



Pacific Islands
Development Forum

*A United, Distinctive &
Sustainable Society*



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

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



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**.

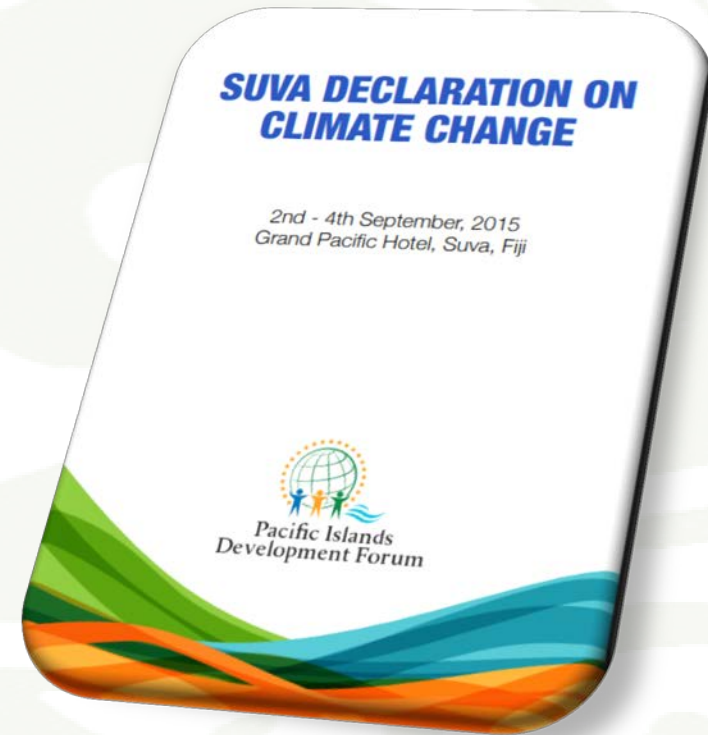
It is an action-oriented platform mandated to:

- Mainstreaming green growth
- Climate action;
- Adapted solutions for island resilience



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



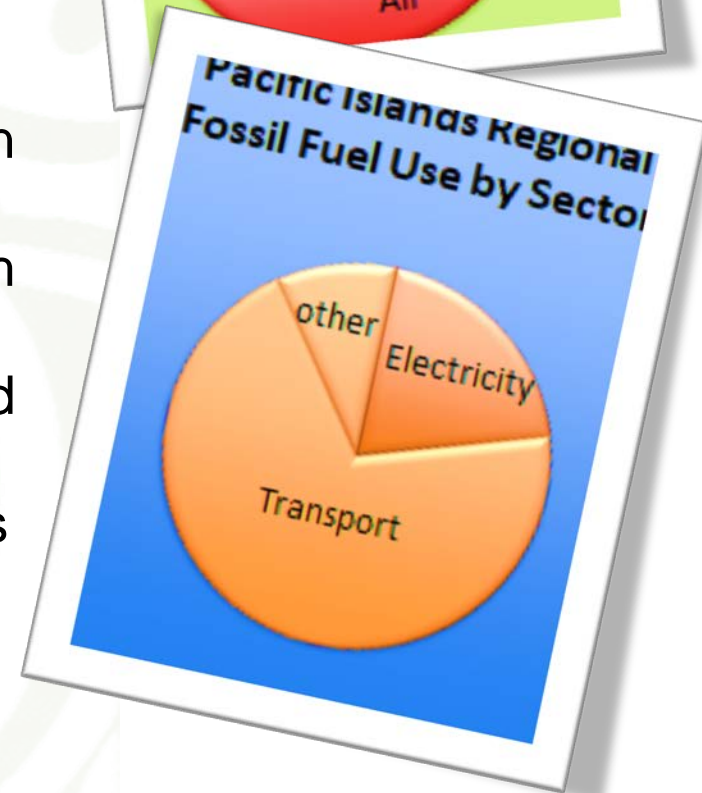
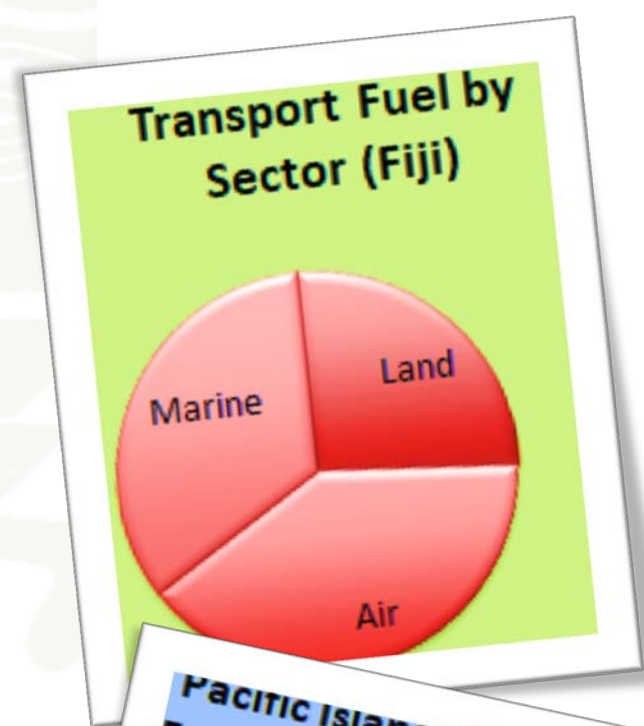
On transport, the **Suva Declaration** calls for:

“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

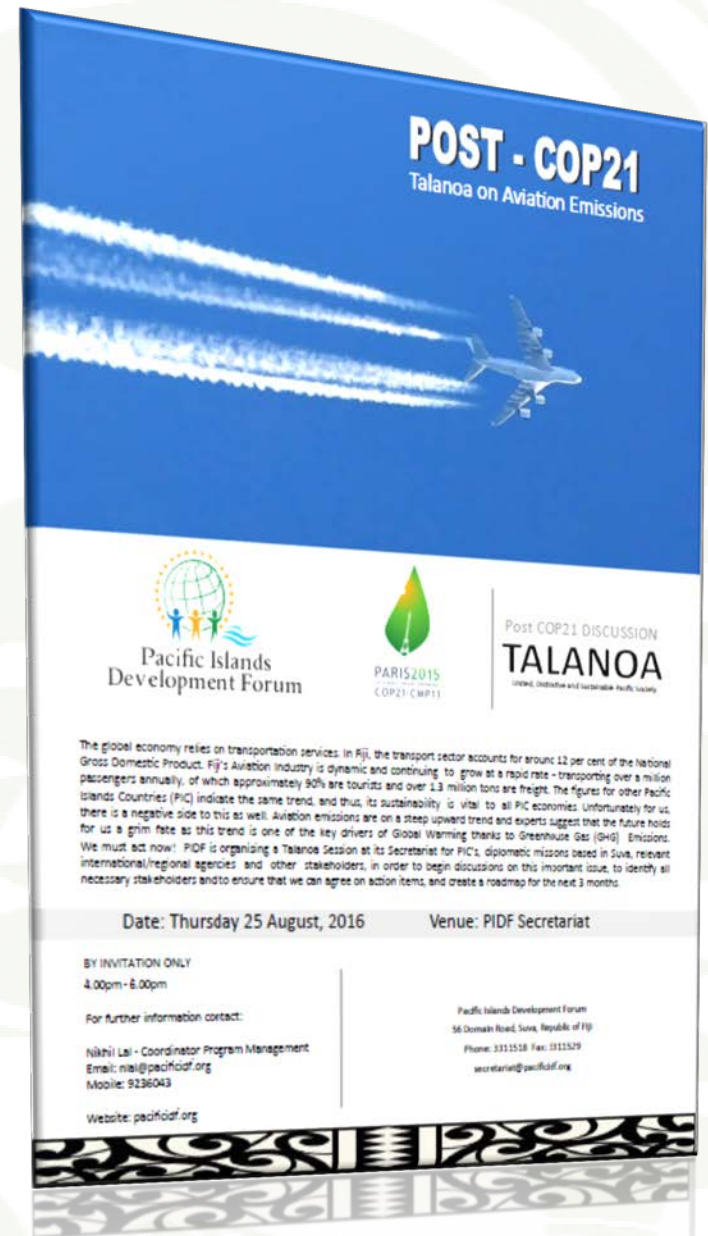
Extreme imported fossil fuel dependency

- 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.



