

FIRST NATIONAL WORKSHOP ON ENERGY EFFICIENT OPERATION OF SHIPS

Honiara, Solomon Islands, 13-15 February 2018

OUTCOMES

1. The First National Workshop on Energy Efficient Operations of Ships held in Honiara, Solomon Islands from 13 to 15 February 2018. The workshop was coordinated and facilitated by the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) and attended by representatives from the Ministry of Infrastructure & Development, Solomon Islands Maritime Safety Administration (SIMSA), Islands Marine & Mechanical Engineering Contractor, Small Malaita Shipping Company Ltd, I.D.C Shipping, Franjti Shipping, Lauru Shipping Ltd, Nofokava Transportation and Anolpha Enterprises. The list of participants is attached in Annex 1.
2. MTCC-Pacific is hosted by the Pacific Community (SPC) in collaboration with the Secretariat of the Pacific Regional Environment Programme (SPREP) that form part of the Global MTCC Network (GMN), a project implemented by the International Maritime Organization (IMO) and funded by the European Union (EU) with the aim of building capacity of small island developing states (SIDS) and least developed countries (LDC) for climate mitigation in the maritime industry.
3. The welcoming speech was delivered by the Solomon Islands Acting Permanent Secretary for the Ministry of Infrastructure and Development (MID), Jimmy Nuake, and highlighted the commitment of Solomon Islands saying, *“Increasing the energy efficiency of the Maritime Transport Industry (MTI) is a priority for our nation and for our region. The Solomon Islands Government is committed to lead by example and we are calling on leaders in every sector of our MTI to join us in making energy efficient operations a priority.”*
4. The opening remarks were delivered by the Director of SIMSA, Capt. Timothy Whiteford Harris, who welcomed the participants and recalled the ongoing process of changing from the Government Maritime Safety Administration (SIMSA) to an independent self-governing Maritime Authority (SIMA).
5. In his opening address, MTCC-Pacific (Maritime) Transport Greenhouse Gas Advisor reiterated the commitments from MTCC-Pacific Host Institutions (SPC & SPREP) and its partners to assist the Pacific region in climate mitigation in the maritime transport industry and support the uptake of new technologies and operations.
6. The purpose of the meeting was to gather the relevant maritime transport industry stakeholders, government and administration, and ship operators to agree on measures to improve energy efficiency of shipping in the Solomon Islands and provide them with technical tools to progress towards ship energy efficient operations.

The participants:

7. Agreed to take relevant action to mitigate greenhouse gas emissions (GHGE) and create awareness amongst the ship owners/operators in Solomon Islands on the benefits of ship energy efficient ship operations (SEEO) toward reduction of fuel oil consumption and reduction of GHGE.
8. Recognize the drivers, needs, barriers and relevant actions stated in Annex 2 that include:
 - i. Capacity Building (C-B) e.g. HR Development and awareness of training opportunities;
 - ii. Improve profitability of ships, reliability and efficiency of domestic shipping;
 - iii. Legislation, regulations and standards for domestic ships including safety, training, pollution prevention and efficiency;
 - iv. Acknowledging challenges of the Pacific by the international community;
 - v. Non-signatory to International Conventions;
 - vi. Availability of cost affordable spare parts and technologies;
 - vii. Insufficient specialized staff;
 - viii. Inconsistent purchase of vessels under grant; and
 - ix. Cost of Energy.
9. Agreed to participate and be involved in MTCC-Pacific pilot-projects on energy efficient operations of ships and data collection that will assist in implementing immediate actions adapted to Solomon Islands registered vessels and ports.
10. Agreed to collect and share relevant data on fuel oil consumption through an Agreement between SIMSA and MTCC-Pacific and request MTCC-Pacific to provide templates and assist in collection and reporting, ensuring confidentiality and accessibility of information.
11. Recognized existing traditional shipping methods with available technology capabilities and future opportunities in Solomon Islands to build and maintain safe, energy efficient vessels.
12. Requested MTCC-Pacific to coordinate and facilitate a follow-up workshop with the Pacific Island Development Ship Safety Programme (PIDSS) to present and discuss progress on measures implemented in 2017-2018 related to energy efficiency and data collection in the Solomon Islands maritime transport industry.

Annex 1 – List of participants

| # | Name | Job Title | Organisation | Email Address/ Phone Number |
|---------------------------|------------------|---------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------------|
| TECHNICAL WORKSHOP | | | | |
| 1 | Jimmy Nuake | Acting Permanent Secretary | Ministry of Infrastructure Development | Jnuake@mid.gov.sb |
| 2 | Timothy Harris | Acting Director of Marine | Solomon Islands Maritime Safety Administration | Tharris@mid.gov.sb |
| 3 | Leslie Lazarus | Private Sector Ship Surveyor | Island Marine & Mechanical Engineering Contractor | Lazaruslesiel4@gmail.com |
| 4 | Simon Wame | Chief Executive Officer | Small Malaita Shipping Company | s.wame@hotmail.com |
| 5 | Derek Saru | Chief Marine Officer | Solomon Islands Maritime Safety Administration | dereksaru@gmail.com |
| 6 | Norian Buloro | OPM Assistant | I.D.C Shipping | 757 4465 |
| 7 | Joy Rurime | Manager | Franjit Shipping | Fanjitshipping@gmail.com |
| 8 | Daniel Letia | Accountant | Lauru Shipping Ltd | 7962915 |
| 9 | Kathy Nori | MD | Nofokava Transportation | Kathy.nofakava@gmail.com |
| 10 | Rachael Anita | Senior Marine Officer | Solomon Islands Maritime Safety Administration | RAnita@mid.gov.sb |
| 11 | Cathy Taula Indu | Assistant Registrar of Ships | Solomon Islands Maritime Safety Administration | CTalua@mid.gov.sb |
| 12 | David Faradatolo | GM | Anolpha Enterprises | Kokomu1006@gmail.com |
| 13 | Mark Oge | CSO | Anolpha Enterprises | |
| 14 | Bradley Alaua | Operations Manager | Small Malaita | baddley@gmail.com |
| 15 | Francis Nori | Managing Director | Nofokava Transportation | fnofkava@gmail.com |
| ORGANISER | | | | |
| 1 | Mark Davis | Transport Green House Gas Adviser | MTCC-Pacific | markd@spc.int |
| 2 | Ore Toua | Maritime Training Adviser | MTCC-Pacific/The Pacific Community | oret@spc.int |
| 3 | Zullah M. A | Maritime Industry Energy Efficiency Officer | MTCC-Pacific | zullahm@spc.int |

