Presented by Pacific Islands Development Forum (PIDF)
Secretary General - François Martel
CAPACITY BUILDING SEMINAR ON LOW EMISSIONS AVIATION MEASURES
23 to 24 May 2018, Nadi, Fiji
PIDF is a space for catalysing, mobilizing and mainstreaming action for sustainable development and poverty eradication in Pacific Island States.

PIDF provides a framework for bringing together the expertise of the private sector, normative leadership of the public sector, & successful delivery mechanisms of civil society.

We are the Pacific platform for Green Growth & the Blue Economy in the context of Agenda 2030.

It is an action-oriented platform mandated to:
- Mainstreaming green growth
- Climate action;
- Adapted solutions for island resilience

A United, Distinctive and Sustainable Pacific Society
The Suva Declaration

- Developed on PIDF platform in September 2015.
- Defined Pacific’s position in relation to climate change negotiations:
  - **1.5°C temperature rise limit**
  - Loss and damage article in the Paris Agreement

On transport, the **Suva Declaration** calls for:

“an integrated approach to transitioning Pacific countries to low carbon transport futures, in particular sea transport given its central role in providing connectivity for Pacific Small Island Developing States, including a regional strategy to advocate for and monitor implementation of sector targets through relevant UN agencies commensurate with the 1.5°C threshold.”
Dependence on Fossil-fuel

Extreme imported fossil fuel dependency

- Most dependent region on imported fuel in the world (95%+)
- Majority is for transport – sea and air both use more than land
- Crippling for national budgets, highest world transport costs
- Vulnerable to oil price and security changes
PIDF & Sustainable Transport

• Leaders have identified sustainable transport as a priority area for PIDF.

• PIDF has held a number of Talanoa sessions about transport emissions, and on Aviation in August 2016.

• Pacific Sustainable Transport Forum and Clean transport expo planned for November 2018.
Sustainable Transport for 1.5°C

Strong consistent ambition is required in order to achieve the best possible outcome.
The challenge of aviation emissions growth

- Aviation emissions currently account for 2% of global CO2 emissions.
- No action - proportion could at least double by 2050, threatening the well below 1.5°C goal agreed at COP21.
- ICAO has agreed to a goal of carbon-neutral growth in international aviation from 2020.
- A ‘basket of measures’ will be needed to achieve this goal.
- A global market-based measure (GMBM) that offsets aviation emissions needed to achieve the goal.
Establish principles for sustainable transport

1. We aim for zero emissions
2. When there are low emission options we promote those over higher emission options
3. When there are zero emission options we promote those in favour of low emission options
4. The Private sector plays a key role to seek and bring innovative cleaner technologies
5. It is the government’s responsibility to aim and plan for higher ambition, remove obstacles for new technologies, amend regulations as necessary, and provide incentives.
Lessons from Land
Transport sector

- Regulating with a vision to promote low emission vehicles;
- Countries are determining target years by when fossil fuel vehicles will no longer be allowed;
- Private sector driving production of new clean vehicles;
- Increased interest in researching new cleaner car technologies for operation and storage;
- Domestic aviation can follow same model;
- Countries could impose restrictions on the kind of aircraft allowed landing rights.
Cleaner Aviation

• Pacific needs to have access to new technologies;

• The Wingship (will be tested in RMI) can replace both sea routes and air routes between Pacific islands, domestic and international;

• Hybrid Aircraft like the Aeroscraft ML866 (currently under US military contract), the Lockheed Martin LMH-1 (2019 launch), and Airlander 10 and 50 (once issues resolved) can carry high tonnage of cargo at much reduced prices with much lower emissions.
Domestic Air transport

- Very few Pacific countries have reflected transport in their NDCs;
- Emphasis thus far has been on land and sea transport although many countries have domestic air services;
- Transport (including aviation) needs to be reflected in the reviews of NDCs;
- Need to transition to clean domestic air transport (e.g. biofuel, electric engines);
- Efforts being done at the airports is commendable;
- Need to incorporate lessons derived from international efforts (with ICAO assistance).
Global Market Based Mechanisms

• PIDF has set a platform - the Pacific Environment Climate Exchange to marry offsetting schemes like CORSIA with grassroots climate action including mitigation efforts involving afforestation and installation of renewable energy.

