

# THE JOURNEY FROM THE PACIFIC TO LONDON: IMO for Climate Justice.

Webinar – 22 June 2023

## THE JOURNEY FROM THE PACIFIC TO LONDON: IMO for Climate Justice



Join us as we learn of the work being done by a group of Pacific Island delegations at the International Maritime Organization (IMO) to push for ambition towards achieving the 1.5C goal.

Known as 6PAC, this group of sovereign states have called for combining a GHG Levy followed by a global fuel standard to ensure an equitable transition away from fossil fuels in international shipping. In this session you can learn about why and how 6PAC are fighting for this outcome at the IMO, from experts directly involved in these topics and spaces.

### MODERATOR



**LAVETANALAGI SERU**  
Regional Coordinator  
Pacific Islands Climate Action  
Network

### OUR SPEAKERS



**JOHN TAUKAVE**  
Graduate Degree Fellow  
East-West Center



**DR. ALISON SHAW**  
Research Fellow  
University College London  
Energy Institute



**JOHN KAUTOKE**  
Political and Legal Advisor  
High Commission of the Kingdom  
of Tonga in London



**FARANISE KINIVUWAI**  
Director Transport  
Fiji Government



**22** June  
2023



6.30pm  
8.00pm FJT

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## The Panellists

### THE JOURNEY FROM THE PACIFIC TO LONDON: IMO for Climate Justice

**MEET OUR PANELISTS**




**Faranise Kinivuwai**  
Director Transport  
Fiji Government

Mrs. Faranise Kinivuwai is Fiji's Director of Transport - one of only three women in the Pacific to hold that position. She is also the Legal Advisor to Fiji's Women in Maritime Association.



Fara, as she's more cordially known, has a Masters Degree in International Maritime Law with the IMO International Maritime Law Institute in Malta, and has worked in the transport sector in Fiji for more than 15 years, collaborating with stakeholders to maximise resources and keeping the public safe.

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### THE JOURNEY FROM THE PACIFIC TO LONDON: IMO for Climate Justice

**MEET OUR PANELISTS**




**Dr Alison Shaw**  
Research Fellow  
University College London Energy Institute

Dr. Alison Shaw is a Research Fellow at University College London (UCL) Energy Institute. Her work focuses on policy, carbon pricing, fuel transitions, infrastructure and investment. She holds a PhD from the University of St Andrews which focused on the development of regulations to reduce CO2 emissions from shipping. She is currently working on a variety of decarbonisation projects, both national and international, in the UMAS group.



Prior to joining UMAS/UCL, she spent 18 months working in Deloitte in Financial Services Audit and Assurance. She also holds a Masters in Technical Ship Management from the University of Strathclyde and a Masters in International Business from the University of Edinburgh.

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### THE JOURNEY FROM THE PACIFIC TO LONDON: IMO for Climate Justice

**MEET OUR PANELISTS**



**John Kautoke**  
Political and Legal Advisor  
High Commission of the Kingdom of Tonga, London

Mr. John Kautoke is the Political and Legal Advisor at the High Commission of the Kingdom of Tonga in London.



Recently, he assisted the Delegation of Tonga at ISWG-GHG 13 and MEPC 79, and will do so again at the upcoming ISWG-GHG15, and MEPC80.

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### THE JOURNEY FROM THE PACIFIC TO LONDON: IMO for Climate Justice

**MEET OUR PANELISTS**



**John Taukave**  
Graduate Degree Fellow  
East-West Center

John Taukave is a current Graduate Degree Fellow with the East West Center pursuing his MA research in Pacific Island Studies at the University of Hawai'i at Manoa.

His work focuses on promoting indigenous epistemology, reconnecting oceanic identities and climate advocacy in the arts. He has also provided technical and research support on climate policies and negotiations with 6PAC delegations at the IMO and continues to do so.

John is also an advocate for cultural, traditional and indigenous preservation and conservation of Pacific heritage, stories and identity through the Performing arts with applied experiences in cultural research.

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## **Introduction and presentations**

The Webinar was chaired by **Dr Sindra Sharma**. She introduced the subject by stating that the shipping industry needed to decarbonize in order to meet the 1.5C target. The Pacific could become a lone voice and there were challenges with ensuring the full representation and participation of Pacific island countries at the IMO.

