

A decade of national climate action: Stocktake and the Road Ahead

DOMINICAN REPUBLIC LONG-TERM STRATEGY: CLIMATE RESILIENCE AND ECONOMIC TRANSFORMATION

Jairo Quiros-Tortos, Angelica Madrigal, Luis Victor-Gallardo
(Climate Lead group)

A NEW PATH FORWARD: TURNING VULNERABILITY INTO LEADERSHIP

The Dominican Republic, a Small Island Developing State (SIDS), faces severe and accelerating climate risks—hurricanes, sea level rise, and prolonged droughts threaten lives, infrastructure, and economic stability. Yet this vulnerability has not led to paralysis. On the contrary, it has sparked a new national conversation about development: one that views climate action not as a cost, but as an enabler of resilience, energy security, and inclusive growth.

The country's high dependence on fossil fuels—about 82 % of electricity was generated from coal, oil, and gas in 2024¹—has long exposed it to volatile fuel prices, external shocks, and balance-of-payment pressures. Meanwhile, tourism accounts for 5–16% of GDP² and is highly sensitive to climate variability, while mining, though a small contributor to GDP, represents 12% of total exports³. These structural features have elevated the importance of transitioning to a more diversified and climate-resilient economic base.

¹ <https://mem.gob.do/wp-content/uploads/2025/01/Boletin-Informativo-Generacion-y-Gestion-Energia-2024-V.2.pdf>

² <https://bancentral.gov.do/a/d/2533-sector-real>, <https://www.unwto.org/investment/tourism-doing-business-investing-in-dominican-republic>

³ <https://bancentral.gov.do/a/d/2532-sector-externo>

The Dominican Republic's greenhouse gas emissions remain modest in global terms, but rising. Since 2005, national emissions have increased by roughly 35–40%, reflecting both economic expansion and a gradual shift in energy use⁴. The power sector has consistently been the largest source, growing from about one-fifth of total emissions in the mid-2000s to nearly 28% in 2015, as electricity demand rose and fossil-fuelled generation expanded⁵. Transport emissions have also climbed steadily, driven by rapid motorization and continued dependence on imported petroleum products. Waste-related emissions, particularly methane from landfills and open dumps, have become a more visible share of the inventory as urbanization has accelerated. By contrast, emissions from agriculture and industry have grown more moderately, with industry's share tied mainly to cement and mining. This trajectory highlights a pattern of increasing dependence on energy- and mobility-related emissions, while other sectors have remained comparatively stable⁶. While the country has valuable forest and coastal ecosystems, its carbon sink capacity remains limited and underutilized, with mangroves, in particular, receiving insufficient attention in mitigation planning⁷.

To address these interlocking vulnerabilities and emissions trends, the government has signalled its intention to transform its development model. It has committed to a 27% emissions reduction by 2030 under its updated Nationally Determined Contribution (NDC)—including a 7 % unconditional target—and is working toward a mid-century net-zero vision.

A significant catalyst in this transformation was the comprehensive assessment of the electricity sector conducted in 2022–2023, supported by the Inter-American Development Bank and Climate Lead Group. This study—based on open-source models and a robust participatory process—quantified the benefits of a renewable-driven energy

transition⁸. The analysis showed that shifting to a cleaner electricity system could reduce cumulative emissions by 140 MtCO₂, create over 160,000 jobs, and lower average electricity generation costs by 8 %, with an investment need of approximately USD 3.3 billion⁶.

Crucially, the study did more than produce numbers: it reshaped public and political discourse as detailed below. The findings brought to light the risks of continued fossil fuel dependence, the feasibility of a high-renewables future, and the tangible social and economic co-benefits of a low-carbon pathway. It helped position the electricity sector as a linchpin for broader climate and development objectives and provided a technical foundation for the emerging Long-Term Low-Emission Development Strategy (LT-LEDS). Though still pending official launch, the LT-LEDS was developed throughout 2024 and 2025 with support from the World Bank Group and technical assistance from the Climate Lead Group and the NTT Data consortium⁹ - section 2 further details key aspects of the LT-LEDS. It serves as a critical roadmap for aligning climate ambition with national development priorities. Importantly, it is not being developed in isolation: the LT-LEDS process is closely linked to ongoing reforms in the electricity, transport, land use, and waste sectors, and has already begun influencing policy thinking and institutional coordination.

