Sustainable Shipping:

Anchored or adrift in the Pacific's emission targets?

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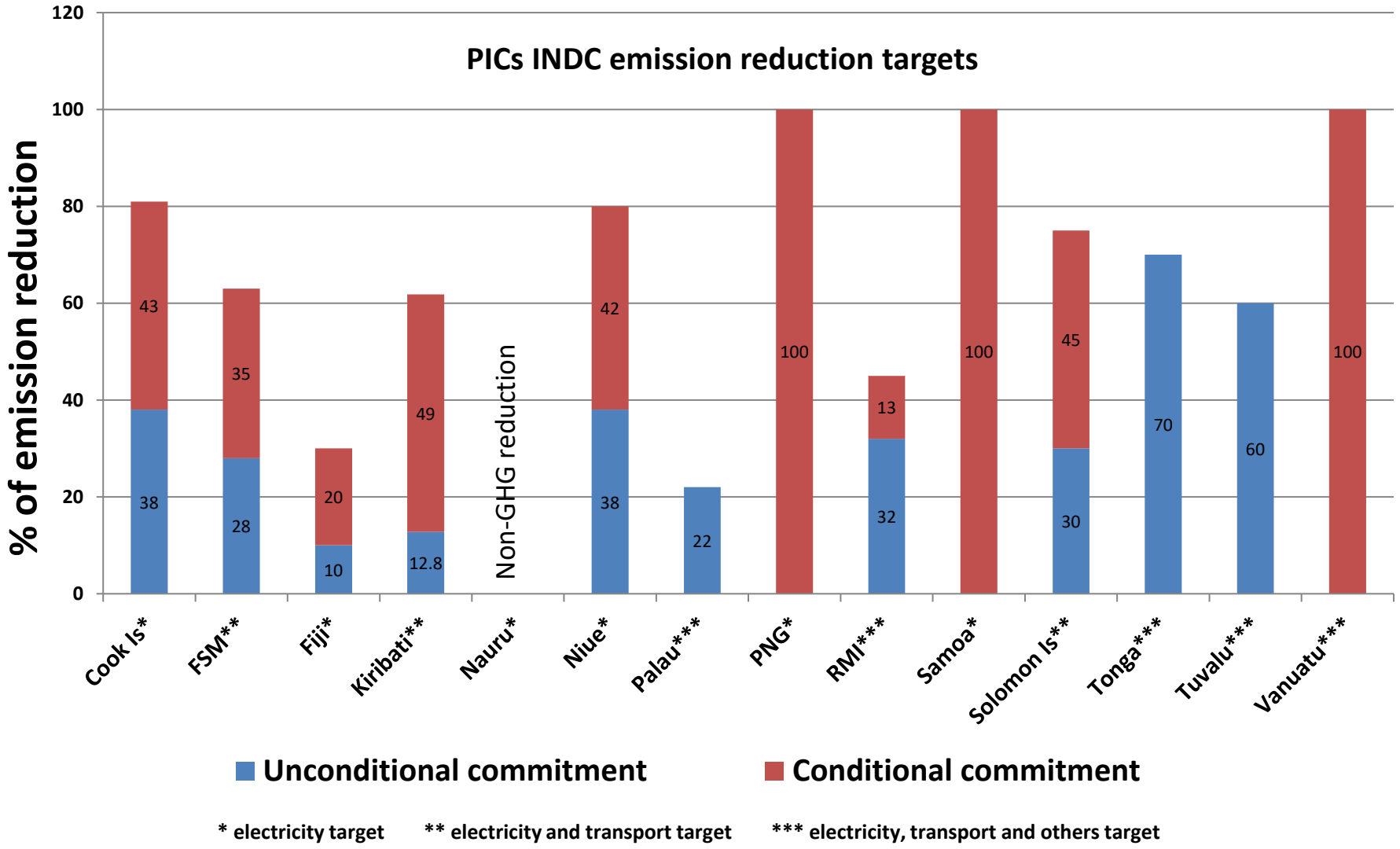
Pacific's commitment to reducing greenhouse emissions

