

MICRONESIAN CENTER FOR SUSTAINABLE TRANSPORTATION

A Framework for Transition



**A joint collaboration
between RMI Government
and USP**





MICRONESIAN CENTER FOR SUSTAINABLE TRANSPORTATION

Presentation to the MTCC-PACIFIC REGIONAL CONFERENCE AND OFFICIAL LAUNCH

1. The History
2. MCST – A catalyst for transition
3. MCST Framework – priorities for action
4. 1.5 to stay alive – High level Policy Unit
5. GCF – a country driven regional strategy



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2012

1st Sustainable Sea Transport Talanoa

- USP host the first international experts meeting in the region since 1984. USP commit to 6-year research program

2013

Majuro Declaration on Climate Leadership

Inaugural PIDF Leaders Summit

- Pacific leaders commit to be climate leaders – 9 PICs commit to reducing fossil fuel electricity – only RMI sets transport target
- Low carbon shipping named a key regional priority

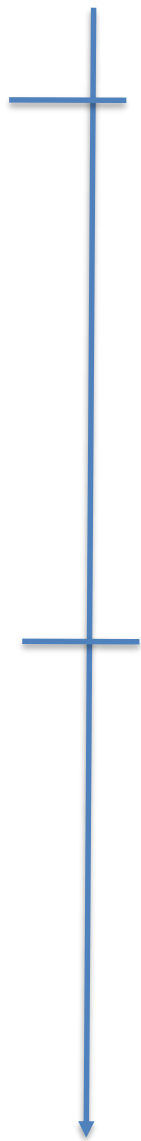
2014

2nd Sustainable Sea Transport Talanoa

RMI calls for a national program for low carbon transport

UN SIDS – S.A.M.O.A. pathway

- 150 regional and international participants
- RMI ask USP to design a whole of country transition program
- Sustainable transport recognized as regional priority by UN



2015

MCST Framework Endorsed RMI

RMI submission to MEPC68

MCST Framework Endorsed MPS

Suva Declaration

Paris Agreement


2016

MCST Framework Endorsed USP

MEPC70 - IMO commits to emissions reduction roadmap 2018-2023

MCST Framework Endorsed CANCC

- MCST Framework national consultation
- Tony De Brum leads Pacific delegations to call for 1.5 shipping emissions target
- Palau, FSM, RMI Presidents endorse MCST approach
- PA is silent on bunker emissions
- USP Council includes 12 PIC Education Ministers
- Pacific and European states combine to form SHAC. PIDF provides facilitation and USP technical backstopping. IMO Roadmap agreed- 2 stage process to determine shipping emissions.
- Atoll nations endorse RMI request to lead through a whole of country example



2017

ISWG GHG 1/MEPC71

- SHAC continues to press for PA level reductions and high ambition

MCST Framework Endorsed SIS Leaders

- SIS leaders

MCST Framework Endorsed 3rd Regional Ministers Forum

- Regional Ministers agree to support the MCST approach and RMI concept note for \$250m GCF application

ISWG GHG 2

- SHAC continues to grow in membership. Roadmap progress is limited. 1.5 is still alive

COP23

- MCST organize High Level Low Carbon Shipping Event. ICS call RMI irresponsible and unrealistic. Germany announces €9.5m project to support MCST.

Macron Summit -Tony de Brum Declaration

- France honors RMI at “Real World Summit” with TdB Declaration calling for IMO to adopt Paris Agreement targets with urgency. Declaration will be signed by multiple world Presidents and Ministers this week



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RMI – 4 strand approach to low carbon shipping transition

- Shipping High Ambition Coalition
 - All sectors must bear their ‘fair share’
 - PSIDS issues must be accommodated and based on science
- Micronesia Center for Sustainable Transport
 - Whole of sector/whole of country low carbon transition
 - Catalyst for change cascading successes to the region
- Re-balance between transport/energy
 - Review NDCs to include transport and electricity emitting sectors
- Climate Financing for Pacific low carbon transition
 - RMI CN to 2nd GCF Council