The Dominican Republic's story offers a valuable case for other small, service-oriented island economies. It demonstrates how a crisis-prone context—marked by physical vulnerability, fiscal constraints, and capacity limitations—can evolve into a testing ground for long-term, systemic change. By anchoring climate ambition in evidence-based planning and inclusive dialogue, the country is charting a development path that is both feasible and future-facing.

⁴ https://edgar.jrc.ec.europa.eu/report_2023

⁵ <https://unfccc.int/sites/default/files/resource/Dominican%20Republic-%20BUR1.pdf>

⁶ <https://unfccc.int/sites/default/files/NDC/2022-06/Dominican%20Republic%20First%20NDC%20%28Updated%20Submission%29.pdf>

⁷ <https://repositorio.catie.ac.cr/handle/11554/11589>

⁸ <https://publications.iadb.org/es/evaluacion-economica-de-la-des-carbonizacion-del-sector-electrico-en-la-republica-dominicana>

⁹ <https://www.presidencia.gob.do/noticias/republica-dominicana-prepara-estrategia-de-largo-plazo-para-alcanzar-neutralidad-de>

ANCHORING LONG-TERM STRATEGY IN SUSTAINABLE DEVELOPMENT

Building on the momentum from sectoral breakthroughs, the Dominican Republic – through the Ministry of Economic Planning and Development (MEPyD, recently merged with the Ministry of Finance) and the National Council of Climate Change and Clean Development Mechanisms (CNCCMDL from its Spanish) – is now embedding climate ambition into the core of its national development planning. The goal is not simply to meet emissions targets, but to leverage climate strategies as a means to improve livelihoods, reduce inequalities, and modernize infrastructure. This approach reflects a shift from climate policy as a stand-alone agenda to climate as a structural lens through which development is assessed and reimaged.

A central feature of this effort is the adoption of the CLEWWI modelling framework—an integrated tool that links Climate, Land, Energy, Water, Waste, and Industry systems. Unlike conventional energy models that focus narrowly on generation or supply, CLEWWI enables planners to understand how interventions in one sector ripple across others. For example, decarbonizing the electricity sector affects land use through solar deployment, water demand through technology choice, and waste flows through industrial processing. It also allows for simulation of equity impacts and regional trade-offs—critical in a country marked by spatial inequalities and resource constraints.

The CLEWWI model underpins the technical foundation of the draft LT-LEDS, enabling the government to analyze long-term mitigation pathways in a way that is responsive to national realities. Importantly, this modelling work has been developed in parallel with the update of the National Development Strategy 2030 (NDS 2030). With support from United Nations – Department of Economic and Social Affairs (UNDESA), national consultants, and the Climate Lead Group, the government is revisiting its long-term development vision with a view to incorporating sustain-

ability, resilience, and decarbonization as core pillars. The NDS 2030 is the Dominican Republic's highest-level planning instrument, setting out four overarching objectives: strengthening democratic governance, ensuring a society free of poverty and inequality, achieving a competitive and environmentally sustainable economy, and fostering territorial cohesion. First adopted in 2012, the strategy provides continuity across administrations and serves as the backbone for sectoral plans and budget allocations. Its ongoing update offers a critical window to embed climate ambition at the heart of national development priorities.

This long-term framework does not operate in isolation but is articulated with other key national strategies. The NDS 2030 provides the overarching vision, while the updated *Nationally Determined Contribution (NDC)* sets near- and medium-term climate commitments, and the draft LT-LEDS establishes the mid-century decarbonization pathway. Sectoral instruments—such as the *Indicative Power Expansion Plan*, the *National Energy Policy 2021–2036*, and the forthcoming *Transport Electrification Roadmap*—translate these objectives into concrete actions at the sector level. Together, these instruments form a nested hierarchy: the NDS 2030 as the guiding umbrella, the NDC and LT-LEDS as climate-specific roadmaps, and sectoral plans as implementation vehicles. This articulation ensures that climate ambition is mainstreamed into development priorities while preserving coherence across planning horizons and institutional mandates.

