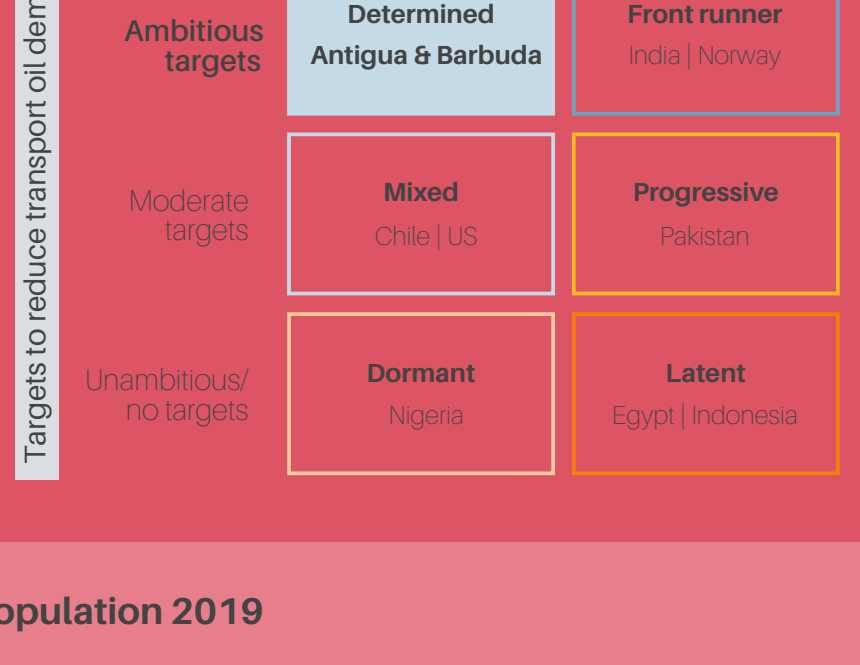




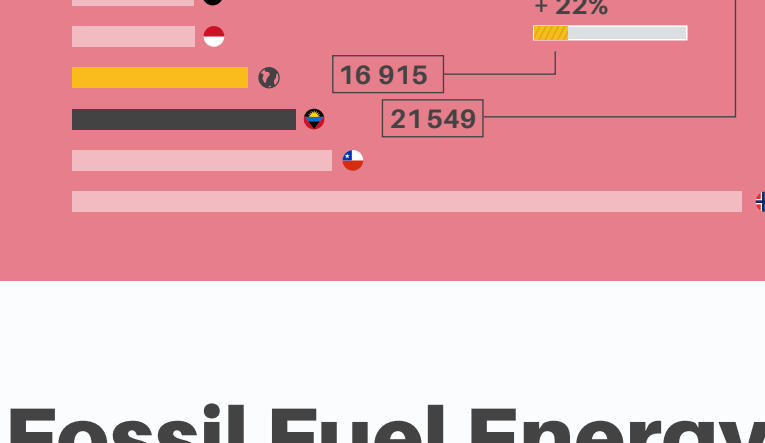
Antigua & Barbuda

Antigua and Barbuda has put forth ambitious plans to reduce transport emissions by increasing vehicle electrification and use of renewable energy, including biofuels. However, fossil fuel subsidies to regulate electricity prices still consume a substantial share of GDP and threaten the effectiveness of proposed e-mobility measures.

