



UN HABITAT



TRINIDAD AND TOBAGO: PORT OF SPAIN URBAN PROFILE



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UNITED NATIONS HUMAN SETTLEMENTS PROGRAMME

TABLE OF CONTENTS

FOREWORD	5
EXECUTIVE SUMMARY	6
BACKGROUND	8
GOVERNANCE	14
SLUMS, SHELTER, LAND AND TENURE	17
BASIC URBAN SERVICES	20
INCLUSIVE AND SAFER CITIES	22
LOCAL ECONOMIC DEVELOPMENT	25
DISASTER MANAGEMENT, CLIMATE CHANGE AND THE ENVIRONMENT	22
SWOT ANALYSES	
GOVERNANCE	31
SLUMS, SHELTER, LAND AND TENURE	32
BASIC URBAN SERVICES	33
INCLUSIVE AND SAFER CITIES	34
LOCAL ECONOMIC DEVELOPMENT	35
DISASTER MANAGEMENT, CLIMATE CHANGE AND THE ENVIRONMENT	36

FOREWORD



According to research published in UN-Habitat's¹ flagship report, *The State of the World's Cities 2010-2011*, all developing regions, including the African, Caribbean and Pacific states, will have more people living in urban than rural areas by the year 2030. With half the world's

population already living in urban areas, the challenges we face in the battle against urban poverty, our quest for cities without slums, for cities where women feel safer, for inclusive cities with power, water and sanitation, and affordable transport, for better planned cities, and for cleaner, greener cities is daunting.

But as this series shows, there are many interesting solutions and best practices to which we can turn. After all, the figures tell us that during the decade 2000 to 2010, a total of 227 million people in the developing countries moved out of slum conditions. In other words, governments, cities and partner institutions have collectively exceeded the slum target of the Millennium Development Goals twice over and ten years ahead of the agreed 2020 deadline.

Asia and the Pacific stood at the forefront of successful efforts to reach the slum target, with all governments in the region improving the lives of an estimated 172 million slum dwellers between 2000 and 2010.

In sub-Saharan Africa though, the total proportion of the urban population living in slums has decreased by only 5 per cent (or 17 million people). Ghana, Senegal, Uganda, and Rwanda were the most successful countries in the sub-region, reducing the proportions of slum dwellers by over one-fifth in the last decade.

Some 13 per cent of the progress made towards the global slum target occurred in Latin America and the Caribbean, where an estimated 30 million people have moved out of slum conditions since the year 2000.

Yet, UN-Habitat estimates confirm that the progress made on the slum target has not been sufficient to counter the demographic expansion in informal settlements in the developing world. In this sense, efforts to reduce the numbers of slum dwellers are neither satisfactory nor adequate.

As part of our drive to address this crisis, UN-Habitat is working with the European Commission and the Brussels-based Secretariat of the African, Caribbean and Pacific (ACP) Group to support sustainable urban development. Given the urgent and diverse needs, we found it necessary to develop a tool for rapid assessment and strategic planning to guide immediate, mid and long-term interventions. And here we have it in the form of this series of publications.

The Participatory Slum Upgrading Programme is based on the policy dialogue between UN-Habitat, the ACP Secretariat and the European Commission which dates back to the year 2002. When the three parties met at UN-Habitat headquarters in June 2009, more than 200 delegates from over 50 countries approved a resounding call on the international community to pay greater attention to these urbanization matters, and to extend the slum upgrading programme to all countries in the ACP Group.

It is worth recalling here how grateful we are that the European Commission's 9th European Development Fund for ACP countries provided EUR 4 million (USD 5.7 million at June 2011 rates) to enable UN-Habitat to conduct the programme which now serves 59 cities in 23 African countries, and more than 20 cities in six Pacific, and four Caribbean countries.

Indeed, since its inception in 2008, the slum upgrading programme has achieved the confidence of partners at city and country level in Africa, the Caribbean and in the Pacific. It is making a major contribution aimed at helping in urban poverty reduction efforts, as each report in this series shows."

I wish to express my gratitude to the European Commission and the ACP Secretariat for their commitment to this slum upgrading programme. I have every confidence that the results outlined in this profile, and others, will serve to guide the development of responses for capacity building and investments in the urban sector.

Further, I would like to thank each Country Team for their continued support to this process which is essential for the successful implementation of the Participatory Slum Upgrading Programme.

A handwritten signature in black ink, reading "Joan Clos". The signature is fluid and cursive, with a long horizontal stroke at the end.

Dr. Joan Clos
Executive Director, UN-Habitat

¹ UN-Habitat - United Nations Human Settlements Programme

EXECUTIVE SUMMARY

INTRODUCTION

Urban profiling is a rapid and action-oriented urban assessment of needs and capacity-building gaps at national and local levels. It is currently being implemented in over 20 African, Caribbean and Pacific countries. The urban profiling uses a structured approach where priority interventions are agreed upon through a consultative process. It consists of three phases: (1) a rapid, participatory urban profiling at national and local levels, focusing on governance, informal settlements, urban services, urban safety, local economic development, disaster management, and environment, and proposed interventions; (2) detailed priority proposals; and (3) project implementation.

The urban profiling in Trinidad and Tobago encompasses a national profile, as well as profiles for Port of Spain, Scarborough, and San Fernando, each published as a separate report. This is the Port of Spain profile, and it constitutes a general background, a synthesis of six themes – Governance; Slums, Shelter, Land, and Tenure; Basic Urban Services; Inclusive and Safer Cities; Local Economic Development; and Disaster Management, Climate Change, and the Environment – and priority project proposals.

