on marine and coastal ecosystems, but are also reliant on a healthy coastal zone, both for economic success but also ecosystem services including coastal protection from climate-related impacts and fish nursery grounds. There is a need to improve public awareness of the importance and benefits of sustainable management practices, particularly those operating in these sectors.

*Opportunities:*

* The THA (2022) Budget Expenditure Report - Fiscal 2023, commits to establishing a “Living with the SEA” working group, tasked with developing a comprehensive coastal resilience plan for areas affected by the impacts of climatic and environmental changes. This plan should be developed to complement the ICZM Policy Framework and take into account the implications of key sectors, primarily tourism (including cruise ships) and fisheries.
* The THA has the capacity to legislate for the protection of biodiversity and natural areas locally which offers the opportunity to develop a locally-relevant ICZM framework that takes into account the specific pressures and demands on the marine resources of Tobago.
* Upon approval of the ICZM Policy Framework, THA may wish to develop a set of public awareness tools that are aligned to Tobago’s marine management needs, that demonstrate the need for integrated management, the benefits it will bring, and guidelines on the key principles and how they apply sectorally.

### Sustainable finance

Sustainable and thriving economic activity, enabled by strategic governance and cross-sector innovation is a fundamental goal of a SBE. As such, it is necessary to understand the current levels of economic activity in the marine space, the incentives which drive current activities, as well as gaps in investment or funding which may hinder implementation of sustainable practices or initiatives. In Trinidad and Tobago, sustainable finance and investment to support the transition to a SBE can be divided across three key areas:

* long-term finance to enable the **implementation of laws and policies** (both existing and emerging), particularly those related to integrated marine management, including regulation, enforcement, monitoring and reporting;
* investment in current and emerging ocean-based sectors to support **sustainable economic diversification**, and;
* finance for the **implementation of conservation and restoration** of coastal and marine ecosystems.

***implementation of laws and policies***

In a country that possesses a marine area 15 times larger than its land mass, and with the majority of its natural assets, economic activity and population situated within the coastal and marine area, prioritisation of funding for coastal and marine management and related interventions, aligned with a clear SBE strategy, will provide significant sustainability benefits. However, as highlighted in sections 3.3 and 3.4, there is currently a shortfall in funding for the provision of training and staffing to deliver regulation, enforcement, research, monitoring and reporting of existing activities in the marine space. Funding needs will increase significantly in the event that the ICZM Policy Framework and the NMPS are approved, and/or additional MPAs are designated across Trinidad and Tobago.

*“we are often unable to access funding because we don’t have the capacity to use it.”*

- Participant response

***Sustainable economic diversification***

Economic dominance by the oil and gas sector (driving Trinidad and Tobago’s export trade imbalance) has contributed to the de-prioritisation of investment in other sectors which, despite lower contributions to GDP, provide proportionately higher levels of employment (e.g. tourism, ports and shipping, fisheries). Whilst there is planned investment in offshore renewable energy infrastructure[[28]](#footnote-29) to support diversification in the energy sector, there is a recognised need to redirect investment to other industries with significant growth potential to enhance their economic, social and environmental sustainability and support economic diversification across a SBE. To successfully realise economic diversification, there will be a need for training related to new and emerging sectors/sub-sector to ensure the requisite expertise and capacity exists to support their development and delivery.

A range of investment areas to improve sustainability are outlined in plans such as the NMPS and the ICZM Policy Framework (both pending approval), as well as the Vision 2030, and the National Tourism Policy (2020). Broader evaluation of other ocean-related sectors, across a range of socio-economic indicators, could help guide political steer investment into sectors that can deliver sustainable economic growth.

There are no financial incentives or subsidies currently in place to encourage the transition to sustainable practices in ocean-based sectors. Tax incentives are proposed in the Trinidad and Tobago 2023 Budget for expansion of extractive practices, including an increase in the Investment Tax Credit for energy companies from 25 percent to 30 percent to stimulate exploration and development-related investments[[29]](#footnote-30), but must be reviewed to ensure alignment with sustainability principles.

*“Incentives are provided for the extraction of resources – there needs to be a review of where subsidies are applied”*

- Participant response

***Funding conservation and restoration***

The Trinidad and Tobago Green Fund, introduced in 2001 and funded by a 0.3% levy on gross sales or receipts, represents a significant source of potential funding for conservation and restoration activities in coastal and marine areas. This includes the delivery of MPA management measures and supporting vital capacity building and awareness initiatives in communities to promote sustainable livelihoods and poverty reduction. The Fund has already contributed over TT$40 million to support environmental and capacity building projects, although the amount that has been allocated to marine-based projects is unclear. With a financial reserve estimated in the order of billions of TT$, the Fund represents a potentially significant source of project finance.

However, accessing the Fund is reportedly very challenging, with a slow and highly bureaucratic application process, and high-level agreement regarding legitimate use of the Fund for SBE transition could streamline and simplify the application process. Expanding the delivery of existing training modules related to bid writing and financial capacity building amongst non-governmental actors could also help to improve access to funds.

Although Trinidad and Tobago is not eligible for Official Development Assistance (ODA) originating from OECD donor countries, it is eligible for international funding mechanisms, including the Green Climate Fund (GCF), the Global Environment Facility (GEF), and ProBlue (an umbrella multi-donor trust fund, administered by the World Bank). In 2021, Trinidad and Tobago were one of eight countries announced to benefit from over US$13.6 million awarded by GEF for the delivery of four FAO-led projects that aim to address environmental challenges, including biodiversity loss and unsustainable fishing.

