Financial assessment of policies to tackle plastic pollution in Saint Lucia

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Common Seas

UK International Development
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Department of Sustainable Development

List of Acronyms

Acronym	Meaning
AFD	French Development Agency
ALDFG	Abandoned, Lost and or Otherwise Discarded Fishing Gear
CAPEX	Capital Expenditure
CBF	Caribbean Biodiversity Fund
CCOA	Commonwealth Clean Ocean Alliance
CLiP	Commonwealth Litter Programme
DFI	Development Finance Institution
DRS	Deposit Return Scheme
DSD	Department of Sustainable Development
EPPIC	End Plastic Pollution International Collaborative
EPR	Extended Producer Responsibility
EU	European Union
FTE	Full-Time Equivalent
GDP	Gross Domestic Product
GEF	Global Environment Facility
GNI	Gross National Income
HDPE	High-Density Polyethylene
HORECA	Hotel, Restaurant and Café/Catering Industry
GPAP	Global Plastic Action Partnership
IBRD	International Bank for Reconstruction and Development
IFI	International Financial Institution
IUCN	International Union for Conservation of Nature
MBC	mnjywManagement of Beverage Containers Bill
ML-MAP	Marine Litter Management Action Plan
NGO	Non-Governmental Organisation
ODA	Official Development Assistance
OPEX	Operational Expenditure
PET	Polyethylene Terephthalate
PWP	Plastic Waste Partnership
PRO	Producer Responsibility Organisation
SBE	Sustainable Blue Economies Programme

SLHTA	Saint Lucia Hotel and Tourism Association
SLSWMA	St Lucia Solid Waste Management Authority
SLTA	Saint Lucia Tourism Authority
SGP	Small Grants Programme
SPV	Special Purpose Vehicles
TAF	Technical Assistance Facility
UBEC	Unleashing the Blue Economy of the Caribbean
UNDP	United Nations Development Programme
UNEP	United Nations Environment Programme
UNOPS	United Nations Office for Project Services
USAID	United States Agency for International Development
USD	United States Dollar
WEF	World Economic Forum
XCD	Eastern Caribbean Dollar

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Executive Summary

In 2025, Saint Lucia finalised its Report on Recommendations for Plastic Policies through a partnership between the Department of Sustainable Development (DSD) and Common Seas, supported by the UK Government's Sustainable Blue Economies (SBE) programme. The report presents the findings of a baseline assessment of plastic pollution and an analysis of the potential effectiveness of various policies from Saint Lucia's Marine Litter Management Action Plan (ML-MAP), as well as three additional suggested policies that can ameliorate plastic pollution in Saint Lucia. It shows that, together, the assessed policies could reduce plastic pollution in Saint Lucia by approximately 38% within 10 years, equivalent to roughly 120 tonnes per year.

This supplementary assessment, developed by Common Seas, provides additional support and guidance to the Government of Saint Lucia to help implement the report's recommendations for five priority policy areas. It provides a financial assessment to clarify the scale and nature of investment required to implement the five selected interventions, identified as priority policies by the DSD, and identifies potential sources of funding to implement these measures aligned with the country's fiscal and institutional realities.

The analysis combines two complementary components. First, a structured costing assessment estimates the capital expenditure (CAPEX), operational expenditure (OPEX), and annualised lifecycle costs for selected interventions through to 2035. It also notes the employment impacts for select policies and the associated externalities of implementing these policies.

Second, a financial mapping exercise identifies potential funding sources, including official development assistance, multilateral environmental funds, philanthropic finance, private investment, and fiscal instruments.

Each financing source has been assessed for its suitability across three cost areas: enabling measures (policy, regulation, capacity building), capital investment, and ongoing operational expenditure. This approach recognises that capital investments without secured operational financing often fail to deliver a sustained impact.

Key Findings

A summary of the study findings is provided in Table E.1 below.

Table E.1: Cost summary, employment generated, and pollution reduction per policy with relevant funding sources (as of 2035)

Policy	Annualised cost USD (as per 2035)	Plastic pollution reduction (as of 2035)	Employment impacts (full-time equivalent jobs, FTE)	Potential sources of funding[1]
Management of Beverage Containers Bill	$2,267,000	32	21	• GEF Small Grants Programme • Caribbean Biodiversity Fund

[1] This is not an exhaustive list of funding sources; for more details, see section 3: Financial Mapping.

Waste segregation and recycling activities	$100,000	2.3[2]	2	• Saint Lucia National Conservation Fund • Blue Planet Fund • Global Plastic Action Partnership (GPAP) • PROBLUE • Small Grants Programme (SGP) on Plastic Waste (Basel/Stockholm Conventions) • Ocean Innovation Challenge • Commonwealth Blue Charter Project Incubator • Commonwealth Clean Ocean Alliance (CCOA) Technical Assistance Facility • The Ocean Foundation • Clean Oceans Initiative 2.0 • Plastic Solutions Fund
Reuse scheme	$22,000	15.6[3]	0	
Waste management plan for the fisheries sector	$23,000	3.3	3	
Waste minimisation guidelines	$27,000	6	0	

It is important to recognise the two key barriers Saint Lucia faces in implementing these policies: the limited institutional capacity to coordinate implementation across government agencies, and limited available funding to operationalise priority interventions. Saint Lucia is fiscally constrained, and despite a fall in public debt in recent years, public finances remain a concern. In addition, Saint Lucia's vulnerability to climate-related disasters and a tourism-dependent economy leaves it exposed to further challenges. Substantial resources are required to support development and resilience, but the country's classification as an upper-middle-income economy restricts its eligibility for concessional financing, although it remains eligible for official development assistance (ODA). This challenge is compounded by a broader decline in international aid flows.

As such, it is likely that the implementation of policies and interventions to tackle plastic pollution will depend on philanthropic and development finance funding sources that align with Saint Lucia's priorities and unique characteristics, such as tourism, natural capital, and island status. Demonstrating the long-term financial sustainability of interventions will be essential. Whilst development finance and philanthropic sources are likely to be key sources of funding for implementing interventions to tackle plastic pollution, there may be scope to access private finance, particularly for projects that provide opportunities for private-sector growth. For example, Saint Lucia's small but

[2] This reduction value appears comparatively low as the proposed scheme only targets schools and hotels, not households.
[3] This relates to the reduction in plastic waste generated rather than a reduction in plastic pollution.

active waste and recycling sector provides a strong foundation for growing private-sector activity aligned with efforts to tackle plastic pollution. Funding mechanisms that also provide incubator and accelerator support could help ensure that these interventions create economic opportunity and achieve financial sustainability.

Recommended Next Steps

To translate policy into action, a clear roadmap, strong governance, and institutional ownership are required. Priority next steps include:

1. **Establishing a Working Group to take forward the report's recommendations**
    - Comprised of key agencies like the DSD, Saint Lucia Solid Waste Management Authority (SLSWMA), Ministry of Finance, and Department of Fisheries.
    - Responsible for producing a more granular implementation plan for the policies based on potential impact, cost, financing feasibility, and institutional capacity to implement.

2. **Early-stage stakeholder sensitisation and consensus-building**
    - To engage stakeholders across the government, private sector, civil society, and communities to build buy-in, awareness, and capacity for implementing plastic pollution interventions.

3. **Advancing the Management of the Beverage Containers (MBC) Bill**
    - As the highest-impact and most mature intervention, focus on building regulatory, technical, and administrative capacity.
    - Key actions:
        - Capacity building for SLSWMA to manage the MBC Fund.
        - Early engagement with producers, importers, and the private operators of collection depots.
        - Secure blended funding (government, grants, and private investment) to develop collection and processing infrastructure.

4. **Implementing lower-cost, high-feasibility interventions**
    - Roll out waste segregation and recycling in schools and hotels.
    - Develop waste minimisation guidelines.
    - Implement a fisheries waste management plan.
    - Initiate targeted scoping and feasibility assessments for reuse systems.

5. **Establishing a Task Force to seek and secure technical assistance and grant funding**
    - Coordinate feasibility studies, business case development, and grant applications to secure funding for the MBC Bill and complementary interventions.

1. Introduction

1.1 Background and context

The Report on Recommendations for Plastic Policies in Saint Lucia (2024), co-developed by Common Seas and the Department of Sustainable Development (DSD), analyses five key policy measures in Saint Lucia's Marine Litter Management Action Plan (ML-MAP), namely the Management of Beverage Containers Bill, waste segregation and recycling, waste minimisation guidelines, reuse schemes, and a waste management plan for the fisheries sector. If fully implemented, these measures, along with three other suggested policies (a reusable diaper programme, waste minimisation guidelines for households and a levy on single-use plastic bags) could reduce annual plastic pollution into waterways by approximately 38% within 10 years, equivalent to a reduction of approximately 120 tonnes per year. Tackling plastic pollution also presents multiple environmental, and socio-economic co-benefits for Saint Lucia, including protecting vulnerable ecosystems and preserving biodiversity, reducing the greenhouse gas emissions associated with plastic production and disposal, and creating new green jobs.

During post-report consultations, the DSD highlighted two core constraints: the limited institutional capacity to coordinate delivery across agencies, and limited access to the financial resources required to operationalise the proposed interventions.

In response, additional support was secured and has focused on:

- Participatory prioritisation of report interventions in consultation with government partners and regional stakeholders;
- Development of high-level costing assessments to clarify the scale, distribution, and timing of the financial requirements; and
- A structured financial mapping exercise to identify potential funding sources, eligibility conditions, risks, and sequencing considerations.

This report represents a practical step in translating the Report's recommendations into a finance-oriented implementation pathway, clarifying both the scale of investment required and the potential mechanisms for mobilising it.

1.2 Financing shortfall

Despite the growing prioritisation of plastic pollution within national policy agendas, the persistent lack of accessible and sustainable financing remains a major barrier when it comes to many Small Island Developing States (SIDS), including Saint Lucia, implementing comprehensive measures across the plastics value chain. As a small island state in the Eastern Caribbean, Saint Lucia faces a unique set of structural economic and environmental constraints. Plastic pollution represents a growing threat to the island's marine ecosystems, tourism-dependent economy, and public health. The country's small domestic market, high import dependency, and geographic isolation increase the cost of the waste management infrastructure and limit economies of scale for recycling and materials recovery systems.

Like many SIDS, Saint Lucia faces structural fiscal limitations that constrain its ability to finance large-scale environmental infrastructure projects. Government revenues must be allocated across a wide range of priorities, including climate resilience, disaster recovery,

healthcare, and public services. At the same time, waste management interventions often require substantial upfront capital investments in collection equipment, material recovery facilities, recycling systems, and regulatory enforcement mechanisms. These financing challenges are compounded by the country's broader macroeconomic context. Saint Lucia remains heavily dependent on external financing and foreign investment, reflecting high public debt levels, estimated to be around 74.5% of GDP in 2024, though declining from approximately 90% in 2020.[4] This is in addition to its exposure to climate-related disasters, and a narrow economic base in which tourism accounts for more than 65% of GDP. While the country requires significant investment to support development and resilience, its classification as an upper-middle-income economy limits access to concessional development finance[5], while declining international aid flows further constrain the available resources. As a result, there is an increasing pressure to explore alternative and blended financing approaches, including mobilising private sector investment.

Without a structured and predictable financing pathway, combined with a strengthened institutional capacity to access and manage international climate and environmental finance, the report risks remaining primarily a strategic framework rather than an operational delivery roadmap. Finance therefore represents the critical bridge between policy ambition and on-the-ground implementation.

1.3 The scale and nature of the financing required

Implementing the priority interventions identified in the report requires financing across three interlinked categories:

1. **Enabling measures** – policy development, regulatory drafting, enforcement systems, institutional strengthening, capacity building, and public awareness campaigns.
2. **Transition and capital investment (CAPEX)** – infrastructure development, equipment procurement, and system set-up costs.
3. **Ongoing operational expenditure (OPEX)** – ongoing service delivery, maintenance, monitoring, enforcement, and system management costs.

Experience from comparable contexts shows that capital investments without secured operational financing often fail to deliver a sustained impact. A durable implementation pathway must therefore match financing instruments to cost type and ensure long-term sustainability.

1.4 Scope

The report serves as a basis for decision support and funder engagement. It is intended to:

- Present comparable annualised lifecycle cost estimates and key impact metrics, including pollution reduction, employment, and SDG contributions for selected report interventions.

[4] IMF. (2024). *St Lucia: Staff Concluding Statement of the 2024 Article IV Mission.*
[5] Although Saint Lucia still receives ODA and concessional funding through climate finance, regional banks, and SIDS-targeted mechanisms that recognise its structural vulnerabilities.

- Clarify the distribution of financial responsibilities across the central government, local authorities, businesses, and households, highlighting affordability and political economy considerations.
- Identify viable financing pathways aligned with intervention type and cost category (enabling, capital, operational), reflecting Saint Lucia's fiscal realities and institutional capacity.
- Provide a structured foundation for prioritisation, phased implementation planning, and engagement with development and investment partners.

This analysis combines two complementary components:

1. **Financial assessment (costing analysis):** Annualised lifecycle cost estimates (CAPEX and OPEX) based on implementation in the Saint Lucian context, alongside indicative pollution reduction impacts, and employment generated.
2. **Financial mapping:** A structured review of potential sources of finance, including Official Development Assistance (ODA), multilateral environmental funds, philanthropic finance, private finance, domestic revenue instruments, and their suitability for different policy types and cost categories.

This report is not intended to serve as a detailed feasibility study or procurement-ready budget proposal. Cost estimates are indicative and designed to inform prioritisation, early-stage financing discussions, and implementation pathways. Further technical validation would be required prior to procurement or detailed investment planning.

Similarly, the funding mapping presented in the report is not exhaustive. It is intended to provide a basis for prioritising policies and progressing discussions with potential funders and partners. More detailed business case development and funding application processes will be needed as subsequent steps.

1.5 Policies assessed

This study assesses the following five policy interventions from the report, which have been prioritised by the Department of Sustainable Development:

Management of Beverage Containers Bill

- Implementing a deposit return scheme (DRS) for plastic beverage containers to encourage higher collection and recycling rates.

Waste segregation and recycling

- Rolling out waste segregation for schools and hotels to support improved recycling and waste management practices.

Waste minimisation guidelines

- A programme of waste minimisation, comprising sector-specific guidance supported by awareness-raising activities and ongoing monitoring.

Reuse schemes

- A reusable food take-away container scheme for participating restaurants to reduce single-use food packaging waste.

Waste management plan for the fisheries sector

- The development of a sector-specific waste management plan to better quantify the scale and impacts of lost and abandoned fishing gear, and to guide the implementation of targeted measures to prevent, recover, and properly manage fishing-related waste.

1.6 Approach

Costing assessment methodology:

The financial assessment applies a structured cost-modelling framework to estimate capital expenditure (CAPEX), operating expenditure (OPEX), and annualised lifecycle costs for each selected intervention. The analysis also considers pollution reduction potential and employment impacts. Where appropriate, cost per tonne of plastic pollution abated is presented as a comparative metric.

For further details on the costing methodology, see Annex I.

Financial mapping methodology:

A structured desk-based review was undertaken to identify potential financing sources suitable for the interventions assessed. Funding sources were categorised as:

- Official development finance (including multilateral and bilateral funds);
- Philanthropic finance;
- Private finance;
- Public-private partnerships;
- Domestic public revenues and fiscal instruments;
- Extended Producer Responsibility mechanisms.

Each source was assessed for its suitability in supporting the enabling measures, capital investment, and operational expenditure.

