



UN Climate Technology Centre & Network
UNFCCC Technology Mechanism



Low Emission Land Transport in Solomon Islands: Capacity Needs Assessment Report

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A first list of potential stakeholder to be contacted was prepared by UNEP CCC with the help of local consultant in the Solomon Islands. Stakeholder were grouped as National/Regional/Local authorities, Transport operators, Vehicle Manufacturers/Dealers/NGO, Consumers, Funding Agencies and Other relevant stakeholders. These stakeholder were contacted by the local consultant Dr. Michael H'appio in the Solomon Islands and they were requested to fill in the google survey (Annexure 1). The form was shared with the stakeholder using an email or other digital means where email was not possible, after extensive follow up it was possible to get response from 22 stakeholders from the Solomon Islands.

Figure 1 gives information on the responses received from different stakeholders, of the twenty two responses received, seven came from NGO's, seven from consumers, five from different government authorities, and one each from funding agency, transport operator and others. The organisations where the respondents work are also listed in figure 1.

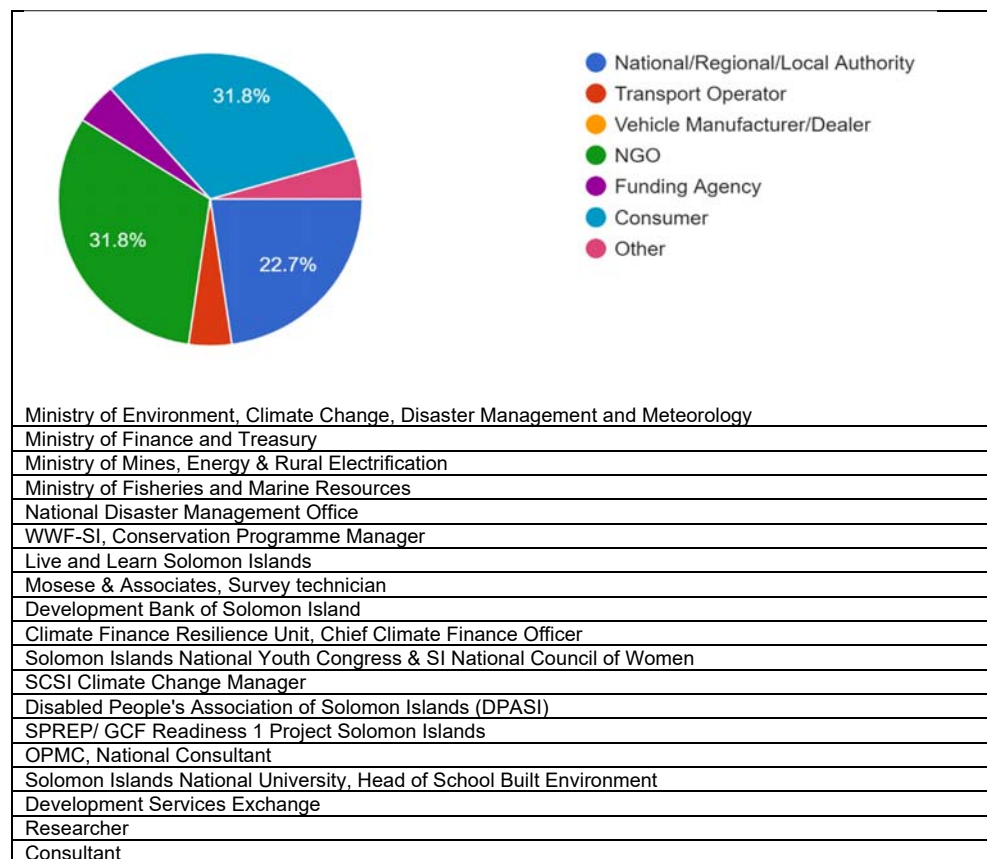


Figure 1: Stakeholders - how they are associated with the transport sector

