

2. Development of roadmap for technology solutions for sustainable transport
  - Stakeholder consultation
  - Development of roadmap including timeframe and potential funding opportunities
  - Awareness-raising strategy
  
3. Capacity building
  - Face-to-face training and/or webinars
  - Target groups will include government officials, women, unemployed youth and persons with disability

This TA will be implemented in close consultation with Nauru's Ministry of Commerce, Industry and Environment and with advice of other key stakeholders in Nauru's transport sector.

The Technical Assistance is expected to be completed in about 6 months.

**Agreement:**

*(If possible, please use electronic signatures in Microsoft Word file format)*

**National Designated Entity to the UNFCCC  
Technology Mechanism**

Name: Mr. Reagan Moses

Title: Director for Climate Change  
Ministry of Commerce, Industry and  
Environment  
Government Office, Republic of Nauru

Date: 16/8/19

Signature: 

**Proponent** (signature of the Proponent is optional)

Name: Midhun Ajaykumar

Title: Director of Energy  
Ministry of Commerce, Industry and  
Environment  
Government Office, Republic of Nauru

Date:

Signature:

**UNFCCC Climate Technology Centre and Network (CTCN)**

Name: Rose Mwebaza

Title: CTCN Director

Date:

Signature: 

|                    |  |
|--------------------|--|
| <b>Country</b>     | <b>Nauru</b>   |
| <b>Request ID#</b> | <b>2019000004</b>  |
| <b>Title</b>       | Feasibility Study for Sustainable Land Transport for Nauru   |
| <b>NDE</b>         | Mr. Reagan Moses, Director for Climate Change<br>Ministry of Commerce, Industry and Environment (DCIE)<br>Government Office, Republic of Nauru<br>Phone: +674 557 3133<br>Email: reagan.moses@gmail.com  |
| <b>Proponent</b>   | Mr. Midhun Ajaykumar<br>Director of Energy<br>Ministry of Commerce, Industry and Environment (DCIE)<br>Government Office, Republic of Nauru<br>Phone: +674 557 9297<br>Email: directorofenergycienauru@gmail.com; Midhun.Ajaykumar@naurugov.nr |

### Summary of the CTCN technical assistance

Nauru's reliance on road transport has increased throughout the country's economic development. The island state mainly relies on imported fossil fuel to meet its energy needs. At the same time, transport sector is expected to account for an increasingly larger share of greenhouse gas (GHG) emissions in Nauru with the rapid rise in vehicle ownership in Nauru. With the most vehicles second hand and imported from USA, Europe, Japan and China, only compounding the issue of energy efficiency of the road transport sector.

The Government of the Republic of Nauru understands that the high level of dependence on imported fossil fuel poses a number of challenges in their transition to a sustainable development pathway. However, there is currently a lack of a target for the transport sector due to lack of baseline data. Therefore, there is a need for targeted collection of data on fuel economy in the road transport sector to inform the baseline and background analysis which will help the decision makers to establish a target to guide efforts towards efficient and cleaner transport in Nauru.

The objective of this Technical Assistance is hence 1) to provide a background analysis on the road transport sector in Nauru 2) to provide Nauru a policy action plan for low-emissions mobility in Nauru, and 3) to build capacity of key stakeholders on low-emissions mobility.

To reduce heavy dependence on fossil fuel imports within the transport sector and to shift to cleaner and more efficient transport, this Technical Assistance (TA) will implement the following activities:

1. Development of baseline analysis on Nauru's transport sector that includes:
  - Review of literature and existing transport related studies
  - Vehicle fleet characterization and fuel economy analysis
  - Identification and analysis of sustainable transport policies and technology analysis
  - Demographic and socio-cultural analysis relevant for transport considering gender specific needs

2. Development of roadmap for technology solutions for sustainable transport
  - Stakeholder consultation
  - Development of roadmap including timeframe and potential funding opportunities
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3. Capacity building
  - Face-to-face training and/or webinars
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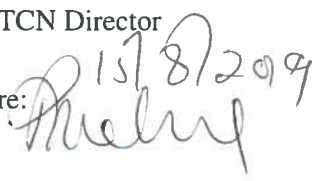
**UNFCCC Climate Technology Centre and Network (CTCN)**

Name: Rose Mwebaza

Title: CTCN Director

Date:

Signature:

15/8/2019  


## 1. Background and context

### *National context*

Nauru has 24 km of paved roads that circle the island. With scarce public transport, the population of Nauru resort to private means of transport, contributing to GHG emissions while the country relies on the fossil fuel vehicles to meet its energy needs.

