

7/15/2022

Governance Narrative

Pacific Blue Shipping Partnership



MICRONESIAN CENTER
FOR SUSTAINABLE
TRANSPORT



A joint collaboration
between RMI Government
and USP



PBSP Charter/MoA

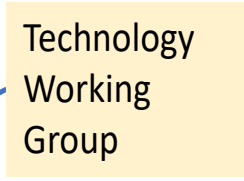
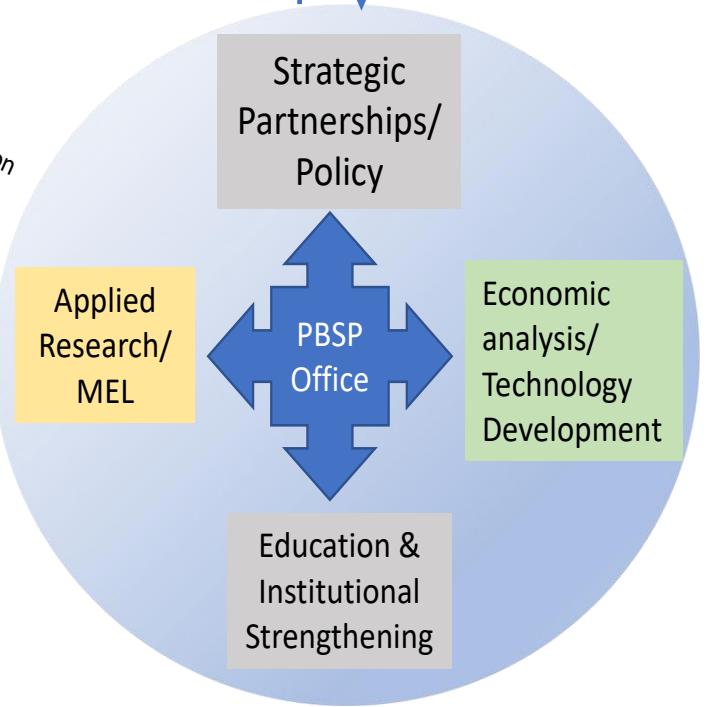
Ministerial Council

Finance Facility – Private sector investment (revolving funds)

- SME – fleet owners/operators – vessel/technology finance
- SME – secondary industry (e.g. engineering, paint supplier)
- SME tertiary industry – (e.g. data management, insurance)

- Foundation infrastructure
 - Education, Research, Governance, data, MEL
 - Maintenance support (primary, secondary, tertiary)
- Govt fleets (central, local, naval)
- Bilateral and GCF (accredited entity managed)

- Minister of Finance + Transport (or delegated)
- Bi-annual meetings
- Agree PBSP Charter
- Approve Strategic plan (30 year, 6 yr reviews)
- Approve 3-year work schedule/budget
- Approve annual progress reports
- Approve annual plan expenditure



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NAP's

- Locally produced, owned
- Lodged with IMO
- KISS approach
- Living documents, 6 yr review
- Compatible/interfaced with existing National Energy, SDG and climate change policies
- Common PBSP base principles
- support NDC implementation