Most of the respondents, that is 77.3% were male, and five respondents were females. Thus there is a gender bias in the responses, it could indicate the dominance of the male in the transport sector in the Solomon Islands. But as the sample size is very small such generalisation is no appropriate. The average age of the respondents was 44 years and most of the respondents were from the age between 35 and 50 years. Figure 3 gives the educational background of the respondents, the statistics indicate that all the respondents had at least a technical diploma or a post-secondary education. More than half of the respondents either had at least a master’s degree. This is in a way understood as most respondents are working either for the government or for NGO or for the private sector as indicated in Figure 1. As stated only five respondents were females, the female respondents worked either as consultants or with the NGO’s, two of the female respondents work worked for the Ministry of Finance. Thus from the evidence there is very little participation of females in the transport sector.

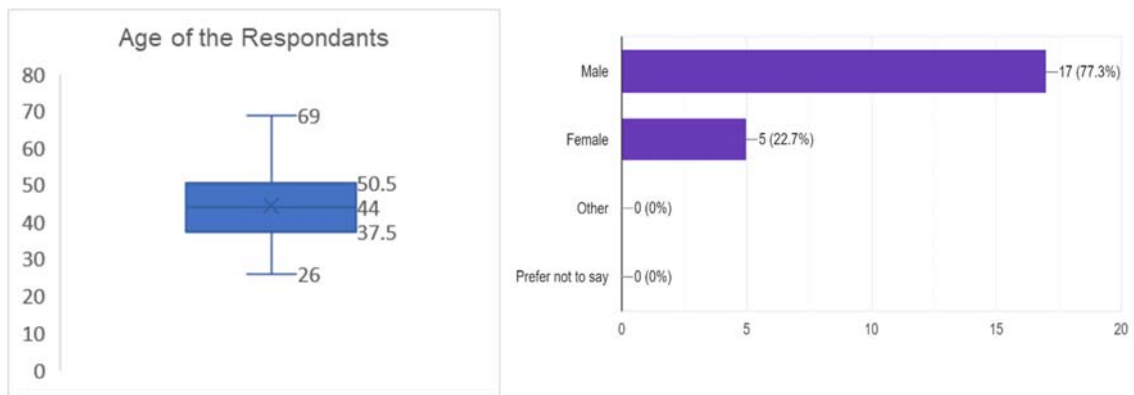


Figure 2: Gender and of the respondents

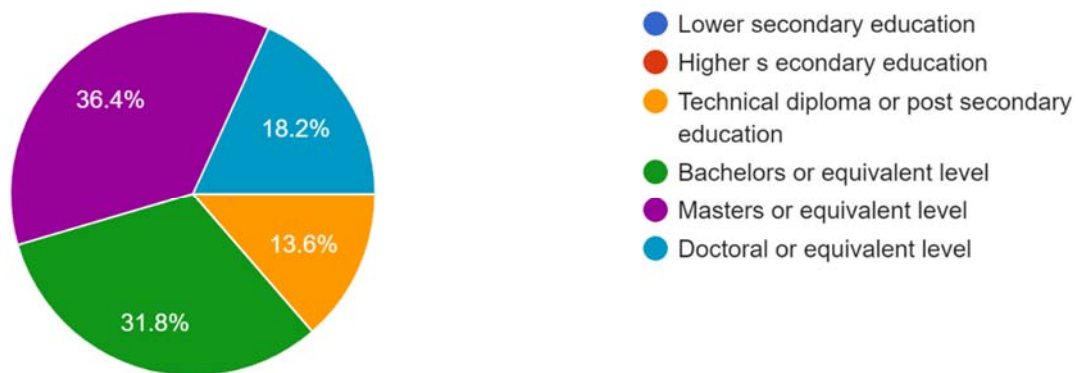


Figure 3: Educational background of the respondents

Most respondents, that is 81% owned a car, 10% of which also had multiple vehicle ownership that car and a bicycle and car and a motor cycle, the vehicle ownership was similar for both genders, that is, most female respondents also owned a car.