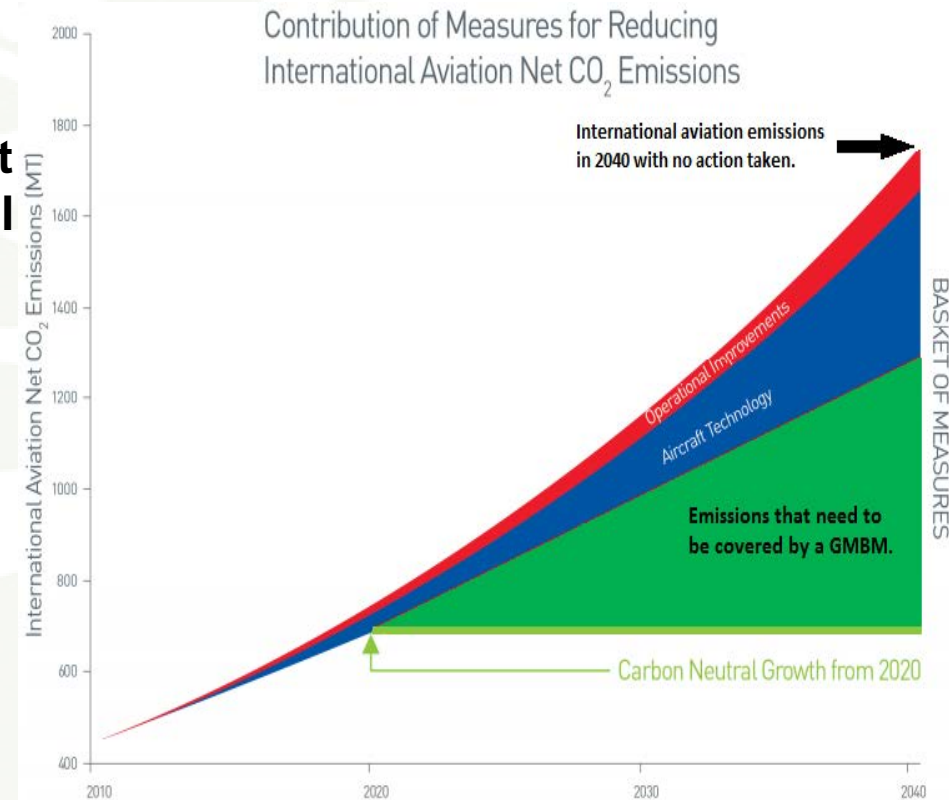
Sustainable Transport for 1.5°C

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.

Lockheed Martin LMH-1



Aeroscraft ML866



Wingship



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).

