

SECOND MTCC-PACIFIC STEERING COMMITTEE MEETING

INTRODUCTION

The Second MTCC-Pacific Steering Committee (SC) was held on the afternoon of 12 December 2017 and attended by the following members: Fiji Ministry of Infrastructure and Transport (MoIT), Pacific Community, Secretariat of the Pacific Regional Environment Programme (SPREP), Fiji Delegation of the European Union, Samoa, Solomon Islands, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, Pacific Islands Development Forum (PIDF), Pacific Islands Forum Secretariat (PIFS) and the University of the South Pacific. Also present were representatives from New Caledonia and the International Maritime Organization as observers.

ACTION POINTS

- The Maritime Technology Cooperation Centre for the Pacific (MTCC-Pacific) Secretariat will share the TOR with the members of the Steering Committee.
- Proper minutes of the meeting will be produced to highlight main points of discussions and action points that the steering committee can follow-up and to report back on matters discussed at the last meeting.
- All relevant documents relating to the meeting will be uploaded on the MTCC-Pacific website.

ADOPTION OF THE 2ND STEERING COMMITTEE MEETING AGENDA

The meeting adopted the meeting agenda.

REVIEW OF THE LAST MEETING MINUTES

(Thierry Nervale, MTCC-Pacific)

SPC presented and guided the meeting through the minutes and discussions of the last meeting held on the 16th -17th of August 2017. The Chair then requested the MTCC-Pacific Secretariat that the minutes are prepared apart from other updates, to allow members to follow-up on discussions of the previous meeting.

Discussion

- SPC and MCST clarified the working relationship between MTCC and (Micronesian Centre for Sustainable Transport) MCST-USP (University of the South Pacific). MTCC work is focused on two pilot projects with no research component. The role of the MSTC in relation to MTCC is complimentary given that the MCST has a long standing ambition in relation to an extensive research agenda that informs policies and developments of practice, in addition to supporting member countries to deliver on their own objectives. MCST therefore anticipates a strong commitment by the two centres to collaborate on a way forward.
- In addition to the discussion, MSTC stated that it responds to the development needs of the Pacific and is not member driven, thus operating beyond the requirements of IMO. Therefore, the needs identified by the MTCC must reflect the research work of the MCST, while the data gathered by the MTCC is expected to complement the research activities of the MCST.
- Members of the Steering Committee echoed its support for the MTCC and MCST and to share current work to check complementary. In closing the session, the Chair requested that the TOR is circulated to members of the Steering Committee.

IMO WORK TO ADDRESS ENERGY EFFICIENCY AND GREENHOUSE GAS EMISSIONS

(Leigh Mazany, GMN Consultant)

The presentation focused on (i) the Marine Environment Protection Committee (MEPC) work (ii) the data collection system and (iii) the Roadmap for an IMO Strategy. To begin with, it was highlighted that the Pacific small island states were instrumental in the development of the IMO Energy Efficiency Regulations.

In July 2009, the MEPC on behalf of the IMO developed the first set of regulations to address energy efficiency. This was followed by the development of the resolution on technical cooperation and capacity building.

The IMO Data Collection System (DCS) for Fuel Oil Consumption (FOC) of ships is the product of 3 years of discussion resulting in the adoption of Resolution MEPC.278(70) amending MARPOL Annex VI in 2016 to add a new regulation 22A on 'Collection and reporting of ship fuel oil consumption data'. The regulation applies only to ships that are 5000GT and above which captures roughly 80% of all CO₂ emissions. Regulation 22A will enter into force in March 2018 and where the Data Collection System confirmation of compliance will be issued as well as the Ship Energy Efficiency Management Plan (SEEMP) implementation. Based on compliance standards, ships will start collecting data at the beginning of 2019 and will report to administration by April 1st, 2020. The Administration will report to IMO by August 2020.

In October 2016, MEPC approved a Roadmap for developing a comprehensive IMO strategy on reduction of GHG emissions from ships, which foresees a Reduction Strategy to be adopted in 2018. The Roadmap contains a list of activities, including further IMO GHG studies and significant intersessional work, with relevant timelines and provides for alignment of those new activities with the ongoing work by the MEPC on the three-step approach to ship efficiency improvements.

Discussion

- The IMO is a member state driven organisation therefore the will to progress and accomplish according to the timelines depends on the member states.
- The Marshall Islands pointed out that there is a need for IMO to expedite the gradual progress to meeting the 1.5 degrees limit of temperature increase from ships GHG emissions. Before 2015, there has been little effort from IMO placed on prioritising the discussion and debate within the last decade, on reducing ships emissions. Every sector needs to be ambitious and genuine about addressing their emissions. According to recent studies, it is a win-win situation for the industry. IMO responded and reiterated that it is a member state driven organisation and the Pacific now have the Paris Agreement as an enabling mechanism that will support and encourage the debate over energy efficiency. As member states of IMO, the Pacific is reassured to continue to build coalitions and to keep submitting papers that will push discussions forward.