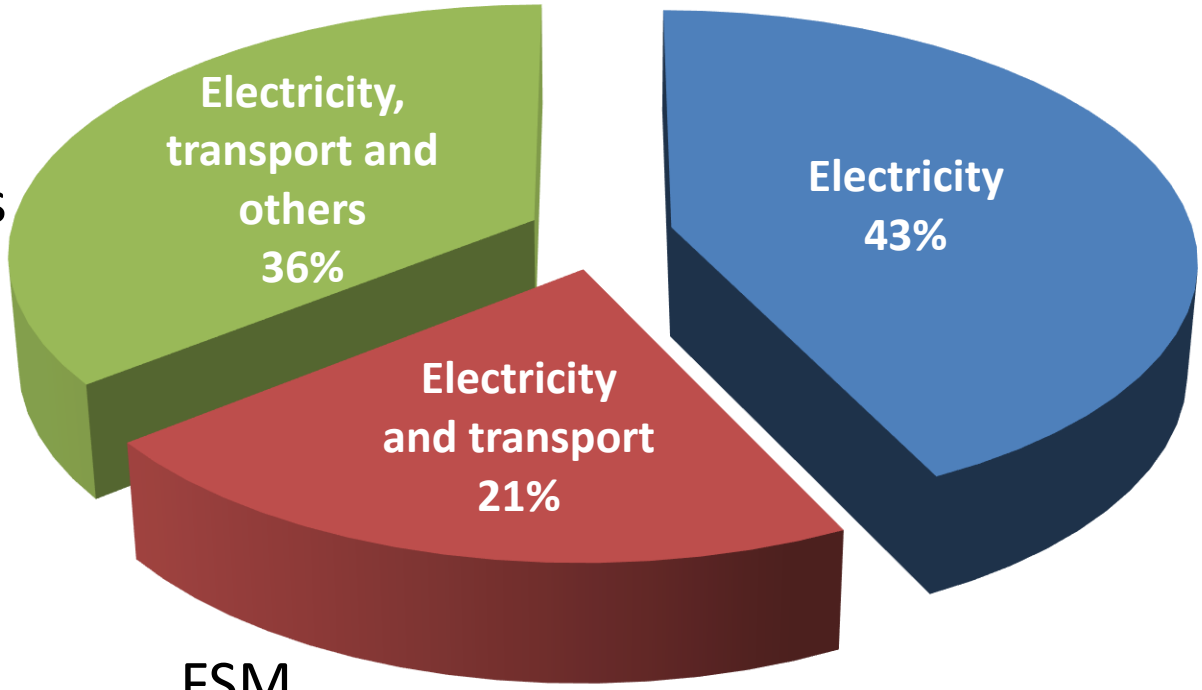
- The contribution of PICs to global greenhouse emissions is negligible, accounting for ~0.03% of the global emissions of CO_2 from fuel combustion.
- Against this background and the fact that they are all Small Island Developing States, PICs were not compelled to set ambitious emission reduction targets under the Paris Agreement but they have done so.
- Demonstrates solid commitment of a region that is already experiencing the devastating effects of climate change, and facing the threat of loss of cultures and countries.