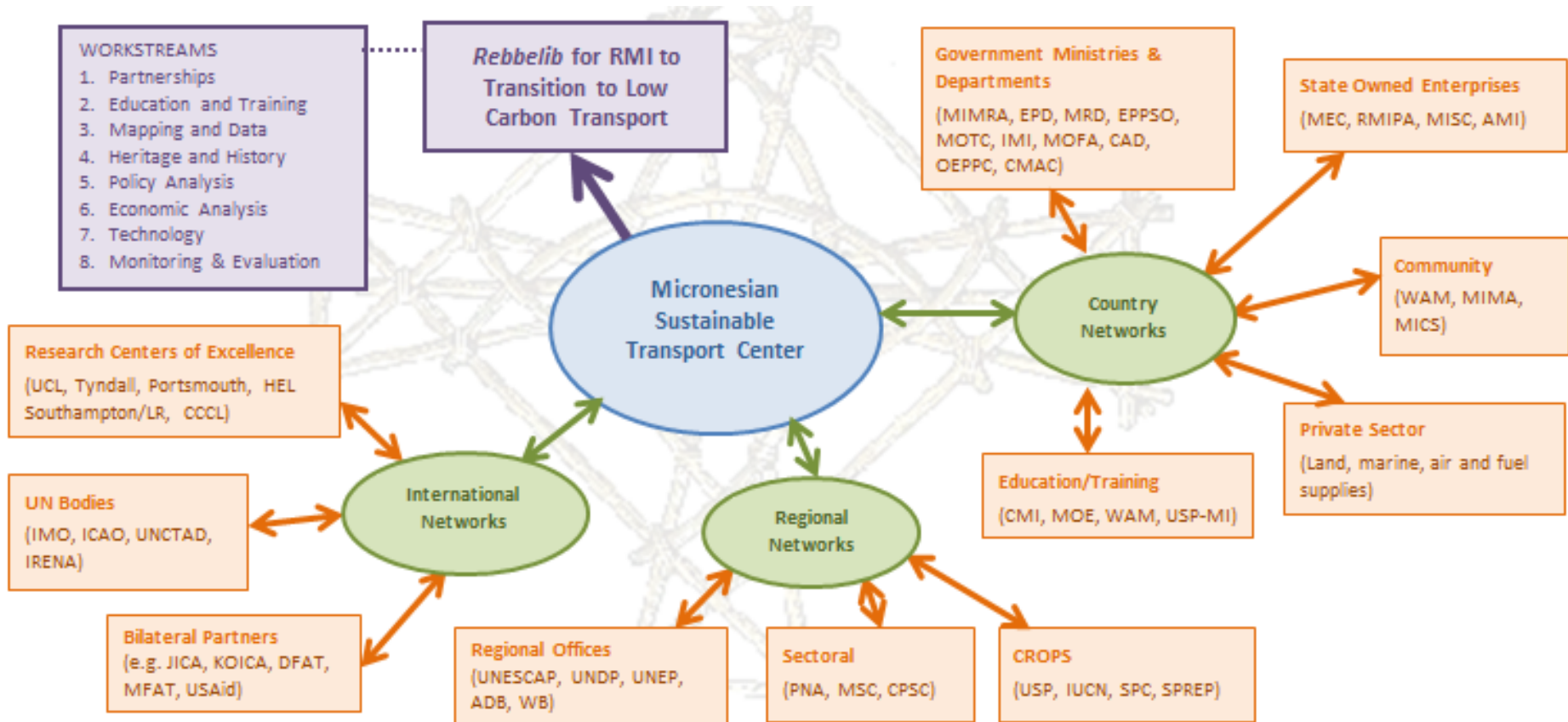


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Marshall Islands *Rebbelib* for Transition to Low Carbon Transport



1. Intra and Inter-Island Sailing Multi-Hulls

Historically, Marshallese developed fast, versatile multi-hull sailing vessels for local sea transport within and between its scattered atoll archipelagoes. Using the base built by WAM over the past two decades, this project will develop and trail designs for 2 classes of locally-built multi-hull sailing vessels for intra-lagoon and inter-atoll transport of passengers and cargo.



2. Wing in Ground 'Wingships'

Working with industry leaders from Korea, this project will undertake a full feasibility study and field trials of 'Wingships' capable of carrying 50 passengers or 10 ton of cargo on routes up to 500km as an alternative to small aircraft and high-speed craft. This evaluation phase will include full consideration of training, infrastructure, operations and maintenance requirements necessary to support uptake of this technology in a Micronesian operating environment.



3. MISC 15-Year Fleet Efficiency Strategy

The Marshall Islands Shipping Corporation operates a fleet of 5 vessels providing government services throughout the country. For most outer island communities this is their main source of connectivity. It is essential for Government service delivery, disaster response in particular. Vessels include conventional ships and landing craft aged from 3 to 30 years old. This project will plan how this fleet can be replaced over its operating life cycle with more efficient, low carbon based vessels and what operational and technology retrofits and changes can be effected within the current fleet to substantively reduce fuel use by the MISC fleet over a 15-year period.



4. Flettner Rotors

Flettner rotors offer strong potential for numerous applications including new builds and retrofits of existing vessels. Working with leading German innovators through Green Shipping Niedersachsen (GSN) at the HEL this project will identify and trial the use of Flettner rotors within a RMI context.



5. Wind Powered Interisland Freighter

Copra is an important economic commodity for Micronesian economies and was once traded using small sail-assisted shipping. This project will evaluate the best design option for a small wind powered island trader to support rejuvenation of the outer islands copra trade within RMI and with its neighboring States.



