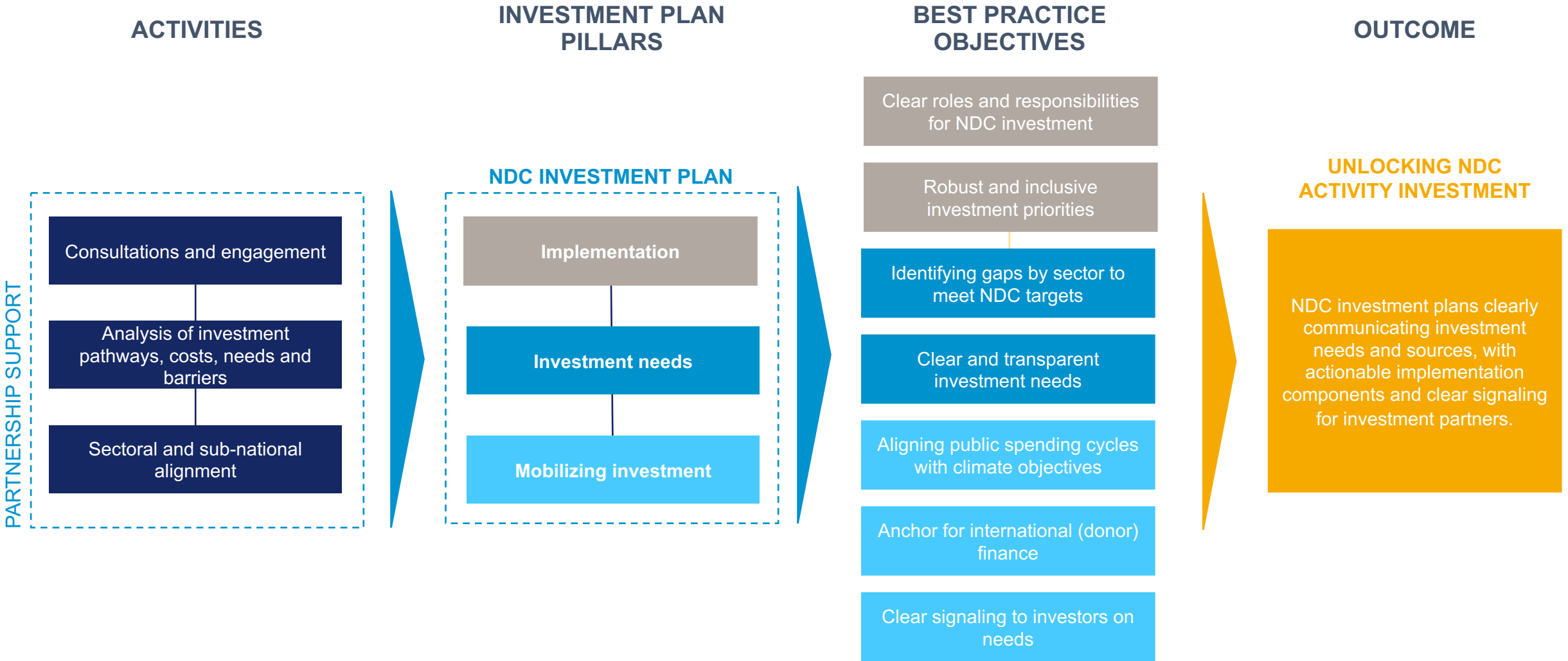


# **NDC INVESTMENT PLAN**

## **Engagement phase**

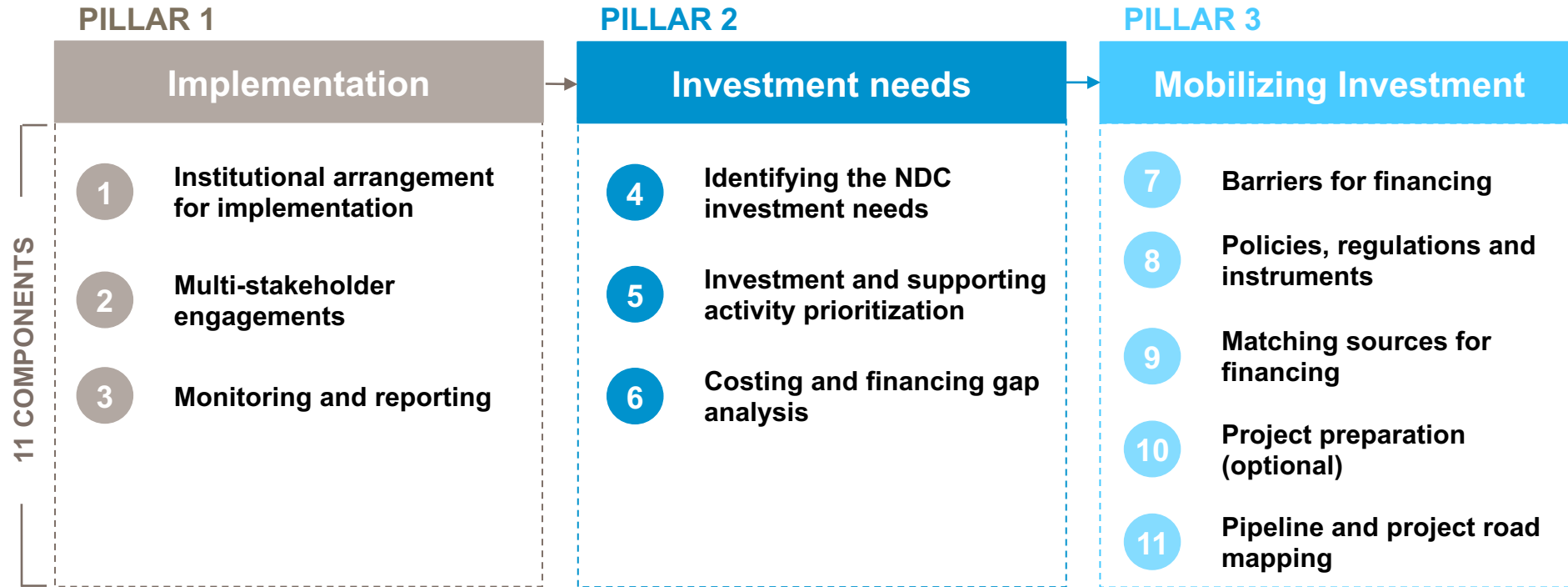
