FIRST REGIONAL CONFERENCE AND OFFICIAL LAUNCH

OF THE MARITIME TECHNOLOGY COOPERATION CENTRE IN THE PACIFIC

Suva, Fiji, 13-15 December 2017

OUTCOME

1. The First Regional Conference of the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) was held in Suva, Fiji from 12 to 15 December 2017 at the Novotel Conference Centre in Lami. The meeting was organised and hosted by the MTCC-Pacific with the support of the Pacific Community (SPC), its Host Institution, and the International Maritime Organization (IMO). The Conference was co-hosted by Fiji and attended by Permanent Secretaries, Secretaries, Deputy Secretaries, Directors and Officers from Cook Islands, Kiribati, Marshall Islands, Nauru, New Caledonia, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu and Vanuatu. International and regional partners also attended such as IMO, the European Union, the Secretariat of the Pacific Regional Environment Programme (SPREP), the Pacific Islands Development Forum (PIDF), the Australia Maritime Safety Agency (AMSA), MTCC-Asia, representatives from Pacific Ports, the Pacific Islands Maritime Conference (PIMC), representative from Fiji shipowners, Okeanos Foundation and the Uto Ni Yalo Trust.

2. The objective of the Regional Conference was to officially launch MTCC-Pacific as a centre of excellence for the region with the view to build the capacity of Pacific Small Islands Developing States (SIDS) and Least Developed Countries (LDCs) for climate mitigation in the maritime industry. The Conference was also the opportunity to showcase the Global MTCCs Network (GMN), a project implemented by IMO and funded by the European Union that aims to establish five MTCCs in Africa, Asia, Caribbean, Latin America and the Pacific regions. The Conference gathered representatives from Pacific Islands Countries and Territories (PICTs) and partners to inform them of the activities of the MTCC-Pacific and to agree on actions to give effect to the resolution of the 2017 Pacific Regional Energy and Transport Ministers' Meeting to transition to low-carbon maritime transport in the Pacific.

3. The conference expressed its deepest appreciation to the Government and the people of Fiji, SPC, SPREP and IMO for the excellent arrangements made in funding and organising the conference including the preceding meetings for Heads of Maritime, Pacific Women in Maritime, the Pacific Islands Maritime Conference and the MTCC-Pacific Steering Committee. It also acknowledged the contribution and support from the International Union for Conservation of Nature (IUCN), the Port Authority of Tonga (PAT), the Solomon Islands Port Authority (SIPA) and Fiji Ports Corporation Limited (FPCL). The Conference further expressed its appreciation to the Fiji Deputy Secretary Policy and Planning, Lui Naisara, for his leadership in chairing the Conference and to the facilitators from PIDF, SPREP and the Maritime Safety Authority of Fiji (MSAF).

The Conference:

4. **Applauded** the launch of the MTCC-Pacific in the presence of the Minister for Forests and Acting Minister for Fisheries, Honourable Osea Naiqamu; the Ambassador of the European Union to Fiji and the Pacific, His Excellency Julian Wilson; the SPC's Deputy Director-General, Dr. Audrey Aumua; and the IMO Deputy Director, Office of General Services, Mr. Aubrey Botsford.

5. **Acknowledged** the 2017 Energy and Transport Communiqué and Resolutions that set out the direction to transition towards low-carbon maritime transport and that MTCC-Pacific provides an effective platform for the implementation of a regional climate mitigation strategy for Pacific maritime transport.

6. **Recognised** that the development and implementation of a comprehensive IMO strategy with ambitious targets to reduce greenhouse gas emissions from shipping will create an enabling environment for capacity development, technical cooperation and the uptake of new technologies and operations in maritime transport in the future.

7. **Noted** existing initiatives, programmes and projects related to low-carbon maritime transport in response to the call of Energy and Transport Ministers who urged all stakeholders to take appropriate action to progress low-carbon maritime transport in the Pacific Islands region.

