

## 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

### MTCC-PACIFIC REGIONAL CONFERENCE AND OFFICIAL LAUNCH

Suva, Fiji

12-15 December, 2017



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## EXECUTIVE SUMMARY

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, Secretariat of the Pacific Regional Environment Programme (SPREP), Pacific Islands Development Forum (PIDF), Australia Maritime Safety Agency (AMSA), MTCC-Asia, and representatives from Pacific Ports, the Pacific Islands Maritime Conference (PIMC), representatives from Fiji shipowners, Okeanos Foundation and the Uto Ni Yalo Trust. The list of participants is attached in Annex 1.

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. The week-long agenda is attached as Annex 2.

On 12 December 2018, a half-day workshop for Heads of Maritime from the Pacific Islands region was also organised to review the information collected from previous consultation about the drivers, needs, barriers and relevant actions to progress towards low-carbon maritime transport in the Pacific. This information was provided to participants in a tabulated form grouped by areas such as technology, capacity-building, etc. with recommendations for short-, medium- and long-term actions. It was proposed to use this matrix of needs and actions as an output of the Regional Conference and were reviewed throughout the conference following specific presentations. At the end of the workshop, Heads of Maritime proposed to prioritise the actions in four categories (Capacity Building; Collection of data and information; Pilot-projects; Policy/Legal Frameworks) to be endorsed in the Regional Conference outcome.

In the afternoon of 12 December, the Second MTCC-Pacific Steering Committee meeting was chaired by the the Fiji Ministry of Infrastructure and Transport and attended by the Steering Committee members from the Pacific Community (SPC), the Secretariat of the Pacific Regional Environment Programme (SPREP), the Fiji Delegation of the European Union, Marshall Islands, Samoa, Solomon Islands, the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH, the Pacific Islands Development Forum (PIDF), the Pacific Islands Forum Secretariat (PIFS) and the University of the South Pacific (USP). The Steering Committee went through the usual proceedings to report on members actions and be updated on MTCC-Pacific progress. The IMO was represented and they updated on the work at IMO related to greenhouse gas (GHG) emissions from shipping.

The MTCC-Pacific Regional Conference was officially opened on 13 December with the Official Launch ceremony in the morning in the presence of the Honourable Ratu Osea Naiqama, Fiji Minister for Forestry (and Acting Minister of Fisheries), the Ambassador of the European Union Delegation for the Pacific, Julian Wilson, Dr. Audrey Aumua, Deputy Director General of the Pacific Community (Suva) and Mr. Aubrey Botsford, Deputy Director/Chief Officer of General Services of the IMO. To mark this particular event and better integrate MTCC-Pacific in the region, a video was displayed showing a Fijian traditional outrigger canoe (Drua) bringing the MTCC-Pacific plaque that was handed over from IMO to MTCC-Pacific in the presence of traditional Fijian warriors. The video will be used as part of the MTCC-Pacific promotional video to be developed in late 2018. Supporting images of conference activities are attached as Annex 6.



On the last day 15 December, a space was given to representatives of Pacific Women in Maritime (PacWiMA) to raise the challenges and opportunities for women's contribution to the maritime sector and particularly the opportunities presented in the area of maritime energy efficiency. Before closing the Regional Conference, the participants adopted an '*Outcome*' document with commitments, requests for support and immediate actions to be commenced. The outcomes document is attached as Annex 3. All participants expressed their satisfaction to SPC and MTCC-Pacific for the organisation of the conference and confirmed their commitment to MTCC-Pacific pilot-projects and capacity-building activities in 2018-2019. All workshop presentations are attached as Annex 4 in consecutive order as outlined in the Agenda.

## INTRODUCTION

The MTCC-Pacific Regional Conference and Official Launch was held at the Novotel Convention Centre, Suva, Fiji, from the 12<sup>th</sup> to 15<sup>th</sup> December 2018 (refer to Annex 1 Agenda). The Conference included a preparatory workshop for Heads of Maritime and the Second MTCC-Pacific Steering Committee.

The objectives of the Conference were to agree with representatives from Pacific Islands Countries and Territories (PICTs) on the needs, barriers and relevant actions for transitioning to low-carbon maritime transport in the Pacific and the way forward in the short-medium term. It was also the opportunity to officially launch MTCC-Pacific and present its project and how it will assist PICTs to respond to the issues raised.

The following report is in three parts for each of the events: the workshop for Heads of Maritime, the Second Steering Committee and the Conference with the MTCC-Pacific Official Launch. In each parts, the sections have been broken down according to the Agenda items including the discussion points. The Conference has produced an outcome document which will guide the region in the medium term.

A media release was sent out at the end of the workshop noting the important role of the MTCC-Pacific in ensuring the representation of the Pacific in the global network given the central role maritime plays in the region; and in assisting Pacific countries in accelerating the uptake of technical and operational possibilities to improve the energy efficiency of shipping and promote clean energy shipping; which will have immediate impact on global GHG emissions. Several tweets/retweets and posts/re-posts were sent out as well on social media. Attached as Annex 7 are examples of communication and visibility activities that took place during this event.

# WORKSHOP FOR HEADS OF MARITIME

## INTRODUCTION

The Workshop for the Heads of Maritime (HoM) in the Pacific was held on the morning of 12 December 2017. The workshop was attended by the MTCC-Pacific member countries naming Cook Islands, Fiji, Kiribati, Nauru, New Caledonia, Papua New Guinea, Republic of the Marshall Islands, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu; MTCC-Pacific partners such as the International Maritime Organization (IMO), Fiji Ministry of Infrastructure and Transport (MoIT), Pacific Community (SPC), Pacific Islands Development Forum (PIDF), Secretariat of the Pacific Regional Environment Programme (SPREP), Vanuatu Maritime College (VMC); and private sector shipping companies including Samoa Shipping and Swire Shipping.

## INTRODUCTION TO GMN PROJECT AND MTCC-PACIFIC

*(Anton Rhodes, IMO)*

In 2013, Regulation 23 of MARPOL Annex VI was adopted by IMO member states. This focuses specifically on providing capacity building and technology transfer to support member states. The emphasis is on LDCs and SIDSs. Since 2013, IMO has focused on raising capacity in developing regions, through its Integrated Technical Cooperation Program (ITCP) i.e. supporting and organising workshops and activities, providing guidance and training materials to countries. This is all part of IMO's strategy to empower countries to move forward with better energy efficiency. Another key part of the IMO strategy since 2013, to support energy efficiency, has been to establish major projects. For example, the Global Maritime Energy Efficiency Project (GloMEEP), which focuses on helping legislators and implementation of MARPOL Annex VI i.e. providing support to particular countries and helping them move through the legal process of implementation. The GMN project, which was launched in 2016, fits within the major projects of the IMO. It focuses on creating a network of centres to promote technology cooperation and transfer and works with regional partners.

The five MTCCs of the Global MTCC Network (GMN) are established in Latin America, Caribbean, Africa, Asia and now the Pacific. The network was formally launched at the IMO in London in December 2017 and all the MTCCs are now established and operational. The initiative is funded by the EU and implemented by IMO. The role of the IMO is to provide coordination at a global level. The total funding of the project is EUR10 million provided by the EU and channelled through IMO. The MTCC-Pacific signed its contract in May 2017 and, similar to the other MTCCs, is currently delivering on the agreed work plans. MTCC-Pacific was acknowledged as having progressed in a very short amount of time.

