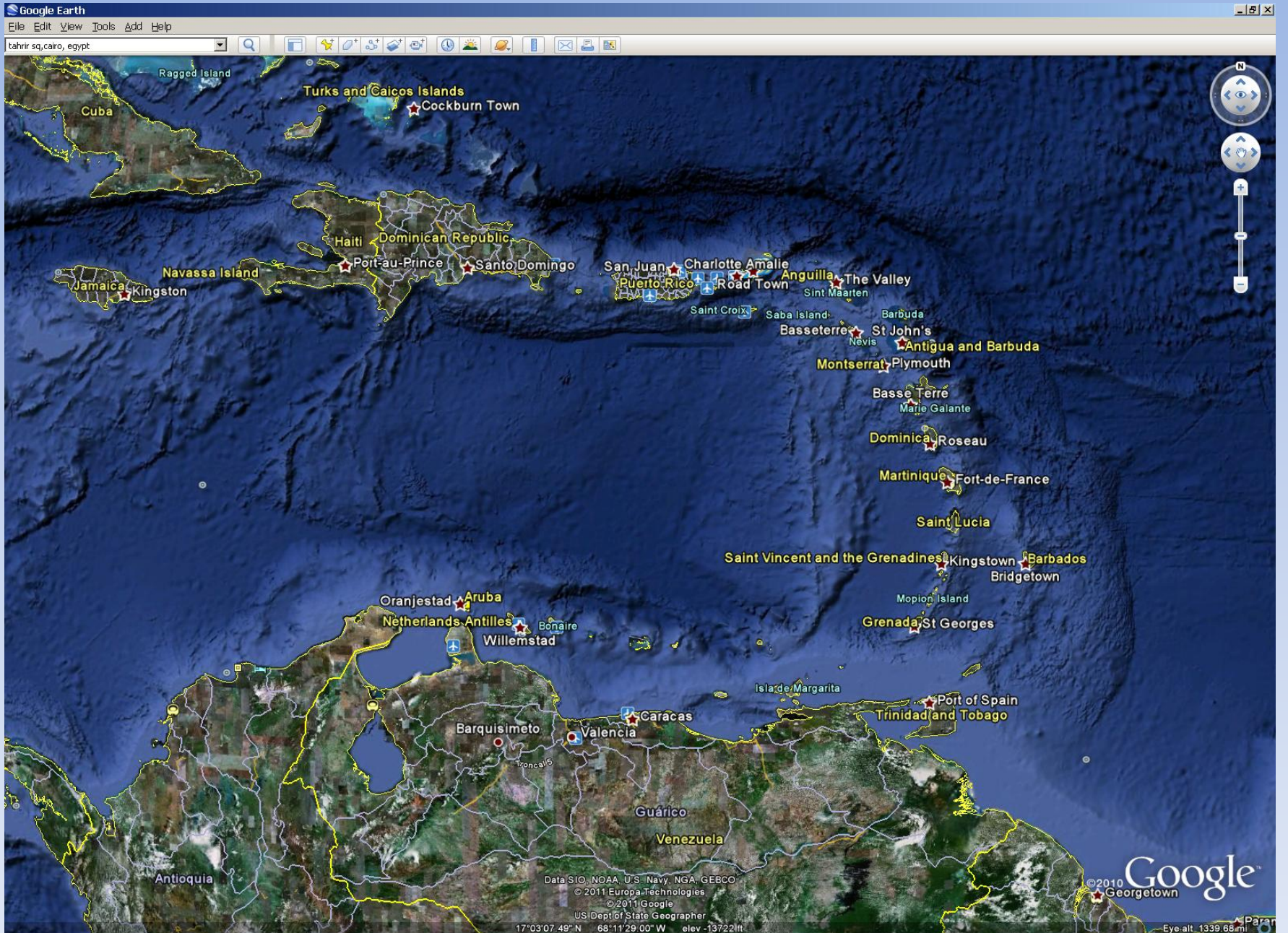


Sustainable Transportation Development – A Trinidad and Tobago Perspective

Presented by
Dr. Trevor Townsend
United Nations CSD-19 IPM
SIDS Day Panel

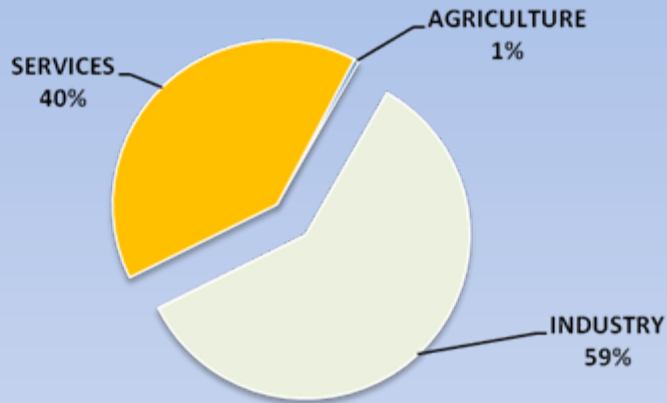
Quick Description of T'dad & T'bgo

- Twin Island State
- Pop 1.3 Mn.
- Former British Colony (1962) now Republic (1976)
- Oil/Natural Gas Based Economy (40% GDP, 80% Exports , 5% Employment)
- GDP per capita USD\$22,100

