CTCN Technical Assistance

Request Submission Form

Guidelines:

- This Request Submission Form should be completed by the organisation requesting technical assistance from the Climate Technology Centre & Network (CTCN) in collaboration with the National Designated Entity (NDE) of the country in question
- The Form must be signed by the NDE. Please see updated contact list of NDEs here: http://unfccc.int/ttclear/support/national-designated-entity.html
- The Form can be submitted as a Word file containing a digital signature or as a signed and scanned PDF file in combination with an un-signed Word file
- For requests submitted by multiple countries, all the NDEs of the respective countries shall sign identical Forms before official submission to the CTCN
- NDEs have the opportunity to submit CTCN requests in collaboration with National Designated Authorities (NDAs) for the Green Climate Fund (GCF) if targeting the GCF Readiness Programme.

Requesting country or countries:	Solomon Islands (SI)
Request title:	Feasibility Study for Low Carbon Transport in Solomon Islands (SI)
NDE	Mr. Hudson Kauhiona Director Department of Climate Change Ministry of Environment, Climate Change, Disaster Management and Meteorology Phone: +677 24074 e- hkhiona@gmail.com / hmarutana@gmail.com
Request Applicant:	Mr. John Korinihona Director Department of Energy Ministry of Mines, Energy and Rural Electrification (MMERE) Honiara, Solomon Islands e- jkorinihona@mmere.gov.sb

Climate objective:

- ☐ Adaptation to climate change
- ☒ Mitigation of climate change
- ☐ Combination of adaptation and mitigation of climate change

Geographical scope:

- ☐ Community level

☐ Sub-national

☒ National

☐ Multi-country

If the request is at a sub-national or multi-country level, please describe specific geographical areas (provinces, states, countries, regions, etc.).

Problem statement related to climate change (up to one page):

This section should answer the question "what is the problem?" Please summarize the problem related to climate change and/or the negative impacts of climate change in the country that the request aims to address.

Low carbon Transport is both a mitigation and an adaptation challenge for the people of Solomon Islands. The transport sector needs to reduce its carbon footprint and be resilient to the effects of fluctuating and expensive fossil fuels.

The high reliance on imported expensive petroleum products for the transport sector continues to pose a serious climate change concern and an economic challenge for the small and fragile economy of the Solomon Islands. The reliance on fossil fuel for transportation goes against the country's climate change mitigation ambition as reflected in the SI NDC, the Climate Change policy, its National Energy Policy and Strategic Plan and its National Development Strategy

In 2012, the total cost of petroleum fuels was SBD 843 million, approximately 14%of SI National GDP. Over 50% of petroleum fuel being imported into the Solomon Islands is being consumed by the Transport sector (land and sea).

Accordingly, as per the SI Nationally Determined Contributions (NDC 2016), transport (land and sea) accounts for 61% of the total emissions from the energy sector. This is by far the biggest contributor of GHG emissions in the country.

While there might be information available on the transportation system in Solomon Islands, the information is fragmented with unclear institutional frameworks in place. The existence of information asymmetry in the transportation institutional structure of Solomon Islands creates policy and regulatory challenges for low carbon transport developments.

The world is moving towards efficient and low carbon transport including introduction of hybrid and electric vehicles. Unfortunately, the policies, legislation and regulations relating to low carbon transport has not been changed to capitalise on these new innovations and encourage or incentivise the introduction of these new and efficient technologies into the country.

The lack of education and awareness on the importation and use of low emission vehicles is a barrier to the rapid uptake of energy efficient vehicles into the county. Although people are cognizant on caring for the planet earth and mitigating climate change, if people are not educated on the environmental and economic benefits of using energy efficient vehicles, their choices will be influenced more on the capital cost rather than the environmental and economic benefits of low carbon transport. Low emission vehicles are more expensive compared to other conventional vehicles but proves cheaper in the long run. It is also good for the environment.

Past and on-going efforts to address the problem (up to half a page):

This section should answer the question "what has been done or is currently being done to address the problem?" Please describe past and on-going processes, projects or initiatives implemented in the country or region to tackle the climate problem as described above.