The GMN project will end in 2019; however, it is intended that the network will continue with a new financial model that can be applied beyond 2019. The overall objectives of the GMN is to: build capacity, improve energy efficiency, reduce GHG emissions in their respective regions, and to contribute to the fight against climate change at the highest level.

The specific objectives are as follows:

- To establish the five MTCCs;
- To improve human and institutional capacities in maritime administrations and relevant stakeholders;
- To promote the uptake of low carbon technologies and operations;
- To establish pilot projects on data collection on fuel consumption and reporting systems;
- To focus on communication and dissemination of information.

## NATIONAL TECHNOLOGY NEEDS, BARRIERS AND REQUIRED RELEVANT ACTIONS FOR PACIFIC LOW-CARBON MARITIME TRANSPORT AND DISCUSSION OF RECOMMENDATIONS

(Mark Davis, MTCC-Pacific)

The Matrix of *Recommendations for Low Carbon Maritime Transport in the Pacific* was consolidated following three consultation workshops in Fiji, New Zealand, and Vanuatu together with a submission by the Solomon Islands Maritime Safety Administration. The session introduced participants to the matrix of recommendations for further discussion.

### Comments on the Matrix

- Pilot projects – it was identified that Dry Docks were not included under the actions/recommendations of the pilot projects and need to be captured.
- Referring to R21 and R22, Solomon Islands expressed concern that countries are not receiving consistent resourcing to fund capacity or systems development. Samoa agreed with Solomon Islands pointing out that there is a need to identify the specific needs of each member state i.e. from developing legislation to the collection of data. How do countries obtain financing without having proper systems in place? Countries have different approaches to adopting new tools and have different infrastructure standards. Therefore, the implementation of various IMO tools will be a challenge and will not be applicable to all member states. SPC responded highlighting that the project is looking at ensuring that there is some level of consistency across countries.
- Referring to R48 – the sentence is to be amended and to insert '*Adopt economically transparent franchise schemes on non-economical routes ...*'
- The difficulty for a small island atoll like Tokelau is the availability of technology. There is a need to reduce the use of technology and to look at other ways to reduce GHGe.
- Shipping companies/industries and businesses play an important role and need to be involved through this consultation process. It needs to be communicated and promoted by MTCC-Pacific that shipping companies have to operate now more sustainably. MTCC-Pacific acknowledged the feedback and comments and recalled its focus on capacity building towards shipping companies and the private sector.
- HoM will provide long-term direction to the MTCC-Pacific to operate in the region under the GMN. The solutions around energy efficiency is based on cooperation, collaboration and partnerships.
- Shipping industries are mostly private sector therefore they need to be involved and to contribute to the process. Future workshops must include private sector needs.

The session chair concluded the discussions and highlighted that the discussions around the table revolved around - capacity development, money, cost, business, private sector inclusion, and making the case i.e. the value of budgets and speaking the same language. All comments were noted and MTCC-Pacific indicated that the matrix will be again reviewed to finally be part of the Regional Conference outcome.

## ENERGY MANAGEMENT IN PORTS: METHODS AND TOOLS

(Bruce Rowse, Consultant, MTCC-Pacific)

The session introduced participants to the Port Energy Management concept emphasising that it is an active ongoing process to reduce energy use and GHGs and with the aim to improve productivity. The following tools have been developed by MTCC-Pacific that will help member countries through the process i.e.:

- Energy Management Policy template;
- Port Energy Measurement and tracking spreadsheet;
- Energy Management Plan template; and
- Guides accompanying spreadsheets and templates.

The presentation also highlighted the benefits of port energy management stating that it reduces operating costs, reduces emissions (both CO<sub>2</sub>-e and local air pollution), lowers maintenance expenses, and reduces downtime due to equipment failure, improves comfort and safety, improves company reputation and results in a greater employee retention.

In addition, there are many challenges to effective energy management in ports. It needs a cultural change and is effective when enforced at all levels of the organisation. Purchasing equipment's that have high-energy rating also provides an opportunity to improve energy efficiency.

## Discussion

- People need to be convinced that saving costs is revenue, in particular for Ports as State Owned Enterprises (SoEs) so that will facilitate the implementation of energy efficiency measures.
- It was suggested that trials should be carried out to show impact on energy management when it involves change in behaviour such lighting or air conditioning management or eco-driving – the Head of MTCC-Pacific confirmed that MTCC-Pacific is targeting measures that require change in behaviour rather than purely technology measures even though it is more complicated.
- The example of a shipping company in Australia was shared on energy management practices i.e. shifting to low energy lighting, installing solar panels on warehouse roofs and the installation of light sensors in every room that is not occupied, which reduced their bill by 50%. Port energy management should be practiced by all levels of the organisation and for all operations so that there is a common understanding of the importance and benefits of improving energy efficiency.

# 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 2<sup>ND</sup> 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 16<sup>th</sup> -17<sup>th</sup> 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 CO<sub>2</sub> 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 1<sup>st</sup>, 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 *3<sup>rd</sup> 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.

## MTCC-PACIFIC REGIONAL CONFERENCE AND OFFICIAL LAUNCH

### DISCUSSION ON RELEVANT ACTIONS TO IMPLEMENT THE TRANSPORT MINISTERS' RESOLUTION AND COMMUNIQUE

*(Thierry Nervale, MTCC-Pacific)*

The MTCC-Pacific Head provided a recap on discussions and comments raised at the Workshop for the Heads of Maritime (HoM) and then proposed that the meeting further prioritise and discuss the comprehensive list of recommendations according to international and regional priorities that countries identify with. Priorities identified and preferred by members are in the order of:

- a. **Capacity Building** – preferred by Solomon Islands and Kiribati specifically for ship owners and awareness raising.
- b. **Collection of data and information** - there is a lack of awareness about information and data that is available or existing frameworks that countries and industries are bound by. The focus on data collection as a first step must be a priority of the MTCC-Pacific, followed by the development of policies, frameworks, and capacity building, all of which rely on the information gathered.
- c. **Policy/Legal Frameworks** – there are existing frameworks and policies that countries are not aware of and should be implemented.

#### Discussion

- The gathering of information and data is a tedious exercise for shipping owners because it is a process that is carried out on a one-on-one basis (per vessel) as opposed to filling in a simple form (previously fuel oil consumption was only requirement). In addition, shipping companies are part of the private sector whose priority is profitability rather than collecting data with no direct impact on business. Data collection standards need to be institutionalised by the government to ensure that it becomes a priority. MTCC-Pacific responded to the sentiments raised and stated that a generic draft regulation on data collection is in preparation with SPREP and will work with the private sector on an agreement that will ensure the collection of data.
- Establishing the MTCC-Pacific is important i.e. gathering the right data, having the right technology, and training the right people to use the technology. Shipping is a challenging business and unless we have good data and a national policy there will continue to be issues with contracts and shipping lines.
- It was recommended that the MTCC-Pacific project recruit local staff to carry out data collection if the data collection process is to become successful, in particular for small island states like Tuvalu.
- The MTCC-Pacific project and members have established a reputation in the region and implementing activities on the ground; however, communication and the sharing of experiences and stories need to be strengthened. For instance, there is a need to share ideas and experiences on how ISO standards can be achieved.
- It was suggested that the MTCC-Pacific adopt a different approach to ensuring that data is captured i.e. by presenting some of the benefits of data collection and its impact on the industry. Furthermore, shipping operators need to understand that there is available expertise and data that can be utilised to help the industry transition to a more energy, cost and greenhouse gas (GHG) efficient business.

