Regional Strategy to Comply with the Montreal Protocol in Pacific Island Countries

by
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1 INTRODUCTION

1.0 Background

There are fourteen countries in the South Pacific region that are constitutionally able to ratify the Montreal Protocol. The majority of the Pacific Island countries (PICs) have already ratified the Montreal Protocol: Fiji, Federated States of Micronesia (FSM), Kiribati, Republic of the Marshal Islands, Nauru, Palau, Papua New Guinea (PNG), (Western) Samoa, the Solomon Islands, the Kingdom of Tonga, Tuvalu and Vanuatu. Only two countries (the Cook Islands and Niue) remain non-Parties and outside the Protocol. Other islands[1] in the region are not independent nations and are not able to ratify the Protocol. They are therefore are not eligible for assistance under the Multilateral Fund.

Of the fourteen countries, only two of the Parties (Fiji and Samoa) have received assistance from the Multilateral Fund of the Montreal Protocol for phase-out activities. Kiribati, PNG, the Solomon Islands and Tuvalu have also received specific assistance from the Multilateral Fund to prepare country programmes.

The PICs are among the least developed countries in the world. They are also among the most isolated countries geographically. Because of the long distances between countries and the small populations, travel costs both within and between countries are very high. Because of their small size and small consumption the PICs risk being overlooked if they were to participate as individual countries. (This potential for being over looked has been clearly demonstrated in past years, when lists of Parties and non-Parties failed to list many of the PICs.)

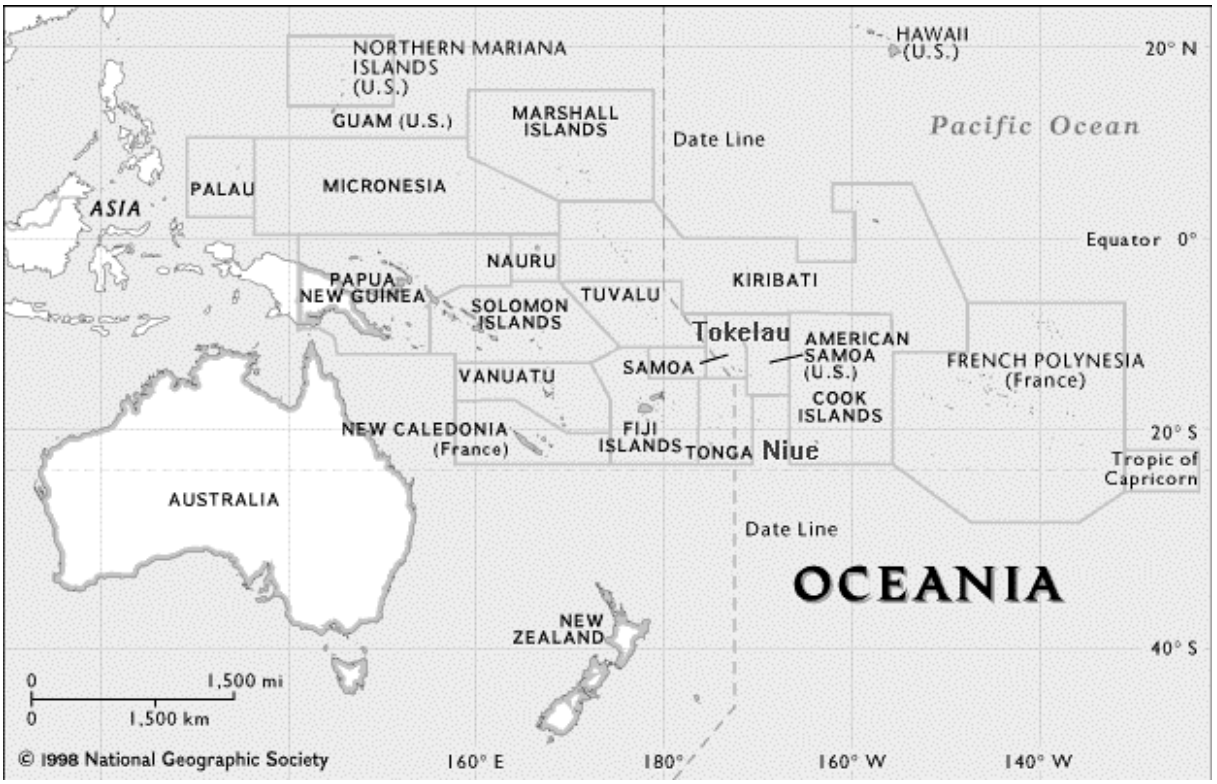
The use of ozone depleting substances (ODSs) controlled by the Montreal Protocol in the Pacific region is limited to chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and methyl bromide. The first two are used solely for refrigeration and air-conditioning uses. All methyl bromide is used for "Quarantine and Pre-Shipment" (QPS) applications, as defined by the Protocol, except in PNG where there is insufficient information to confirm its uses.

The Montreal Protocol requires developing countries to control the consumption (production + import - export) of CFCs. Developing countries do not have to control the imports of HCFCs until 2015 and all QPS uses of methyl bromide are exempted (provided the country has ratified the 1992 Copenhagen Amendment). Therefore the focus of regional activities in the Pacific will have to ensure the sustainable phase out of CFCs and that there is no “back-sliding” once phase-out has been achieved.

There are no manufacturing facilities and no new installations of refrigeration equipment using CFCs in any of the countries. CFC-12 and to a much smaller extent, CFC-502 are now used exclusively in servicing existing mobile air-conditioners (MACs), (cars, trucks and buses), domestic refrigerators and small commercial refrigeration equipment. In most countries, the servicing of MACs is the largest ongoing use of CFCs.

[1] American Samoa, Guam, Northern Mariana Islands, Wallis & Futuna, French Polynesia, Pitcairn, New Caledonia, Tokelau

Map 1 Pacific countries



In those remaining markets where CFCs are still available, prices are reported to be rising sharply. This is because traditional sources of supply: Australia, Japan, New Zealand and the US have stopped production or consumption. In addition to the actions of the developed countries, Fiji has implemented a phase-out of the import of ozone depleting substances into Fiji from 1 January 2000. Because Fiji was the major hub port for CFC supply to the Southern Pacific this policy has had an impact on supply of CFCs to PICs. For most of the PICs, the costs of importing CFCs from non-traditional markets are large.

The most significant threat to the sustainable phase-out of CFCs in the region is the importation of second hand vehicles from Japan and to a lesser extent, South Korea. Because most of the imported vehicles were built before 1995 (the year most car companies converted the air-conditioner units from CFC-12 to the non-ozone depleting HFC-134a) they are still fitted with CFC air-conditioning units when they arrive in the countries. In most countries there is a rising (and often unmet) demand to service these units. This demand creates an ongoing risk of illegal imports which is likely to reverse the present trends .

Some countries, most notably PNG and Palau face additional risks from illegal imports because of their proximity to large developing countries. PNG shares a land border with Indonesia and Palau is only 800km (500 miles) from the Philippines. Additional efforts may be necessary to ensure their ongoing compliance.

Because of the tropical climate and small land masses of the islands, corrosion of steel products including pipe work in refrigeration and air-conditioning equipment is a major problem. Most steel appliances have very short working lives, or require almost continuous

maintenance to keep them in working order. Hence the servicing and maintenance training to reduce the use of CFCs assumes a significant importance. (see Annex 4)

Among the environmental issues that are facing PICs, climate change is a life threatening issue due to the consequences of sea level rise. In fact, for some this has become a devastating reality in the short term. Ozone layer protection is relatively lower in the agenda for these countries. In spite of this, PICs have expressed their solidarity and the commitment to the objectives of the Montreal Protocol through their Declaration in the 13th Meeting of the Parties in Colombo in December 2001 (attached as Annex 1).

Due to, the PIC's geographical isolation, their very small consumption of ODS, the closed supply linkages and the relatively late ratification by many of them, the assistance required for these countries needs to be designed in a different way. It is important to emphasise a regional mechanism to support actions for the accelerated phase out. This is also significant in that it is synchronised with UNEP's reoriented programme. Furthermore, the PICs have a long history of making progress through regional co-operation. Such co-operation is common in the field of the environment through the activities of the regional agency, the South Pacific Regional Environment Programme (SPREP). The Regional Strategy will leverage this existing spirit and the political will of PICs to co-operate.

The Regional Strategy recognises that the costs of developing and implementing regulations and carrying out public awareness programmes are essentially the same in all countries, regardless of actual consumption. Having a small population does not make implementing international agreements any simpler. The proposed level of assistance to individual countries reflects this.

The Strategy also reflects that although supply of CFC has been reduced (due to outside forces), demand may not have decreased at the same time. Technicians must have the necessary skills to use alternative refrigerants and to re-use existing refrigerants to ensure they do not begin to consume CFCs again, should the opportunity arise.

Wherever possible, the Strategy will attempt to improve energy efficiency and thereby contribute to climate change objectives. This will be a particular focus of any training projects for refrigeration technicians.

Although there are fourteen countries in the region, not all will be equally involved in the Regional Strategy. PNG proposes to take part in certain specified activities. Because its consumption is far larger than any other country in the region (See section 2.1.1 below), it has need for more specific activities than other countries. Accordingly, PNG has requested assistance from GTZ (Deutsche Gesellschaft fur Technische Zusamammenarbeit) to help with preparation of a further national strategy document, which will contain specific proposals for national level activities. This will be submitted separately to the ExCom by the end of 2002.

The involvement of each of the fourteen countries in the Regional Strategy is discussed in more detail in Annex 5. The Annex also includes copies of the National Compliance Action Plans (NCAP) for the eight core countries.

The level of assistance required for the PICs countries to enable them to comply with the Montreal Protocol therefore needs to be considered in the context of these dimensions and needs a departure from the usual considerations.

1.1 Status

As noted, twelve of the fourteen PICs have ratified the Montreal Protocol. All of the PICs are classified as operating under article 5.1 of the Montreal Protocol and are eligible for assistance under the Montreal Protocol's Multilateral Fund.

None of the fourteen countries produces CFCs and all consumption is by way of imports.

As far as can be determined all countries in the region except PNG (Ref. ExCom Doc 34/16), are in full compliance with the Montreal Protocol's obligations to reduce consumption, although some have not reported all of their required data. The absence of data reporting is being rectified with submission of data contained in the individual country National Compliance Action Plans (NCAPs).