BACKGROUND

Port of Spain is the largest city and capital of the Republic of Trinidad and Tobago, as well as being the financial capital of the Caribbean. Port of Spain offers the highest levels of commercial, service and administrative functions in the country. As a port city, the typical associated downstream industries and activities have contributed to its growth and development. In the 1980s, the country experienced an oil boom and growth in infrastructure services and development. During this period, a growing urban population led to an increase in the growth of informal settlements. These informal settlements, located largely on the fringes of the city, have continued to grow, and there is evidence of increasing marginalization and poor service provision. The issues of slum development remain largely unaddressed alongside the economic development of the city centre. The juxtaposition of the wealth of the waterfront development and the poor development standards of the slums is readily apparent.

GOVERNANCE

The challenges of governance in the Port of Spain relate largely to the issues within the legislative framework. The city is governed by three regional

corporations: Port of Spain City Corporation, San Juan-Laventille Regional Corporation and the Diego Martin Regional Corporation. Existing legislation is rudimentary and inflexible, focusing mainly on service provision. As the population increases in the Port of Spain, the task of governance becomes increasingly challenging and poverty in the city a growing reality. The city corporation is burdened with limited budgets, inadequate management of funds, and limited human resource capacity with which to effectively manage the city.

SLUMS, SHELTER, LAND, AND TENURE

A number of Port of Spain's residents live in conditions characterized by insecure land tenure, lack of access to basic urban services and poor sanitation. Development in these areas is often unauthorized. Residents commonly experience acute security and health problems and are largely dependent on the informal sector for survival. Various entities share the responsibility for service provision but are unable to meet increasing demands for urban infrastructure and services, since emphasis is placed on planned developments. This presents a substantial challenge to solving the problem of informal settlements in Port of Spain.

BASIC URBAN SERVICES

Impoverished communities in Port of Spain often have inadequate basic urban services such as clean water, sewerage systems, basic health care, and solid waste management. The lack of tenure hampers efforts to obtain legal connections while the haphazard layout of the poorer areas makes it challenging to provide infrastructure.

INCLUSIVE AND SAFER CITIES

Safety and security in the city relates to the integrity and functionality of the physical space, as well as the issues of crime and personal safety. Within the study area, East Port of Spain is disproportionately affected by some types of serious crime, with police stations in this area receiving a quarter of the reported serious crimes in the whole country.

LOCAL ECONOMIC DEVELOPMENT

Economic development issues facing the city include an increase in crime, a reduction in jobs, and a decline in sectors that would be most accessible to poor and unskilled workers. The slum areas are themselves characterized by relatively high levels of unemployment and a reluctance on the part of businesses to operate in these areas.

DISASTER MANAGEMENT, CLIMATE CHANGE AND ENVIRONMENT

Disaster management response is relatively new to the country; hence, the national and municipal governments are not fully up to speed in terms of legislation and guidance. The coastal location of the city makes it more vulnerable to the impacts of climate change, and it is already affected by flooding, landslides and the environmental consequences of unregulated development.

BACKGROUND

INTRODUCTION

Urban Profiling

Urban profiling consists of an evaluation of urban conditions based on needs identified by gaps and existing institutional responses gained at both the local and national levels through a public forum and consultation and a critical secondary stakeholder consultation. The purpose of the study is to develop poverty reduction policies at local, national and regional levels, through an assessment of needs and response mechanisms, and as a contributor to the wider-ranging implementation of UN Millennium Development Goals 11 and 13.

The study is based on an analysis of existing data through consultation with relevant urban stakeholders, including local communities and institutions, primary and secondary stakeholders, civil society, the private sector, development agencies, statutory bodies, and others. Such urban profiling has been successfully implemented in African, Caribbean and Pacific countries. In Trinidad and Tobago and other Caribbean countries, the urban profiling is being done in partnership with the University of the West Indies. This offers a unique opportunity for comparative regional analysis with other countries being profiled, with particular customization to the Caribbean context and history, which hold particular relevance in the formulation of the themes.

METHODOLOGY

Port of Spain is defined by the community of St James to the west and the Sea Lots community to the south. For the purposes of this study, the boundaries of Port of Spain have been extended beyond the administrative boundaries to include areas which are functionally part of the city. The urban profiling methodology consists of three phases:

Phase one consists of rapid profiling of urban conditions at national and local levels. The capital

holistic approaches.

Phase two builds on the priorities identified through pre-feasibility studies and develops detailed capacity-building and capital investment projects.

Phase three implements the projects developed during the previous phases, with an emphasis on skills development, institutional strengthening and replication.

This report presents the outcomes of **Phase One** at the local level in Port of Spain, with the added benefit of the Port of Spain consultations conducted by the East Port of Spain Development Company and the project identification work that has already been done and is ongoing at the community level.

URBAN PROFILING IN PORT OF SPAIN

The urban profiling in Port of Spain, the capital city, is one of three such exercises conducted in Trinidad and Tobago. Similar exercises are being undertaken in Scarborough, the largest town on the island of Tobago, and San Fernando, a medium-sized city in southern Trinidad. Each urban profile is published in a separate report.

Port of Spain is under the jurisdiction of the Port of Spain City Corporation. However, functionally, Port of Spain extends into the neighbouring jurisdictions of both the Diego Martin and San Juan-Laventille Regional Corporations. Similarly, while some of the slum areas are outside the Port of Spain City Corporation boundaries, they are within the greater Port of Spain area and, as such, have been included for the purposes of this study. In many cases, it has been a challenge to source robust data at the community level. Consequently, much of the data in this report is at the level of the corporation, or is for enumeration districts rather than specific settlements or slums

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