

MARITIME TECHNOLOGY COOPERATION CENTRE IN THE PACIFIC (MTCC-PACIFIC)

CAPACITY BUILDING FOR CLIMATE MITIGATION IN THE MARITIME SHIPPING INDUSTRY
THE GLOBAL MTCC NETWORK (GMN) PROJECT

FIRST MTCC-PACIFIC STEERING COMMITTEE MEETING

16 – 17 August 2017

Pasifika Conference Room, Pacific Community



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Summary

The First Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) Steering Committee Meeting was held on 16-17 August at the Pacific Community (SPC) Pasifika Conference Room in Suva, Fiji. The meeting was attended by representatives from the MTCC-Pacific partners and member countries such as: European Union, Fiji Maritime Academy (FMA), Pacific Islands Development Forum (PIDF), the University of the South Pacific (USP), Fiji Ministry of Infrastructure and Transport and Solomon Islands. The Government of Fiji, who is also the host country for MTCC-Pacific, chaired the meeting.

MTCC-Pacific is one of the five centres that form the Global MTCC Network (GMN), a project aiming at building the capacity of developing countries for climate mitigation in the maritime shipping industry. This project is funded by the European Union and implemented by the International Maritime Organization (IMO). MTCC-Pacific is hosted by SPC in collaboration with the Secretariat of the Pacific Regional Environment Programme (SPREP).

Two significant outcomes of this meeting were the name change of the group from the MTCC-Pacific Advisory Group to the MTCC-Pacific Steering Committee; and the review of the Committee's Terms of Reference (ToR).

The objectives of the MTCC-Pacific Steering Committee are to:

- Share lessons learnt, experiences and provide expert advice to facilitate regional coordination and access to complementary expertise;
- Identify opportunities and maximise existing initiatives for future replication;
- Actively support and advise on trial projects to identify possible best practices that will facilitate the implementation of future initiatives and projects;
- Share data and information to optimise the development of future efficient and cost-effective national and regional initiatives.
- Review and analyse performance; and
- Champion and support the initiatives and programmes of MTCC-Pacific.

Action Points

1. SPC to share the data collection templates with the MTCC-Pacific Steering Committee for comments before sending for approval to the IMO.
2. MTCC-Pacific to send the 2017 workplan.
3. To have an agenda item at the next MTCC-Pacific Steering Committee meeting to review work that has been done by the Micronesian Sustainable Transport Centre (MSTC) and MTCC-Pacific and how to improve collaboration.
4. The Steering Committee members to fill in the gaps within the tabulated needs and barriers in Section 4.
5. MTCC-Pacific to share the full package of this First Steering Committee meeting documents with the members once finalised.

Welcome Address

(Audrey Aumua, Deputy Director General, SPC)

The SPC Deputy Director General acknowledged the presence of the Chair, Permanent Secretary of the Fiji Ministry of Infrastructure and Transport, the Fiji Government representatives, Solomon Islands representative, European Union, PIDF, Maritime Safety Authority of Fiji (MSAF), Fiji Maritime Academy and the USP at MTCC-Pacific's First Steering Committee meeting. SPC also recognized the vital roles of development and technical partners around this table that have contributed in the last 18 months to bring this initiative to fruition. This Steering Committee is an outcome of the recent partners' meeting upon which agreements were made to develop steps towards the establishment of this group and fleshing out of principles of its collaboration, collective responsibility and mutual accountability.

The MTCC-Pacific Agenda received significant support from this year's Pacific Regional Transport and Energy Ministers' Meeting; and CRGA 47. The MTCC-Pacific project aligns with the scope of work within SPC as it now takes a much stronger integrated-programmatic approach across the organization and the MTCC-Pacific will facilitate this across the organization in terms of the impact of maritime transport on climate change; reduction of emissions; low carbon development and more importantly, the implementation of the framework for resilience (FRDP). The Deputy Director General then reminded the group on the regional framework upon which the MTCC-Pacific operates and the commitment of Pacific leaders to the principles that will materials in this two-day deliberations. Steering Committee members were then encouraged to strongly contribute in the coming two days.

Opening Address

(Paul Bayly, Permanent Secretary for Infrastructure and Transport, Government of Fiji)

The Fiji Permanent Secretary for Infrastructure and Transport and meeting Chair welcomed all participants on behalf of the Government of Fiji, SPREP and SPC. The maritime sector contributes significant emissions and offshore initiatives in terms of energy saving and introduction of technology could facilitate reduction in this. MTCC-Pacific revolves around building the capacity of developing countries on climate mitigation in the maritime shipping industry. The Chair acknowledged the European Union as donor; IMO as the implementing agencies; and SPC and SPREP as host organisations to this very important initiative. It is indeed a welcoming notion for the Pacific to be one of the five regional centres of the MTCC and Fiji is honored and pleased to be the host country for the MTCC-Pacific. MTCC-Pacific commenced in May 2017 for 3 years, with three real outputs:

- Capacity building: to identify where the real needs for these are.
- Identification of pilot projects for energy efficiency.
- Collect relevant and correct data for informed decision-making.