INDC commitments of Pacific countries



Sectors targeted by Pacific countries in INDCs

Palau
Tuvalu
Marshall Is
Tonga
Vanuatu



Cook Is
Fiji
Nauru
Niue
PNG
Samoa

FSM
Kiribati
Solomon Is

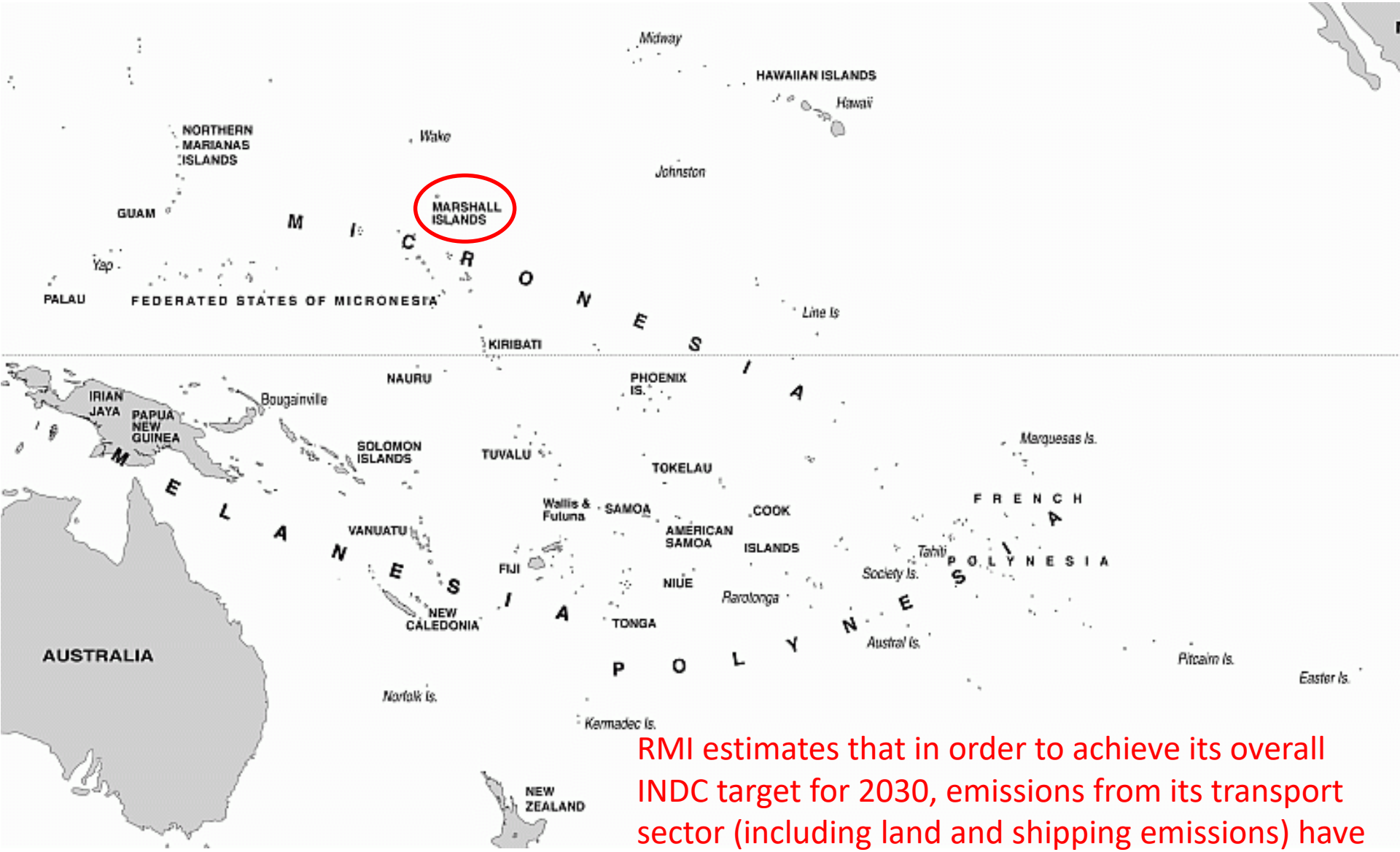
Key issues in PIC INDCs

- Difficult to compare as they are not measured in the same way:
  - Different baseline years for GHG emissions (ranging from 2000 to 2010 to no data).
  - Different sectors covered (electricity, electricity/transport, all sectors)
  - Different target years (from 2020, 2025 to 2030) and some PICs chose to keep targets for two different years.
  - Conditional and unconditional commitments vary
- Major data gaps are obvious in almost all PIC INDCs:
  - Sectoral and sub-sectoral GHG emissions data for missing in some
  - External funding required to fulfil conditional pledges missing in some
  - reliability of data highly questionable in some cases.

As of 11 February 2016, 161 countries, including 14 Pacific Islands countries, have submitted their Intended Nationally Determined Contributions (INDCs) to UNFCCC.