Table 1.1 Status of Ratification as at 18 January 2001

Country	Vienna Convention (1985)	Montreal Protocol (1987)	London Amendment (1990)	Copenhagen Amendment (1992)	Montreal Amendment (1997)	Beijing Amendment (1999)
Cook Islands						
Fiji	23 Oct 1989	23 Oct 1989	9 Dec 1994	17 May 2000		
FSM	3 Aug 1994	6 Sep 1995	27 Dec 2001	27 Dec 2001	27 Dec 2001	27 Dec 2001
Kiribati	7 Jan 1993	7 Jan 1993				
Nauru	12 Nov 2001	12 Nov 01				
Niue						
Palau	29 May 2001	29 May 2001	29 May 2001	29 May 2001	29 May 2001	29 May 2001
PNG	27 Oct 1992	27 Oct 1992	4 May 1993			
Marshall Islands	11 Mar 1993	11 Mar 1993	11 Mar 1993	24 May 1993		
Samoa	21 Dec 1992	21 Dec 1992	4 Oct 2001	4 Oct 2001	4 Oct 2001	4 Oct 2001
Solomon Is	17 Jun 1993	17 Jun 1993	17 Aug 1999	17 Aug 1999		
Tonga	29 Jul 1998	29 Jul 1998				
Tuvalu	15 Jul 1993	15 Jul 1993	21 Aug 2000	21 Aug 2000		
Vanuatu	21 Nov 1994	21 Nov 1994	21 Nov 1994	21 Nov 1994		

1.2 Purpose

The eight core countries involved in the Pacific Regional Strategy are The Federated States of Micronesia (FSM), Kiribati, the Marshall Islands, Palau, the Solomon Islands, Tonga, Tuvalu and Vanuatu.

The objectives of the Pacific Regional Strategy are to

1) Assist with an accelerated and sustained CFC phase out in the Region (including a complete CFC phase out in eight of the fourteen PICs by end 2005);

2) Ensure complete phase out of all other ODS consumption except for HCFCs and methyl bromide used for “quarantine and pre-shipment (QPS) applications" by 2005; and
3) Achieve this in the most cost-effective manner.

To achieve these objectives, the Regional Strategy will provide:

?? Direct support for the national actions to assist with the monitoring of accelerated phase out;
?? Regional facilitation through SPREP for policy setting, training and public awareness;
?? Active collaboration with bilateral donors i.e. Australia, New Zealand and Germany (limited to PNG);
?? An overall advisory role by UNEP DTIE through their re-oriented compliance assistance programme monitored through Regional Office of Asia and the Pacific

As noted in section 1.1, the involvement of PNG will be supplemented by GTZ through a separate strategy document that will be submitted to ExCom by the end of 2002. Fiji and Samoa will be involved in activities that will enable these A5 regional leaders to provide south-south co-operation to their neighbours. The involvement of Nauru will be contingent upon Nauru's greater practical engagement. The involvement of the Cook Islands and Niue will be contingent upon their ratification or the New Zealand Government’s provision of non-MP funding. Annex 5 contains a more detailed discussion of the status of involvement of each country.

The involvement of the countries in the components of the Regional Strategy is summarised in table 3.6 below.

The achievement of objectives of the Regional Strategy will depend upon receipt of assistance from the Multilateral Fund and assumes that no strategic retrofits are required in any of the countries to complete the phase out.

1.3 Assistance received

1.3.1 Regional activities

The following preparatory activities have been undertaken in PICs since 1998 with support from UNEP, Australia and New Zealand. SPREP though a MOU with UNEP has facilitated completion of these activities:

?? A workshop was held in Apia, Samoa, in December 1998, to introduce countries to the Montreal Protocol and to seek feedback on how best to provide assistance
?? Since early 1999 a consultant under contract to UNEP and SPREP has carried out visits to the PICs involved in the Regional Strategy. By October 2001, the regional consultant had visited all of the PICs except Nauru, which has not responded to offers of assistance and PNG, which plans to work with GTZ.
?? In June 1999, representatives from the PICs attended a meeting in the margins of the OEWG in Geneva for a discussion on the regional programme.

?? In late 1999 the regional consultant visited the non-Party countries of the Cook Islands and Niue with the assistance of the New Zealand Government.
?? In June 2000, UNEP and SPREP established a co-operation agreement to provide support for the preparation and implementation of NCAPs and development of the Regional Strategy to phase out ODS in the PICs under the Multilateral Fund.
?? In April 2001 a further workshop was held in Apia, Samoa to discuss the status of the PICs and the assistance available to complete the NCAPs.
?? In October 2001 a workshop was held in the margins of the 13th Meeting of the Parties in Sri Lanka that discussed and endorsed the Regional Strategy approach to CFC phase-out in the PICs.

1.3.2 Assistance to countries

To date only Fiji, PNG and Samoa have received assistance to establish National Ozone Units (NOU) and only Fiji and Samoa have carried out projects to phase-out ODS. Kiribati, the Solomon Islands, Tuvalu and Vanuatu have received financial assistance, under an MOU with UNEP to help prepare their NCAP.

Table 1.2 Assistance to countries

Country	Activity Assisted
Fiji	Country programme preparation
Fiji	Assistance for formulation of refrigeration management plan
Fiji	Implementation of the RMP: Train the trainer programme for refrigeration service technicians
Fiji	Implementation of the RMP: Training of custom officers, ODS inspectorate and NOU staff
Fiji	Implementation of the RMP: National programme for recovery and recycling of refrigerants
Fiji	Institutional strengthening
Fiji	Renewal of institutional strengthening (Phase II)
Kiribati	Country programme preparation
Marshall Islands	Country programme preparation
Papua New Guinea	Country programme preparation
Papua New Guinea	Creation of an Ozone Unit
Samoa	Country programme preparation
Samoa	Assistance for formulation of refrigeration management plan
Samoa	Implementation of the RMP: Training of customs officials and NOU staff
Samoa	Implementation of the RMP: Training of refrigeration service technicians
Samoa	Establishment of the National Ozone Committee
Solomon Islands	Country programme preparation
Tuvalu	Country programme preparation
Vanuatu	Country programme preparation

2. CURRENT SITUATION

2.1 Current and forecast consumption of ODSs

2.1.1 Current CFC Consumption

According to information collected during the preparation of this strategy and presented in the individual NCAPs, five countries have zero known CFC consumption in 2000. Of those who continue to import CFCs, four countries reported consumption of less than 1 tonne of CFCs in 2000 and only three countries, have consumption greater than one tonne of CFC. Fiji once consumed over 50 tonnes of CFCs per year, but phased out CFC consumption in 2000.

The total CFC consumption for the whole region in 2000 was approximately 51 ODP tonnes of CFC, almost all of which was CFC-12.

Table 2.1 Consumption of CFCs in PICs (ODP Tonnes)

	Base Year Consumption	1995	1996	1997	1998	1999	2000
Cook Is [1] [2]	1.72	2.3	1.7	1.2	0.5	0	0
Fiji	33.40	59.8	26.7	13.7	13.1	9.38	0
FSM	1.22	1.3	1.2	1.2	0.9	1.2	1
Kiribati	0.70	0.4	0.2	0.2	0.3	0.2	0
Marshall Islands	1.16	1.2	1.1	1.1	0.6	1.1	0.5
Nauru							
Niue [1] [2]	0.05	0.1	0.1	0	0	0	0
Palau	1.46	1.7	1.1	2.1	2.1	0.4	0.6
PNG	36.2	9.7	62.6	36.4	45.2	68.1	47.9
Samoa	4.50	4.43	4.5	4.5	2.6	4.8	0.64
Solomon Islands	2.12	2.3	2.1	2.4	0.8	6.2	0[2]
Tonga	1.44	2.3	1.1	1.7	2.0	0.4	0
Tuvalu	0.33	0.3	0.4	0.3	0.3	0.2	0[2]
Vanuatu [2]	1.21	1.6	1.2	0.9	0.6	0.4	No data
Total	**85.5**	**87.5**	**103.9**	**65.5**	**69.0**	**92.5**	**50.6**

Note: Blank cells indicate no data

[1] Non-Party

[2] Data is from Consultant's report, presentations at 2001 Montreal Protocol workshop in Apia, Samoa and discussions with Regional Consultant. Data may not have been transmitted to Ozone Secretariat or may have been updated.

As noted elsewhere, all CFC consumption is now for servicing of existing refrigeration and air-conditioning equipment. Most CFC-12 (70-90% of consumption) is used for servicing of CFC-air conditioning in vehicles. A smaller amount of CFC-12 and all CFC-502 is used to service commercial refrigeration equipment. The remainder is used to service domestic refrigeration equipment.

2.1.2 Forecast CFC Consumption

The traditional sources of CFC supply: Australia, Fiji, NZ, Japan and the US have all reduced the amount of CFCs available for export.

While consumption remains uncontrolled by national legislation there remains the possibility of one off imports equivalent to several years consumption being imported to replenish current supplies. Such large shipments have occurred in the past. The most recent example of this occurred in the Solomon Islands where the local ODS importer made a one off shipment of CFC-12 from India equivalent to several years consumption at previous levels.

There are also significant risks to future compliance from the potential rise in demand for CFCs to service mobile air-conditioners (MACs) in second hand vehicles imported from Japan and South Korea.

Some countries, especially those in Micronesia (FSM, Palau and Marshall Islands) have more extensive trade with South East Asia than others in the Southern Pacific. Importers may begin to import from non-traditional sources if demand continues.

Also as noted, PNG and Palau face particular risks from smuggled CFCs because of their proximity to large developing countries (Indonesia and the Philippines respectively) with relatively large ongoing supplies of CFCs.

2.1.3 HCFC Consumption

Historical records of HCFC consumption in the PICs are poor. Because many PICs only ratified the 1990 London Amendment and 1992 Copenhagen Amendments very recently there has been no obligation to collect or report data. HCFC consumption in general and HCFC-22 in particular is reported to be rising, and has been since the early 1990s when companies began switching away from CFCs for use in commercial refrigeration. In PICs with international fishing fleets or which service these, HCFC consumption can be many times larger than CFC consumption as virtually all ocean going fishing vessels in the region use HCFC-22 as the refrigerant.

