

RMI INDC: Transport Sector

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Transport

- Energy accounts for 2/3 of emissions of which 2/3 is attributed to transport sector
- Includes air, land and sea transport
- Similar to the proportion in many SIDS
- No obvious substitute for imported diesel and gasoline

Possible measures

- Energy efficiency: vehicle size, maintenance, driver behaviour etc
- Use of diesel rather than gasoline vehicles (current Government regulation)
- Use of minibuses rather than taxis which can only take 4-5 passengers
- Encourage bicycles and walking, given small distances

Substitute for fossil fuel

- Coconut oil has huge potential
- RMI has significant coconut resources
- Need to ensure sustainability of supply, given fluctuating coconut oil prices, currently record high
- Ensure supply of good quality coconut oil from outer islands
- Consistent delivery and payment to farmers
- Potential to use coconut oil in generators, ships and vehicles. Need to address warranty issues from suppliers
- Makes economic sense for \$\$s spent on local products is retained in country.

Trend in Coconut Oil prices



Conclusions

- Transport sector fuel use is significant for RMI and indeed for many SIDs.
- Accounts for nearly 70% of fossil fuel use
- This is mainly due to use in land and marine transport
- Further implications when bunker fuels for aviation and shipping are considered