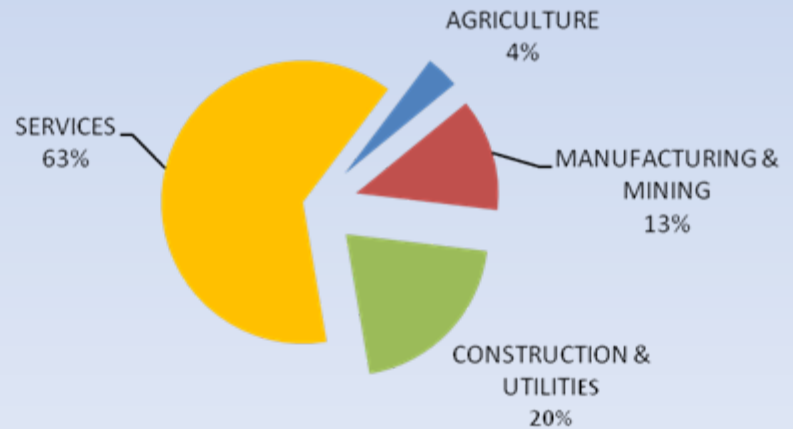


Trinidad & Tobago Cont'd

GDP COMPOSITION BY SECTOR



LABOUR FORCE BY OCCUPATION



Trinidad & Tobago Cont'd

- Unemployment rate - 6.4%
- Median Age - 32.6yr
- Urbanization – 13%
- Pop under 14 yrs - 20%

Transportation System Characteristics

- Well Developed Highway System linking E-W and N-S communities
- High Per Capita Auto Ownership - 2.5
- 90% of public transportation by 25,000 privately –owned 4-5 passenger sedans and 4,500 privately-owned 9-25 seater para-transit vehicles.
- Informal taxis operate on rural routes and unsociable hours.