Table 2.2 HCFC Consumption data (Metric tonnes of HCFC-22)

Country	1995	1996	1997	1998	1999	2000
Cook Is[1 2 3]	2.50	3.00	3.50	4.00		
Fiji	20.00	27.27	0.00	43.64	18.40	28.51[3]
FSM				5.29	4.72	5.23
Kiribati [3]	0.48	0.33	0.29	0.43	0.56	0.54
Marshall Islands	1.08	1.31	1.31	1.33	2.34	2.39
Nauru						
Niue[1 2 3]	0.08	0.08	0.10	0.10		
Palau				1.42	2.07	1.28
PNG [3]	43.60	30.91	47.27	87.27		70.51
Samoa [3]				2.43	4.00	0.36
Solomon Islands	5.45	3.64	1.82	5.45		
Tonga			0.23	2.51	1.00	1.31
Tuvalu			0.23	0.23	0.20	0.28
Vanuatu [2]	0.60	0.60	0.60	0.80	1.00	

Note: Blank cells indicate no data

[1] Non-Party

[2] Data is from Consultant's report.

[3] Includes data presented at Montreal Protocol workshop in Apia, Samoa in April 2001 that may not have been transmitted to Ozone Secretariat or may have been updated since.

Because Article 5 countries are not required to control HCFC imports until 2015, the Regional Strategy only addresses HCFC consumption to assist with data reporting obligations.

2.1.4 Halon Consumption

None of the PICs currently has the ability to service halon fire extinguishers in their countries although some may have had facilities in the past. All imports of halons since the mid-90s were in manufactured halon fire extinguishers. Accordingly, consumption of bulk halons is zero in all countries. Where companies require servicing of extinguishers these are usually sent to other larger countries, particularly Australia or the US for servicing. The Solomon Islands is reported to have had a halon-filling rig in the past, but this has not operated since 1995. PNG also reported consumption of bulk halons in 1994, but has not reported any consumption since then. The Regional Strategy will ensure that halon consumption is prohibited in all countries. No actions are recommended or required in the Regional Strategy for addressing halon consumption

2.1.5 Methyl bromide consumption

There is no known use of methyl bromide for soil fumigation in the Pacific, although there is insufficient data from PNG to confirm this.

Most methyl bromide in the Pacific is imported from Australia, and to a lesser extent New Zealand. A small amount is imported from the US.

The Montreal Protocol allows countries to continue to use methyl bromide for QPS applications, provided the country is Party to the 1992 Copenhagen Amendment.
At least six of the PICs use methyl bromide for Quarantine and Pre-Shipment (QPS) fumigation of goods prior to export, and in some cases, for inward goods as well. Some, such as Kiribati, Tuvalu and the Cook Islands may have used methyl bromide for fumigation in the past, but do not have working fumigation facilities at present and have not imported any methyl bromide in recent years. Because all identified methyl bromide use is for QPS applications, it is exempted from controls under the Montreal Protocol and countries require no further action, other than to report quantities consumed.

PNG is reported to have used a small quantity of methyl bromide for fumigation of grain storage facilities. There is no information on the quantity used or whether the use constituted a QPS use under the Montreal Protocol. This possible non-QPS use will be addressed by the separate PNG Government/GTZ study.

Table 2.3 Consumption of methyl bromide in PICs

Country	Party to the 1992 Copenhagen Amendment?	Consumption in 2000 (metric tonnes)
Fiji	May 2000	6.7[1]
FSM	November 2001	No data[2]
PNG	Not Party to Amendment	0.3
Samoa	October 2001	0.1
Solomon Islands	August 1999	0.609kg (1999)
Tonga	Not Party to Amendment	0.7 tonnes

Note: [1] Data is estimate only and has not been transmitted to Ozone Secretariat
[2] No official data available. Given as "100 kg per year" in consultant's report.

No activities are recommended or required under the Regional Strategy to phase out methyl bromide consumption for non-QPS uses. Consumption of methyl bromide for all non-QPS uses will be banned by national legislation as soon as this is developed.

2.1.6 Consumption of other ODS

There is no reported use or consumption of any other ODS, i.e. methyl chloroform, carbon tetrachloride, "other CFCs" and HBFCs anywhere in the Pacific. It is extremely unlikely that anyone would wish to import or use any of these substances in the Pacific, as there are no facilities able to use them. The Regional Strategy does not address the consumption of the other ODS, except to recommend all countries ban the import of these substances to ensure they remain in compliance.

No activities are recommended or required under the Regional Strategy to phase out other ODS uses. Consumption of all other substances uses will be banned by national legislation as soon as this is developed.

2.2 Industry structure

Surveys conducted show that all CFC consumption in the Pacific is for servicing of existing refrigeration and air-conditioning equipment. There are no manufacturing facilities using CFCs to manufacture plastic foam or refrigeration equipment. There is no known use of ODS solvents either.

2.2.1 Importers

Historically, countries in the Southern Pacific (Cook Islands, Fiji, Kiribati, Niue, Solomon Islands, PNG, Tonga, Tuvalu, and Samoa) imported CFCs from New Zealand and Australia, while those in the Micronesia in the Northern Pacific (FSM, Palau and Marshall Islands) imported CFCs from the US, and to a lesser extent, from Japan. There is no information on ODS supplies in Nauru, but it is assumed that, because of their location, they primarily traded with Australia and Fiji. Because of its colonial links to France, Vanuatu was unusual in importing most of its CFCs from Europe. This supply was reported to have stopped in 2000, but there is no official data to confirm this.

After New Zealand and Australia phased-out their domestic consumption of CFCs, most countries in the Southern Pacific began importing CFCs from Fiji, which is the main hub port for the Southern Pacific. The notable exceptions to this were the Cook Islands and Niue which essentially phased-out CFC consumption shortly after New Zealand. Trading routes did not allow them access to the Fijian suppliers of CFCs at a reasonable cost.

There is very little trade among the islands of the Southern Pacific, other than with Fiji. This is because most shipping routes are directly from Australia, Fiji or New Zealand, so high freight costs discourage inter-island trade. There is record of CFCs being traded between PNG and the Solomon Islands and also between the Solomon Islands and Samoa.

In Micronesia, imports of CFCs have, until recently (early 2001), continued to primarily come from the mainland US, with other supplies coming from Guam and Hawaii. It was reported that since early 2001 it has become more difficult to export CFCs from the US and importers are either ceasing import of CFCs or looking to Asia for additional supplies. Those who continue to import CFCs, do so mainly from Singapore, while a few have imported small quantities, especially of the disposable one pound (500gm) cans, directly from China.

Most islands have one or more major importer of refrigerant gas that often import for their own use, but also sell to local customers. In the very small islands (e.g. Cook Islands, Niue, Kiribati and Tuvalu) individual service workshops tend to order refrigerants on an "as needed" basis from other countries, most notably from Fiji or New Zealand.

2.2.2 Users of Refrigeration and Air Conditioning

There is no known use of CFCs for manufacturing or assembly of new equipment in any country. In all islands, where CFCs are still available, the service of mobile air-conditioners (MACs) is the largest remaining use of CFCs. Servicing of MACs makes up 70 – 90% of ongoing use. This is followed by use in servicing commercial refrigeration equipment with

the smallest use in servicing domestic refrigeration. It is clear that assistance to reduce use of CFCs in servicing MACs will be a focus for any assistance in the PICs.

2.3 Institutional and policy framework

2.3.1 Regional Organisations

There are a number of regional bodies that may have a role in implementing the Montreal Protocol in the Pacific. The most important for the implementation of the Montreal Protocol is the South Pacific Regional Environment Programme (SPREP)

?? **The South Pacific Regional Environment Programme (SPREP)**

SPREP is based in Apia Samoa. UNEP played a major role in the establishment of SPREP as part of it's Regional Seas Programme. Since then its mandate has widened. SPREP's mission is now to:

?? To promote co-operation in the Pacific islands region.
?? To provide assistance in order to protect and improve the environment, and
?? to ensure sustainable development for present and future generations.

SPREP, under an MOU with UNEP, has carried out preparatory activities including assistance with the development of the individual NCAPs and development of regional strategy, with financial assistance from Multilateral Fund and New Zealand.

Because resources in the small islands are concentrated on the climate change issue, the Montreal Protocol and climate change activities should be co-ordinated at a regional level. SPREP, which is involved in a number of regional initiatives, will facilitate this.

In addition to SPREP there are several other regional bodies that may have a role in implementing the Montreal Protocol.

?? **The Secretariat for the Pacific Community (SPC)**

The Secretariat for the Pacific Community (SPC) is a Pacific Island development organisation with a mandate as a technical advisory, training and research organisation. The SPC's Plant Protection programme has had an important role in encouraging countries to ratify the 1992 Copenhagen Amendment to ensure they have ongoing supplies of methyl bromide for quarantine and pre-shipment applications.

?? **The Oceania Customs Organisation (OCO)**

The Oceania Customs Organisation (OCO) is a regional body established in 1998 representing Customs agencies in 23 countries and territories in the Pacific region. Its headquarters are in Brisbane, Australia. The OCO has a range of functions, including promotion of training of Customs officers. The OCO has indicated willingness to work with SPREP and other agencies to help co-ordinate provision of training to Customs Officers in the region.

?? **The South Pacific Forum (SPF)**

The South Pacific Forum (SPF) represents Heads of Government of all the independent and self-governing Pacific Island countries, Australia and New Zealand. Its primary focus is on

areas of political and economic co-operation. The Forum has not dealt with the Montreal Protocol, but may be involved in the future in encouraging implementation.

2.3.2 Existing Regional Trade and Environmental Agreements

There are no regional trade or environmental agreements with obvious application to the implementation of the Montreal Protocol. While regional agreements do exist in areas such as hazardous wastes, implementation is still carried out at a national level, usually with the assistance of SPREP.

2.3.3 National Policy and Regulatory regimes

Of the fourteen PICs, only Fiji has implemented comprehensive regulations to control the import of ODS. Samoa is in the process of developing controls as part of its RMP, but this has not been completed. None of the other countries have any legislation in place. The Solomon Island NCAP reports that their government began to implement controls on the import of ODS in 2000, but this process has been disrupted due to civil unrest.

Fiji
Fiji has two primary controls on ODS. The Ozone Depleting Substances Act 1998, and the Ozone Depleting Substances Regulation 2000. These provide comprehensive controls on the import, export and use of all ODS in Fiji. The most important control, especially for neighbouring countries are the prohibitions on the import and export of all ODS except HCFCs and methyl bromide from (or before in some cases) 1 January 2000.