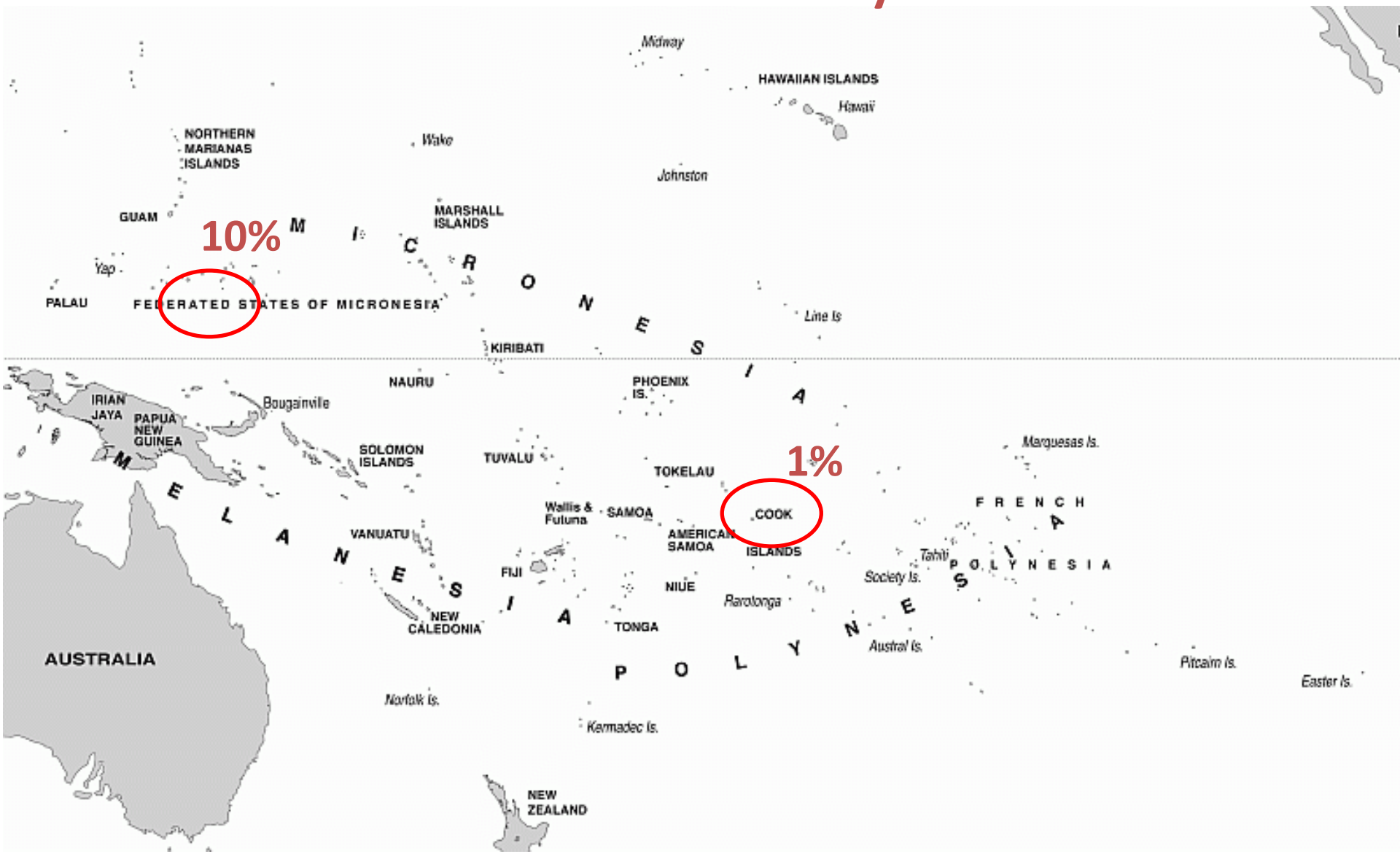
Where does shipping fall in the Pacific's emission targets?