For further details on the financing methodology used, see Annex II.

2. Cost assessment

This section of the report outlines the expected costs and associated benefits of the five policies selected from the Report on Recommendations for Plastic Policies in Saint Lucia. It has been prepared to support policy decision-making by illustrating the scale and distribution of the associated costs and benefits. It presents estimates of capital and operating expenditures, alongside indicative timelines for their implementation and the likely cost bearer.

Summary of cost estimates and pollution reduction potential

A summary of the cost estimates and related potential for plastic pollution reduction is presented in Table 1.

All cost estimates are provided in USD, in real terms as of 1 January 2026. The annualised life-cycle cost of each policy intervention reflects the average capital and operating expenditures for each policy as of 2035. The comparison year of 2035 was used to enable a comparison between interventions that incur costs and deliver benefits over considerably different timelines.

Accordingly, costs, pollution reductions, and positive externalities have been assessed under a scenario in which all proposed policies are implemented in line with the report, reaching full operational maturity by 2035. This common year enabled a direct comparison of the plastic pollution-reduction potential of the proposed interventions along with their associated costs.

Table 1: Summary of the costs and impacts for policies assessed in the Report on Recommendations for Plastic Policies in Saint Lucia (as of 2035)

Policy	Annualised cost (USD)	Pollution reduction (tonnes per annum)	Cost of plastic abatement (USD/tonne)	Employment impacts (full-time equivalent jobs, FTE)
Management of Beverage Containers Bill	2,267,000	32	70,843	21
Waste Segregation and Recycling Activities	100,000	2.3	43,478	2
Reuse scheme for takeaway containers	22,000	15.6*	-	0
Waste Management Plan for the Fisheries Sector	23,0000	3.3	6,970	2
Waste Minimisation Guidelines	27, 000	6	4,500	0

Note: Negative values, where applicable, are presented in brackets (e.g., (500)) in line with standard accounting practice. Negative costs represent income, revenue generation, increased profits and/or cost savings.
*Reduction in plastic waste generated.

2.1 Management of Beverage Containers Bill

Overview

Saint Lucia consumes more than 1,400 tonnes of plastic beverage bottles per annum, comprising the largest source of plastic waste generated. Beverage bottles are also the most littered and dumped items, accounting for approximately 11% of marine plastic pollution.

Saint Lucia has been in the process of developing a Deposit Return System since 2003 when the initial legislation for a Management of Beverage Containers Bill was drafted. A revised version of the National Policy providing details of the operationalisation of the system was developed by the DSD and the St Lucia Solid Waste Management Authority (SLSWMA), with support from Unite Caribbean. It is intended to be submitted to Cabinet in early 2026. Common Seas quantified the potential impact of the policy based on the parameters outlined in the updated Policy. We have estimated that it has the potential to reduce plastic pollution by 32 tonnes per annum by 2035.

The National Policy on the Disposal of Plastic Beverage Containers targets plastic beverage containers of 5 litres or less. It would be implemented through a network of depots operated by private companies, and the system would be overseen by the SLSWMA. The redemption depots would be responsible for the collection, sorting and transport of material to a centralised location managed by the SLSWMA for further processing.

At present, St Lucia has a limited recycling industry. There are several private companies engaging in the collection of separate materials, such as Plastic Solutions, Biohelps, and Jua Kali. However, there are currently no activities related to the collection of waste beverage containers.

At the request of the DSD, the costs presented in Table 1 reflect an expanded DRS system that, in addition to plastic beverage containers, also includes glass and aluminium beverage containers. The approach would use a co-located return system whereby depots would be responsible for receiving all eligible material types under the DRS. The consolidation of material at depots would result in cost savings compared to collecting the waste streams separately.

While the revised National Policy initially proposed a deposit value of XCD 15 cents for plastic beverage bottles, this amount would be inadequate to support the increased costs of collecting and sorting multiple waste streams. Accordingly, a higher deposit value of XCD 20 cents has been modelled across all three material types, in addition to a handling fee of XCD 7 cents. This is also in keeping with stakeholder feedback at the October 2024 MBC Consultation on appropriate deposit values for the DRS.

Table 2. Costs and impacts of the Management of Beverage Containers Bill

Who bears the cost?	Annualised cost (2035)	Pollution reduction (tonnes in 2035)	Cost per tonne of pollution reduced	Jobs	CAPEX vs OPEX
Government/ODA	(2,139,000)	32	70,844	21	15%
Business	2,112,000				
Households	2,293,000				

Cost assumptions

- The Deposit Return System would be based on a co-located return model, with six redemption depots operated by private entities serving as the public return points for all eligible beverage container materials, including PET, HDPE, aluminium, and glass. Depot operators would be responsible for the collection, sorting, and temporary storage of returned containers until the materials are transported to the main processing facility.

- The St Lucia Solid Waste Management Authority would be appointed as the administrator of the DRS and manage the Beverage Containers Fund. Responsibilities would include ensuring that deposits are applied to eligible products, receiving deposits and handling fees from brand owners, reimbursing deposits to consumers, and paying handling fees to depot operators.

- For simplicity and to avoid discouraging the use of more sustainable materials, the cost modelling is based on a uniform deposit value of XCD 20 cents and a handling fee of XCD 7 cents for all material types.

- Key capital expenditures include the construction of a central facility for material processing and storage, as well as the procurement of equipment such as a heavy-duty baler and three flatbed trucks to support transport from depots to the SLSWMA facility. Operational expenditures will include staffing, capacity building, education and awareness activities, and transport costs.

- The only component requiring government financing is the initial capital expenditure to establish the centralised infrastructure. Thereafter, the deposit level and handling fees are designed to ensure the scheme is financially self-sustaining. Costs incurred by businesses and consumers do not require ongoing government funding.

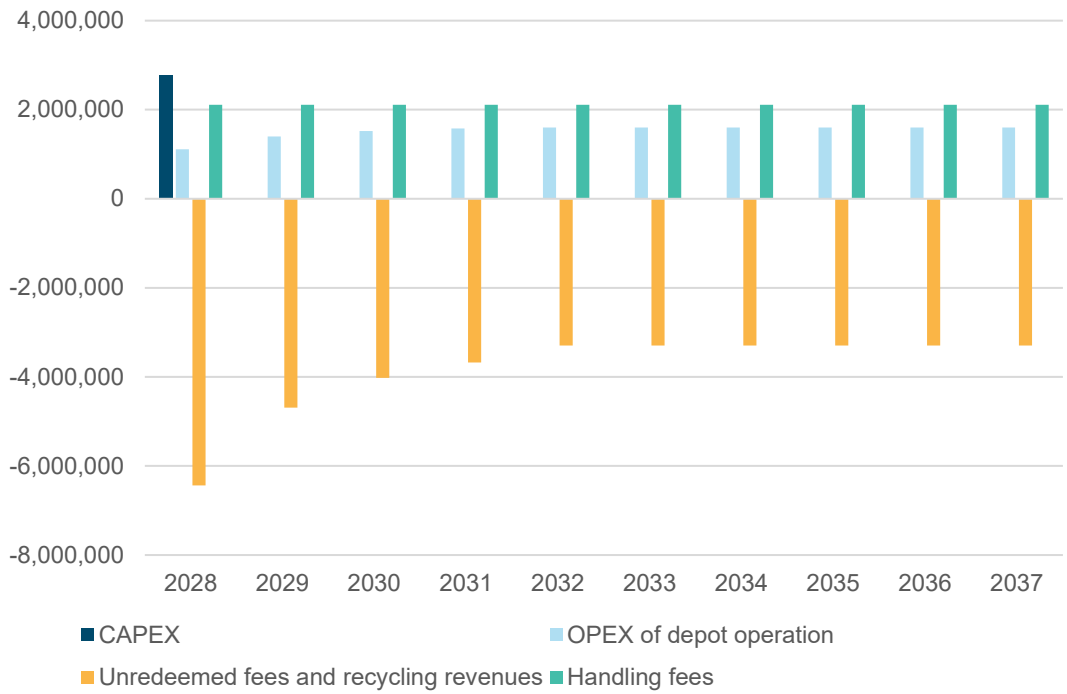
- Financial assumptions include the potential sale of collected glass to Carib Glassworks in Trinidad and Tobago, as well as sales to other regional and international markets. However, given that material prices are volatile and Saint Lucia generates relatively low material volumes, this makes shipping costly. Therefore, the system is designed to remain financially sustainable primarily through unredeemed deposits and handling fees rather than on market revenues.

- Initially, there is estimated to be a large number of unreturned deposits as consumers will take time to change their behaviour and return beverage containers at depots (70% of bottles are assumed to be returned when the policy is in full operation). The funds relating to these unredeemed deposits will be used to establish the scheme and fund ongoing activities. This will constitute a cost to consumers of around $11 per capita. However, it is worth noting that the majority of this will be borne by high-income households and tourists, and could, in reality, be lower if behaviour change occurs more quickly than modelled.

- Businesses incur costs through the handling fee charged on each bottle they introduce to the market. For this costing exercise, it is assumed that these fees are not passed on to consumers. In practice, some level of pass-through is likely, depending on market dynamics and private sector pricing strategies, which are beyond the scope of this analysis.

- It is estimated that the DRS will not become operational before Q1 2028. This timeline assumes policy approval in Q1 2026, legislative drafting and passage of the MBC Bill by Q1 2027, establishment of the Beverage Containers Fund and depots by Q3 2027, and full system launch by Q1 2028.

Figure 1. Indicative timeline of the costs and revenues of the Management of Beverage Containers bill (USD)[6]



[6] Note: Figure 1 presents unredeemed deposits as government cash inflows; however, in practice, these represent costs borne by consumers.

Context and co-benefits

The successful implementation of the Management of Beverage Containers Bill would represent an important step toward building a more resource-efficient, circular system of material use in Saint Lucia. The return of PET, selected HDPE, aluminium, and glass to conveniently located return depots would mark a significant shift away from a linear consumption model toward one that prioritises recycling and resource recovery.

The separate collection of these materials would generate a cleaner stream of recyclables, creating opportunities for local processing, controlled downcycling, and potential revenue from exporting materials for recycling abroad. The bill could also generate approximately 21 green jobs across areas such as pre-processing operations, logistics, and transport services focused on recyclable materials, as well as local packaging manufacturers incorporating recycled content into their products.

The deposit return scheme would also help support Saint Lucia's tourism economy by reducing litter and improving the cleanliness of beaches and public spaces, helping to maintain the island's reputation as a premier tourism destination. Cleaner coastlines also contribute to the protection of the marine ecosystems that support tourism and fisheries. From an environmental and climate perspective, the scheme would help reduce plastic leakage into waterways, lower flood risks by preventing clogged drainage systems, and cut greenhouse gas emissions through higher recycling rates by reducing energy-intensive raw material extraction, lowering the manufacturing energy demand, and decreasing landfill methane, thus supporting broader climate resilience and sustainability goals.

2.2 Waste Segregation and Recycling Activities

Overview

The Deposit Return System is expected to become operational in 2028 and will only focus on beverage containers. It is beneficial to also establish a recycling scheme in the nearer term for several reasons:

- To begin influencing behaviour change through public awareness campaigns and establishing this as a key priority for the country and engraining a shared responsibility mindset.
- To facilitate the collection of non-beverage container recyclable materials.
- To increase accessibility and convenience for the collection of recyclable materials.

The Community and Schools Recycling Initiative, while initially designed to just target plastic, could be expanded to also incorporate the collection of recyclable glass waste. This would increase the amount of waste diverted from landfill and provide another stream of recyclable materials. Select schools and hotels would serve as collection points for the surrounding communities to dispose of their plastic and glass, increasing accessibility and recycling rates.

Table 3. Costs and Impacts of Waste Segregation and Recycling Activities

Who bears the cost?	Annualised cost (2035)	Pollution reduction (tonnes in 2035)	Cost per tonne of pollution reduced	Jobs	CAPEX vs OPEX
Government/ODA	13,000	2.3*	43,478	2	28%
Business	48,000				
Households	39,000				

* The pollution reduction potential of this policy is comparatively small, as it only targets schools and hotels. Expanding the scheme to households could increase its overall impact, but the DSD does not consider this feasible in Saint Lucia in the short-to-medium term.

Cost assumptions

- In line with the Community and Schools Action Plan, the recycling initiative would take an island-wide approach, focusing on the collection of recyclable plastic (PET and HDPE) and glass at schools and accommodations across Saint Lucia.

- One primary school and one secondary school in each of the eight parishes would each receive two collection bins (one for plastic and one for glass). The same bin provision would apply to all hotels and guesthouses listed through the Saint Lucia Tourism Authority (SLTA), totalling 314 accommodations, which has been used as the basis for the cost calculations.

- The costing assumes implementation beginning in 2027, following the approval and appointment of a dedicated Recycling Coordinator. This role is critical to the successful development and operation of the recycling system, including public awareness campaigns, incentive activities, and coordination with private partners for the transport of collected materials.

- Capital investments are included under the initiative cover equipment required to process collected materials, including an industrial glass crusher and a plastic and metal shredder. While aluminium waste volumes are relatively low, this stream will be primarily targeted through the Deposit Refund System, with the shredder potentially supporting aluminium processing in the future.

Context and co-benefits

The proposed waste segregation and recycling initiative in Saint Lucia is expected to deliver significant co-benefits for public health, employment, tourism, and climate change mitigation. By improving the collection and processing of plastic and glass waste across schools, hotels, and guesthouses, the programme will reduce the volume of waste sent to landfill and help curb illegal dumping and littering. This diversion of recyclable materials will contribute to extending the lifespan of the Deglos Sanitary Landfill, which the SLSWMA estimates has only 6–8 years of remaining capacity. It will also help lay the foundation for lasting behavioural change among institutions and individuals, creating the conditions needed to scale the scheme to households over time and embed more sustainable waste management practices nationwide.

In addition to easing the pressure on landfill space, increased recycling and resource recovery will support climate change mitigation efforts by reducing methane emissions

from waste disposal and lowering the demand for virgin material production. These outcomes align with Saint Lucia's broader sustainable development and environmental goals.

The initiative is also expected to improve community cleanliness and reduce health risks linked to pests, unsanitary waste conditions, and air pollution, particularly in densely populated areas and environmentally sensitive coastal zones.

Beyond environmental and health benefits, the programme will generate new employment opportunities. From 2027 onwards, the appointment of a dedicated project coordinator will support implementation, while additional jobs are likely to emerge in waste collection, sorting, and transportation, as well as the operation and maintenance of new recycling equipment, including a glass crusher and plastic/metal shredder. Over time, the introduction of a national recycling scheme can also help stimulate a circular economy in Saint Lucia by strengthening local recycling systems, encouraging green enterprise development, and creating further employment across the resource recovery value chain.

Finally, engagement with the tourism sector will enhance the country's sustainability profile, support eco-tourism objectives, and improve the visitor experience through cleaner urban and coastal environments, while also encouraging stronger private-sector participation in waste management solutions.

2.3 Reuse Scheme

Overview

Waste minimisation sits at the top of the waste hierarchy because it addresses the problem at its source and has the greatest potential to reduce overall waste generation. However, reuse schemes can be difficult to implement, particularly in SIDS, and requires careful design and strong stakeholder support to ensure that initiatives are practical, effective, and sustainable over the long term.