### GMN INTRODUCTION AND STATUS UPDATE

*(Anton Rhodes, IMO)*

The International Maritime Organization (IMO) representative presented and introduced the status of the Global MTCC Network (GMN) stating that the GMN is focused on regions with Least Developed Countries (LDC) and Small Islands Developing States (SIDS). The GMN is an initiative funded by the European Union

and implemented by IMO with the overall objective to build capacity, improve energy efficiency, reduce GHG emissions (GHGE) and contribute to the fight against climate change (mitigation). The programme has a total funding of EUR 10,000,000 for a period of 4 years. The European Union is also actively involved in the governance of the project.

The five MTCC centres of excellence are in Latin America, Caribbean, Africa, Asia and now the Pacific. The network was formally launched on the 4<sup>th</sup> of December 2017 in London (IMO HQ), and all the MTCCs are now established and operational. The role of the IMO is to provide coordination at a Global level. The MTCC-Pacific signed its contract in May 2017 and, similar to the other MTCC regions, is currently delivering on the agreed work plans (WP). MTCC-Pacific was acknowledged as having progressed in a very short amount of time.

The MTCC-Pacific project will end in December 2019; however, the MTCCs plan to become financially self-sustained.

## Discussion

- In the past, the United Nations Development Program (UNDP) previously supported two people from each developing country to study at the World Maritime University (WMU), an opportunity which has been lost to the Pacific. It was suggested that similar opportunities are made available to the Pacific again, through the MTCC-Pacific, the UNDP or other organisations willing to provide that level of support, for the opportunity to study at WMU and acquire a higher level of knowledge and understanding of the maritime transport sector (MTS), and its issues.

## WELCOME CEREMONY AND OFFICIAL LAUNCH OF MTCC-PACIFIC

The MTCC-Pacific Regional Conference was officially opened on 13 December with the Official Launch ceremony in the morning in the presence of the Honourable Ratu Osea Naiqama, Fiji Minister for Forestry (and Acting Minister of Fisheries), the Ambassador of the European Union Delegation for the Pacific, Julian Wilson, Audrey Aumua, Deputy Director General of the Pacific Community (Suva) and Aubrey Botsford, Deputy Director/Chief Officer of General Services of the International Maritime Organisation.

### Welcome Address

*(Audrey Aumua, Deputy Director General, SPC)*

The Deputy Director General for the Pacific Community (SPC), Suva (DDG-Suva), addressed and extended a warm welcome to the Fiji Minister for Forests (and Acting Minister of Fisheries), the Ambassador to the Delegation of the European Union (EU), Permanent Secretaries, Secretaries to Government, representatives of the International Maritime Organisation (IMO), representatives of women's regional organisations, the President and representatives of the Pacific Women in Maritime (PacWIMA) Network, partners of the MTCC-Pacific and representatives of the MTCC-Asia Centre.

In welcoming everyone to the launch of the MTCC-Pacific, the SPC DDG Suva highlighted that the MTCC-Pacific, hosted by SPC in collaboration with SPREP, is one of the five centres in the world established to build the capacities of developing and least developed countries for climate intervention and sustainable development in the maritime industry. In addition, the Global MTCC Network (GMN) is a project implemented by the IMO and funded by the EU. SPC further acknowledged the funding and presence of the EU delegation, its collaborative effort, foresight and support toward the establishment of the centre. SPC also acknowledged the IMO for the leadership support and technical guidance in the movement of the programme. Fiji is the host country of the MTCC-Pacific and SPC values the commitment of the Fiji



Government in supporting the initiative. The launching of the MTCC-Pacific Centre shows the Pacific's commitment to COP23 and will assist the maritime industry to play their part in reducing GHG emissions. The SPC's DDG further highlighted the significance of the Framework for Resilient Development in the Pacific (FRDP), which provide a strong direction and guide toward addressing climate change, disasters and resilience building. The establishment of the MTCC-Pacific Centre will play a critical role in implementing the FRDP framework to the region as the Pacific delivers on the leader's aspirations. She further acknowledged the PaCWIMA Side Event where discussions revolve around improving the participation of women in the maritime sector and reducing the barriers of engagement for women.

## Opening Address

*(Ratu Osea Naiqama, Fiji Minister for Forestry and Acting Minister of Fisheries)*

The Minister acknowledged and addressed the EU Delegation representative in the Pacific, the Deputy Director IMO, the Pacific Community (SPC) DDG-Suva, development partners, international and regional organisations, Permanent Secretaries, Deputy Secretaries, Directors and Delegates from Pacific Island Countries and Territories (PICTs).

The Minister also welcomed everyone to the 1<sup>st</sup> Regional Conference and Official Launch of the MTCC-Pacific of which Fiji is proud to provide support to the Pacific Community (SPC) and the Secretariat of the Pacific Regional Environment Programme (SPREP) as the host institutions. The platform is an opportunity to discuss and agree on credible actions, in meeting the Pacific's commitments to climate change.

The Minister recalled that since the 2017 3<sup>rd</sup> Energy and Transport Ministers Meeting in Tonga, several meetings have taken place and have identified actions to be implemented. The Energy and Transport Ministers acknowledged the commitment of the region to demonstrate leadership, in the fight against climate change and the pivotal role of affordable, reliable and sustainable energy and transport services for the Pacific.

Two relevant outcomes that are now guiding the Pacific in the medium term was highlighted by the Minister i.e.:

- a. The vision of 100% renewable energy generation for the region.
- b. The obligation for the maritime sector to contribute to global efforts to reduce GHG emissions and the same for all stakeholders to take appropriate actions to progress low carbon maritime transport in the Pacific (PLCMT) islands region.

It was then mentioned that Fiji's Presidency for the COP23 will be significant for the Pacific to drive plans for a Pacific low carbon maritime transport sector. Fiji, thanked the European Union for the financial support and the International Maritime Organization (IMO) as the implementing agency for the global MTCC network.

The conference is a call for the Pacific to take action in transitioning towards green shipping, which requires a strong partnership with the private sector, the maritime industry, the support from regional partners and international organisations. The Minister acknowledged other Pacific Island Countries in taking up the initiative to promote the reduction of GHGEs, which is an inclusive approach for the transition towards low carbon maritime transport.

## Keynote Address

*(Aubrey Botsford, Deputy Director/Chief Officer of General Services of the International Maritime Organisation)*

The Deputy Director General Services of IMO acknowledged the Fiji Minister for Forestry and the Deputy Director General SPC and extended good wishes towards the conference from the Secretary General of the IMO and also towards the launch of MTCC-Pacific. The Deputy Director expressed appreciation in being able to address the Pacific at the launch of the MTCC-Pacific Centre, which is part of an ambitious project to establish a global network that will contribute to the worldwide effort to address climate change, one of the greatest challenges of the century.

IMO congratulated the Pacific Community (SPC) and the Secretariat of the Pacific Regional Environment Programme (SPREP) for their successful bid to host the MTCC in the Pacific region. It has been recognised by IMO that Fiji and the Pacific Islands play an important role in the fight against climate change and in pursuing efforts towards a low carbon future. The challenge is particularly complex when considering how dependent the Pacific island states are on maritime transport. The Pacific's efforts to mitigate climate change and promote energy efficiency in the maritime sector, through actions undertaken by governments and the maritime industry, has shown the dynamic approach taken by the region. IMO is therefore supportive of the approach and of the various actions taken within the Pacific.