8. **Supported** MTCC-Pacific and GMN approach and urged PICTs to become involved in MTCC-Pacific pilot-projects or similar projects on energy efficiency and data collection.

9. **Acknowledged** the important role of industry and business in the maritime sector and their challenges to invest in new technology and operations to transition towards low-carbon maritime transport in the Pacific. Accordingly, it urged governments to create an enabling environment for business investment.

10. **Agreed** that solutions to transition to low-carbon futures in maritime transport will require infrastructure development and a combination of technical and operational measures, including options such as traditional navigation for inter-island mobility of our people and goods in harmony with culture and heritage.

11. **Emphasised** the need for collaboration, cooperation and partnerships between all stakeholders from the international to regional, national and community levels to ensure adapted solutions and services are provided to countries.

12. **Supported** the outcome of the meeting for Pacific Women in Maritime held on 12 December and agreed to address gender issues through mainstreaming gender in maritime policies, programmes and project activities, including maritime energy, that provide new opportunities to advance and empower women in the maritime sector.

13. **Adopted** the immediate priority actions shown in Appendix 1 to ensure critical issues related to capacity building, collection of data and information, implementation of pilot-projects and policy and legal frameworks are addressed as first priorities.

14. **Recommended** the implementation of the relevant actions shown in Appendix 2 in response to the needs and barriers identified in various fora. These actions constitute the basis for a regional action plan with the view to develop a future Regional Strategy for the Pacific region.

Appendix 1 – Priority areas and actions

Priority areas	Priority actions[1]
Capacity Building – there is a need to build the capacity of governments and maritime administrations related to policy, legal and regulatory framework and also the private sector to raise awareness and train on new technologies and operations and the need for quality, relevant data.	a. Provide short training courses and vocational trainings on energy efficient operation of ships and new technologies for the maritime industry and crews (R23, R45, R57 and R58); b. Train maritime personnel for the implementation of energy efficient measures in the maritime industry (R24); c. Government support for training, improved infrastructure including dry-docks, technology transfer and competiveness (R46).
Collection of data and information – there is a need to develop awareness and capacity to collect relevant information and data and to make data accessible to measure progress.	d. Enact laws to support data collection and sharing domestically and with the IMO; e. Adopt data collection methods and systems to establish the country GHG emissions status and identify gaps (R10); f. Collect, analyse and communicate data related to GHG emissions from the maritime sector to raise awareness on targets for domestic shipping and ports (R37).
Pilot-projects – "proof-of-concept" pilot-projects are essential to show results and replicate across the region.	g. Conduct annual energy audits and implement short-term energy savings projects in maritime transport (ships & ports) (R30); h. Develop and implement pilot-projects and adapted tools/methods on the uptake of new technologies and operations in maritime transport (R25 and R26); i. Assess feasibility of Onshore Power Supply (OPS) in Pacific ports (R34); j. Conduct cost-benefit analysis for new technologies on board small vessels (less than 50 meters) (R44); k. Provide media updates on results from success stories (R51); l. Implement vessel replacement programmes and major green infrastructure projects in ports (Long-term >10 years) (R29).
Policy/Legal Frameworks –policy and legal frameworks need to be reviewed to integrate energy efficiency related targets and standards and to be effectively implemented.	m. Review/draft generic laws to address energy efficiency in maritime transport aligned with international mandatory instruments, recommendations and guidelines (R7) n. Ratify international maritime instruments related to energy efficiency and emissions (R8) o. Draft instructions to maritime administrations for the implementation of energy efficiency laws (R9) p. Adopt laws including target for the reduction of GHG emissions (R41).

[1] In 2018-2019, MTCC-Pacific can assist with actions a, b, f, g and h; especially in MTCC-Pacific priority countries.