### **Presentation by John Taukave**

John started the webinar by welcoming the participants with a traditional Pacific song. He explained 6PAC/ 6PAC Plus as an alliance of Pacific High Ambition States who have been negotiating at the IMO since 2015. It was given its name by the late Tony deBrum; he had led a high-level diplomatic mission to the IMO with support from six Pacific countries calling for shipping emission reduction targets to be in line with 1.5°C. 6PAC consists of the Republic of the Marshall Islands, Fiji, Tuvalu, Tonga, Solomon Islands, and Kiribati. Recently this alliance has been renamed to PAC Plus with new allies, Papua New Guinea, Vanuatu, Nauru and Samoa joining the cause and the vision.

The Levels of Ambition in the initial strategy have been demonstrated to be inadequate. 6PAC had built the case for increased levels of ambition and a critical transition, promoting a strong vision, to make the existential threat of climate change known from science within the IMO Revised Strategy.

All Pacific delegations had contributed by co-sponsoring submissions, making interventions from the floor at the plenaries, and reaching out to others through an outreach strategy. RMI established the Micronesian Center for Sustainable Transport as a country owned and research focused engine to ensure the 6PAC was fully supported, raising over USD 5 million for 6PAC since 2015. 6PAC had also invested in young and upcoming Pacific leaders, emerging Oceanic scholars, and led research on issues on Maritime shipping at the IMO.

### **Presentation by John Kautoke**

John Kautoke briefly explained the Revision of the Initial Strategy of the IMO for international shipping's GHG reductions, with focus on the vision and the levels of ambition.

The current text in the Vision was problematic due to its ambiguity and lack of direction. It did not reflect the views of most delegations as many were endorsing the ambition of 100% decarbonization by no later than 2050.

6PAC proposed a text for the Vision which was "IMO is committed to an equitable transition of international Shipping from current GHG emitting technologies and fuels as a matter of urgency and aims to face them out completely by mid-century". 6PAC believed this represented the shortcomings of the current text.

6PAC proposed that the Levels of Ambition were to be key considerations. 1.5C alignment needed to ensure an equitable transition and certainty to the industry as to the speed and trajectory of the transition required. 6PAC a phase out date for GHG emissions of no later than 2050, emissions to be accounted for on a Well-to-Wake basis, and the inclusion of parameters to enable and empower an equitable transition that left no state behind.

### **Presentation by Dr Alison Shaw**

Alison Shaw briefly presented the understanding behind the term 'Equitable Transition' at the IMO Negotiations. She explained the difference between the different terms "Just Transition", and "Equity and an Equitable Transition". The term "Just" and "Equitable", although sometimes interchanged in negotiations, were quite different. For instance, "Just Transition" was rooted in labour and "Equity and an Equitable Transition" originated from UNFCCC. "Just Transition" was a broad term for worker, communities and in maritime for seafarers while "Equity and an Equitable Transition" had a global and international scope.

From the basket of mid-term measures we would need policies that:

- directed the sector to energy efficiency technologies;
- encouraged early production and use of zero emission fuels and ships;
- closed a price gap between new and alternative fuels and created a market for these fuels. The revenue from the imposition of economic measures could be strategically deployed to close the price gaps to offset impacts as much as possible while also assisting developing countries (SIDS and LDCs) with sustainable growth opportunities and mitigation on climate impacts.

She showcased some preliminary findings on her own research which took two key themes: "ambition level" and "just and equitable transition".

She mapped out the narratives and grouped some members according to those narratives. These were:

- The High Ambition & JET Engaged - Pacific SIDS
- High Ambition but mitigation focused - EU, US, UK, Canada, etc
- The Lower Ambition trade-risk centric - Brazil, Argentina, China, Russia, Middle East, etc
- Members with mixed views included Chile, Japan, Singapore, ROK, Ghana, Namibia, Nigeria, Bahamas, Cook Islands, India and Mexico.

### **Presentation by Faranise Kinivuwai**

Faranise Kinivuwai stated that the priority was not only to balance the local and international needs for climate change and shipping emissions, but to also strike a balance on the efficiency of services in the maritime sector.