Global efforts to reduce GHGs from shipping rely heavily on improvements in energy efficiency and the increased uptake of low carbon technologies. IMO is continuously engaged in protecting the environment, both marine and atmospheric. The IMO's efforts to mitigate the impacts of shipping on the atmosphere stem from the genuine concern for the environment and for the health of citizens, expressed by IMO's member states as well as by the industrial organisations that help in pursuing the organisation's objectives. To that end, IMO is now working towards the finalisation of a robust regime that will regulate shipping at the global level and contribute to efforts to address climate change.

IMO further recognises that crucial to effective implementation, is the provision of technical assistance, to support capacity building in member states and the shipping sector. As part of the wider initiative the EU and IMO entered into partnership in December 2015 to address climate change issues in the shipping industry and establish a Global MTCC Network (GMN). In 2017, with financial support from the EU and technical assistance from IMO, five MTCC's have been established in Africa, Asia, Caribbean, Latin America and the Pacific. Delegates at the launch were then informed that alongside the MTCC-Pacific's event, MTCC-Africa was formally launched in Kenya on that same week.

IMO acknowledged SPC's commitment and historical emphasis on the importance of sustainable development and efficient use of resources. SPREP for its part will develop partnerships for implementing adaptation and mitigation policies in the region. Both organisations are guided by a deep understanding of the needs of their country and territory members. The global network of MTCC's will promote understanding and knowledge of technologies and operations and will help to steer shipping toward a low carbon future. The network will act as regional centres of excellence aimed at improving compliance with existing and future international energy efficiency regulations and promoting the uptake of low carbon technologies and operations in maritime transport.

On behalf the IMO Secretary General, special thanks was extended toward the Government of Fiji for supporting the project, as well as to SPC and SPREP for hosting the MTCC for the Pacific region. The Director General also extended deep appreciation to the EU for its financial support and the European Commission for its cooperation and implementation of the project from the initial stages. The IMO's Project Coordination Unit (PCU) was also acknowledged for the hard work and contribution in establishing the MTCC-Pacific.

## Keynote Address

*(Ambassador of the European Union Delegation for the Pacific, Julian Wilson)*

The Ambassador addressed the Fiji Minister for Forestry, the SPC Deputy Director General Suva, the IMO Deputy Director and Officer of General Services and representatives of the Council of Regional Organisations in the Pacific (CROP). The launch of the MTCC-Pacific was recognised by the EU as a timely event considering the tragic events that are being witnessed every day, and increasingly around the world and in particular for the Pacific, as a result of climate change. The EU is particularly concerned about the position of the least developed countries (LDC) and the Small Island Developing States (SIDS).

It is therefore important to gravitate into areas that have been neglected, like the maritime sector, and the GMN recognises that addressing the sector is an important solution to reducing GHG emissions. The MTCC-Pacific also enables the opportunity to further the EU-Pacific alliance in the fight against climate change considering that the EU and the Pacific are two key-players that have kept the actions against climate change alive. At the 20<sup>th</sup> Anniversary of the Kyoto Protocol, the EU-Pacific alliance was as crucial as it has ever been.

In its strive to address the maritime problem, the IMO has developed and adopted the Energy Efficiency Measures and also established a data collection system. Furthermore, the 2016 agreement in the IMO to adopt by spring 2018 an initial strategy on the reduction of GHGE from ships was an important step forward. The GMN will therefore play an important part in this global drive with the financial support of the EU. MTCC-Pacific along with the other MTCC regions has an important role to play in capacity building for climate mitigation in the maritime shipping industry. The establishment of the MTCC-Pacific in Fiji offers a great opportunity to support the regional authorities to develop domestic policies to boost implementation and make changes on the ground.

The Ambassador further congratulated Fiji as the host country of the MTCC-Pacific and congratulated the Fiji Ministry of Infrastructure and Transport (MoIT) for its commitment to making MTCC-Pacific the regional centre of excellence. The CROP agencies and regional organisations are encouraged to strengthen their collaboration and data collection, the implementation of energy efficiency pilot projects and capacity building. The Ambassador then concluded by raising the point that there is a need to ensure the empowerment of Ministers in the region who represent the people, in order to translate the vision of energy efficiency and sustainable transport into actual projects on the ground.

## Handover ceremony from IMO to MTCC-Pacific of its official plaque

To mark this particular event for the region and better integrate MTCC-Pacific in its region, a video was displayed showing a Fijian traditional canoe bringing the MTCC-Pacific plaque that was physically handover from IMO to MTCC-Pacific in presence of traditional Fijian warriors. The video clip depicting the journey of the plaque across the ocean by two MTCC-Pacific staff representing the necessary transfer of technology and assistance from overseas but keeping in mind the particularities of the navigation in the Pacific Islands region and traditional knowledge that recall the need for sustainable use of ocean. The plaque handover was followed by a benediction of MTCC-Pacific and a Vote of Thanks from the Government of Fiji. A group photo was made following the ceremony and photos of guest of honour with MTCC-Pacific plaque. All material will be used for the creation of a promotional video of MTCC-Pacific and its Official Launch.

## SESSION 1: PACIFIC ISLAND COUNTRIES AND TERRITORIES PERSPECTIVES

*(Facilitated by Anthony Talouli, SPREP)*

The Fiji Deputy Secretary for Policy and Planning, Mr. Lui Naisara chaired the MTCC-Pacific Regional Conference and acknowledged the MTCC-Pacific for the opportunity given to Fiji to host and chair the 2017 Conference. The chair also acknowledged the Solomon Island Ports Authority for its contribution towards the conference.

### Micronesian Centre for Sustainable Transport: A Framework for Transition

The presentation introduced the Micronesian Centre for Sustainable Transport (MCST) is a joint program between the Republic of the Marshall Islands (RMI) and the University of the South Pacific (USP), highlighting its history and the MCST Framework Priorities for Action.

In 2013, at the Inaugural Pacific Islands Development Forum (PIDF) Leaders' Summit, RMI committed to reducing fossil fuelled electricity and to setting a transport target. In 2014 at the 2<sup>nd</sup> Sustainable Sea Transport Talanoa, the RMI called for a National Program for Low Carbon Transport and sort USP'S support to design a whole of country transition program. Concurrently, the United Nations (UN) recognized sustainable transport as a regional priority. In 2015, at the endorsement of the MCST, Tony De Brum led the Pacific delegation to call for a shipping emissions target that would meet the 1.5°C Paris Agreement goal.

In 2016, USP endorsed the MCST framework as a catalyst for research and identified ways in which the initiative could involve other Pacific Island Countries and Territories (PICT). The Centre, with the support of USP, looked at new technologies to address the challenges of maritime transportation in the region.

RMI added that time is of the essence in particular for the Pacific. The transition to low carbon transportation is paramount, with the need to have the support and contributions of all parties. Six months into the opening of the MCST centre, there is potential to achieve greater things. Sustainable development in maritime cannot be addressed without addressing sustainable maritime transportation in the Pacific.