The MTCC-Pacific will become the centre for excellence for climate mitigation in the maritime industry.

Consequently, the MTCC-Pacific Steering Committee plays a vital role in the establishment and running of MTCC-Pacific by monitoring of the work; providing technical and expert advice on issues relating to GHG emission. The Steering Committee as a whole and individual members will need to identify its areas of responsibilities and draw within its own networks.

The Chair then wished a fruitful two days of deliberations to this very important initiative.

Adoption of the First MTCC-Pacific Steering Committee Meeting Agenda

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

SPC presented and guided the meeting through the meeting Agenda. Suggestions were made to include the following Agenda items:

- Pacific Blue economy Conference preparation and update by PIDF;
- Introductory presentation of GMN and MTCC-Pacific; and
- Research on low carbon sea transport by USP.

The meeting then agreed to the final agenda annexed in Annex I.

1 Introduction of the GMN Project and MTCC-Pacific

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

GMN is an initiative funded by the European Union with total funding of Euro 10 million for a period of four years (January 2016 to December 2019). The overall objective of the project is to support selected developing countries in limiting and reducing GHG emissions from their shipping sector through technical assistance/capacity-building to promote shipping low carbon and energy efficient technologies and operations.

More specifically, the project has established five MTCCs one in each of the target regions (MTCC-Caribbean – at the University of Trinidad & Tobago; MTCC-Africa – Jomo Kenyatta University of Agriculture & Technology; MTCC-Asia – Shanghai Maritime University; MTCC Pacific – Pacific Community; and MTCC-Latin America – International Maritime University of Panama), which would act as centres of excellence to promote the uptake of low carbon technologies in maritime transport.

The project objectives will be achieved through a number of clearly defined actions and interventions that generally include capacity building, uptake of energy efficient technologies and operations pilot projects, data collection and reporting pilot projects and dissemination activities; all to be carried out within the framework of the newly established MTCCs.

The MTCC-Pacific's vision is to promote Pacific low-carbon maritime transport that supports the sustainable development goals of Pacific Island countries and territories (PICTs) and the transition towards a greener economy in the Pacific.

The MTCC-Pacific will provide capacity-building activities to improve the capacity of PICTs to comply with international instruments and facilitate the implementation of energy efficient measures in the maritime industry. This complements the regional maritime capacity-building activities related to the mandate of both SPC and SPREP namely: maritime safety, security and governance; trade facilitation and port efficiency for SPC; and pollution prevention from ships for SPREP. The delivery of pilot-projects will also assist in the promotion of low-carbon technologies and operations in the maritime sector.

The MTCC-Pacific will form part of international and regional networks of centres of excellence to share information and experiences and promote the uptake of low carbon technologies and operations and energy efficient practices in the maritime industry.

Target countries include Fiji, Samoa, Marshall Islands, Kiribati, Solomon Islands, Tuvalu and Vanuatu.

Some of the immediate key events identified include:

Regional Workshop on Energy Management in Ports: 31 July–2 August, Auckland, New Zealand
 Participation to Pre-COP 23 meeting: 17–18 October, Denarau, Fiji
 Participation to COP 23: 6–17 November, Bonn, Germany
 First MTCC-Pacific National Workshop in Fiji (end of October)
 Regional Conference and Official Launch of MTCC-Pacific: 11–15 December, Suva, Fiji

The complete presentations are annexed in Annex IV 1a & 1b.

DISCUSSION



Maritime Transport in the Pacific

2345 domestic vessels			7000 Foreign vessels		Ports	
L>15 m or GRT>50	1176	620 Vessels carrying passengers	50% in PNG	Small ports host	100-150m containership	Small tankers
L<15 m or GRT<50	950	GRT>500 Passengers >12	18	35% IN Fiji, NC and FP	30-50m foreign fishing vessels & associated cargo ships	Above +
No information	219	GRT>500 Passengers >400	5	15% in the rest of PICTs	Bigger ports host	Large bulk carriers and tankers
		No information	247			2000-passenger cruise ships