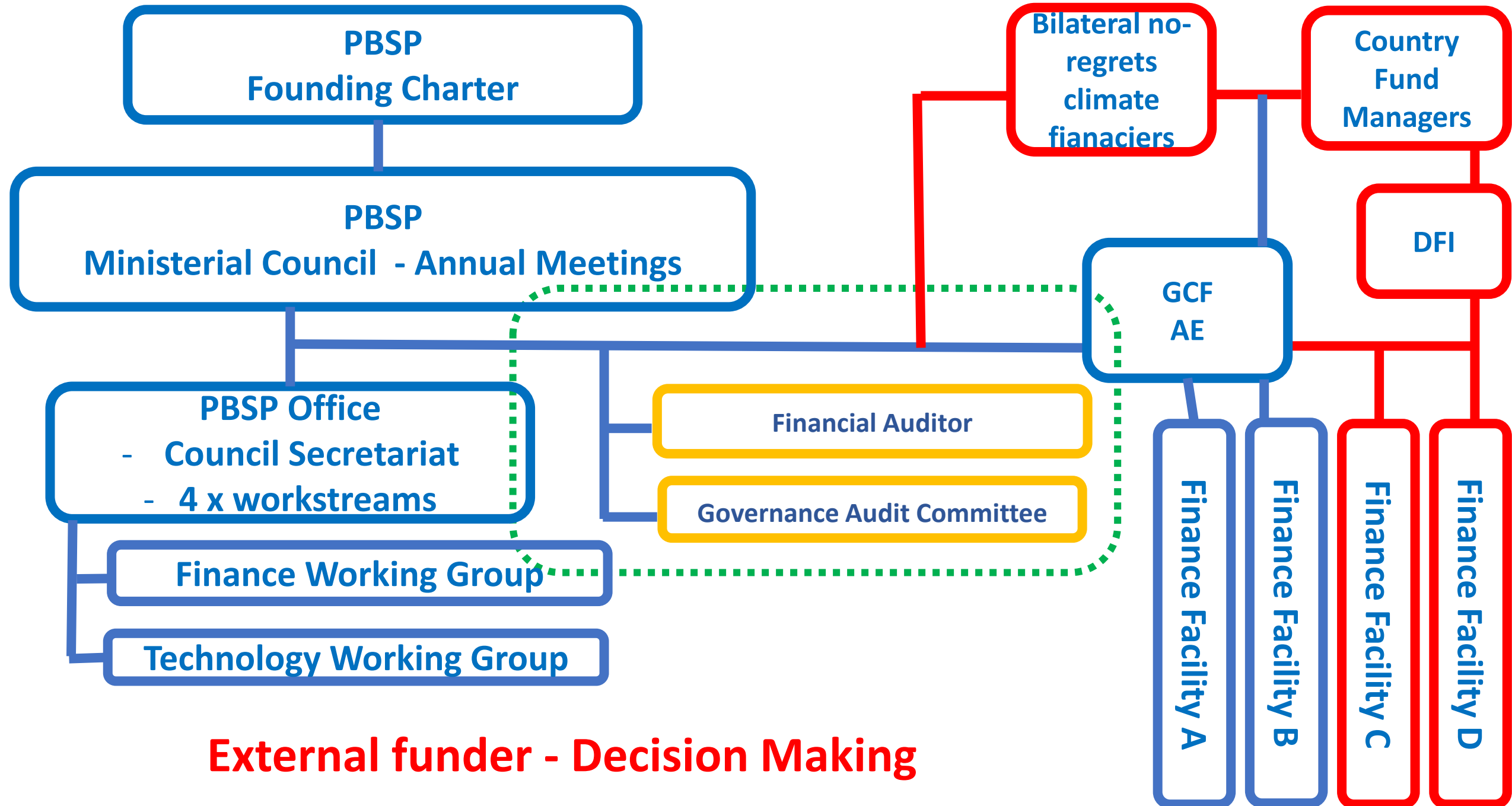
PBSP Office

- Locally situated, F/T core team
- 6-year initial budget
- Close country interface
- Possible MCST./MTCC restructure
- Kalaka MEL Framework

WORKING GROUPS

- Advisory Bodies
- "Experts on Tap not on Top"
- Long-term partnerships
- International and local experts
- Local capacity mentors