6. RE Options for Electric Vehicle Recharging

Hybrid and all-electric vehicles offer strong potential for cutting land vehicle fuel usage. However, for plug-in vehicles to be of use in atoll situations, the issue of sourcing the electricity has to be resolved. This project will evaluate and trial leading candidates for powering recharging stations using renewables.



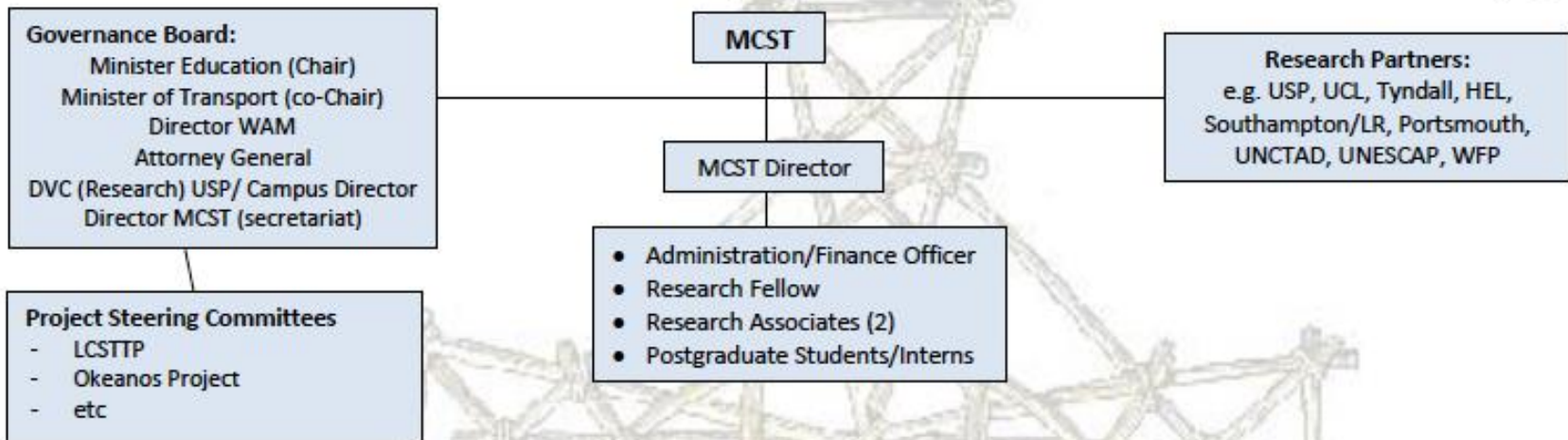
7. Marine Based/Sourced Biofuel

Biofuels have often been cited as a potential fossil fuel replacement for transport. Atolls pose the difficulty of a lack of land for source material. Coconut oil processing is one possibility. Recent research indicates that marine biota; especially seaweeds and algae may provide a solution. This

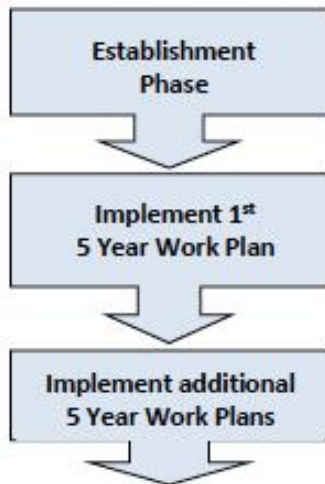


4. MCST Structure

MCST will be established as a small research team at USP-MI campus that coordinates and collaborates with all relevant stakeholders and projects.



5. MCST Work Program



- Establish Advisory Committee.
- Recruit MCST Director and set up office.
- Confirm 15-year RMI Transition Strategy (including 1st 5 Years Work Plan and budget and Funding Strategy).
- Initiate data mapping across all transport sub sectors to establish current and historic baselines.

WORKSTREAMS

1. Partnerships
2. Training & Capacity Building
3. Mapping & Data
4. Heritage and History
5. Economic Analysis
6. Policy Analysis
7. Technology
8. Monitoring & Evaluation

- Maintain the RMI work program
- Establish Advisory Committees for FSM, Palau, Kiribati and Tuvalu.
- Assist each to prepare and implement country transition roadmaps.



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RMI has been calling for shipping to reduce emissions

All sectors must contribute their fair share if Paris Agreement is to be met.

2013 - Majuro Declaration – RMI sets transport target

2015 - MEPC 68. RMI joins Pacific coalition to IMO

2015 - Suva Declaration – RMI joins Pacific leaders to ensure transport included

2016 - MEPC 69. RMI joins Pacific/European submission for emissions workplan

2017 – COP23 RMI states initial strategy must include commitment to PA targets





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5. **GCF – a country driven regional strategy**

“Time is not our Friend”

Tony de Brum address to MEPC68



A shift to low carbon transport is a Now not a Future issue.

It needs a paradigm shift.

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Kommol Tata



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