## Country Presentations and Updates

Country	What are the drivers in your country for reducing GHGE from your maritime transport sector (MTS) including ports and shipping?	What are the needs to achieve the country objectives (if any) in reducing GHGE from MTS and/or to take action to address GHGE from MT?	What are the identified barriers that prevent from implementing country approach to reduce GHGE from MT?	What are the possible relevant actions to address GHGE from MT?
Cook Islands	This is achieved through major investments in renewable energy, with a target of 100% reliance on solar power by 2020. In addition, through private sector initiatives where wind/diesel hybrid systems have been trialled on board the inter-island domestic shipping vessels, primarily to lower operational costs.	<ul style="list-style-type: none"> <li>▪ Promoting compensatory mechanisms for SIDS</li> <li>▪ Subsidisation to offset economic impacts,</li> <li>▪ Provision of targeted technical assistance, and/or</li> <li>▪ Direct financial assistance with acquisition of new technology and/or new vessels to replace older less efficient technology</li> </ul>	<ul style="list-style-type: none"> <li>▪ Slow onset impacts of human induced climate change and natural disasters</li> <li>▪ Sensitive to any measures that would significantly increase the costs of shipping in the region.</li> <li>▪ Cook Islands heavily rely on imported goods and foodstuffs and there is a risk of increase in cost down to the consumer, which may increase the cost of living on the islands</li> </ul>	<ul style="list-style-type: none"> <li>▪ Since costs of shipping in the region is already very high and already impact on our ability to meet key Sustainable Development goals (SDG) related to the <i>2030 Development Agenda</i>, we need to explore ways to bring these costs down, not increase them. This is why the Cook Islands often links these challenges with the GHG issue. Indeed, it's important to acknowledge that in meeting the relevant SDGs, we also increase the ability for our countries to become more resilient to the impacts of human-induced climate change.</li> <li>▪ So whatever actions decided must always be considered within the broader context of meeting the development aspirations of the countries.</li> </ul>
Kiribati	<ul style="list-style-type: none"> <li>▪ National Action Plan on Marine Pollution (NATPLAN)</li> <li>▪ Energy Management in Port</li> <li>▪ Kiribati Nationally Determined Contributions (NDCs) on GHGE reduction targets</li> <li>▪ Strategies in reducing imported fossil fuel dependency</li> </ul>	<ul style="list-style-type: none"> <li>▪ Strengthening GHGE Policies, Strategies and Legislation</li> <li>▪ The need to deliver appropriate education, training and awareness programmes</li> <li>▪ The need to improve knowledge and information generation, management and sharing</li> <li>▪ The need to promote the use of sustainable renewable sources of energy and energy efficiency</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lack of national GHGE legislation in place in addressing GHGE</li> <li>▪ No Technical Expertise in GHGE within the Country</li> <li>▪ Lack of detailed information and understanding in anthropogenic CO<sub>2</sub> emissions and its impact from the Maritime, Port and Shipping Sectors</li> <li>▪ No study undertaken yet in addressing the impacts of GHG by maritime transport</li> </ul>	<ul style="list-style-type: none"> <li>▪ Seeking support by Government - full enactment and implementation of GHG legislation, Policies and Strategies</li> <li>▪ Assistance by foreign technical experts to assist in coordination of awareness program on GHG from Ports</li> <li>▪ Shipping Communities and relevant key stakeholders</li> <li>▪ Entailing benefits to the shipping market, in terms of emission reductions (cost vs revenue)</li> </ul>



		<ul style="list-style-type: none"> <li>▪ The need to strengthen capacity to access finance, monitor expenditure and maintain strong partnerships</li> </ul>		<ul style="list-style-type: none"> <li>▪ Provision of an energy-efficiency culture in both port and shipping sectors</li> </ul>
Nauru		<ul style="list-style-type: none"> <li>• Nauru lacks the capacity to actively progress with work on the ground and needs the support and expertise of the MTCC-Pacific network. Nauru had also signed up to the Paris Agreement, and there is much work that needs to be done on the port, therefore the conference platform will be a starting point for further collaboration and support.</li> </ul>		
Fiji	<ul style="list-style-type: none"> <li>▪ National Framework</li> <li>▪ Majuro Declaration</li> <li>▪ Fiji Development Plan - National Framework</li> <li>▪ Fiji's Strategic Plan</li> <li>▪ Annual Corporate Plan</li> <li>▪ High level executives/champions</li> <li>▪ Fiji Ports Corp Ltd (FPCL) ensures that MTCC-Pacific objectives are integrated into their Corporate Plans</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lack of human resources and technical expertise</li> <li>▪ Infrastructure and funding</li> <li>▪ Coordination to develop initiatives</li> </ul>		<ul style="list-style-type: none"> <li>▪ The Fiji government is working on capturing data of GHGEs from the Suva harbour to be analysed so that it gives an indicator of the level of GHGEs.</li> <li>▪ The operations of the FPCL, the maritime companies, various partners and organisations that work alongside the maritime sector, are familiarised with objectives of the MTCC-Pacific and the industry's Corporate Plans. The intention is to involve all levels of operations in meeting the objectives of the MTCC-Pacific. This includes the private sector. It is everyone's business.</li> <li>▪ The participation of the public sector, all levels of operations, down to the shipping crew is important to ensure that every member of the organisation and relevant stakeholders are made aware of the need and benefits of energy efficiency. It must be an all-inclusive approach to ensure that people take ownership in tackling the goal of energy management and reducing GHGEs.</li> </ul>

New Caledonia	<ul style="list-style-type: none"> <li>French state: MARPOL VI, IEEC, MRV (Europe area) and PSC.</li> <li>New-Caledonia government Energy Transition Plan for next 20 years.</li> <li>Sulphur Emission Control Area (SECA) to be implemented in the Coral Sea National Park</li> <li>In the provinces: SECA will be implemented in the harbour area (to limit GHGEs from cruise liners).</li> </ul>	<ul style="list-style-type: none"> <li>Need to improve maritime traffic monitoring and to check the compliance with regulations</li> <li>Need to coordinate the different measures to reduce GHGE</li> <li>Need to support innovating technical projects for vessels propulsion</li> </ul>		
Papua New Guinea	<ul style="list-style-type: none"> <li>Regulations in place which put a cap on sulphur content</li> <li>Strategy as a directive from the government to phase out the use of fossil fuel</li> </ul>	<ul style="list-style-type: none"> <li>Need to develop and enforce national legislation</li> <li>The need for capacity building and resources</li> <li>The need for data collection and monitoring</li> </ul>	<ul style="list-style-type: none"> <li>Lack of legislation</li> <li>Lack of collection, collation and analysis of data to make informed decisions</li> <li>Lack of equipment</li> </ul>	
Samoa	<ul style="list-style-type: none"> <li>International Conventions – comply with requirements that call for protection of the marine environment from climate change</li> <li>National Framework - initiatives involving relevant maritime stakeholders that align with international maritime instruments to ensure enabling laws, action plans and procedures to reduce GHGE are developed and implemented</li> </ul>	<ul style="list-style-type: none"> <li>MARPOL – comply with applicable provisions of the Convention (e.g. Annex VI)</li> <li>Implement Marine Pollution Prevention Act 2008 (Regulations near completion)</li> <li>Enforce National Disaster Management Plan</li> <li>Implement GHG Abatement Strategy 2008-2018.</li> </ul>	<ul style="list-style-type: none"> <li>Scarcity of resources – finance, technology and lack of expertise (human resources).</li> <li>Cost of new technology on existing ships - to comply with Annex VI of MARPOL and reduce SOx and NOx on vessels &gt;500gt.</li> </ul>	<ul style="list-style-type: none"> <li>Enforcement of Port State and Flag State inspections</li> <li>Public Awareness programmes</li> <li>Application of International Rules and Regulations</li> <li>Develop Energy National Strategy to reduce GHGE in the MTS in Samoa</li> </ul>
Solomon Islands Maritime Safety Administration (SIMSA)	<ul style="list-style-type: none"> <li>Alternative fuels</li> <li>Improve ship design</li> <li>Operations</li> </ul>	<ul style="list-style-type: none"> <li>Consciousness raising</li> <li>The need for improved planning</li> <li>Need to have better statistical information</li> <li>A better understanding of “cost of ship’s time” is needed</li> <li>Need to remove socio-political barriers</li> </ul>	<ul style="list-style-type: none"> <li>Socio-political barriers i.e. Provincial rivalry and exclusivity, and “shipping grant ships” vs “private sector ships.”</li> <li>Socio-economic barriers i.e. high cost of trading licenses to more than one province and rationalisation of shipping services</li> </ul>	<ul style="list-style-type: none"> <li>Solomon Islands is very active at IMO Marine Environment Pollution Committee (MEPC) in the fight to reduce GHGE internationally</li> <li>The Solomon Islands Government need to strengthen its focus on concerns relating to shipping matters: safety, environment and commercial</li> <li>Increase powers of SIMSA, the administration, to take on responsibility for marine environmental protection (as mandated, but not resourced) and also become involved in research</li> </ul>