- There were considerable discussions around the data presented in the above slide. One was the possibility of including small vessels into this data as these forms a significant mode of transport in the Pacific, but are mostly under radar. SPC does not have standard datasets from countries. Some country data contain vessels from less than 15 m whilst others contain data only from vessels over 15. One of the main challenges of the non-availability of data from vessels less than 15 m was that these vessels are not registered. The presentation above is factual and presents data from vessels 15 m and over from countries that shared data. This could be a platform upon which the Steering Committee could assist MTCC-Pacific in setting a standard size for vessels upon which data can be extracted from within the region. It is important that we understand the capacity of countries; their data sources and the availability of that data; and more importantly what regional story do we want to portray and will the data support that story.
- What role will MTCC-Pacific have in actually changing or influencing national policies for examples in influencing a change to have vessels less than 15 m also registered?
 MTCC-Pacific has specific deliverables to the IMO, which does not cover the ship registration process in the next three years, however SPC have generic regulation for ship registration available. SPC, on the other hand is involved in drafting maritime policies and legislations and this group could discuss on how this work could be extended.

2 Review and adoption of the Steering Committee ToR

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

SPC reiterated the background of Global MTCC Network (GMN), the MTCC-Pacific project, and SPC and SPREP as host institutions' proposal to support MTCC-Pacific through a governance structure that will advise the Centre and ensure its objectives and activities are aligned with the regional frameworks; and to establish a mechanism facilitating partnerships, collaboration and coordination with international and regional partners.

The MTCC-Pacific Steering Committee ToR was then presented to its members outlining the objectives of the committee; its purpose; membership; tasks; and roles and responsibilities of the MTCC-Pacific and its committee.

The complete presentation is annexed as Annex IV – 2.

DISCUSSION

There were considerable discussions on the principles that underline the functions of the Steering Committee; its basis for action; purpose; governance; membership; roles and responsibilities; responsibilities of MTCC-Pacific and its Steering Committee; quorum and its decision-making; term; amendment, modification and variation; finance/funding and meetings. Of particular discussion was the initial name of the group, which some committee members found did not fully encompass the core functions of the committee as outlined in the ToR. Hence, the meeting came to an agreement to rename the group to the MTCC-Pacific Steering Committee.

The meeting then made recommendations and amendments to the Steering Committee ToR. SPC incorporated the changes as suggested by the Steering Committee members and will disseminate the final amended ToR to committee members for approval.

3 MTCC-Pacific Progress Report

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

SPC updated the meeting on MTCC-Pacific's deliverables from its establishment on May 12 to August 12 2017 and they are summarised below:

- SPC-IMO Contract signed on 12 May 2017.
- SPC project kick-off team under the supervision of the SPC's Deputy Director Transport, Head of MTCC-Pacific
- MTCC-Pacific staff:
 - ✓ SPC's Deputy Director Transport, Head of MTCC-Pacific
 - ✓ Transport GHG Adviser – recruitment ongoing interviews conducted end of July
 - ✓ Maritime Industry Energy Efficiency Officer – recruitment ongoing interviews conducted end of July
 - ✓ Administration and Information Assistant – Recruited since 17 July.
- As of 30 June, 34% of the result 1 activities for 2017 have been completed including:
 - ✓ Allocation of an office space
 - ✓ Approval by IMO of the Performance Monitoring Plan (PMP), the 2017 annual workplan and the 2 Pilot-Projects
 - ✓ MTCC-Pacific Partners' Meeting held on 27 June.
- First capacity-building activity was held from 31 July to 2 August 2017 in Auckland, New Zealand, for port managers and CEOs to be provided with information and tools on Energy Management in ports.
- 13% of the 2017 work plan communication and visibility activities have been completed including:
 - ✓ Delivery of all communication and visibility materials on 31 July
 - ✓ Visibility through social media and during meeting to increase visibility of GMN and MTCC-Pacific.

The complete presentation is annexed as Annex IV – 3.

DISCUSSION

- a) Is MTCC-Pacific also considering options for cold ironing for vessels in addition to energy efficiency implemented on port infrastructure?
Yes, this is part of the proposed solutions. MTCC-Caribbean has this as an initiative to the concept of green ports. Fiji will be implementing this concept this year on government shipping services.
- b) What were the results for the Energy Level 1 audit of the Fiji Ports?
This activity is very successful as it allows an assessment of energy consumption in the port for operations and in infrastructure and provides information on the level of GHG emissions and comparison with other similar ports. In addition, it identifies short and long-term energy saving projects for informed decision-making on investment. The audit level 2 or 3 is then organised to look in details at energy savings projects specifications and return on investment.
- c) Is the pilot-project on data collection focused on IMO requirements for data reporting?
Yes, it is based on IMO data collection requirements by the IMO. Information is collected only with vessels covered under the Pacific Islands Domestic Ship Safety (PIDSS) programme in MTCC-Pacific targeted countries. If data is required outside of this, then MTCC-Pacific will liaise with its respective government. IMO will review the template before distribution. This is also to build the capacity of countries in reporting fuel oil consumption to IMO, particularly those having registered international vessels. The challenge will not be in obtaining the fuel oil consumption data but possibly on the number of days vessels spend out at sea, cargo on board, etc.
- d) There were requests for SPC's data template from the Fiji government and USP. Fiji currently has consumption in dollar value but will need to obtain statistical reports of consumption in litres.
- e) USP can share data obtained from thesis students currently collecting this on board ships, although the question could be if this will be the correct data.

