

Transitioning to Low Carbon Shipping Module

Sustainable Sea Transport Solutions for SIDS: Pacific Island Countries Case Studies

6. Current Initiatives – Best Practices

<http://unctadsftportal.org/sftftoolkit/transitioningtolowcarbonshippingmodule/chapter6/>

Summary

In this chapter we identify some examples of current initiatives that are providing leadership for change in sea transport of SIDS.

Key Themes: Best Practices

A range of critical trials and research was being conducted in the Pacific on low carbon sea transport alternatives in the past. Yet, barriers remain high. This has resulted in a lack of visibility of this vital sector today. Few current initiatives and best practice examples exist. Studying them helps to better understand the future potential of sustainable freight transport in SIDS.



6. Current Initiatives – Best Practice

As illustrated in chapter 2b, in the 1973-86 oil crisis a range of critical trials and research was being conducted in the Pacific on low carbon sea transport alternatives supported by a wide range of agencies. By 1987 all these had been terminated and have not been revisited since. Policy changes around this time by the Asian Development Bank (ADB) and a preference for focussing on electricity generation replacement by other agencies/donors in the last decade have resulted in no recent investment in the low carbon sea transport sector, outside of infrastructure and more general fossil fuel substitution related projects. A range of complex barriers (see chapter 5) has resulted in a vicious cycle of governments not knowing there are any alternatives available and therefore not directing policy to address the low carbon transport sector. This has resulted in a lack of visibility for this vital sector today. Sadly, best practice examples to support a transition by SIDS to low carbon sea transport futures are few and far between.

In this chapter we look at some examples of current initiatives that are providing leadership for change in this sector:

- Island Ventures Ltd and the *S.V. Kwai*
- Project *Vaka Fanāua*
- Green Port Mauritius
- The Bougainville Bar and the Wellington Chocolate Voyage
- University of the South Pacific (USP) sustainable sea transport research programme
- Micronesian Sustainable Transport Center

6.1 Island Ventures Ltd and the *SV Kwai*

www.svkwai.com

(see Fact Sheet – Appendix E)

SV Kwai is a 36m, 179GT converted Norwegian fishing vessel operated by a private trading company, Island Ventures Ltd. The purpose of *SV Kwai* is to carry cargo, passengers, and crew in a well-found sailing vessel between the islands of the Pacific Ocean. Since 2008 she has operated as a packet vessel between Rarotonga and Hawaii servicing the Northern Cook islands and the Line Island group of Kiribati en route, which offers excellent year round sailing across the trade winds in both directions. Fitted with an auxiliary sailing rig she is reporting fuel savings of up to 60% depending on route. Further refits are planned which will increase the effectiveness of this rig and greatly increase future savings.

The company website, which gives extensive coverage of each voyage and the vessel herself, proudly proclaims that “*sails are our only subsidy, and the fuel in our tanks often goes ashore to run island generators.*” Anything and everything is carried from store

The following images are selected from “Appendix D: Chapter 6.”

Please refer to this appendix for full size images and sources.

goods to vehicles. Copra and seaweed make regular consignments. Many of the small islands en route are still not supplied on a regular basis and *Kwai*, despite her age, has proved herself the most reliable carrier available. Data is not available to compare it directly, but if the 60% fuel savings claimed are correct, she is obviously the lowest overhead vessel to operate. She is regularly chartered by the Cook Islands and Kiribati governments. The operation makes sufficient profit to cover costs and progressively refit the vessel further decreasing overheads and the more efficient sail rig further reduces her fossil-fuel dependency.

For centuries these islands were supplied by infrequent ships arriving to sell their cargoes to the local inhabitants. With approval and support from the local governments and island councils, Island Ventures Ltd provide a comprehensive service delivering ordered cargoes from the least expensive sources in Hawaii and charge a purchasing fee and freight on all goods. Back cargoes include dried seaweed, copra and even deep cycle batteries from failed PV schemes for recycling.

The greatest strength of Island Ventures Ltd service is the lengths they have gone to integrate with the communities they serve, especially in the remote Line Islands of Kiribati. Many of the crew are from these communities and Island Ventures Ltd has built a strong and well-trained crew of local expertise. One of the hallmarks of this tight knit structure is that all crew receive a bonus based on the profit of each voyage and many own shares in the business. Services are tailored to the local communities with the *Kwai* providing not only trading opportunities but also a regular service of localized transport of goods and people between the scattered islands of the Line Group and Northern Cooks. Without the *Kwai* much economic and social activity in these remote islands would simply cease to exist.

Island Ventures Ltd provides proof of concept that a renewable energy supplemented sea transport service is commercially viable in an extreme geographical and economic setting. It illustrates the absolute need for such ventures to be integrated into local communities' needs and culture.

6.2 Project *Vaka Fanāua*

http://talanoa.org/TDP_Development_Projects.html

Vaka Fanāua (literally “two masted sailing vessel” in the Tongan language) is an innovative community driven project that promotes economic self-sufficiency, sustainability and environmental conservation. The project involves building and operating a prototype competitive cargo trimaran for the remote Niua islands communities in Tonga. The northern islands of Niuatoputapu, Niuafu’ou, and Tafahi (260 nautical miles north of Tongatapu and closer to Samoa than to Nuku’alofa), epitomise the extreme conditions of the South Pacific. They are small, far



SV Kwai (5).

from their public service provider, isolated, marginalised, and surrounded by deep, exposed waters.