Previous projects proposed reusable food container schemes in Saint Lucia, including the Plastic Waste Free Islands (PWFI) pilot at the Spice of India restaurant. This involved providing polypropylene containers to the restaurant for customers to use and return to the restaurant as an alternative to single-use plastic containers. Polypropylene was identified for its weight, energy use during production, sturdiness and on the go convenience. However, according to reports like Beyond Plastics' Restaurant's Guide to Reducing Plastic (2022), polypropylene containers are not recommended for several reasons:

- They are still derived from fossil fuels and will ultimately end up in landfill where they will degrade and risk harmful chemicals entering the environment.
- The containers are a source of microplastics that shed readily into food.
- Polypropylene containers are not as robust as alternative non-plastic materials, as they are more easily stained and damaged, resulting in the need to replace them more frequently. Stains were also a key learning from the PWFI pilot, which can impact on perceptions of cleanliness.

Alternative non-plastic materials such as stainless steel come at a higher price point, affecting the financial viability of the scheme. It is essential that further market research is conducted in Saint Lucia to assess the viability of such a scheme and to ensure that

financial costings are representative of the current context. For example, the market research would need to ask the following questions:

- How many restaurants are interested in participating?
- How many of these restaurants have commercial dishwashing equipment?
- What is the feasibility of establishing a centralised dishwashing facility?
- How many takeaway containers do restaurants currently hand out to customers?
- How high of a deposit are customers willing to pay for a reusable container?
- What barriers, if any, prevent customers from participating in a reusable container scheme?

There are already existing resources available tailored for restaurants to establish reusable takeaway container schemes, including opportunities for subsidies and financing. Following the completion of the market research, the Department of Sustainable Development should provide guidance and direction for restaurants to these available resources to support their pursuit of reusable container schemes. The C4R project in Saint Lucia also intends to develop policy recommendations for a reuse system in Saint Lucia, which will be a valuable resource.

Table 4. Costs and impacts of a reuse scheme for takeaway containers

Who bears the cost?	Annualised cost	Reduction in single-use plastics generated (tonnes)*	CAPEX vs OPEX
Government/ODA	22,000	15.6	7%
Business			
Households	90		

*It is estimated that this policy could replace up to 52,000 single-use takeaway containers per year.

Cost summary

- The initiative would focus on restaurants with existing commercial dishwashing facilities introducing a reusable takeaway container scheme for their customers.

- For the purpose of costing, assumptions have been made that 20 restaurants, out of the 40 listed by the Saint Lucia Tourism Association (SLTA), already have commercial dishwashing equipment and would be interested in participating in the reusable takeaway container scheme.

- The concept is that the reusable containers would be standardised across all participating restaurants and could be returned to any participating outlet, maximising convenience for customers.

- The costing assumes that a refundable deposit of XCD 5 dollars[7] would be paid by customers when using the reusable containers and that, annually, 10% of containers would not be returned.

[7] This is in line with the deposit charged during the IUCN reuse pilot at the Spice of India Restaurant. Although ideally the deposit should cover the cost of replacing the container, the high price point of the reusable stainless-steel containers renders this infeasible. As such, grant or private sector funding is likely to be needed to sustain the ongoing CAPEX and OPEX costs of the scheme.

- Although the annualised cost to businesses is estimated at $0, there is a potential for savings from reducing the use of single-use takeaway containers by around 52,000 units per year. However, these savings may be partially or fully offset by the increased electricity and water costs associated with cleaning reusable containers and have therefore not been included in the annualised cost estimate.

- It is assumed that the containers have a lifespan of 5 years.

- Cost estimates have been prepared for the procurement of 25 stainless-steel reusable food containers per participating restaurant.
- It is recommended that in the long-term, participation in the scheme becomes mandatory once the necessary funding, infrastructure, capacity building, and awareness-raising measures are in place.

Context and co-benefits

A reuse scheme for restaurants would reduce the amount of plastic waste ending up in landfill by more than 15 tonnes each year, while also reducing the need to import plastic in the first instance. Reusable takeaway container schemes can also produce several additional benefits including economic savings, enhanced public awareness, and the conservation of natural resources.

While plastic takeaway containers are cheap to manufacture and purchase, the convenience of these containers often means that restaurants hand out many of these to customers with the costs adding up quickly. Switching to reusable containers does incur a higher upfront cost, however, the ability to reuse the containers means businesses can save money in the longer term. The longer the containers remain in use, the lower the cost of the item becomes and the greater the potential savings.

By participating in such a reuse scheme, businesses will be leading by example, acting as a leader in the community to encourage a culture of sustainability. Integrating reuse schemes will serve to showcase the benefits that can come from choosing to prioritise sustainable alternatives to single-use plastics. Businesses will be helping their customers and communities shift from a linear “take-make-dispose” model towards a more circular approach that promotes resourcefulness, innovation, and responsible consumption.

Lastly, there is of course the reason ‘reuse’ is at the top of the waste hierarchy: it has the greatest impact on waste disposal and environmental pollution by cutting the issue off at the source. Reusing products such as food containers means there is less demand for the production of new single-use products. This reduces the need for virgin resources to be extracted, decreasing the energy consumption during production and shipping. By putting in place measures to move towards a circular economy, businesses can have a significant positive impact on preserving the natural environment that SIDS such as St Lucia particularly rely upon.

2.4 Waste Management Plan for the Fisheries Sector

Overview

Fisheries are a central part of Saint Lucia's economy, employing more than 5,000 persons and indirectly supporting the livelihoods of an additional 62,000 persons.[8] Despite fishing comprising a relatively small share of St. Lucia's total plastic waste generation (0.1%), abandoned, lost and discarded (ALDFG) fishing gear causes significant harm as it directly enters the aquatic environment and traps marine life and damages coral reefs.

While much of Saint Lucia's fishing is artisanal, it is estimated that more than 3 tonnes of fishing gear enter the island's waterways each year, with fishing gear being a commonly recorded category of debris on beaches and nearshore waters across the Caribbean.[9]

This policy would entail developing and implementing a waste management plan for the fisheries sector. It would also improve fishers' access to waste disposal facilities and would entail an education campaign to provide awareness of the potential impacts of ALDFG. In addition, this policy entails adopting a track-and-trace system for fishing gear to locate lost gear and better understand the causes of ALDFG.

Importantly, the initiative would also improve data collection to better understand the scale of the issue, which is currently poorly documented in Saint Lucia. This data would be gathered by including specific questions in the annual inspection survey that licensed fishermen are required to complete, helping to inform more effective management strategies in the future.

Table 5. Costs and impacts of the waste management plan for the fisheries sector

Who bears the cost?	Annualised cost (2035)	Pollution reduction (tonnes in 2035)	Cost per tonne of pollution reduced	Capex vs. Opex
Government/ODA	23,000	3.3	6,970	51%

Cost assumptions

- The primary capital expenditures relate to the development of a dedicated waste management plan for Saint Lucia's fisheries sector supported through the engagement of one consultant (or relevant public servant). Another core cost is the purchase of QR-coded gear tags to develop the track and trace system ($16k of the $23k annualised cost in 2035), along with related training for fishermen. The provision of one large commercial bin at each of Saint Lucia's 17 landing sites to accommodate discarded fishing gear has also been costed.

[8] Government of Saint Lucia. (2025). *FAO and the Government of Saint Lucia recently held the first workshop of the USD 16.7 million FISH-ADAPT Project.*
[9] UNEP. (2014). *Regional Action Plan on Marine Litter Management (RAPMaLi) For the Wider Caribbean Region 2014.*

- The waste management plan would outline practical measures for reducing and managing fisheries-related waste, including procedures for the collection and disposal of end-of-life fishing gear at landing sites, options for gear take-back or retrieval systems, improvements to port reception facilities, and recommended actions to prevent abandoned, lost, or discarded fishing gear (ALDFG).

- The consultancy will include amending the Annual Inspection Survey, in consultation with the Chief Fisheries Officer, to capture annual data on the types and quantities of fishing gear used, gear loss rates, and disposal practices for end-of-life gear. This aligns with Saint Lucia's Marine Litter Management Action Plan (ML-MAP).

- The consultant will also undertake consultations with key fisheries stakeholders to identify appropriate solutions for managing fisheries-related waste both at sea and on land, including measures to address ALDFG.

- Duration of consultancy: four months, based on approximately 20 consultant days per month.

- Implementation of the plan will involve ongoing costs for education, capacity building, and monitoring activities. Awareness campaigns will be delivered through the St. Lucia Fisherfolk Co-Operative Society meetings, focusing on best practices for gear loss prevention, marking, retrieval, and responsible disposal.

Context and co-benefits

Previous efforts to address discarded fishing gear in Saint Lucia have included pilot track-and-trace initiatives and underwater clean-ups in collaboration with diving companies. This policy builds on those initiatives while expanding the approach to include a comprehensive and dedicated fisheries waste management plan. Although not specifically focused on plastic pollution, the FISH-ADAPT project, a recently commenced five-year initiative, also seeks to build climate resilience in the sector, highlighting the broader importance of sustainable fisheries management.

Implementing the plan would generate multiple co-benefits. Recovering or preventing gear loss would reduce the impacts of ghost fishing, which can help to protect fish stocks and critical habitats like coral reefs and seagrass beds. Over time, this could support more stable fish catches, which is important for livelihoods and the local food supply.

It could also lower costs for fishers by minimising the need for gear replacement. Lost or drifting gear can also pose navigation hazards for small artisanal vessels as it can become entangled in propellers. Better gear management and retrieval systems could reduce risks for fishers and other marine users.

Beyond reducing gear replacement costs, improved reception facilities, and disposal options can reduce the time and effort fishers spend dealing with damaged gear, making operations more efficient and removing incentives to discard damaged or end-of-life gear at sea.

Collected end-of-life gear could potentially be recycled or repurposed in the future, creating small-scale opportunities for local enterprises or partnerships focused on material recovery.

Education campaigns and cooperative-based participation can also strengthen a culture of environmental stewardship among fishing communities, supporting longer-term behavioural change beyond project lifetimes.

2.5 Waste Minimisation Guidelines

Overview

Implementing waste minimisation measures focuses on reducing waste generation at source. In Saint Lucia, we believe waste minimisation would be most effective when targeting hotels, commercial and institutional facilities, and the construction industry.

This policy first costs the development of guidelines for waste minimisation. It then involves training in waste reduction and sustainable procurement practices for employees in the targeted industries.

Table 6. Costs and impacts of the waste minimisation plans

Who bears the cost?	Annualised cost (2035)	Pollution reduction (tonnes in 2035)	Cost per tonne of pollution reduced	Capex vs. Opex
Government/ODA	27,000	6	4,500	12%

Cost assumptions

- Waste minimisation guidelines will be developed for four priority sectors:
    1. Hotels
    2. Commercial businesses
    3. Manufacturing
    4. Construction

- The primary initial costs relate to engaging one consultant to develop tailored waste minimisation guidelines across all four sectors over an estimated six-month period (approximately 20 consultant days per month).

- The consultancy will include consultations with key stakeholders in each sector, such as the Saint Lucia Hotel and Tourism Association (SLHTA), the Ministry of Infrastructure, Ports, Energy and Labour, and major construction firms.

- Guideline development will draw on existing best practice resources where available. For example, the tourism sector guidelines should build on initiatives such as the SLHTA Environmental Best Practice Handbook and the United Nations Environment Programme's (UNEP's) Low Carbon and Resource Efficient Action Plan for Accommodation in Saint Lucia.

- The consultant will draft sector-specific guidance, incorporating practical case studies and examples of effective waste prevention approaches and campaigns (e.g., the Slim Your Bin campaign in the UK, which was established to encourage households to reduce the amount of waste they send to landfill; and the Envirowaste programme in South Africa that took a holistic approach to waste management, including educating the community about waste management – especially the recycling of waste and creating communal food gardens).

- Capacity building and training for staff across these sectors is a key cost component, enabling businesses to implement waste prevention plans, conduct material input and waste audits, and adopt best practices.

- Ongoing training and enforcement activities would be supported by the Department of Sustainable Development (DSD).

- While businesses may face some minor upfront costs in adjusting service delivery, the effective implementation of the guidelines is expected to deliver longer-term cost savings and operational efficiency improvements.

Context and co-benefits

Waste minimisation plans have been shown to reduce the amount of waste generated while also proving to be cost-effective for industry. Specifically, waste minimisation practices can reduce input costs while also cutting collection and disposal costs for businesses. In addition, in the tourism sector, implementing green practices can create new revenue opportunities and help businesses differentiate themselves in the market, attracting environmentally conscious customers.

While there have been several initiatives to encourage waste minimisation in hotels, including Saint Lucia Hospitality and Tourism Association's Environmental Best Practice Handbook and UNEP's Low Carbon and Resource Efficient Action Plan for Accommodation in Saint Lucia, the uptake of these plans has been limited. No such guidelines have been developed for the construction, commercial, and manufacturing sectors.

The development and implementation of waste minimisation guidelines can bring about several environmental benefits. By reducing the use of single-use and disposable materials, there will be a reduction in the volume of plastic and other debris which enters the environment. We estimate that introducing and adopting waste minimisation guidelines for these sectors could reduce marine plastic pollution in Saint Lucia by 6 tonnes per year by 2035.

Minimising waste also reduces greenhouse gas emissions through avoiding the production and disposal of unnecessary materials. It will also reduce the pressure on landfill capacity - it is estimated that these measures can divert 184 tonnes of plastic from landfill per annum by 2035.

Regarding the construction industry, waste minimisation guidelines will need to be tailored to the sector, recognising that Saint Lucia is a small, import-dependent market with a limited ability to alter product delivery. The guidelines should emphasise source

separation at construction sites, ensuring that materials such as plastic, wood, metal, and concrete are properly sorted for reuse or recycling rather than being sent to landfill. They should also mandate comprehensive waste management plans for each building site, outlining clear strategies to reduce, reuse, and responsibly dispose of construction waste, including supplier take-back or refill arrangements. In addition, the guidelines should promote sustainable procurement policies that prioritise eco-friendly and recycled materials, alongside improved planning, precise material ordering, and the adoption of innovative building techniques to minimise excess waste. By integrating these measures, the construction sector can move towards a more circular and resource-efficient approach, reducing the environmental impacts while enhancing overall material efficiency.

3. Financial mapping

3.1 Context

As presented in the Cost Assessment above, achieving the systemic change needed to eliminate plastic pollution will take time and be costly. Finance will be needed to test and develop new systems, to invest in new infrastructure and services, and to sustainably finance the ongoing operation of these interventions. A study by The Circulate Initiative (2024) indicates that measures to eliminate plastic pollution could cost approximately 0.5% of the global GDP. The costs in low- and middle-income countries are likely to be higher due to the disproportionate distribution of the impacts in these countries, and the more significant investment needed to improve infrastructure and establish the systems needed for the circular management of materials.