Annex 2 – Matrix of drivers, needs, barriers and relevant actions

| Drivers | Needs | Barriers | Relevant action |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Capacity Building (C-B) e.g. HR Development and Awareness of Training opportunities | HR development More and better training institutions | <ul style="list-style-type: none"> • Lack of higher (only up to Class 4) crew qualification • No idea about PIDSS program (for non-participating vessels) • Insufficient resources | Building an adaptive capacity that will ensure application of EE measures on board domestic vessels |
| Costs of energy | <ul style="list-style-type: none"> • Baseline data collection (DC) to show reduction in FOC • Pacific Regional bulk purchase of fuel | <ul style="list-style-type: none"> • Transition costs for additional or change of equipment • No SOPs and standards set for SI fleet • Insufficient financial resources (low per capita income) | <ul style="list-style-type: none"> • Implement safety & energy management with the support of SPC (MSA, PIDSS and MTCC-Pacific) • Improve practices & implement Ship Energy Efficiency Management Plan (SEEMP) under the PIDSS program |
| Improve profitability of ships, reliability and efficiency of domestic shipping | <ul style="list-style-type: none"> • Appropriate/relevant legal, regulatory and technical measures adapted to the size of the vessels and the capacity and resources of SI shipowners • Training on safety, efficiency including ship energy efficiency (SEE), etc. • Reduced competition that can compromise safety, efficiency and reliability of shipping services • Reduce lost time for berthing | <ul style="list-style-type: none"> • Under-regulation & not locally adapted • Measures are often adapted to vessels of more than (>)50m while most of domestic vessels are under this size & old • Unfair competitive advantage for shipping/transport grant under [MID Central Project Implementation Unit (CPIU)?] owners | <ul style="list-style-type: none"> • Implementation of measures adapted to the Pacific domestic fleet • Control domestic fleet tonnage and pre-inspection/limitation for vessels purchase overseas • C-B of ship operators and crews on SEE measures and practises • Infrastructure development in outer islands to facilitate domestic shipping |
| Legislation, Regulations and standards for domestic ships including safety, training, pollution prevention and efficiency | <ul style="list-style-type: none"> • Create awareness of SIMSA and its regulations • Awareness of Maritime Compliance through mainstream media • Regulate traditional wooden boat building in regards to safe construction and operations | <ul style="list-style-type: none"> • High cost of dry-dock facilities (4) • Lack of port control in outer islands to foster fair-trade between domestic vessels • Lack of support to provide information and technical tools on energy efficiency | <ul style="list-style-type: none"> • Availability of new equipment & more affordable • Technical support and C-B provided by MTCC-Pacific, SPC & SIMSA to implement adapted measures • Infrastructure development in outer islands to facilitate domestic shipping and in SI ports to provide onshore power supply • Support from government through subsidies and tax incentives for safety, energy efficiency equipment, ship building and maintenance |
| Accept Pacific 'approach' by International Organisations | <ul style="list-style-type: none"> • Access to latest info- AtoN, SAR, hydrography, compliance & control of freight rates (4th highest annual increase in the world- 17%pa) | <ul style="list-style-type: none"> • Non-payment of subscriptions to IALA, IHO, Tokyo MoU & IMO because it's not seen as a priority by the Government. | <ul style="list-style-type: none"> • Raise awareness in Government on ramifications of not engaging with the international community. |
| Non-signatory to ICs | <ul style="list-style-type: none"> • Unable to prosecute international ships that are non-compliant | <ul style="list-style-type: none"> • Lack of ability or commitment by SIG | <ul style="list-style-type: none"> • C-B- training & development |
| Availability of cost affordable spare parts & technologies | <ul style="list-style-type: none"> • Solomon Islands Government support in terms of duties and suitability of parts | <ul style="list-style-type: none"> • Lack of integrated approach and support for maritime transport improvement | <ul style="list-style-type: none"> • Submission to SIG that provides economic driver |
| Insufficient specialised staff | <ul style="list-style-type: none"> • Lack of training and cost of services | <ul style="list-style-type: none"> • SIG & IDO (IMO, ADB etc.) funding | <ul style="list-style-type: none"> • PIDSS (2010) & MTCC-Pacific (2017) working in conjunction has been introduced by SPC in the Pacific. |
| Inconsistent purchase of vessels under grant | <ul style="list-style-type: none"> • Non-disclosure of public information (open & transparent) in relation to funding, purchase and control of suitable ships | <ul style="list-style-type: none"> • Inconsistent approach to purchasing and differential funding mechanisms | <ul style="list-style-type: none"> • Community pressure on SIG to |