This convergence of climate and development planning is timely. The country faces mounting infrastructure gaps, territorial disparities, and service delivery challenges—especially in transport, water, and waste management. At the same time, it is grappling with high electricity losses and underinvestment in distributed energy. Without long-term alignment, short-term policy decisions risk locking in carbon-intensive trajectories or worsening social inequities.

The LT-LEDS offers a structured process to avoid these risks. It provides a common reference point for ministries, development banks, and private

investors, guiding investment toward projects that deliver both mitigation benefits and socio-economic returns. For instance, electrification of public transport could reduce emissions while also addressing air pollution and improving mobility for low-income communities. Similarly, shifting from open dumps to controlled waste management offers mitigation gains alongside public health improvements.

Beyond its role as a long-term vision, the LT-LEDS has also acted as a catalyst for other climate policy processes. The analytical results and participatory discussions that shaped the strategy directly informed the revision of the *Indicative Power Expansion Plan*, which is now more closely aligned with renewable energy and storage targets. In parallel, the LT-LEDS scenarios are expected to support the *National Development Strategy 2030*, embedding low-carbon pathways and resilience objectives into a document that guides sectoral investment. The process also provided technical evidence for the transport sector's emerging electrification roadmap—prioritizing electric buses and charging infrastructure in Santo Domingo and Santiago—and reinforced regulatory discussions on waste management reforms, including the transition from open dumping to controlled landfills.

These links illustrate how the LT-LEDS has served more as a driver of policy coherence than as a stand-alone document. By establishing common baselines, conducting cost-benefit analyses, and facilitating multi-sectoral dialogues, the strategy has given decision-makers the confidence to advance reforms that were previously stalled. In this way, it is already contributing to concrete emissions reductions through sectoral policies and investment signals, while also building the institutional habit of integrating climate considerations into core development decisions.

What distinguishes the Dominican Republic's approach is the deliberate effort to align technical modelling with institutional coordination. The LT-LEDS process has been inclusive, involving line ministries, civil society, and local governments from the outset. A series of structured consultations was held in 2024, including national work-

shops convened by MEPyD and CNCCMDL with participation from energy, transport, land-use, and finance institutions. Civil society organizations, academia, and representatives from the private sector were invited to co-design scenarios and assess their socioeconomic implications. Local governments from Santo Domingo, Santiago, and coastal municipalities joined consultations on land use and waste management, bringing territorial perspectives often absent from national planning. These dialogues provided a forum to discuss policy trade-offs—such as the balance between renewable energy deployment and land availability—and helped identify enabling conditions like regulatory reform, capacity building, and access to finance. This consultative process strengthens policy ownership and increases the likelihood that long-term strategies will be implemented, rather than shelved.

In sum, while the strategy is still in formation, the Dominican Republic has laid important institutional and analytical foundations. It is advancing an integrated model of development in which climate action is not an add-on, but a means to address structural gaps, empower local institutions, and guide investments toward a more equitable and sustainable future.

FROM ELECTRICITY TO ECONOMY-WIDE ACTION: BUILDING MOMENTUM FOR DECARBONIZATION

Among the many decarbonization opportunities in the Dominican Republic, the electricity sector stands out as the most actionable and impactful. It represents nearly 28 % of national emissions and is almost entirely fossil fuel-based—over 80% of power generation is derived from imported coal, oil, and gas. The country's energy matrix has historically been a source of economic vulnerability, amplifying exposure to global fuel price volatility and weakening its trade balance. However, it is also a space of opportunity where the alignment between climate, economic, and energy security goals is most visible.

This recognition catalyzed the 2022–2023 electricity sector decarbonization study, supported by the Inter-American Development Bank and Climate Lead Group. Using an open-source optimization model (MAURISE-RD, based on OSeMO-SYS), the study evaluated scenarios ranging from business-as-usual expansion to high-renewables and deep decarbonization. Results showed that a clean energy transition could reduce cumulative emissions by 140 MtCO₂ between 2022 and 2050, lower generation costs by 8 %, create more than 160,000 jobs, and attract over USD 3.3 billion in new investments.