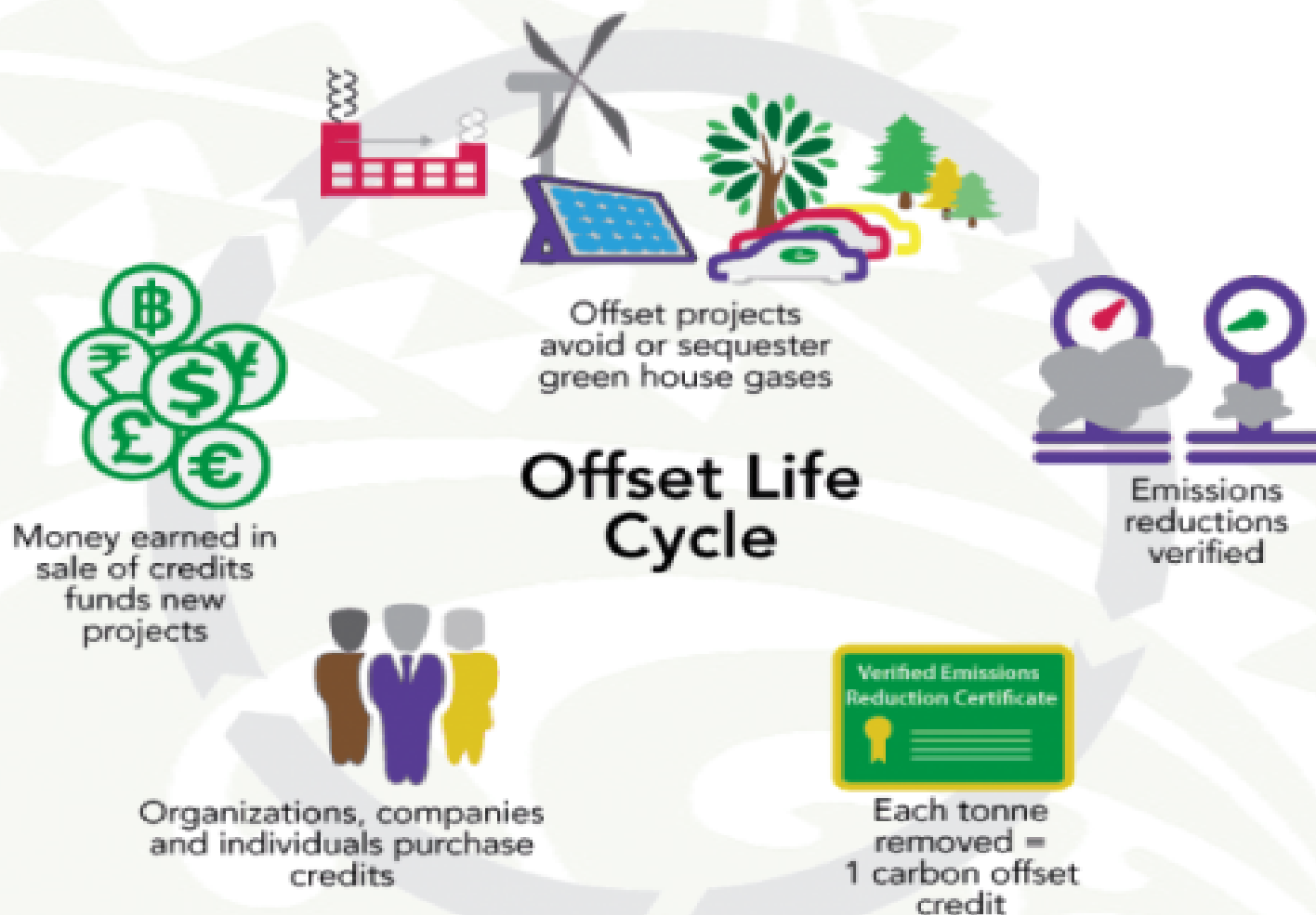


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Carbon Offset Life Cycle

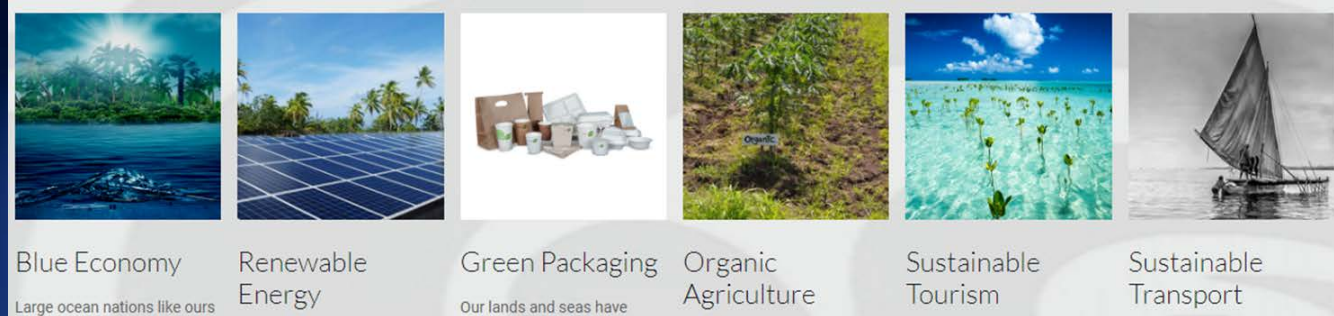


Pacific Green Business Centre

Tools for Private Sector Engagement



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/all 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.