PBSP Governance Structure – Decision Making



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Financing Narrative

Pacific Blue Shipping Partnership



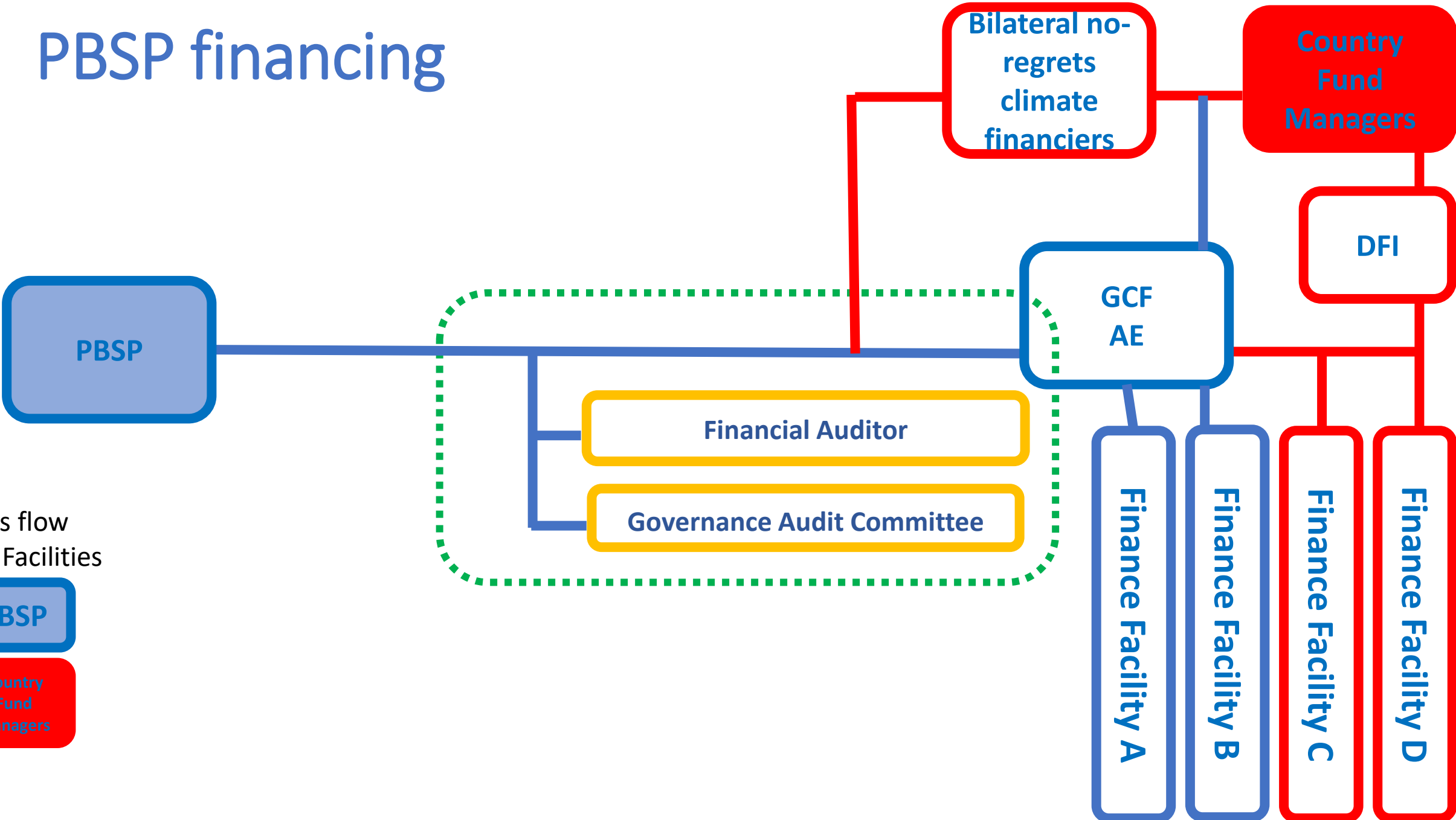
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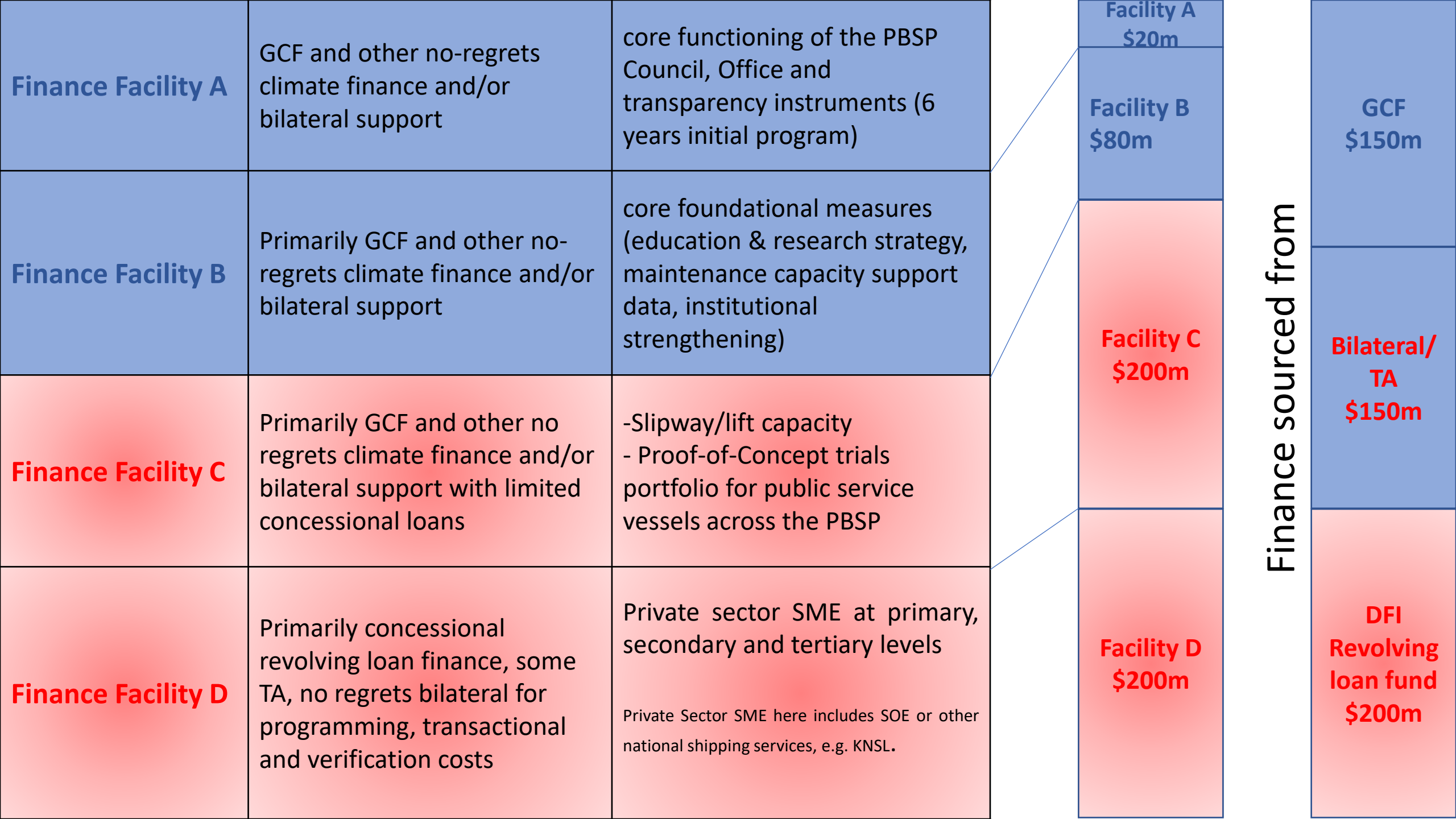