Working with renown sailing vessel designer Dick Newick (d. 2013), the project combines old Pacific island traditions with modern construction to safely and quickly carry almost three tons of people and/or cargo on deep sea voyages. A pioneer in sailing multi-hulls, Newick's inspiration is the Polynesian voyaging canoe. In 2008, he was inducted into the North American Boat Designers Hall of Fame. His fast, safe, ocean-proven multi-hulls can truly be said to have been "ahead of their time."

The project brief calls for a "competitive sailing passenger-cargo boat for outer island communities to run and maintain, providing affordable, safe, flexible and regular service." *Vaka Fanāua* is designed to average about 10 knots in usual trade wind conditions with a small diesel auxiliary. A 14-foot tender is to be carried to load and deliver people and goods to islands without a harbour. Wood construction, sheathed with epoxy and fibreglass, gives a moderate first cost, and, equally important, low maintenance by islanders. It is projected that using wind for primary propulsion will reduce the fuel consumption by about 80%. The inboard engine is mainly required for leaving and entering these islands. The size of the vessel and its load carrying is targeted at the needs of the community which is around 20 tonnes of cargo per month. By contrast, the current government boat irregularly serving the Nuia group is about 1,500 tonnes, dramatically oversize for this market.

The project has been driven by academic and politician Dr Sitiveni Halapua and grew out of the 2006 National Committee for Political Reform process. Talanoa meetings were held in every village in Tonga. In outer islands consultations, it was found that the struggle for political reform was grounded in a major frustration with basic impediments to achieving a self-sustaining local economy. For the Niuatoputapu, Niufo'ou and Tafahi peoples, the major issue was the lack of sea transport. They asked: "the government provides roads for the people of Nuku'alofa. The sea is our free road. Why can't they provide a boat?"

In the 1970s, the collapse of the copra industry caused drastic cutbacks in government subsidised inter-islands shipping services. Over time, these services have continued to deteriorate. Tonga, like many other Pacific island countries, has fallen into a vicious circle of lacking sustainable sea transport services, lacking sustainable development in outer island economies and lacking sustainable management of both its fragile marine and land ecosystems. Innovative thinking is needed to deal with this critical problem, which is undermining self-sufficient and sustainable living in outer island communities.

Project *Vaka Fanāua* aims to address this area of development and conflict by building confidence in the sustainable future of



Geography of the region (2).

small, marginalised outer island communities and their ecosystems. *Vaka Fanāua* references the sailing ships that operated in the mid-twentieth century, carrying copra and passengers between Tongatapu and the Niua islands group. To meet the outer islands' economic needs today, Project *Vaka Fanāua* aims to develop a prototype inter-islands cargo/passenger sailing trimaran that is flexible, affordable, safe and sustainable in all aspects of its operation and management.

The vessel is nearing completion at a professional boatyard in New Zealand. Several Tongans from Niua are apprentice builders during the construction so that they can later help to maintain the boat. These islanders will be crew on the boat during its maiden sail to Niua where it will be handed over to a community company to operate and maintain.

The project is entirely funded by people from those communities who have spread around the world in the Tongan diaspora that still feel connected to their islands. This diaspora, now situated in NZ, Australia, Fiji, US and Canada, have utilized their strong kinship network over the past 4 years to bring this project to completion, raising nearly USD 500,000 in the process through fund raising activities on small and large scales.

Now fast approaching 'proof of concept' stage, Project *Vaka Fanāua* demonstrates a true community driven and owned process capable of delivering essential and identified need back to community. Like the vessel they are building, Project *Vaka Fanāua* is powered by its own wind and reliant only on its own energy.

6.3 Green Ports Development: the case Mauritius Green Port Initiative

<http://www.greenport.com/news101/africa/port-louis-harbour-port-energy-efficiency-and-renewable-energy-strategic-plan>

In 2013 Mauritius adopted an 'Oceans Economy Roadmap' under the directions of the Prime Minister's office. The plan was the result of a wide-ranging national dialogue that sought to expand trade and economic opportunities in the 'oceans space'. This policy focuses on the development of oceanic sectors including seabed mining, fishing and seafood processing, aquaculture, deep-water applications, maritime and container logistic services, renewable energy and sustainable tourism.

Maritime transport is the lifeline that sustains the survival of small islands yet persistent transport-related challenges derive from their inherent features including insularity, smallness, and remoteness from commercial centres and shipping routes.

Under the Ocean Economy Roadmap, the Mauritius Ports Authority and Cargo Handling Corporation Ltd (MPA) have embarked on a project to investigate ways and means to implement measures in strategic energy management that could



The Mauritius Green Port Initiative (5).

be used to make the port more energy efficient and environmentally friendly. MPA has set one of its main objectives at obtaining Green Port status in the future.

A team of experts in the field of energy efficiency and renewable energy has been appointed for the preparation of a Port Energy Efficiency and Renewable Energy Strategic Plan. MPA consumes about 1 million litres of diesel whereas the Cargo Handling Corporation Limited, which is also part of the initiative, consumes about 1.6 million litres each year. This amounts to an estimated Rs107 million (USD 1.7 million) in fuel bills.