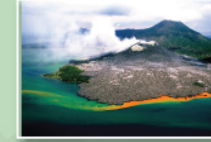


REFORESTATION & AFFORESTATION



There are numerous environmental, social and economic benefits that reforestation 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 balances requires committed diligence.

ENDORSE

To assiduously analyze, audit and assess both submitted project proposals and ongoing results of funded programs in order to maximize stakeholder confidence in PECX output 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 ADAPTION



The Pacific Islands are generally considered lesser developed nations and with that comes inherent social ills 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 innovate, 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 the greenhouse effects globally.

ENVIRONMENTAL CREDIT



To more directly assist Pacific Islanders with Climate Change issues and consequences via 'Climate Mitigation Certificates' that address adaption as much 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.



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FIJI ISLANDS

THE WORLD'S LINK TO THE SOUTH PACIFIC

Fiji is made up of a cluster of over 300 smaller islands. Gaining its independence in 1970 from Great Britain, the two major islands are Viti Levu and Vanua Levu; with its capital, Suva, situated alongside an impressive harbour on the eastern side of Viti Levu.

Fijians possess a strong love of sport and quite remarkably, the island nation of under 1 million people has won official and unofficial World Championships for Rugby 7's on multiple occasions for more than 3 decades. Fiji is perhaps most well known for its "Bula" smiles and its world famous bottled water. Tourism is the country's main source of revenue, and Fiji's is very close to reaching a national goal of hosting more than 1 million visitors per annum.

FIJI CHALLENGES

DEFORESTATION

Fiji is struggling with issues of deforestation where land is being cleared for commercial or residential purposes. The aggressive logging for export and/or local use coupled with limited replanting has seen Fiji's forests slowly disappearing along with its natural habitats. Further, the deforestation leads to soil erosion, another growing problem.

ACTIVE REGION PROJECTS

FILTER BY:

Forestry

Marine

Energy & Transport

Social Adaptation

VIEW REGIONAL PROJECT MAP

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TUVALU

A VIBRANT LIFE AT SEA LEVEL

Tuvalu, known before as the Ellice Islands is a group of nine (9) atolls. 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 national economies. Following independence from Great Britain in 1978, Tuvalu's revenue is earned through copra. Copra is the country's only major source of export revenues. Tuvalu also earns funds from the sale of fishing permits and from remittances of Tuvaluans working overseas and in the maritime industry. The country also receives supplemental revenue from foreign aid that is vital for ongoing support. Additionally, the leasing of its popular .tv internet domain brings in much needed money for the tiny island. Ironically, while Tuvalu depends upon the sea and land for sustenance, most of its food is imported.

TUVALU CHALLENGES

CLIMATE CHANGE

Tuvalu will quite possibly be the first country in the world to literally be 'buried at sea' due to rising tides caused by Global Warming. Some experts predict Tuvalu could be uninhabitable within 30 years. The islands have no proper source of fresh water. The people have to depend on rainwater and desalination as the ground water is not suitable for human consumption. Other issues include damage to forest undergrowth, the trouble caused by the Crown of Thorns starfish to coral reefs and rising sea levels. Highly limited availability and poor soil fertility are major hindrances to Tuvalu's ability to support significant levels of agriculture.