4 National technology needs, barriers and required relevant actions

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

Identifying national technology needs, barriers and required relevant action is a deliverable of MTCC-Pacific. The objective is to identify these needs and actions to transition towards low-carbon maritime transport in the Pacific, and reduce GHG emissions from shipping. This would also provide background information and basis for developing a regional strategy to implement the Transport Ministers' Resolution and Communiqué. The table below gathers information already collected and will serve in consultation until the regional conference in December 2017.

Drivers	Needs	Barriers	Relevant action
<i>Regional Workshop on Energy Management in Port, Auckland, New Zealand, 31 July-2 August</i>			
Costs of energy	<ul style="list-style-type: none"> • Reduce energy consumption in ports 	<ul style="list-style-type: none"> • Costs of implementation of energy consumption reduction projects • Lack of government support (most port are SoEs) 	<ul style="list-style-type: none"> • Conduct energy audit to determine energy consumption reduction project technical feasibility, return on investment, benefit for reducing GHG emissions
National initiatives/plans e.g Green Growth frameworks, GHG emissions targets	<ul style="list-style-type: none"> • Integrate national targets in ports management 	<ul style="list-style-type: none"> • Resistance to change • Political priority changes 	<ul style="list-style-type: none"> • Awareness on national targets • Awareness and capacity building for the implementation of innovative technical solutions • Consistent energy management with indicators and targets for ports
Environmental protection	<ul style="list-style-type: none"> • Consistent approach for environment protection in ports 	<ul style="list-style-type: none"> • Resistance to change • Political priority changes 	<ul style="list-style-type: none"> • Consistent approach in port for environment protection that integrate pollution prevention, reducing GHG, water quality • Implementation of Green Port initiatives and incentives
Competitive advantage	<ul style="list-style-type: none"> • Maintain competitive advantage of ports • Keep costs of energy at the lowest possible • Maintain/increase ports profitability 	<ul style="list-style-type: none"> • Available budget against dividend claimed by government and shareholders • Costs of implementation of energy consumption reduction projects • Political interference and priority changes 	<ul style="list-style-type: none"> • Cost benefit analysis associated to energy audits to show long-term benefits to all stakeholders including economic benefits of government and shareholders and well-being of people living around ports
Good reputation	<ul style="list-style-type: none"> • Good reputation of ports 	<ul style="list-style-type: none"> • Lack of communication on efforts to reduce energy consumption and GHG in ports 	<ul style="list-style-type: none"> • Awareness, storytelling on existing initiatives in ports to reduce energy consumption and GHG • ISO certification for energy management, quality management and environmental protection
International requirements	<ul style="list-style-type: none"> • Compliance of ports with international requirements and best practises 	<ul style="list-style-type: none"> • Lack of expertise and capacity to implement international requirements 	<ul style="list-style-type: none"> • Capacity-building in ports on international requirements and best practises

Policies and procedures	<ul style="list-style-type: none"> • Develop enabling policies and procedures in ports 	<ul style="list-style-type: none"> • Lack of policies, regulations and procedures legislation in ports creating an enabling environment for energy management 	<ul style="list-style-type: none"> • Development of policy and regulatory frameworks implemented by adapted procedures for energy management and Green Port incentives
<i>First MTCC-Pacific Steering Committee Meeting, Suva, Fiji, 16-17 August</i>			
For members comments			
<i>Solomon Islands Maritime Safety Administration (SIMSA), Acting Director, Solomon Islands, 2 August</i>			
Political will to advocate for reduce GHG emissions from international shipping Lead by example to reduce GHG emissions from maritime transport in the Pacific under regional frameworks	<ul style="list-style-type: none"> • Reduced fuel oil consumption from domestic ships 	<ul style="list-style-type: none"> • Very old domestic fleet with some vessels engines designed before the fuel crisis of 1973 • Poor understanding and management of energy efficient operations onboard domestic vessels – change crews behaviour • Lack of expertise and capacity to use new technologies 	<ul style="list-style-type: none"> • Reduction in GHG as a long term exercise: • Raise awareness of shipowners on new technologies • Capacity-building of shipowners on the use of new technologies • Cost-benefit analysis for replacing/retrofitting domestic vessels • Finance (loan facility, incentives, etc.) • Awareness and capacity building activities on Ship Energy Efficiency Management Plan (SEEMP) through the implementation of PIDSS implemented in Solomon Islands
Improve profitability of ships and reliability and efficiency of domestic shipping	<ul style="list-style-type: none"> • Domestic shipping arrangements such franchise scheme that support energy efficiency of domestic shipping 	<ul style="list-style-type: none"> • Political interference to serve provinces with individual ships using Honiara as a hub port • Over-tonnaging • Freight wars • Excessive demand on domestic wharves in Honiara • Overall economic in-efficiency • Population demand for direct service instead of shared service with another Province 	<ul style="list-style-type: none"> • Review the Solomon Islands Franchise Shipping Scheme • Cutting down on the number of ships and rationalising the use of the ships • Organise liner service for a weekly regular round trip to service a group of main ports in each Province • Establish maritime authority in Solomon Islands (SIMA) responsible for all maritime matters, including the commercial, social and economic aspects of the industry.
Improved standards of domestic ships including safety, training, pollution	<ul style="list-style-type: none"> • Improve shore services and supply for shipboard electronic equipment and 	<ul style="list-style-type: none"> • Lack of shore service and repair contractors • Lack of available electronic equipment and systems 	<ul style="list-style-type: none"> • Incentives for the establishment of competitive shore services for ships • Technology transfer

