

Fiji Submission for the COP30 Presidency Roadmap on the Transition Away from Fossil Fuels in a Just, Orderly and Equitable Manner

- **What are the most critical barriers — whether physical, economic, financial, institutional, technological or social— preventing a transition away from fossil fuels?**

Realistic Timeline and Challenges: Fiji is among the most climate-vulnerable countries in the Pacific, facing rising sea levels, stronger cyclones, and flooding that directly threaten communities, infrastructure, and economic stability. Fiji over the years, has built a robust climate policy landscape for implementation of domestic climate change mitigation actions in the energy and transport sector. Fiji is a member country of the Beyond Oil and Gas Alliance (BOGA), developing countries like Fiji will have access to analytical, policy and technical support for developing and implementing measures to move away from oil and gas production/usage and diversify their economies. As a Small Island Developing State (SIDS), Fiji faces unique challenges, including financial constraints and infrastructure limitations. A phased approach, with consideration of special circumstances of SIDS, would allow sufficient time to address these barriers, develop necessary technologies, and secure international support.

Physical and Technological Barriers: Fossil fuel infrastructure such as power plants, refineries, pipelines is vast and heavily invested in. Shifting away from fossil fuels requires massive changes to this infrastructure, including the construction of renewable energy systems, electric grids, and storage systems. One of the major challenges for renewable energy sources like solar and wind is the issue of energy storage. These sources are intermittent, and current battery technologies are not yet efficient or cheap enough to store energy for long periods, making them unreliable in certain conditions.

Financial Constraints and Grants: In Fiji, transitioning away from fossil fuel-based energy technology is highly dependent on access to the technical capacity to assess, cost, and model alternative energy systems and high levels of capital investment to cover transitional costs. Fiji also lacks the financial resources and any transition strategy must be accompanied by financial support in the form of grants rather than loans, as additional debt would exacerbate existing financial challenges.

Institutional Barriers: The regulatory and legal structures in many countries are still tailored to fossil fuel industries. Transitioning to renewables requires new policies, incentives, and regulations that can encourage innovation and adaptation.

- **What potential levers, whether economic, financial, institutional, social or technological, exist for accelerating the implementation of the transitioning away commitment?**

Alignment with National Policies and Frameworks: Furthermore, it is critical that the proposed roadmap align with Fiji's Sustainable Development Goal (SDG) 7 Roadmap 2022; Fiji's national policies and strategies are strongly aligned with the BOGA Declaration goals. The Low Emission Development Strategy of Fiji (LEDS) 2018-2050 strategizes public sector investment in low carbon vessels and vehicles for marine and road transport. The Draft National Energy Policy:2023-2030 includes transport decarbonization with a minimum of 50% of government fleet to be electric by 2030. The Climate Change Act 2021 has the provision of reporting of bulk sales of fuel, specifies preparation of a Transport Decarbonization Implementation Strategy by 2023 and to decarbonize transport by 2050 building on the LEDS. Fiji's Third Nationally Determined Contribution (NDC3.0) has the target to reduce 36% of the Business-As-Usual (BAU) CO₂e emissions from the energy sector by 2035. These frameworks set ambitious goals for reducing reliance on fossil fuels, enhancing renewable energy adoption, and achieving net-zero emissions by 2050. Ensuring coherence between the roadmap and these national strategies will be critical to delivering on Fiji's climate commitments while safeguarding energy security and sustainable development.

In Fiji, as outlined in the National Inventory Report (NIR) 2023, the energy sector is the largest contributor to greenhouse gas (GHG) emissions, with the transport sub-sector identified as the primary source. The transport sector remains highly dependent on fossil fuels, underscoring the challenges associated with transitioning to low-emission alternatives. Reducing GHG emissions from the transport sector is a key priority for Fiji, and to address these challenges and to accelerate the development of an enabling environment for introduction and upscaling of e-mobility in Fiji is carrying out a project on the "Enhancing Electric Vehicle Mobility and Integration in Fiji's Land Transport Sector (EMoFi)".

- **What country, regional or sector roadmap experiences, best practices, and lessons learned can be shared?**

A number of countries, regions, and sectors have already made meaningful progress in transitioning away from fossil fuels. Their roadmaps, policy mixes, and implementation experiences provide practical lessons. Such as in Denmark, renewable wind power generates 54% of all electricity. The rapid expansion of wind power has been driven by policies that ensure citizens have a financial stake in its development. In Denmark, bicycling is one of the primary forms of transportation which reduces CO₂ emissions by 20,000 tonnes a year, on average. Furthermore, another country, Iceland is rich in natural resources a benefit that has helped the country achieve 100% renewable energy. Approximately 75.5% of the country's electricity comes from hydropower, making it the primary source of electricity. Iceland runs 15 hydroelectric plants and the remaining 24.5% comes from geothermal energy.

- **How can a just, orderly and equitable transition best reflect the diverse realities of countries at different stages of development and with different degrees of dependence on fossil fuels?**

Gradual Phasing Out of Fossil Fuels: Energy security must be safeguarded during the transition. A sudden shift could compromise grid stability, especially without fully developed energy storage solutions. Diesel generators may remain crucial in the short-to-medium term while renewable capacity and storage infrastructure are enhanced.

Renewable Energy for Shipping: While renewable sources may support auxiliary functions on ships, they cannot yet replace engines as the primary power source. Unless viable alternative propulsion technologies are developed, fossil fuel engines will remain necessary for maritime operations.

In addition, Fiji also has:

1. Special mining license (SML): We currently have 7 mining leases namely Vatukoula (SML 54, 55, 56), Wainivesi (SML 58), Lion One – Tuvatu (SML 62), for gold and silver, Amex – Ba river (SML 60) for magnetite iron, and Aurum (Xinfa) – Naibulu, Macuata (SML 61) for bauxite.
2. Special Prospecting License (SPL): We have 37 licenses for mineral explorations (land base) and 1 deep sea exploration license. All exploration licenses are for metalliferous, polymetallic and earthy minerals subject to nature of orebody prospectivity.
3. Geothermal prospecting: We are currently processing 2 geothermal exploration licenses to be issued this month
4. For oil and gas, Fiji used to issue oil exploration licenses, the last 3 licenses expired in 2014, used to be along the coral coast fore to offshore, Southern mainland and Middle mainland Vanua Levu. We are now again receiving interest for oil and gas, but nothing formalize yet.

Furthermore, Fiji also looks after downstream Petroleum licensing. We Act as the petroleum regulator for the oil companies (Total Energies/Petro Oceania/Pacific Energy/Supreme Fuel) and retail stations in Fiji, through the Petroleum (Storage & Carriage) Act 1938/1978. Our monitoring also covers all the petroleum terminals in the divisions including the Joint User Hydrant Installation (JUHI) in Nadi and Nausori Airport which supplies fuel for aircraft.

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Fiji will be better positioned to provide detailed comments once a full draft of the roadmap is available. We look forward to collaborating further on this important issue.