What is the “Green Ports” initiative? MPA is a member of the International Association for Ports and Harbours (IAPH), which launched the Green Port initiative under the World Ports Climate Initiative (WPCI) in 2008. The broad objective is to develop environmental programmes and projects aimed at reducing or neutralising the impact of port operations upon the environment and the surrounding communities. Mauritius intends to join some 55 world key ports that have come together in a commitment to reduce their greenhouse gas emissions while continuing their role as transportation and economic centres. The Green Port status will be achieved through a step-by-step approach.

The IAPH program includes a range of initiatives including:

- Carbon Footprinting for Ports (web-based manual)
- IAPH Tool Box for Port Clean Programs (web-based guidance documents)
- On-shore Power Supply (web-based manual)
- Intermodal Transport (in progress)
- Sustainable Lease Agreement Template (in progress)
- Cargo-handling Equipment (in progress)
- Environmental Ship Index (many ships and ports have already joined)
- LNG fuelled Vessels and Ports (safety check lists for LNG bunkering)

Technical assistance for the Mauritius project is financed by the EU, through the Technical Cooperation Facility of European Development Fund (EDF). The title of the project already indicates that it is a complex and ambitious one. The global objective of this assignment is to examine how a broad range of measures in strategic energy management can be employed to make the port more energy efficient and environment-friendly. Deliverables of the technical assistance are the following: (i) Energy audits of the MPA and Cargo Handling Corporation Limited, (ii) elaboration of a strategic energy management plan and (iii) assessment of the renewable energy potential.

Port Louis, the main harbour in Mauritius, is the transshipment hub for the nation and the surrounding region. It is home to the biggest port facility in the Indian Ocean region. Modernization of the port in the late 1970s has helped it maintain its role as the central point for all imports and exports from Mauritius. The MPA provides port

infrastructure, enters into contracts with private providers for port and cargo-handling services, promotes the use and development of the ports, and licenses and regulates port and marine services. The harbour adjoins the main city, with the port currently comprising three terminals. Over 2,200 ships visited the port in 2010. Cargo traffic was slightly over 6 million tons, including containers representing 330,000 TEUs, 1.5 million tons of bulk liquids (mostly petroleum), and 2 million tons of dry bulk items. Overall, the port contributes 2% to the country's GDP.

Port operators in other SIDS will be watching the Mauritius experiment with great interest. As one of more developed port infrastructure facilities for small islands there will be valuable lessons for others in this project which seeks to both reduce crippling fuel bills and lead by example with greenhouse gas (GHG) emissions reduction.

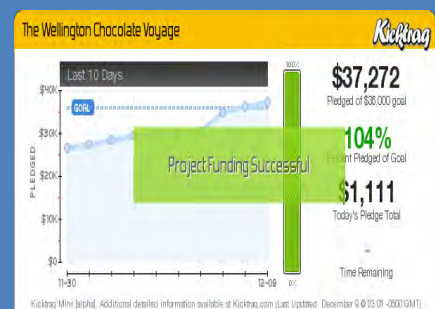
Green ports have been flagged as a priority for Pacific Island Countries (PICs) by the Secretariat of the Pacific Community (SPC). While green ports are an obvious target for any comprehensive national strategy to transition away from fossil fuels and increase energy efficiency, sound research is needed to determine the degree of energy efficiency achievable and the level of savings this accrues over time. Such economic analysis is critical given the general low financial performance of many Pacific island ports and the often run down nature of much port infrastructure. Learning from the experience of market leaders, such as the Mauritius Green Ports initiative in this area will be invaluable for PICs wishing to follow suit.

6.4 The Bougainville Bar and the Wellington Chocolate Voyage

<https://thewellingtonchocolatevoyage.wordpress.com/>

This initiative is an example of a Public Private Partnership where crowd funding and New Zealand government support has allowed the Wellington Chocolate Factory to transport high quality specialist organic cocoa beans from the island of Bougainville, north of the Solomon Islands to Wellington, New Zealand under wind power on a traditional double-hulled voyaging canoe chartered from Fiji. The initial trip, which left from Fiji in early August 2015 on a 6,000-mile journey, is a trial to demonstrate what is possible.

The Wellington Chocolate Factory, an artisan chocolate factory based outside of Wellington, has partnered with a cocoa farmer in Bougainville, helping him improve his drying facilities and improve the quality of his cocoa so that they can give him a better price for his cocoa beans. Cocoa is the number one export in Bougainville. The chocolate manufacturers are what they call a “bean to bar” chocolate factory, which means all of the chocolate they make is made straight from the beans using artisan practices so they connect directly with cocoa farmers around the world,



The Bougainville Bar and the Wellington Chocolate Voyage (4).

most recently, with cocoa farmers in the South Pacific including Samoa and Bougainville.

For the Wellington Chocolate Factory, sustainable business practices are very important. One of their core operating principles is that they use ethically traded organically grown beans. They note that their customers want to know where their food comes from, they want complete transparency.

Mr. Davidson who owns the Wellington Chocolate Factory, said internationally based chocolatiers were searching for high quality beans to make into high end chocolate — improving the production end would increase returns. The company prides itself on its “values driven” approach and in addition to working with the cocoa farmer to improve his beans, they also wanted to transport the beans as sustainably as possible and directly to Wellington harbour.