prevention and efficiency	systems (radars, gyro-compasses, GPS, Radios, GMDSS, AIS, computerised systems, etc.)		<ul style="list-style-type: none"> • Reduce costs of electronic systems for ships through reduced taxes and duties
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DISCUSSION

- a) The Steering Committee was invited to fill in the gaps within its tabulated needs and barriers section.
- b) USP has some academic papers on needs and barriers based in the Pacific and can share this with the group. USP to send this officially to MTCC-Pacific and the Steering Committee.
- c) The group discussed shipping franchise scheme and the Fiji scheme that is based on the amount of fuel oil used by ships. Is the Solomon Islands scheme similar to this? Is there a way upon which countries can review its national budgets and retarget allocated budgets to support energy efficient ships rather than subsidizing uneconomic ships?
Fiji could do this in terms of agreements with vessel operators. But Fiji does not have data or studies to back up this decision. The template with SPC could assist the Ministry of Infrastructure and transport in reinforcing the need for the vessel owners to provide the data using these templates. Ship routes can also be made efficient as in some countries like Solomon Islands the organization of domestic shipping itself and the attribution of outer islands services is not favoring energy efficiency. There was a suggestion not to involve operators at this stage, as they are usually commercially-oriented.
- d) There is a need to regulate new ships being bought by countries to be energy efficient and law could require this.
International requirements for energy efficiency ship is not applicable as most ships are domestic vessels. This could be an opportunity for governments to assist in adopting legislations and regulations to impose new standards for vessels, including new vessels that enter into the country.
- e) There were suggestions to potentially add nationally determined contributions (NDCs) as drivers. To have the level of GHG emission per mode of transport for maritime sector. Fiji is having challenges with respect to NDCs due to the lack of data. If MTCC-Pacific could assist Fiji in obtaining its NDCs, particularly in maritime transport.
There is a need to ensure that the data is reliable to meet targets as such.

5 Outline a Regional Strategy to implement the Transport Ministers' Resolution and Communiqué

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

The purpose of a Regional Strategy would be to implement the Transport Ministers Resolution and Communiqué. SPC's presentation included a basic structure for the regional strategy, the transport ministers' communiqué and resolutions, problem analysis and a timeframe for the development of the regional strategy to implement transport ministers' communiqué and resolutions. The complete presentation is annexed in Annex IV-5.

DISCUSSION

- a) USP has drafted a Regional Research and Education strategy for the Oceania Centre for Sustainable Centre (OCST) endorsed by all USP's member countries and is willing to share this with the MTCC-Pacific as a baseline for the Regional Strategy to implement transport ministers' resolution and communiqué.
- b) There is a question of timeframe to have such a Regional Strategy while IMO is working on a Global Strategy to be discussed in 2018 and adoption later. At the same time, there is a need for a Strategy in the Pacific to start now with specific measures adapted to Pacific countries special circumstances. .

- c) A Regional Strategy should be endorsed at the highest level of ministries while the December MTCC-Pacific Regional Conference will involve Permanent Secretaries and not Ministers. It was recalled that Energy and Transport ministers meeting organised in April 2017 by SPC urged all stakeholders to take appropriate action to progress low-carbon maritime transport in the Pacific Islands region which is a clear outcome for the region. There were suggestions to develop an action plan with specific activities to follow-up the ministers communiqué or to build this for a regional strategy to be adopted at the ministerial meeting 2020. This would also give time for collecting relevant data and inform the development of the Regional Strategy with adapted actions. There were also suggestions that inputs to the strategy must also come from stakeholders outside of government and technical ministries such as the private sectors, vessel owners and CSOs. MTCC-Pacific National capacity-building activities will be the opportunity to present further measures to reduce GHG emissions from maritime transport and consult with private sector on opportunities. The meeting then agreed that SPC would decide on the best way forward taking into consideration all the points raised on this matter.