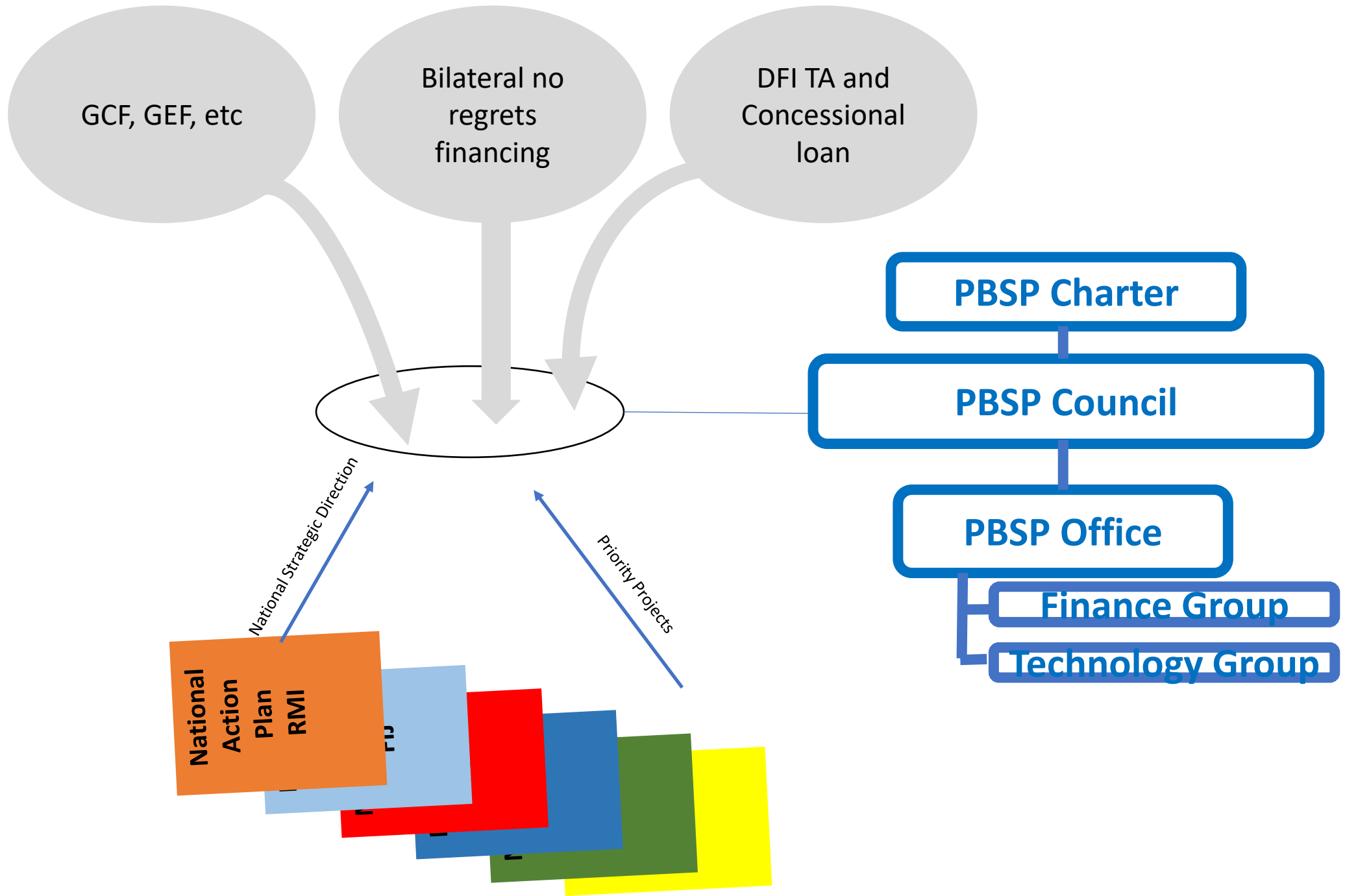
PBSP financing



Funds flow via 4 Facilities

- PBSP**
- Country Fund Managers**



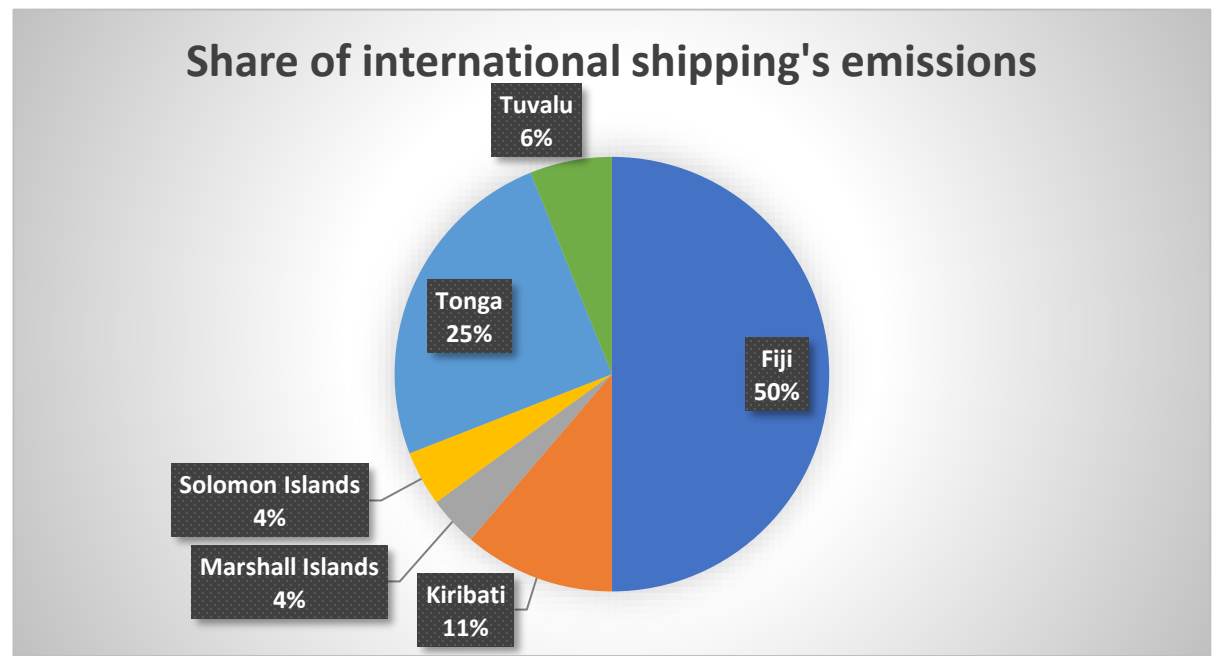