Sea transport features in the INDC targets for one PIC

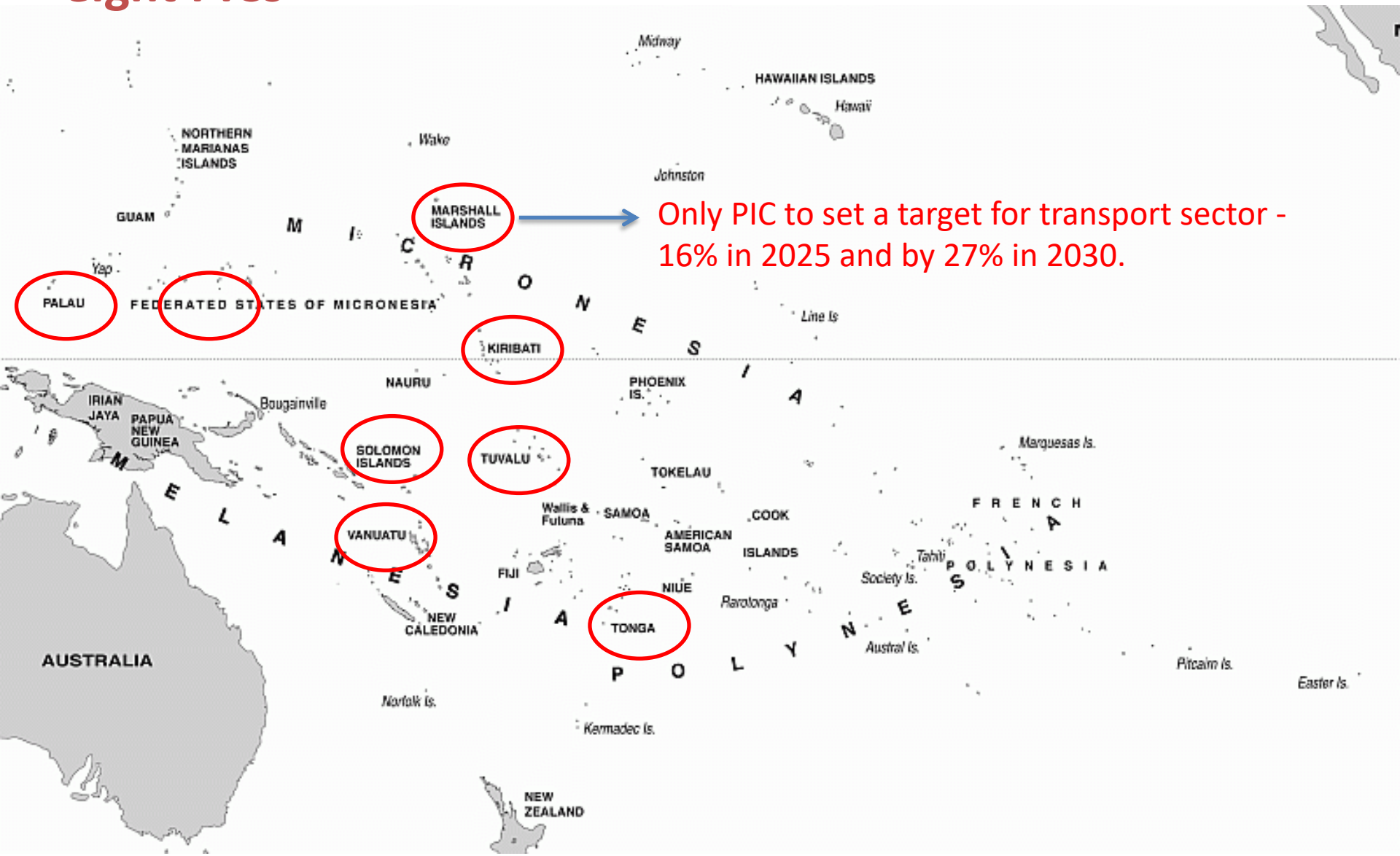


RMI estimates that in order to achieve its overall INDC target for 2030, emissions from its transport sector (including land and shipping emissions) have to decrease by 16% in 2025 and by 27% in 2030.

The domestic shipping sector's contribution to GHG emissions is known for two PICs only