6 Pacific Blue Economy Conference

(Mark Borg, Programme Manager, PIDF)

The largest place on the planet is in trouble. Oceans cover about 70% of the Earth's surface, and ocean ecosystems generate at least US\$ 21 trillion in economic benefits each year. But a perfect storm of massive challenges, from collapsing fisheries to plastic pollution to ocean warming and ocean acidification, is threatening the integrity of marine ecosystems. These threats put at risk the essential benefits Pacific people receive from our healthy ocean: sustainable fisheries, coastal protection, carbon sequestration, and coastal economic activities including marine tourism and community livelihoods. We simply cannot survive — let alone prosper — if we do not reverse the destruction of the Pacific ocean's natural capital. In order to provide transformative change and to turn these threats into opportunities, the PIDF Leaders approved for PIDF to organise the first High Level Pacific Blue Economy Conference (PBEC) on 23-24 August 2017. It will bring together Governments, Civil Society, Private Sector, regional organisations, development partners and the academia and will focus on the outcomes of the Ocean Conference on SDG 14. It will identify the opportunities the blue economy offers Pacific Islands in order to sustainably manage and conserve their ocean resources for the benefit of their economies and people.

PIDF then took the group through the Agenda for the Blue Economy conference.

The complete presentation is annexed as Annex IV-6.

DISCUSSION

No discussion for this session.

7 Draft agenda of the MTCC-Pacific Regional Conference and Official Launch

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

SPC presented weeklong programme for the MTCC-Pacific Regional Conference and Official Launch to the Steering Committee as outlined below.

Time	Tuesday 12	Wednesday 13	Thursday 14	Friday 15
	Workshop for Heads of Maritime	Regional Conference and Official launch of MTCC-Pacific		

0900-1000	Opening Introduction to GMN project and MTCC-Pacific		Opening Introduction to GMN project and MTCC-Pacific	Partners, private sector presentations	Outcome of the Regional Conference
1000-1030	MORNING TEA		MORNING TEA	MORNING TEA	MORNING TEA
1030-1230	Regional Strategy to implement the Transport Ministers' Resolution and Communiqué		Official Launch of MTCC-Pacific	Regional Strategy to implement the Transport Ministers' Resolution and Communiqué	Outcome of the Regional Conference
1230-1330	LUNCH		LUNCH	LUNCH	LUNCH
1330-1500	Advisory Group Meeting	Side-events	Countries presentations	MTCC-Pacific progress report	
	MTCC-Pacific Progress report And other reports	Other side-events (TBD)			
1500-1530	AFTERNOON TEA		AFTERNOON TEA	AFTERNOON TEA	
1530-1630	Discussion on the proposed strategy and way forward for partners	Other side-events (TBD)	Country presentations	Partners/donors Roundtable	
1800-2000			Reception / Dinner		

The complete presentation is annexed as Annex IV-7.

DISCUSSION

- a) Suggestion was to move discussion on a regional strategy all on Thursday for work overnight if needed.

8 COP23 and side-event

(John Connor, Executive Director of Presidency Secretariat, COP23 Fiji)

COP23 is the informal name for the 23rd Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC). The UNFCCC was adopted in 1992 at the Rio Earth Summit, which marked the beginning of the international community's first concerted effort to confront the problem of climate change. Known also as one of the Rio Conventions, the UNFCCC established a framework for action to stabilise concentrations of greenhouse gases in the earth's atmosphere. The UNFCCC entered into force in 1994, and nearly all of the world's nations have now signed on. Currently, there are 197 Parties (196 States and 1 regional economic integration organization) to the United Nations Framework Convention on Climate Change.

Each year the Parties to the agreement convene to assess progress in implementing the convention and, more broadly, dealing with climate change. The first Conference of the Parties was held in Berlin in 1995. In 1997, the participants established the Kyoto Protocol, which included legally binding obligations for developed countries to reduce their greenhouse gas emissions. Since 2005 the Conferences have carried another name: CMP. This stands for Conference of the Parties Serving as the Meeting of Parties to the Kyoto Protocol, and so COP23 will also be known as CMP13.

At COP21, held in Paris in November-December 2015, the parties negotiated what is known as the Paris Agreement, which established specific actions and targets for reducing greenhouse gases emissions, mitigating and adapting to the effects of climate change, and financing mitigation and adaptation efforts in developing countries. The agreement took effect nearly a year later. Signatory countries agreed to work to

limit global temperature rise to below 2 degrees Celsius and to make strong efforts to keep the rise to 1.5 degrees Celsius. The Paris Agreement is especially significant because it is a legally binding agreement.