However, this systemic change will lead to longer term sustainability. At a global level, it is expected to deliver 700,000 additional jobs; ~USD $1.3 trillion (10.3 per cent) savings in direct public and private costs between 2021 and 2040; a reduction in damage to human health and the environment by reducing exposure through an 80% reduction of plastic pollution; a 0.5 Gt CO2-eq GHG emissions reduction annually; and avoiding USD $3.3 trillion of environmental and social costs between 2021 and 2040 (32.5 per cent cost savings) – a total of $USD 4.5 trillion saved, or a 20% reduction in costs.[10]

3.2 Types of finance needed

The finance needed to support this transition can be described in terms of three main elements:

- Support for **enabling measures** that are needed to create the necessary conditions for the systemic change. This includes legislative framework and regulatory changes (e.g. bans on specific problematic plastic products), economic instruments to create the necessary economic conditions to incentivise the systemic change (e.g. taxes and levies on single use plastic products), and capacity building and awareness-raising efforts needed to establish the necessary knowledge and technical skills and promote behaviour change.
- **Capital investment** in the new infrastructure and systems that will be needed to reduce plastic pollution and enable the circular use of materials. These transition costs will vary significantly depending upon the system in question. For example, establishing effective waste collection, recycling and treatment infrastructure will require substantial investment in new facilities, vehicles, and equipment. This element also includes the investment needed to pilot and test new types of systems (e.g. reuse systems to replace single use products).
- **Ongoing operational costs** associated with new systems such as waste and recycling costs, product return systems, and ongoing regulatory and monitoring costs. Planning for ongoing operation costs is a key element in ensuring that any new system is sustainable. There are numerous examples of new infrastructure funded by central government and development finance falling into disuse due to a lack of ongoing operational funding from the local government.[11]

[10] Pew. (2020). *Breaking the Plastic Wave. A Comprehensive Assessment of Pathways Towards Stopping Ocean Plastic Pollution.*
[11] World Bank. (2022). *Bridging the Gap in Solid Waste Management: Governance Requirements for Results*.

Table 7. Examples of different types of funding needed to implement a selection of policies for tackling plastic pollution

Enabling measures	Capital investment (transition costs)	Ongoing operational costs
• Capacity building $$ • Regulations (product bans) $ • Economic mechanisms (DRS, EPR levies on products) $ • Awareness-raising and behaviour change campaigns $$	• Demonstration and pilot projects $$ • New downstream infrastructure and services. (improved waste collection and recycling) $$$ • New upstream infrastructure and services (refill and reuse, new materials, etc) $$$	• Regulation and enforcement $$ • Waste and recycling operations $$$ • Upstream operations • Education and communication $$ • Monitoring and evaluation $

3.3 Who bears the cost?

These different costs will fall upon different actors and parts of society. For example, the costs of developing, implementing, and enforcing new regulations will fall upon the government. New regulations may also affect business and consumers – business may lose revenue or incur costs due to the need to change their products or business models, and consumers may incur costs (or savings) due to changes in the availability of certain products in the market (for example, a switch from single use plastic carrier bags to reusable bags). In broad terms, the different actors can be considered in terms of:

- **Central government** – policy development, regulatory and enforcement costs, and also support for capital investment in the form of new infrastructure and services (e.g. waste management facilities).
- **Local government** – some regulatory and enforcement costs, and waste and recycling investment and operational costs.
- **Business** - adapting to new regulatory requirements and the effect of economic instruments aimed at reducing plastic pollution.
- **Consumers** – costs and potentially savings associated with the availability of different products and services in the market, and also the costs associated with waste and recycling.

While in middle and high-income countries, who bears the incidence of these costs is of lesser importance due to the fact that they represent a very small share of total spending. Coupled with this, larger jurisdictions often tend to have more competitive markets, meaning that businesses are less likely to be able to fully pass these costs onto consumers.

However, in a SIDS such as Saint Lucia, the burden of these costs is of critical consideration. Serious attention needs to be paid to ensure that low-income consumers are not unjustly the hardest hit by these measures.

Table 8 summarises which actors are likely to bear the costs (and accrue any potential savings) associated with key policies to tackle plastic pollution.

Table 8. Key actors and their potential cost burden under different policies and interventions

Actor	Potential costs (and savings)	Examples
Central government	• Developing new policy and regulation feasibility studies, drafting policies and legislative instruments • Enforcement of new regulations • Providing funding for new infrastructure and systems • Supporting capacity building and the development of the necessary technical expertise • Efforts to public awareness and promote behaviour change (e.g. communication campaigns)	• Establishing a waste infrastructure development fund to help local authorities and the private sector develop new waste and recycling infrastructure. • Running a national public awareness campaign to reduce littering. • Conducting policy impact assessments and designing new legislative instruments.
Local government	• Local regulation and enforcement • Funding new infrastructure and systems, typically waste and recycling infrastructure). • Ongoing operational costs for waste and recycling services. • Efforts to raise public awareness and promote behaviour change (e.g. communication campaigns). • Potential operational cost savings due to reduced litter and waste.	• Investment in new waste and recycling infrastructure. • Running a local behaviour change campaign to encourage recycling. • Ongoing waste and recycling system operational costs. • Supporting local initiatives to promote repair and reuse (e.g. small grants to support 'Repair Cafes').
Business	• Regulatory compliance costs • Adapting business models to a changing regulatory and economic system	• Paying taxes and levies on single use products. • Complying with Extended Producer Responsibility (EPR) regulations, including paying relevant fees.
Consumers	• Changes in the cost and availability of products on the market • Waste and recycling user fees	• Ongoing waste management costs will need to be funded by direct user fees and/or tax revenues. • Products may become more expensive if producers pass on the cost of EPR fees to consumers.

3.4 Sources and mechanisms of finance

The different potential sources of funding and finance for implementing the measures to tackle plastic pollution can be considered in terms of public funding and private funding:

- Public finance
    - Local and national government budgets
    - Development finance institutions (DFIs) and agencies (national, bilateral, multilateral)
    - Multi-lateral environmental funds
- Private finance
    - Philanthropic and corporate foundations
    - Institutional investors
    - Asset managers
    - Commercial banks
    - Corporations
    - Entrepreneur support organisations
    - Individuals and family offices

There are many different mechanisms for channelling this funding towards implementation (see Figure 2).

Core financial instruments can be used to fund policies and interventions. Debt financing, including concessional and commercial loans, can support capital-intensive infrastructure such as waste collection systems and landfill development, although the repayment obligations require predictable revenue streams or fiscal backing. Equity investment may be appropriate for commercially viable enterprises, such as recycling or refill businesses, where investors share in the financial returns and risk. Grants remain essential for enabling measures, particularly in low-income contexts where revenue generation is limited.

Thematic bonds, including green, blue, social, and sustainability bonds, enable governments or institutions to raise capital specifically for environmental and social investments. Mezzanine finance provides hybrid capital that bridges debt and equity, often used to de-risk projects and crowd in senior lenders. Microfinance can support small-scale entrepreneurs and community-level waste collection or recycling initiatives, strengthening inclusive participation in circular systems.

Outcome-based instruments link financing to verified environmental or social results. Outcome bonds mobilise upfront capital from investors, with repayment contingent on the achievement of agreed performance targets, such as increased collection rates or reduced leakage. Plastic credits create tradable certificates linked to verified waste collection or recycling outcomes, enabling corporate actors to finance recovery activities. Programme-for-Results mechanisms tie disbursements from development partners directly to measurable delivery milestones.

Box 1: Example - IBRD plastic waste reduction bond

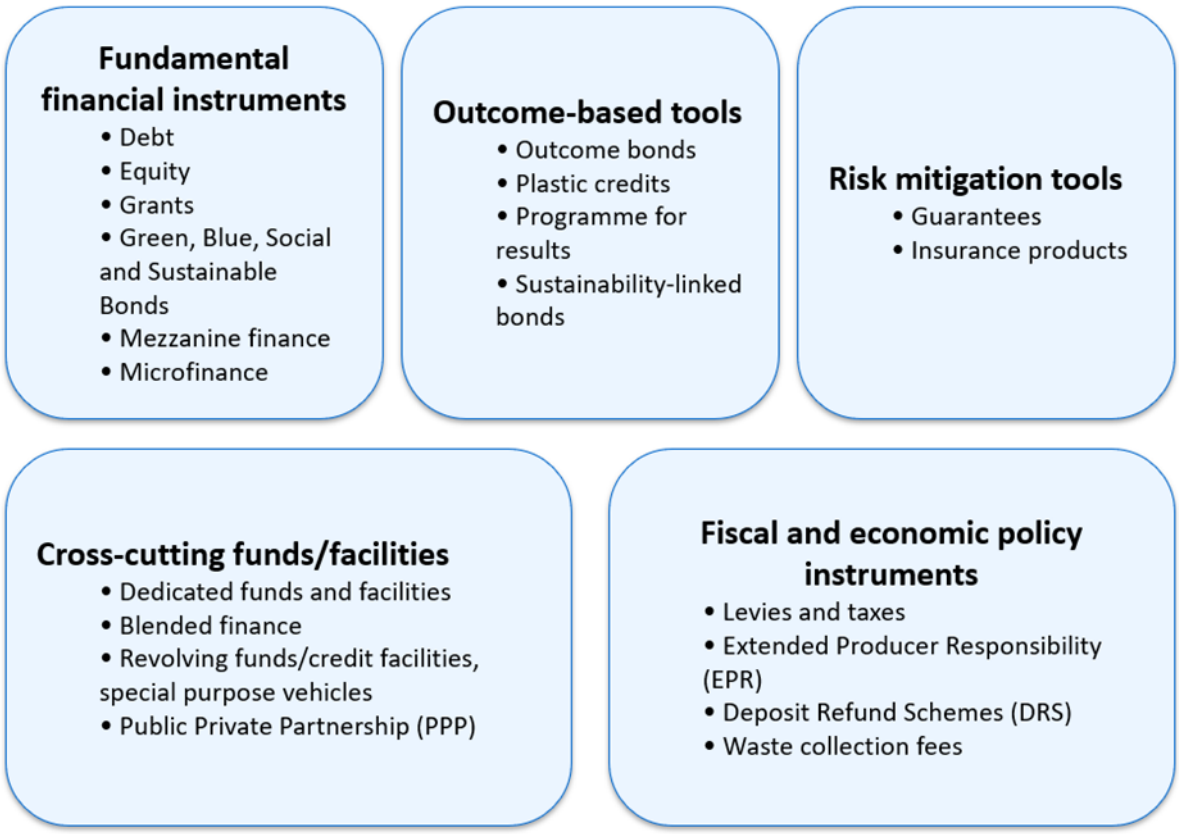
The **International Bank for Reconstruction and Development (IBRD)**, the lending arm of the **World Bank**, issued a **$100 million Plastic Waste Reduction-Linked Bond in January 2024** as an innovative "outcome bond" designed to mobilise private capital to address global plastic pollution. The seven-year bond is **principal-protected**, meaning investors receive their full principal at maturity, while returns are partly linked to environmental outcomes. Specifically, investor coupons combine a fixed interest payment with additional payments tied to the generation of **plastic waste collection credits, plastic recycling credits, and voluntary carbon units** created by plastic waste management projects. These credits are expected to be generated by projects in **Ghana and Indonesia** that collect, recycle, and prevent plastic from entering oceans and natural ecosystems.[12]

Risk mitigation tools play a critical role in attracting private and commercial finance to waste and circular economy projects. Guarantees, whether partial credit or partial risk guarantees, reduce lender exposure to default or political risk, lowering the cost of capital. Insurance products can protect against operational, environmental, or revenue risks, improving the bankability of infrastructure and service delivery investments in higher-risk markets.

Dedicated environmental funds and thematic facilities can aggregate and channel capital toward priority interventions, often combining grant and concessional resources. Blended finance structures strategically combine public, philanthropic, and private capital to de-risk investments and mobilise additional funding. Revolving funds and credit facilities enable capital to be redeployed as loans are repaid, supporting long-term sustainability. Special Purpose Vehicles (SPVs) can ring-fence project financing and manage cash flows transparently. Public–Private Partnerships (PPPs) allocate responsibilities and risks between government and private operators, potentially improving efficiency and mobilising private sector expertise for infrastructure delivery and service provision.

Governments themselves can mobilise domestic resources and influence market behaviour through fiscal tools. Environmental levies and plastic taxes can both discourage high-leakage materials and generate earmarked revenue for waste management improvements. Extended Producer Responsibility (EPR) schemes shift the financial and operational burden of post-consumer waste onto producers and importers, creating sustained funding streams while incentivising eco-design. Deposit Refund Schemes (DRS) place a refundable deposit on beverage containers, encouraging high return rates and improving material recovery. Waste collection fees, when structured equitably and transparently, can contribute to the long-term operational sustainability of municipal waste services.

[12] World Bank. (2024). *World Bank's New Outcome Bond Helps Communities Remove and Recycle Plastic Waste.*



Source: based on UNEP (2024) How large is the challenge? Ad hoc intersessional open-ended working group 1 – Finance.

Figure 2.Summary of financing mechanisms.

The suitability of the many different potential sources depends upon the intervention and policy which it is intended to support, as well as the type of finance needed (i.e. enabling, capital or operational finance) and the context. Funding sources and mechanisms that typically suit enabling and capital finance needs are different to those that could support the ongoing operation and maintenance of policies and measures. Whilst many of the sources and mechanisms described above could be used to finance enabling measures (e.g. policy design, technical assistance) and investments in new infrastructure and systems, sustaining the ongoing costs is likely to be dependent upon fiscal and economic policy instruments such as levies, taxes, or more sophisticated economic policy instruments such as Extended Producer Responsibility (EPR). For example, development finance grants may be needed to pilot an intervention focused on implementing a refillable water supply system to replace the reliance on single use beverage bottles. This could be scaled using a combination of development finance loans and private investment. Once scaled, the system would then rely on direct user fees to fund its ongoing operation. This process may well take many years and there are likely to be successes and failures along the way.

The proposed Global Plastics Treaty, currently under negotiation among UN Member States, is intended to establish a legally binding international framework to end plastic pollution. A central and highly debated element of the negotiations concerns the creation of a dedicated financial mechanism to support treaty implementation. The mechanism is expected to address the full lifecycle of plastics, including waste management, infrastructure development, and environmental clean-up, with particular emphasis on supporting developing countries. If established, it could help close the current global financing gap for plastic pollution by providing additional and more predictable funding

streams. Several options are being considered for the structure of the mechanism, including using existing financial channels such as the Global Environment Facility trust fund or creating a new standalone fund. Proposed revenue sources include instruments such as a global fee on virgin plastic polymer production, extended producer responsibility contributions, and voluntary financial commitments from industry.

3.5 The suitability of different sources and mechanisms to Saint Lucia

Saint Lucia faces a range of institutional capacity constraints and fiscal challenges. Accessing finance to invest in interventions and new infrastructure and services is challenging given its small import-dominated economy, dependence on the tourism sector, and its vulnerability to environment risks. It is largely dependent upon external financing and development finance to fund new infrastructure. However, as an upper-middle-income country, access to concessional sources of finance is restricted and is increasingly challenging given the current context of reducing development finance budgets.

Overall, accessing appropriate sources of finance to fund interventions will require a focused approach which targets sources of development finance and philanthropic sources that align with Saint Lucia's priorities and unique characteristics. For example, funds that support tourism and/or promote climate resilience in an island nation context. In addition, there may be the scope to access private sources of finance where a potential return on investment can be demonstrated, albeit these sources are likely to be limited to those that that are willing to take on higher levels of risk and/or combine private finance with development finance or philanthropic sources in order to de-risk projects, known as *blended financing* (see Box 2 for an example of this).

Demonstrating the long-term financial sustainability of the interventions will be essential. This will require the development of strong business cases that identify ongoing sources of operational revenue. These sources of revenue will be different depending upon the intervention.

For example, some, albeit small, revenues streams have been established for providing waste management services. This provides a basis for supporting long-term sustainability and leveraging some forms of private finance whilst also accessing development finance. Saint Lucia has a relatively nascent but active waste and recycling sector which, with the correct support, could grow, helping to tackle plastic pollution and create economic opportunities. Funding sources that also provide incubator and accelerator support to private sector businesses could have a strong potential help grow this sector.