Appendix 2 – Matrix of drivers, needs, barriers and recommended relevant actions

Theme	Drivers	Needs	Barriers	Relevant actions
PICTs perspectives				
International Framework	• International framework and negotiations on climate change • Participation/contribution to international negotiations to defend SIDS/LDCs special circumstances	• Coordinate efforts for a continued and strong engagement of the PICTs with a unified voice in the international negotiations and to raise the special circumstances of the Pacific SIDS and LDCs	• Lack of resources to attend international meetings • Lack of expertise and coordination to prepare, submit and support submissions/side-vents to international meetings	• Raise funding support to ensure PICTs representation at international meetings • Put in place coordination mechanisms with PICTs and relevant regional partners to prepare submissions
Recommendations	**Short-term (<5 years)** R1. **Implement the 2017 Transport Ministers' Resolution with mechanism to facilitate communication between all stakeholders to coordinate the drafting and submission of cosponsored regional documents to IMO** R2. **Coordinate the regular submission of cosponsored regional documents to IMO** R3. **Secure external funds to attend international meetings regularly**		**Medium-term (5-10 years)** R4. **Secure internal funds to attend international meetings regularly** R5. **Identify and train suitable maritime personnel to attend relevant international meetings related to maritime issues**	**Long-term (>10 years)** R6. **Secure long-term representation (permanent or occasional) at relevant international maritime organisations**
National Framework	• National initiatives/plans e.g. Green Growth frameworks, GHG emissions targets aligned to international obligations and supported by regional frameworks and declarations including 2013 Majuro Declaration, FRDP Goal 2 on low carbon development, FATS Theme 5	• Have specific objectives in policies and develop National Strategies on energy efficiency in maritime transport • Analysis of PICTs' Nationally Determined Contributions (NDCs) for maritime transport • Implement relevant international maritime instruments related to the reduction of GHG emissions	• Absence or lack of reliable data regarding GHG emissions by sectors including air, land and maritime transport • Absence of specific targets for reducing GHG emissions from maritime transport to guide efforts and initiatives • Absence of specific strategy or action plan to address GHG emissions from maritime transport aligned with the sectors' contribution to the country's GHG emissions	• Collect and analyse relevant data related to GHG emissions by sectors for informed decision-making and adoption of relevant indicators and targets • Develop specific national strategies and/or action plans aligned with the sectors' contribution to the country's GHG emissions • Development regional and national initiatives that integrate the special circumstances related to maritime transport in each country and align with national priorities and regional frameworks

		• Collect and share reliable, accurate and quality maritime transport oriented data • Develop and implement initiatives in line with regional frameworks to ensure consistent and coordinated approach for better impact • Develop enabling policies, laws, action plans and procedures for reduced GHG emissions and energy efficiency in the Pacific maritime industry	• International maritime instruments related to GHG emissions not ratified • Lack of policies, laws, action plans and procedures creating an enabling environment for reduced GHG emissions and energy management in the maritime industry	• Ratify international maritime instruments related to GHG emissions • Development of policy and legal frameworks implemented by adapted procedures for reduced GHG emissions and energy management in the Pacific maritime industry
Recommendations	**Short-term (<5 years)** R7. **Review/draft generic laws to address energy efficiency in maritime transport aligned with international mandatory instruments, recommendations and guidelines** R8. **Ratify international maritime instruments related to energy efficiency and emissions** R9. **Draft instructions to maritime administrations for the implementation of energy efficiency laws** R10. **Adopt data collection methods and systems to establish the country GHG emissions status and identify gaps** R11. **Review and adopt country NDCs targets desegregated by sector including maritime transport based on relevant data related to GHG emissions from the Pacific maritime transport** R12. **Incorporate in National Maritime Policies objectives on energy efficiency and GHG emissions** R13. **Develop/review National Strategies on energy efficiency and GHG emissions** R14. **Develop and adopt a Regional Strategy for low-carbon maritime transport in the Pacific**		**Medium-term (5-10 years)** R15. **Measure progress and review country NDCs targets for maritime transport** R16. **Assess implementation of laws and amend laws to incorporate new obligations** R17. **Assess implementation of National Strategies and review targets**	**Long-term (>10 years)** R18. **Assess progress in reduction of GHG emissions over the period of policy/strategy implementation and identify best impact projects**