				<p>into commercial shipping matters as an “Authority” (this is in the pipeline)</p> <ul style="list-style-type: none"> <li>▪ Rationalisation of port operations to increase productivity</li> <li>▪ Strengthen the capacities of shipping and ports personnel through professional education and training programmes (this is in the pipeline)</li> </ul>
Solomon Islands Port Authority (SIPA) Perspective)	<ul style="list-style-type: none"> <li>▪ Rising sea level – climate change</li> <li>▪ High electricity cost</li> </ul>	<ul style="list-style-type: none"> <li>▪ Government policies</li> <li>▪ Ports initiative to become ‘GREEN’</li> <li>▪ Commitment to the environment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lack of awareness and importance of GHGE reduction</li> <li>▪ High cost of imported material to the country (solar panels)</li> <li>▪ Regulatory framework review</li> <li>▪ High cost of power generation (diesel power – as a result of providing shore power for vessels will be very expensive)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Use of renewable energy for yard lighting</li> <li>▪ Use of hybrid vehicles</li> <li>▪ Reduce unnecessary electricity usage</li> <li>▪ Maintain vehicles for better performance</li> </ul>
Port of Tonga (PAT)	<ul style="list-style-type: none"> <li>▪ Political Support - strong support from the government/Cabinet (shareholder) will help PAT Board of Directors (BoD) and Management successfully achieve the output objectives set in the PAT Business Plan to reduce GHGE in the Port of Nuku’alofa</li> <li>▪ BoDs Support - the BoDs must have the values of good governance and strong leadership in order to make concise and informative policy decisions concerning the reduction of GHGE within the ports operations</li> <li>▪ CEO and Managements full commitment through PAT internal policies, board and management- Strategic Objectives and KPIs, procurement strategies, and through cargo handling processing and wharf layout</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Marine &amp; Ports Division (MPD) as a regulatory body needs to be more proactive in enforcing existing maritime environmental legislation and regulations</li> <li>▪ Maritime Division to set and monitor the level of GHGEs in the MTS in Tonga</li> <li>▪ It needs to be a consensus approach at the national and regional levels</li> </ul>	<ul style="list-style-type: none"> <li>▪ Budget constraint - funding</li> <li>▪ Poor enforcement from regulatory body - MPD</li> <li>▪ Lack of clear legal framework to address GHGE in the MTS in Tonga</li> <li>▪ Lack of coordination between relevant stakeholders i.e. MPD, PAT &amp; Local boat owners</li> </ul>	<ul style="list-style-type: none"> <li>▪ Implement effective environmental policies and procedures to minimise the risks of environmental pollution</li> <li>▪ Work closely with MPD in enforcing maritime environmental legislation and regulations</li> <li>▪ More and clearer strategies and KPIs to address GHGE</li> <li>▪ Report and analyse annual fuel consumption to determine GHGE to assist setting KPIs</li> </ul>
Vanuatu	<ul style="list-style-type: none"> <li>▪ Vanuatu commitment towards implementing its National Energy Roadmap 2016-2030 in reducing GHGE in the MTS (land and sea).</li> <li>▪ Vanuatu commitment to the SDGs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Need capacity building for maritime administrators and shipping stakeholders</li> <li>▪ Need awareness on the importance of reducing GHGEs for shipping</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lack of awareness by ship owners</li> <li>▪ Lack of understanding of economic benefits for promoting energy efficiency in shipping and ports</li> </ul>	<ul style="list-style-type: none"> <li>▪ Established proper policies and regulations to address GHGEs.</li> <li>▪ Engaged concessionaires in early discussions and negotiations to promote energy efficiency</li> </ul>

	<ul style="list-style-type: none"> <li>▪ The National Energy Road Map (NERM) 2016-2030, found that by 2030, Vanuatu consumption of imported petroleum products (petroleum, diesel, etc.) is expected to grow by 50%</li> <li>▪ All vessels operated in Vanuatu rely on diesel fuel</li> <li>▪ Demand for shipping in Vanuatu increased in the past 5 years</li> <li>▪ Majority of the population relies on shipping for transportation</li> <li>▪ More vessels imported into Vanuatu</li> <li>▪ International port of entry upgraded and expanded with state of the art facilities</li> <li>▪ high demand for electricity</li> </ul>	<ul style="list-style-type: none"> <li>▪ Private sector engagement</li> <li>▪ Proper policy and regulations needed to legalize the requirement for minimising GHGEs</li> <li>▪ Access to Green Funds to support Vanuatu implement GHGE programs</li> </ul>	<ul style="list-style-type: none"> <li>▪ Lack of partnership between stevedoring operators and port administrators (two different entities operate the ports and stevedoring) in terms of reducing GHGEs</li> <li>▪ Lack of policies and regulations to regulate GHGEs in ports and vessels</li> </ul>	<ul style="list-style-type: none"> <li>▪ Create a national Working Group to advocate and implement GHGE programs</li> <li>▪ Provide capacity for maritime administrations and ship owners on the benefit of GHGEs (economic and technical)</li> <li>▪ Access Green Funds where possible</li> <li>▪ Government must take ownership and support GHGE programs (tax incentive, exemptions and subsidies, etc.)</li> </ul>
Tuvalu	<ul style="list-style-type: none"> <li>▪ National Strategy for Sustainable Development 2016 -2020</li> <li>▪ SDGs - goal 13 and 14</li> </ul>	<ul style="list-style-type: none"> <li>▪ National legislation needs to be updated so that it includes requirements on the reduction of GHGE</li> <li>▪ Expand workforce at small administrations</li> <li>▪ All MTS agree that shipping should reduce its GHGEs in the long term</li> <li>▪ Trading routes and level playing field should not suddenly change as a result of CO<sub>2</sub> reduction measures</li> </ul>	<ul style="list-style-type: none"> <li>▪ There is no national legal framework in place</li> <li>▪ There is minimal public knowledge on GHGE</li> <li>▪ Stimulate/support cooperation between Governments – Research – Shipping sector (golden triangle)</li> <li>▪ As in other sectors, development of appropriate technologies, fuels and infrastructure for shipping must be incentivized to reduce GHGEs</li> <li>▪ Business relationships between charter and ship owner will need improvement</li> <li>▪ Measures of impacts on all States must be considered before implementation, especially impacts on SIDS and LDCs</li> <li>▪ Negative impacts on vulnerable states, ship registries and the shipping sector will be greater and more difficult to adapt to later in the century when measures are finally implemented</li> <li>▪ All SIDS and LDC's must maintain solidarity in global debate to reduce GHGEs</li> </ul>	<ul style="list-style-type: none"> <li>▪ All ships should target to have almost a zero CO<sub>2</sub> footprint in the near future by green (environmental friendly) ship, instead of black ships.</li> <li>▪ Energy efficiency measures alone will not achieve zero emission from the sector (2035, 2050, 2060 and 2100)</li> <li>▪ A clear roadmap on CO<sub>2</sub> reduction to guide the shipping sector to undertake proper planning</li> </ul>