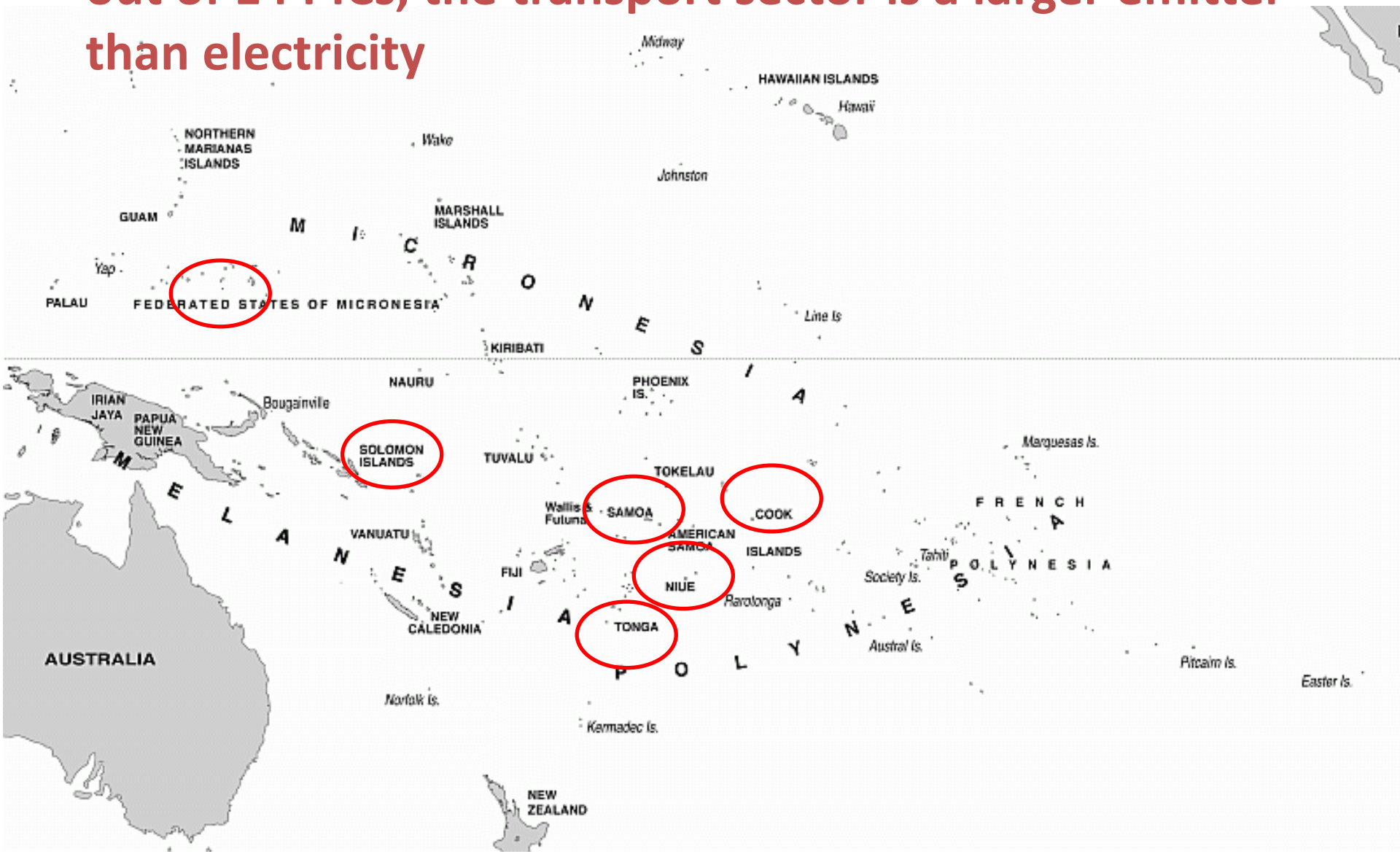


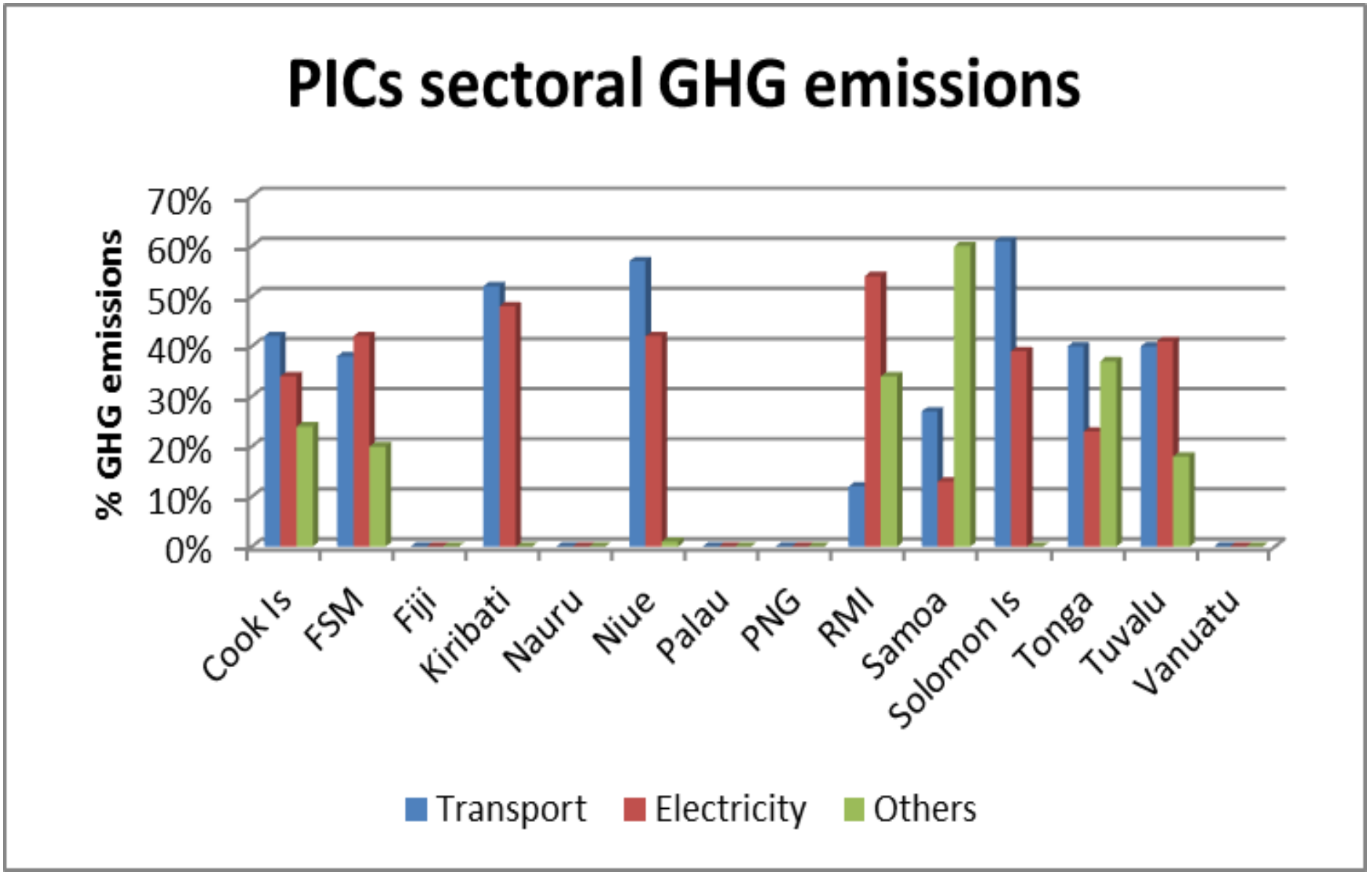
Transport sector features in the INDC target sectors of eight PICs