Climate Financing	• Climate financing and available expertise with international and regional partners	• Make use of climate financing opportunities and available expertise among international and regional partners • Coordination among countries and regional partners	• Absence or lack of a formally established network gathering international and regional partners and PICTs • Lack of funding to upscale existing projects and initiatives • Lack of coordination to develop initiatives that can access climate financing mechanisms	• Establish a platform for networking, coordination and information sharing
Recommendations	**Short-term (<5 years)** R19. **Develop proposals to submit to climate funds and frameworks – proposals to be on new technologies but also capacity development and development of policy and legal frameworks** R20. **Map out climate financing mechanisms and donors** R21. **Develop the capacity of country to access climate financing and country financial processes and systems**		**Medium-term (5-10 years)** R22. **Enhance country financial systems for the implementation of major climate projects**	**Long-term (>10 years)**
Pilot-projects	• Lead by example to reduce GHG emissions from maritime transport in the Pacific under regional frameworks	• Reduced fuel oil consumption from domestic ships and energy consumption in ports • Proof-of-concept initiatives • Adapted tools and small-scale projects • Enhance PICTs capacity to implement and verify compliance with international regulations	• Very old domestic fleet with some vessels engines designed before the fuel crisis of 1973 • Small port with limited financial resources • Poor understanding and management of energy efficient operations on-board domestic vessels and in ports – change in personnel behaviour • Lack of expertise and capacity to use new technologies • Lack of expertise and adapted tools and technical solutions readily available to improve energy management in the Pacific maritime industry • Lack of capacity and expertise in maritime administrations to implement effective	• Reduction in GHG as a long term exercise: ○ Raise awareness and develop capacity of ship and port operators on new technologies and operations ○ 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) ○ Implement projects that includes capacity development activities and proof-of-concept initiatives ○ Develop adapted tools and small-scale projects to introduce energy management, improve quality management and implement energy audit in the maritime industry

			Flag State Implementation (FSI) and Port State Control (PSC) regimes	○ Implement research and economic, policy, safety, technical and legal analysis on new technologies adapted to the Pacific maritime industry • Develop FSI and PSC regimes: ○ Train marine surveyors and inspectors to carry out FSI and PSC on board all type of vessels including requirements for energy efficiency ○ Establish a platform for experience sharing
Recommendations	**Short-term (<5 years)** R23. **Develop vocational trainings and qualifications for energy efficient transport and new technologies** R24. **Train maritime personnel for the implementation of energy efficient measures in the maritime industry** R25. **Implement pilot-projects on the uptake of new technologies and operations in maritime transport** R26. **Develop adapted tools and small-scale projects for energy management in maritime** R27. **Facilitate research programmes in the Pacific**		**Medium-term (5-10 years)** R28. **Implement green port and shipping programmes**	**Long-term (>10 years)** R29. **Implement vessel replacement programmes and major green infrastructure projects in ports**
Pacific Maritime Industry perspectives				
Costs	• Costs of energy	• Reduce energy consumption in ports • Reduced fuel oil consumption from domestic ships • Cold ironing/Onshore Power Supply (OPS) to save energy/costs • Implement Energy Management Systems in shipping companies to improve practices	• Costs of implementation of energy consumption reduction projects • Lack of government support (most ports are SoEs) • Transition costs for additional or change of equipment	• Conduct energy audit to determine energy consumption reduction project technical feasibility, return on investment, benefit for reducing GHG emissions • Infrastructure development in ports to provide onshore power supply including dry-docks – support from Government • Implement SMS/MMS including energy management with the support of SPC (PIDSS and MTCC-Pacific)