It was important to ensure the ships carrying cargo and passengers were actually energy efficient and considered climate friendly vessels.

There was one message from the latest IPCC report, a code red for humanity. This was a warning to us, as all the calamities that we were facing (extreme weather events, sea level rise, global warming, ocean acidification), would continue to intensify and become more frequent if nothing was done.

What is being done currently is not enough as we still need to try extra hard to achieve the 1.5°C Paris agreement goal.

Policies and legislations in Fiji are calling for a decarbonisation implementation strategy for transport. For example, the low emissions development strategy in Fiji says that the country has to align with a 40% reduction by 2030 in transport.

As Fiji only contributes 0.06% of global emissions, the country's emissions have to be reduced by 0.024%. Although it is considered insignificant on a global scale, Fiji is still committed. But in order to achieve everything, Fiji needs assistance (such as funding) and support from developed countries and those that are more experienced to transition vessels and the maritime transport to achieving the target of 40% by 2030 and zero emissions by 2050.

## Q&A Session

1. Fiji has yet to adopt MARPOL Annex6. Where are we heading in terms of this?

Faranise - We are heading to MARPOL Annex6, and we've rectified a few of the annexes under the international convention. Fiji is doing an assessment on it but there are some obligations and conditions whereby Fiji needs to ensure the availability of resources to meet the conventions needs.

2. David Tran - How to mitigate against DNI (Disproportionate Negative Impacts) when pushing for an international shipping levy and ensuring that it is just and equitable?

Aly - Within the sector we can differentiate if regulations commit to something, across the sector with maybe the exception of a size exemption. So, it's either we're all in this together or we're not and that means committing to a levy where everyone's committing. There will be disproportionates that we need to assess and address but that's built into the plan. Within the document called Circular 885, there is a process they will initiate.

The job of a levy is to close the price gap between the fuels that are currently in use and fuels that need to be used. In closing the price gap, the market for those fuels becomes greater, production becomes greater and we get them cheaper sooner. If the inverse approach was taken, such as a fuel standard that would mandate a switch of fuels without revenue, there would still be

need for a transition and there would still be costs. Revenue from a levy becomes a usable resource for within the shipping industry or out of the sector, and to make the transition technologically effective faster.

The process to do that within the IMO is largely centred on the way the measures are designed and if there is revenue generation, it would need to figure how that revenue would be distributed.

3. Dr Sindra Sharma - Is there a financial mechanism within the IMO to enable this transition?

Aly - Currently, there isn't a financial mechanism and it is a point of debate as to how such a value of revenue can be managed. It is currently under discussion for design. Would it be managed by the IMO or partly by the IMO? Would it be disbursed to governments? These are all questions that have come up but there's been a reluctance to discuss, as some do not support a levy or a revenue generating mechanism.

4. Dr Sindra Sharma - What would all speakers like to see Civil Society do to support what needs to be done?

Aly - The ambition has crept higher and we're getting there. We're also getting there with GHG coverage being Well-to-Wake. As John mentioned in his presentation, this avoids pushing emissions on land by covering production to consumption and combustion on the ship. I think it is about equitable transition. It is about keeping awareness of that. It isn't just an issue of mitigation, it's not what we do but how we do it. This is a transition that will last decades and we have a number of sustainable goals that we have to meet at the same time. 6PAC is the strongest voice on this but there is a need for combined voices for mitigation.

John Kautoke - I would like civil society to help us raise awareness on the work being done at the IMO as this is not on the forefront of people's minds even though shipping is a lifeline for many of us. I think civil society can really help raise awareness on the issue in the ongoing discussions at the IMO. Also important to galvanise public support towards the work that's ongoing and to increase their knowledge.

Faranisese - at the regional ministers meeting in May this year, PICAN was there having an impact on raising awareness and bringing awareness of the work that is being carried out. I believe civil society will play a vital role especially for those not in the industry. They can become aware of the work and its importance. Not only for the local sector and local communities, but also at a regional level. Civil Societies have a wider network than those in government

5. Dr Sindra Sharma - On some of the pathways in terms of decarbonisation of the industry, where are those timelines coming from? Are they science based? and

6. Oliver Pierce - Is there any modelling about what level a shipping levy would need to be set to help achieve the proposed emissions cut of 37% by 2030 and 96% by 2040?