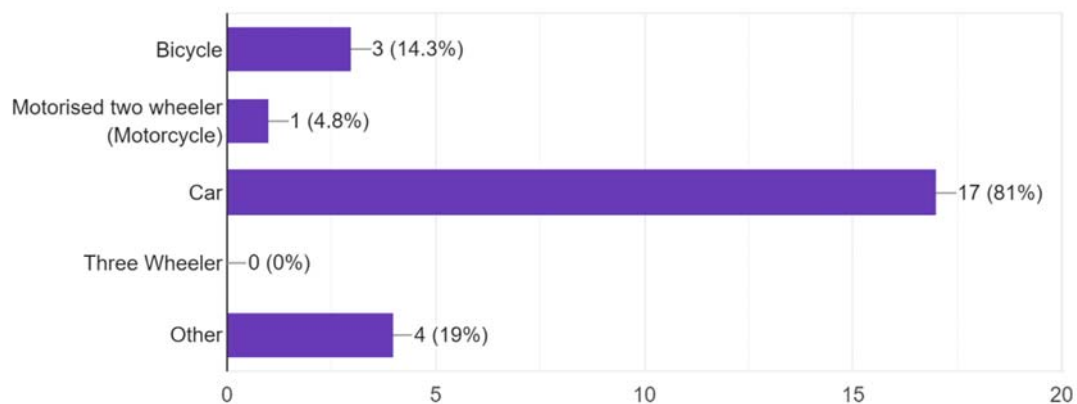


Figure 4: Vehicle Ownership

Figure 5 give the background of the current training that respondents have in the areas related to transport and electric mobility in particular. A few respondents had either a certificate, or a diploma

or a master's level qualification in urban planning, one respondents had bachelors in transport planning or engineering, more than half of the respondents had a bachelor or higher qualification in the area of environment and climate science. A large portion of stakeholders responded by saying that they had other qualification which is not related to transport or electric mobility. Thus, some stakeholders had some qualification which is closely related to transport planning, but many did not have any related qualifications, indicating an urgent need for capacity building in the area. The female respondent were well educated and had either a bachelors or a masters degree.