Recommendations	**Short-term (<5 years)** R30. **Conduct annual energy audits and implement short-term energy savings projects in maritime transport** R31. **Develop integrated solutions for green port/green shipping/green supply chain** R32. **Implement existing tools such as Ship Energy Management Plan to improve energy efficiency and start plans for long-term alternatives through vessels replacement programme** R33. **Assess feasibility of Onshore Power Supply (OPS) in Pacific ports**		**Medium-term (5-10 years)** R34. **Assess costs-benefit of long-term energy savings project in maritime transport involving hard infrastructure development such as alternative fuels, marine energy**	**Long-term (>10 years)** R35. **Invest in green technologies for the maritime industry** R36. **Implement vessels replacement programmes**
National Framework	• National initiatives/plans e.g. Green Growth frameworks, GHG emissions targets for environmental protection	• Integrate national targets in port management • Collect data for baseline to show reduction in fuel consumption • Consistent approach for environment protection in domestic shipping and ports	• Resistance to change • Political priority changes • No transparency in the use of data collected to improve systems – lack of open and timely process	• Awareness on national targets • Awareness and capacity building for the implementation of innovative technical solutions • Consistent energy management with indicators and targets for ports • Collect data and provide accessibility to data to use in fuel savings measures through a Public Website with dedicated independent data • Consistent approach in domestic shipping and port for environment protection that integrate pollution prevention, reducing GHG, water quality • Implementation of Green Maritime Industry initiatives and incentives including Green Ports and Green Shipping concepts
Recommendations	**Short-term (<5 years)** R37. **Collect, analyse and communicate data related to GHG emissions from the maritime sector to raise awareness on targets for domestic shipping and ports** R38. **Review/develop policies and laws including short-, medium- and long-term target for domestic shipping and ports.**		**Medium-term (5-10 years)** R40. **Assess achievement of target and adopt/adjust target** R41. **Adopt laws including target for the reduction of GHG emissions**	**Long-term (>10 years)** R42. **Assess effective implementation and adaptation of policies and laws by the maritime industry**

	R39. **Improve awareness on national target and contribution of the maritime sector.**			
Profitability	• Improve profitability of ships and reliability and efficiency of domestic shipping • Competitive advantage of ports	• Maintain competitive advantage and increase port profitability • Keep costs of energy at the lowest possible • Domestic shipping arrangements such as franchise scheme to support energy efficiency of domestic shipping • Reduced competition that can compromise safety, efficiency and reliability of shipping services provided • Appropriate/relevant legal, regulatory and technical measures adapted to the size of the vessels and the capacity and resources of shipowners • Training on safety, efficiency including energy efficiency, etc. • Reduce lost time for berthing	• Available budget against dividend claimed by government and shareholders • Costs of implementation of energy consumption reduction projects • Political interference and priority changes • Population demand for direct service instead of shared service with another Province • Political interference to serve provinces with individual ships creating over-tonnaging, freight wars and excessive demand on domestic wharves • Overall economic in-efficiency • Over-regulation and not locally adapted measures that are too prescriptive • Lack of crew qualification • Measures are often adapted to vessels of more than 50 meters while most of domestic vessels are under this size and old • Lack of infrastructure in outer islands to accommodate domestic vessels	• 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 • Review Franchise Shipping Schemes efficiency • Organise liner service for a weekly regular round trip to service a group of main ports in outer islands • Government financial through subsidies and incentives • Waiver depending the size and age of vessels • Implementation of measures adapted to the Pacific domestic fleet • Control domestic fleet tonnaging and pre-inspection/limitation for vessels purchase overseas • Capacity building of ship operators and crews on energy efficiency measures and practises • Infrastructure development in outer islands to facilitate domestic shipping
Recommendations	**Short-term (< 5 years)** R43. **Review franchise schemes to support energy efficient and profitable shipping services to reduce costs, fuel consumption and GHG emissions and increase profitability** R44. **Conduct cost-benefit analysis for new technologies on board small vessels (less than 50 meters)** R45. **Train specifically crews on energy efficient operations of ships**		**Medium-term (5-10 years)** R48. **Adopt economic & transparent franchise scheme on non-economical routes conducive to energy efficiency and reduction of GHG emissions while increasing profitability** R49. **Create an enabling environment for affordable new technologies**	**Long-term (>10 years)** R50. **Green maritime infrastructure in outer islands in place**