As of 2011, in total 573 vehicles were counted during the census as well as 1,066 motor bikes, 98 trucks, vans, and 763 bicycles. 29% of households owned at least one motor car; but motor bikes were much more common than cars, and 46% of households had at least one motor bike available. Most vehicles in Nauru are second hand and imported from USA, Europe, Japan and China.

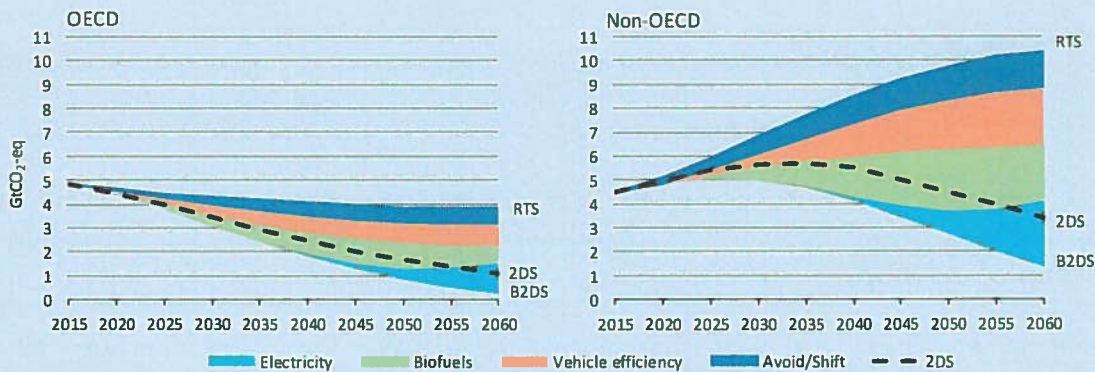
Transport sector is expected to account for an increasingly larger share of greenhouse gas (GHG) emissions in Nauru as the vehicle ownership is increasing rapidly. In 2010, the road transport sector was responsible for 17.09% of Nauru's GHG emissions. The majority of emissions from this sector in Nauru is CO<sub>2</sub> emissions resulting from the combustion of gasoline and automotive diesel oil (ADO) used in internal combustion engines.

The Government of Nauru understands that the high level of dependence of imported fossil fuel in the road transport sector and the growing vehicle ownership poses a number of challenges in their transition to a sustainable development pathway and reducing GHG emissions and air pollution in the country.

Nauru's Intended Nationally Determined Contributions (INDC) to the UNFCCC have identified transportation as one of the main sectors in both adaptation and mitigation area to reduce GHG emissions.

### *International context*

Today, the transport sector accounts for 23% of global energy-related CO<sub>2</sub> emissions, and road transport accounts for around three quarters of GHG emissions from transport. With the Paris Agreement, the international community has committed to limiting global warming to well below 2°C, aiming for 1.5°C. The IEA Beyond 2°C scenario (B2DS) lines out a pathway to achieve a sustainable emission trajectory. It aims for a 50% probability of limiting global warming to 1.75°C, which means that well-to-wheel (WTW) GHG emissions from transport need to be 83% lower in 2060 compared to the year 2015.



Source: IEA Energy Technology Perspectives 2017

Recent estimates suggest substantial unrealized potentials exist with up to 50% improvements in vehicle fuel economy in MJ/km or litres/100 km units (or equal to 100% when measured as km/MJ, km/litre). Although most countries have emission regulations in road vehicles, they usually deal with air pollutants than GHG emissions. However, most OECD countries have established programmes to address transportation related GHG emissions. For example, Nauru only allows importation of vehicles that were produced from year 2000.

Fuel economy policies and GHG emission targets, either mandatory or voluntary, have proven to be among the most cost-effective tools in addressing fuel demand and GHG emissions from vehicles, thus could be adopted worldwide. The overall effectiveness of standards can be significantly enhanced if combined with fiscal incentives and consumer information. Taxes on vehicle purchase, registration, use, and motor fuels, as well as road and parking pricing policies, are important determinants of vehicle energy use and emissions.