Tobago is particularly dependent on external sources, with RRA participants observing that revenues generated by the island’s tourism-based economy are insufficient to support investment levels needed for a transition to a SBE. Again, however, application processes are burdensome and require capacity and resources that are currently insufficient to meet national needs within GORTT, and stakeholders have identified finding the human resource to administrate and deliver projects in the event that funding is received as an additional challenge.

Existing sources of finance or financial mechanisms in Trinidad and Tobago (included those proposed in current policies) that may be used to support future SBE transition and initiatives include:

* Establishment of a Green Infrastructure Fund (GIF), proposed in Vision 2030, to provide investment in areas including research infrastructure, solar, water and wastewater facilities, climate resilient infrastructure, and social infrastructure.
* Trinidad and Tobago’s NDC Implementation Plan sets out a climate finance plan to realize NDC commitments, which could create funds for climate change mitigation related activities in the marine space.
* The private sector is already funding blue initiatives, such as BP International’s investment in coral restoration and blue bond development, which presents a potentially significant financial resource to support future marine conservation, restoration and innovation in sustainable technologies and solutions.
* The Tobago Blue Economy Ideas Competition, supported by the IDB, seeks to support innovative concept ideas for projects that will support blue economy sectors.[[30]](#footnote-31) The first few grant awards have already been made to provide a degree of traction on SBE delivery..
* USAID launched a satellite office in Trinidad and Tobago in September 2022, with the US Embassy stating the focus will be on financing for sustainable development, building resilience in areas such as adaptation to climate change and food security, and empowering youth through citizen security and education, to advance a safe, prosperous, and resilient Eastern Caribbean region[[31]](#footnote-32).
* The Caribbean Catastrophe Risk Insurance Facility (CCRIF), of which Trinidad and Tobago is already a member, that provides parametric insurance facilitates to unlock short-term finance in the event of extreme events and natural disasters.

There are also a range of other financial mechanisms that Trinidad and Tobago could consider to support the transition to a SBE, including the development of:

* an endowment fund, using money from the Green Fund, to provide for conservation, restoration and management activities in MPAs (also suggested in the NPASP).
* a national development bank, akin to the Agricultural Development Bank of Trinidad and Tobago, focused on initiatives supporting a SBE transition.
* a user levy, such as licenses for travel and recreation operators, or access permits (for example, for divers or day-boat tourist) – particularly relevant for Tobago in relation to Bucco Reef MPA and the Northeast Tobago UNESCO Biosphere site.
* a blue carbon or biodiversity credit system, as a form of payment for ecosystem services.

Trinidad and Tobago could also look to other regional examples of innovative financing, for example the IDB approved a US$100 million guarantee for Barbados, enabling the creation of a long-term financial instrument to fund measures related to sustainability and marine protection[[32]](#footnote-33).

##### Trinidad and Tobago

*Challenges:*

* There is currently insufficient investment or financing to support a SBE transition in Trinidad and Tobago, including: the shift to more sustainable practices across ocean-based sectors that would facilitate sustainable economic diversification; the funding for staff, training and technical capacity required to implement existing marine management measures; and, the delivery of conservation and restoration projects in the marine and coastal zone.
* Some ocean-based sectors are likely to be significantly undervalued in terms of GDP, employment and subsistence, due to a lack of funding directed towards consistent socio-economic monitoring and reporting.
* Access to environmental and social sustainability funds are hampered by a lack of capacity and resource, as well as burdensome and complex application processes.

*Opportunities:*

* Developing a cross-sectoral investment strategy and action plan aligned with an agreed SBE vision, should include all such existing and draft policies, and be developed via stakeholder consultation to represent the widest range of ocean stakeholder interests and deliver an equitable distribution of benefits.
* Developing a public expenditure and sustainable finance plan to support the implementation of SBE laws and policies (see opportunities in section 3.3).
* Provisions for integrated management delivery, particularly enforcement and monitoring, through inter-departmental cooperation and collaboration across GORTT and THA could provide cost savings, as well as more coordinated decision making.
* Improving socio-economic evaluation of ocean-based sectors key to a SBE transition (particularly fisheries and tourism) to demonstrate their potential contribution could mobilise investment in sustainable economic diversification.
* There are a range of innovative financial mechanisms that Trinidad and Tobago could explore, but must be approached strategically based on an understanding what the financial gaps and priorities are, and how existing financial resources could be better utilized.

### Stakeholder engagement and coalitions

Understanding how SBE stakeholders currently engage with each other is key to identifying opportunities to ensure an inclusive and participatory transition to a SBE that is fair and equitable. Coalitions of actors operating across the governance system can also catalyse positive change through working together, sharing knowledge and capacity to utilise available opportunities.

A wide range of non-governmental stakeholder coalitions and organisations across Trinidad and Tobago can support coordination and implementation across the private sector, NGOs, civil society organisations (CSOs) and other communities. CANARI is already supporting successful initiatives in local communities, such as the Turtle Village Trust and the Experience Nariva project and could be a powerful SBE leader, including facilitating engagement between GORTT, THA and other ocean stakeholders. Environment Tobago could play a similar role.