## Discussions

- Nauru is a small island nation in Micronesia and has been using open sea moorings for the last 20 years. Damage to the moorings has been a costly exercise for the island and earlier in 2017, the government has managed to repair the mooring system allowing Nauru to transport cargo from ship to shore. Construction of the new Nauru wharf will commence in June 2018 through the Green Climate Fund programme.
- The Automatic Identification System (AIS) used by New Caledonia is a very useful technology for navigation safety. SPC is interested in collaborating further with New Caledonia on the use of AIS. Furthermore, the concept of Emission Control Areas (ECA), which will be implemented in the New Caledonia in the harbour, is an interesting concept and initiative.
- PNG highlighted that there is a need to collect GHGE data, analyse and interpret the information to make informed decisions in order to address climate change. Furthermore, the younger generations need to understand the importance of managing GHGEs.
- Tonga highlighted that the construction of separate wharfs for different purposes compliments the development of an Energy Management Plan. Movements of ships in and out of ports causes congestion, which consumes a lot of fuel. Therefore, the design of the new Tonga wharf will contribute to reducing the use of energy and fuel on ships. In addition, the Tonga terminal was built with a solar panel roof, which reduces the use of electricity.

## SESSION 2: PARTNERS PERSPECTIVES

*(Facilitated by Mark Borg, PIDF)*

The Chair welcomed the meeting to Session 2 of the MTCC-Pacific Conference and acknowledged the International Union for the Conservation of Nature (IUCN) and SPC for hosting the opening cocktail. The session was an opportunity for partners and maritime operators to share their experiences and perspectives towards energy efficiency of local maritime transport.

### Pacific Islands Development Forum

*(Mark Borg, PIDF)*

The Pacific Islands Development Forum (PIDF) was established in 2013 with 12 member countries and two NGOs (i.e. Pacific Island Association of Non-Government Organisation [PIANGO) and Pacific Island Private Sector Organisation [PIPSO]). It officially became an organisation through the adoption of their Charter in 2015 and is a multi-stakeholder organisation, which provides a platform for governments and the private sector in PICTs to collaborate without the influence of bigger countries. PIDF recognises the need to continue to address sustainable transport in order to meet the 1.5 degrees increase, as indicated in the Suva Declaration.

PIDF in partnership with IUCN, USP and World Wide Fund for Nature (WWF) will soon launch the Oceania Centre for Sustainable Transport (OCST) website. The centre is more of an idea than an organisation, which will bring under one umbrella the three transport sectors (Sea, Land and Air) to enable collaboration. The PIDF also provides support to countries in addressing issues related to the different transport sectors.

## A Comprehensive Imo Strategy on Reduction of GHGE from Ships

*(Leigh Mazany, IMO Consultant)*

The presentation provided an overview of the IMO Strategy to reduce GHGs from international shipping. The overview highlighted IMO initiatives, the IMO data collection system (DCS), their Strategy, capacity building and technical cooperation, and potential impacts, costs and benefits of the project.

In setting the context of the IMO work, Dr. Mazany provided a brief background on the studies and findings that have been conducted by IMO i.e.

- The 2<sup>nd</sup> IMO GHG Study 2009, provided the estimated cost of implementing energy efficiency technologies i.e. payback period versus how much it costs. The report provides graphs that show the payback period is very quick for some, whereas for others it might take longer.
- The 3<sup>rd</sup> IMO GHG Study 2014, did not update the marginal abatement costs, however it updated the estimates and produced new projections. Therefore the projected increase of 50% to 250% by 2030 for the growth in international shipping emissions, was a result of the 3<sup>rd</sup> GHG Study.
- Dr. Mazany also addressed the issue of port emissions, which countries referred to as the major contributing factor to air pollution and informed the meeting that the 3<sup>rd</sup> GHG Study also looked at emissions of sulphur oxides, nitrogen oxides and particulate matter.
- The IMO Road Map will look at conducting the 4<sup>th</sup> GHG Study that will update the data from the 3<sup>rd</sup> Study.

In introducing the IMO Strategy, it was highlighted that the document 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 energy efficiency improvements.

## Low Carbon Sea Transport Project

*(Alexander Beetz, Project Manager GIZ)*

The presentation introduced the GIZ Sustainable Sea Transport Project based in the Marshall Islands with a EUR 9.5 million funded by the German Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety (BMUB). The project is being implemented through the German Embassy and the Marshall Islands Ministry of Transport and Communication.

The 5-year project (2017 – 2022) is looking at achieving the following outcomes i.e.:

- Contribution to reduction of emissions from shipping
- Contribution to achieving RMI's NDC
- Lower shipping costs
- Saving on fossil fuel imports
- Proposal for upscaling
- Inputs of RMI to the UN Framework Convention on Climate Change (UNFCCC), IMO and regional meetings

The University of Emden in Germany will oversee the refitting of cargo vessels. A local Marshallese organisation *Waan Aelon in Majel-Wa Kuk Wa* (WAM) specialised in building traditional canoes, will work with the project to develop a carbon free intra-lagoon vessel for transport within the atoll. The USP will be engaged to oversee the economic and social aspects of sea transport in the Marshall Islands and the MCST will provide support in terms of training and research.

## New-Caledonia toward Sustainable Blue Growth – Programme and Projects of the New-Caledonia Maritime Cluster

*(Lionel Loubersac, New Caledonia)*

The presentation provided a brief overview of the Cluster Maritime de Nouvelle-Calédonie (CMNC) highlighting that it is a non-profit organisation (NPO), which was established on August 5<sup>th</sup>, 2014. The organisation currently represents more than 3000 employees with a budget of EUR 160,000 i.e. members' fees and grants from local authorities.

Priorities of the CMNC are: Blue Growth promotion, Wealth creation, Diversification of economic activities, Federation of actors, French speaking axis, and recognising that the ocean is 98% of the New Caledonia territory. Lionel provided a few examples of projects carried out by CMNC, amongst a number of other projects, Marine Technology platforms i.e.

- Equipping ships with continuous marine environment monitoring systems at a lower cost than physically recording.
- Using AIS to estimate near real time current fields for better routing and economical use of fuel...