When they began working with the cocoa farmer in Bougainville they realised that there was no direct transportation route from Bougainville to New Zealand. So in 2014 they began a “kick-starter campaign” (everyone who supported the campaign will get a “Bougainville bar”) and raised NZD 37,000, a large portion of which went to the farmer to help him upgrade his cocoa drying facility and to buy at least one tonne of beans from him at a fair price. In terms of transportation, they wanted to use a sailing vessel with zero GHG emissions to deliver the beans from Bougainville to New Zealand, so using the concept of ‘fair transport’ as well as “fair trade.” Although the voyage is costing more than it would to ship the beans conventionally, they are hoping to prove that the model works and then focus on ways to make it financially viable.

The Wellington Chocolate Voyage was born. The aim is to source Pacific grown cocoa; encourage local farmers to grow highest quality crops and receive a premium for their crops; support Bougainville’s economy after the effects of a 10-year civil war; support home grown farmer “Mr. Cocoa” James Rutana; support the beans-to-bar chocolate supply chains and to promote wind power as an alternative shipping option.

So the company has chartered the *Uto ni Yalo* to transport the company’s key personnel from Fij to Vanuatu, then to Bougainville in Papua New Guinea, and from there back to Wellington, with the cocoa farmer and the first cargo of beans. For the company, it's more about promoting sustainability.

The traditional Fijian canoe *Uto ni Yalo* has begun the voyage to collect organic cocoa beans from local farmers in Bougainville and to transport the one tonne cargo to the Wellington Chocolate Factory. Uto ni Yalo Trust Secretary, Dwain Qalovaki, says this is the first venture moving into sustainable sea transportation using a traditional canoe. *“The Uto ni Yalo began sailing in 2010 where our major focus has been on growing the number of Fijians that will learn about traditional sailing, traditional navigations as well*



The Bougainville Bar and the Wellington Chocolate Voyage (2).

as traditional boat building. At this point we the Uto ni Yalo Trust have reached the point where we can partner with other organizations to advance into sustainable sea transportation in the region and this is our first foray into that sort of partnership." This is the first commercial partnership that will see the canoe sail over 6000NM, spanning two months with a total of around twenty crew members.

6.5 USP Sustainable Sea Transport Research Programme - the Sustainable Sea Transport Talanoa 2012 and 2014

<http://pace.usp.ac.fj/ocst/HomePage.aspx>

Research in 2009 and 2011 in one small village on a remote island in Fiji showed that sea transport costs were the biggest fuel user and biggest cost item for villagers. As the research broadened it became obvious that this was an issue that was mirrored across the Pacific and yet there was a vacuum of research, analysis and priority for this sector, especially at the domestic level within Pacific countries.

Acting in response, The University of the South Pacific (USP), a regional university owned by 12 Pacific countries, hosted the Sustainable Sea Transport Talanoa¹ 2012 on behalf of a growing research consortium that included the International Union for the Conservation of Nature's (IUCN's) and the World Wide Fund for Nature's (WWF's) regional offices, the Fiji Islands Voyaging Society and other stakeholders. What began as a small regional workshop mushroomed into a full-blown international conference and attracted participants from leading shipping efficiency innovators and researchers around the globe. SSTT 2012 (Sustainable Sea Transport Talanoa 2012) concluded with a call to establish a longer-term research programme at USP.

This has resulted in formation of the Oceania Centre for Sustainable Transport, a transformative knowledge network being coordinated by USP and IUCN's Oceania Regional Office. Research partnerships are being forged with a wide range of stakeholders from Pacific governments, local communities and industry to leading international Centres of Excellence such as UCL, Tyndall Centre, Southampton and SSI2040. A Regional Research and Education Strategy based on preparing individual country programmes supported by technology, policy, economic and training and research support has been prepared and is being considered by regional leaders. A cornerstone of this strategy is developing long-term in-region capacity through multidisciplinary undergraduate teaching and postgraduate exchange programmes.

In July 2014 USP hosted the second SSTT, again well attended by global experts in climate change, shipping emissions, sustainable

¹ Talanoa is a generic Pacific term for a conversation and has been described as the Pacific's offering to constructive dialogue.



USP Sustainable Sea Transport Research Programme (3).

sea transport, seafaring heritage as well as representatives from governments, shipping companies, NGOs and communities from across the region.

The SSTT have provided a forum bringing together key stakeholders with an interest in heritage, culture, seafaring, science, vessel design, economics, policy, regulation, and industry to celebrate Oceania's seafaring heritage and progress planning towards a sustainable seafaring future. The Talanoa have provided a platform for participants with an interest in sea transport and seafaring to interact with each other, share knowledge and experiences, and foster collaboration. They provided an opportunity for networking, showcasing expertise and research, and planning for the benefit of the Pacific region, highlighting contemporary issues and identifying priorities for future effort. The talanoa aimed to celebrate Oceania's seafaring heritage; and continue the conversation amongst key stakeholders to progress towards a low-carbon sea-transport future for the Pacific.

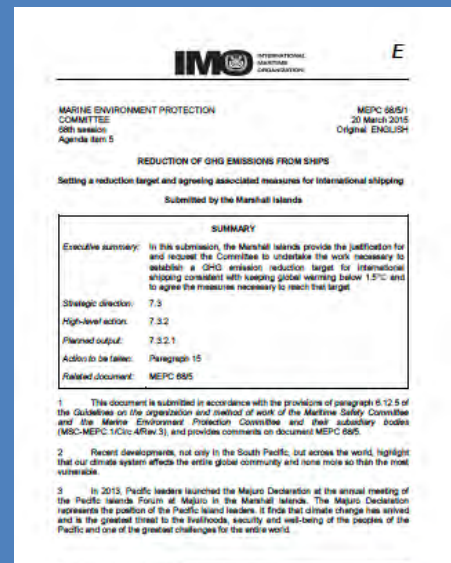
Presentations and outcome records from SSTT2012 and 2014 are available at www.usp.ac.fj/index.php?id=12456 and at www.usp.ac.fj/index.php?id=14096.