	R46. **Government support for training, improved infrastructure including dry-docks, technology transfer and competiveness.** R47. **Maritime infrastructure study made available for public submissions (open access).**		**and safety equipment for small ships**	
Reputation	• Good reputation	• Good reputation of ports leading to commercial attractiveness • Improve the reputation of shipping with regards to the protection of the environment and the emissions of GHG	• Lack of communication on efforts to reduce energy consumption and GHG in shipping and ports • Lack of cooperation between all shipowners due to high competition	• Awareness, storytelling on existing initiatives in ports to reduce energy consumption and GHG • ISO certification for energy management, quality management and environmental protection • Communicate efforts to implement energy efficient measure in Fiji domestic shipping • Revive the Fiji Ship Owners Association to support Green Shipping in Fiji
Recommendations	**Short-term (<5 years)** R51. **Provide media updates on results from success stories** R52. **Support Ship Owners Associations to promote Green Shipping programmes** R53. **Promote and advocate Green port approaches**		**Medium-term (5-10 years)** R54. **Awareness campaigns on Green Port and Shipping** R55. **Review/develop green awards and similar incentives in Port and for domestic shipping**	**Long-term (>10 years)** R56. **Promote green port and shipping governance**
Standards	• Improved standards of the maritime industry including safety, training, pollution prevention and energy efficiency	• Reduced competition that compromise safety, efficiency and reliability of shipping services • Financial support from governments to support new measures • Revive or develop capabilities in the PICTs to build and maintain new concept equipment and vessels • Compliance of ports with international requirements and best practises • Improve shore services and supply for shipboard electronic equipment and systems (radars, gyro-	• Lack of support to provide information and technical tools on energy efficiency • Lack of government support/incentives to revive/develop ship building and maintenance • Lack of expertise and capacity to implement international requirements • Lack of shore service and repair contractors • Lack of available electronic equipment and systems • Awareness and practices in communities that must travel between islands and use small outboard powered vessels	• Support from government through subsidies and tax incentives for safety, energy efficiency equipment, ship building and maintenance • Incentives for the establishment of competitive shore services for ships • Technology transfer • Reduce costs of electronic systems for ships through reduced taxes and duties • Availability of new equipment affordable to communities • Technical support and capacity building provided by MTCC-Pacific to implement adapted measures

		compasses, GPS, Radios, GMDSS, AIS, computerised systems, etc.) • Consider the inclusion of outboard small vessels in measures to reduce fuel consumption and GHG emissions taking into account the basic needs of communities mobility • Regular hull cleaning with adapted hull coating systems compliant with best standards and independent inspection	• Lack of dry-dock facility • Lack of infrastructure in outer islands to accommodate domestic vessels	• Infrastructure development in outer islands to facilitate domestic shipping and Pacific ports to provide onshore power supply • Capacity-building in ports on international requirements and best practises
Recommendations	**Short-term (<% years)** R57. **Develop vocational training for the maritime industry on sustainable shipping and green maritime infrastructure** R58. **Develop and implement short training courses for the maritime industry on energy efficiency standards and technologies** R59. **Assess feasibility of energy efficient technologies for small vessels** R60. **Review/adopt government incentives for safety, energy efficiency equipment, ship building and maintenance.** R61. **Review/adopt incentives to install minimum safety electronic equipment and energy efficient technologies.** R62. **Review/develop operational, energy and environmental systems and processes in ports aligned to quality standards and IAPH tools** R63. **Develop/review adapted quality systems on board vessels and in shipping companies including energy efficiency processes**		**Medium-term (5-10 years)** R64. **Revive local shipyards for new concept Implement certified quality standards for operational, energy and environmental systems and processes in ports** R65. **Review/develop green awards and similar incentives in Port** R66. **Implement quality standards on board ships for safety and energy efficiency that are regularly audited**	**Long-term (>10 years)** R67. **Implement sustainable sea transport and green maritime infrastructure education** R68. **Operate shipyards equipped for new concept vessels** R69. **Implement consistent green port governance based on quality standards and incentive to green shipping** R70. **Implement consistent green shipping management based on quality standards**