Interventions focused on reuse link closely to the tourism sector, particularly given the current high levels of single use product consumption associated with tourism. Specific funds may offer opportunities to trial and scope out potential reuse systems. Initially, the funding for these interventions is likely to need to come from development finance or philanthropic sources. This is an approach that has previously been successfully applied in Saint Lucia but again, it will be essential that these interventions also identify a mechanism for long-term financing sustainability. Product fees and levies are likely to be the main potential means by which to ensure their sustainability. As with waste management-focused interventions, there should also be the scope to use these interventions as an economic development opportunity for private sector actors.

Other interventions, such as waste minimisation plans guidelines and waste management planning for the fisheries sector are likely to require government and

development finance funding. These interventions will also need consider the long-term financial sustainability of the changes in practice that they seek to promote (e.g. switching to reuse or the improvement of waste management for fisheries waste).

Box 2 – Circulate Capital Ocean Fund (CCOF) as an example of Blended Finance

The **Circulate Capital Ocean Fund (CCOF)** is a leading example of blended finance applied to plastic pollution. Launched in 2019, the fund mobilised over $100 million to invest in waste management and recycling businesses across South and Southeast Asia, where infrastructure gaps contribute significantly to ocean plastic leakage.[13]

Its structure combines catalytic first-loss capital from corporations such as PepsiCo and Procter & Gamble with public risk-sharing mechanisms, notably a loan guarantee from USAID. This blended approach reduces the investment risk and enables participation from development finance institutions and private investors.

By financing small and medium-sized enterprises in collection, sorting, and recycling, CCOF demonstrates how concessional and commercial capital can be combined to scale circular economy solutions while delivering a measurable environmental impact and building a viable investment market in plastic waste infrastructure.[14]

3.6 Enabling activities and capital investment needs

Annex III summarises the funders identified through the desk review.

A range of multilateral, bilateral, philanthropic, and public–private funding sources are available to support plastic policy implementation in Saint Lucia, with most offering grant-based financing complemented by technical assistance. Key potential funders include the GEF Small Grants Programme, PROBLUE, and the Blue Planet Fund, which provide support for community-led initiatives, circular economy solutions, and marine pollution reduction. Additional mechanisms, such as the Global Plastic Action Partnership (GPAP), the Ocean Innovation Challenge, and the Plastic Waste Partnership, focus on capacity building, innovation, and pilot projects. Regional and national entities, including the Caribbean Biodiversity Fund and the Saint Lucia National Conservation Fund, also play an important role in financing local action. Some sources, such as the Clean Oceans Initiative 2.0 and Outrigger Impact, also offer blended finance options such as debt and impact investment to support larger-scale infrastructure development. More information about these priority funders can be found in Annex IV.

3.7 Means of sustainably financing operating expenditures

Establishing the sustained revenue needed to support the ongoing costs for sustaining the measures associated with the policies outlined in the report will be a long-term endeavour that is intrinsically linked to Saint Lucia's economic growth and sustainable waste management.

[13] European Investment Bank. (2022). *EIB Commits Up to $20 million to Invest in Capital Ocean Fund to Fight Plastic Pollution and Climate Change, and Advance the Circular Economy in Asia.*

[14] Ocean Conservancy. (2019). *Circulate Capital, U.S. Agency for International Development (USAID), Ocean Conservancy Announce Blended Finance Partnership to Combat Ocean Plastic Pollution.*

There are several key sources of revenue that could potentially be used to sustain both operational and maintenance costs (see Table 11).

Waste collection fees

Waste collection fees provide a simple basis for funding ongoing waste management and recycling costs. It is a mechanism that is starting to be applied in other Caribbean countries, including St. Maarten, which is updating its regulations to formally support waste disposal charges.[15] In Saint Lucia, there is a notable absence of user fees/charges for waste management, meaning that residential and commercial generators of waste do not contribute to its collection, treatment, or disposal costs. The main revenue sources come from a government subvention (65%), an environmental levy paid by visitors entering from air and seaports (28%), and other income sources (7%).[16]

It is often recommended that these fees are integrated into utility bills to improve revenue collection efficiency.[17] In 2018, Barbados implemented a Garbage and Sewage Contribution (GSC) levy, which is applied to the water bill of households and businesses and offsets the cost of managing solid waste and sewage in Barbados.[18]

In Saint Lucia, the biggest challenge associated with this approach is affordability to households. Fees can become feasible as part of a sequenced reform, starting with commercial premises or higher-service zones, and ring-fencing revenues for visible service improvements, prior to widening the rollout to households.

Taxes

Tax revenues are a potential key source of funding for ongoing waste management costs. Currently, 65% of waste management costs in Saint Lucia are already funded through a government subvention. As such, identifying other revenue sources, such as the others outlined in this section, will be important to support more sustainable waste management operations in the long run.

Levies

Levies, such as a fee charged on single use items, has been used in many contexts globally, including in the Caribbean. Grenada imposes environmental levies on items that negatively impact the environment, including plastic bags.[10] The levies generated can be used to fund associated environmental initiatives, including waste management. It is essential that, where levies are applied in this way, affordable alternative products are available.

Deposit Return Scheme (DRS)

A DRS can be highly effective for beverage containers because it creates a direct incentive for consumers to return containers and can reduce litter and leakage. However, it requires strong operational logistics and there are risks that the additional costs to producers are passed through to consumers, increasing prices. Core challenges include setting up redemption points, managing storage and transport, identifying end markets, ensuring fraud controls, and establishing a reliable system for operator and counting/auditing processes.

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[15] CNG Media. (2025). *Sint Maarten introduces waste management strategy*.
[16] Zero Waste in the Caribbean. (2024). *Fact Sheet Compilation.*
[17] Grau, J., Terraza, H., Rodríguez Velosa, D. M., Rihm, A., & Sturzenegger, G. (2015). *Solid Waste Management in Latin America and the Caribbean*. Núñez, A. (Ed.). https://doi.org/10.18235/0006297
[18] Parliament of Barbados. (2018). *Barbados Water Authority (Amendment) Act, 2018.*

The Management of Beverage Containers Bill (MBC Bill), which proposes the introduction of a deposit return system (DRS) for plastic beverage containers of five litres or less, has been identified as a priority policy initiative by the Government of Saint Lucia. As of March 2026, the Cabinet Memorandum and draft policy are currently being finalised in preparation for submission to Cabinet.

Extended Producer Responsibility (EPR)

EPR can, in principle, shift a meaningful share of system costs from the government to producers and importers, and create sustained funding for waste collection and recycling. However, it is a complex economic instrument requiring a clear legal framework, a producer registry, reporting systems, enforcement capacity, and governance structures (often via a producer responsibility organisation (PRO)) to collect fees and disburse funds transparently.

EPR has been established in Europe for over two decades and has been increasingly adopted globally, albeit typically in high and upper middle income country contexts where the necessary capacities and legal frameworks exist. EPR is specifically cited in the draft International Legally Binding Agreement on Plastic Pollution so it is possible that it will be adopted as a common framework for generating financial flows to support waste and recycling operations.

Plastic credits

Plastic credits can unlock private finance for collection and recycling by establishing a system whereby companies purchase credits to support plastic recycling and/or offset their own plastic footprint. There is significant scrutiny around additionality, verification, and the risk that credits become greenwashing rather than driving systemic change, especially where the monitoring capacity is limited and where credits could divert attention from upstream reduction. Standards such as Verra's Plastic Waste Reduction Standard rely on independent auditing and baselines to issue credits, which can create a viable results-based revenue stream for projects. However, in Saint Lucia, plastic credits may be feasible as a *supplementary* funding source for well-defined, auditable interventions (e.g., organised collection with clear chain-of-custody), though they are unlikely to substitute for core public finance, EPR-type revenues, or long-term OPEX funding.

Plastic import tax

A plastic import tax would serve a similar purpose to an EPR scheme, shifting the burden of waste disposal onto producers. It would be levied higher up the plastics supply chain at the point of import and would likely be less differentiated between plastic types. By levying the fee on importers, it also means a smaller tax base with less administrative complexity.

For example, in Antigua and Barbuda, the Environmental Levy Act, No. 22 of 2002 provides a tax that is collected by Customs and administered by the National Solid Waste Management Authority on a number of items, including all plastic containers, to aid in environmental protection and limit their importation.[19]

[19] Government of Antigua and Barbuda. (2022, December 18). *Environmental Levy Act No 22 of 2022.*

Table 9. Summary of the mechanisms for supporting ongoing costs

Mechanism	Benefits	Challenges
Waste collection fees	• Relatively simple to administer • Widely applied elsewhere in West Africa • If applied effectively, householders experience the direct benefit of the fee	• Affordability • Fee collection • Households will expect to see a service improvement when they pay
Taxes	• Well-established mechanism • Can be administered locally or centrally • Has the potential, depending on affordability, to raise large levels of revenue	• Affordability • Lack of ring-fencing means taxes are diverted for other purposes and do not support plastic pollution mitigation
Levies	• If applied appropriately, it is very effective at driving down the consumption of single use items • Revenues can be used to support related community environmental initiatives	• Affordability • Their success requires that affordable alternative products are available
Deposit Return Scheme	• Can be very effective at encouraging high levels of container return • Transparent system • Well-established globally with demonstrated effectiveness	• Costs of operating the DRS can be passed through to consumers, raising prices
Extended Producer Responsibility	• If well-designed, it can provide an effective revenue stream to support waste and recycling	• Complex mechanism that requires effective legal framework, capacities and monitoring
Plastic credits	• Relatively simple system to provide addition revenues for businesses wishing to offset their plastic waste generation • Can help create employment opportunities for plastic waste collectors	• Questions round additionality • Effective verification needed to validate collections • Concerns over greenwashing

Mechanism	Benefits	Challenges
		• Introduction of plastic credits can destabilise existing informal waste recycling collection systems
Plastic import tax	• Can be integrated into existing customs and excise revenue collection systems • Places the burden on the producer/importer	• Can increase consumer prices • Challenges over collecting revenues and allocation to its intended purpose

4. Synthesis

This report follows on from the Report on Recommendations for Plastic Policies in Saint Lucia, which assessed a set of policies from Saint Lucia's Marine Litter Management Action Plan (ML-MAP) to tackle plastic pollution. The report identified that the policies reviewed, and three additional policies suggested by Common Seas, have the potential to reduce plastic pollution in the aquatic environment by 120 tonnes per annum by 2035, or 38%.

In this report, we have analysed the costs required to implement five of the policies outlined in the report and identified potential funding sources. Each of these policies has a considerably different cost profile, ranging from approximately $23,000 per annum for the introduction of a waste management plan and a track and trace system for the fisheries sector, to more than $2.2 million per annum for the introduction of the Management of Beverage Containers Bill. These costs will be incurred over different timelines and by different actors, with some policies requiring considerable upfront capital investments and others requiring sustained financing across each year of implementation. Section 2 details the estimated cost breakdown and timeline for these key policies, along with the expected incidence of these costs among governments, businesses, and households.

Table 10 compares the cost estimates for the selected policies with the potential funding sources identified for enabling and capital costs.

As aforementioned, accessing appropriate funding sources for these different interventions will require a clear focus to determine the best funds that align with Saint Lucia's priorities and unique characteristics (e.g. tourism, nature and environmental vulnerability). Whilst development finance and philanthropic sources are likely to be key sources of funding for enabling and implementing these interventions, private sector funding may also offer opportunities for accessing finance, particularly through funds that entertain higher risk or which seek to specifically address plastic pollution (e.g. some impact investment funds).

Table 10. Cost estimates for the selected policies and potential funding sources

Policy	Annualised cost USD (2035)	Potential funding sources identified (Strength score 1 only)
Management of Beverage Containers Bill	2,267,000	• GEF Small Grants Programme • Caribbean Biodiversity Fund • Saint Lucia National Conservation Fund • French Embassy Funds (FSPI/local initiatives) • Blue Planet Fund • Global Plastic Action Partnership (GPAP) • PROBLUE • Small Grants Programme (SGP) on Plastic Waste (Basel/Stockholm Conventions) • PWP (Plastic Waste Partnership) Pilot Projects • Ocean Innovation Challenge • Commonwealth Blue Charter Project Incubator • Commonwealth Clean Ocean Alliance (CCOA) Technical Assistance Facility • The Ocean Foundation • Clean Oceans Initiative 2.0 • Plastic Solutions Fund • Outrigger Impact
Waste segregation and recycling activities	100,000	
Reuse schemes	22,000	
Waste Management Plan for the Fisheries Sector	23,000	
Waste minimisation guidelines	27,000	

5. Conclusions and next steps

Key findings

Saint Lucia now has a clear finance-oriented pathway to use to translate plastic policy ambition into delivery. The cost assessment clarifies life-cycle CAPEX/OPEX needs and who bears them, while the financing map identifies realistic sources to match the enabling, capital, and operational cost types.

The Management of Beverage Containers Bill (MBC/DRS) is the single largest lever (≈32 t/yr reduction; ≈$2.27m annualised cost by 2035; ≈21 FTE), complemented by waste minimisation plans (≈6 t/yr; ≈$27k annualised cost by 2035), the fisheries waste management plan (≈3.3 t/yr; ≈$23k annualised cost by 2035), and waste segregation/recycling (≈2.3 t/yr; ≈$100k annualised cost by 2035; ≈2 FTE). A restaurant reuse scheme can replace ≈52,000 single-use containers/year (≈15.6 t/yr avoided; ≈$22k annualised cost by 2035), contingent on market readiness.

Two constraints frame implementation: institutional capacity and access to finance. Given the high public debt, exposure to climate shocks, and an economy concentrated in tourism, grant, technical assistance and blended development finance are pivotal to start-up and scaling, while domestic revenue instruments (DRS unredeemed deposits/fees, targeted levies, user charges, and in time potentially EPR) are essential for sustained operations.

Recommended next steps

Implementing the priority plastic pollution policies identified in the report will require a clear roadmap, underpinned by strong governance, financing strategies, and institutional ownership.

As an immediate first step, establish a Working Group, mandated to implement the actions in the report and to monitor progress. This group should include representatives from key agencies, such as the Department of Sustainable Development, the Saint Lucia Solid Waste Management Authority, the Ministry of Finance, and the Department of Fisheries. Its core function would be to prioritise policies based on criteria like plastic pollution reduction potential, cost and financing feasibility, and the institutional capacity for implementation.

To move from strategy to delivery, the Working Group should oversee the following recommended actions:

1. **A proactive phase of early-stage stakeholder sensitisation and consensus-building.** This will help maximise buy-in to the actions identified in the report and build the necessary capacities and awareness needed to successfully implement measures to tackle plastic pollution.

2. **Advance the Management of Beverage Containers Bill and the development of a deposit return scheme.** As the most mature intervention in terms of both policy development and stakeholder engagement, and being the highest-impact intervention, the DRS should be the immediate priority, with a dedicated effort to build the technical, regulatory and administrative capacity required for its implementation. In particular, implementing this Bill will require:
    a. **Capacity building for the SLSWMA** who will manage the MBC Fund and initiate early engagement with producers and importers.

b. **Early engagement with the private sector**, who are intended to establish and operate the collection depots.
c. **Securing funding and technical assistance** that combines government and grant funding to leverage private investment (blended finance), so as to enable the development of the necessary infrastructure for the DRS.

3. **Progress a set of lower-cost, high-feasibility measures that can deliver early wins.** These include:
    a. the roll-out of waste segregation and recycling activities in schools and hotels;
    b. the development of waste minimisation guidelines;
    c. the implementation of a fisheries waste management plan;

    These measures are well suited to technical assistance and small grant funding and can help build institutional experience, stakeholder buy-in, and visible momentum while larger systems such as DRS are being developed.