The Act makes it illegal to sell, store, process or purchase for resale any controlled substance in any premises or facility in Fiji and bans the import of any controlled substances or any apparatus or equipment, which contains a controlled substance other than HCFCs or methyl bromide.

No one can undertake any activity in Fiji related to controlled substances unless they have a license from the Department of the Environment and conform to certain conditions under the Act.

Samoa
Samoa does not currently have legislation to control ODS. Draft regulations have been prepared that will be implemented under the Lands, Surveys and Environment Act 1989. The NOU, together with National Ozone Committee have prepared the first draft of the "Ozone Layer Protection Regulation" and this draft was submitted to the Minister and the Director of Lands, Surveys and Environment for their comments in late 2001. The draft regulation includes:

- Ban on import, export or sale of any automotive air conditioner.
- Ban on import or export of any air conditioner, air condition unit, refrigerator or refrigeration unit, including compressor that contains or uses CFC.
- Reduction on import duties for recovery and recycle units for the recovery, recycle and reuse.
- Ban on import of any system that contains a CFC.

?? Ban on the purchase of CFCs to individuals not accredited.

Once it is finalised, the NOU will submit the regulation to the Cabinet for approval before its enforcement.

Before implementing a total ban on ODS, importers will be required to obtain permits or licenses to bring in ODSs into Samoa by following the procedures in the proposed import licensing system. This licensing system will be formulated once Cabinet approves the regulation.

Solomon Islands
In 1998, the Solomon Islands National Parliament passed an Environment Bill, which encouraged the country to "comply and give effect to the regional and international conventions and obligations relating to environment."

To effectively control and monitor the imports and exports of the ozone deplete substances, the government was in the process of amending the Custom and Excise Act to include the ozone deplete substances as restricted and prohibited imports and exports. However, this process was not completed due to civil unrest (see Annex 5).

3. IMPLEMENTING PHASE OUT

3.1 Commitment to the Regional Strategy

National Compliance Action Plans (NCAPs) have been developed by eight countries. All but two of the NCAPs have been completed and endorsed by senior government officials in the relevant countries. It is expected that the two remaining Governments (FSM and Vanuatu) will also complete development of their NCAPs and formally endorse the Regional Strategy in the near future. The attached NCAPs (Annex 5) are the core basis from which the Regional Strategy is developed. This Strategy has been discussed with the government of PICs and they have also endorsed it in their letters submitting their NCAPs.

Copies of the letters of endorsement by the Governments are also attached in Annex 5.

3.2 National level activities

3.2.1 National Compliance Centres

It is proposed that all countries that have not received assistance to date be provided with financial support for a part time "National Compliance Centre" (NCC) in their countries. This assistance will be for three years at a rate equivalent to 37% of a full time position for three years at normal costs for a Government position in each country (as provided by the national Government and verified by SPREP). All of the National Government have agreed to provide in-kind support in the form of office space and some office equipment.

The figure of 37% of a full time position is derived from the assumption that the bulk of the tasks for the NCC will fall in the first year. It is assumed that for the first year the position would be funded at 70% of full time and for the following two years it would be funded at

20% of fulltime. The actual allocation of hours will be at the discretion of the national Governments within the overall total allocated.

This support would be provided to the following countries:

Table 3.1 Costs for National Compliance Centres for three years (US$)

	Cost for one full time position at standard national rates[1].	Costs for one year at 70% of full time position	Cost for two years at 20% of full time position	Total for country over three years.
FSM[2]	$ 20,000	$14,000	$8,000	$22,000
Kiribati	$ 10,000	$7,000	$4,000	$11,000
Palau	$ 20,000	$14,000	$8,000	$22,000
Marshall Islands	$ 20,000	$14,000	$8,000	$22,000
Solomon Islands	$7,500	$5,250	$3,000	$8,250
Tonga	$7,000	$4,900	$2,800	$7,700
Tuvalu	$5,000	$3,500	$2,000	$5,500
Vanuatu[2]	$7,500	$5,250	$3,000	$8,250
Total		**$67,900**	**$ 38,800**	**$106,700**

[1] Estimates provided by national governments
[2] Estimate provided by SPREP. Final estimate awaited from national government.

Three countries, i.e. Fiji, PNG and Samoa are ahead in getting national support and three are not Parties or have not requested assistance at this time.

The NCC will carry out national activities related to the compliance with the Montreal Protocol that are set out in the individual NCAPs in Annex 5. In particular the NCC will be responsible for development and implementation of national regulations to control consumption of ODS in the country. This task is expected to occupy most of the NCC's time for the first year.

Each NCC will:

?? Develop and implement national regulations to control consumption of ODS and ODS containing goods in accordance with approved NCAPs.
?? Allocate import licences in accordance with NCAP and national regulations where required.
?? Hold meetings of national ozone committees to ensure co-operation and compliance at a national level.
?? Undertake awareness raising activities.
?? Maintain close co-operation and communications with UNEP, SPREP and any bilateral donors.
?? Co-ordinate the provision of training programmes for refrigeration technicians and customs officers with UNEP, SPREP and training provider.
?? Collect and report data on consumption to Ozone Secretariat and Multilateral Fund as required.
?? Provide financial reports to Multilateral Fund as required.
?? Provide quarterly reports to SPREP on progress with implementation of NCAPs.
?? Implement licensing and accreditation schemes if required under individual NCAPs.

?? Participate in any regional meetings to share information on implementation of Montreal Protocol and in any regional electronic information exchange forms.
?? Participate in international meetings, such as Open Ended Working Group (OEWG) meetings and Montreal Protocol Meeting of the Parties where existing funding allows.
?? Assist consultants from SPREP or other agencies when visiting country.

In addition to the funds for the above tasks, funds are requested for other costs associated with establishing and operating the office. These include an amount for purchase of necessary office equipment, such as computers and software, communications and a small national allowance for public awareness activities. The amount for public awareness is intended to pay for in-country costs, such as advertising and is in addition to the separate amount requested below for printing and translation costs.

Table 3.2 Other national support costs (US$)

	Support for operation of NCC (communication, computer software etc) For three years	Public awareness, information dissemination and monitoring for three years	**Total funds for three years**
FSM	$5,500	$ 6,500	$12,000
Kiribati	$5,500	$ 6,500	$12,000
Palau	$5,500	$ 6,500	$12,000
Marshall Islands	$5,500	$ 6,500	$12,000
Solomon Islands	$5,500	$ 6,500	$12,000
Tonga	$5,500	$ 6,500	$12,000
Tuvalu	$5,500	$ 6,500	$12,000
Vanuatu	$5,500	$ 6,500	$12,000
Total	**$44,000**	**$ 52,000**	$96,000

Activity	**Budget**
Assistance to eight countries for part time position in "National Compliance Centre"	US$106,700
Assistance to eight countries for support for operation of NCC (e.g. communications, public awareness and monitoring activities)	US$96,000
TOTAL	US$202,7000

3.2.2 Training of Trainers/Technicians in Good Practices of Refrigeration

All of the NCAPs have identified the need to train workers in the refrigeration sector to ensure they have the skills to manage the phase-out of CFC refrigerants. The skills required include the knowledge of how to keep existing equipment functioning by reducing leakage through better maintenance, retrofitting existing equipment to utilise low or non-ozone depleting refrigerants and the use of recovery and recycling equipment, especially for mobile air-conditioners.

This training has a high priority in the strategy because of the current largely un-met demand for CFCs to service the mobile air-conditioners (MACs) in the imported second hand vehicles. As noted, this trade poses a great risk to all countries' ongoing compliance. It is therefore important that service technicians have the skills to service CFC-MACs either by reusing the CFCs in the vehicles through the use of recovery and recycling equipment, or to service them without CFCs, by retrofitting them to alternatives.

In the commercial refrigeration sector, selection of inappropriate refrigerants and poor maintenance may increase energy assumption in resulting in unnecessary increases in energy demand, contributing to climate change concerns. All training will include advice on improving energy efficiency of equipment.

The Strategy proposes that training will take place in each country in the region. This is because the very high costs of travel between countries make it more costs effective to "send the course to the country" than it does to send the "country to the course". Any savings in the costs of trainers time by centralising the training are usually quickly off set by higher travel costs if more than one or two persons will travel from the country.

It is proposed that where there is a technical training centre in the country concerned that teaches refrigeration courses, the training will be of the "train the trainers" form. These trainers will continue the training at their colleges after the instructor has left. Where there is no technical training capacity in the country, the training will be held as a one off training course in the country. In both cases the training course, when it is held, will be open to as many people as possible/practical to ensure maximum benefit from having the trainers in the country.

Annex 3 contains a detailed outline of the proposed training of trainer/technicians in good practices of refrigeration.

Table 3.3 Costs for countries participating in refrigeration sector training (US$)

	Costs of Training	Recommended number of recovery and recycling machines	Cost of machine (including transport) at US$4,000 per machine	Total cost for Refrigeration sector training
FSM	$10,000	4	$16,000	$26,000
Kiribati	$10,000	2	$8,000	$18,000
Palau	$10,000	4	$16,000	$26,000
Marshall Islands	$10,000	5	$20,000	$30,000
Solomon Islands	$10,000	6	$24,000	$34,000
Tonga	$10,000	5	$20,000	$30,000
Tuvalu	$10,000	2	$8,000	$18,000
Vanuatu		4	$16,000	$26,000
Total	**$80,000**		**$128,000**	**$208,000**

The amount requested includes an allocation US$10,000 per country to pay for the training provider and the costs of conducting the training in each country. The budget also includes an amount to purchase recovery and recycling equipment and to transport it to the each of the countries. Under the Regional Strategy, each country will be provided with a number of

recovery and recycling machines (see Table 3.3 above) for use in the MAC service sector, where recycling is a priority. The number of machines has been calculated based on the historic levels of consumption between 1995 and 2000.

After training has been provided, at least one machine will be used by the training institution for further training courses, where such institutions exist.

Although in developing the budget, individual sums have been allocated for the costs of training against each country involved (Table 3.3), it is intended to pool these funds into one regional training fund, to be administered by SPREP. It is intended that the actual training courses will be provided by an regional industry or educational body. Because of their considerable experience in this area, it is likely that the training organisation will be from Australia. The organisation will link up with the training colleges and institutes identified in each country's NCAP. Because Fiji is a hub airport for many countries it may be cost effective in some instances to hold the training in Fiji, especially where the country concerned does not have its own training facility. Where this is cost effective, Fiji's Institute of Technology, which carried out the refrigeration sector training in Fiji, will also be utilised for regional training of refrigeration technicians.