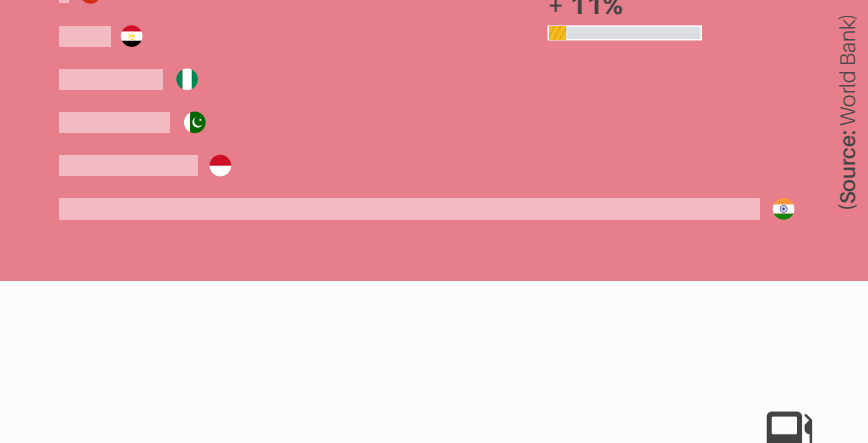
Fossil fuel subsidy trends



GDP per capita 2019



Population 2019

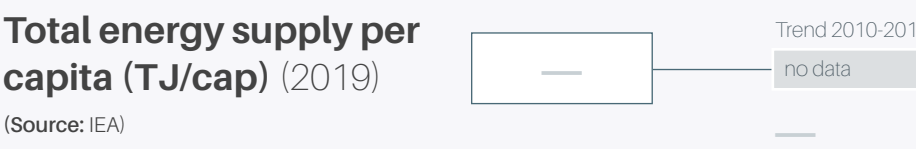


Fossil Fuel Energy

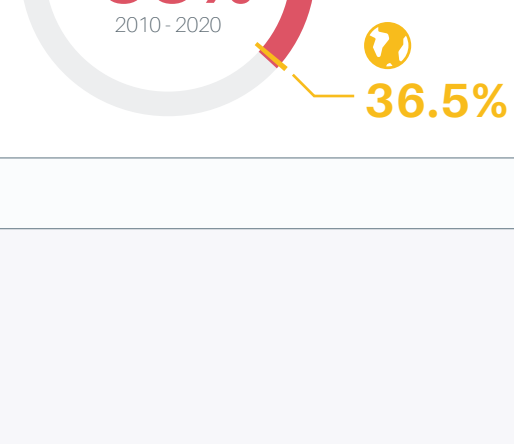
Net import/export oil products (EJ) (2020)



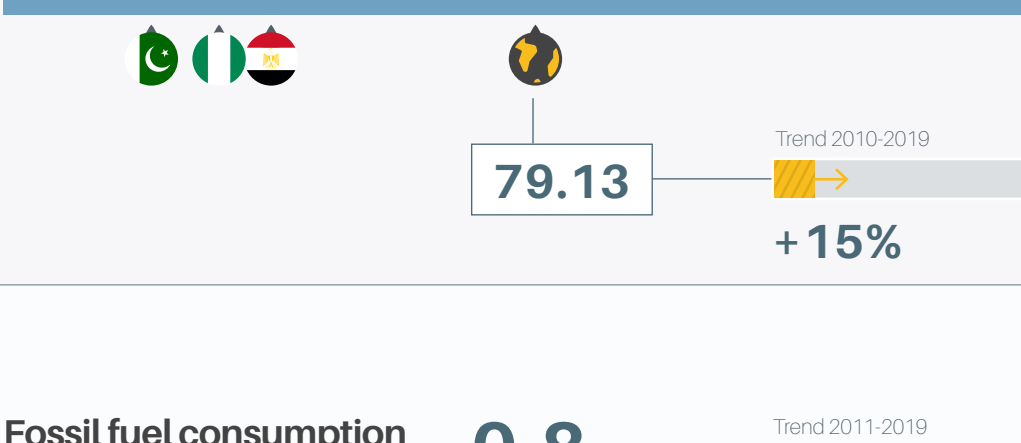
Net import/export crude oil (EJ) (2020)



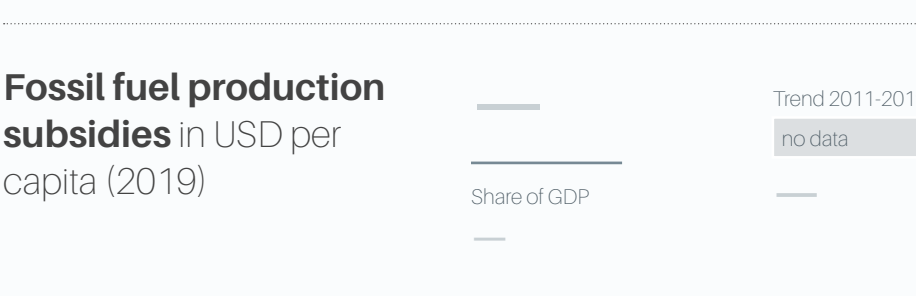
Share of power generation in total fossil fuel CO₂ emissions