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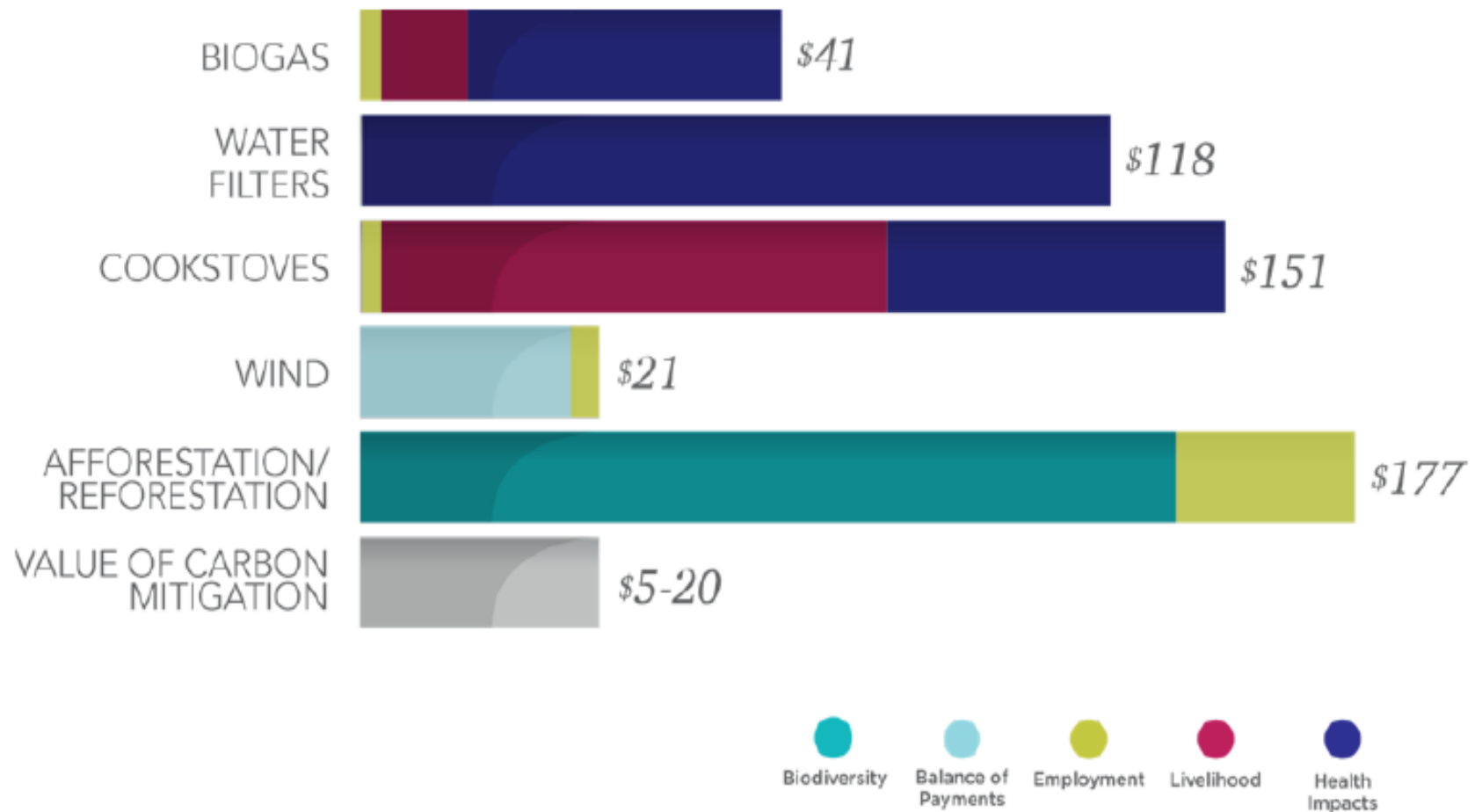
Energy & Transport