The desire for low carbon transport in Solomon Islands is engraved in its National Development Strategy 2016 – 2035 particularly outcome i) Sustained and inclusive economic growth, ii) Sustainable Environment, contributing to Climate Change Mitigation and iii) Provision of adequate, accessible and quality social services, basic needs, infrastructure and utilities for all Solomon islanders.

The published NDC for Solomon Islands has placed critical importance on transport as a mitigation priority to reduce its carbon footprints and improve the economic conditions of the country. As stated in the NDC, with appropriate international assistance to access financial and technical resources, Solomon Island can realize a 27% reduction in its GHG emissions by 2025 and 45% GHG emission reduction by 2030.

In an effort to reduce dependence on dirty fossil fuel use in the country, Solomon Islands has secured funding from the Green Climate Fund and other development partners to construct and operate the 15MW Tina hydropower. The project will be able to supply 65% of Honiara's electricity demand by 2022. This is a major milestone on SI's determination to reduce its GHG emissions as per their NDC target. The 15MW Tina hydropower will complement the low carbon transport development in the country.

Taxes on vehicles including shipping are based on engine size. The bigger the engine size, the higher the duty and other taxes. This is great in terms of the country's effort to encourage people to use smaller cars with smaller engines, meaning less pollution. A review of the current taxation system in Solomon Islands needs to be done to include and support investments in low carbon transport.

As with many Pacific Island Countries, Low Carbon Transport in Solomon Islands is new and many of the policy makers have very limited knowledge and understanding on the technology and its benefits. A lot more education and awareness are needed to increase the introduction of hybrid and electric transport system in the country.

The Pacific Centre for Renewable Energy and Energy Efficiency has recently completed and published the 'Regional Electric Mobility Policy and Programme for the Pacific Island Countries". The document outlines policy and programme actions to support PICs with e-mobility and low carbon transport development in the PICs.

Specific technology[1] barriers (up to one page):

This section should answer the questions "what are the technology barriers that hinder national efforts described above" and "how will the CTCN technical assistance complement these efforts?" Building upon the problem statement and taking into consideration the existing efforts described above, please

[1] *"**any equipment, techniques, practical knowledge and skills** needed for reducing greenhouse gas emissions and adapting to climate change" (Special Report on Technology Transfer, IPCC, 2000)*

describe the specific technology barriers encountered by the requesting applicant to identify, assess or deploy climate technology(ies) in an effort to address the problem statement. The described barriers should be within the scope of the requested CTCN technical assistance (described in the section below).

There is very little effort and progress in moving the transportation sector in the Solomon Islands to a more efficient and low carbon transport.
There are a number of barriers that contributes to the lack of progress:

i) Governance – There is lack of clear policy and legislation supporting the introduction of low carbon transport in the Solomon Islands. This is due to lack of adequate technical information in the transport sector. Policy makers felt reluctant to make bold decisions without reliable data and evidence.

ii) Financial Barriers –Due to its fragile economy and limited income generation initiatives, the country relies heavily on donor funded projects to help adapt and mitigate the effects of climate change. There is inadequate national budget allocated to make the shift towards low carbon transport developments.

iii) Technical and Institutional Barriers – limited capacity and skilled personnel in country to conduct technical assessments and feasibility study on the future of low emission transport sector in Solomon Islands. The institutional arrangements need to be assessed on its effectiveness and efficiency in addressing transport sector issues in the Solomon Islands

iv) Education and Awareness - The majority of the people don't understand the climate change, environmental and economic benefits that derived from the use of low carbon transport systems. Improved education and awareness on low carbon transport will help people to better appreciate the benefits of the shift towards low carbon transport.

The CTCN support is needed in two folds:

i) To fund the feasibility study which will inform the Government on the missing information that is required for the development of the low carbon transport in Solomon Islands.
ii) To develop a GCF Project Concept Note for the actual implementation of the initiatives identified in the feasibility study.