By contracting one or two agencies to carry out the training in all countries, it is expected that there will be greater opportunities for cost savings and economies of scale.

The training will only take place after CFC prices are favourable, but as noted this is already the case in all countries involved in the Regional Strategy where CFCs are either unavailable, or where prices are reported to be rising sharply.

Training will initially focus on those countries which still have CFC consumption (The Federated States of Micronesia, Marshall Islands, Palau and the Solomon Islands), but will include technicians from as many countries as possible, with all countries receiving training over the three years.

The New Zealand Government is also being approached to contribute additional funding to follow up on the training workshop held in New Zealand in May 2000. If such funding is provided, it would be from non-Montreal Protocol sources.

Participation of PNG

The Government of PNG has requested it take part in the training under the Regional Strategy on a "train–the-trainers" basis. The funds for carrying out the train-the-trainer activities in PNG are discussed separately under 3.3.5 Technical assistance for other countries. Additional training may be undertaken by GTZ as identified in PNG's NCAP, which is still being developed. PNG will not be provided with any recovery and recycling equipment under the Regional Strategy.

Activity	**Budget**
Refrigeration sector training ("Train the trainers/ Technicians") for eight countries, including provision of recovery and recycling machines	US$208,000
TOTAL	US$208,000

3.2.3 Training of Customs Officers

Training for Customs Officers will be an important part of the Regional Strategy. The training will be offered to the nine countries under the RS. (i.e.: FSM, Kiribati, Marshall Islands, Palau, PNG, Solomon Islands, Tonga, Tuvalu and Vanuatu)

Some countries, most notably PNG and Palau face particular risks from smuggling because of their proximity to larger developing countries that still have CFC supplies. Others face risks particularly from mislabelled shipments being imported for use in MACs. This training will therefore focus on recognition of CFCs and their alternatives. It will be based on the course and manuals developed by UNEP DTIE. Annex 2 discusses the contents of the proposed Customs training courses in greater detail.

The Oceania Customs Organisation (OCO) has indicated that it will assist to co-ordinate the customs training, allowing co-ordination with other training programs they are already undertaking. The actual training is expected to be provided by the regional consultant under this programme. The regional consultant will also attempt to carry out the training in conjunction with other country visits in order to reduce costs for this training.

Fiji and Samoa have already received Customs training and their officers may be used to train others in the region where this is possible.

In addition to the provision of training in recognition of ODSs, all Customs agencies in the region will receive one or two refrigerant identifiers for testing refrigerants at the ports. The number provided will depend on the number of ports and amount of refrigerants imported.

Table 3.4 Funds requested for country-level assistance for enforcing ODS regulations (including a licensing system), training of customs officers and ODS identification kits (US$)

FSM[1]	$ 10,000
Kiribati[1]	$10,000
Palau	$8,000
Marshall Islands	$ 8,000
Solomon Islands	$ 8,000
Tonga	$ 8,000
Tuvalu	$ 8,000
Vanuatu	$ 8,000
Total	**$ 68,000**

[1]Additional funds have been allocated because of the very high internal travel costs in these countries.

Participation of PNG

PNG intends to take part in the RS's Customs training and funds have been allocated for this in the separate budget line in section 3.3.5 below.

Activity	Budget
Country-level assistance for enforcing ODS regulations (including a licensing system), training of customs officers and ODS identification kits	US$68,000
TOTAL	**US$68,000**

3.3 Regional level activities

3.3.1 Development of model regulations

The primary task of the NCCs will be to develop and implement appropriate national legislation to ensure that the phase-out of CFCs in sustainable. To assist countries in this, SPREP will oversee the development of model national regulations for all countries. These will be based on models from countries in the region such as Australia and New Zealand and also Fiji, which is the only PIC to implement national controls so far.

Each model will be customised for the country, to take into account the current institutional framework in the countries, including existing organisations (e.g. ministry of environment, customs and trade organisations, national committees), policy (legislation in place, economic incentives) as well as current and forecast consumption. National level workshops will be conducted to assist with implementation of these model regulations in each country.

The model regulations will be provided to all countries in the region, including the non-Parties. However, any assistance to the non-Parties to implement the regulations will either be provided by the New Zealand Government directly, or it will be provided as a bilateral contribution, once they have ratified.

Activity	Budget
Policy assistance and guidance to countries for the development of model ODS regulations and adaptation at the national level	US$90,000
TOTAL	US$90,000

3.3.3 Thematic meetings

The Regional Strategy proposes that one meeting be held each year for the three years of the project on a thematic, issue (i.e. compliance; monitoring, including custom codes; good practices in refrigeration; and certification and regulations, including public awareness and policy enforcement). These discussions should focus on implementing of strategies and draw on experiences of all countries in the region, including developed countries such as Australia and New Zealand. The meetings will be open to all PICs, including Fiji, Samoa and PNG, in order for the countries to share their common experiences. Assistance for participation by the two non-Parties will be requested from the New Zealand Government.

Where possible, SPREP will take advantage of other regional meetings to hold Montreal Protocol workshops in the margins, especially where the meetings take place at SPREP's Headquarters. This has occurred already on several occasions during preparation of the NCAPs.

The budget for these meetings is US$50,000 for three meetings over three years.

Activity	**Budget**
Three thematic meetings to be held over three years at central location in Pacific for twelve countries on issues related to implementation of the Regional Strategy.	US$50,000
TOTAL	US$50,000

3.3.4 Technical assistance to countries and regional Implementation

It is clear from the lack of progress in implementing the Montreal Protocol in the region, until SPREP's involvement in 2001, that the countries do not have the capacity to carry out implementation on their own. Past experience has shown that clear regional guidance and oversight is the key to successful implementation of environmental initiatives in the Pacific island countries. The model of regional support proposed for implementing the Montreal Protocol is already being successfully used by SPREP to implement the Climate Change Convention and the Basel Convention on Transboundary Movement of Hazardous Wastes in the region.

Under the overall guidance of UNEP DTIE and its Regional Office for Asia and the Pacific, SPREP will play a key role in overseeing the implementation of the Regional Strategy and providing the necessary technical assistance. It will provide guidance to the countries for implementation of the national activities and the Regional Strategy, including the regional training for customs officers and refrigeration technicians. SPREP will also and provide policy assistance and co-ordinate regional awareness raising programmes.

SPREP will play the major role in co-ordinating phase out efforts in the region, using local and regional consultants and local staff (Assistant Project Officer (APO)) for 3 years, in order to build local capacity and ownership. This approach has been endorsed by all of the countries involved. Furthermore, this approach is an extension of UNEP's reoriented programme which focuses on achieving and sustaining compliance, promoting greater sense of country ownership, and implementing the agreed Executive Committee framework for strategic planning.

To ensure that the strategy is implemented successfully, SPREP will carry out the actions that are indicated in Sections 3.4 and 3.6. These include:

?? Overseeing establishment of National Compliance Centres in eight countries, including development and implementation of contracts with national Governments.
?? Disbursing funds to national governments under the strategy and in line with milestones set out in Section 3.6 Monitoring arrangements

?? Assisting with communications between countries
?? Co-ordinating provision of training for refrigeration technicians/train the trainer.
?? Administering fund for subsidy of recovery and recycling equipment
?? Organising workshops in margins of other meetings held at SPREP
?? Overseeing development of model national regulations and assist with implementation at National level
?? Overseeing translation of existing publicity material into Pacific languages and distribute to countries.
?? Providing general policy assistance and co-ordinate regional awareness raising programmes.

Table 3.5 Funds requested for technical assistance and regional implementation over three years (US$)

FSM	$ 15,000
Kiribati	$ 15,000
Palau	$ 15,000
Marshall Islands	$ 15,000
Solomon Islands	$ 15,000
Tonga	$ 15,000
Tuvalu	$ 15,000
Vanuatu	$ 15,000
Total	**$ 120,000**

Activity	**Budget**
Technical assistance to the countries and regional implementation including assistance in monitoring the implementation at the regional level	US$120,000
TOTAL	US$120,000

3.3.5 Technical assistance for other countries in the region not included in the Regional Strategy

As noted above and shown in table 3.6, the Government of PNG wishes to take part in certain elements of the Regional Strategy, but not all. The cost for these activities has not been included in the budgets. Instead, a separate budget of US$50,000 is proposed to cover these costs, plus the costs of providing any assistance that Fiji and Samoa may require in implementing their strategies. In addition, they will be utilised to assist Nauru, and, once they ratify, become involved, should the Government wish.

Table 3.6 Participation in Regional Strategy

Country		Regional Strategy Activity							
		Institutional Strengthening	Office set up costs	Communication costs	Participation in regional meetings	Public awareness	Customs training	Technicians training	Recovery and recycling subsidy
FSM		†	†	†	†	†	†	†	†
Kiribati		†	†	†	†	†	†	†	†
Marshall Islands		†	†	†	†	†	†	†	†
Palau		†	†	†	†	†	†	†	†
Solomon Islands		†	†	†	†	†	†	†	†
Tonga		†	†	†	†	†	†	†	†
Tuvalu		†	†	†	†	†	†	†	†
Vanuatu		†	†	†	†	†	†	†	†
Nauru[2]	Ratified November 2001	[2]	[2]	[2]	†	[2]	[2]	[2]	[2]
Niue[3]	Not a Party	[3]	[3]	[3]	† [4]	[3]	[3]	[3]	[3]
Cook Islands[5]	Not a Party	[5]	[5]	[5]	† [6]	[5]	[5]	[5]	[5]
Fiji	National funds already allocated	X	X	X	†	X	X	X	X
PNG	National funds already allocated	X	X	X	†	† [7]	† [8]	† [9]	X[10]
Samoa	National funds already allocated	X	X	X	†	X	X	X	X

[2] Assistance to be discussed with national government. To be funded by a separate bilateral contribution.
[3] To be funded as a separate bilateral contribution from New Zealand Government once ratified
[4] With financial assistance from New Zealand Government until ratification
[5] To be funded as a separate bilateral contribution from New Zealand Government once ratified
[6] With financial assistance from New Zealand Government until ratification
[7 8 9 10] A separate strategy document is being prepared jointly by the Government of PNG and GTZ that will include specific proposals for activities in PNG. These may include additional activities in these areas. Any funding requested for this will be separate from that in the Regional Strategy.