There are successful examples of stakeholder consultation process in Trinidad and Tobago including the development of the ICZM Policy Framework, delivered by the ICZM Steering Committee. Stakeholders including government agencies, the media, the energy sector, the business sector, and coastal communities across Trinidad and Tobago were invited to participate in 19 consultations to determine stakeholders’ priority issues and preferred interventions to address them. However, RRA participants reported that there is a wider need to improve inclusivity and representation across decision-making to support a SBE transition.

*“there is appetite to further expand collaboration both within government and with non-government stakeholders on progressing SBE objectives.”*

- Participant response

In Tobago, there is a clear appetite for enhancing engagement with non-governmental actors across government departments and the THA. In 2019, the Tobago Partnership Conference was held to bring together local and national stakeholders from government, NGOs, CSOs and the private sector to consider sustainability opportunities and action in the green and blue economies. However, there remains a need for follow up action, for example, developing cooperative joint-projects and in some cases, formalising Government engagement through MoUs and Private-Public Partnerships.

*“Tobagonians are generally vociferous and vocal on issues… but it is expected that consensus can be found through dialogue”*

- Participant response

##### Trinidad and Tobago

*Challenges:*

* A general lack of awareness and understanding of what a SBE means limits engagement and many stakeholders do not identify as playing a role in a SBE agenda, and therefore do not engage.
* There is very limited private sector engagement in consultation processes and stakeholder fora (particularly the oil and gas sector) constraining open dialogue and conflict resolution in relation to Trinidad and Tobago’s competitive marine space.
* A sense of process fatigue exists amongst some stakeholders, with long consultation periods then a perceived lack of action or outcomes such as development of the ICZM Policy Framework which started in 2012 but still pending approval.
* A lack of transparency and equity in decision-making in relation to marine management may lead to the displacement of some sectors, such as artisanal fishers, and fuels concerns over accountability, which deters engagement.
* Trinidad and Tobago have not ratified the Nagoya Protocol under the CBD, which would enshrine a mandate for equitable sharing of benefits derived from genetic resources.
* The cost of engagement can be a deterrent, particularly for self-employed stakeholders such as fisherfolk, who are often not compensated for loss of earnings, or travel and subsistence costs related to participation.

*Opportunities:*

* Development of a unified SBE vision for Trinidad and Tobago (previously mentioned in Section 3.1, 3.2 and 3.3) around which stakeholders can coalesce.
* Active organisations could provide leadership for the SBE transition at all levels , such as CANARI and Environment Tobago.
* Cabinet approval of the ICZM Policy Framework would provide a mandate for coordinated stakeholder engagement on marine management decision making across Trinidad and Tobago[[33]](#footnote-34).
* Efforts have begun to support a thorough stakeholders’ analysis and engagement plan to support the Tobago Blue Economy Roadmap (McCue 2022).

### Data and monitoring

Transitioning to a SBE requires governments to take an adaptive management approach to the planning and implementation of their policies and management actions, to ensure ongoing progress.

Environmental monitoring is undertaken, for example at the IMA-supported research station at Buccoo Reef, and the IMA play a key role in co-ordinating environmental reporting including production of the 2016 State of the Marine Environment Report[[34]](#footnote-35).

However, there are recognised gaps in socio-economic datasets and accounting systems. These present a key challenge with activities taking place in a poorly coordinated way, and with an absence of an agreed framework of indicators for reporting (for example indicators related to SDG14 and other key SDGs). There is general consensus amongst stakeholders, however, that gaps in data shouldn’t be an excuse for inaction, but that precautionary approaches should be applied while data needs are being addressed.

Investment in technical innovations could reduce the financial and resource burden of monitoring. Trinidad and Tobago has already established a voluntary vessel monitoring system (VMS) to monitor both artisanal and non-artisanal fisheries, pending approval of the NMPS to create a mandate for its implementation. Funding for remote monitoring, such as drones or unmanned aerial vehicles (UAV) offer an innovative solution to data gathering, as well detecting IUU activities in the marine space[[35]](#footnote-36).

Environmental data relating to biodiversity are currently centralised via the Trinidad and Tobago Biodiversity Information System (TTBIS)[[36]](#footnote-37), but there is no centralised hub for all SBE data, with access and sharing are subject to the discretion of the agency or department that holds it. This is problematic as data relevant to the SBE are held across multiple departments and ministries across GORTT and the THA. In Tobago, participants also reported that data generated by international researchers are often not made available to support the island’s development.

*“The days of waiting for data collection are gone… we need to get going and start taking action using a precautionary approach.”*

- Participant response

[Reviewers: please provide any updates on the proposed new National Spatial Data Infrastructure (SDI) platform and associated ‘Council.’]

The development of an accessible and centralised data platform to inform MSP in Trinidad and Tobago has been identified as a key SBE priority by UNESCO[[37]](#footnote-38). This recommendation is supported here, with associated data quality control to ensure data are collected consistently and to the international standards required for monitoring, reporting and verification (MRV). The Central Statistics Office (currently being restructured as the independent National Statistical Institute) could provide a focal point for collating and centralising existing data, and lead the independent data collection and interpretation informing SBE priorities and goals.

In July 2022, a 2-year, Joint SDG Fund project was announced to improve the quantity, quality and pace of disaggregated data to facilitate more robust monitoring of Trinidad and Tobago’s progress on all 17 SDGs[[38]](#footnote-39), including SDG 14 – Life Below Water, which provides an ideal opportunity to identify, prioritise and deliver on data needs relevant to the SBE.