Sectors:

Please indicate the main sectors related to the request:

☐ Coastal zones	☐ Early Warning and Environmental Assessment	☐ Human Health	☐ Infrastructure and Urban planning
☐ Marine and Fisheries	☐ Water	☐ Agriculture	☐ Carbon fixation
☒ Energy Efficiency	☐ Forestry	☐ Industry	☐ Renewable energy
☒ Transport	☐ Waste management		

Please add other relevant sectors:

Cross-sectoral enablers and approaches:

Please indicate the main cross-sectoral enablers and approaches

☐ Communication and awareness	☒ Economics and financial decision-making	☒ Governance and planning	☐ Community based
☐ Disaster risk reduction	☐ Ecosystems and biodiversity	☐ Gender	

Technical assistance requested (up to one page):

Founded on the problem statement, past/on-going efforts and technology barriers, please describe the requested technical assistance. The technical assistance should clearly contribute to mitigation or adaptation to climate change as described in the problem statement and contribute to overcome the specific technology barriers.

Within a clearly defined scope, the description of technical assistance should be structured into the following:

- **Overall objective**

The feasibility study to be conducted under this TA will have the objective to identify feasible low carbon initiatives in the transport sector for Solomon Islands.

The general objectives are to:

i) Identify the policy, legislative and regulatory barriers to SI's low carbon transport
ii) Identify the technical, financial, institutional and capacity barriers to SI's low carbon transport
iii) Develop an implementation plan, budget and an M&E framework for the barrier removals for supporting a vibrant and low carbon transport sector in SI
iv) Develop a GCF Project Concept Note for SI on Low Carbon Transport using the information and data collected from the feasibility study

- **Anticipated groups of activities to be performed by the technical assistance**

Under the TA, the following activities will be implemented:

i) Desktop Study and Inception Report – this report would confirm the consultant's understanding of the assignment, his/her approach and methodology and some of his/her findings on the current status of the transport sector in Solomon Islands.
ii) Mission trips, Consultations and Workshops –The consultant through his/her national counterpart is expected to conduct extensive consultations with key stakeholders including a series of national workshops for face-to-face meetings. All matters relating to the gender aspects of the project will be dealt with in the workshops.
iii) Surveys and Baseline Assessments – The consultancy maybe required to conduct surveys during the assignment to confirm any uncertainty in the assignment and to establish baseline data for the project for future M&E purposes.
iv) Capacity Development on Low Emission Transport – Low carbon transport which is inclusive of efficient hybrid cars and electric cars is new for many people in Solomon Islands , it is

important that some of the policy makers including senior officials of the Government are aware and taught the benefits of switching to low carbon mode of transport in the country.

- **Anticipated products to be delivered by the technical assistance.**

The anticipated deliverables from the TA would be the following:

i) Draft Feasibility Study Report on Low Carbon Transport in Solomon Islands
ii) Final Feasibility Study Report on Low Carbon Transport in Solomon Islands
iii) Draft a GCF Project Concept Note for the funding of the Low Carbon Transport in Solomon Islands
iv) Trip/Mission/Consultation Reports

Please note that the CTCN facilitates technical assistance and is not a project financing mechanism.

Expected timeframe:

Expected duration of the assignment will be five (5) – to seven (7) months.

Anticipated gender and other co-benefits from the technical assistance:

Please describe the activities with gender linkages as well as the anticipated gender and other co-benefits (e.g. biodiversity, economic, social, cultural, etc.) that are likely to be generated as a result of the technical assistance.

For more information you can find guidelines on the CTCN's website here:
https://www.ctc-n.org/technologies/ctcn-gender-mainstreaming-tool-response-plan-development

Further reading on gender can be found on the CTCN website here:
https://www.ctc-n.org/technology-sectors/gender

Gender analysis will be part of the Feasibility Study (FS) report that will be completed as an outcome of this TA. The gender analysis will present:

- Technical, environmental and Socio-economic linkages between low carbon transport and woman, children and other marginalised citizens
- Capacity development needs relating to low carbon development for woman, children and people with disabilities in Solomon Islands.
- Demonstration of social and financial benefits of going into low emission transport for SI

The TA will address these analyses through consultation meetings, workshops, trainings and awareness that has balanced participation of men and woman

Key stakeholders:

Please list the stakeholders who will be involved in the implementation of the requested CTCN technical assistance and describe their role during the implementation (for example, government agencies and ministries, academic institutions and universities, private sector, community organizations, civil society, etc.).