3.4 Implementation Schedule

Table 3.7 Implementation schedule

Activity	2002			2003				2004				2005
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Establish National Compliance Centres within the environment agencies of the individual countries (as set out in individual NCAPs).	X	X										
Develop model regulatory framework for all countries to achieve accelerated phase-out to implement the Montreal Protocol.	X	X										
Collect and report to Ozone Secretariat all outstanding consumption data for all countries for all years.	X		X			X	X			X	X	
Three thematic workshops on implementation of Montreal Protocol over three years.					X				X			X
Implement and monitor training of customs officers to ensure proper control of import and export of ODSs and information collection and submission in all countries				X	X	X	X	X	X	X	X	X
Implement and monitor training of refrigeration service technicians in good practices of refrigeration to minimise the use of ODSs and mitigate their emissions into the air during the service of refrigerators			X	X	X	X	X	X	X	X	X	X
Provide Pacific-relevant materials from UNEP DTIE to countries for public awareness campaign on necessity and means for protection of the Ozone Layer of the Earth		X	X	X	X	X	X	X	X	X	X	X

3.5 Budget and financial programme

The estimated cost of the projects equals to US$788,700 of which US$338,700 is being sought from the Multilateral Fund and AUS$702,000 (equivalent to US$450,000 calculated at the fixed exchange rate of 1.56 AUS$ per US$ as agreed in Decision 11/6) will be contributed by the Australian Government as a bilateral contribution under the Multilateral Fund. Implementation of the individual NCAPs and of the Pacific Regional Strategy will be dependent on financing by the Multilateral Fund.

In addition to the bilateral contribution of AUS$702,000 by Australia, the New Zealand Government has indicated it will assist the Cook Islands and Niue once they have ratified. The level of assistance required by the Cook Islands, Nauru and Niue has not been determined and will be the subject of a separate proposal.

The bilateral assistance may also include funds from other, non-Montreal Protocol sources, such as development budgets.

Table 3.8 Summary of costs of projects in Pacific Regional Strategy

	Project	Funds Requested from the Multilateral Fund	Agency responsible
1	Establishment of National Compliance Centres (NCCs) in eight countries including office set up costs, communications, local public awareness activities and monitoring activities	US$202,700	UNEP
2	National training programme for refrigeration service technicians, including R&R equipment in eight countries .	US$208,000	Government of Australia
3	Country-level assistance for enforcing ODS regulations (including a licensing system), training of customs officers and ODS identification kits	US$68,000	Government of Australia
4	Policy assistance and guidance to countries for the development of model ODS regulations and adaptation at the national level	US$90,000	UNEP
5	Three thematic meetings on issues related to implementation of the Regional Strategy to be held over three years at central location in Pacific for twelve countries.	US$50,000	UNEP
6	Technical assistance to the countries including assistance in monitoring the implementation at the regional level	US$120,000	UNEP
7	Technical assistance for other countries in the sub-region not included under the PIC strategy	US$50,000	UNEP
	Total	**US$ 788,700**	

Note: Australia's 2002 Final Business Plan states that Australia will contribute the fixed exchange rate equivalent of US$450 000 ($1US = $1.56 AUS). It is Australia's intention that this money be directed to refrigeration technician training and the "country level enforcement" activities. However, these only total US$276 000. Australia would like to confirm that its allocation of funds to these line items does not preclude Australia from funding other activities under this project.

Table 3.9 Funds requested from the Multilateral Fund for all activities

Total for all projects	US$788,700
AUS$702,000 contributed by Australia as bilateral contribution converted toUS$450,000 calculated at the fixed exchange rate of 1.56 Australian dollars for each US dollar as agreed in Decision XI/6.	US$450,000
Amount requested from Multilateral Fund	**US$338,700**

3.10 Funds Disbursement from the Multilateral Fund to UNEP

2002 (First ExCom of 2002)	60%
2003 (First ExCom of 2003)	40%

3.6 Monitoring arrangements

SPREP, UNEP, and Bilateral Partners will closely monitor the project to ensure that it satisfies the proposed performance indicators.

The Regional Strategy will be implemented through a system of:

1) Policy-based actions by the individual Governments
2) A locally-managed action plan to phase down imports and implement specific individual phase out activities
3) Performance based contracts with SPREP to carry out specified tasks including contracts with national governments to implement NCAPs and provision of refrigeration technician training and Customs officers training.
4) Performance based contracts between SPREP and technical consultants and training institutions to carry out specified training of refrigeration technicians and Customs Officers.
5) Monitoring through a system of performance based indicators; and
6) Measures to ensure compliance with main objectives of the Regional Strategy.

The key approach to implementation and monitoring for the eight core-countries will be through performance-based contracts and performance-based indicators covering policy actions, and management.

The Regional Strategy will be managed locally with UNEP providing overall co-ordination and SPREP and the NCCs working together to develop and implement a series of compliance activities. A detailed description of the responsibilities allocated between SPREP and NCC is given in each NCAP in Annex 5.

The national level funding will be allocated to each country through individual contracts with SPREP. Each country will be accountable directly to SPREP for their national expenditure. In turn SPREP will be accountable to UNEP for the overall costs of assistance to NCCs.

100% of the funds for the national assistance will be disbursed to SPREP. The PICs and SPREP will then agree on individual action programmes for disbursing these funds in each country. Each contract with the national Government will give the performance targets and indicators to be achieved and reported. Because most of the costs for the PICs will fall in the

first 12 – 18 months of the project, funds will be disbursed to national governments in three instalments of 60%, 30% and 10% of national budgets (as set out in Table 3.1 and 3.2 of the strategy). Payments of the second and third instalment will be made upon achievement of the performance targets given in Table 3. 9 below, but are intended to fall approximately in the middle of the project and at its completion.

Table 3.11 Proposed disbursement of funds from UNEP to PIC Governments and performance indicators.

Instalment	Expected timing	Percentage of total National funds	Performance indicator
First	Second quarter of 2002	60%	?? Upon signing of contract with SPREP
Second	Fourth quarter of 2003	30%	?? Completion of national regulations to stage of submission to Cabinet (or equivalent body). ?? Conducting one or both of refrigeration technicians training and Customs officers training. ?? Submission of all relevant data to Ozone Secretariat and Multilateral Fund. ?? Submission of financial reports to SPREP on expenditure of first instalment
Third	Fourth quarter of 2004/first quarter of 2005	10%	?? Implementation of national regulations ?? Conducting both refrigeration technicians training and Customs officers training. ?? Submission of all relevant data to Ozone Secretariat and Multilateral Fund. ?? Submission of financial reports to SPREP on expenditure of first instalment

CFC imports and consumption will be zero by the end of 2005 (or earlier) as proposed in the Regional Strategy and in the individual NCAPs. Consumption of ODS in the region will be monitored through receiving the data provided by the national Governments which will then be collated by SPREP. Collection of national data will be the responsibility of the individual NCCs, but the SPREP APO will be responsible for ensuring data is submitted to the Multilateral Fund and Ozone Secretariat by due dates. SPREP will ensure the timely submission of annual reports on ODS consumption for the nine countries involved in the Regional Strategy (FSM, Kiribati, Marshall Islands, Palau, PNG, Solomon Islands, Tonga, Tuvalu and Vanuatu), as per article 7 of the Montreal Protocol. The APO will also assist with follow up with the remaining countries to ensure correct data is submitted on time.

UNEP will provide oversight for the Regional Strategy through executing an overall performance-based contract with SPREP. The legal agreement/Action Programs will give SPREP the overall co-ordination and management role at a regional level, and describe the responsibilities and operational role of SPREP (and other local entities, including bilateral donors, as may be required) to implement the Regional Strategy. The proposed tasks of SPREP are set out in section 3.3.4 of the Regional Strategy.

Disbursements will be tied to achieving performance indicators.

Table 3.12 Disbursement of funds from UNEP to SPREP for regional activities

Instalment	Expected timing	Percentage of total regional funds	Performance indicator
First	Second quarter of 2002	60%	?? Upon signing of contract with UNEP
Second	Fourth quarter of 2003	30%	?? Signing of contracts with training providers for refrigeration technicians training and Customs officers training. ?? Conducting at least four refrigeration technicians training and four Customs officers training sessions . ?? Submission of all relevant data to Ozone Secretariat and Multilateral Fund. ?? Submission of financial reports to SPREP on expenditure of first instalment ?? Development and distribution of model regulations ?? Organisation of workshop to discuss draft regulations ?? Organisation of at least one thematic meeting on a topic to be agreed with UNEP for all fourteen countries in region (with assistance from bilateral donors as necessary)
Third	Fourth quarter of 2004/first quarter of 2005	10%	?? Implementation of national regulations in all countries, with assistance from SPREP ?? Conducting refrigeration technicians training and Customs officers training in all nine countries. ?? Submission of all relevant data to Ozone Secretariat and Multilateral Fund. ?? Submission of financial reports to SPREP on expenditure of second instalment ?? Organisation of at least two further thematic meeting on topics to be agreed with UNEP for all fourteen countries in region (with assistance from bilateral donors as necessary)

SPREP will be responsible for submission of annual reports on progress of implementation of Regional Strategy by SPREP and submission of reporting under the individual NCAPs by the individual NCCs, as per decision of the 10th Meeting of the Executive Committee of the Multilateral Fund. The report is to be submitted to the Multilateral Fund Secretariat.

UNEP will monitor overall implementation of the Regional Strategy, primarily through performance indicators in annual progress reports to be submitted by SPREP and NCC.

The final instalment will not be approved until SPREP can confirm:

CFC consumption is zero; the eight core countries are in full compliance with the Regional Strategy; and any audit reports that are due have been submitted.

The agreement between SPREP and UNEP will clearly designate the responsibilities of SPREP and those actions to be delegated to NCC (or any other entity).

Performance based contracts, using agreed performance indicators, will be the key management and operational tools for measuring progress, monitoring, disbursements, determining any corrective actions, and reporting between SPREP/NCC, UNEP and EXCOM.

Annex 1

Declaration by the Pacific Island Countries attending the 13th Meeting of the Parties to the Montreal Protocol

We, the Governments of Fiji, Kiribati, Niue, Papua New Guinea and Samoa, are conscious of the serious threat that ozone-depleting substances present to the environment and to the global population.