Social Adaptation

VIEW REGIONAL PROJECT MAP

MONETARY VALUE OF PROJECT IMPACTS

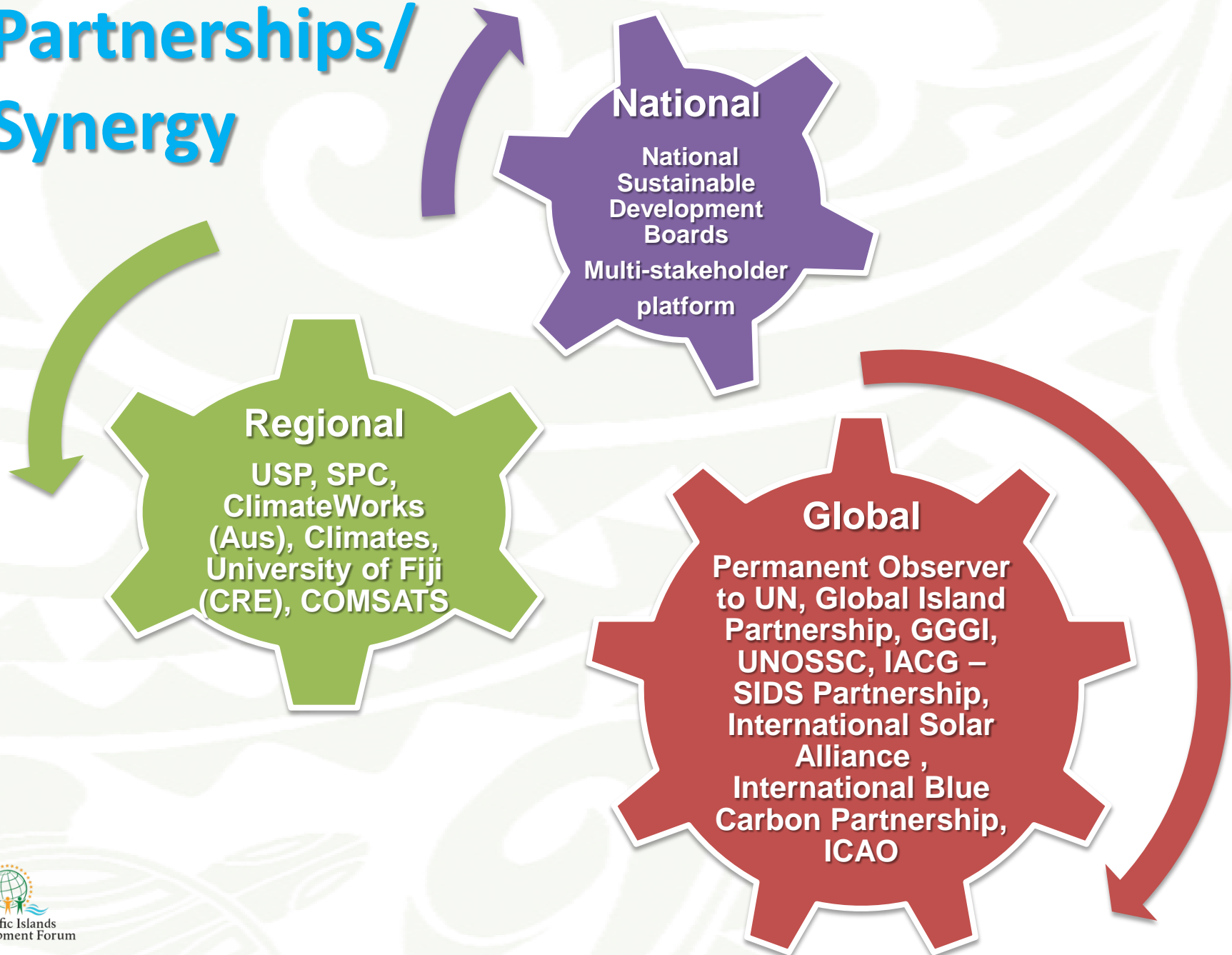
PER TON OF REDUCED CO2 EMISSIONS



VALUE CREATED TO SDGS: COOKSTOVE EXAMPLE



Partnerships/ Synergy



High Ambition Opportunity



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



Pacific Islands
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www.pacificidf.org

Follow us on Social Media: @PIDF01

Pacific Islands Development Forum,
56 Domain Road, Suva, Republic of Fiji
Phone: (679) 3311518 Fax: (679) 3311529,
Email: secretariat@pidf.int