Trinidad and Tobago have also been awarded over US$1 million from the GEF Trust Fund to deliver a project designed to help meet their reporting requirements under the Enhanced Transparency Framework of the Paris Agreement, although it is unclear if this will include reporting under the Wetlands Guidance for blue carbon habitats - mangroves, seagrass and saltmarsh.

As in most countries, no framework yet exists to value ecosystem benefits and resources as part of a natural capital approach needed to support decision-making, prioritisation and adaptive management for long-term delivery of a SBE. Comprehensive valuation of marine resources and benefits would support political buy-in needed to catalyse the shift away from central focus on the oil and gas sector in Trinidad and Tobago and towards a SBE transition.

##### Trinidad and Tobago

*Challenges:*

* There is no centralized system for collating available data from across GORTT, THA or relevant agencies to support SBE decision-making.
* The lack of sufficient socio-economic data is likely to be driving an under-valuation of non-energy sectors, hindering the redirection of investment needed to shift away an economic focus on the oil and gas sector in Trinidad and Tobago and towards a SBE transition (see also, Section 3.5).
* There are currently no standardised MRV frameworks or indicators to report progress on SDGs, including SDG14.

*Opportunities:*

* The IMA is a key asset in understanding environmental change and an update of the 2016 State of the Marine Environment Report would provide a revised overview of the current environmental baseline to inform the SBE transition.
* Funding allocations to develop data gathering and MRV against NDC and SDG commitments will help to fill critical data gaps that could help to inform decision-making, but SBE data needs must be considered as part of the development process for those systems.
* Investment in technical solutions, such as drones and UAVs, could help to alleviate the burden on resources required for monitoring and data collection.
* Regional data collaborations, such as the Caribbean Marine Atlas and the Caribbean Coastal Data Centre at UWI, or international partnerships such as the Global Coral Reef Monitoring Network, could be explored for the potential to fill current gaps in environmental datasets.

## Summary of readiness

To support transition to a SBE in Trinidad and Tobago, the RRA process identifies the level to which each of the enabling conditions of the UNEP SBE TF is established, including the opportunities that exist to enhance readiness and support the transition. The degree to which Trinidad and Tobago has established the enabling conditions outlined in Section 3 are presented below using a scale (Figure 1) which ranges from the lowest (‘*No demonstration of progress and not actively pursuing improvement’*) to the highest (‘*Enabling condition is well established, or significant progress and defined plan are evident’*). An overview of the UNEP SBE TF and associated actions which these critical enablers underpin is provided in Annex 6.

Timeline

Description automatically generated with medium confidence

Figure 1. Scale against which the readiness of each of the enabling factors to transition to a SBE is assessed for Trinidad and Tobago.









The following enabling conditions were found to have common opportunities across both Trinidad and Tobago, that can often be coordinated or delivered at a national level to help realise synergies.







## Recommendations

### Recommendations

The recommendations set out in Table 1 present immediate steps which can be taken to create the necessary enabling conditions for a SBE transition in Trinidad and Tobago, with some notes on the specific actions to advance each recommendation. Stakeholders, in addition to those engaged in the RRA process, will need to be identified and consulted.

