

## VANUATU NATIONAL WORKSHOP ON MARITIME SAFETY AND GOVERNANCE NATIONAL WORKSHOP ON ENERGY EFFICIENT OPERATIONS OF SHIPS

Port Vila, Vanuatu, 26-29 March 2018

### OUTCOME

1. The National Workshop on Maritime Safety and Governance followed by the Workshop on Energy Efficient Operations of Ships were held at Melanesian Hotel in Port Vila, Vanuatu, from 26 to 29 March 2018. The workshop was organized by the Pacific Community (SPC) in collaboration with the Vanuatu Office of the Maritime Regulator (OMR). The workshop was attended by representatives from the maritime industry and government. The participants list is attached in Annex A.
2. The Workshop on Energy Efficient Operations of Ships was delivered by the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific). MTCC-Pacific is hosted by SPC in collaboration with the Secretariat of the Pacific Regional Environment Programme (SPREP) and forms part of the Global MTCC Network (GMN), a project implemented by the International Maritime Organization (IMO) and funded by the European Union with the aim of building the capacity of developing countries for climate mitigation in the maritime industry.
3. The opening address was delivered by the Honourable Jotham Napat, Minister for Infrastructure and Public Utilities who welcomed the participants and recalled that maritime safety remains an absolute priority for Vanuatu and this workshop a great opportunity to discuss a number of priority areas including challenges and opportunities in the domestic shipping industry, nurturing a safe and clean shipping culture in Vanuatu, implementing the Pacific islands Domestic Ship Safety (PIDSS) Programme, and supporting the role of the OMR.
4. The purpose of the workshops was to bring together representatives from the maritime industry and Vanuatu Government and OMR to discuss and agree on a common approach to improve domestic shipping safety management and governance of the Vanuatu Maritime sector. The objective was also to agree on measures to improve energy efficiency of shipping in Vanuatu and provide participants with technical tools and methods to progress towards energy efficient operations of ships.

#### The Participants:

5. Recognised that improved governance of maritime transport will facilitate the delivery of quality shipping services to all in Vanuatu, that are safe and clean, respond to the needs of the people of Vanuatu and profitable for the maritime industry thus providing opportunities of employment to all including women and youth;
6. Agreed for OMR to facilitate the revival the Ship Owners Association and ship owners to lead and foster the essential role of the maritime industry that is a key driver for sustainable economic development of Vanuatu;
7. Acknowledged the establishment and launch of the Vanuatu Women in Maritime Association (VanWIMA) and committed to facilitate women and youth contribution to the maritime sector in Vanuatu.

8. Agreed to continue efforts to implement Safety Management Systems on board domestic ships in Vanuatu under the PIDSS Programme;
9. Supported the role of OMR and agreed to contribute to a consultative and advisory group in order to address issues of domestic shipping in Vanuatu as stated in Annex B and monitor progress against this outcome;
10. Agreed to participate in MTCC-Pacific pilot-project on energy efficiency in conjunction with the PIDSS Programme;
11. Agreed to collect fuel oil consumption data to inform further action on energy efficient operations of ships in Vanuatu.

29 march 2018

### ANNEX A – PARTICIPANTS LIST

s/n	First Name / Surname	Organization/Agency	Position / Email Address	Gender M/F
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## ANNEX B – GROUP DISCUSSIONS RESPONSES

Challenges/Issues surrounding improvement of domestic shipping safety, efficiency and carriage of passengers and cargo.	Challenges/Issues affecting maintenance of domestic ships and safety equipment.	Problems with the current arrangement of Franchise Scheme.	Measures to improve transportation of perishable goods, livestock and security of cargoes.
Lack of capacity of crew and ship operators	Lack of local life raft service station	Not meeting the required standard	Provide proper cargo storage/warehouse and refrigeration facilities ashore and on vessel
Overage of crew	Access to slipway limited due to size and number of slipway facilities	Unfairness / Not transparent	Provide special trainings for farmers, stevedores and ships' crew
Insurance related matters	High cost of slipway services	Most remote islands do not receive subsidy	Add cargo insurance
Lack of maintenance fund/finance	Limited suppliers of spare parts, radio equipment, LSA and FFE	Lack of information provided about the Scheme	Proper Separation of cargoes, livestock and passengers
Overloading of passengers and cargoes	High cost of spare parts, radio equipment, LSA and FFE.	No accountability of vessels actually following the route	Special caution to be undertaken when shipping livestock, chicken and pigs to avoid suffocation
Lack of law to categorize cargo and passenger vessels	Lack of access to freshwater and shore power in port	Removing ships from profitable routes to service subsidised routes	Make sure cages are strong enough to avoid livestock, chicken or pigs to escape
Upkeep of Aids to Navigation in remote islands	Lack of access to engineering supplies and machining tools	Shorter periods for service would allow greater competition for service providers	
Lack of proper jetty/wharf	Classification of requirements by OMR	Require Vessel Monitoring System and Cargo Manifest	
Lack of radio communication appliances			
No Coast Radio Station to monitor ship's positions and issue navigational warning broadcasts			

Lack of proper passenger terminal  
with toilet and waiting area facilities

No proper cargo storage or  
warehousing available