    Reuse systems in the hotel, restaurant and café/catering industry (HORECA) also represent a meaningful reduction opportunity but immediate next steps should be focused on targeted scoping and feasibility assessments to determine viable business models and operational requirements. The C4R project in Saint Lucia intends to develop policy recommendations for reuse systems in Saint Lucia, which will be a valuable resource.

4. **Establish a task force to seek and secure technical assistance and grant funding** that will enable the above measures to be implemented. Working closely with development partners, this sub-group will commission the necessary feasibility studies, develop business cases, and prepare grant funding applications in order to secure the funding and technical assistance necessary to progress both the prioritised DRS scheme and the lower cost measures identified above.

Effective delivery will depend on sustained coordination across the government, as well as structured engagement with private-sector actors, including waste and recycling SMEs, hotels and restaurants, beverage producers and importers, and the construction industry. Civil society organisations, fisherfolk cooperatives, and schools will play a central role in awareness-raising and implementation at the community level. Across all interventions, Saint Lucia's ability to translate the report's recommendations into measurable reductions in plastic pollution will hinge on its success in mobilising external finance, strengthening institutional capacity, and maintaining a clear, prioritised and well-governed implementation pathway.

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ANNEX I – DETAILED COSTING ASSESSMENT METHODOLOGY

To develop the cost estimates outlined in this report, a structured cost modelling approach was used. The cost estimates were also co-produced by our regional partner, Unite Caribbean, who have extensive experience modelling the costs of similar policies in the region.

This process began with extensive desk-based research and consultations with Unite Caribbean, drawing on the previous work conducted in Saint Lucia on these policy areas to determine the most appropriate form these interventions should take in the country. We sought to draw on studies that provided cost breakdowns rather than just headline estimates. This enabled adjustments to the policy parameters that are fundamental to cost estimation and the components driving overall costs.

Building on this, we disaggregated each policy into its constituent sub-activities to enable more granular and accurate cost estimation. This step ensured that the cost estimates reflected the full range of operational and administrative tasks required for implementation. Specific sub-activities are noted in the cost summary section of each policy.

The costs for Saint Lucia were selected based on the design and scale of each policy. This calibration process was guided by the following:

- A review of the existing literature relevant to similar interventions in the Caribbean and small island developing states (SIDS), with an emphasis on documented costs and implementation experiences.
- An examination of the existing cost models developed in Saint Lucia, particularly the Recycle OECS cost model for the school and community recycling plan, which offered relevant benchmarks for public engagement, logistics, and operational costs.
- Unite Caribbean's research into the implementation of similar policies in the region.

We then sought to supplement this with estimates of individual costs using local retail prices from Saint Lucia, primarily for labour, logistics, and fuel. The costs of capital goods in Saint Lucia were also informed by both local retail prices and costs from Unite Caribbean's previous research.

Limitations

For a detailed cost-benefit analysis, further consultations with experts in Saint Lucia, as well as with specialists on the proposed policy interventions, should take place. While extensive research was undertaken to inform this study, the resulting estimates are not intended to replace detailed feasibility studies or to serve as budget-ready costings.

It also should be noted that these estimates are based on the data available at the time of writing and should be updated periodically to reflect changes in policy, input costs, and lessons learned during implementation. To supplement this study, further consultation with local stakeholders, particularly those in the waste management and logistics sectors, is required.

ANNEX II – DETAILED FINANCING ASSESSMENT METHODOLOGY

A detailed desk-based review was undertaken to identify the potential sources of finance able to support the design, implementation, and sustaining of the interventions and policies identified by the report. The review was split into two parts.

Firstly, there was a search of key funding databases to identify potential funding sources to support the enabling and capital investment needs of the policies in the Report on Recommendations for Plastic Policies in Saint Lucia. In summary, potential sources were considered in terms of the following main types:

- Multilateral official development finance
- Bilateral official development finance
- Philanthropy
- Impact investment
- Public private partnerships

The key databases and information sources reviewed included:

- Biofin Finance Resources for Biodiversity
- Commonwealth Bue Charter Ocean Funders Database[20]
- Common Seas' in-house tool, 'Fundraising Scout'
- UNEP (2024) *Overview of existing funding currently available for addressing plastic pollution through international funding arrangements (updated for the fourth session of the intergovernmental negotiating committee)*

Each funding source identified by the review was considered in terms of its applicability and suitability to support the implementation of the recommended interventions. Each funding source identified was also assessed in terms of its potential 'strength' using information available from the information source itself. This was done to help triage potential funding sources, with the aim being to prioritise a small selection of sources with most potential.

The following scoring system was used: score 1) evidence from a funder of strong alignment with report strategies and policies (e.g. the funder is actively seeking to fund projects that match those in the report); score 2) evidence of some alignment with the strategies and policies in the report or with the general theme of plastic pollution reduction; and score 3) little evidence of alignment with the strategies and policies in the report. Note that the review only sought to identify potential funding opportunities that had an environmental or pollution prevention remit. Wider sources (e.g. those focusing on education or health) were not included in the review.

Secondly, there was an assessment of the suitability of different potential mechanisms for funding the ongoing cost of different policies (for example, via fees or levies). Establishing these mechanisms requires effective institutions, clear governance arrangements and an effective legislative framework.

Note that the review was not exhaustive. It was intended to identify some key potential funds for each of the key policies/interventions as a starting point for a more detailed analysis and assessment. To secure funding from these sources, it will be important to

[20] https://oceanfund-bluecharter.thecommonwealth.org/

engage with them to understand their priorities, determine feasibility, and develop detailed business cases and funding applications.

ANNEX III – IDENTIFIED FUNDERS

Type of fund	Funding Source	Funding Mechanism						Strength	Policies Funding Applies To						Notes
		Grant	Debt	Impact Investment	Equity	Technical Assistance	Other		DRS (Management of Beverage Containers Bill	Waste minimisation guidelines	Waste management plan for the fisheries sector	Reuse schemes	Waste segregation & recycling	All	
Multi-lateral ODF	**GEF Small Grants Programme**	Y	Y			Y		1						X	Provides grants up to $50,000 (occasionally up to $150,000 for strategic projects) to local NGOs, community-based organisations, and indigenous groups. They fund community-led initiatives in biodiversity conservation, climate change mitigation/adaptation, sustainable land management, international waters, and chemicals/waste reduction
Multi-lateral ODF	**Caribbean Biodiversity Fund**	Y						1						X	Supported by a €25.7 million grant from KfW, this facility funds initiatives that reduce marine litter, promote recycling, and implement circular economy principles in the Caribbean, specifically through its Advancing Circular Economy (ACE) Facility.
Multi-lateral ODF	**Saint Lucia National Conservation Fund**	Y						1						X	Funds community-based projects focused on conserving, restoring, and managing the island's marine and terrestrial biodiversity. Previously partnered with Massy stores to provide grants ranging from $2000-$50,000 to tackle plastic pollution.
Multi-lateral ODF	**French Embassy Funds (FSPI/local initiatives)**	Y						1					X	X	Designed to support small-scale, high-impact projects in partner countries. These funds focus on fostering local development, strengthening civil society, and promoting French priorities, including gender equality, education, and environmental sustainability. Previously funded the RePLAST OECS project in Saint Lucia.
Multi-lateral ODF	**Blue Planet Fund**	Y						1						X	Actively funds plastic-related projects as part of its focus on marine pollution and protecting ocean ecosystems. It has invested over £20 million in the Global Plastic Action Partnership (GPAP) to tackle plastic waste in developing nations and supports initiatives

														aimed at stopping plastic from entering the ocean. Also supports the Commonwealth Clean Ocean Alliance to stop plastic pollution.
Multi-lateral ODF	**Global Plastic Action Partnership (GPAP)**	Y						1					X	GPAP has launched initiatives like the Inclusive Plastic Action Programme 2025, which provides grants to non-profits and social enterprises. These grants focus on training, capacity building, and strengthening the informal waste sector, particularly for women-led initiatives and marginalised groups.
Multi-lateral ODF	**PROBLUE**	Y						1					X	PROBLUE is a World Bank multi-donor trust fund supporting integrated, sustainable development of marine and coastal resources to ensure healthy oceans and boost economies in developing nations and SIDS. It funds projects across four key pillars: sustainable fisheries/aquaculture, reducing marine pollution (plastics), oceanic sectors like tourism/renewable energy, and ocean governance.
Multi-lateral ODF	**Small Grants Programme (SGP) on Plastic Waste (Basel/Stockholm Conventions)**	Y						1					X	Funds low-cost, high-impact projects to improve plastic waste management and reduce marine pollution. Funded by Norway (Norad), these projects, implemented by Regional Centres, focus on policy, awareness, and technical solutions to implement the Plastic Waste Amendments.
Multi-lateral ODF	**PWP (Plastic Waste Partnership) pilot projects**	Y						1		X			X	Small-scale, high-impact initiatives funded by the Basel Convention to improve the environmentally sound management of plastic waste, focusing on areas like recycling, reduction, and, through the Small Grants Programme, practical, on-the-ground solutions. These projects support the implementation of the Plastic Waste Amendments to the Convention.
Multi-lateral ODF	**Ocean Innovation Challenge**	Y						1					X	Funds innovative, replicable, and scalable solutions that aim to address ocean pollution, particularly plastics and nutrients. The grants range from $50,000 to $250,000 and are aimed at reducing pollution due to plastic and nutrients as called for in SDG target 14.1.
Public-private partnership	**Commonwealth Blue Charter Project Incubator**	Y						1					X	The Incubator supports Commonwealth governments and their partners in developing solutions that address shared ocean issues. While the grants are modest (£5k - £50k), the scope is large, and can include project-related capacity building, the writing of larger project proposals, 'rapid assessments', and proof-of-concept pilot projects.
Bilateral ODF	**Commonwealth Clean Ocean Alliance (CCOA) Technical Assistance Facility**					Y		1					X	Provides funding primarily in the form of specialised technical support and expert consultancy services to help Official Development Assistance (ODA)-eligible Commonwealth countries tackle marine plastic pollution.
Public-private	**The Ocean Foundation**	Y						1					X	Maintains a dedicated "Plastics Initiative" that focuses on the entire lifecycle of plastics, aiming for a circular economy by prioritising better material and product design. TOF is a key partner in the End Plastic Pollution International Collaborative

partner ship															(EPPIC), a $14.5 million USD project that funds and supports solutions to plastic pollution across the globe.
Multi-lateral ODF	**Clean Oceans Initiative 2.0**	Y	Y					1						X	Launched in June 2025 by public development banks (EIB, AFD, KfW, ADB, etc.) with a €3 billion target for 2026–2030 to tackle ocean plastic pollution, waste prevention, and circular economy projects.
Philantr ophic	**Plastic Solutions Fund**	Y						1				X			Funds initiatives to end plastic pollution by tackling the entire supply chain, focusing on reducing single-use plastic production, shifting to reuse systems, and advocating for policy changes. They support civil society organisations, grassroots movements, and campaigns that transform corporate behaviour, promote zero-waste cities, and challenge the petrochemical industry.
Multi-lateral ODF	**Outrigger Impact Technical Assistance Facility (OTAF)**	Y	Y		Y			1						X	Focuses on bridging the gap between early-stage grant funding and large-scale investment. The fund is part of a broader push to bring over $100 million in capital to "blue economy" projects in island states, which includes sustainable, regenerative, and waste-reducing initiatives.
Multi-lateral ODF	**Blue Action Fund**	Y						2			X			X	Supports marine conservation projects that are implemented by NGOs in their efforts to conserve the ocean and improve the livelihoods of coastal communities in developing countries.
Multi-lateral ODF	**Mitigation Action Facility**	Y	Y					2						X	Provides technical support and climate finance for ambitious mitigation projects with the aim of decarbonising key sectors of the economy and society, namely energy, industry, and transport.
Multi-lateral ODF	**Global Biodiversity Framework Fund (GBFF)**	Y	Y					2						X	Supports projects that protect, restore, and sustainably manage nature to achieve the goals of the Kunming-Montreal Global Biodiversity Framework (KM-GBF) by 2030. It funds initiatives focusing on national-level biodiversity policy, management, planning, and finance.
Multi-lateral ODF	**Green Climate Fund (GCF)**	Y	Y		Y			2						X	Largest dedicated fund helping developing countries reduce greenhouse gas emissions and adapt to climate change. It finances projects in four key areas: built environment, energy and industry, livelihoods/wellbeing, and land-use/forests. Projects range from renewable energy expansion to climate-resilient agriculture and coastal protection.
Multi-lateral ODF	**Dutch Fund for Climate and Development (DFCD)**	Y	Y		Y	Y		2						X	The fund focuses on projects that require, or can, leverage private sector investment, with a strong emphasis on climate adaptation and mitigation.
Multi-lateral ODF	**British International Investment (BII)**	Y	Y		Y			2					X	X	Core Sectors and Investment Areas include -Climate Finance and Infrastructure; -Financial Services; -Food and Agriculture;

															-Health and Education and -Technology and Manufacturing.
Multi-lateral ODF	**SDG Outcomes Fund**				Y			2					X	X	Invests in outcomes-based programs in low- and middle-income countries across Africa, Asia, and the Caribbean. It targets measurable, positive impacts in four key areas: health, education, women's economic empowerment, and the environment.
Multi-lateral ODF	**IKI (International Climate Initiative) Small Grants**	Y						2						X	Supports projects and organisations worldwide that tackle climate change, address local adaptation, and conserve forests and biodiversity. These grants are intended for non-profit organisations in ODA-eligible countries, with projects lasting 12 to 24 months.
Multi-lateral ODF	**The French Facility for Global Environment (FFEM)**	Y						2						X	The Fund's priority themes are: - Biodiversity - Cities and territories -Aquatic ecosystems -Forests and farmlands -Pollution and hazardous waste
Multi-lateral ODF	**FASEP (Private Sector Study and Aid Fund)**	Y						2						X	Finances feasibility studies and demonstrator projects for green and innovative technologies implemented by French companies for foreign public authorities in developing countries.
Multi-lateral ODF	**Global Fund for Coral Reefs (GFCR)**	Y				Y		2						X	Strengthens the resilience of coastal reef ecosystems, communities, and economies by mobilising new public and private resources that advance sustainable businesses and innovative financial solutions.
Multi-lateral ODF	**Darwin Plus Initiative**	Y						2						X	Helps deliver long-term strategic outcomes for unique biodiversity, the natural environment, and improving resilience to climate change within the UK's Overseas Territories.
Multi-lateral ODF	**The Joanna Tool GloLitter Partnerships Grant**	Y						2			X				This grant provides financial support to selected women-led projects/initiatives in developing countries that focus on tackling marine plastic litter and Abandoned, Lost or Discarded Fishing Gear (ALDFG) in the fishing sector.
Multi-lateral ODF	**The Norwegian Development Programme to Reduce Plastic Pollution and Marine Litter**	Y						2						X	A major initiative by Norway aimed at curbing marine pollution, particularly in developing countries. Supported by around 1 billion NOK for the 2025–2028 phase, it focuses on improving waste management, strengthening policy frameworks, fostering a circular economy, and reducing plastic demand.
Multi-lateral ODF	**Blue Action Fund (BAF)**	Y						2			X				Provides large-scale, multi-year grants ($1M–$5M over 3–5 years) to NGOs for marine conservation projects in Africa, Latin America, and Asia/Pacific. It focuses on establishing/managing Marine Protected Areas (MPAs) and supporting sustainable livelihoods in coastal communities.

