



### Eligible blue project categories

The following blue project categories are defined as per the Fijian Sustainable Bond framework.

Category	Description
Renewable energy	<p>Renewable energy projects that explicitly support and enhance marine economy and ecosystems. Wave, tidal, offshore wind and ocean thermal Energy*, which are used to generate renewable energy.</p> <p>* Notes:  <b>Ocean Thermal energy:</b> Fossil fuel backup for such energy forms will be limited to power monitoring, operating and maintenance equipment, as well as resilience or protection measures/restart capabilities</p>
Energy efficiency	<p>Projects which are dedicated to increase energy efficiency in part or in full in the marine sector including, but not limited to aquaculture and fisheries, marine and coastal tourism.</p>
Pollution prevention and control	<p>Waste prevention, waste reduction, waste recycling* and energy/emission-efficient waste to energy*. If waste to energy technology involves mixed residual waste, the majority of recyclables (especially plastics) will be segregated before energy conversion is done.</p> <p>Projects that support pollution prevention plus control and reduction of pollutants entering the coastal and marine environments, including rivers that flow into the ocean.</p> <p>* Notes:  <b>Waste recycling:</b> Funds will not be used for manufacturing of plastics or any other materials that have a negative environmental impact. Focus will be on mechanical recycling only and sustainable reuse of plastics. E-waste recycling is an eligible expenditure, however, companies employed should have robust waste management processes to mitigate associated risks with e-waste recycling. The presence of robust waste management policies and processes to determine eligibility for financing in this regard is an absolute must in line with Fiji's Environment Management Act (2005). Fiji is steadfast on its commitment to transition away from plastic and polystyrene-based products in line with its blue economy ambitions outlined in the National Oceans Policy.</p>

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	<p><b>Energy/emission-efficient waste to energy:</b> Waste-to-energy feedstock will be sourced from landfill/ dumpsite mining, green waste, food waste, livestock manure, wastewater sludge, and fats, oils and grease by-products such as cooking oil. All waste used in the waste-to-energy process will need to follow a three-phase process that entails collection of feedstocks, segregation and sorting with first preference for recycling and finally conversion to energy with non-recyclable waste</p>
<p>Environmentally sustainable management of living natural resources and land use*</p>	<p>Sustainable fishery and aquaculture that are certified by a recognised and credible third-party standard and have achieved the minimum rating requirement of the respective third-party e.g. two stars and above from the Marine Stewardship Council (MSC) – Fisheries Standard or Best Aquaculture Practice.</p> <p>* Notes: Prior to undertaking such projects, environmental and social impacts assessments will be carried out to understand the feasibility of such measures and if they are required.</p>
<p>Aquatic biodiversity conservation</p>	<p>To sustainably manage, conserve and/or restore the health and resilience of coastal, marine, and river ecosystems. Qualifying projects include marine protected area establishment and management; management and restoration of coral reefs, mangroves, coastal wetlands, salt marshes, river embankments, and seagrasses.</p>
<p>Zero-carbon Transportation</p>	<p>Electric, hydrogen, biofuel, hybrid*, multi-modal maritime transportation, infrastructure for clean energy vehicles, and reduction of harmful emissions to zero*. This will include passenger as well as cargo vehicles. In case of cargo ships, the transportation of fossil fuel freight will be limited to maximum 50% share of fossil fuel freight ‘by mass’ transport. *</p> <p>Notes: <b>Hybrid:</b> For coastal passenger transport, use of bond proceeds will be limited to hybrid and dual fuel vessels that derive at least 25% of their energy from zero direct (tailpipe) CO2 emission fuels or plug-in power for their normal operation at sea and in ports.</p> <p><b>Reduction of harmful emissions to zero:</b> Retrofitting of vessels will be aimed at enabling the vessels to run on low-carbon fuels (batteries, hydrogen, ammonia).</p>
<p>Green buildings</p>	<p>Construction, acquisition, and/or refurbishment of buildings so as to meet regional, national, or internationally recognised standards or certifications such as:</p> <ul style="list-style-type: none"> <li>- LEED ‘Gold’</li> <li>- BREEAM ‘Excellent’</li> <li>- Green Star Australia (5 stars or above)</li> </ul>