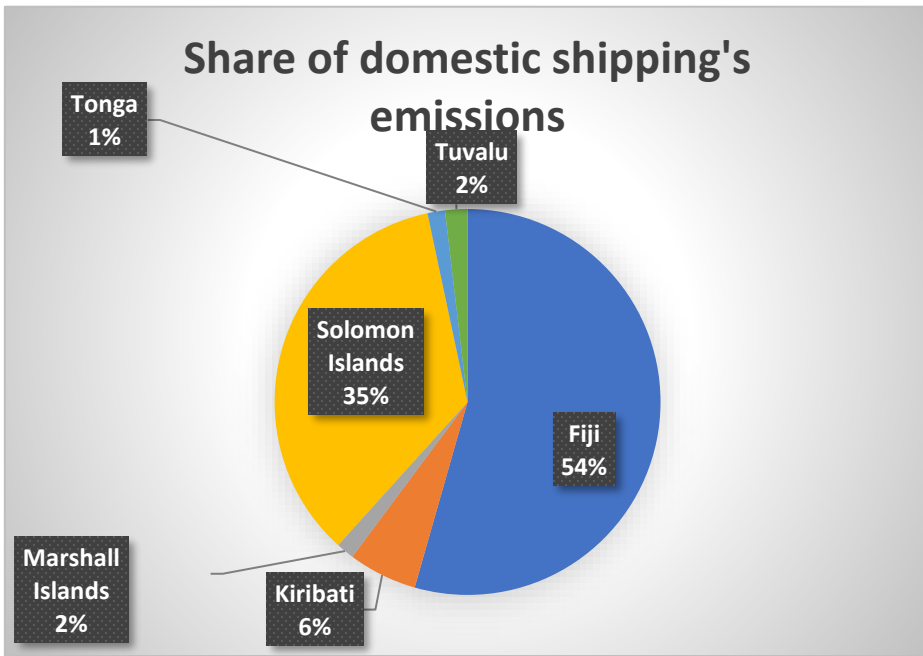
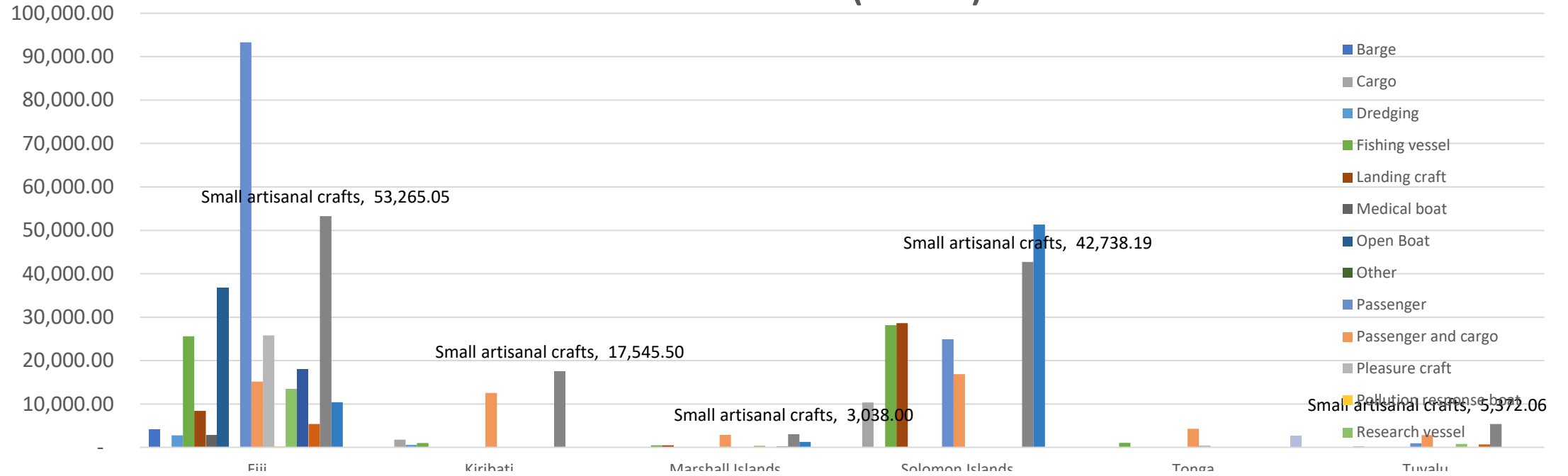


Technical Abatement Pathways

Pacific Blue Shipping Partnership



Annual CO2 emissions (tonnes)