## 2. Problem statement

Improving fuel efficiency can reduce the dependency of many countries on oil imports and decrease the burden on government budgets for these imports, which can result in significant savings in annual oil import bills. This is undoubtedly most significant in small island developing states (SIDS) like Nauru. With few exceptions, SIDS are highly dependent on imported fossil fuels for meeting energy needs, in particularly for electricity generation and for transport. Given their distance from global markets and their multi-island features, SIDS often face much larger transportation requirements as well as costs with transport being the fastest growing source of oil consumption globally. In some SIDS, oil imports can cost up to 20 percent of their GDP. Compounding this, their remote location adds to the transport costs. For example, the landed prices of oil products in Pacific SIDS are 200 to 300 percent higher than average international prices.

Besides this dependency on fuel imports, there are also numerous barriers for Nauru's shift to low-emissions mobility. These barriers can be categorized as following: 1) Lack of information and awareness; 2) Policy and planning barrier 3) Institutional capacity barrier; and 4) Investment barrier.

1. **Lack of information and awareness** – In Nauru, the concept of low carbon mobility is not well understood whilst residents prefer larger vehicles with a lower fuel economy. In many middle and low-income countries, introducing low-emission transport is still perceived as an

expensive policy measure which are not suitable for local conditions. On the contrary, long-term benefits of using low-emission vehicles from reduced energy use, CO<sub>2</sub> and air pollutant emissions are often overshadowed.

2. **Policy and planning barrier** – Currently the transport sector policies and regulations of Nauru are outdated and there are no roadmaps in place to guide the transition to low-emission transport. Including Nauru, many low and middle-income countries have no dedicated fiscal or regulatory policies to incentivize the uptake of cleaner fuels and vehicles. On the opposite, counterproductive policy measures are in place where disadvantageous fiscal policies are in place, which complicate for example the import of cleaner and more efficient vehicles technologies.
3. **Institutional capacity barrier** – The development of policies to foster the uptake of low-emission mobility most often includes stakeholders from various ministries and marginalised groups and requires thorough analysis and understanding of the national transport sector. There is a range of policy options to incentivise low-emission vehicles and a tailored set of interventions needs to be developed based on the local context.
4. **Investment barrier** - Nauru has a heavy reliance on donor funding due to its fragile economy and limited resources for income generation, which subsequently limits the budgetary allocation towards the shift to cleaner and efficient vehicle technologies. All sources of financing sustainable mobility projects need to be untapped. This requires looking at fiscal policies to support investments in transport and promote the uptake of more sustainable transport technologies.



**3. Logical Framework for the CTCN Technical Assistance:**

|   | <i>Objective: To have a clear implementable roadmap on low carbon transportation technology solutions and to build the capacity and awareness of the stakeholders to implement the roadmap</i> | <i>Outcome: Stakeholders makes informed decisions to reduce dependence on fossil fuels within the transport sector</i> | Month |   |   |   |   |   |   |
|---|--|--|-------|---|---|---|---|---|---|
|   |  |  | 1     | 2 | 3 | 4 | 5 | 6 | 7 |
| <b>Output 1: Development of implementation planning and communication documents</b>   |  |  |       |   |   |   |   |   |   |
| <b>Activity 1: All implementers must undertake the following activities at the beginning and at the end of the CTCN technical assistance.</b>   |  |  |       |   |   |   |   |   |   |
| <ul style="list-style-type: none"> <li>i) A detailed work plan of all activities, deliveries, outputs, deadlines and responsible persons/organisations and detailed budget to implement the Response Plan. The detailed work plan and budget must be based directly on this Response Plan;</li> <li>ii) Based on the work plan, a monitoring and evaluation plan with specific, measurable, achievable, relevant, and time-bound indicators used to monitor and evaluate the timeliness and appropriateness of the implementation. The monitoring and evaluation plan should apply selected indicators from the Closure and Data Collection report template and enable the lead implementer to complete the CTCN Closure and Data collection report at the end of the assignment (please refer to item iv below and section 14 in the Response Plan);</li> <li>iii) A two-page CTCN Impact Description formulated in the beginning of the technical assistance and updated/revised once the TA is fully delivered (a template will be provided);</li> <li>iv) A Closure and Data Collection report completed at the end of the technical assistance (a template will be provided).</li> </ul> |  |  |       |   |   |   |   |   |   |
| <b>Deliverable 1:</b>   |  |  |       |   |   |   |   |   |   |
| <ul style="list-style-type: none"> <li>i) Detailed work plan</li> <li>ii) Monitoring and evaluation plan</li> <li>iii) CTCN Impact Description</li> <li>iv) Closure and Data Collection report</li> </ul>   |  |  |       |   |   |   |   |   |   |
| <b>Output 2: Development of background analysis on Nauru's transport sector</b>   |  |  |       |   |   |   |   |   |   |
| <ul style="list-style-type: none"> <li>Activity 2.1: A review of existing policies and relevant literature.</li> <li>Activity 2.2: In-depth data collection for calculation of national fleet fuel economy baseline and fleet characterization. The data collection will aim at review and analysis of the trends in vehicle and fuel consumption statistics and a survey to analyze the suitable low emission transport alternatives for fossil fueled private vehicles. The low emission alternatives will be identified based on avoid, shift and improve framework and the local context and may include options like promote public transportation (bus, mini buses) or cleaner vehicles and fuels (hybrid vehicles, hydrogen or high-octane fuels or other bio fuels, LPG or CNG vehicles, etc) or combinations.</li> </ul>   |  |  |       |   |   |   |   |   |   |