We note the valuable progress that has been achieved in addressing ozone-depletion by Parties to the Montreal Protocol regarding substances that deplete the ozone layers.

Pacific Island Countries are among the smallest consumers of ozone depleting substances in the world. These are used in areas that the critical to our economic development which includes fishing, tourism and food storage.

We declare our intention to continue working towards the fulfilment of the goals of the Convention and the Protocol at the national, regional and global level.

We acknowledge the initial assistance provided by the Multilateral Fund, the Government of Australia and the Government of New Zealand through the United Nations Environment Programme Division of Technology, Industry and Economics (UNEP-DTIE) and South Pacific Regional Environment Programme (SPREP) for the preparation of national compliance action plans (NCAPs).

In this context, we recognise that regional co-operation has been identified as an effective means to complement national programmes in implementing environmental programmes in Pacific Island Countries. Regarding our intention to continue working for its successful fulfilment at the global as well as regional scale, we undertake to work together in the context of a regional strategy for the Pacific region that all Pacific Island Countries shall:

(a) ratify the Montreal Protocol and its amendments where applicable;

(b) urgently adopt import and export controls of ozone-depleting substances, particularly for the use of licensing systems and appropriate legislation;

(c) take all the necessary measures to comply with the plans to reduce and eliminate the consumption and production of ozone-depleting substances;

(d) ensure effective fulfilment of Article 7 regarding the need to report on the consumption of ozone-depleting substances;

(e) commit the accelerated phase-out of CFCs, preferably to year 2005.

We request the Executive Committee of the Multilateral Fund to financially support the Pacific Island Countries, taking into account their specific needs to implement national programmes and regional co-operation mechanism to enable them to comply with the Montreal Protocol.

We urge all parties to take account of the unique circumstances of the Pacific Island Countries when they consider the levels of replenishment for the Multilateral Fund during the triennium 2003 to 2005. (UNEP/OzL.Pro.13/10)

Annex 2

Customs training for Pacific Island Countries (PICs)

The main objective of this training programme is to provide the customs, trade and standards officers in nine Pacific Island Countries (PICs) (Kiribati, FSM, Marshall Islands, Palau, PNG, Solomon Islands, Tonga, Tuvalu and Vanuatu) with the skills necessary to monitor and control the imports of CFCs and other ODS products / equipment. The detection and prevention of illegal trade is part of this effort. This will be achieved by:

I. Increasing awareness of ozone depletion issues.
II. Familiarising customs and enforcement officers with the different types of ODS being used in the sector and for which applications they are used.
III. Familiarising customs and enforcement officers with the provisions and phase-out schedules of the Montreal Protocol and its amendments.
IV. Providing officers with an understanding of the national RMP.
V. Providing an overview on the newly established licensing system for ODS and its implications for customs officers and other stakeholder agencies.
VI. Presenting the revised customs codes which allow for the identification of ODS and ODS products / equipment.
VII. Refining and optimising the establishment of the operational details of the monitoring and control system for ODS.
VIII. Providing an overview of customs regulations and monitoring and control systems for ODS in other countries in the region.
IX. Training officers of the customs and other relevant agencies on the use of identification equipment for refrigerants.
X. Designing the concept, agenda, strategy and the time schedule for the training of the remaining customs officers in the country.

1. Expected results

The immediate result will be the availability of trained customs trainers and key stakeholders and the development of a training approach and recommendation for the subsequent Phase II training of customs and enforcement officers in the nine countries.

A Montreal Protocol related training module will be included in the ongoing training programmes for new customs officers and will also be integrated in the refresher courses for experienced officers. Thus the sustainability of the training programme will be ensured.

The long-term result is to enhance awareness of ozone depletion issues among customs authorities and other relevant stakeholders as well as the achievements of the objectives as stated in Section 2.

In addition, synergies for the enforcement of other relevant international environmental agreements such as the Basel Convention, CITES, Rotterdam Convention and the Kyoto Protocol will be created. The success of most international environmental agreements will

depend on the continued support of the world's customs authorities and other key stakeholders.

2. Participants

The train-the-trainers workshop is designed for approximately 20 participants. The actual number of participants will vary, depending on the number of Customs officers in the individual countries, and on the number of ports. Participants will also include the main stakeholders involved in the implementation and enforcement of the licensing system who will partly function as local resource persons. These key stakeholders should be drawn from the following participant groups and organisations:

?? Customs trainers from the training unit
?? Customs officers from various ports of entry and customs sections (computer and data processing unit, document processing unit, administration unit, enforcement officers)
?? Enforcement officers from police, coast guard, military
?? Ozone officer of the NOU
?? Local legal consultant who prepared the "Country Handbook"
?? Local refrigeration expert to support practical session
?? Private sector representatives including importers, customs brokers, wholesalers
?? Bureau of Standards
?? Bureau of Statistics
?? Pesticides board
?? Ministry responsible for agriculture and pesticides
?? Government laboratory responsible for chemical analysis
?? Ministry responsible for trade and industry issues
?? Ministry responsible for financial issues and import duties
?? Ministry responsible for environmental protection
?? Environmental protection agency
?? Ministry responsible for legal affairs and prosecution
?? Industry and trade associations
?? National committee on climate change and ozone
?? Non-governmental organizations
?? National training institutes and academies
?? National institutes of science and research
?? Media and general public (during opening, closing and awareness sessions)
?? Any other agencies whose input and involvement will be necessary for the implementation of the licensing system.

3. Methodology

Phase I: Train-the-trainers workshop for customs and other enforcement officers

The train-the-trainers workshop for customs and other enforcement officers in each of the PICs

The design of the programme requires that an ODS import/export licensing system and related ODS regulations are in place before the train-the-trainers workshop starts. The

establishment of such licensing system was made mandatory by Decision IX/8 of the Ninth Meeting of the Conference of Parties to the Montreal Protocol.

The preparation of the workshop requires the development of the nine countries Handbook on ODS Legislation and Import / Export Licensing System" by the National Compliance Centre officer and a local legal consultant. The Country Handbook complements the UNEP training manual "Customs Officer Training on Substances Depleting the Ozone Layer" by providing country-specific information and data.

The project preparation follows a participatory approach and will involve a number of local resource persons. Some case studies on smuggling schemes will be presented to test participants' knowledge of what they had learned throughout the workshop and four small working groups will be created during the break-out session in order to discuss specific topics. Each group will prepare a reports with their findings and recommendations.

During group discussions, the participants will plan Phase II and III of the training programme and prepare detailed recommendations, a tentative concept note, agenda and implementation schedule.

A practical hands-on session is included in the programme to identify different types of refrigerants using the pressure-temperature method, leak detector and digital refrigerant identifier. Product and packaging labels will be checked. Refrigerant identifiers, leak-detectors as well as ODS, examples of ODS packaging and ODS products / equipment will be available for demonstration purposes.

Wrap-up sessions will be held at the end of every day and the participants will conduct a workshop evaluation and agree a final set of recommendations.

Each participant will receive a "Certificate of Participation" from the Government of the country and become registered at the end of the workshop.

The workshop report will be disseminated to all participants and members of the contact group on customs training. It will also be placed on UNEP's homepage at: http://www.uneptie.org/ozonaction.html.

Phase II: Subsequent training of the remaining customs and enforcement officers in the country

The remaining customs and enforcement officers in the country will be trained by the trained customs trainers who have participated in the Phase I training. Phase II of the training programme will take into account the recommendations from the train-the-trainers workshops and be based on the "UNEP Customs Training Manual".

A certain number of experienced customs officers may receive training on ozone-related issues as part of the continuous customs re-training programme.

The customs department will be expected to incorporate a Montreal Protocol training module on control and monitoring of ODS in its curriculum to ensure that future customs officers are trained on this aspect. This will be done within the ongoing training activities of the customs department.

The NOU, the customs department and the local legal consultant will be responsible for the implementation of Phase II training .

Phase III: Monitoring & evaluation

The NOU will co-ordinate, monitor and follow-up on the Phase I and II training and report progress in project implementation to SPREP**.**

After completion of Phase II of the training programme, the NOU will evaluate the results of the training programme and prepare a follow-up & evaluation report. This report will be submitted to SPREP.

4. Content and structure of the train-the-trainers workshop

The training materials and the workshop agenda are designed to ensure that the objectives set out for the training programme are achieved (see Section 2).

The workshop agenda includes the following sessions:

Session 1:	Ozone layer depletion
Session 2:	International response
Session 3:	National obligations and response
Session 4:	National import / export licensing system
Session 5:	Checking papers, forms and permits
Session 6:	Related international conventions
Session 7:	Global & regional context
Session 8:	Role of customs officers and other key stakeholders
Session 9:	Illegal trade with ODS and ODS-containing equipment and goods
Session 10:	Identification of ODS and ODS-containing equipment
Session 11:	Practical exercises on identification of ODS
Session 12:	Safe handling, transport and storage of ODS
Session 13:	Breakout Session on effective operation of ODS import / export licensing system and enforcement of ODS regulations
Session 14:	Action planning for Phase II and III of the customs training
Session 15:	Workshop evaluation.

Time will also be allocated for discussions among the participants and the presenters on the further implementation of the RMP and the implementation of Phase II and III of the training programme.

Each day a discussion session will be held to draw conclusions and make recommendations for adoption during the last day of the workshop.

5. Follow-up

This training programme is part of the Pacific Regional Strategy to implement the Montreal Protocol and is also included in each country's individual National Compliance Action Plan (NCAP). As such it will be accompanied by other training and policy related activities as defined in the RMP.

The NCC in each country will establish a monitoring mechanism to ensure that the objectives of the training programme are met and will produce a follow-up report on the status of implementation of the training programme.

The NCC will consider and, as far as possible, implement the workshop recommendations as adopted by the workshop participants. The recommendations should also be communicated to the relevant decision-makers and politicians.