CORSIA

• The PECX allows Pacific Islands projects to benefits from funds available from offsetting and other schemes for mitigation and adaptation efforts in the region.
Carbon Offset Life Cycle

Offset projects avoid or sequester greenhouse gases

Money earned in sale of credits funds new projects

Organizations, companies and individuals purchase credits

Verified Emissions Reduction Certificate
Each tonne removed = 1 carbon offset credit

Emissions reductions verified
Pacific Green Business Centre

Tools for Private Sector Engagement

www.greenbusiness.solutions

Focus Areas – Community of Actions – Green/Blue Economy

www.greenbusiness.solutions
PECX Strategic Framework

**Promote**

To promote the purchase of Carbon Offsets, Climate Mitigation Certificates, Social Goodwill Campaigns and the related greater interests with respect to any partner donations and efforts.

**Source**

To discover, nurture and present a diversified portfolio of projects and campaigns that will deliver anticipated returns to stakeholders and sustainable benefits to the Pacific Island people.

**Reforestation & Afforestation**

There are numerous environmental, social and economic benefits that forestation projects bring to a region including jobs, timber, agriculture, infrastructure, beautification and more...

**Marine Ecosystems**

The very definition of an island nation means that the Ocean is a critical element of so many parts of daily life. Safeguarding and nurturing the delicate balance requires committed diligence.

**Endorse**

To assistively analyze, audit and assess both submitted project proposals and ongoing results of funded programs in order to maximize stakeholder confidence in PECX outputs and services.

**Match**

To serve as a fluent information and motivational conduit to the marketplace that aligns like-minded, quality project and campaigns to partners seeking optimal value for their contributions.

**Transport & Energy**

Creating sustainable access and transportation for what is generally the largest carbon and financially draining activity.

**Social Adaptation**

The Pacific Islands are generally considered riparian developed nations and with that comes inherent social issues that are prevalent in many similar economic climates.

**Government**

South Pacific Nations regularly seek to foster and fuel integrated environmentally and socially beneficial programs and they recognize the need to look to new source mechanisms.

**NGO’s**

Non Government Organizations have traditionally made lesser developed and island nations a priority and aggressively seek innovative, effective means to render impactful.

**Carbon Credit**

To deliver to the world, qualified and quantified South Pacific projects that either mitigate negative climatic effects within the Pacific region or reduce greenhouse effects globally.

**Environmental Credit**

To more directly assist Pacific Islanders with Climate Change issues and consequences via ‘Climate Mitigation Certificates’ that address the reduction of greenhouse gases as well as sequestration.

**Individual**

For some, evolving towards a carbon free life is only the beginning. They seek projects that match their ideology and wish to volunteer, donate and support in traditional and non-traditional ways.

**Corporate**

Corporate social responsibility has become a near essential component of an impressive corporate identity and many firms recognize the benefits of engaging unique, effective and relevant campaigns.

**Goodwill**

To showcase projects in South Pacific that deliver powerful Social Goodwill outputs and to work with every donating partner in optimizing their ability to tactfully promote their recognized generosity.

**Cash R.O.I**

To present a portfolio of sustainable private sector projects that serve Pacific Islanders and their environmental concerns while also delivering commensurate financial returns to its partners.
FIJI ISLANDS
THE WORLD’S LINK TO THE SOUTH PACIFIC

Fiji is made up of a cluster of over 330 smaller islands. Glamorized in Independence Day songs from Great Britain, the two main islands are Viti Levu and Yasawa Levu, with its capital, Suva, situated alongside an impressive harbor on the eastern side of Viti Levu.

Fiji’s climate is among the world’s most temperate. The tropical climate is characterized by temperatures that rarely fall below 21°C (70°F) or rise above 32°C (90°F). Fiji is one of the most popular tourist destinations in the world, with over 600,000 visitors annually.

FIJI CHALLENGES

FIGHTING CORAL BLEACHING

Fiji is a tropical country with a tropical climate, making it vulnerable to climate change and its impacts. Coral reefs are one of the main challenges facing the country, with coral bleaching and associated loss of biodiversity.

BEFORESTATION

Fiji’s forests are under threat due to deforestation, leading to loss of biodiversity and livelihoods. This is a significant issue for the country, especially in rural areas where forests are crucial for food and water security.