**Technical Assistance Response Plan –  
Terms of Reference**

|  |  |  |  |  |
|--|--|--|--|--|
| Activity 2.3: A socio-cultural analysis relevant for Nauru’s road transport sector with a focus on marginalized groups e.g. physically challenged and women and the potential challenges to move to low carbon transportation  |  |  |  |  |
| Activity 2.4: Establish the fuel economy baseline of the vehicle fleet in Nauru and methodology or a tool to monitor the progress on energy efficiency and CO <sub>2</sub> emission reduction of the low carbon transportation measures with reference to the baseline   |  |  |  |  |
| <b>Deliverable 2:</b><br>i) A draft baseline report including a review of relevant policies<br>ii) Final baseline report including fuel economy analysis, fleet characterization, suitable low carbon transportation alternatives and socio-cultural analysis<br>iii) An accompanying dataset for fuel economy baseline with analysis of identified low carbon transportation measures/ technologies and a tracking template   |  |  |  |  |
| <b>Output 3: Development of a roadmap for low-emissions transport technologies including an implementation plan for cleaner and efficient vehicle policies</b>   |  |  |  |  |
| Activity 3.1: Organize a stakeholder consultation meeting on the draft baseline and roadmap developed  |  |  |  |  |
| Activity 3.2: Finalization of the roadmap including a timeframe, relevant policies, addressing barriers and standards (like fuel economy ratings/ labeling, GHG rating, emission standards, sustainable procurement standards, import regulation improvement etc) and potential financing schemes  |  |  |  |  |
| Activity 3.3: Development of awareness raising strategy  |  |  |  |  |
| <b>Deliverable 3:</b><br>i) Draft report on the roadmap on sustainable transport in Nauru<br>ii) Stakeholder consultation report and final report on<br>iii) Awareness raising strategy  |  |  |  |  |
| <b>Output 4: Capacity building of transport stakeholders on low-emissions transport sector management including monitoring fuel efficiency and emissions</b>   |  |  |  |  |
| Activity 4.1: Organize a training workshop for key stakeholders in the transport sector (back-to-back with consultation meeting)   |  |  |  |  |
| Activity 4.2: Webinar on a selected topic (e.g. electric mobility)   |  |  |  |  |
| <b>Deliverable 4:</b><br>i) Training workshop on regulatory, fiscal, economic instruments and other implementation perspectives for sustainable transport for Government and community representatives<br>ii) Webinar on a selected topic<br>iii) The awareness raising strategy delivered output 3 will also recommend on designing and integrating consultation approach to mobilize the community to understand their needs, barriers and visions for sustainable public transportation in Nauru. |  |  |  |  |