Aly - Thus far, there hasn't been enough information on how to achieve the required reductions by measures as there has yet to be an agreement on the required ambitions. The modelling in the group looked at more of the transition pathway, suggesting a lower price in the short-term ratcheted swiftly up is the best way to avoid jolting the industry while also meeting the 1.5 pathway. There is the Pacific's own proposal in the IMO, from the RMI and the Solomon Islands, which could be referred to as well.

7. Livia - How do PICs advocate for their interests and concerns and international climate negotiations? What strategies and approaches do they employ to raise awareness and grow attention to these urgent challenges effectively?

Response to Qs from Livia and Sindra

John Taukave - Looking at the bigger picture, you can see how climate change has directly impacted the daily life of the Pacific Island communities and everyone. The recent natural disasters, for instance the cyclones in Vanuatu, are clear signs of climate change and their impact on Pacific communities. In terms of looking at certain issues, for example the IMO, I feel that the Pacific voices in such spaces are vital and a crucial voice. It is important that there is a united voice under experienced leaders in this space, while also providing opportunities and creating legacies for the generations to follow and learn. Since joining, I have been inspired by the work of the negotiators and the leaders within 6PAC and the work they've done.

8. Dr Sindra Sharma - Is there something similar to the alliances in the multilateral climate negotiation space within the IMO process? In terms of the interests and concerns and international climate negotiations, how would you translate the IMO space back to the COP space?

Aly - This is from the perspective of a researcher and an observer of how the Pacific advocates for their interests. It is not uncommon in the IMO where a lot of the representation of the positions are connected to transport Ministries and to trade and cost of trade, even within MEPC. At that point Tony deBrum synchronised the environmental agenda of the Pacific with its representation in the IMO and gave a very compelling speech. It was really a turning point and from there, it has continued at every meeting. It represents how committed they are and then in interventions they're often compelling in the way they're worded as well. The Pacific shows up, participates, has compelling interventions, continually puts in submissions and are members of our trust group called "The Shipping High Ambition Coalition".

Faranisese - It really requires commitment. Although most of the time we're not able to go, we join in virtually. To have an impact, it means waking up at odd hours to ensure the message is dealt with during the sessions. It requires a lot of coordinated effort with countries and the 6PAC support team to ensure there is Pacific representation at meetings. At the end of the day, we have to show that we are committed and passionate about the work done.

Statement by Albon Ishoda - The Pacific continues to demonstrate leadership and Global Climate diplomacy; key elements of current climate agreements are front and centre because of Pacific leadership. IMO is another example of why this is needed. We're used to playing the victims but will continue to find solutions to global problems that affect the Pacific.

9. David Tran - How best can countries like Australia and NZ support 6PAC and Pacific countries in their advocacy in the IMO?

John Taukave - For previous meetings, there has been progress with Australia and NZ. However, there still needs to be more commitment towards certain goals like equitable transition and 1.5 °C. At the end of the day, the Pacific is at the front lines of things like climate change and climate impacts. Agreeing to certain policies and supporting each other by aligning together was a way of strengthening our relationship at the IMO. There still was a need for negotiations with Australia and New Zealand. The Pacific had such a vocal group because there was a lot of passion with a passionate working team behind the scenes and investment in the youth.

Simon Moore - Australia puts a significant effort into the IMO with local and permanent delegates in London. Australia does a lot of heavy lifting, not just directly on GHG issues but on a lot of ancillary issues too. We've got a strong reform and transparency agenda that is trying to change the IMO to be less industry captured; more amenable to actually handle environmental issues and to move levels of ambition on a range of stuff. There are also other focuses in terms of marine plastics, sulphur, and a bunch of other environmental stuff. We're actually desperate to work together with the South Pacific to actually get a lot more traction from our very high-level ambition on these whole range of environmental issues. We are very keen to work with you on GHG as well. There is a bit of concern in terms of the recent Paris discussions, impacting some of the optimism that we have, heading into ISWG and MEPC80.

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