6.6 Micronesian Sustainable Transport Center

In July 2015, the Micronesian Presidents' Summit (Republic of the Marshall Islands, Republic of Palau and Federated States of Micronesia) called for action to transition their countries to low carbon sea transport (Boknake Haus Communique, Majuro, 14-15 July). Building on the leadership shown by RMI in the 68th MEPC (Marine Environment Protection Committee) meeting of the IMO in May (<http://www.green4sea.com/marshall-islands-calls-for-new-global-target-to-cut-shipping-emissions/>) requesting for targets to be set for international shipping and on reducing their own domestic transport emissions, the governments of Palau and FSM endorsed setting national transport reduction targets, developing strategies to transition their countries to low carbon transport and establishing a Micronesian Sustainable Transport Center as priority actions to assist in reducing dependency on imported fuel and greenhouse emissions profiles.

The Presidents acknowledged the leadership of RMI in setting a target to reduce transport emissions by 20% by 2020 and recommended that the issue be raised at the next Pacific Islands regional forum in September 2015. The Presidents are calling for low carbon transport, particularly sea transport, to be identified as a regional priority and are requesting technical and financial support from bilateral partners and donors to address this as a priority.

The Government of RMI has requested USP to coordinate establishment of a centre for excellence in Majuro to prepare and implement a whole of country strategy for RMI to transition to



low carbon transport solutions in accordance with its national policy. They believe that this can be a successful pilot for a sub-regional program to cascade to other Micronesian countries and then to the wider region and other SIDS globally. The Presidents recognised that better transport solutions are essential for improved economic performance, trade, sustainable development and government service delivery to their island based communities.

Numerous practical solutions are available or emerging for low carbon transport transition. It is clear that many of these will have greatest benefit at the small scale of shipping used by island countries. A growing number of international centres of excellence, especially in Europe, are offering to assist with cutting edge technological developments. There is no reason why Micronesia cannot be the proving ground for such technologies for other SIDS and Least Developed Countries (LDCs). For such a transition to be sustainable long term it is critical that we begin training the current and future generations of transport planners, policy makers and operators. The proposed Micronesian Sustainable Transport Center will partner with leading research centres and universities to prepare for this.

Disclaimer

This module has been prepared for UNCTAD by Peter Nuttall and Alison Newell of the Pacific Centre for Environment and Sustainable Development, the University of the South Pacific. While every effort is made to ensure the accuracy and completeness of the module, UNCTAD assumes no responsibility for eventual errors or omissions. The content and views expressed are those of the authors and do not purport to represent any organisation.

Transitioning to Low Carbon Shipping Module

Sustainable Sea Transport Solutions for SIDS: Pacific Island Countries Case Studies

Chapter 6

Current Initiatives – Best Practice

Island Ventures Ltd - *S.V. Kwai*

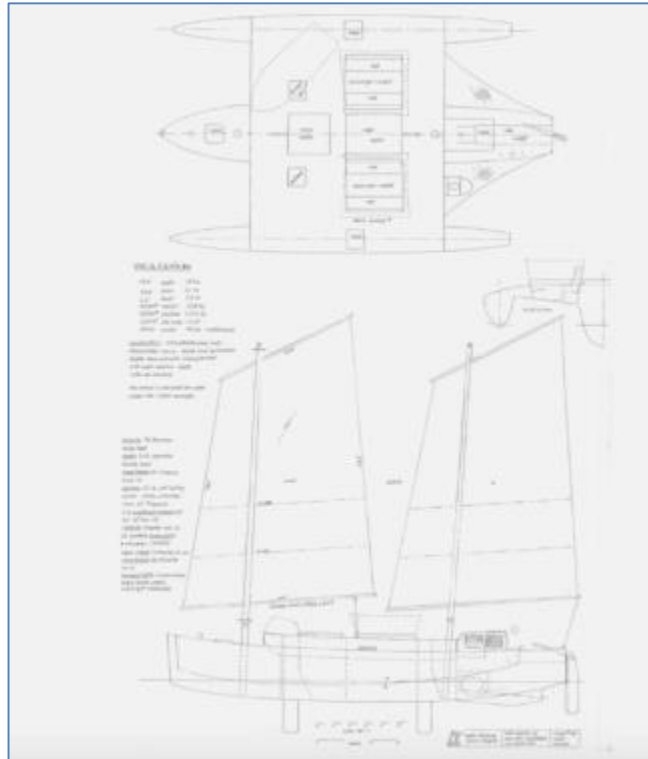


Source: www.svkwai.com

Island Ventures Ltd - *S.V. Kwai*

- Operating since 2008
- Regularly services routes from Hawai'i, Line Islands, and Cook Islands
- Uses profits to retrofit soft sail rig, and thus further reducing fuel use (and cost)
- Operation is based on community need and support for the venture
- Local crews and communities benefit
- 60% fuel savings
- Commercially viable wind hybrid propulsion shipping operation