**4. Resources required and itemized budget:**

| Activities and Outputs  | Input: Human Resources   | Input: Travel | Inputs: Meetings/events | Input: Equipment/Material | Estimated cost |
|---|--|---------------|-------------------------|---------------------------|----------------|
| <b>Output 1:</b> Development of implementation planning and communication documents   |  |               |                         |                           |                |
| Activity 1.1: Formulation of i) Detailed work plan, ii) Monitoring and evaluation plan, iii) CTCN Impact Description, iv) Closure and Data Collection report. | Associate Programme Officer x 4  |               |                         |                           | 1,440          |
| <b>Output 2:</b> Development of background analysis on Nauru's transport sector   |  |               |                         |                           |                |
| Activity 2.1: A review of existing policies and relevant literature   | Local consultant x 7   |               |                         |                           | 2,100          |
| Activity 2.2: In-depth data collection and fleet characterization   | Associate Programme Officer x 2<br>Programme Officer x 2<br>Local consultant x 7 |               |                         |                           | 4,120          |
| Activity 2.3: A socio-cultural analysis relevant for Nauru's road transport sector  | Associate Programme Officer x 1<br>Programme Officer x 1<br>Local consultant x 2 |               |                         |                           | 1,610          |
| Activity 2.4: Establish the fuel economy baseline of the vehicle fleet in Nauru   | Associate Programme Officer x 2<br>Programme Officer x 2<br>Local consultant x 4 |               |                         |                           | 3,220          |
| <b>Output 3: Development of a roadmap for low-emissions transport technologies</b>  |  |               |                         |                           |                |

**Technical Assistance Response Plan -  
Terms of Reference**

| <b>Activities and Outputs</b>  | <b>Input: Human Resources</b>  | <b>Input: Travel</b> | <b>Inputs: Meetings/events</b>  | <b>Input: Equipment/Material</b> | <b>Estimated cost</b> |
|--|--|----------------------|---|----------------------------------|-----------------------|
| Activity 3.1: Organize a stakeholder consultation meeting  | Associate Programme Officer x 2<br>Local consultant x 3  |                      | Stakeholder consultation meeting to discuss the policy action plan<br>20 persons, 1 day |                                  | 9,640                 |
| Activity 3.2: Development of a roadmap   | Associate Programme Officer x 3<br>Programme Officer x 2<br>Local consultant x 4                                 |                      |   |                                  | 3,870                 |
| Activity 3.3: Development of awareness raising strategy  | Associate Programme Officer x 1<br>Programme Officer x 1<br>Local consultant x 2                                 |                      |   |                                  | 2,280                 |
| <b>Output 4: Capacity building of transport stakeholders on low-emissions transport policies</b> |  |                      |   |                                  |                       |
| Activity 4.1: Organize a training workshop (back-to-back with stakeholder consultation)          | Associate Programme Officer x 3<br>Programme Officer x 7<br>Local consultant x 5                                 |                      |   |                                  | 5,970                 |
| Activity 4.2: Development of roadmap   | Associate Programme Officer x 3<br>Programme Officer x 7<br>Local consultant x 2<br>International consultant x 9 |                      |   |                                  | 8,670                 |
| <i>Programme management cost, UNEP overheads</i>   |  |                      |   |                                  |                       |
| <b>Estimated range of costing for the entire Response Plan</b>                                   |  |                      |   |                                  | <b>7,080</b>          |
|  |  |                      |   |                                  | <b>50,000</b>         |

**Technical Assistance Response Plan -  
Terms of Reference**

**5. Profile and experience of experts**

In addition to the Programme Officer and Associate Programme Officer, following experts are envisaged to be utilized in this Technical Assistance:

| <b>Experts required</b>  | <b>Brief description of required profile</b>   |
|--------------------------|--|
| Local consultant         | <ul style="list-style-type: none"> <li>● Bachelor's Degree, or equivalent, in Social Science, Sustainable Development, Statistics or other related fields is required</li> <li>● Relevant professional experience in policy research, database management, socio-economic analysis is required</li> <li>● Understanding of the local context</li> <li>● Experience in energy and transport is desirable</li> <li>● Excellent oral and written communication skills in English is essential</li> </ul>              |
| International consultant | <ul style="list-style-type: none"> <li>● Master's Degree, or equivalent, in Transport/Civil Engineering, Urban Planning or other related fields is required</li> <li>● At least 3 years of professional experience in the transport or urban sector, including development and implementation of transport/urban projects is required</li> <li>● Experience in conducting webinars or equivalent is highly desirable</li> <li>● Excellent oral and written communication skills in English is essential</li> </ul> |

## **6. Intended contribution to impact over time**

As described in the GHG inventory, the transport sector has the largest share (17.27 % -3.332 Gg CO<sub>2</sub>e) in GHG emissions for the base year 2000<sup>1</sup>. This includes emission from road transportation which includes the CO<sub>2</sub> emissions from combustion of fossil fuel (Gasoline and Diesel) used in internal combustion engines.