March 2022

# THEORY OF CHANGE



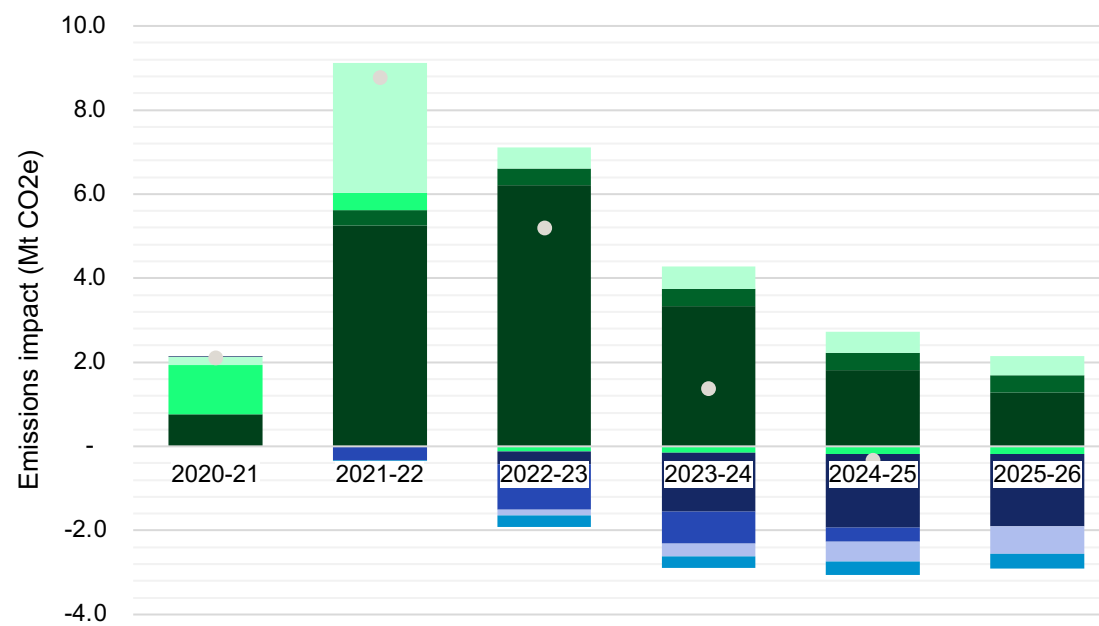
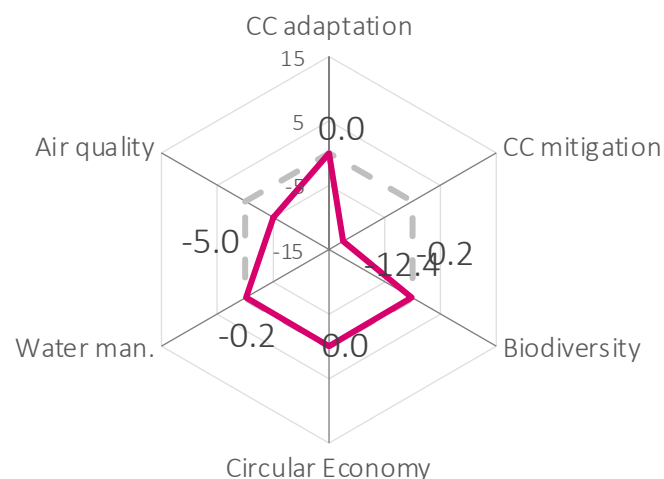
# NDC INVESTMENT PLANS