Multi-lateral ODF	**AquaFund**	Y						2				X			Aims to continue supporting mitigation and adaptation efforts to alleviate the effects of extreme events in the LAC region, the efficient and effective use of water resources and its impact on the sustainable development of the Region, and providing financial support for interventions aiming at achieving water security.
Multi-lateral ODF	**NDC Pipeline Accelerator Multi-Donor Trust Fund (ACL)**	Y						2						X	Assists LAC's national and sub-national entities, both public and private, to plan and design investments in infrastructure, agriculture, and land-use management that are aligned with their NDCs and other national climate and sustainable development objectives.
Multi-lateral ODF	**IDB Lab**	Y	Y		Y	Y		2						X	Focuses on entrepreneurship and technology to co-create solutions for development challenges and to spark new industries for growth in Latin America and the Caribbean. IDB Lab supports high-impact startups and the innovation ecosystems they need to thrive through flexible financing, practical knowledge, and global connections.
Multi-lateral ODF	**Circulate Capital Ocean Fund LAC**		Y		Y			2					X		First fund dedicated to fighting plastic pollution and advancing the circular economy in Latin America and the Caribbean. Plastics, a major pollution and carbon source, have low recycling rates and collection is primarily done by the informal sector, which tends to be overwhelmingly female, with little agency or protection. The fund invests in companies and technologies to improve and expand waste collection, sorting, processing, and recycling, primarily in Brazil, Mexico, Chile, Colombia, and the Caribbean.
Multi-lateral ODF	**African, Caribbean and Pacific Trust Fund (ACP Trust Fund)**	Y	Y		Y	Y		2						X	Funds sustainable economic, social, and environmental development projects in ACP countries. It focuses on private sector growth, climate action, digital solutions, and infrastructure, utilising grants, technical assistance, and financial instruments like equity and debt.
Multi-lateral ODF	**Climate Change Project Preparation Fund**	Y				Y		2						X	Helps the Bank's Borrowing Member Countries (BMCs) identify, design and prepare high-impact programmes and projects which address their climate change adaptation and mitigation needs.
Multi-lateral ODF	**Blue LAC bond**		Y					2						X	A €100 million, 5-year sustainable debt instrument issued by CAF (Development Bank of Latin America and the Caribbean) in June 2025 to fund ocean-based projects in the region.
Multi-lateral ODF	**Global Environment Facility Trust Fund (GEFTF)**	Y	Y		Y			2						X	Aims to help developing countries and economies in transition contribute to the overall objective of the Rio Conventions including the United Nations Framework Convention on Climate Change (UNFCCC) to mitigate climate change, while enabling sustainable economic development.

Multi-lateral ODF	**Adaptation Fund**	Y						2						X	Finances projects in developing countries, helping vulnerable communities adapt to climate change. With over US $1.39 billion committed, it supports concrete, localised actions like agriculture, water management, and disaster risk reduction.
Bilateral ODF	**Blue Natural Capital Financing Facility (BNCFF)**	Y				Y		2							Supports the development of sound, investable Blue Natural Capital (BNC) projects with clear ecosystem service benefits, based on multiple income streams and appropriate risk-return profiles.
Bilateral ODF	**Blue Carbon Accelerator Fund (BCAF)**	Y				Y		2			X				Supports the development of blue carbon restoration and conservation projects in developing countries and helps pave the way for private sector finance.
Multi-lateral ODF	**OPEC Fund for International Development (OFID)**	Y	Y			Y		2						X	Funds projects related to waste management, which includes initiatives that address plastic pollution, often under the umbrellas of "water and sanitation," "sustainable development," or "environment."
Philanthropic	**The 11th Hour Project**	Y						2						X	Fund local initiatives that address Clean Technologies and Best Practices (reducing waste and plastic pollution), as well as Ecosystem Restoration, and Ocean Literacy.
Philanthropic	**Weeden Foundation**	Y						2				X			Focuses on biodiversity, including protecting old-growth forests, expanding habitats, and reducing plastic pollution through sustainable consumption strategies (e.g., promoting reusables).
Bilateral ODF	**Darwin Initiative**	**Y**						2			X				A UK government grants scheme that awards grants that enable low and middle-income countries to conserve their unique biodiversity, reduce poverty and address climate change.
Multi-lateral ODF	**BIOPAMA (Biodiversity and Protected Areas Management)**	Y						2			X				Assists African, Caribbean, and Pacific (ACP) countries in improving the long-term conservation and sustainable use of natural resources. It provides data-driven tools, technical services, and funding to enhance the management and governance of protected areas, strengthening decision-making and other capacities
Private investment	**PADI Foundation**	Y						2			X				Offers worldwide grants in underwater science, environmental projects, and marine education.
Multi-lateral ODF	**Blue Action Fund**	Y						2			X				Overall goal is to reduce the dramatic loss of marine biodiversity and improve the incomes of coastal fishing communities. It is dedicated to supporting marine protected areas (MPAs) and the most sensitive coastal waters of Africa, Latin America and Asia/the Pacific
Philanthropic	**The Philip Stephenson Foundation**	Y						2			X				Provides funding for marine exploration, protection and security, with a primary focus on the U.S. and Caribbean coastal regions.
Philanthropic	**Waitt Foundation**	Y						2						X	A grant-making organisation that provides funding and resources for ocean research, policy, marine protection, and Blue Prosperity

															initiatives around the globe, with the ultimate goal of sustainable, resilient and thriving seas that benefit all.
Bilateral ODF	**International Climate Initiative**	Y						2						X	Since 2008, the IKI has supported over 1000 climate and biodiversity projects in approximately 150 partner countries with a total of almost 7.5 billion euros.
Private investment	**Stitching DOEN Foundation**	Y						2					X		Funds innovative, sustainable, and socially inclusive initiatives, primarily acting as a risk-taking partner for pioneers and entrepreneurs. Established by the Dutch Postcode Lottery, it supports projects through subsidies, loans, and equity investments in two main areas: Green and Inclusive Economy (climate, circular economy) and Culture and Cohesion (arts, community).
Public-private partnership	**Global Innovation Fund (GIF)**	Y	Y		Y			2					X		Funds innovations with the greatest potential to transform the lives of people living on less than $5 a day. Since 2014, they have proudly backed a diverse portfolio of innovations tackling a range of development challenges.
Bilateral ODF	**Global Centre on Biodiversity for Climate (GCBC)**	Y						2						X	Supports developing countries in shaping decisions and policies that better value, protect, restore, and sustainably manage biodiversity while strengthening climate resilience and supporting poverty alleviation.
Non-profit	**Caribbean Ocean Trust**	Y						2						X	Funds marine conservation and restoration projects across the Caribbean region, focusing on coral reefs, sea turtles, mangroves, seagrass, and educational initiatives.
Multi-lateral ODF	**Latin America and Caribbean Investment Facility (LACIF)**	Y	Y		Y			2						X	Supports investments that contribute to the achievement of the Sustainable Development Goals (SDGs) in Latin America and the Caribbean.
Bilateral ODF	**Grant Programme against Marine Litter**	Y						2	X					X	The objectives of the Grant Programme are to: - Develop and implement circular solutions with citizens - Implement circular economy pilot projects together with private sector stakeholders - Establish enabling conditions for extended producer responsibility (EPR) - Provide technical support and capacity building for city governments
Bilateral ODF	**LAGreen Fund**		Y			Y		2						X	A specialised investment fund dedicated to financing green bonds in Latin America, focusing on projects that boost environmental and social benefits. They fund initiatives related to renewable energy, energy efficiency, sustainable transportation, waste management, circular economy, and biodiversity conservation to combat climate change.

Bilateral ODF	**Ghost Gear Fund**	Y						2			X				Provides financial support for initiatives aiming to reduce abandoned, lost, or discarded fishing gear (ALDFG). It funds projects focused on four key pillars: the retrieval of lost gear, responsible disposal, innovative technology piloting to prevent future loss, and international leadership.
Public-private partnership	**Critical Ecosystem Partnership Fund (CEPF)**	Y						2						X	Provides grants to NGOs, community groups, Indigenous organisations, and private sector entities to protect biodiversity hotspots, which are the world's most threatened, species-rich ecosystems. They fund projects that engage local communities in conservation, strengthen protected area management, and create sustainable livelihoods
Philanthropic	**Packard Foundation**	Y					Y	2						X	Supports non-profit organisations working toward a just and equitable future for people and nature, with primary funding areas including conservation and science (oceans, climate), population and reproductive health, and children, families, and communities. They prioritise science-based solutions, local, and international projects
Philanthropic	**Bezos Earth Fund**	Y						2						X	A $10 billion philanthropic commitment (by 2030) dedicated to fighting climate change and protecting nature. Key funding areas include conserving/restoring nature, transforming food systems, decarbonising industry, and advancing environmental justice. Recent initiatives include AI for the environment and ocean protection.
Philanthropic	**Bloomberg philantrophies**	Y						2						X	Provides large-scale, strategic funding focused on five key areas: Public Health, Environment, Education, Government Innovation, and Arts & Culture. In 2025, the organisation distributed $4.3 billion globally, with a focus on data-driven, scalable solutions in more than 700 cities and 150 countries.
Philanthropic	**Oceankind**	Y						2						X	Focused on improving global ocean health by funding initiatives that reduce overfishing, protect marine habitats, and mitigate pollution.
Philanthropic	**The Becht Family Charitable Trust**	Y						2			X			X	Funds initiatives focused on marine conservation, biodiversity restoration, and climate communications. They prioritise projects that protect ocean ecosystems, fight overfishing, and mitigate climate change, often providing long-term support for environmental and humanitarian causes
Multi-lateral ODF	**Ending Plastic Pollution Innovation Challenge (EPPIC)**	Y						3						X	The objective of this project is to contribute to the reduction of plastic pollution in coastal areas in four ASEAN target countries, contributing to the achievement of SDG 14: Life Below Water and SDG 12: Responsible Production and Consumption.
Multi-lateral ODF	**Plastic Waste Reduction-Linked Bond**		Y					3					X		A USD 100 million 7-year principal protected bond issued by the International Bank for Reconstruction and Development (IBRD) with a unique feature, whereby the return for investors is linked to the issuance and monetisation of Plastic Waste Recycling Credits, Plastic Waste Collection Credits, and Verified Carbon

														Units (“VCUs”) from two plastic waste collection and recycling projects in Ghana and Indonesia.
Multi-lateral ODF	**Sustainable Ocean Fund (SOF)**		Y		Y			3					X	Was a $132 million impact investment fund launched in 2018 to support a sustainable blue economy. It funded over 16 projects, primarily in Latin America, Africa, and Asia, focusing on sustainable seafood, the circular economy (tackling plastic/waste), and marine conservation.
Multi-lateral ODF	**Dedicated Grant Mechanism (DGM)**	Y						3					X	A Climate Investment Fund (CIF) financing window that provides direct grant support to Indigenous Peoples and Local Communities (IPLC) so that they can contribute time-tested approaches to protecting and managing the natural environment.
Philanthropic	**Betty and Gordon Moore Foundation**	Y						3					X	Gordon and Betty Moore established the foundation to create positive outcomes for future generations. In pursuit of that vision, we advance scientific discovery, environmental conservation, and the special character of the San Francisco Bay Area.
Private investment	**Yves Rocher Foundation**	Y						3					X	Funds global initiatives focused on biodiversity conservation, primarily supporting women environmentalists through the Terre de Femmes Award and large-scale tree planting programs, such as the Plant for Life initiative. They empower women-led projects, restore forests, and promote urban greening, having supported hundreds of projects in over 50 countries to protect nature
Multi-lateral ODF	**Metis Arts and Development Fund**	Y	Y					3					X	The fund targets the achievement of the Sustainable Development Goals (SDGs) and finances initiatives that bring together an artist, a “traditional” development operator and a local community within a given territory. They concentrate around a development issue that concerns them all, the creative process that brings them together, and the final artistic creation resulting from the funded project that gives rise to transformative experiences for all stakeholders. Sharing emotions and creating transformations: this is what Metis is all about.
Multi-lateral ODF	**Financial Inclusion Fund (FIF)**	Y				Y		3					X	Provides capacity-building grants and technical assistance to microfinance institutions (MFIs) in Africa, the Caribbean, Pacific, and EU Southern Neighbourhood. It boosts access to finance for MSMEs, women, and low-income households.
Multi-lateral ODF	**Water Sector Fund**	Y			Y	Y		3					X	Supports projects in low and lower middle-income countries whose public authorities have limited finances and lack the ability or resources to build water projects to a sufficient standard. Some people in these regions do not have basic sanitation or water supply. Furthermore, a link has been established between access to water and stability in countries classified as fragile by the Organisation for Economic Co-operation and Development (OECD).

Philanthropic	**Marisla Foundation**	Y						3						X	The Foundation awards grants quarterly in two program areas – the Environment and Human Services - and a Special Interests category for proposals invited by the Board of Directors.
Philanthropic	**Walton Family Foundation**	Y						3			X				The Walton Family Foundation primarily funds ocean conservation and sustainable fisheries in specific regions—Indonesia and the Americas (U.S., Mexico, Chile, Peru)
Bilateral ODF	**Championing Inclusivity in Plastic Pollution (CHIPP)**					Y	Y	3						X	The overall objective is to foster an inclusive approach to tackling plastic pollution at all levels in ODA-eligible countries, from young people and communities to international action.
Philanthropic	**Charles Stewart Mott Foundation**	Y						3						X	In addition to establishing grants through their four program teams — Civil Society, Environment, Flint Area and Youth Engagement — they also support unusual or unique opportunities to address significant national and international problems.
Bilateral ODF	**Multi-partner Trust Fund (MPTF) on Nature for Health**	Y						3						X	The primary goal is to address the environmental drivers of pandemics to prevent future spillovers of disease from animals to humans.
Philanthropic	**Fondation Charles Léopold Mayer**	Y						3						X	The FPH provides long-term core funding to civil society organisations that put forward alternatives and advocate on the issues covered by the ten programmes that have been selected for the budget period running from 2021 to 2023: EKO – Ecological Economics EUR – A resilient Europe in an Uncertain Geopolitical Context TER – Territories in Ecological Transition TEC – Technological Democracy, Ecological Technologies and Low-Tech DEM – Democracy and the Rule of Law MOV – Alter-Globalist Movements ENE – Energy and Climate ALI – Territorialised Sustainable Food Systems FIL – Regulation of Transnational Companies and Sustainable Sectors
Multi-lateral ODF	**The EBRD Green Economy Financing Facility**	Y	Y					3						X	The EBRD Green Economy Financing Facility (GEFF) funds private sector businesses, homeowners, and vendors investing in green technologies, including energy efficiency, renewable energy, and climate resilience projects. It provides loans through local financial institutions to support projects like thermal insulation, solar panels, electric vehicles, and water-efficient irrigation
Private investment	**Pure Ocean**	Y						3						X	A Marseille-based endowment fund that provides grant funding for international, innovative, and applied research projects aimed at protecting fragile marine ecosystems and biodiversity. They typically fund scientific projects that focus on solving specific ocean issues, rather than general conservation or clean-up efforts alone

Public-private partnership	**Blue Nature Alliance**	Y				Y		3						X	Funds large-scale global ocean conservation, specifically targeting the creation, expansion, and management of Marine Protected Areas (MPAs). They provide technical expertise, scientific support, and financial resources to protect biodiversity, with a focus on 30% protection by 2030.