The road sector constitutes 100% of GHG emissions under transportation which is dominated by cars and other light multi utility vehicles (About half of all households own a motorbike (45%) and 37% own a car, with Land Rovers (21%) and minivans/trucks (18%) providing other forms of popular household transport.28).

There is no domestic aviation and national navigation is not estimated. As per the Second National Communication of Nauru, the transportation sector contributes to approximately 17000 tons of CO<sub>2</sub> equivalent.

The Technical Assistance of CTCN will contribute to mitigation of GHG emissions from the road transport sector as well as improvement in energy security through promotion of clean and more efficient vehicles in Nauru. A roadmap for low-emissions transport technologies including an implementation plan for cleaner and efficient vehicle policies, Output 2 under this TA, will contribute to creating conditions for a wide adoption of clean and efficient vehicle technologies in Nauru. In addition, Output 3 will be capacity building of transport stakeholders on low-emissions transport sector management including monitoring fuel efficiency and emissions. In summary, the incremental effects of these activities will be able to extend the integrated, sustainable and low emissions concept to the transport system in Nauru.

## **7. Relevance to NDCs and other national priorities**

### *Nationally Intended Contributions*

Nauru's Intended Nationally Determined Contributions (NDC) to the UNFCCC have identified transportation as one of the main sectors in both adaptation and mitigation area to reduce GHG emissions.

Moreover, this proposed Technical Assistance is closely linked to the below national plans of Nauru:

- Implementation of Climate Change Action Plan for Transport Sector (2014-2018)
- Implementation of Climate Change Action Plan for Manufacturing Industry and Energy Sectors (2014-2018)

### *Other relevant national prioritized efforts*

Besides their international commitment, the Government of Nauru recently updated the Nauru Energy Road Map, a key policy document in the transport sector, supported energy efficiency and

<sup>1</sup> Republic of Nauru Second National Communication to UNFCCC (2014)

climate change mitigation that looks at energy efficiency for the transport sector for the first time. This builds up the previous energy agenda laid out in the National Sustainable Development Strategy 2005-202 (revised 2009) and the National Energy Policy Framework (2009).

The Republic of Nauru Framework for Climate Change Adaptation and Disaster Risk Reduction (RONAdapt) includes “design and introduce incentives to increase the use of bicycles and motorcycles for personal transport, as well as car-pooling and other behavioural changes to encourage energy efficiency” as one of the key actions for the energy sector.

The Energy Roadmap (2014) sets out strategies and activities in six thematic areas, namely: power, petroleum, renewable energy, demand side energy efficiency, transport, and institutional strengthening and capacity building.

The 2011 Nauru Economic Infrastructure Strategy and Investment Plan, which identifies the government’s needs and immediate priorities in the infrastructure sector, focusing on short and medium term needs relating to transport, among other key sectors.

#### **8. Linkages to relevant parallel on-going activities:**

This Technical Assistance will be closely linked to the Global Fuel Economy Initiative (GFEI), which was founded in 2009 with the purpose of promoting and supporting government action to improve energy efficiency of the global light-duty vehicle fleet. Three core activities of GFEI are closely related to the activities under this TA: 1) provide data and research analysis of fuel economy potentials by country and region; in-country capacity-building support for national and regional policy-makers; and 2) outreach and awareness campaign raising to stakeholders in the road transport sector. Furthermore, UN Environment is a partner organization under GFEI and have implemented GFEI in-country projects with 11 ongoing projects in the Asia-Pacific as of 2019. Around 70 countries have developed fuel economy policies with GFEI support. This TA will be benefited from the experience sharing from other Asia Pacific countries under GFEI.

In addition, Nauru has an ongoing Technology Needs Assessment project under the UNFCCC. The project comprises prioritization of at least six key technologies for its two mitigation sectors: energy efficiency and waste management. The activities under this TA will be informed by the findings of the project.

#### **9. Anticipated follow up activities after this technical assistance is completed:**

A comprehensive roadmap resulting from this Technical Assistance will serve as an important piece of guidance that will help Nauru identify appropriate technologies, institutional gaps to achieve low-emissions mobility in Nauru as well as potential financing options to implement the roadmap.

As part of the GFEI baseline setting guidelines that recommends updating of the baseline every two years, UN Environment will provide a manual on making updates to the baseline dataset, providing the updated baselines to ensure the availability of up-to-date information to inform future efforts in Nauru’s road transport sector.