Country	Inclusion of transport sector in INDCs		
	Inclusion in INDC target	% reduction by 2025	% reduction by 2030
Cook Is	no	n/a	n/a
FSM	yes	no data	n/a
Fiji	no	n/a	n/a
Kiribati	yes	no data	no data
Nauru	no	n/a	n/a
Niue	no	n/a	n/a
Palau	yes	no data	no data
PNG	no	n/a	n/a
RMI	yes	16%	27%
Samoa	no	n/a	n/a
Solomon Is	yes	no data	no data
Tonga	yes	no data	no data
Tuvalu	yes	no data	no data
Vanuatu	yes	no data	no data

The energy sector is the largest emitter of GHG. In 6 out of 14 PICs, the transport sector is a larger emitter than electricity





Comparative sectoral GHG emissions of PICs (compiled from PICs INDC reports, 2015). No bars indicate no data in INDC report.

Country	Contribution of transport emissions			
	Overall (%)	Sub-sector emissions		
		Land	Air	Sea
Cook Is	42%	33%	8%	1%
FSM	38%	28%	no data	10%
Fiji	no data	no data	no data	no data
Kiribati	52%	no data	no data	no data
Nauru	no data	no data	no data	no data
Niue	57%	no data	no data	no data
Palau	no data	no data	no data	no data
PNG	no data	no data	no data	no data
RMI	12%	no data	no data	no data
Samoa	no data	27%	no data	no data
Solomon Is	61%	no data	no data	no data
Tonga	40%	40%	no data	no data
Tuvalu	40%	no data	no data	no data
Vanuatu	no data	no data	no data	no data

Reflections

- Low carbon shipping continues to be viewed as a ‘high hanging fruit’ and is still not a priority in regional and national development agendas when compared to electricity generation.
- PIC INDCs, as currently presented, are not adequately powered to drive transition to low carbon shipping in the Pacific region.
- Urgent need for development of more robust data collection methods and data analysis for determining appropriate sectoral emission reduction targets in INDCs.
- Further research required to assess level of investments and current efforts in strengthening/improving transport data collection and repositories at national and regional levels.

Reflections

- **Revision of initial INDCs**
  - Absence of relevant information in initial preparation disadvantaged developing countries
  - Can be revised if conditions change and more information is available on actual needs and resources required.
  - INDCs will become Nationally Determined Contributions (NDCs) once a country ratifies the Paris Agreement .
  - Timeframe for next revision can be between December 2015 (after COP21) and 2020 – however, countries have the option of implementing their current INDCs as NDCs from 2020 and then revise to submit a new NDC in 2025.

Photo courtesy: www.muavoyage.com

Thank you!