Major Highway Interchange





Transportation System Characteristics

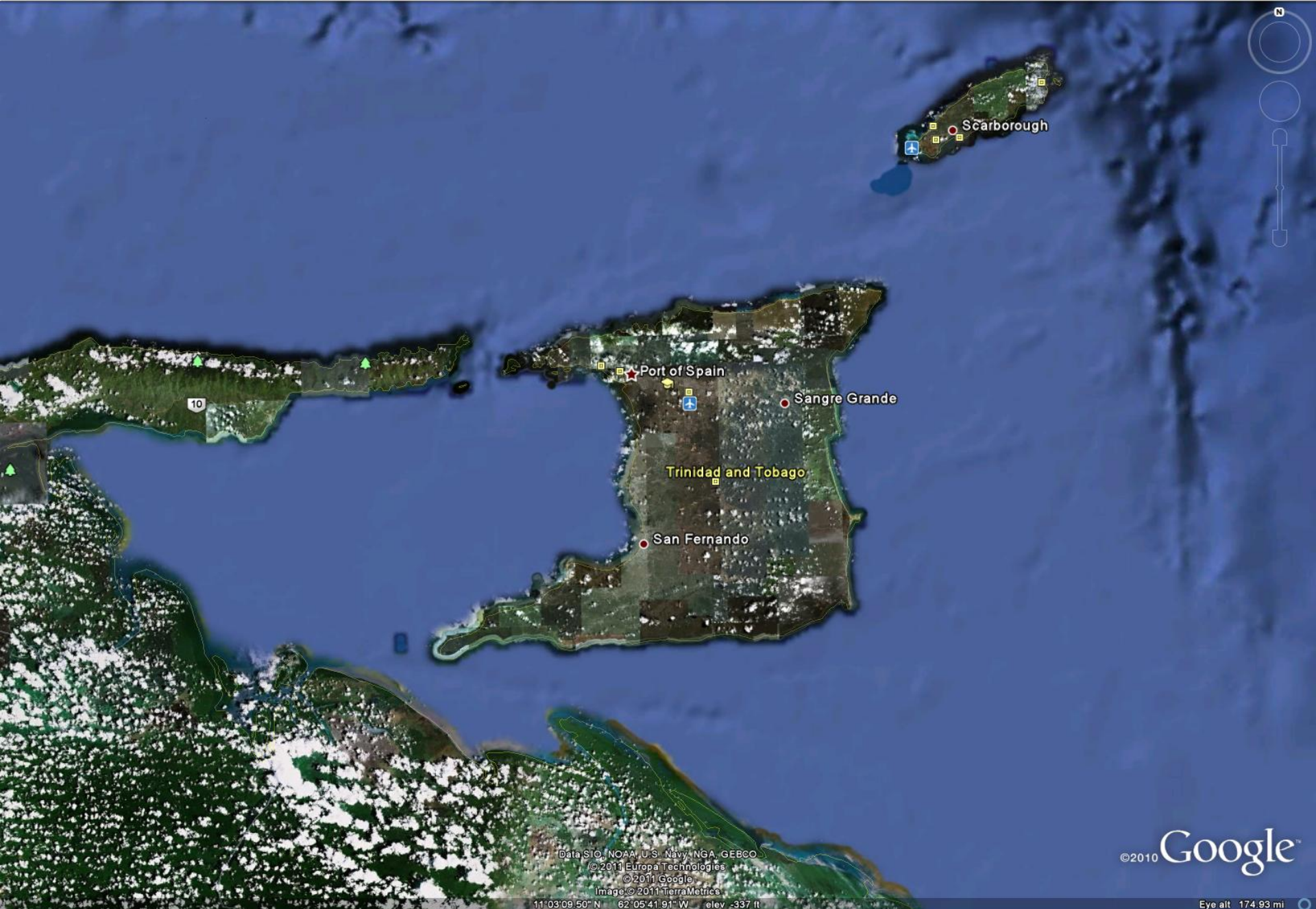
Cont'd

- State Owned bus company , PTSC, operating 300 medium, full-sized and articulated buses per day.
- Both Bus and taxi services operate without published schedules.
- Priority Bus Route (PBR) from Arima to Port of Spain
- Heavily Subsidized low-volume luxury Water Taxi System linking North to South.

Transportation System Characteristics

Cont'd

- Ferry Service from POS to Scarborough
- Two Major ports handling international and regional cargo.
- Two International airports
- State owned International Air carrier
Caribbean Airlines recently merged with Air Jamaica



Data SIO, NOAA, U.S. Navy, NGA, GEBCO
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11°03'09.50" N 62°05'41.91" W elev -337 ft

- “Sustainable Development is development that meets the needs of the present without compromising the ability of future generations to meet their on needs”

Source: 1987 World Commission on Environment and Development – report to the United Nations

Key Transportation/Land Use Requirements for Sustainability

1. Integrated Land Use/Transportation Planning

- *No National Physical Development Plan since 1984*
- *No approved National Transportation Policy since 1967.*
- *Major Government Building Investments during 2002-2010 encouraged further centralisation of employment opportunities and activities*
- *We have developed A Policy Framework for Implementation of National Transportation Projects are hoping for government acceptance*

2. Develop Clean, Safe, Efficient, Affordable Public Transportation Options

- *Without doing a pre-feasibility analysis, GOTT spent USD\$100Mn. for design of 120km. Passenger Rail system est. Capital cost \$3Bn and est. annual cost \$0.5Bn.*
- *We have proposed the implementation of a BRT on the PBR.*
- *PTSC has had increases in fleet but lacks adequate maintenance facilities and mangement capability for existing fleet.*

3. Ensure Access to Affordable Rural Transport Services

- *We have recommended the establishment of a National Transit Authority to determine and ensure delivery of minimum standards of transportation services to all communities.*
- *PTSC has put 99 buses on 66 new rural routes over the last four years.*

4. Address the mobility needs of special groups e.g. elderly and disabled

- *A pilot project of on-demand para-transit services for the disabled was implemented. The project is to be extended to include more vehicles and routes.*
- *We have recommended facilities and minimum standards in the Policy Framework for Implementation of National Transportation Projects.*

5. Facilitate walking & non-motorized transport in urban centers

- *There has been no planning or infrastructure development in this area.*
- *The streets of major urban centers are not pedestrian friendly*
- *Bicycles , scooters and motorcycles are underrepresented as a transport mode*

6. Reduce Air Pollution & Carbon Emissions

- GOTT has set up a high level Task Force mandated to implement measures required to maximize the use of Natural Gas in Trinidad and Tobago. The terms of reference include:
 - Updating the Petroleum (CNG) Regulations
 - Developing a Public education program for the green fuel

6. Reduce Air Pollution & Carbon Emissions cont'd

- Moving from less than 1% to 15 – 20% of the vehicle population (i.e. about 75,000 to 100,000 vehicles) to CNG, especially the high mileage vehicles
- A 40% reduction in liquid fuel volumes which in turn will significantly reduce the petroleum subsidy bill
- A 10 – 15% reduction in the carbon footprint of the transportation sector.
- Targeting up to 20 dedicated and 40 multi-fuel CNG filling locations, as well as 20 CNG conversion/repair centers

7. Improve the Logistics Performance Index

- *Estimated to be less than Jamaica (2.53; Rank 108th)*
- *Management of Port Operations has improved over the last four years.*
- *Expansion and Capital Investment Required.*
- *Implementation of Asycuda World stalled and resisted.*
- *Delays in Passing Border Control Legislation*

8. Major Constraints to Progress

- *Lack of Desire*
- *Higher Priority on Affordability than Sustainability*
- *Short Term rather than Long Term Priorities*