**10. Gender and co-benefits:**

|   |  |
|---|--|
| <p>Imbedded in design of the activities:</p>                        | <p>In many countries, women are highly under-represented in decision-making with majority of the transport sector being managed by men. Traditionally, Nauru is a matrilineal society where women had a strong voice both at the family and community levels, however patriarchal values prevail in the current policies and laws of the Government of Nauru. Out of a total of 19, there are currently only 2 women members in Nauru’s National Parliament. Nauru has emphasized the gender equality through the establishment of Women’s Office under the Department of Home Affairs. Currently about 35% of decision-making positions in the Government of Nauru Public Service are held by women.</p> <p>A disruptive market change to cleaner and more efficient vehicle technologies presents an opportunity to address this unequal distribution by creating opportunities for women’s participation in the transport sector and by providing socio-economic opportunities in new businesses and business models. This transition will also contribute to reducing the negative public health implications from vehicles for women and children, which are known to be more vulnerable to the impact of air pollution than men are.</p> <p>Within the project, gender issues will be addressed on several levels. Firstly, it will be ensured that gender dimension is mainstreamed throughout the implementation of this TA including the topics of consultations, the makeup of stakeholders to be consulted and that the outcome project proposal will have a gender marker. During the overall implementation, this TA will mobilise and engage women in government agencies related to transport incorporate their inputs and involve them as key part of the capacity building activities under Output 4. Activities under Output 3 will ensure gender dimension is considered throughout the formulation and presentation of the roadmap to Nauru’s sustainable transport. Training activities under Output 4 will include the inputs from key women stakeholders and the needs of women will be incorporated in the training materials and webinar.</p> |
| <p>Gender and co-benefits intended as result of the activities:</p> | <p>Outcomes of this TA will have a number of direct and indirect gender implications on the daily lives of female population in Nauru.</p> <p>A core part of Output 2 will be a review of existing transport policies and a socio-economic analysis. This exercise can help Nauru to understand gender disparities in Nauru’s mobility policies, which then can inform key decision makers and stakeholders in Nauru’s transport sector. Women will be a key part of the participants to capacity building events and stakeholder consultation so the deliverables under Output 3 and 4 are informed by the mobility needs specific to women.</p> <p>As an indirect impact of the TA, women who are more likely to suffer from significantly lower income than men with poor access to labour market, will thus in particular benefit from lower mobility cost and health benefits as a result of improved fuel economy in Nauru’s fleet. This can in turn lead to not</p>   |

|  |   |
|--|---|
|  | only improved health of women, but also their increased access to employment, markets, education and health services, but also to household responsibilities that the majority of women hold. |
|--|---|

### 11. Main in-country stakeholders in implementation of the technical assistance activities:

Using the table below, please list and describe the role of in-country stakeholders, participants and beneficiaries who will be involved in or directly consulted during implementation of the assistance.

| In country stakeholder                           | Role in implementation of the technical assistance   |
|--|--|
| National Designated Entity                       | Provide overall coordination   |
| Department of Finance                            | Implement and advise on fuel economy and energy efficiency fiscal measures and instruments                                   |
| Department of Commerce, Industry and Environment | Implement and advise on road transport emission policies, climate change policies, and Nauru’s vehicle market policies.      |
| Department of Transport                          | Implement and advise on low-emissions transport and vehicle registration policies  |
| Bureau of Statistics                             | Implement and advise on vehicle data and setting and updating of fuel economy baseline                                       |
| Department of Home Affairs and Culture           | Implement and advise on policies for marginalized populations e.g. women and the physically challenged.                      |
| Department of Justice and Border Control         | Director of Customs to implement and advise on vehicle taxation policies   |
| Chief Secretary Department                       | Implement and advise on awareness raising strategy and roadmap among others  |
| Combined Women’s Congregational Fellowship       | President to advise on women’s mobility needs and awareness raising strategy and participate in capacity building activities |