ANNEX IV – FURTHER INFORMATION ABOUT PRIORITY (CATEGORY 1) FUNDERS

GEF Small Grants Programme (SGP)

Multilateral Grant programme.

Primary Funders: Primarily funded by the Global Environment Facility (GEF), with contributions from member countries. It is implemented by the United Nations Development Programme (UNDP) on behalf of the GEF partnership and executed by the United Nations Office for Project Services (UNOPS).

Funding size: Provides grants up to $50,000 (occasionally up to $150,000 for strategic projects) to local NGOs, community-based organisations, and indigenous groups.

Main priorities: Community-led initiatives in biodiversity conservation, climate change mitigation/adaptation, sustainable land management, international waters, and chemicals/waste reduction.

Previous Funded Programmes: The GEF SGP has supported over 28,000 community-led projects since 1992, with notable previous awardees including the Turkish Mediterranean Conservation Society and Kuzey Doga Society (2013 Whitley Award winners), Association ADIDY Maitso in Madagascar (Equator Prize winners), and the Conselho de gestão da área marinha protegida comunitária Urok in Guinea-Bissau.

Caribbean Biodiversity Fund (CBF)

Multilateral fund.

Primary Funders: A coalition of international partners, primarily the German Government (via KfW), the Global Environment Facility (GEF), World Bank, UNDP, and the Nature Conservancy. Additional support comes from Global Affairs Canada, the French Development Agency (AFD), USAID, and the Blue Nature Alliance.

Funding size: USD $400k-$2m in grant funding

Main priorities: The CBF's EbA Facility (Ecosystem-based Adaptation) and ACE Facility (Advance Circular Economy) support projects improving climate resilience and sustainable infrastructure across 13 Caribbean countries. It supports ecosystem-based adaptation (EbA) to climate change, mangrove restoration, coral reef protection, and the development of sustainable, nature-based economies.

Previous Funded Programmes: Has funded over 55 projects across 13 Caribbean nations, focusing on conservation and climate adaptation. Key recipients include national conservation trust funds in countries like Antigua and Barbuda, Jamaica, St. Lucia, and Guyana, as well as organisations working on ecosystem-based adaptation.

Saint Lucia National Conservation Fund

Multilateral trust fund.

Primary Funders: Primarily funded and supported by the Caribbean Biodiversity Fund (CBF) as one of its partner National Conservation Trust Funds. It also receives funding and support from the International Aid Transparency Initiative (IAF), USAID, and local private sector/philanthropic organisations.

Funding size: USD $5,000 to $50,000.

Main priorities: Funds community-based projects focused on conserving, restoring, and managing the island's marine and terrestrial biodiversity. Key areas include coral reef restoration, coastal resilience, climate change adaptation, sustainable livelihoods, and protected area management. SLUNCF actively funds plastics-related projects, specifically focusing on plastic waste management, marine pollution reduction, and coastal ecosystem protection. They have partnered with Massy Stores to provide grants ranging from $2,000 XCD to $50,000 XCD for projects lasting up to one year.

Previous Funded Programmes: Has provided over US $2 million to support biodiversity, coastal resilience, coral reef restoration, and sustainable livelihoods, primarily focusing on community-led, nature-based projects. These include the *Faux-a-Chaux Community Afterschool Program (FCASP), Kitchen Garden Project* and *Improving Honeybee Health in St. Lucia.*

French Embassy Funds (FSPI/local initiatives)

Bilateral fund.

Primary Funders: Primarily financed by the French government through the Ministry of Europe and Foreign Affairs (MEAE) and Agence Française de Développement (AFD).

Funding Size: €1000-€1m

Main priorities: Primarily structured as the Solidarity Fund for Innovative Projects (FSPI) and various local initiatives (such as PISCCA), these are key tools of French diplomacy designed to support small-scale, high-impact projects in partner countries. These funds focus on fostering local development, strengthening civil society, and promoting French priorities, including gender equality, education, and environmental sustainability.

Previous Funded Projects: French embassy funds have actively supported initiatives to combat plastic pollution, notably through the RePLAST OECS recycling project in Saint Lucia and the wider Eastern Caribbean; a €850,000 donation in Nigeria for university recycling plants and waste management; and supporting "Waste-to-Wealth" initiatives for women.

Blue Planet Fund

Bilateral Fund.

Primary Funders: The Blue Planet Fund is funded by the UK Government through its Official Development Assistance (ODA) budget.

Funding Size: £250,000- £3 million

Main priorities: The Blue Planet Fund is the UK's £500 million programme supporting developing countries in protecting the marine environment and reducing poverty. The Fund actively supports plastic-related projects as part of its focus on marine pollution and protecting ocean ecosystems. It has invested over £20 million in the Global Plastic Action Partnership (GPAP) to tackle plastic waste in developing nations and supports initiatives aimed at stopping plastic from entering the ocean.

Previous Funded Projects: Key projects include the Ocean Country Partnership Programme (technical assistance), the Sustainable Blue Economies (resilient economies), and contributions to the Global Fund for Coral Reefs. Other initiatives focus on supporting mangrove restoration in Ghana and strengthening recycling in Mozambique.

Global Plastic Action Partnership (GPAP)

GLOBAL PLASTIC ACTION PARTNERSHIP

Multi-lateral partnership fund.

Primary Funders: Primarily funded and supported by a coalition of government agencies and corporate partners, spearheaded by the World Economic Forum (WEF).

Funding Size: **Biodiversity Small Funds Initiative (2025):** The GPAP offered funding up to USD $50,000 per project to support local non-profits, community initiatives, and indigenous groups.

Informal Plastic Collection Challenge (2021): The GPAP offered up to $5,000 alongside mentorship and networking.

Main priorities: Brings together governments, businesses, and civil society to fund, facilitate, and scale initiatives that reduce plastic pollution and promote a circular economy. GPAP, supported by organisations like the UK's Blue Planet Fund, focuses on translating commitments into concrete actions in ODA-eligible countries.

Previous Funded Projects: GPAP has launched initiatives like the Inclusive Plastic Action Programme 2025, which provides grants to non-profits and social enterprises. Key supported projects under the programme include PatiHoub (women-led recycling in Lao PDR), Kalobeyei Integrated Youth Progress (refugee-led waste management in Kenya), and the Impactive Innovation Hub (community-driven innovation in Tanzania. For more information, see here.

PROBLUE

Umbrella multi-donor trust fund.

Primary Funders: Funded by a coalition of governments, including Norway, Sweden, Canada, Denmark, France, Germany, Iceland, Ireland, the UK, the US, and the European Commission. Housed at the World Bank.

Funding Size: As of early 2025, the portfolio has expanded to include 247 activities in over 100 economies, with a total portfolio value of $229 million. PROBLUE grants are highly leveraged, with every $1 of PROBLUE grant resources, as of FY25, catalysing $82 in World Bank financing.

Main priorities: Supporting the integrated and sustainable development of marine and coastal resources to ensure healthy oceans and boost economies in developing nations and SIDS. It funds projects across four key pillars: sustainable fisheries/aquaculture, reducing marine pollution (plastics), oceanic sectors like tourism/renewable energy, and ocean governance.

Previous Funded Projects: Examples of relevant projects PROBLUE has funded include *Unleashing the Blue Economy of the Caribbean (UBEC):* a 15-year, $90 million initiative operating in Saint Lucia, Grenada, and Saint Vincent and the Grenadines. It supports fisheries, tourism, and waste management through investments and a regional matching grants program. For more information on their projects in the Caribbean, see here.

Small Grants Programme (SGP) on Plastic Waste (Basel/Stockholm Conventions)

Multi-lateral fund.

Primary Funders: Primarily funded by the Norwegian Agency for Development Cooperation (Norad). Additional financial support is provided by the governments of Germany, Norway, Sweden, France, Japan, the Netherlands, Switzerland, the United States, and the Norwegian Retailers' Environment Fund.

Funding Size: **National Projects:** Up to USD $120,000.

Regional Projects: Up to USD $180,000.

Main priorities: Funds low-cost, high-impact projects to improve plastic waste management and reduce marine pollution. These projects, implemented by Regional Centres, focus on policy, awareness, and technical solutions to implement the Plastic Waste Amendments.

Previous Funded Projects: Funds pilot projects in 40+ countries. Key projects focus on improving plastic waste management, national inventories, reducing hazardous constituents, and enhancing recycling schemes to support the Basel Convention amendments.

Plastic Waste Partnership (PWP) Pilot Projects

Multi-lateral partnership.

Primary Funders: Contributions from the governments of Norway (including the Norwegian Retailers' Environment Fund and Norad), Germany, Switzerland, and France.

Funding Size: **National Projects:** Indicative budgets range from USD $50,000 to $180,000.

Regional Projects: Indicative budgets range from USD $200,000 to $500,000.

Main priorities: Small-scale, high-impact initiatives funded by the Basel Convention to improve the environmentally sound management of plastic waste, focusing on areas like recycling, reduction, and, through the Small Grants Programme, practical on-the-ground solutions. These projects support the implementation of the Plastic Waste Amendments to the Convention.

Previous Funded Programmes: Key projects include optimising recycling in Asian countries, replacing single-use food containers in China, and strengthening waste management capacity in African nations. For a full list of projects, visit their website.

Ocean Innovation Challenge

Multi-lateral challenge.

Primary Funders: Primarily funded by the governments of Sweden (through Sida - Swedish International Development Cooperation Agency) and Norway (through Norad - Norwegian Agency for Development Cooperation).

Funding Size: US $50,000 to US $250,000

Main priorities: Funds innovative, replicable, and scalable solutions that aim to address ocean pollution, particularly due to plastics and nutrients.

Previous Funded Programmes: Relevant projects include rePurpose Global (India): A plastics credit platform that reduces waste, supports livelihoods, and restores natural capita. More details and a full list of innovators are available on the dedicated Ocean Innovation Challenge platform.

Commonwealth Blue Charter Project Incubator

Multi-lateral Incubator.

Primary Funders: Commonwealth institutional funding and philanthropic support

Funding Size: £5k - £50k

Main priorities: Encourages the development of projects under each of the 10 Commonwealth Blue Charter Action Group themes designed to address sustainability and marine protection, primarily targeting SDG 14 (Life Below Water). These can include project-related capacity building, the writing of larger project proposals, 'rapid assessments', and proof-of-concept pilot projects.

Previous Funded Programmes: Key projects include combatting plastic pollution in Barbados, marine mapping in Kenya, sustainable fishing in Kiribati, and river monitoring in the Seychelles.

Commonwealth Clean Ocean Alliance (CCOA) Technical Assistance Facility

Bilateral Technical Assistance Facility.

Primary funders: Primarily funded by the UK Government.

Funding Size: Individual grant sizing is not specified, but the TAF was originally established with up to £10 million in funding and is part of a larger £61.4 million Commonwealth Oceans Plastic Package, which includes £25 million for marine plastic research and £20 million to address manufacturing pollution.

Main priorities: The UK committed up to £10 million to this specific facility to support ODA-eligible Commonwealth countries in meeting their commitments to reduce marine plastic pollution. The facility works alongside other UK-funded initiatives, such as the £6 million Commonwealth Litter Programme (CLiP) and various Blue Planet Fund projects.

Previous Funded Programmes: Key projects included establishing recycling partnerships in Uganda and Ghana, developing national plastic strategies (e.g., in Vanuatu), and supporting the Global Plastics Action Partnership (GPAP).

The Ocean Foundation

Public-private partnership.

Primary Funders: Funded through a combination of private, governmental, and corporate partnerships

Funding Size: USD $1,000 to $50,000

Main priorities: Funds global marine conservation, focusing on habitat restoration, species protection, and building capacity for coastal communities. Key funding areas include blue carbon projects, plastic reduction initiatives, ocean acidification monitoring, and marine education.

Previous Funded Programmes: They support projects in 40+ countries. TOF is a key partner in the End Plastic Pollution International Collaborative (EPPIC), a $14.5 million USD project that funds and supports solutions to plastic pollution worldwide, including in regions like Africa and Latin America.

Clean Oceans Initiative 2.0

Multi-lateral initiative.

Primary Funders: The Clean Oceans Initiative 2.0 is funded by a partnership of six public development banks: AFD (France), EIB (European Union), KfW (Germany), CDP (Italy), EBRD (European Bank for Reconstruction and Development), and ADB (Asia).

Funding Size: The initiative has set a €3 billion financing target for 2026–2030 to reduce marine plastic pollution. It primarily provides large-scale, long-term loans and financing rather than small traditional grants for projects.

Main priorities: Proposals are accepted for projects that reduce plastic, microplastic, and other waste from entering the ocean through improvements in solid waste, wastewater, and stormwater management.

Previous Funded Programmes: Key projects focus on improving wastewater treatment (e.g., Egypt, Sri Lanka, China), enhancing solid waste management (e.g., Senegal, Togo), and flood protection (e.g., Benin, Morocco, Ecuador).

Plastic Solutions Fund

Philanthropic fund.

Primary Funders: A collaborative of roughly 24 private foundations focused on reducing single-use plastic production. Key initial and ongoing supporters include the Oak Foundation, Marisla Foundation, and Oceans 5.

Funding Size: Grant-making capacity of approximately US $7.5 million per year. While specific individual grant minimums or maximums are not explicitly listed in the overview, the collaborative nature of the fund allows it to support large-scale, strategic, and systemic campaigns, often in partnership with movements like #BreakFreeFromPlastic.

Main priorities: It supports global, regional, national, and local projects aimed at systemic changes to reduce plastic pollution, including corporate transformation, policy advocacy, and zero-waste city initiatives.

Previous Funded Programmes: Key initiatives include supporting the #BreakFreeFromPlastic movement, promoting global reuse standards via PR3, and pushing for EU-wide policies through coalitions led by Zero Waste Europe.

Outrigger Impact

Multi-lateral facility.

Primary Funders: The Outrigger Impact Fund is funded by a combination of public and institutional investors, notably a €5 million commitment from the Government of Luxembourg via the Luxembourg-EIB Climate Finance Platform (LCFP) and the European Investment Bank (EIB). The $100 million target fund is also backed by the UK's Blue Planet Fund.

Funding Size: Up to USD $15 million.

Main priorities: Provides debt and equity financing to small-and-medium-sized enterprises (SMEs) in Small Island Developing States (SIDS). Focuses on bridging the "missing middle" financing gap for projects that build climate resilience, restore ecosystems, and promote sustainable coastal development.

Previous Funded Programmes:

- **Blue Carbon Initiative (Guinea):** Restoring mangrove forests to generate carbon credits and create sustainable revenue for local communities.
- **Ocean Eye (Global):** Investment into a platform that digitises marine tourism for conservation. It allows tourists (scuba divers, boaters) to report wildlife sightings, with the data used to calculate micro-payments from tourism businesses to local communities, creating financial incentives to protect endangered species.

For more information about the projects funded by Outrigger Impact, see here.

About Common Seas

Common Seas is a social enterprise that drives systemic change, creating partnerships to design and deliver resources and solutions that stop the flow of plastic pollution.
Our programmes are centred on:

- Leading policy changes through partnerships with governments, providing technical expertise and convening the right stakeholders for action.
- Commissioning research and raising awareness of the human health impacts of plastics to inspire and motivate change.
- Empowering and equipping children through their schools, to stop the flow of plastic pollution.

We work with countries that are most affected by plastic, particularly SIDS and developing coastal economies, supporting a just transition to a future freed from plastic pollution.

To find our more, please visit: **www.commonseas.com**

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For more information, please visit: sbe-platform.org.uk/about#sbe-programme

Our partners
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