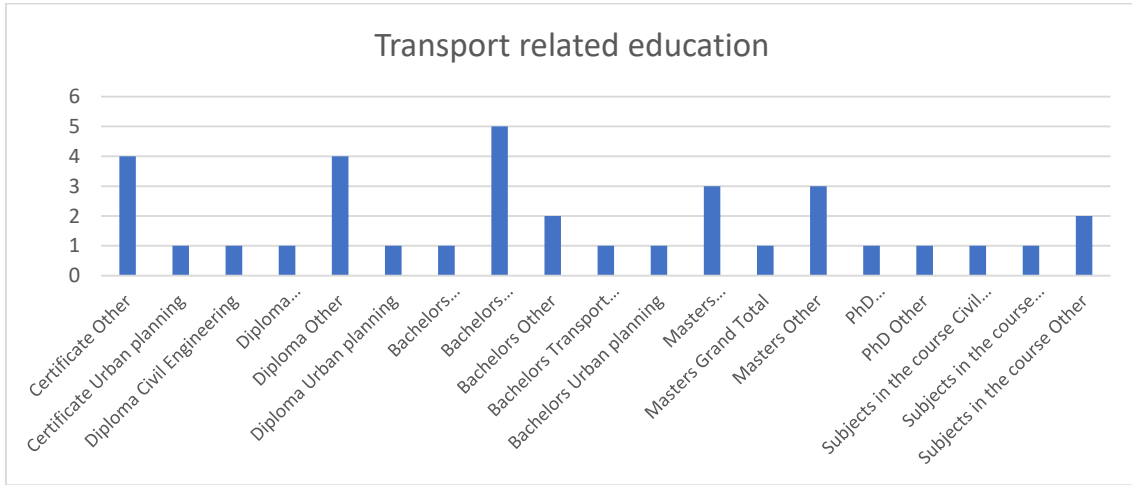


Figure 5: Current training on transport related subjects

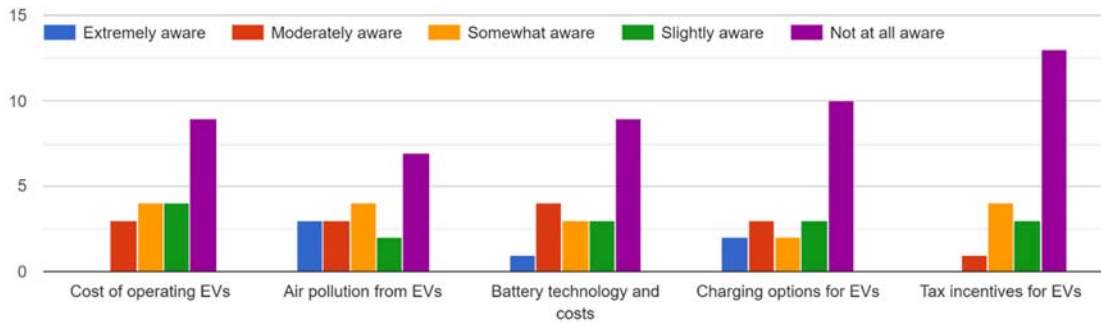


Figure 6: Awareness about EVs and EV technologies

The stakeholders were asked in the survey to indicate the number of EV model they were aware about. Most respondents had no idea about EV models in the market, one respondent was aware that that Toyota has a hybrid car, one mentioned that Hyundai has an electric car and one mentioned about Tesla. Thus, there is in general ignorance about EV's availability in the market. Most respondents were also not aware of the charging options that are available for EVs, there is a

clear need to improve capacity of the stakeholder and so that they are aware of the EV market, what models and manufacturers are in the market and how and where these models can be charged. In figure 6 statistics their own assessment about EV charging option is given, most respondents have said they are not aware of most aspects of EVs, what is surprising is that even though stakeholders were not aware about EV models and what charging options are available some have indicated that they are aware about the battery technology, charging options and cost of operating EVs. Given the earlier responses, these responses indicate that there is an over estimation personal awareness regarding EVs is done same stakeholders. None of the female respondents could recall any name of EV models of brands, and they were also not aware about charging possibilities. In terms of awareness about EVs and EV technology (Figure 6) females said that they are no aware about any mentioned topics except one women who was moderately aware about air pollution from EVs.

Do you feel that your country has adequate skills (rank on Likert scale)

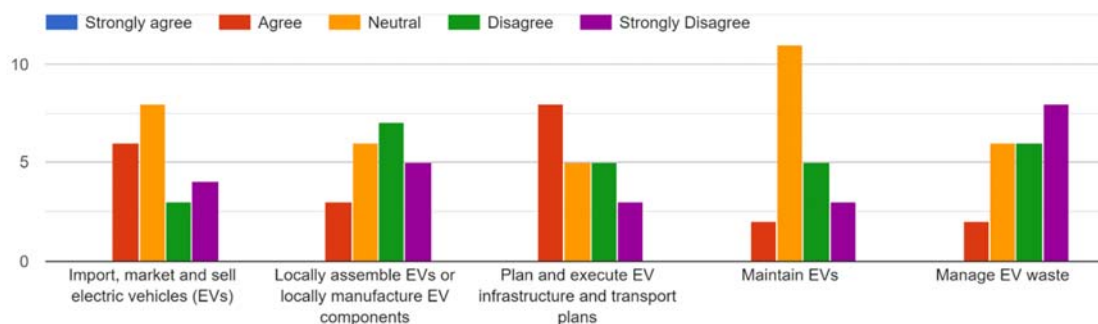


Figure 7: Perception about EV Skills availability in the Solomon Island.