Equally important, the study reshaped the public discourse around the energy transition. Policy-makers across government agencies began reassessing long-term investment signals, distributed generation policies, and power market regulations. Utilities and energy authorities recognized the value of integrating storage, updating grid codes, and supporting distributed energy resources. The study also helped position electricity decarbonization as the cornerstone of the country's broader climate strategy and an essential pillar of the draft LT-LEDS.

However, transforming potential into reality will require overcoming structural barriers. Existing regulatory frameworks still favor conventional generation and offer limited incentives for flexibility, storage, or demand-side participation. Project permitting processes are slow and fragmented, with significant delays at the municipal level. Tariff structures and procurement modalities remain misaligned with long-term decarbonization objectives, and grid infrastructure requires substantial reinforcement.

To address these barriers, the LT-LEDS process has initiated discussions on updating the Indicative Generation Expansion Plan, incorporating grid-enhancing technologies (GETs), and improving land-use planning for renewable deployment. It has also called for stronger links between electricity sector governance and climate policy. These links are currently under discussion in the country. These actions aim to shift the focus from short-term reliability concerns to long-term system resilience, cost-effectiveness, and emissions performance.

BEYOND ENERGY: UNLOCKING CROSS-SECTORAL SYNERGIES

While the electricity sector provides a clear entry point, the Dominican Republic's mitigation efforts must go well beyond energy. Several non-energy sectors—transport, land use, waste, and industry—contribute significantly to emissions and face pressing sustainability challenges. In transport, emissions have grown steadily due to increased vehicle ownership and fossil-fueled road transport. The current system is dominated by light-duty private vehicles, with limited investment in mass transit. Electrification of fleets, especially public and commercial vehicles, offers clear mitigation benefits. However, modal shift, compact urban design, and mobility-as-a-service solutions are equally important. Without these, electrification could increase congestion and electricity demand in an uncoordinated manner.

In land use, while the Dominican Republic has forested areas and coastal ecosystems with mitigation potential, carbon sinks are under pressure from urban expansion and unsustainable practices. The emissions inventory lacks detailed accounting of these sinks—especially mangroves and wetlands—and current policy frameworks offer limited protection. Enhanced mapping, modelling, and institutional mandates are needed to integrate these ecosystems into mitigation planning and adaptation strategies, including measures such as expanding protected areas for mangroves and coastal wetlands, introducing payment for ecosystem services schemes to incentivize forest conservation, strengthening enforcement against illegal logging and land conversion, and advancing restoration programs for degraded mangrove belts and watersheds. Integrating nature-based solutions—such as coastal buffers and urban green corridors—into adaptation plans would also reinforce both carbon storage and resilience to storms, flooding, and heat stress.

Waste management is another high-impact sector. Methane from organic waste, open dumps, and poor landfill practices contributes to

national emissions while generating severe environmental and health risks. Scaling up composting, controlled landfilling, and bioenergy recovery could reduce emissions and support circular economy goals. The strategy highlights the need for data improvement, performance-based financing for municipalities, and stronger mandates for local governments.

Industrial processes, including cement and mining, also present mitigation opportunities, particularly in energy efficiency and fuel switching. While the sector is a smaller emissions source relative to energy and transport, its strategic importance for exports and employment warrants attention in the long-term strategy.

The CLEWWI model has proven instrumental in revealing cross-sectoral trade-offs. For instance, large-scale bioenergy development affects land and water systems; transport electrification reshapes electricity demand curves; and waste-to-energy solutions intersect with both land use and power planning. Understanding these linkages has helped the government avoid fragmented or conflicting policy decisions and prioritize interventions with multiple co-benefits.

Overall, by moving beyond an energy-centric approach, the Dominican Republic is embracing a more systemic view of decarbonization. This broader framing will be critical to align different policy instruments (i.e., LT-LEDS, NDS 2030, NDCs), mobilize investment, and deliver climate action that supports inclusive and resilient development.

KEY ENABLING CONDITIONS TO MOVE FROM PLANS TO ACTION

Developing a robust long-term strategy is a necessary first step, but turning plans into implementation requires a broader enabling ecosystem. In the Dominican Republic, four key enabling conditions will shape the success of its low-emission development trajectory: institutional coordination, regulatory reform, data and modelling capacity, and access to finance.