Total energy supply per capita (TJ/cap) (2019)

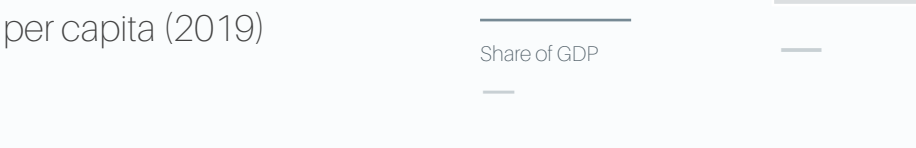


Fossil fuel consumption subsidies in USD per capita (2019)



All fossil fuel subsidies in Antigua and Barbuda support lower consumer electricity prices.

Fossil fuel production subsidies in USD per capita (2019)



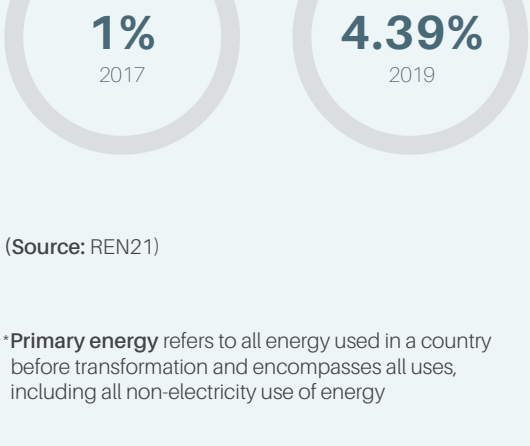
Transport fossil fuel subsidies in million USD per capita (2019)



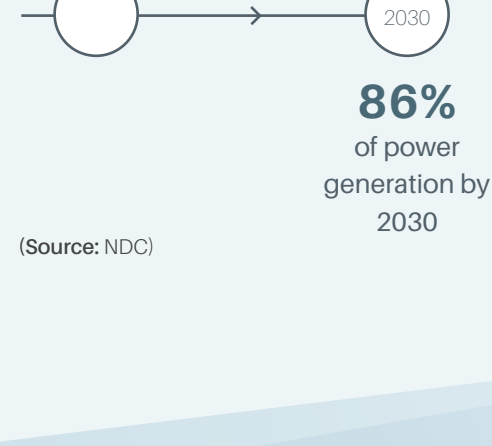
Antigua and Barbuda invested USD 60 million for COVID response measures, all of which is dedicated to direct liquidity support for businesses, reduced prices for key products and direct provision of basic needs.

Renewable Energy

Share of renewables in:



Renewable electricity target

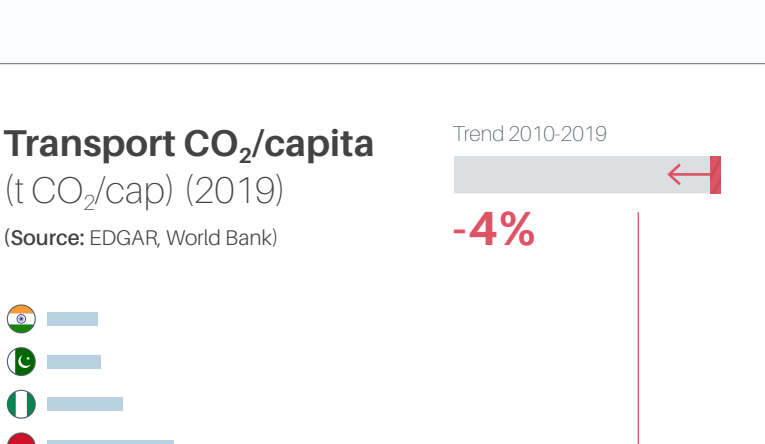


Additionally, 100% of government operations will be renewable energy

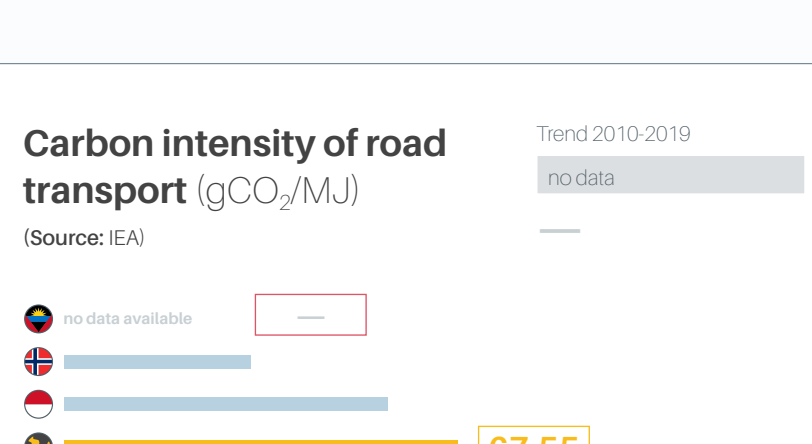
*Primary energy refers to all energy used in a country before transformation and encompasses all uses, including all non-electricity use of energy

Transport

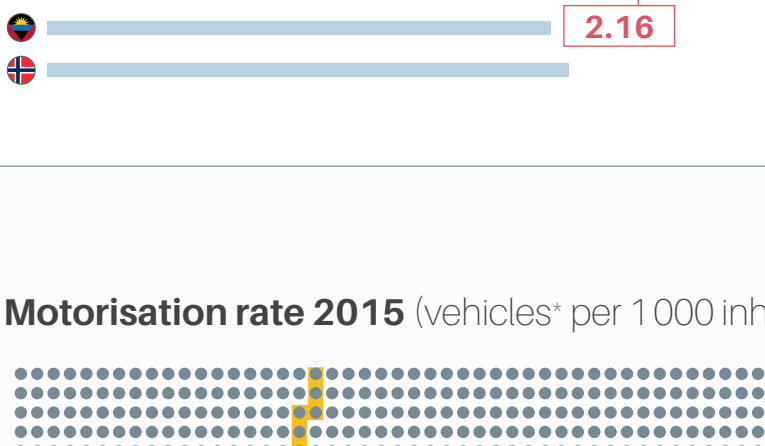
Share of transport in total energy demand (%) (2019)



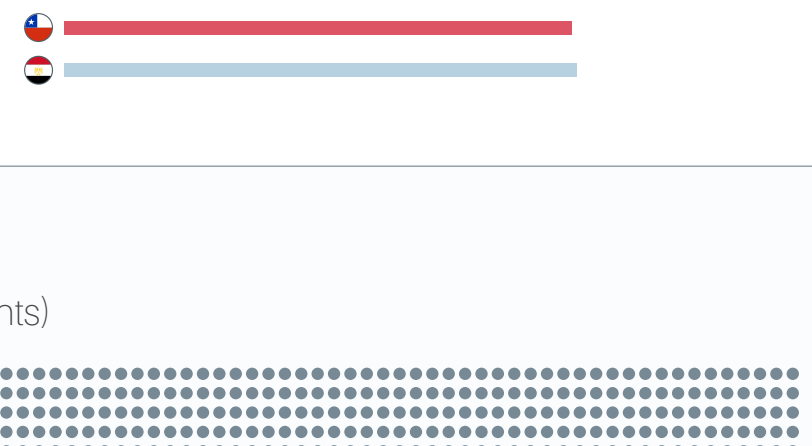
Share of transport in total fossil fuel CO₂ emissions (%) (2019)