Annex 3

Training of Trainers/Technicians in Good Practices of Refrigeration

PROJECT PROPOSAL

Countries	FSM, Kiribati, Marshall Islands, Palau, PNG, Solomon Islands, Tonga, Tuvalu and Vanuatu
Project Title	Training of Trainers/Technicians in Good Practices of Refrigeration
Sectors Covered	Refrigeration & Air Conditioning Industry
Project Impact	To improve the skills of refrigeration technicians in recovery and retrofitting.
Project Duration	Two years
Implementing Agency	**UNEP**
Project Cost	**US$208,000**

1. Background:

Most PIC technicians have so far acquired some training in the Refrigeration and Air Conditioning sector. However, the skill level of these technicians varies widely both within countries and between countries. Some have formal qualification but most have gained their knowledge through on-the-job training (informal qualifications).

Larger service organisations have competent well-trained technicians. Their knowledge has been gained through either formal qualifications or informal qualifications. Smaller service organisations generally have less qualified technicians and it is in this area where training is required.

As outlined on page 20 of the Regional Strategy, PNG will participate only in the training of the trainers activity. The details for any additional technician training required in PNG will be developed after a complete understanding of the specific needs of the local technicians in PNG.

2. Project Objectives:

The purpose of this training is to facilitate refrigeration technicians with the appropriate skills required in the process of recovery and retrofitting of ODS based systems.

Where required under the country's NCAP, those who will complete the course competently will also be awarded with a "Certificate of Accreditation" to buy from companies who sell refrigerants.

3. Expected Outcome:

The training course will be directed to ensure that:

?? Strategies and practices are implemented to minimise emissions of ODS, including storage, handling, reclaiming and decanting;

?? Competent demonstration of ODS recovery and retrofitting using appropriate equipment and appropriate alternative refrigerants.

4. Target Audience:

The course is intended for technicians in the Refrigeration and Air Conditioning Sector especially those technicians without formal qualifications to enable their accreditation. In the case of PNG, which has a much larger number of service technicians than the other PICs, the target group for the training course held under the regional strategy will only be the trainers of refrigeration technicians. These will be from the local refrigeration training institute, large service workshops etc.

5. Project Activity:

The objectives will be achieved by providing a practical hands-on course that demonstrate techniques on how to recover and retrofit ODS based systems without unnecessary loss of ODS into the atmosphere. Trainees will also be required to perform practical work in a competent manner to reveal the absorption of the skills discussed in the training.

6. Time Frame:

The course will be five working days long, and will be held at a time suitable to the country. The tutor will stay in the country for up to ten days to provide any additional assistance needed to set up the course and to provide any additional training needed for any technical tutors at the national training centre. The training will be carried out over the second half of 2002 and 2003.

7. Venue:

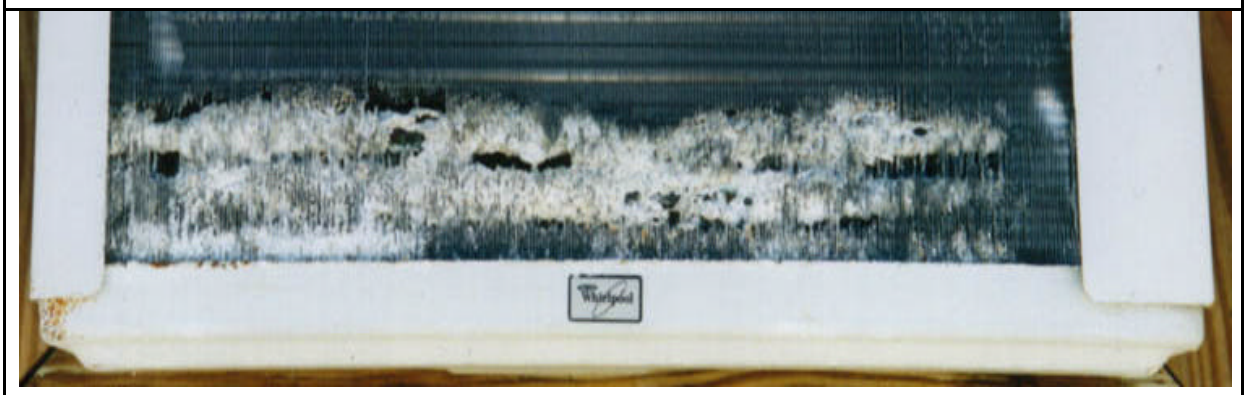
Most PICs have a technical training facility in the country that will serve as a suitable venue for the training. Where a technical training facility is not available consideration will be given to holding the course at the Fiji Institute of Technology, which carried out training for Fiji, or it will be carried out at the largest commercial refrigeration workshop in the country. This will be discussed directly with each country, depending on the cost effectiveness.

8. Budget:

	Costs of Training	Recommended number of recovery and recycling machines	Cost of machine (including transport) at US$4,000 per machine	Total cost for Refrigeration sector training
FSM	$10,000	4	$16,000	$26,000
Kiribati	$10,000	2	$8,000	$18,000
Palau	$10,000	4	$16,000	$26,000
Marshall Islands	$10,000	5	$20,000	$30,000
Solomon Islands	$10,000	6	$24,000	$34,000
Tonga	$10,000	5	$20,000	$30,000
Tuvalu	$10,000	2	$8,000	$18,000
Vanuatu		4	$16,000	$26,000
Total	**$80,000**		**$128,000**	**$208,000**

Annex 4

Corrosion in exterior air-conditioning equipment in Pacific Island Countries (PICs)



Annex 5

Copies NCAPs and letters of approval by National Governments

Six of the eight PICs have produced National Compliance Action Plans (NCAP) and these have been officially endorsed by their Governments. Copies of the documents and letters of support are attached to this annex. The remaining two countries: Vanuatu and FSM are still developing their NCAPs.

Status of NCAPs as at 20 January 2001

Country	Party/Non Party	Status of NCAP
Cook Is	Non-Party	Will be prepared once ratification complete
Fiji	Party	Not required
FSM	Party	Pending approval of current draft
Kiribati	Party	Approved
Marshall Islands	Party	Approved
Nauru	Party	No data
Niue	Non-Party	Will be prepared once ratification complete.
Palau	Party	Approved
PNG	Party	Will be developed in co-operation with GTZ in 2002/2003. PNG will submit letter of support.
Samoa	Party	Not required.
Solomon Islands	Party	Approved by SI Government– requires revisions.
Tonga	Party	Approved
Tuvalu	Party	Approved
Vanuatu		Pending approval of current draft

Situation of FSM and Vanuatu

At the time of submission of this Regional Strategy to the Executive Committee, final versions of the NCAPs had not been received from the Governments of FSM or Vanuatu. These are still expected to be developed. Funds have been requested under the RS for these two countries based on working drafts, but the funds will not be disbursed until the NCAPs have been approved by the ExCom.

Situation of the Solomon Islands

There has been intermittent civil unrest in the Solomon Islands since mid 1999 and an armed coup took place in May 2000. As a result of the unrest, much of the infrastructure has been shut down and the phone service has been out of action for long periods. New elections were held in the country in November 2001 and a new Government was formed in mid-December 2001. There is now hope that the unrest will cease and civil society will again be able to continue.

Despite the difficult situation, the Government did prepare its own strategy in early 2001 using funds from the Multilateral Fund through an MOU with UNEP. This strategy was approved by the interim Government in July 2001. It was submitted to UNEP in August.

Because of the above mentioned communication difficulties, it has not been possible to update the information in their strategy, or to confirm some of the elements in it, including its consumption data for 2000 although consumption of CFCs in 2000 was reported as zero.

Since the December 2001 elections, communications with the country have improved and in January 2002 UNEP received advice from the Solomon Islands Government that the Government wished to continue to implement their NCAP now that the political situation has stabilised. Given time constraints it was not possible to update their strategy or reformat it to match the other NCAPs being submitted before its submission. Rather than delay the submission of their request for assistance the strategy is included here, as approved by their Government and as submitted to UNEP.

Funds for the Solomon Islands are only being requested on the same basis as all other countries in the RS. The Government will work with UNEP to update their strategy to include data for 2000 and will re-submit it to the ExCom before any funds are disbursed.

Situation of PNG

Papua New Guinea (PNG) proposes to take part in certain aspects of the Regional Strategy, but has not prepared an NCAP.

PNG's consumption is far larger than any other country in the region (See section 2.1.1 in the main report) and it has need of more specific and possibly more detailed activities than other countries. Accordingly, PNG has requested assistance from GTZ to help with preparation of a further national strategy document, which will contain specific proposals for national level activities. A separate document will be submitted to the ExCom containing these proposals. This will include any additional requests for funds that are necessary to ensure phase-out of CFCs in PNG.

The Government of PNG, UNEP, SPREP and GTZ will work together to ensure the maximum effectiveness for PNG and to make sure there are no overlaps in funding or assistance. The strategy identifies which of the regional activities that PNG will take part in. While PNG has indicated its willingness to work towards the regional phase-out target of 2005, it will not commit itself to a target until its own strategy is developed.

Situation of Nauru

The Government of Nauru ratified the Vienna Convention and Montreal Protocol in November 2001. Despite repeated efforts by a range of agencies over several years, the Government of Nauru has not responded to attempts to contact it on Montreal Protocol issues or to offers of assistance to phase-out ODS. Where funds are available under the Regional Strategy, Nauru will be invited to take part in regional activities, such as workshops and training meetings. However, because there is no data for ODS consumption in Nauru, no funds have been allocated for any national level activities such as customs training or technicians training.

If the Government of Nauru requests assistance with activities, a separate request for assistance will be submitted. It is likely that this request will be a bilateral programme with one of the developed countries in the region.

Situation of the Cook Islands and Niue

The Cooks Islands and Niue both remain non-Parties at the time of preparing this Strategy and no funds have been allocated for working with them. These countries are actively working to ratify the Montreal Protocol. However, there have been unexpected difficulties with their ratification procedure. The New Zealand Government is working with the UN Treaty Office to resolve these difficulties and expects both countries to be able to ratify shortly. Until such time as they are able to ratify the New Zealand Government has indicated it will consider any requests for assistance from its traditional aid budget for activities that will either assist with their ratification or with their future compliance. Once the countries are Parties, the New Zealand Government has expressed strong interest in providing assistance for them to be part of the Pacific Regional Strategy. This assistance will be provided as a bilateral contribution under the Multilateral Fund and a separate project plan will be submitted to the Multilateral Fund.

Situation of Fiji and Samoa

The Governments of Fiji and Samoa will continue to implement their own approved strategies without additional assistance. They will take part in elements of the Regional Strategy and funding has been requested to cover these costs. In particular they wish to share their experiences of implementing the Montreal Protocol with others in the region.