**Table 1.** Recommendations and specific actions to enable readiness for a SBE transition in Trinidad and Tobago.

|  |  |
| --- | --- |
| **Recommendations** | **Specific actions** |
| **Appoint ministry / department to lead SBE agenda.** | * Clarify leadership within GORTT, and the THA, to provide strategic steer and drive progress towards a SBE transition. * The lead ministry or department requires a clear mandate, Terms of Reference and Standard Operating Procedure (linked to an Operations Manual) that enables it to: * Steer the SBE agenda and coordinate across relevant stakeholders and sectors, possibly through a secretariat role to the MoPD; * Channel resources to areas where they are most needed, building capacities, and facilitating coordinated actions by supporting collaborative action. * Ensure allocation of sufficient human and financial resource required for SBE agenda coordination and leadership. |
| **Awareness raising across government.** | * The ministry / department appointed to lead the SBE agenda should undertake activities to advocate across the government to raise awareness and ensure participation of relevant departments. * In the interim, this could be taken up by representatives already engaged in SBE decision-making, such as IMA and the Maritime Services Division in GORTT, and the Coastal Zone Management Unit in THA . * Detailed analysis is needed to understand and articulate: * the scope of the SBE in Trinidad and Tobago; * the full range of sectors and policy areas that intersect with the SBE and their role within decision-making; and, * the long-term benefits and opportunities that a SBE can deliver for the economy, the environment and society in Trinidad and Tobago.   Advocacy should also include political engagement to secure SBE champions at the highest decision-making levels. |
| **Establish a cross-government SBE taskforce.** | * Establish a National SBE Taskforce, with members from all key government ministries/departments that intersect with the SBE (including relevant representation from the THA), to coordinate the development and delivery of the SBE agenda in Trinidad and Tobago. * An equivalent taskforce should be established to take ownership of the SBE agenda in Tobago, but with clear relationship to the National SBE Taskforce. * Both taskforces should have a Cabinet / THA approved mandate and Terms of Reference that enables them to: * steer the SBE agenda and coordinate across relevant stakeholders and sectors; and, * channel resources to areas where they are most needed, building capacities and facilitating coordinated actions through stakeholder coalitions. |
| **Agree on SBE definition and vision.** | * Undertake workshops and consultation to develop a shared Vision which sets out the aspiration for a SBE and guides SBE planning and decision-making. * This activity should be led by the cross-government taskforce, and developed in consultation with representatives of non-governmental organisations. * This process should form part of a wider campaign of awareness raising, engagement and advocacy for a SBE transition with stakeholders across Trinidad and Tobago. |
| **Stakeholder engagement** | * Further stakeholder workshops, similar to those delivered via the ICZM consultation, could be carried out to explore stakeholder interests and needs in relation to a SBE, their responsibilities and influence, and how they relate to each other. This should increase participation in decision-making , promote stakeholder coalitions, and support the development of a SBE definition and vision for a Trinidad and Tobago SBE transition. * Coordinated advocacy and awareness raising on the SBE agenda activities are needed with key stakeholders to improve understanding of what a SBE means for Trinidad and Tobago, the benefits of a transition and their role within it, to encourage on-going participation, support and stewardship. |
| **Accelerate Cabinet approval of relevant legislation,** possibly through creation of a “SBE Omnibus Bill”. | * There are a number of laws and policies relevant to the SBE currently pending approval or in draft. * National Maritime Policy and Strategy 2021 * Shipping Bill 2019 * Fisheries Management Bill 2020 * ICZM Policy Framework 2020 * Shipping (Marine Pollution) Bill (in draft) * Packaging these instruments together as an ‘omnibus bill for SBE’ would create a clear mandate for the SBE in Trinidad and Tobago. * A SBE Omnibus Bill could: * include a preamble that explains how the instruments relate to the SBE and each other. * enshrine an agreed SBE definition and vision. * detail the mandate for a National SBE Taskforce. |
| **Develop a SBE Strategic Action / SBE Roadmap for Trinidad and Tobago** | * The respective SBE Taskforces should coordinate the development and delivery of a SBE Roadmap for Trinidad and Tobago and associated Strategic Action Plan (informed by the Tobago Blue Economy Roadmap (McCue 2022), currently in draft), including appropriate stakeholder engagement. * Working groups could be established by the taskforce to lead on key deliverables and cross-cutting priorities such as overseeing the delivery of MSP. * The Action plan should detail a prioritized list of necessary steps over the short, medium and long-term, detailing the accountable agency or department in Trinidad and Tobago and the resources required. An accompanying monitoring and evaluation plan should be developed to ensure progress, with a financial plan and strategy for capacity building as required. |

### Other priorities for consideration

The RRA process identified a number of priorities that actions relevant to a SBE transition could help to address. These are listed below for consideration as part of the development of a SBE Strategic Action Plan or as standalone activities:

* **Sustainable economic diversification:** e.g. developing integrated sectoral plans aligned to SBE priorities; developing new regulatory frameworks for emerging sectors; public awareness campaigns to shift consumer preferences and practices (e.g. fisheries market).
* **Improving access to finance**: e.g. streamlining the application process for Green Fund; promoting project funding calls; enhancing capacity building for finance and funding applications, development of innovative finance mechanisms.
* **Mobilse funding for implementation**: e.g. developing a public expenditure and sustainable finance plan to support the implementation of SBE laws and policies across T&T.
* **Better integration of social outcomes**: e.g. review existing and draft policy frameworks to identify opportunities to enhance social sustainability, such as job creation and poverty alleviation.
* **Improved valuation of sectors and ecosystem benefits**: e.g. development of key indicators and increasing monitoring and data related to socio-economic factors and ecosystem valuation to improve political buy-in and support redirection of investment to sustainable initiatives and emerging sectors.
* **Development of a capacity building strategy:** e.g. training and education to develop capacity within T&T to support the development and delivery of new and emerging ocean-based sectors, contributing to sustainable livelihoods and supporting economic diversification.
* **Investment in technical capacity:** e.g. tools and systems that support automation and digitization, such drones for monitoring and data gathering, digitised platforms for tourism (marketing and booking), automated infrastructure at ports.

## Appendix 1: Key international and regional partnerships relevant to the SBE.

##### Collaborations and partnerships

* Association of Small Island States (AOSIS)
* Caribbean Regional Fisheries Mechanism
* CARICOM
* CLME+ Coordinating Mechanism
* **Regional Marine Pollution Emergency, Information and Training Centre – Caribe**

##### Agreements and initiatives

* Commonwealth Blue Charter
* The Convention for the Protection and Development of the Marine Environment in the Wider Caribbean Region (Cartagena Convention)
* Protocol Concerning Pollution from Land-based Sources and Activities
* Protocol Concerning Co-operation and Development in Combating Oil Spills in the Wider Caribbean Region
* Protocol Concerning Specially Protected Areas and Wildlife (SPAW) in the Wider Caribbean Region
* CARICOM Energy Policy
* Caribbean Sustainable Tourism Policy Framework
* SIDS Accelerated Modalities of Action (S.A.M.O.A) Pathway
* MoUs on energy sector cooperation with the Governments of Barbados, Grenada, Guyana and Republic of Haiti