Project Vaka Fanāua



Source:

http://talanoa.org/TDP_Development_Projects.html

Thank You to our sponsors:

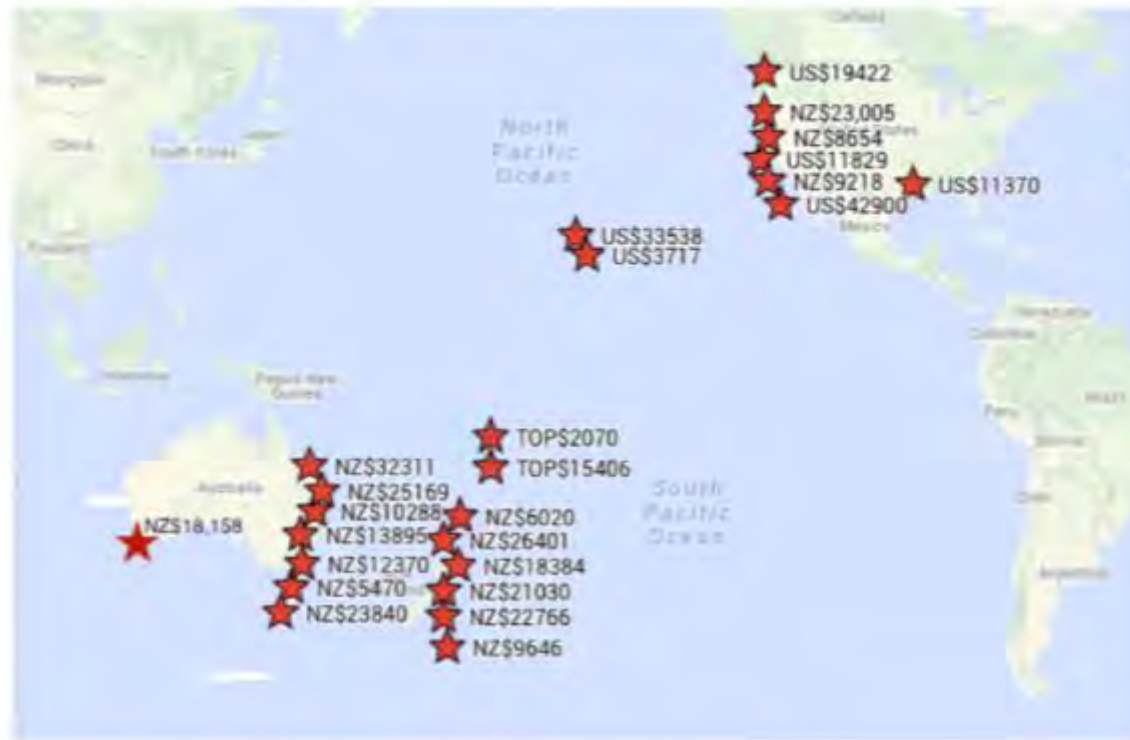


Mothership

The Project
Vaka Donations
Donation Form
Ko e Foomu ki he Tokoni



FUNDRAISING



PERTH, Australia, Koniseti moe tokioni Ki He Vaka Fanaaua Ma'ae Masiva (24/07/2015) with thanks to all the churches, kava clubs and family tau'olungas.
 M&B 'Aupito NZ\$18,157 Raised

BRISBANE, Australia, Koniseti moe tokioni Ki He Vaka Fanaaua Ma'ae Masiva (26/06/2015) with thanks to all the churches, kava clubs and family tau'olungas.
 M&B 'Aupito NZ\$32311 Raised

AUCKLAND, New Zealand, Ongo Niua Komiti Ki He Vaka Fanaaua Ma'ae Masiva (Koniseti 17/04/2015).
 M&B 'Aupito NZ\$9646 Raised
[view contributors](#) [view photos](#)

SAN FRANCISCO BAY, U.S.A. Ongo Niua Komiti Ki He Vaka Fanaaua Ma'ae Masiva with thanks to all who travelled from LA, SEATTLE, SALT LAKE CITY and SACRAMENTO. (Koniseti 15/11/2014).
 M&B 'Aupito US\$42900 Raised

SEATTLE, U.S.A., Ongo Niua Komiti Ki He Vaka Fanaaua Ma'ae Masiva (Koniseti 8/11/2014).
 M&B 'Aupito US\$19422 Raised

AUCKLAND, New Zealand, Ongo Niua Komiti Ki He Vaka Fanaaua Ma'ae Masiva (Koniseti 31/10/2014).
 M&B 'Aupito NZ\$22,736.65 Raised
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ABOUT



- FANAUA (Two masted sailing vessel) combines old Pacific island tradition with modern construction to safely and quickly carry almost three tons of people...

READ MORE

- <http://talanoa.org/>

PHOTOS



VAKA Fanaua - Ongo Niua mo Tafahi Aotearoa added 4 new photos.

April 19 · 🌐

Malo Northcote College!