Although literature and country examples present a range of definitions, NDC investment plans present a set of common objectives.



# BUDGET TAGGING CAN SUPPORT IMPLEMENTATION

- Recent review of 2021 Budget was expected to **increase emissions in the short-term.**
  - This was driven by the economic stimulus and recovery policies, notably the capital allowance super deduction
- From the **2024-25 fiscal year, the Budget was expected to lower emissions.**
  - This was partially driven by the emissions trading scheme, but also the tax increases that were introduced to repair public finances



# OVERVIEW OF BEST PRACTICE

Pillar	Components	Best practices	Country example
1. Implementation	<ol style="list-style-type: none"><li>1. Institutional arrangements</li><li>2. Multi-stakeholder engagements</li><li>3. Monitoring and reporting</li></ol>	<ul style="list-style-type: none"><li>• <b>Clear roles and responsibilities</b> assigned across the different core actions of investment planning.</li><li>• <b>Comprehensive and cross-cutting engagement strategies</b> implemented.</li><li>• Monitoring and reporting on the need, progress, and impact of NDC investment that enabled ongoing planning, and introduced <b>transparency and accountability</b>.</li></ul>	<ul style="list-style-type: none"><li>• <b>Rwanda</b> leveraged existing institutional arrangements, placing leadership in the Ministry of Finance and Economic Planning (MINECOFIN), which facilitated budget mainstreaming.</li><li>• MINECOFIN led the process of stakeholder engagement in preparing the NDC Implementation Plan.</li></ul>
2. Investment needs	<ol style="list-style-type: none"><li>4. Identifying the NDC investment need</li><li>5. Investment and supporting activity prioritization</li><li>6. Costing and financing gap analysis</li></ol>	<ul style="list-style-type: none"><li>• Investment needs identified <b>from existing national and sectoral strategies</b>.</li><li>• A <b>prioritization approach</b> that combined quantitative and qualitative analysis.</li><li>• Costing based on a <b>bottom-up methodology</b> (scaling existing estimates or using benchmarks where needed).</li></ul>	<ul style="list-style-type: none"><li>• Belize identified Investment needs through a <b>Policy Landscape Report</b>, which reviewed and assessed Belize's first NDC and national policies and strategies relating to climate change.</li><li>• Belize's <b>Resource Requirement Report</b> followed different costing strategies, using existing cost estimates from action plans, and relevant local and international costs as benchmarks where local data was not available.</li></ul>

# OVERVIEW OF BEST PRACTICE

Pillar	Components	Best practices	Country example
3. Mobilizing resources	<ol style="list-style-type: none"><li>7. Barriers for financing</li><li>8. Policies, regulations and instruments</li><li>9. Matching sources for financing</li><li>10. Project preparation</li><li>11. Pipeline and project road mapping</li></ol>	<ul style="list-style-type: none"><li>• Barriers and policy responses identified based on <b>sector, program, and project level analysis</b>; and prioritized through stakeholder engagement.</li><li>• Sources for financing identified from a review of ongoing activities with existing partners and stakeholders</li><li>• An <b>efficient sequencing of implementation</b> according to project readiness and existing financing support.</li></ul>	<ul style="list-style-type: none"><li>• <b>Saint Kitts and Nevis</b> identified sector specific barriers to financing and implementation of the NDC. These were matched with capacity needs, drawing out the type of technical assistance and financial instruments to target barriers.</li><li>• For example, the following barriers to the adoption of electric vehicles were identified: (a) high upfront costs even where maintenance costs are lower, (b) lack of charging infrastructure, (c) lack of public awareness of the technologies and its benefit, and (d) a lack of appropriate electrical vehicle model types on the local market.</li></ul>