## Appendix 2: Key laws & policies related to the Blue Economy

##### Legislation

* Fisheries Act of Trinidad and Tobago (1916)
* National Biodiversity Strategy and Action Plan for Trinidad and Tobago (2017-2022)
* Marine Areas (Preservation and Enhancement) Act (1970)
* Conservation of Wildlife Act (Chapter 67:03) amended by 31 of (1980)
* Forest Act, 1915 and the Forest Amendment Act (1999)
* Environmental Management Act (2000)
* Environmentally Sensitive Areas (ESA) Rules. (2001)
* Environmentally Sensitive Species (ESS) Rules (2001)
* Tourism Development Act (2000) - Amendment 2006 (tax exemptions)
* Control of Importation of Live Fish Act (1954- updated 2016)
* Shipping Act (1987)
* Shipping (Ship and Port Facility Security) Regulations (2004)
* Fishing Industry (Assistance) Act (1955)
* Water and Sewerage Act (1980)
* Waterworks and Water Conservation Act (1944)
* The Litter Act (1981)
* Water Pollution Rules (2019) (Amendment 2007)
* Oil Pollution of Territorial Waters Act (1951)
* Toxic Chemicals Act (2007)
* The Land Acquisition Act (1994)
* Town and Country Act, (1960) and the Town and Country Planning Division
* Planning and Facilitation of Development Act, Act 10 of (2014)
* Minerals Act (2000)
* Continental Shelf Act (1969)
* Territorial Sea Act (1969, amended 1986)
* Archipelagic Baselines of Trinidad and Tobago Order (1988)
* Archipelagic Waters and Exclusive Economic Zone Act (1986)

##### Policies:

* National Development Strategy - Vision 2030
* Recovery Roadmap for Trinidad and Tobago post-Covid-19 Pandemic
* Comprehensive Economic Development Plan for Tobago: Clean, Green, Safe and Serene
* Tobago Roadmap to Recovery: Recommendations for rebuilding the Tobago society in 2020
* National Environmental Policy, 2018
* National Forest Policy, 2011
* National Wildlife Policy (2013)
* Certificate of Environmental Clearance (2001) & Environmental Impact Assessment (EIA)
* Trinidad and Tobago National Protected Areas Policy (2011)
* The National Policy and Programmes on Wetland Conservation for Trinidad and Tobago (2002)
* Environmental Management Authority National Environment Policy (Draft) (2017)
* National Oil Spill Contingency Plan of Trinidad and Tobago (2013)
* Intended Nationally Determined Contribution (INDC) of Trinidad and Tobago (2018).
* National Climate Change Policy (2019)
* Strategy for Reduction of Carbon Emissions in Trinidad and Tobago for 2040 (2015)
* National Solid Waste or Resource Management Policy (2012)
* National Waste Recycling Policy (2015)
* National Tourism Policy 2021-2030
* Aquaculture Sector Strategic Plan - A Framework for Sustainable Development in Trinidad and Tobago 2018-2023
* National Spatial Development Strategy for Trinidad and Tobago (2013)
* Trinidad and Tobago Trade Policy 2019-2023
* Yachting Policy of Trinidad and Tobago (2017-2021)
* National Policy on Gender and Development of the Republic of Trinidad and Tobago (2018)

##### Laws and policies currently in draft:

* Shipping (Marine Pollution) Bill
* Ecotourism Policy
* Community Tourism Policy

##### Laws and policies currently passing through parliament:

* The Draft National Maritime Policy and Strategy is before Cabinet for approval.
* The Shipping Bill 2019 which is currently before a Joint Select Committee of the Parliament.
* The Fisheries Management Bill 2020. The Bill lapsed on 3rd July 2020.
* The Integrated Coastal Zone Management Policy Framework (ICZM), before the Cabinet for approval.

## Appendix 3: Issues identified by stakeholders in the Trinidad and Tobago coastal zone.

Issues identified by stakeholders in the coastal zone of Trinidad and Tobago as part of the stakeholder consultation conducted during the development of the ICZM Policy Framework 2020.

|  |  |
| --- | --- |
| Sector/Activities | Issues |
| Oil and gas | Oil spills; loss of productive fishing grounds; dumping of drilling mud; seismic survey impact on fisheries; mangrove destruction; user conflicts; restrictions imposed on fishermen in areas where oil spill response activities or rig operations are in progress; contamination of shoreline/beaches. |
| Shipping and Maritime Transport | Abandonment of derelict vessels; pollution from ships; maritime traffic management; excessive speed of vessels and jet skis; reclamation for port development and associated dredging; underdeveloped/under-utilized transport linkages; ballast water discharge; use of harmful anti-fouling paints. |
| Fisheries | Overfishing; lack of knowledge on fish stock/observed decline in fish stock; harmful fishing practices; lack of infrastructure for the fishing sector (landing sites, storage, fish processing facilities etc.); illegal fishing by foreigners; piracy; by-catch of turtles and associated damage to fishing nets; ghost fishing by discarded nets, invasive species. |
| Agriculture | Deforestation; pollution – fertilizers, animal waste, and sediment pollution. |
| Mining | Deforestation; sand mining; sediment pollution. |
| Built Development | Lack of regulations on building set- backs; unplanned/ unregulated development; land tenure; land reclamation; loss of mangroves and seagrass beds; coral reef destruction; loss of public access to the coast; lack of facilities on beaches; conflicts at and destruction of cultural and heritage sites; pollution – domestic and solid waste. |
| Tourism | Damage to coastal ecosystems; domestic and solid waste pollution; loss of public access to beaches; user conflicts. |