Existing measures and progress to date

While many reforms are still in preparation, the Dominican Republic has already advanced a number of measures that signal the shift toward a more climate-aligned policy framework. In the energy sector, the *National Energy Plan 2022–2037* outlines the established renewable energy targets and highlights the regulatory framework for independent power producers, which has led to the auctioning of new solar and wind projects. The revision of the *Indicative Generation Expansion Plan* now incorporates renewable generation and storage, and the electricity regulator has begun consultations on grid codes that recognize the role of distributed energy resources and storage technologies.

In transport, progress is evident in the introduction of fiscal incentives for electric vehicles, including exemptions from import duties and reduced circulation fees. Pilot programs for electric buses have been launched in Santo Domingo, supported by international finance, and the Ministry of Transport is developing a roadmap for wider electrification of public fleets. Complementary measures such as the modernization of the metro and cable-car systems also contribute to a shift toward low-emission mobility.

On the land-use and ecosystem side, the government has expanded conservation areas in coastal zones, strengthened reforestation programs under *Quisqueya Verde*, and launched community-led mangrove restoration projects in Montecristi and Samaná. Waste sector reforms are also underway: the *General Law on Integral Solid Waste Management* (2020) prohibits open dumping and establishes guidelines for recycling and controlled landfilling, with municipalities gradually adopting compliance measures.

These initiatives represent important building blocks of the ongoing reform agenda referenced in the introduction. Although not yet sufficient to put the country on a net-zero trajectory, they provide concrete entry points for scaling up ambition through the LT-LEDS. Linking these measures with long-term planning instruments increases their coherence and ensures they

contribute not only to emission reductions but also to resilience, job creation, and service delivery improvements.

Strengthening institutional coordination

The country's climate governance architecture remains fragmented. Multiple ministries and agencies share responsibility for climate, energy, transport, land, and waste, with limited mechanisms for cross-sectoral coordination. While the Ministry of Environment leads the climate agenda, implementation responsibilities are scattered across technical institutions, regulators, and local governments.

The LT-LEDS process has begun to address this through inter-institutional technical working groups, stakeholder mapping, and joint scenario design. However, institutional memory and staff turnover pose challenges for continuity. Establishing a permanent inter-ministerial committee on climate strategy—with clear mandates, budgetary authority, and planning functions—would enhance coherence, improve accountability, and streamline decision-making.

Advancing regulatory reform and planning alignment

Misalignments between regulatory frameworks and climate goals risk locking in carbon-intensive infrastructure. Power purchase agreements (PPAs), land-use codes, fuel subsidies, and public procurement rules are often inconsistent with decarbonization objectives. For instance, while the National Energy Commission (CNE) promotes renewable energy, procurement processes still tend to favor centralized fossil fuel plants.

To enable low-carbon investment, regulations must evolve to recognize system-wide value, not just short-term costs. This includes enabling remuneration for storage and flexibility, improving permitting frameworks for renewable projects, and mainstreaming climate criteria into infrastructure planning. Crucially, regulatory reforms should also reflect social inclusion, ensuring that underserved communities benefit from clean energy access, mobility, and resilient infrastructure.

Building national data and modelling capacity

A foundational enabler for climate action is the ability to plan, model, and monitor complex transitions. The Dominican Republic has made strides through the CLEWWI model and tools like MAURISE-RD, which were co-developed with national consultants and international partners. These tools have helped visualize trade-offs, test policy levers, and inform stakeholder dialogues. Still, technical capacity gaps persist—especially in sector-specific institutions and local governments. Data systems remain fragmented, with limited interoperability between agencies. Key gaps exist in land-use change monitoring, transport emissions tracking, waste flows, and distributed energy uptake. The LT-LEDS process has called for the establishment of an integrated national climate data platform, investment in localized MRV systems, and continuous training programs to expand national analytical capacity.

Mobilizing climate finance and investment mechanisms

Even with strong planning and governance, ambitious climate action requires significant investment. The electricity transition alone is estimated to require USD 3.3 billion in additional capital by 2050 (relative to a baseline scenario), while transport, waste, and land interventions will add further demands. Yet access to concessional finance and blended investment instruments remains limited, and national banks have not yet mainstreamed climate criteria.

