

Multi-year Expert Meeting
on Transport, Trade Logistics and Trade
Facilitation

**Third Session:
Small Island Developing States:
Transport and Trade Logistics
Challenges**

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**Disaster Risk Reduction and Adaptation
to Climate Change Impacts in Transport**

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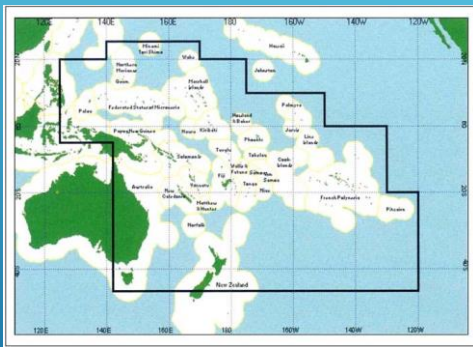
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DISASTER RISK REDUCTION AND ADAPTATION TO CLIMATE CHANGE IMPACTS IN TRANSPORT

The Fijian experience in the Pacific

What is the scale of the problem?

Pacific Islands



AREA: ±19,2 M SQ KM

North America (US + Canada)



AREA: ±19.7 M SQ KM

Disproportionate impact of familiar problems



- Land Area: ± 18,000 sq km
- Two main islands, 330 in total, with 6 government cargo/pax vessels serving the group –
- Limited road networks connecting markets and ports – see red lines on image
- What happens when villages in outer islands are affected by hurricanes? How to assess damage? Relief? Clean water? Building back better – getting supplies out?.



BA – Home to one of Fiji's largest sugar mills

-Sugar goes by truck or extremely narrow gauge train from farm to mill.

Crop loss, and/or unable to access mill.



Just outside Suva – Qauia bridge

-main community and infrastructure development is along coast, with one main highway circling the island

-floods/cyclones cause disruption to this highway – all transport stops.

Responses 1-Policy

- ▶ SAMOA Pathway – outcomes document of 3rd International SIDS Conference – paras 31-46, 51-52, 107(d); (but also look at outcomes of SIDS inter-regional consultations leading up to SIDS conference);
- ▶ Pacific Adaptation to Climate Change project (2009-2014) -coastal zone management, food security and food production, and water resources management; 3 projects in Fiji – drainage in communities, introduction of (salt-water) resilient crops, and capacity building for youths and community leaders;
- ▶ Fiji national Green Growth Framework – pathways to sustainable development including addressing CC and DRR, sustainable transport taking into account climate risks as well as hygiene and sanitation in the event of disasters;
- ▶ Launch of National platform for integrated approach to climate change and disaster risk reduction;
- ▶ Political will - \$653.8million allocated for infrastructure in 2015 budget, increase of \$179.1M (highest sectoral increase); local and urban planning policies require integration of climate risks into city and rural planning and development; mainstreaming across sectors eg education curriculum;
- ▶ Climate Public Expenditure and Institutional Review – analysis of existing policies and budgeting for climate change and DRR, including suggestions of how to integrate climate change and DRM into plans and policies of govt; tracking and accounting for climate change and DRM expenditure – identification of gaps.

Responses 2 - Action

- ▶ Adaptation: Relocation of villages – coastal villages uninhabitable due to effects of king tides, salt water contamination of groundwater affecting subsistence economy and infrastructure (Vunidogoloa first village to be relocated, with more villages in need of relocation); challenge is cultural and ancestral links with land – community involvement, and funding for relocation;
- ▶ irrigation, reforestation (including mangroves), seawalls;
- ▶ Mitigation: River dredging (Ba and Nadi), Land use policy, Building codes, disease resistant crops
- ▶ Market accommodation - to address transport and safety issues.
- ▶ Provincial administration: Each of the 14 provinces has a designated conservation officer to liaise with communities and relevant Ministry;
- ▶ Community and CSO involvement – lead on marine protected areas (WCS and WWF), river bank stabilisation project (Ba and Dreketi river) – Live and Learn/WWF/Town Councils, “tabu” zones of fishing, logging etc (including liaising with conservation officer).



Market vendor accommodation