### 12. SDG Contributions:

| Goal | Sustainable Development Goal  | Direct contribution from CTCN TA (1 sentence for top 1-3 SDGs)  |
|------|---|---|
| 1    | End poverty in all its forms everywhere   |   |
| 2    | End hunger, achieve food security and improved nutrition, and promote sustainable agriculture                 |   |
| 3    | Ensure healthy lives and promote well-being for all at all ages   |   |
| 4    | Ensure inclusive and equitable quality education and promote life-long learning opportunities for all         |   |
| 5    | Achieve gender equality and empower all women and girls   |   |
| 6    | Ensure availability and sustainable management of water and sanitation for all                                |   |
| 7    | Ensure access to affordable, reliable, sustainable, and modern energy for all (consider adding targets for 7) | Increased awareness and understanding of energy-efficient transport is a direct result of this study. |
|      | 7.1 - By 2030, ensure universal access to affordable, reliable and modern energy services                     |   |

|    |   |   |
|----|---|---|
|    | 7.2 - By 2030, increase substantially the share of renewable energy in the global energy mix  |   |
|    | 7.3 - By 2030, double the global rate of improvement in energy efficiency   |   |
|    | 7.a - By 2030, enhance international cooperation to facilitate access to clean energy research and technology, including renewable energy, energy efficiency and advanced and cleaner fossil-fuel technology, and promote investment in energy infrastructure and clean energy technology   |   |
|    | 7.b - By 2030, expand infrastructure and upgrade technology for supplying modern and sustainable energy services for all in developing countries, in particular least developed countries, small island developing States, and land-locked developing countries, in accordance with their respective programmes of support  |   |
| 8  | Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all  |   |
| 9  | Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation   |   |
| 10 | Reduce inequality within and among countries  |   |
| 11 | Make cities and human settlements inclusive, safe, resilient and sustainable  | Mobility is a key dynamic of human settlements. With an aim to accelerate the transition towards cleaner and efficient mobility for all, the proposed TA will bring economic, environmental and health benefits to the population in Nauru, including those from marginalized groups. |
| 12 | Ensure sustainable consumption and production patterns  |   |
| 13 | Take urgent action to combat climate change and its impacts   | This TA will contribute to Nauru's NDC by addressing their high dependence on imported fossil fuel through providing a roadmap to increase the uptake of cleaner and more efficient vehicle technologies.   |
|    | 13.1 - Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters in all countries  |   |
|    | 13.2 - Integrate climate change measures into national policies, strategies and planning  |   |
|    | 13.3 - Improve education, awareness-raising and human and institutional capacity on climate change mitigation, adaptation, impact reduction and early warning   |   |
|    | 13.a - Implement the commitment undertaken by developed-country parties to the United Nations Framework Convention on Climate Change to a goal of mobilizing jointly \$100 billion annually by 2020 from all sources to address the needs of developing countries in the context of meaningful mitigation actions and transparency on implementation and fully operationalize the Green Climate Fund through its capitalization as soon as possible |   |
|    | 13.b - Promote mechanisms for raising capacity for effective climate change-related planning and management in least developed countries and small island developing States, including focusing on women, youth and local and marginalized communities  |   |
| 14 | Conserve and sustainably use the oceans, seas and marine resources for sustainable development  |   |
| 15 | Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss  |   |
| 16 | Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels   |   |
| 17 | Strengthen the means of implementation and revitalize the global partnership for sustainable development  |   |

**13. Classification of technical assistance:**

| <i>Please tick off the relevant boxes below</i>   | <i>Primary</i>                      | <i>Secondary</i>         |
|---|-------------------------------------|--------------------------|
| <input checked="" type="checkbox"/> 1. Decision-making tools and/or information provision | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> 2. Sectoral roadmaps and strategies                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> 3. Recommendations for law, policy and regulations    | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|   |                                     |                                     |
|---|-------------------------------------|-------------------------------------|
| <input checked="" type="checkbox"/> 4. Financing facilitation                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> 5. Private sector engagement and market creation               | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <input type="checkbox"/> 6. Research and development of technologies                    | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> 7. Feasibility of technology options                | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> 8. Piloting and deployment of technologies in local conditions | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> 9. Technology identification and prioritization     | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**14. Monitoring and Evaluation process**

*Upon contracting of the implementing partners to implement this Response Plan, the lead implementer will produce a monitoring and evaluation plan for the technical assistance. The monitoring and evaluation plan must include specific, measurable, achievable, relevant, and time-bound indicators that will be used to monitor and evaluate the timeliness and appropriateness of the implementation. The CTCN Technology Manager responsible for the technical assistance will monitor the timeliness and appropriateness of the Response Plan implementation. Upon completion of all activities and outputs, evaluation forms will be completed by the (i) NDE about overall satisfaction level with the technical assistance service provided; (ii) the Lead Implementer about the knowledge and learning gained through delivery of technical assistance; and (iii) the CTCN Director about timeliness and appropriateness of the delivery of the activities and outputs*