## Appendix 4: Government departments and agencies with a role in the SBE.

* Ministry of Planning and Development
  + Institute of Marine Affairs
  + Environmental Management Authority
  + Town and Country Planning Division
* Ministry of Works and Transport
  + Maritime Services Division
* Ministry of Trade and Industry
* Ministry of Finance
* Ministry of Foreign Affairs
* Ministry of Agriculture, Land and Fisheries (Fisheries Division)
* Ministry of Tourism
* Ministry of National Security
* Ministry of Sport
* Ministry of Education
* Tobago House of Assembly, including:
  + Dept. of Marine Resources and Fisheries
  + Dept. of the Environment
  + Dept. of Natural Resources and Forestry
  + Dept. of Tourism
  + Community based Environmental Protection and Enhancement Programme (CEPEP)

## Appendix 5: List of key SBE non-governmental actors

* Shipping Association of Trinidad and Tobago
* Pilots Association of Trinidad and Tobago
* Port Authority of Trinidad and Tobago
* Port Lisas Industrial Port Development Company Limited
* Energy Chamber
* Yachting Association
* American Chamber of Commerce (AmCham)
* Community Chamber of Commerce/Associations
* Trinidad Union Fisher Folks (TUFF) - challenged by funding so not currently operating
* All Tobago Fisherfolk Association
* Local fisheries associations & industry groups - Roqoya - list of fisher stakeholders
* Recreational fishers - boat owners who don't work in fisheries but will recreationally fish on weekend, keep for subsistence.
* Party boat associations - Not regulated - safety issues, littering, etc.
* Solid waste company - Swinco
* EMA oversight
* Water & Sewage Authority (WASA)
* Water Resource Agency
* Farming Associations
* Min. of Ag
* NamDevCo
* Overarching body - COPE council of presidents of environment
* Social Justice Group
* Caribbean Youth Environment Network (CYEN)
* ECOTourism
* Min of Education
* UWI, UTT - both have marine programmes
* Tobago Hotel Association
* Chamber if industry & Commerce
* Hotel & Restaurant association
* Office Disaster Preparedness and management
* Chaguaramas Development Authority
* Tunapuna regional cooperative association - other regional equivalents
* Borough corporations of Trinidad and Tobago
* National Planning Authority - currently town & country planning
* Big waterfront project - St Fernando, led by St F Corporation with Development Agency
* Coast Guard
* Tourisms. Trinidad Ltd & Tobago Ltd - promoting tourisms
* Assoc of Upstream Operators of Trinidad and Tobago
* Shipping Assoc
* Sailing schools
* Agri Soc of Trinidad and Tobago
* Diving Assoc - ATDO - Assoc of Tobago Dive Operators
* National Trust - Heritage & Cultural protection/preservation

## Appendix 6: Survey responses

##### Leadership

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##### Institutional infrastructure & culture

 

\* Across the six “yes” responses, when asked which department/ministry was responsible for SBE transition, there was no consensus. Responses included the Ministry for Planning & Development (2); the Ministry for Sustainable Development (2); the Fisheries Division of the Ministry of Agriculture, Land and Fisheries (1); and, the Institute of Marine Affairs/ Environmental Management Authority (1).



When asked what more might be needed, suggestions included:

* Multi-stakeholder committee with a mandate role and responsibilities
* Greater focus on sustainable development at a national level
* A clear SBE strategy
* Improved public awareness/education

##### Laws and policies

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##### Planning and management

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##### Sustainable finance

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##### Stakeholder engagement and coalitions

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##### Data & monitoring





Chart

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## Appendix 7: UNEP SBE Transition Framework overview

High level overview of the Sustainable Blue Economy Transition Framework including the guiding principles, phases, timeline and cross-cutting enabling actions.

Timeline

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Phases and specific activities of the SBE TF

|  |  |
| --- | --- |
| **Phase** | **Example Activities** |
| 1 Understanding the system | 1.1    Policy and institutional assessment and gap analysis  1.2    Economic baseline  1.3    Social baseline  1.4    Environmental baseline  1.5    Stakeholder analysis  1.6    Understanding system links and dynamics |
| 2 Strategic Policy Development | 2.1    Developing a Sustainable Blue Economy vision  2.2    Policy development  2.3    Sector planning  2.4    Public expenditure planning and sustainable finance  2.5    Sustainable Blue Economy Integrated Policy |
| 3 Delivering Change | 3.1    Integrated marine management  3.2    Knowledge and innovation  3.3    Capacity building  3.4    Monitoring and evaluation  3.5    Review and adaptation |