UPDATES FROM THE COMMITTEE ON COP23 AND OTHER GLOBAL EVENTS

Members and partners of the MTCC-Pacific Steering Committee participated at the Global MTCC Network (GMN) Side Event of the 2017 COP23 Summit held in Bonn, Germany. The Side Event was organised by GMN in collaboration with the IMO High Commission in London. Committee members and partners that attended the Summit shared the following updates.

- SPC as the Host Institution of MTCC-Pacific participated at the Side Event and presented on the progress and achievements of MTCC-Pacific. In addition, SPC participated in Side Events related to international shipping, GHG emissions and sustainable sea transport organised by the Republic of the Marshall Islands, Palau and other countries but also by Okeanos. Overall, the Pacific was well represented at various Side Events of the COP 23 summit.

- PIDF also participated and presented on the Framework for Resilient Development in the Pacific (FRDP) referring to *Goal 2 on Low Carbon Development*. Goal 2 is directed towards development sectors, which include the Shipping sector.
- USP through their Pacific Centre for Environment and Sustainable Development (PACE-SD) worked with a number of government delegations at the summit. SPREP participated at the *3rd Meeting of the UN Environment Assembly (UNEA 3)*. The theme of the conference '*Towards a Pollution-Free Planet*' aligns with the objectives of MTCC-Pacific to mitigate and address climate change issues relating to maritime. The Steering Committee was then informed of two main discussions resulting from UNEA 3 and its relevance to the MTCC i.e.
 - i. The development of an International Framework to address plastic pollution is being developed by an open-ended technical working group.
 - ii. The need for the Pacific to implement and take actions in addressing pollution.

EU delegation for the Pacific and Fiji reaffirmed its support for the MTCC's initiatives and the need to address from all angles some of the Pacific's complex issues such as those relating to climate change, pollution and energy management.

Marshall Islands is working in partnership with the German government through the Low Carbon Project to address low carbon transition for the maritime sector. Based on the discussions around the table, Marshall Islands recalled the Pacific leaders call to IMO to reduce emissions from shipping and reiterated that Pacific Island countries have continued to advance discussions with IMO to address emissions from shipping and other sectors.

Marshall Islands also recalled the *2017 Third Pacific Regional Energy and Transport Ministers Meeting* in Tonga, where discussions revolved around the existing need for collaboration to tackle shipping emissions. Recognising that it is an area already being addressed by USP's MCST, it is recommended that the MTCC-Pacific and the MCST foster alliances and to look at joint efforts to address shipping emissions.

MTCC-PACIFIC PROGRESS REPORT

(Thierry Nervale, MTCC-Pacific)

SPC presented and provided an update of the MTCC-Pacific highlighting that the office has been established and is operational with the availability of an MTCC-Pacific website, which is online and accessible.

The overview highlighted the following achievements since the signing of the SPC-IMO contract on 12 May 2017:

- Result 1 – Establishment and operations
- Result 2 – Capacity building activities
- Result 3 – Pilot projects on energy efficiency
- Result 4 – Pilot projects on data collection
- Result 5 – Communication and visibility

In implementing the project work plan, the following activities have been completed and/or carried out:

- 7 Project Monthly Meetings have been completed: 18th May, 28th June, 19th July, 24th August, 28th September, 12th October and 1st November
- First Quarterly Progress Reports submitted and approved by IMO
- Second Quarterly Report submitted and approved by IMO
- Participated at COP23 GMN side-event
- Participated at the MTCCs Technical Workshop at IMO in December – MTCCs MoUs signed and MTCCs Coordinating Committee established

SPC also guided the committee through the MTCC-Pacific Fundraising Strategy, which is expected to directly benefit the Pacific domestic ships and international and domestic port operators. The strategy will also be of benefit to the Pacific Islands countries governments that will provide progress towards their NDC targets.

Discussion

- In the next two or three years the MTCC-Pacific project will look at ship energy efficiency management as a pilot project to assist ship owners. This is in response to the sentiments raised on the existing need to strengthen the capacity of ship owners. The activity will require the development of bigger proposals that will encompass climate financing with the support of partners and members.
- IMO supported the comments raised by MTCC-Pacific and emphasised that most of the work undertaken by the project is replicated across the MTCC regions, which have the potential to be expanded. The MTCC-Pacific existing pilot projects have and will continue to establish and strengthen a network and platform that can be utilised to prompt future projects and activities. The intention is for the Pacific to be able to take ownership of the work and progress MTCC-Pacific into the future.

OTHER BUSINESS

- The Project Manager for the Marshall Islands German government project briefed the committee on the 5-year project on Low Carbon Sea Transport. It is aimed at identifying options on how to reduce fuel consumption and emissions of Marshall Islands government owned cargo ships. The project is financed by the German Corporation for International Cooperation (GIZ) and is anticipated that the project will be expanded to other pacific island countries in the future.
- The MTCC-Pacific Head advised the committee that there would be two Steering Committee Meetings per year following 2017 meeting – preferably in August and December. Specific dates will be confirmed.

CLOSING REMARKS

The Chair closed the meeting and acknowledged the MTCC-Pacific Steering Committee for a productive and informative meeting and discussion.