Like

Comment

Project Vaka Fanāua

- Nuia Islands, Tonga
- Community owned, driven and funded
- Focussed on community need and on building capacity and resilience at grass roots
- Builds on cultural heritage
- Creates local employment and skills
- Projected 80% fuel savings

Mauritius Green Port Initiative



Source: www.greenport.com



Source: www.thecommonwealth.org



Source: http://www.koenig-cie.de/sites/default/files/images/newsletter/iweekly/GreenPort_logo.jpg

Source: <http://www.investmauritius.com/budget2015/SFreeport.aspx>

Mauritius Green Port Initiative

- Port Louis is a transshipment hub and the biggest port facility in the Indian Ocean region
- Port contributes 2% to the country's GDP
- Fuel bill for MPA is \$US1.7million annually
- Mauritius Ports Authority strategic energy management project as stepping stone to becoming a Green Port and seeks to reduce fuel bills and GHG emissions
- Objective of Green Ports Initiative is to develop environmental programmes and projects aimed at reducing or neutralising the impact of port operations upon the environment and the surrounding communities

The Wellington Chocolate Voyage

WELLINGTON
EST.
CHOCOLATE
2010
FACTORY
VOYAGE



The Wellington Chocolate Voyage

Kicktraq



Kicktraq Mini [alpha]. Additional detailed information available at Kicktraq.com (Last Updated: December 9 @ 23:01 -0500 GMT)



Source:

thewellingtonchocolatevoyage.wordpress.com





Source: thewellingtonchocolatevoyage.wordpress.com

The Wellington Chocolate Voyage

- Public Private Partnership
- Targets high value niche market
- Sustainability is key driver for both partners
- Successfully funded through a 'kick=starter campaign'
- Zero emissions transport of certified organic ethically traded produce
- Has application for other niche market products across the Pacific and other SIDS

Sustainable Sea Transport Talanoa 2012

Sustainable Sea Transport Talanoa Programme

28th – 30th November 2012

Hosted by



Marine Studies Lecture Theatre, Lower Laucala Campus,
Suva, Fiji Islands

In partnership with:



Sustainable Sea Transport Talanoa 2012

Sustainable Sea Transport Talanoa Programme

28th – 30th November 2012

Hosted by



Marine Studies Lecture Theatre, Lower Laucala Campus,
Suva, Fiji Islands

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Sustainable Sea Transport Talanoa 2014

SUSTAINABLE SEA TRANSPORT IN THE PACIFIC TALANOA 14-18 JULY 2014

IUCN WWF SAILING FOR SUSTAINABILITY

Call for Abstracts

USP THE UNIVERSITY OF THE SOUTH PACIFIC

Sea transport is the lifeline of Pacific communities. The International Sustainable Sea Transport in the Pacific Talanoa 2014 will bring together artists, traditional seafarers and craftsmen, industry, leading experts in vessel design and development, researchers, government departments, NGOs and agencies to celebrate the Pacific's seafaring heritage and to seek solutions for future sea transport.



Important Deadlines:

- 31st Dec 2013 Submission of abstracts
- 28th Feb 2014 Registration of presenters
- 31st May 2014 Submission of full paper

Sustainable Sea Transport in the Pacific Talanoa Themes:

- Heritage Revival, Pacific Voyaging, Traditional Navigation, Arts (weaving, carving, performance)
- Networks, Collaboration, Relationships
- Sea Transport Technology and Innovation
- Blue/Green Economies, Financing, Policy
- Research, Training, Qualifications, Regulation

Call for Abstracts

Participants are invited to submit abstracts to the Talanoa. For more details on the format and layout of abstracts please contact Alison Newell or Anileku St John.

Contact Alison Newell or Anileku St John for more information
Email: alison.newell@usp.ac.fj or anileku.stjohn@usp.ac.fj

Sustainable Sea Transport Talanoa 2012 Programme, Presentations and Outcomes Record are available at: www.usp.ac.fj/index.php?id=12456

We carry the cultural and historical inheritance of ocean navigators of peerless skill and their courageous kin who crossed vast distances before the tribes of Europe had ventured forth from their small port of the earth. Ratu Kamisea Mara, 1999

SUSTAINABLE SEA TRANSPORT TALANOA
Celebrating the Past, SAILING INTO THE FUTURE

**HERITAGE REVIVAL
NETWORKS, COLLABORATION
SEA TRANSPORT TECHNOLOGY
BLUE/GREEN ECONOMIES
POLICY AND REGULATION**

Contact Alison Newell for more information
Email: alison.newell@usp.ac.fj
Visit our website: www.usp.ac.fj/2014



USP THE UNIVERSITY OF THE SOUTH PACIFIC

**14-18, JULY
LOWER LAUCALA
CAMPUS, SUVA**

**THE INTERNATIONAL
CONFERENCE ON RENEWABLE
ENERGY AND CLIMATE CHANGE**



Sustainable Sea Transport Talanoa

- Multi disciplinary – heritage, culture, seafaring, science, vessel design, economics, policy, regulation, industry
- Focus on Pacific transition to low carbon sea transport
- Celebrate Oceania's seafaring heritage and progress planning towards a sustainable seafaring future
- Knowledge transfer grounded in Pacific culture, focusing on capacity building, networking and research collaboration
- Free for all and sponsorship has provided means to support participants from communities and NGOs
- Facilitates global experts to interact with local communities using ICT facilities

Micronesians Sustainable Transport Centre



15th Micronesians Presidents' Summit Majuro, Marshall Islands July 14-15, 2015 Boknake Haus

Statistical Commission to report on the actual data in order to shape the discussions and outcomes of the final targets, benchmarks and measurements to achieving SDGs.