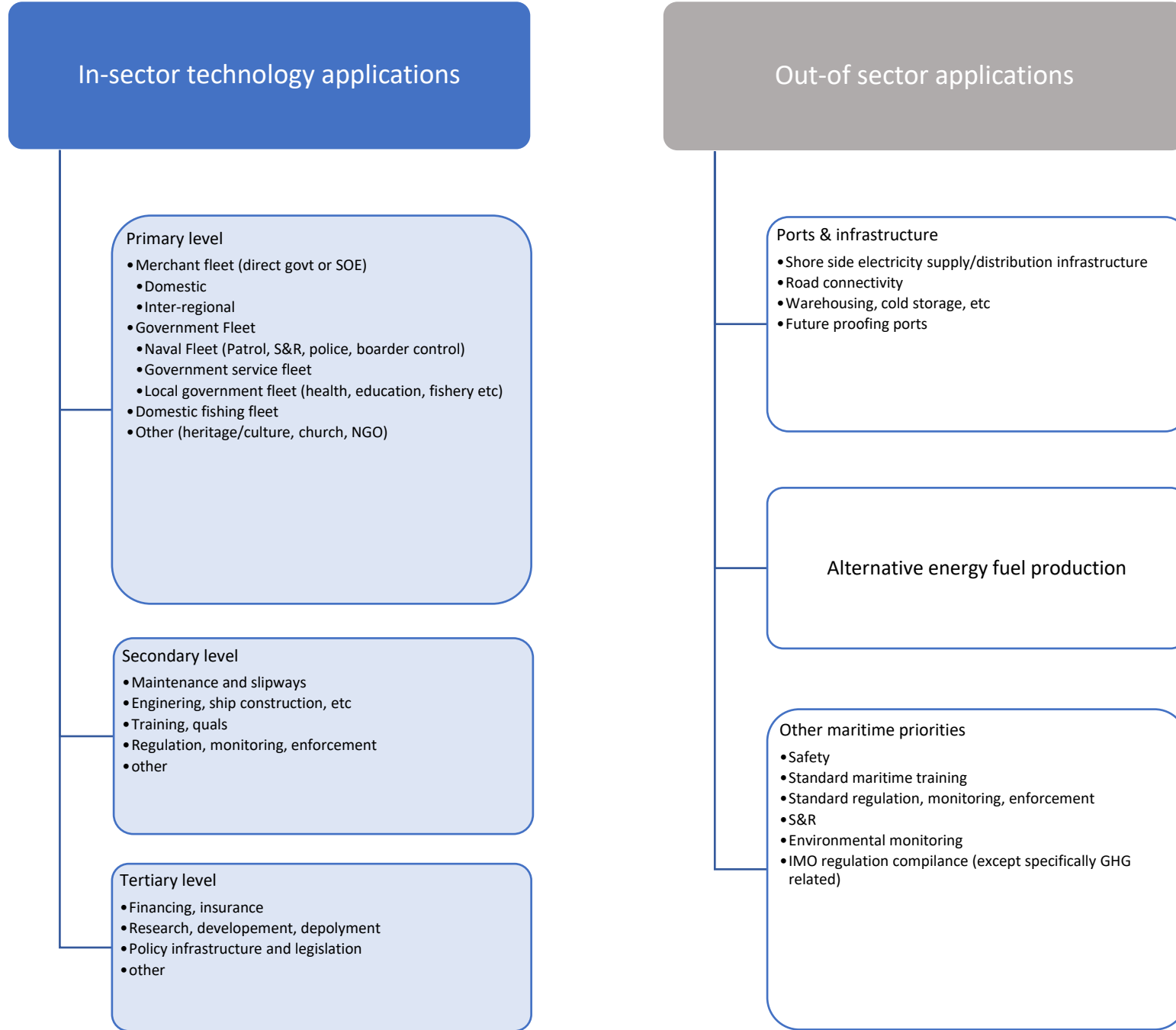


Figure 2: PBSP sector delineation. Source: Author