Stakeholders	Role to support the implementation of the technical assistance

National Designated Entity Department of Climate Change	Overall oversight of the TA
Request Applicant Department of Energy (DoE)	Day to day management and coordination of the TA

Ministry of Infrastructure Development	Institutional and policy Support on low transport, information sharing and local coordination
Pacific Community's (SPC) Pacific Centre for Renewable Energy and Energy Efficiency (PCREEE)	Technical Advice and support to the NDE and Request Applicant. Lead in coordination and conduct of the national consultations, workshops and the arrangements of technical visits
Solomon Islands Chamber of Commerce and Industry (SICCCI)	Coordination with the business vehicle owners and other private importer of vehicles
Ministry of Provincial Government and Institutional Strengthening	Coordination with Provincial and Community level leaders
Honiara City Council	Coordination with public transport providers in Honiara

Alignment with national priorities (up to 2000 characters including spaces):

Please describe how the technical assistance is consistent with national climate priorities such as: Nationally Determined Contribution, national development plans, poverty reduction plans, technology needs assessments, Low Emission Development Strategies, Nationally Appropriate Mitigation Actions, Technology Action Plans, National Adaptation Plans, sectorial strategies and plans, etc.

Reference document (please include date of document)	**Extract** (please include chapter, page number, etc.).
Nationally Determined Contribution (NDC) 2016 https://www4.unfccc.int/sites/ndcstaging/PublishedDocuments/Solomon%20Islands%20First/SOLOMON%20ISLANDS%20INDC.pdf	Solomon Islands submitted its first NDC to the UNDCCC in 2016 (21/09/2016) after its ratification of the Paris Climate Change Agreement. The NDC has a target emission reduction of 12% below 2015 levels by 2025 and 30% below 2015 level compared to a BAU projection (pp. 7). However, with international assistance, the country can contribute to a further 27% reduction in GHG emission by 2025 and 45% emission reductions by 2030 compared to BAU projection (pp. 7). The NDC report acknowledged that 61% of fossil fuel emissions comes from the Transport sector. Therefore, to realize the emission reduction targets in the SI NDC, an integral sector to consider and address is the transport sector. It will be through this TA that viable options for low carbon emission in the transport sector will be identified for further funding and action.
Technology Needs Assessment https://tech-action.unepdtu.org/country/the-solomon-islands/	The SI Government through the Department of Climate Change in collaboration with the UNEP DTU partnership (UDP) are working on the development of the Technology Needs Assessment (TNA) for SI. Low Carbon Emission Transport will be an integral part of this Technology

	Needs Assessment.
National Adaptation Plans	The NAP is in its development phase. While the report is focused on adaptation efforts, low carbon transport is a cross-cutting issue and will have some effects on the people's effort to adapt to the impacts of climate change. For example, if people can save up on fuel, the money saved can be used in their climate change adaptation efforts like paying for a new water tank to help the family during droughts.
SI National Energy Policy (NEP) 2014 https://policy.asiapacificenergy.org/sites/default/files/volume1_solomon_islands_national_energy_policy.pdf	The SI National Energy Policy 2014 has the vision of unlocking the development potential of SI economic base through a dynamic and effective energy sector. One of the guiding principles of the Policy is the Environment and Climate Change. That is to ensure that ensure that energy is produced and used in such a way that the environment is conserved, wastes are minimised and carbon footprint are minimal through renewable energy and energy efficiency measures. The NEP has a target of improving Energy Efficiency and Conservation in all sectors by 10.7% (pp.4, NEP). Low carbon transport is definitely a solution to achieving the NEP's objectives.
SI National Development Strategy (NDS)2020 – 2035 https://www.adb.org/sites/default/files/linked-documents/cobp-sol-2017-2019-ld-01.pdf	The National Development Strategy (NDS) 2016 – 2035 for Solomon Islands has a vision to "improving the social and economic livelihoods of all Solomon Islanders". The NDS has five key long term NDS objectives: • Sustained and inclusive economic growth • Poverty alleviated across the whole of the Solomon Islands, basic needs addressed and food security improved; benefits of development more equitably distributed • All Solomon Islanders have access to quality health and education • Resilient and environmentally sustainable development with effective disaster risk management, response and recovery • Unified nation with stable and effective governance and public order Of these development objectives, low carbon transport is intertwined with it. The TA on low carbon transport will contribute to achieving country's sustainable development objectives.

