# Kiribati electric vehicle policy

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Kiribati"s land transport emission accounts for 28% of its national GHG emissions. The e-mobility project aims to electrify portion of the public transportation with transition to electric buses targeting the government and the SOE public servants.

u The Kiribati Integrated Energy Roadmap indicated a shift to electric vehicle should be explored starting with public transportation. u The proposed initiative will be a game changer on government efforts to further reduce Kiribati dependency on imported fuel and to demonstrate its commitment to cut emissions to curb climate change effects.

In addition, biofuels and electric vehicles could make transport on and between the islands sustainable. Existing plans also call for a 1 megawatt (MW) Ocean Thermal Energy Conversion (OTEC) plant as a step towards future energy self-sufficiency.

- a lack of mandate to drive EV policy (opportunities in the revisions of NDCs and Energy Roadmaps); - a lack of supporting institutional and regulatory framework o Transport Authority deal mostly with vehicle registration while MoI/MoTdeal with roads and bridges and Police deals

The Kiribati Electric Vehicle Market accounted for $XX Billion in 2021 and is anticipated to reach $XX Billion by 2030, registering a CAGR of XX% from 2022 to 2030. RECENT DEVELOPMENT PCREEE is assisting Kiribati"s e-mobility growth.

Kiribati has joined other Pacific Islands countries and territories (PICTs) to enact legislation to facilitate an accelerated transition to renewable energy and energy efficiency.

This follows an outcome of the 4th Pacific Energy Ministers Meeting in Samoa in 2019 where leaders urged PICTs to enact the necessary legislation to facilitate achieving the National Determined Contribution (NDC) targets.

"The endorsement of this Energy Act is a milestone for Kiribati as it provides a legal framework and supports regulations that could accelerate our energy transition to achieve our national energy targets set out in the Kiribati Integrated Energy Road Map (KIER) and in the Nationally Determined Contribution (NDC)", explained Agnes Nikoraa Naare, Acting Deputy Secretary for the Ministry of Infrastructure and Sustainable Energy (MISE) of Kiribati.

The Kiribati Energy Act of 2022 includes a section on Minimum Energy Performance Standards and Labelling (MEPSL) which legislates importers of electrical appliances such as air conditioners, refrigerators, and lighting. This is to ensure proper labelling with estimated energy consumption that must be within the

minimum performance standards adopted by the country for each appliance. Besides giving consumers the option to choose more energy-efficient appliances, the MEPSL enables border control officers to stop inefficient and non-compliance products from entering the market.

"The MEPSL is one of the key components as stipulated under Part VIII of the Act and it is currently prioritized by the Government of Kiribati to implement. Through the assistance of NDC-hub, the Pacific Centre for Renewable Energy Efficiency (PCREEE) has supported Kiribati through the Ministry to ensure MEPSL has the necessary institutional, monitoring and evaluation structure in place as well as the technical expertise to administer and enforce the Energy Act 2022 effectively," Agnes Nikoraa Naare added.

Lessons and experiences of MEPSL training and enforcement in Fiji, Samoa and Vanuatu were also shared with participants to gain insights into other similar programs.

Vishal Prasad of the Fiji Department of Energy said Fiji"s MEPSL programme, which was piloted in 2003 has prevented Fiji from becoming a dumping ground for inefficient appliances. Based on calculations by Energy Efficient Strategies Ltd, the MEPSL program has saved consumers on average 9.3 million kWh in electricity which equates to approximately 1,992 tons of diesel fuel and mitigation of 2,456 tons of CO2e in Green House Gas emissions.

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