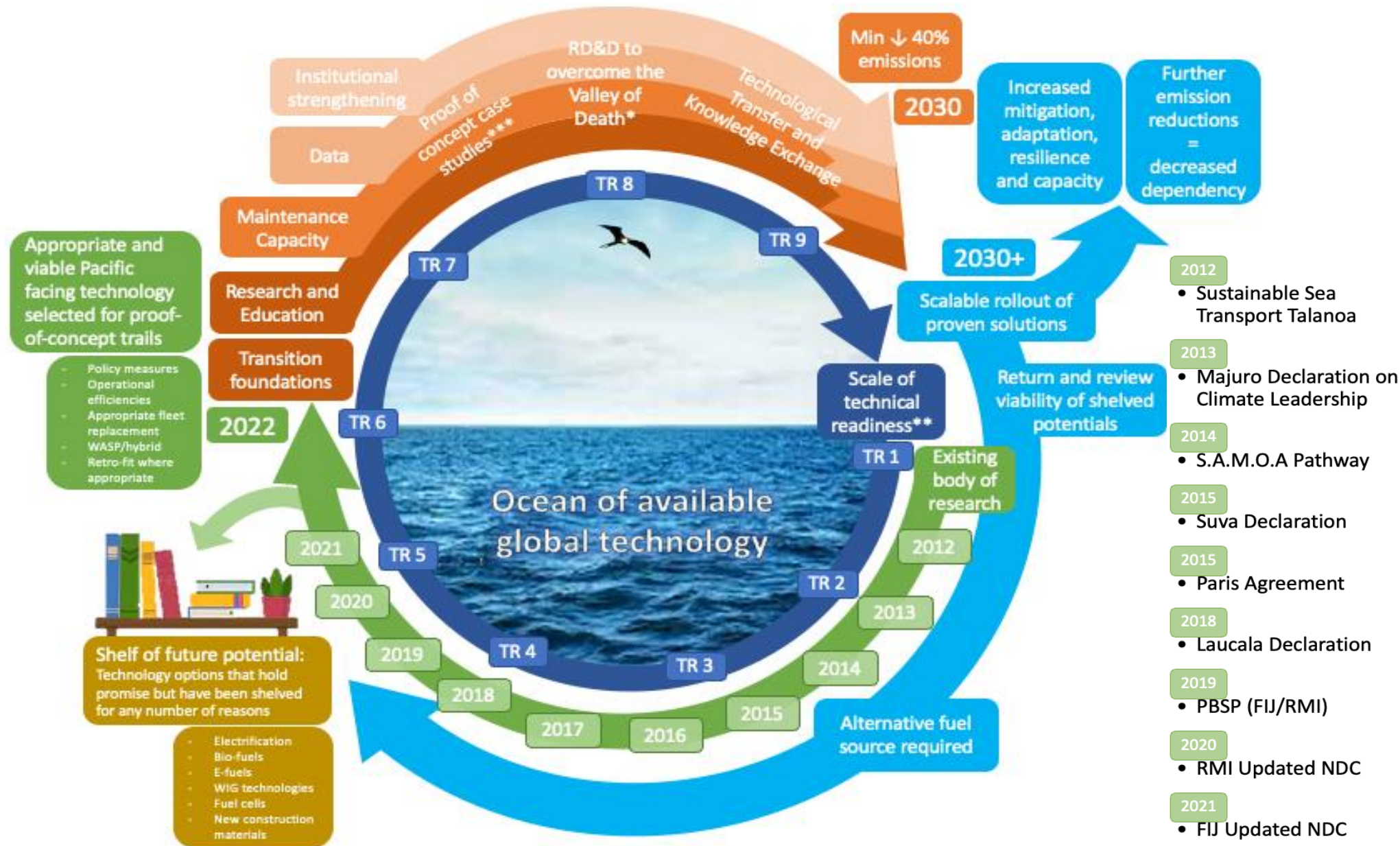
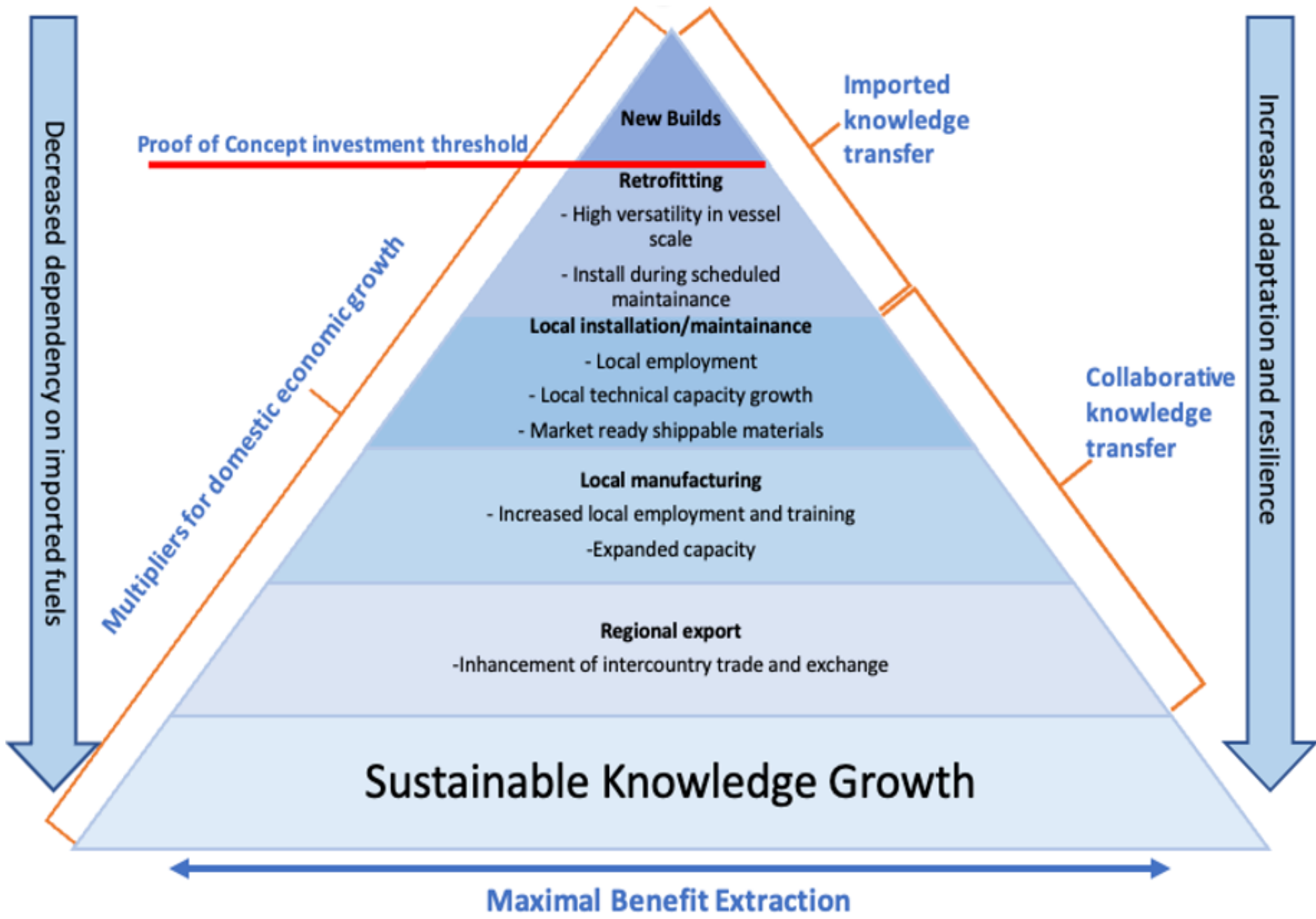
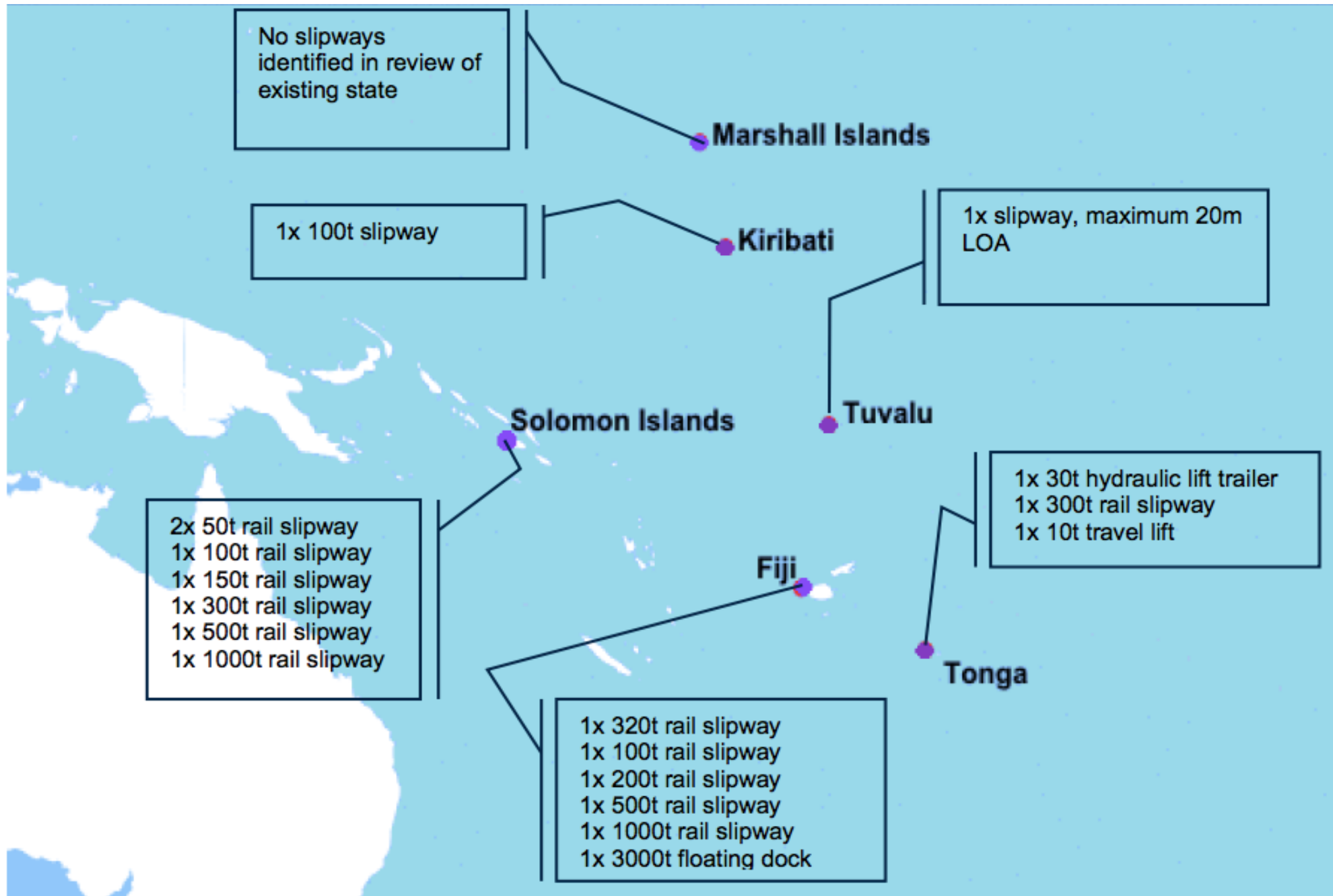