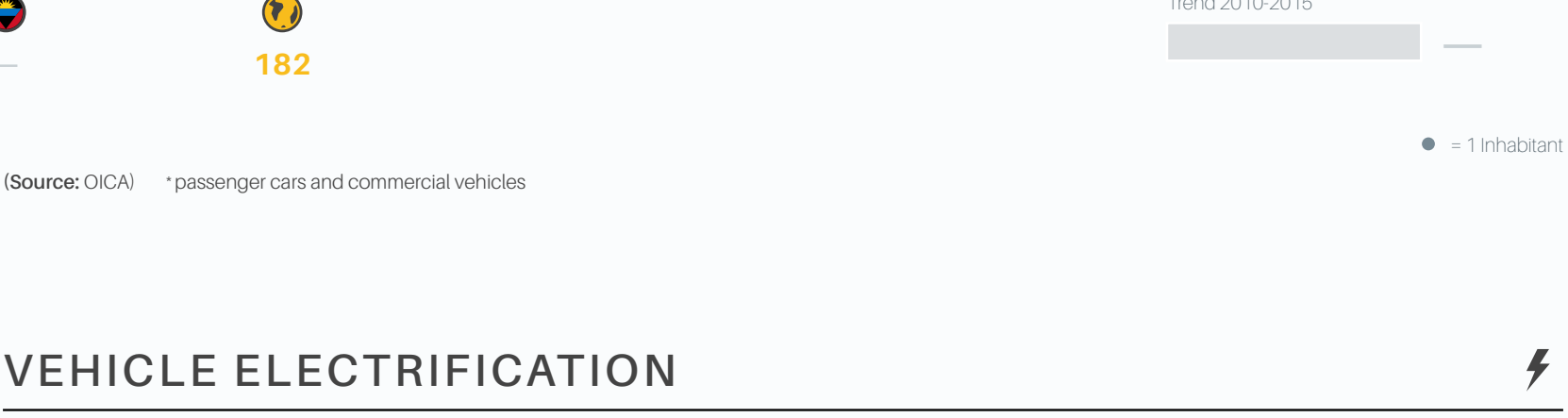
Transport CO₂/capita (t CO₂/cap) (2019)



Carbon intensity of road transport (gCO₂/MJ) (2019)



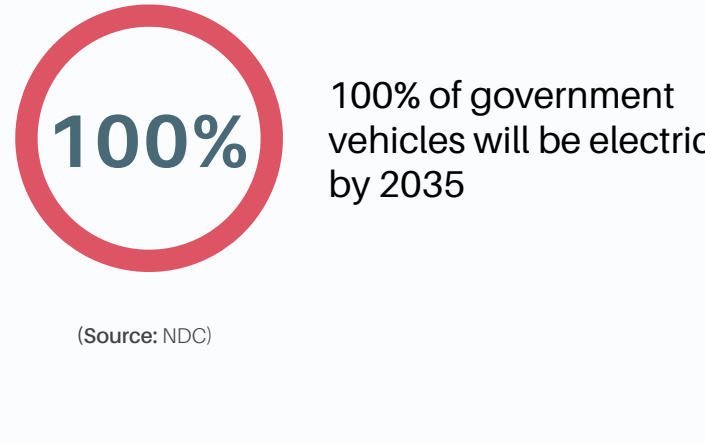
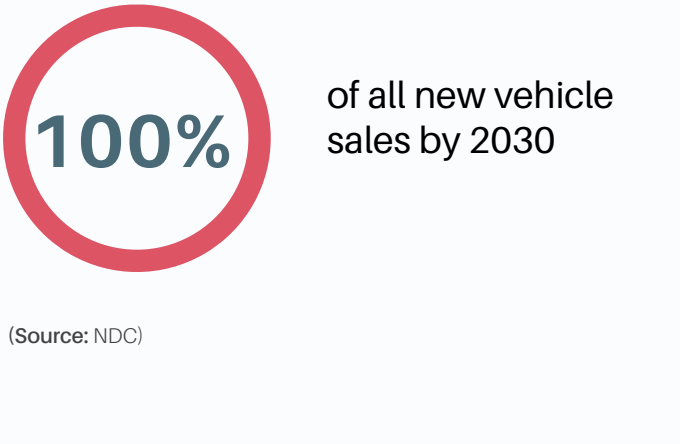
Motorisation rate 2015 (vehicles* per 1000 inhabitants)