MEETING OF PACIFIC WOMEN IN MARITIME

Suva, Fiji 12th December 2017

Meeting Outcome

1. The meeting was held in Suva, Fiji on 12 December 2017. The meeting was organized by the Pacific Community (SPC) and attended by representatives from the Pacific Women in Maritime Association (PacWIMA) Executive Committee, representatives from the Fiji Women in Maritime Association, Vanuatu Women in Maritime Association, Solomon Islands Women in Maritime Association, University of South Pacific, Government representative from Ministry of Women, Children and Poverty Alleviation, Ministry of Infrastructure and Transport in Fiji, colleagues from SPC dealing with development programmes such as Energy, Ocean and Social Development, and observers from the Swedish Government. The meeting participants list is attached in Annex B.

2. The Deputy Director General, Suva, Dr. Audrey Aumua delivered the welcome and opening address, reiterating SPC's position in integrating SDG5s targets in its various business area programmes and projects. Further highlighting the campaign of 16 days of activism with a strong message "sexual harassment is not joke" encouraging representatives to reflect and bring back the message to their countries.

3. The meeting expressed its appreciation of the meeting to pull resources within the region to discuss enabling vectors to raise the profile of women in the various development sectors and sharing networks for opportunities to mainstream gender and social inclusiveness.

The meeting:

.1 **RECOGNISED** the role of women in the maritime sector, their barriers, their aspirations, the opportunities, the perceptions and proposed mainstreaming gender in policies, programmes and project activities as a mechanism to advance women in the maritime sector.

.2 **ACKNOWLEDGED** the joint Pacific Campaign of the 16 days of activism with the strong message of "Sexual Harassment is no Joke" and the importance to eliminate sexual harassment thereby a creating a safe working environment in the maritime sector.

.3 **RECOMMENDED the adoption of** measures to promote and guarantee that all places of learning and work related to maritime sector are safe places for women and young women of all diversities.

.4 **ACKNOWLEDGED** the progress made in the development of ***the Regional Strategy for the recognition, visibility and training of Pacific women in the maritime sector***, as a strategic means to increasing visibility, training and participation of pacific women in the maritime sector

.5 **ACKNOWLEDGED** the Outcomes of the 13th Triennial Conference of the Pacific Women and the 6th Meeting of the Ministers for Women held in Fiji from 2 to 5 October 2017, and supported the relevant recommendations on women's economic empowerment to advance women in maritime: -

a. Promote lifelong learning for all women, of all diversities, and encouraging and supporting young women to develop skills in science, technology, engineering, mathematics and economics, and gain qualifications that enhance their employment prospects.

b. Adopt measures to promote and guarantee that all places of learning and work are safe places for women, young women and girls of all diversities.

c. Remove biases and stereotypes in human resource policies, adopting practices to reduce gender gaps in hiring, promotion and pay, and establishing accountability mechanisms including appropriate protocols for pay equity processes, with objective criteria for initial pay and promotion, and regular reviews of pay equity.

d. Encourage women's participation and leadership in trades unions, organizations for informal workers, employers' and business organizations and professional associations.

e. Developing and implement legislative measures, policies and programmes to eliminate gender-based discrimination and violence and harmful gender norms in the workplace.

f. Establish high-level corporate leadership of gender equality to advance policies for addressing gender-based violence, discrimination and sexual harassment, and promote the appointment of women to leadership positions

g. Support the initiatives of CSOs to challenge harmful gender norms, gender-based violence and discriminatory practices, and to promote equality and the human rights of women and girls of all diversities

6. **AGREED** to inform the MTCC Meeting held in Suva, Fiji on 15th December 2017 about the outcome of today's side meeting of pacific women in maritime.

12 December 2017