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	<p>- Homestar (6 stars or above)  - NABERS (4.5 stars or above) and Energy Performance Certificate where threshold is set to the top 15% energy efficient buildings within the jurisdiction based on primary energy demand.</p> <p>Relevant structures should be coastal-, marine-, and/or tourism-related green buildings promoting environmental progress.</p> <p>Construction of new buildings and acquisition of buildings:  - Buildings need to belong to the top 15% in terms of energy demand of the existing local stock in terms of operational Primary Energy Demand, expressed as kWh.</p> <p>Renovation of existing buildings including:  - Major renovations*: The renovation is compliant with the requirements set in the applicable building regulations and a target of at least 20% reduction in comparison to the energy demand of the building before the renovation(s).  - Renovations for relative improvement*: individual renovations or a set of renovations delivering within a maximum of three years a reduction of Primary Energy Demand of at least 20% in comparison to the energy performance of the building before the renovation(s).</p> <p>* Notes:  Major renovations: Renovation of a building where: (a) the total cost of the renovation relating to the building envelope or the technical building systems is higher than 25% of the value of the building, excluding the value of the land upon which the building is situated; or (b) more than 25% of the surface of the building envelope undergoes renovation. Renovations for relative improvement: The initial energy performance and the estimated improvement shall be based on a specialised building survey and validated by an Energy Performance Certificate to be provided by Energy Fiji Limited, an energy audit conducted by an accredited independent expert or any other transparent and proportionate method.</p>
Sustainable water and wastewater management	<p>Sustainable infrastructure for clean and/or drinking water, wastewater treatment which explicitly is beneficial for coastal and marine environments. Excluding wastewater treatment from fossil fuel operations.</p> <p>Desalination projects must meet the following criteria:</p>

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	<ul style="list-style-type: none"> <li>I. projects are powered by renewables or the average carbon intensity of the electricity used for desalination is below 100gCO<sub>2</sub>e/kWh;</li> <li>II. integrated water and power plant should not include fossil fuel power;</li> <li>III. projects are expected to be located away from sensitive habitats or intact coastal ecosystems;</li> <li>IV. should have reasonable assurance of appropriate waste management plan for brine disposal</li> </ul>
Climate change adaptation	<p>R&amp;D focusing on climate change mitigation and adaptation for coastal and marine environments.</p> <p>Focus will be on, but not limited to, innovative nature-based solutions such as planting of vetiver grass to protect riverbanks, and mangroves to protect shorelines, natural geometric design principles for hard infrastructure coastal protection systems.</p> <p>Making communities and infrastructure more resilient to the impacts of climate change, information support systems, such as climate observation and early warning systems in the blue economy context. This includes but is not limited to coral reef rehabilitation efforts, investments in nature-based coastal protection systems, fortifying or replacing existing maritime infrastructure such as jetties to latest category 4 cyclone standards or above, innovative nature-based solutions such as planting of vetiver grass to protect riverbanks and mangroves to protect shorelines, natural geometric design principles for hard infrastructure coastal protection systems.</p>
Research and Development	<p>Support R&amp;D in transformative blue economy priority areas such as sustainable aquaculture and mariculture that are aligned to world class sustainability standards, renewable energy propulsion systems for marine transport, innovative coastal protection methods against climate-induced adversities, ocean energy solutions, and responsible commercialization of marine protected areas and locally managed marine area networks.</p> <p>Intent is to significantly improve the abilities of independent innovation, achievement realisation and industry cultivation, endeavours to establish world-leading centres for marine scientific and technological research and development, centres for incubating and disseminating marine achievements, centres for cultivating emerging marine industries,</p>

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	centres for clustering blue education and talents, centres for blue tourism. The intent is to create an innovation platform that enables Fiji to scientifically develop and sustainably utilise marine resources
Education and vocational training	<p>Training to improve marine workforce skills to be able to work with new and/ or upcoming technologies in the blue economy space including aquaculture cultivation, blue carbon accounting, pollution prevention, clean energy shipping and other emerging themes.</p> <p>Intent is to support marine education, achievement realisation and academic exchanges to speed up the clustering of marine transformative research and development, high-tech talents, and establishment of industry and service organisations through blue entrepreneurship.</p> <p>Training courses should also detail evidence of incentives and targets designed to recruit and retain women</p>