Sustainable Transportation Development –
A Trinidad and Tobago Perspective

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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

- SERVICES: 40%
- AGRICULTURE: 1%
- INDUSTRY: 59%

LABOUR FORCE BY OCCUPATION

- SERVICES: 63%
- AGRICULTURE: 4%
- MANUFACTURING & MINING: 13%
- CONSTRUCTION & UTILITIES: 20%
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
• “Sustainable Development is development that meets the needs of the present without compromising the ability of future generations to meet their on needs”

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 management 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