Fiji is presiding over COP23 in Bonn with the support of the Government of Germany. The conference is expected to draw nearly 20,000 participants from government, intergovernmental organisations, UN agencies, NGOs and civil society.

DISCUSSION

- a) Participants requested information on how the COP processes can assist in dealing with countries that are blocking the progress in IMO negotiation for further measures to reduce GHG emissions from international shipping and a global strategy to establish targets.
- b) The meeting noted the leadership of Pacific Islands Countries at IMO and the participation of Pacific Island countries at IMO meetings through the High Ambition Coalition and a buddies system linking likeminded developed and developing countries such as Fiji-France, Solomon-Belgium, Tonga-Netherlands, Tuvalu-UK and Kiribati-Sweden.
- c) A side-event at COP 23 is scheduled for the GMN project and MTCCs but no information is provided on whether Fiji government applied for this side-event. Any information from COP 23 presidency team would be welcome for MTCC-Pacific to prepare for it. .

9 Research and education on sustainable sea transport at USP

(Allison Newell, Research Associate, USP)

USP has been conducting research and publishing widely on low carbon in shipping since 2008 and held its first talanoa in 2012. One of the important factors USP learned in this process was relationships so USP invested heavily in establishing linkages with other universities and organisations. USP also collaborated with UNCTAD in developing a toolkit to assist Small Islands Developing States in transitioning to low carbon transport, which also contains numerous other relevant resource materials.



USP also collaborated with IUCN to develop a regional research and education strategy on transition to low carbon. USP shared it with the MTCC-Pacific Steering Committee as a baseline for the development of a regional strategy.

Because of the differing needs of individual countries, the way forward was to develop country specific national action plans. RMI requested assistance from USP in developing a strategy for the RMI transition to low carbon. This strategy was peer reviewed and endorsed by USP and its member countries and organisations including IUCN and WWF.

RMI – 4 strand approach to low carbon shipping transition

- High Ambition Coalition for International Bunkers Emissions
 - ✓ All Sectors must bear their ‘fair share’
 - ✓ PSIDS unique issues must be accommodated and based on science
- Micronesia Sustainable Transport Centre
 - ✓ Whole of sector/whole of country low carbon transition
 - ✓ Catalyst for change
 - ✓ Endorsed by leaders of PAL, FSM, RMI, TUV, KIR, TOK, PIDF and USP Council
- Re-balance between transport/energy
 - ✓ Review NDCs to include transport and electricity emitting sectors
- Climate Financing for Pacific low carbon transition
- RMI CN to 2nd GCF Council

Successful lessons learned from RMI approach can be applied to other countries. USP hopes that this can be dovetailed into this MTCC-Pacific project as well.

The complete presentation is annexed as Annex IV-9.

DISCUSSION

- a) The meeting discussed the action under this regional initiative and if any update or progress report has been provided during another *Talanoa* session or USP meetings. There was another *Talanoa* session in 2014 but this does not have restricted members, but a globally open forum globally to any interested persons in low carbon shipping in the Pacific. With respect to reporting, monitoring and feedback, USP conducts this through academic papers, a series of which has been peer reviewed initially in 2013 and every year after that. USP is willing to share these academic papers to the group.
- b) Research on low carbon shipping is available at USP and can be conducted at no cost if it involves students in the scope of their thesis.
- c) The question of making available research work is essential if this is to be used for policy development. Typical research papers may not be easily understood but. USP is collaborating with PIDF to better communicate this research without losing the science rigor of it.
- d) Maximising the collaboration of the Micronesian Sustainable Transport Centre (MSTC) and the MTCC-Pacific in this area of work is of paramount importance. SPC confirmed that MTCC-Pacific does not plan for research in the 3 years as the results are those agreed with EU and IMO in the scope of this project. Therefore, MTCC-Pacific is willing to collaborate with MSTC to communicate on research work and make use of it in its pilot-projects.

10 Discussion on the last MEPC session and way forward

(John Tunidau, Chief Executive Officer, MSAF)

MSAF briefly introduced the roadmap for developing the IMO GHG strategy. The Roadmap was adopted in October 2016. The adoption of initial strategy targeted for MEPC 72 Session 2018 and the adoption of revised strategy in 2023 at MEPC 80 that will also include a data collection system and the 4th IMO GHG study.