Development of the request (up to 2000 characters including spaces):

Please describe how the request was developed at the national level and the process used by the NDE to approve the request before submitting it (who initiated the process, who were the stakeholders involved and what were their roles?) and describe any consultations or other meetings that took place to develop and select this request, etc.

The need for low carbon transport in Solomon Islands has gained importance over the years as the country raised its ambition to mitigate climate change and reduce its dependence on imported

expensive fuels.
On the 10th of July 2020, PCREEE in collaboration with the Department of Energy in Solomon Islands conducted a consultation workshop (blend of virtual and face to face) on the Regional Electric Mobility Policy and Programme in Honiara, Solomon Islands. The workshop gathered together key transport stakeholders including Solomon Power, Customs Department, Climate Change Department, Ministry of Transport and Department of Environment.
The workshop thereafter through the Department of Energy requested PCREEE for technical support to develop the TA request on the feasibility study for Low Carbon Transport in Solomon Islands.
The Project Applicant being the Department of Energy, the NDE being the Director of the Climate Change Department and other key stakeholders are well informed on the project and have pledged their full support accordingly.

Background documents and other information relevant for the request:

- Please list all relevant documents that will help the CTCN analyse the context of the request and national priorities. Please note that all documents listed/provided should be mentioned in this request in the relevant section(s), and that their linkages with the request should be clearly indicated. For each document, please provide web-links (if available) or attach to the submission form. Please add any other relevant information as required.

  Kindly refer to Reference Documents part above
- Please indicate if this request has been developed with the support of the CTCN Request Incubator. N/A

OPTIONAL: Linkages to Green Climate Fund Readiness and Preparatory Support

The CTCN is collaborating with the GCF in order to facilitate access to environmentally sound technologies that address climate change and its effects, including through the provision of readiness and preparatory support delivered directly to countries through their GCF NDA. These actions are in line with the guidance of the GCF Board (Decision B.14/02) and the UNFCCC, particularly paragraphs 4 and 7 of 14/CP.22 that addresses Linkages between the Technology and the Financial Mechanisms[2].

The CTCN is therefore implementing some of its technical assistance using GCF readiness funds accessed via the country's NDA. Any application for GCF support, including the amount of support provided, is subject to the terms and conditions of the GCF and should be developed in conjunction with the NDA.

Please indicate whether this request has been identified as preliminarily eligible by the NDA to be considered for readiness support from the GCF.

☐ Initial engagement: The GCF NDA of the requesting country has been engaged in the design of this request and the NDA will be involved in the further process leading to an official agreement for accessing GCF readiness support.

☐ Advanced engagement (preferred): The GCF NDA of the requesting country has been directly involved in the design of this request and is a co-signer of this request, the signature indicating

[2] Please see:
https://unfccc.int/files/meetings/marrakech_nov_2016/application/pdf/auv_cop22_i8b_tm_fm.pdf

provisional agreement to use readiness national funds to support the implementation of the technical assistance.

NDA name:

Date:

Signature:

Monitoring and impact of the assistance:

By signing this request, I affirm that processes are in place in the country to monitor and evaluate the technical assistance provided by the CTCN. I understand that these processes will be explicitly identified in the CTCN Response Plan and that they will be used in the country to monitor the implementation of the technical assistance following standard CTCN procedures.
I understand that, after the completion of the requested assistance, I shall support CTCN efforts to measure the success and effects of the support provided, including its short, medium and long-term impacts in the country.

Signature:

NDE name:	Mr. Hudson Kauhiona
Date:	29 December 2020
Signature:	

THE COMPLETED FORM SHALL BE SENT TO THE CTCN@UNEP.ORG

The CTCN is available to answer all questions and provide guidance on the application process.