1. Government of the Republic of Trinidad and Tobago, 2016. Vision 2030: The National Development Strategy of Trinidad and Tobago 2016-2030 (Ministry of Planning and Development) [↑](#footnote-ref-2)
2. Government of the Republic of Trinidad and Tobago, 2020. Roadmap for Trinidad and Tobago Post Covid-19 Pandemic (Ministry of Planning and Development) [↑](#footnote-ref-3)
3. Tobago House of Assembly, 2020. Tobago Roadmap to Recovery: Recommendations for rebuilding the Tobago Society in 2020. [↑](#footnote-ref-4)
4. Citation required. This fact is taken from the ICZM framework report. [↑](#footnote-ref-5)
5. Ministry of Planning and Development, 2020. Integrated Coastal Zone Management Policy Framework. [↑](#footnote-ref-6)
6. https://www.thecommonwealth.io/wp-content/uploads/2020/06/Natural\_Resource\_Insights\_1-COVID-19-Implications.pdf [↑](#footnote-ref-7)
7. [Central Bank of Trinidad and Tobago, 2022. Summary of Economic Indicators report.](https://www.central-bank.org.tt/sites/default/files/reports/summary-economic-indicators-bulletin-june-2022-20220310.pdf) [↑](#footnote-ref-8)
8. ‘Cold stacking’ is where an oil rig is shut down, with the crew reduced to zero or a few key individuals. The rig is then 'stored' in a harbour, shipyard, or designated area offshore until it needs to be activated. This is as opposed to ‘warm’ or ‘hot’ stacked where a rig is idle but remains manned and deployable while stored. [↑](#footnote-ref-9)
9. The Single Electronic Window (SEW) for Trade and Business Facilitation Project, branded as TTBizLink, is an IT-based trade solution to streamline and digitise import, export and transit-related regulatory requirements. [↑](#footnote-ref-10)
10. World Travel and Tourism Council: Caribbean Report 2022 [↑](#footnote-ref-11)
11. THA, 2022. Tobago House of Assembly Budget Statement for Fiscal – 2023. [↑](#footnote-ref-12)
12. Inter-American Development Bank, 2021. Trinidad and Tobago: A Blue Economy Innovation Action Plan v1.0. [↑](#footnote-ref-13)
13. https://knoema.com/atlas/Trinidad-and-Tobago/topics/Tourism/Travel-and-Tourism-Total-Contribution-to-Employment/Contribution-of-travel-and-tourism-to-employment [↑](#footnote-ref-14)
14. McCue, 2022. Integrated Blue Economy Roadmap for Tobago: Final Diagnostic Report. [↑](#footnote-ref-15)
15. FAO, 2018. Fisheries and Aquaculture Country Profiles: The Republic of Trinidad and Tobago. [↑](#footnote-ref-16)
16. FAO, 2019. Globefish Market Profile – 2019. [↑](#footnote-ref-17)
17. <https://www.fao.org/fishery/en/facp/tto?lang=en> (accessed 15 November 2022) [↑](#footnote-ref-18)
18. Citation required. Reviewers: please help us find this report, which was discussed in the workshop. [↑](#footnote-ref-19)
19. <https://www.energy.gov.tt/wp-content/uploads/2021/02/Address-by-Senator-the-Honourable-Franklin-Khan-at-the-energy-chambers-enegy-efficiency-and-renewables-virtual-conference-2021.pdf> [↑](#footnote-ref-20)
20. Inter-American Development Bank, 2021. Trinidad and Tobago: A Blue Economy Innovation Action Plan v1.0. [↑](#footnote-ref-21)
21. UNESCO-IOC, IMA. 2021. A Sustainable Blue Economy for Trinidad and Tobago. Paris, UNESCO (IOC Technical Series 166 / ICAM Dossier no 16). [↑](#footnote-ref-22)
22. McCue, J, 2022. Tobago Blue Economy Roadmap - study for the Inter-American Development Bank. [↑](#footnote-ref-23)
23. McCue, 2022. [↑](#footnote-ref-24)
24. <https://www.planning.gov.tt/sites/default/files/Vision_2030-_The_National_Development_Strategy_of_Trinidad_and_Tobago_2016-2030.pdf.pdf> [↑](#footnote-ref-25)
25. Ecotourism and Community Tourism policies currently being drafted by GORTT. [↑](#footnote-ref-26)
26. ICZM Policy Framework, 2020. [↑](#footnote-ref-27)
27. FAO, 2018. National Protected Area Systems Plan for Trinidad and Tobago. (GORTT approved, 2019) [↑](#footnote-ref-28)
28. [Vision 2030: The National Development Strategy of Trinidad and Tobago 2016-2030](https://www.planning.gov.tt/sites/default/files/Vision%202030-%20The%20National%20Development%20Strategy%20of%20Trinidad%20and%20Tobago%202016-2030.pdf) [↑](#footnote-ref-29)
29. <https://www.finance.gov.tt/wp-content/uploads/2022/09/Budget-Statement-2023-E-Version.pdf> [↑](#footnote-ref-30)
30. <https://tobagoblueeconomy.com/blue-economy-challenge/> [↑](#footnote-ref-31)
31. <https://tt.usembassy.gov/usaid-establishes-permanent-presence-in-trinidad-and-tobago/?_ga=2.174128354.1715012876.1669304563-1896935144.1669304561> [↑](#footnote-ref-32)
32. <https://www.iadb.org/en/news/barbados-promote-environmental-sustainability-innovative-idb-solution#:~:text=Barbados%20will%20promote%20environmental%20sustainability,to%20sustainability%20and%20marine%20conservation>. [↑](#footnote-ref-33)
33. Objective 9 of the ICZM Policy Framework is “To ensure continual meaningful public participation and to promote partnerships between the State (national and local government), the private sector and civil society in order to foster co-responsibility in coastal management”*.* [↑](#footnote-ref-34)
34. <https://planning.gov.tt/content/state-marine-environment-report-2016> [↑](#footnote-ref-35)
35. <http://wildtobago.blogspot.com/2021/05/technology-to-protect-buccoo-reef.html> [↑](#footnote-ref-36)
36. <https://ttbis.planning.gov.tt/ttbis/> [↑](#footnote-ref-37)
37. UNESCO-IOC, IMA. 2021. [↑](#footnote-ref-38)
38. [Modernising Trinidad and Tobago’s Statistical Ecosystem through Enhanced SDG Data Development](https://www.paho.org/en/trinidad-and-tobago/modernising-trinidad-and-tobagos-statistical-ecosystem-through-enhanced-sdg) [↑](#footnote-ref-39)