Figure 4: PBSP technology transition Theory of Change. Source: Author

*Valley of Death see Annex 1 **Scale of technical readiness see Annex 1 ***Case studies see Annex 2





COUNTRY APPROVED PILOT PIPELINES

Maritime Priority Projects

RMI	MISC 15-Year Fleet Refit and Replacement Strategy	Assessment of replacement and retro-fit options for existing fleet with emphasis on efficiency and decarbonisation
	Flettner Rotor Trials	Identifying best application of this technology within fleet refit/replacement
	International Fishing Ship Efficiency Research	Identifying and developing appropriate policy ensuring emissions originating in RMI are eliminated
	Medical Service and Disaster Response	Seabridge program to provide regular medical service and disaster response
	Energy Efficiency Design Index Maximization	Developing policy compliance with EEDI ensuring imported vessels are designed to minimise emissions
	Marine Based/Sourced Biofuels	Investigate the viability for cultivating and utilizing marine resources in the production of bio-fuels
KIR	Outboard Motor Transition	Replacement of 2-stroke with 4-stroke or electric outboards by 2030
	National Action Plan for Decarbonising Maritime Transport	Provision of technical assistance for preparation and implementation of a coordinated national level action plan for decarbonising maritime transport, including lodgment with the IMO.
	Low Carbon Mini-Container Ship	Investment in government owned mini container ship capable of carrying 80 TEU using low-carbon new build or retro-fit
	Small Low Carbon Cargo/Passenger Freighter	Investment in 200 tonne freighter to be operated by KNLS serving as general purpose freighter similar to Cerulean project
FIJ	Zero-impact Cruise liner	Pilot 'zero impact' small scale (40-50 passengers) cruiser operating from Tarawa to Phoenix Islands
	National Action Plan for Decarbonising Maritime Transport	Provision of technical assistance for preparation and implementation of a coordinated national level action plan for decarbonising maritime transport, including lodgment with the IMO.
	Outboard Motor Transition	Replacement of 2-stroke with 4-stroke or electric outboards by 2030
	Sail-powered Cargo/Passenger Ferry	Delivery of new design vessel such as 'Neoliner' to offer 80% efficiency over current ferry options
TUV	Zero Carbon Passenger Ferry Trials	Incentives for private sector uptake of zero carbon ferry trials in Suva and Nadi
	National Action Plan for Decarbonising Maritime Transport	Provision of technical assistance for preparation and implementation of a coordinated national level action plan for decarbonising maritime transport, including lodgment with the IMO.
	Government Retro-fits for existing vessels	Analysis of retro-fit options and implementation of most appropriate
	Outer Island Low Carbon Pilot Vessel	Design and build new WASP-Hybrid small cargo/passenger boat for Vaitupu - Funafuti route
	Outboard Motor Transition	Conduct <15m vessel survey and develop targeted training on 4-stroke maintenance. Develop policy mechanism to incentive switching and public awareness campaign

PROOF OF CONCEPT TRIALS PORTFOLIO