To close the gap, the government is exploring partnerships with development finance institutions, green bond issuances, and climate investment funds. There is also space to use public finance more strategically—for example, to de-risk early-stage projects, aggregate small-scale investments, or pilot innovative business models. Coordination between the Ministry of Finance, Ministry of Economy, and sectoral institutions is crucial to align budgets, investment plans, and international funding opportunities.

GOVERNANCE AND INSTITUTIONAL COORDINATION: TOWARD CLIMATE COHERENCE

Over the past two years, the Dominican Republic has made tangible progress toward more integrated climate governance. While institutional fragmentation and overlapping mandates remain challenges, there is a growing recognition across ministries that climate policy requires coordinated, cross-sectoral action.

The LT-LEDS process helped catalyze this shift by fostering dialogue between key actors—including the ministries of Environment, Economy, Energy, and Finance—around shared long-term goals. Technical teams from sectoral institutions worked together to co-develop scenarios, enabling a common understanding of emissions drivers and potential mitigation pathways. This collaboration laid the groundwork for greater policy alignment and institutional buy-in.

Progress is also evident in the increased efforts to integrate climate targets into existing planning frameworks. For instance, MEPyD (now in the Ministry of Finance) is working to reflect the LT-LEDS insights in the upcoming revision of the DNS 2030. Likewise, the National Energy Commission has begun incorporating decarbonization considerations into energy expansion plans such as the Generation Expansion Plan.

Despite these advances, gaps remain—particularly in vertical coordination with subnational governments, which are essential to implement land use, transport, and waste interventions. Municipalities are often under-resourced and disconnected from national planning processes, limiting the feasibility of local climate action.

To address these challenges, the LT-LEDS recommends strengthening interministerial coordination mechanisms and investing in institutional capacity at all levels of government. The transition toward a more collaborative climate governance model is still underway, but recent progress offers a strong foundation to build on. The transition envisioned in the LT-LEDS is not only about emissions reduction but also about shaping a more inclusive development trajectory.

Modelling exercises and stakeholder consultations have consistently shown that decarbonization can generate significant employment gains, particularly in renewable energy, energy efficiency, sustainable transport, and ecosystem restoration. Estimates from the electricity transition study suggest that more than 160,000 jobs could be created by 2050, many of them in construction, operations, and maintenance of renewable infrastructure. Complementary investments in transport electrification and waste management are also expected to spur local economic activity and improve service delivery, with positive spillovers for small and medium-sized enterprises.

Equally important are the social and distributional dimensions of the transition. Poverty reduction and resilience building are central to the Dominican Republic's development priorities, and the LT-LEDS process has emphasized the need to align climate action with these objectives. For example, expanding access to clean and affordable energy can reduce household expenditure on fuel imports, while electrification of public transport can lower commuting costs and improve air quality in urban areas—benefits that disproportionately help low-income and vulnerable groups. Community-led reforestation and mangrove restoration projects further provide livelihoods while strengthening adaptation to storms and coastal flooding. Embedding these social co-benefits into the design of climate policies not only enhances their legitimacy but also ensures that the transition is coherent with the country's broader goals of equity and poverty reduction.

MOBILIZING IMPLEMENTATION THROUGH INTERNATIONAL COOPERATION

International support has played a critical role in shaping the Dominican Republic's emerging climate strategy—and remains essential as the country pivots from planning to implementation. This cooperation spans technical assistance, climate finance mobilization, and capacity-building across sectors.

Global partnerships and technical assistance

The development and refinement of the LT-LEDS have benefited significantly from technical and financial support by international actors. Additionally, the country's engagement with the Data-to-Deal (D2D) approach – deployed in countries by Climate Lead Group and established by the Climate Compatible Growth programme – has enhanced capacity in translating data into climate finance pipelines, marking a shift toward evidence-driven, globally connected policy frameworks¹⁰.