VEHICLE ELECTRIFICATION

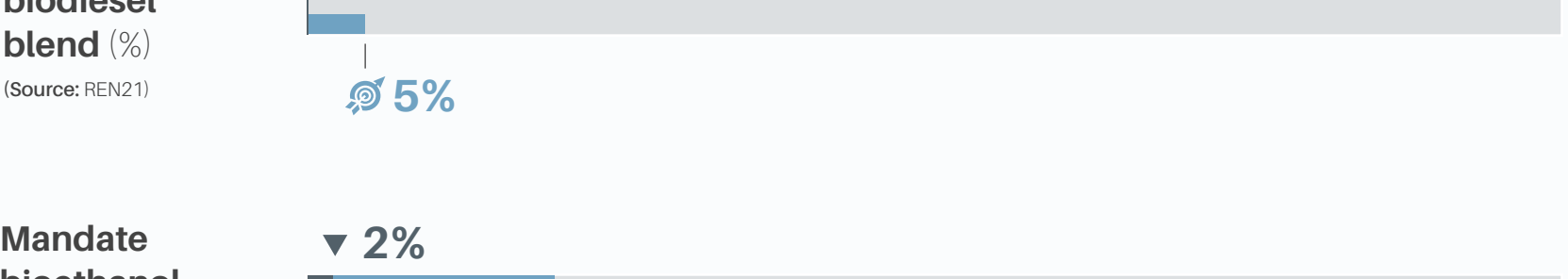
	Total number in use (2019)	Growth (2018-2019)	Number sold (2019)	Growth (2018-2019)
Electric Cars	—	—	—	—
Electric 2-wheelers	—	—	—	—
Electric 3-wheelers	—	—	—	—
Electric Buses	—	—	—	—

EV targets



BIOFUELS

Mandate biodiesel blend (%)

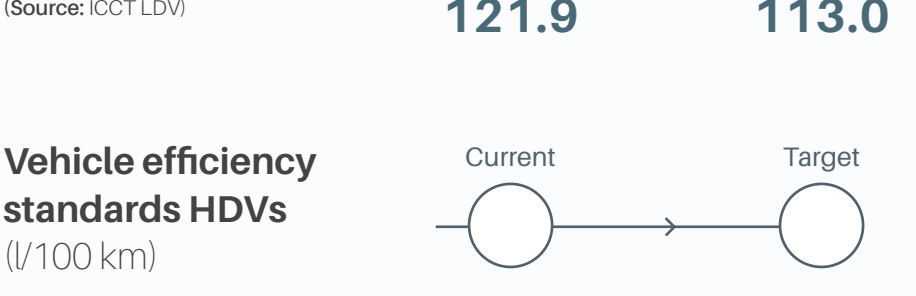


Mandate bioethanol blend (%)



VEHICLE EFFICIENCY

Fuel efficiency standard passenger vehicles (g/km)



Vehicle efficiency standards HDVs (l/100 km)



Other transport targets

100% renewables in transport by 2030, ban on the importation of new internal combustion engine vehicles (with an indicative start of 2025)

Threats and Opportunities

ENERGY

Antigua and Barbuda's current share of renewables is less than 5%, thus, its pathway to reaching its 100% renewable energy target will require significant up-front investments (estimated between USD 388 million and 783 million) (IRENA), as well as substantial institutional and policy reform.

TRANSPORT

High shares of transport emissions in total emissions and high per-capita emissions indicate a substantial vehicle stock that will need to be replaced or made obsolete through improved public transport options.

The target of 100% renewables in transport will only be achievable with higher shares of (imported) biofuels, as it is unlikely that all vehicles will be electric by 2030. With other countries also ramping up biofuel use, supply constraints could result in high prices.

Although Antigua and Barbuda has high mitigation ambition for its transport system, it relies heavily on aviation to bring in tourists, its main source of income. Thus, reducing national transport emissions will also require decisive climate action at the global level.

Despite high up-front investments, a fully renewable electricity system could save Antigua and Barbuda expensive fuel imports and substantially reduce the cost of electricity, especially if combined with transport electrification measures (IRENA).

Antigua and Barbuda is relatively densely populated, with the majority of the population living in the capital St. John and the surrounding area. Expanding the public transport system and transitioning to electric buses could deliver increased mobility while reducing air and noise pollution, as well as carbon emissions, thus making the island more attractive for tourism.