ACTIVE REGION PROJECTS

ACTIVE REGION PROJECTS

TUVALU
A VIBRANT LIFE AT SEA LEVEL

Tuvalu, known also as the Tuvalu Islands, is a group of four atolls in the South Pacific Ocean. The islands are all very low-lying and at its highest point is only 4.5 meters above sea level, its capital is Funafuti.

Tuvalu is one of the world’s smallest nation economies. Following independence from Great Britain in 1979, Tuvalu’s revenue is earned through tourism, fishing and its coastal marine resources. Tuvalu is the country’s main source of revenue, and Tuvalu is one of the world’s main sources of revenue and its tourism sector is growing rapidly.

TUVALU CHALLENGES

CLIMATE CHANGE

Tuvalu is one of the most vulnerable countries in the world to the effects of climate change. The country is highly dependent on oceanic resources for food and livelihoods. As the oceans warm, coral reefs become bleached, leading to a decline in fish populations and other marine life. This affects the country’s economy and the health and well-being of its population.

The country is also vulnerable to sea-level rise due to its low-lying islands. This can lead to encroachment on land and infrastructure, as well as increased flooding during storms.

ACTIVE REGION PROJECTS

ACTIVE REGION PROJECTS
MONETARY VALUE OF PROJECT IMPACTS PER TON OF REDUCED CO2 EMISSIONS

- **Biogas**: $41
- **Water Filters**: $118
- **Cookstoves**: $151
- **Wind**: $21
- **Afforestation/Reforestation**: $177
- **Value of Carbon Mitigation**: $5-20
VALUE CREATED TO SDGS: COOKSTOVE EXAMPLE

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<th>SDG 8</th>
<th>SDG 1</th>
<th>SDG 3</th>
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<td>$5,000</td>
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<td>$46,500</td>
<td>$27,500</td>
<td>500 tCO₂</td>
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<tr>
<td>500 VERs at $10/VER</td>
<td>Manufacturing + distribution of efficient cookstoves</td>
<td>Financial savings from reduced fuel use</td>
<td>Reduced respiratory illnesses and death</td>
<td>Tonnes of Greenhouse Gases mitigated</td>
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Partnerships/Synergy

National
- National Sustainable Development Boards
- Multi-stakeholder platform

Regional
- USP, SPC, ClimateWorks (Aus), Climates, University of Fiji (CRE), COMSATS

Global
As PSIDS are exempted from financial implications and also the most vulnerable to climate change, it is greatly in the Pacific’s interest to push for further ambition. An ambitious scheme will be a win-win for the Pacific.

1. **1.5c**: consistency and reinforcement of UNFCCC
2. **MRV**: Funding support and capacity building for Monitoring and Evaluation
3. **Carbon-offset/SDGs**: Opportunity for vulnerable Pacific SIDS to be the beneficiaries of the GMBM’s carbon offset scheme
4. **Innovation**: Opportunities to access new innovations and cost effective transport solutions in the aviation sector;
5. **Green Growth**: Potential for positive growth of the aviation sector around green marketing and the positive messaging associated with voluntary actions
A Pacific Aviation Opportunity

PACIFIC ISLANDS — A REGION OF NET SEQUESTRATION

• As Large Oceanic Nations, the Pacific countries are still in a position, given both marine resources and levels of terrestrial development, where they sit as potential suppliers of offset credits under the CORSIA model suggested by ICAO.
• Any potential costs faced under the ICAO 2020 emissions resolution may be structured to confer much larger benefits to the Pacific than the relative costs to the various regional airlines.

A CALL TO ACTION ON AVIATION

• It is up to the Pacific Island Countries to collaborate on a meaningful addition to the development process of the ICAO GMBM scheme between now and 2020 to ensure
  1) to join and support CORSIA as a win-win proposition for Pacific countries;
  2) to partner and replicate the National Action Plan Capacity Building project to deliver and report on sector emission in Pacific Islands and “walk the talk”;
  3) support voluntary commitments by national airlines of the Pacific;
  4) that ecosystem services provided by the nations of the Pacific region are appropriately measured, reported, and verified, and the airline industry appropriately compensates each nation for the offsets it provides globally.
Vinaka vakalevu

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