The respondents were also asked to rank the skills that the country has in electric mobility. All respondents did not strongly agree that any of the mentioned skills were available in the Solomon Islands. However, there was more or less agreement that there were some skills to import, market and sell electric vehicles and also to plan and execute EV infrastructure and transport plans. Most stakeholder thought that not enough skills were available to locally assemble or locally manufacture EV components and to manage EV waste. A large number of stakeholders were either neutral or disagreed regarding skill availability to maintain EVs.

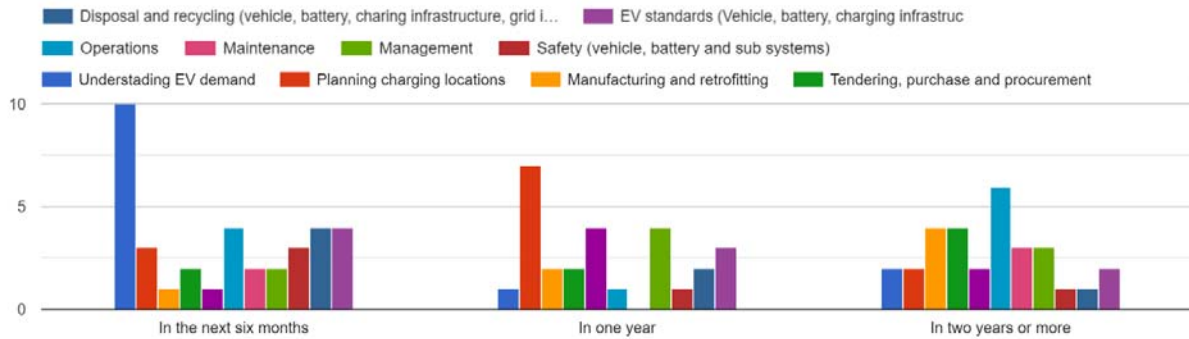


Figure 8: Training needs

The training needs identified by stakeholders is shown in figure 8. In the immediate term, that is, in the next sixth months most stakeholder felt that they would need to upgrade their skills on being able to understand EV demand some stakeholder also indicated that they would want to upgrade skills regarding disposal and recycling and EV standards. In the medium term that is around one year term many stakeholder wanted to upgrade their skills regarding planning charging locations, maintenance of EVs and management of EV operations. In the long term the skills requirement was quite distributed as on can expect, the need to upgrade skill related manufacturing and retrofitting and tendering process, purchase and procurement and operation of EVs was relatively higher compared to others. Female respondent showed higher interest in understanding EV demand in short term, EV and battery standards in the medium terms and planning for charging locations in the long term which in not different from the overall responses received.

As can be seen from figure 9 most stakeholders would prefer an in person seminar, however a large portion also indicate preference for virtual seminar, pamphlets and websites. Women stakeholder also had a similar preference.

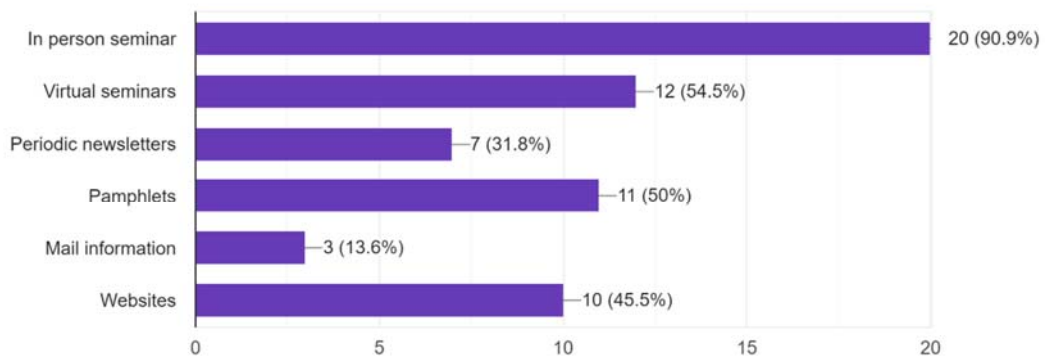


Figure 9: How should the training happen.