The 1st intersessional & MEPC 71 concluded in July 2017 with thirty four proposal submissions, upon which for the first times ever, a large number of eleven submissions were co-sponsored by Pacific Island States. There were also encouraging suggestions such as Calls for ambitious GHG reduction targets; strategy in line with 1.5 and 2C temperature goal; Industry support; and Importance of low-carbon energy and fuels recognised. An important outcome of this intersessional was the outline of the structure of the initial strategy listed as such:

1. Preamble/ introduction/ context incl. emission scenarios
2. Vision
3. Levels of ambition Guiding principles
4. List of candidate short-, mid- and long-term further measures with possible timelines and their impacts on States
5. Barriers and supportive measures; capacity building and technical cooperation; R&D
6. Follow-up actions towards the development of the revised strategy
7. Periodic review of the Strategy

The second intercessional session is scheduled for October 2017 and third intercessional and MEPC 72 in April 2018. It was important to keep up pressure from Pacific Island states as there will be anticipated resistance. It was also critical to ensure high level of ambition, early adoption of measures to reach a specified target for GHG emissions from ships; and outreach to other countries.

The complete presentation is annexed as Annex IV-10.

DISCUSSION

- a) Regional coordination for submissions to IMO: the sponsorship from most of the Pacific Islands Countries is essential to influence decision and commitment at IMO; however, this process needs to be prepared well in advance and respect protocols through ministries of Foreign Affairs, line ministries and representatives at IMO. Beyond sponsorship, the support during IMO meeting is also part of the process to ensure a strong unified voice from the Pacific.

11 MTCC-Pacific pilot-projects on Energy Efficiency and Data Collection

(Thierry Nervale, Deputy Director Transport and MTCC-Pacific Head, SPC)

Regional Workshop on Energy Management in Ports

SPC updated the meeting on the recent regional workshop on Energy Management in Ports held in Auckland from 31st July to 2nd August, which occurred back to back with the Conference of the Pacific Maritime Transport Alliance (PMTA). The workshop was facilitated by an SPC Consultant, Bruce Rowse who is providing training and advisory services to business and organisations operating in the area of sustainable energy. Managers and CEOs from the port authorities of Cook Islands, Fiji, Kiribati, Nauru, Tonga, Solomon Islands and Vanuatu attended this.

The objectives of the workshop were to:

- provide participants with methods and tools to improve energy management in ports using the experience from the energy audit conducted by SPC in Fiji in July 2016.
- agreement with participants on the way forward in the scope of the MTCC-Pacific pilot-project.
- participants use data collection tools, adapt model of energy management policy and plan for port and discuss the job description for an energy manager.
- Presentation on Green Port initiatives and incentives by the Head of MTCC-Caribbean.

This workshop was a good follow-up of the Regional Workshop on Energy Efficiency in Maritime Transport organised by SPC in Vanuatu in December 2016.

Pilot-project on Energy Efficiency

- Implementation approach:
 - ✓ All activities related to dissemination of templates, guidelines and generic legislation will be implemented to all Pacific Islands Countries and Territories.
 - ✓ Activities focusing on implementing energy efficient measures on board ships and in port will be implemented in targeted countries and on board targeted vessels.
- MTCC-Pacific is using the PIDSS programme implemented since 2010 in domestic shipping by SPC.

PIDSS Progress Summary : 2010 - 2016	2010	2011	2012	2013	2014	2015	2016	Total as at end 2016
Countries participating*	2	2	2	4	5	6	8	8
Shipping Companies participating*	11	11	13	22	33	47	66	66
Ships considered under PIDSS*	14	14	17	30	50	72	114	114

Ships reported having SOPs approved*	4	7	8	8	6**	7	19	20
Ships reported having SOPs drafted*	0	4	6	6	5**	15	42	42
SOP Initial Audits conducted***	4	2	1	0	0	1	7	15
SOP Follow Up Audits conducted***	0	0	3	0	0	0	1	4
Number of personnel trained ***	39	0	32	27	19	27	92	236

- Kiribati and Tonga (2010); Marshall Islands and Vanuatu (Port Vila) (2013); Solomon Islands and Vanuatu (Luganville) (2014); Tuvalu (2015); and Federated States of Micronesia (Pohnpei) and Samoa (2016).

The complete presentation is annexed as Annex IV-11&12.

DISCUSSION

- The meeting discussed the plans in Fiji Government to eventually relocate Suva Port and therefore provide a good opportunity for energy efficiency.
- There is a strong need for organisations to collaborate around MTCC-Pacific and the Steering Committee will be instrumental to ensure synergies and coordination. MTCC-Pacific will have to communicate on its activities and invite with sufficient notice partners to contribute/participate.

12 Next meeting of the Steering Committee and closing

The Chair thanked SPC for organising this meeting and all partner organisations and countries for attending.

The next steering committee meeting is scheduled on December 12, 2017 prior to the Regional Conference.