Mobilizing climate finance: successes and remaining gaps

Between 2010 and 2018, the Dominican Republic received approximately USD 1.5 billion in international climate-related finance—mostly from multilateral development banks (57%) and bilateral sources (41), focusing disproportionately on mitigation projects in energy, agriculture, and transport¹¹. These inflows have supported early-stage action including energy planning, waste management, and adaptation.

In recent years, sectoral finance mobilization has strengthened:

- The IDB-supported electricity decarbonization study (2022–2023) provided a business case for renewables and scalability.
- USD 200 million from the IDB's "Climate Resilience Program for Bridge Infrastructure" is earmarked for enhancing transport and water infrastructure resilience
- Alignment with UNFCCC finance mechanisms—such as GCF readiness proposals—has enabled access to catalytic funds, though full project pipelines are still pending.

These developments reflect strong early momentum, but also underscore that **climate finance needs far outstrip current coverage**. Global financing benchmarks suggest developing countries require above **USD 1 trillion annually** by 2030, yet only about USD 150 billion was mobi-

lized in 2020¹²—mostly for energy, with adaptation lagging behind¹³. Caribbean SIDS like the Dominican Republic have struggled to access their fair share, often receiving grants rather than loans and facing fragmented finance streams¹⁴.

The Data-to-Deal agenda

New global initiatives offer opportunities to scale up both funding and local ownership:

- The **Data-to-Deal (D2D)** framework emphasizes “bridging the gap between climate data and finance deals” for Low and Middle Income Countries (LMICs). It calls for integrating technical modelling, political engagement, capacity building, policy reform and finance strategy—exactly the approach the Dominican Republic is following.
- At COP29, developed countries agreed to channel at least **USD 300 billion annually by 2035** to developing nations (with a USD 1.3 trillion ambition)¹⁵—if this commitment materializes, it could unlock new funding for grid modernization, transport electrification, and nature-based solutions.

Next steps: broadening funding, deepening inclusion

To optimize these opportunities, the Dominican Republic must:

- **Expand project pipelines** to include transport, waste-to-energy, ecosystem restoration, and water management—linked directly to the LT-LEDS and NDC.
- **Design blended finance mechanisms** that de-risk private investment while crowding in concessional and multilateral funds (e.g., via D2D-style projects).
- **Strengthen domestic finance architecture**, including green bonds and climate criteria in public investment systems (UNFCCC NBF roadmap).

¹⁰ <https://www.cambridge.org/engage/coe/article-details/6602ec3c66c1381729e01b1b>

¹¹ https://unfccc.int/sites/default/files/resource/UNFCCC_NBF_TA_DRepublic_2022_1.pdf

¹² <https://www.iea.org/reports/financing-clean-energy-transitions-in-emerging-and-developing-economies/executive-summary>

¹³ https://www.oecd.org/content/dam/oecd/en/publications/reports/2023/11/climate-finance-provided-and-mobilised-by-developed-countries-in-2013-2021_517fec8e/e20d2bc7-en.pdf

¹⁴ <https://www.sei.org/mediamanager/documents/Publications/SEI-WP-2017-climate-finance-caribbean.pdf>

¹⁵ https://unfccc.int/sites/default/files/resource/cma2024_L22E.pdf

- **Engage subnational governments in finance mobilization**, enabling municipalities to access resilience funding and invest in local mitigation projects.
- **Accelerate readiness activities**, including capacity-building, project preparation, and transparent data systems to meet donor requirements and attract climate finance.

CONCLUSION: THE ROAD AHEAD

The Dominican Republic stands at a critical juncture. It has:

- **Sequenced its entry** by starting with electricity—the sector with high emissions and quick returns;
- **Built a governance ecosystem** using integrated modelling and cross-sector coordination;
- **Mobilized initial finance**, and shown increasing competence in accessing global climate funds.

Yet the scale and complexity of the climate challenge demand escalation. The country must now shift from discrete interventions to systemic change—integrating finance, institutional innovation, and territorial implementation. International cooperation must transition from supporting planning to **co-financing transformation**.

As the global climate finance architecture evolves post-COP29, the Dominican Republic is positioned to secure a larger share of climate investment—especially if it continues to apply pioneering tools like CLEW++ and D2D. The blueprint exists; the opportunity now is to execute.