Sustainable Sea Transportation

The Presidents endorsed setting national transport reduction targets, developing strategies to transition their countries to low carbon transport and establishing a Micronesians Sustainable Transport Centre as priority actions to assist in reducing dependency on imported fuel and GHG emissions profiles.

The Presidents acknowledged the leadership of the RMI in setting a target to reduce transport emissions by 20% by 2020. The Presidents agreed to recommend to the Forum Leaders' meeting in Port Moresby in September that low carbon transport, particularly sea transport, be adopted as a regional priority, and that donors and bilateral partners be requested to support this priority with financial and technical resources.

Central Payment System

The Presidents acknowledged the ongoing troubles with their domestic banks having access to check clearing (both domestic and international) and other banking services with U.S. banks which is creating liquidity, capital flow, and capital formation risks for each country's economy. The Presidents agreed to create a joint taskforce and assign one individual from each of their respective countries to be a representative. The representatives of the taskforce will be responsible for communicating with each other so that ideas and progress from parallel efforts to address the current situation are shared. The taskforce will also be responsible to work on evaluating and suggesting interim and permanent central payment system solutions, and will evaluate the feasibility of developing sub-regional solutions.

OTHER BUSINESS

Next MPS

The Presidents agreed to hold the next MPS in Palau.



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MARINE ENVIRONMENT PROTECTION
COMMITTEE
68th session
Agenda item 5

MEPC 68/5/1
20 March 2015
Original: ENGLISH

REDUCTION OF GHG EMISSIONS FROM SHIPS

Setting a reduction target and agreeing associated measures for international shipping

Submitted by the Marshall Islands

SUMMARY

Executive summary:	In this submission, the Marshall Islands provide the justification for and request the Committee to undertake the work necessary to establish a GHG emission reduction target for international shipping consistent with keeping global warming below 1.5°C and to agree the measures necessary to reach that target.
Strategic direction:	7.3
High-level action:	7.3.2
Planned output:	7.3.2.1
Action to be taken:	Paragraph 15
Related document:	MEPC 68/5

1 This document is submitted in accordance with the provisions of paragraph 8.12.5 of the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC 1/Circ.4/Rev.3), and provides comments on document MEPC 68/5.

2 Recent developments, not only in the South Pacific, but across the world, highlight that our climate system affects the entire global community and none more so than the most vulnerable.

3 In 2013, Pacific leaders launched the Majuro Declaration at the annual meeting of the Pacific Islands Forum at Majuro in the Marshall Islands. The Majuro Declaration represents the position of the Pacific Island leaders. It finds that climate change has arrived and is the greatest threat to the livelihoods, security and well-being of the peoples of the Pacific and one of the greatest challenges for the entire world.

[https://data.imo.org/Files/Documents/English/MEPC_68-5-1_\(E\).docx](https://data.imo.org/Files/Documents/English/MEPC_68-5-1_(E).docx)



Micronesian Sustainable Transport Centre

- Micronesian Presidents Summit July 2015 communiqué calls for action to transition Micronesia to low carbon transport, with sea transport as a starting point
- Federated States of Micronesia and Republic of Palau endorse following lead of Republic of Marshall Islands in setting national policy to reduce transport emissions and calling for global shipping emissions target
- Priority actions for transition to low carbon transport include establishment of a centre to support reducing fossil fuel dependency and GHG emissions
- ‘Testing ground’ for other Pacific states and SIDS

Disclaimer

This module has been prepared for UNCTAD by Peter Nuttall and Alison Newell of the Pacific Centre for Environment and Sustainable Development, the University of the South Pacific. While every effort is made to ensure the accuracy and completeness of the module, UNCTAD assumes no responsibility for eventual errors or omissions. The content and views expressed are those of the authors and do not purport to represent any organisation.



Vessel: *Kwai*

GRT: 179 LWL: 43m

Built: 1950

Type: Interisland cargo freighter

Owned: Island Ventures Ltd

www.svkwai.com

Soft-sail Retrofit Operating Commercially in the South Pacific (2006 - date)

The *Kwai* is an excellent example of a retrofitted vessel. She operates a regular service (3 – 4 voyages a year) between Hawai'i, Kiribati's Line Islands, and the Cook Islands. Over the past few years, the *Kwai* has been redesigned and retrofitted with soft sails. She operates commercially, and is the only vessel that regularly services the more remote islands of Kiribati.

Originally built in 1950 as a fishing vessel and since converted, the *Kwai* can carry a cargo of 260+ tonnes. The *Kwai* has recently been remodelled, with the wheelhouse being moved so that a mizzen mast can be installed, with the potential for further fuel savings from additional sails. The profits from the voyages have paid for these conversions.

Key Features:

- 30-60% fuel savings depending on the route
- Buys copra and sea weed from islanders en-route to stimulate local economy
- Crew get a share of profit from each voyage and the option to buy shares
- Whilst primarily a cargo vessel, she can and does take passengers when required
- Receives no government subsidies or donor funding

Additional Benefits:

The business model that the *Kwai* operates under is based on their experiences that without copra and seaweeds and other locally produced commodities being purchased from the islanders by Island Ventures Ltd, the islanders' ability to purchase the stores brought from Hawai'i and carried on the *Kwai* is severely limited.

The crew are truly international, but many are from the islands that the vessel services, and therefore the vessel operations provide additional benefits in terms of local employment, which contributes to the support of the business venture by the islanders they service.