It was then suggested through the overview that the CMNC concept could be expanded for the wider Pacific region, to provide assistance and to set up public/private partnerships in order to achieve sustainable Blue Growth excellence.

## Norway Webinar on New Ship Technologies

*(Iver Iversen, IMO)*

The IMO consultant who presented on the approach in Norway towards designing new vessels and installing new technologies on vessels of less than 500. He highlighted the opportunities, benefits and limitations of such technologies from the pilot-projects conducted. The presentation focused on demonstrated various options for new technology vessels from new hull design and type of propulsion to use of alternative fuels.

The participants were interested to see experimentation done on the ground and noted that while the size of vessels was similar to those operated in the Pacific, the type of vessels and operations were significantly different. Indeed most of maritime routes in the Pacific, despite being within countries, are similar to deep sea route. Also the capacity and resources of Pacific shipowners are barriers to purchase new vessels and new technologies. Unfortunately most of the vessels operated in the Pacific are second to fifth hand. Lastly a question raised on the reliability and durability of those new designed vessels and technologies and whether these vessels will still be operated in 20 years.

## Reducing GHGE from Domestic Ships: Ship Owners Perspective

*(Josateki Tagi, Fiji Local Shipowners Association)*

The presentation introduced the perspectives of the Fiji Local Ship Owners Association (LSOA) approach to reducing GHGEs. LSOA was established in the 1970's to: Protect ship operators, to act as an advisory role to the Government on marine transportation, to advocate for fare trade and, to observe compliance with IMO Conventions and the Maritime Safety Authority of Fiji (MSAF).

The Fiji shipping industry operates on second hand ships across 17 shipping companies. The LSOA confirms its support for the MTCC-Pacific project in:



- Supplying the necessary information that is required for analysis
- Championing the initiative (Placards and MTCC-Pacific stickers on board vessels)
- Proving regular updates of progress in the implementation

It is anticipated that the Fiji shipping industry will have improved and modernised domestic fleets that comply with GHGE requirements in the future.

## A Concept for Inter-Island Sustainable Sea Transport in the Pacific

*(Peia Patai, Okeanos Vaka Moana Fleet)*

In 2009, Okeanos built seven regional ocean going canoes or 'Vakas' for the purpose of reviving canoe culture, traditional navigation and vessels to carry an environmental message of ocean awareness and climate change. The idea of using traditional canoes as a sustainable sea transport to help the Pacific people was very strong.

In 2011, that idea and dream became a reality and the first Vaka Motu was launched. The Vaka Motu was built maintaining traditional knowledge and measures, traditional sail design, traditional steering method called the 'Ue' and a modern navigation aid. It has a very shallow draft, which gives it the ability to dock on the beach. The Vaka uses solar to generate electricity and a coconut oil engine as a secondary propulsion. It is considered a robust and safe vessel to sail.

Okeanos Foundation has active sustainable sea transport vessels based in the Pacific i.e:

- Okeanos Vanuatu based in Port Vila
- Okeanos Marshall Islands based in Majuro
- Okeanos Marianas based in Saipan
- Okeanos Aotearoa based in the Bay of Islands, New Zealand, and
- The intent of reactivating eco-whale-watching in Tonga.

There are a variety of ways in which the vessel can be utilised i.e. on business initiatives, disaster relief work, servicing remote countries in particular for islands with irregular or no shipping services.

## Reviving our Sustainable Sea Transportation Culture in Fiji

*(Monifa Fiu, Uto Ni Yalo Trust)*

The Uto ni Yalo Trust shared some experiences of sustainable sea transportation culture in Fiji and acknowledged the presence of the Okeanos Foundation of which the Uto ni Yalo vessel was a part of the original fleet.

The Vaka and the Uto ni Yalo Trust promotes communities and sustainability, and inspires the Pacific to take action and relive moments of history in traditional navigation. In addition to sustainable sea transportation, the Vaka also offers multiple cultural, economic, environmental, and social benefits for people living out in the islands. In the future, it is anticipated that there will be an increase in smaller fleets, which will ease the burden of logistics. Therefore, the agenda for sustainable sea transport need to revitalise all aspects of traditional sea transport and navigation i.e. from the construction to operation.

The Uto ni Yalo Trust hopes that the vision will go beyond the shores of the Pacific and to be able to re-tell the stories and aspects of the Pacific's sailing history.

## SESSION 3: MTCC-PACIFIC WORK

*(Facilitated by the John Tunidau, MSAF)*

### 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 project on data collection
- Result 5 – Communication and visibility

As a way forward for 2018, the following activities are planned by MTCC-Pacific. Targeted countries are Fiji, Kiribati, Marshall Islands, Samoa, Solomon Islands, Tuvalu and Vanuatu.

- National workshop on Ship Energy Efficient Operations (SEEO) and Index (EEOI)
- Data Collection
- Development and implementation of Ship Energy Efficiency Management Plan (SEEMP)
- Port Energy Management

### Energy Management in Ports – Activities and Results

*(Bruce Rowse, MTCC-Pacific Consultant)*

The presentation is an overview of the activities and results of energy management in ports highlighting that the activities involved:

- The Energy Management Workshop, which was held in Auckland, New Zealand, August 2017.
- The development of an Energy Management Guide with templates to assist in the development of energy management plans and policies.
- Energy audits have been carried out at the Fiji, Solomon Islands and Samoa Ports.
- Energy management trials– Eco driving trial is being carried out for the Port of Suva looking at how behaviour can save energy. The project is also upgrading the tower lighting for the port.

The overview then briefly covered the results of the above activities. Drivers and barriers to energy management were identified at the Energy Management Workshop while at the same time a number of solutions to barriers have also been listed.

A number of post workshop events had been carried out in Cook Islands, Fiji, Kiribati, Nauru, Solomon Islands, Tonga, and Vanuatu.

### MTCC-Asia Summary

*(Xie Jieying, MTCC-Asia)*

The session introduced the scope of MTCC-Asia's activities highlighting that the vision of the Centre is 'Uptake, Share, Sustainability for Greener Shipping'. Stakeholders of MTCC-Asia are Cambodia, Thailand,

Det Norske Veritas (DNV), private shipping companies including COSCO and Shanghai Governmental Commissions, etc. There are about 25 partners and stakeholders.

MTCC-Asia's 2017 activities included:

- Capacity building/training for staff
- MTCC-Asia launch event in May
- Development and launching of the Online Clean Shipping Air Forum
- Regional Workshop in China in September
- Enrolment of post-graduate candidate in ship energy efficiency program
- National Workshop in Cambodia etc.

The presentation also provided an overview on the action plans of 2017, pilot projects, upcoming events and activities planned for 2018.

## Pilot Project and Data Collection

*(Zullah Mohammed, MTCC-Pacific)*

The session provided a brief overview of the MTCC-Pacific pilot projects to reduce fuel oil consumption and GHGs from the MTS. There are 2 pilot projects which have been approved:

- Pilot-project on “uptake of ship energy efficient technologies and operations”
  - Focus mainly on domestic shipping and ports.
  - Provide tools to develop/improve energy management.
- Pilot-project on “fuel oil consumption data collection and reporting”
  - Data collection on fuel oil consumption in domestic shipping.

The projects will be implemented by the MTCC-Pacific through the Pacific Island Domestic Ship Safety (PIDSS) Programme of SPC. PIDSS have established contacts in PICTs and have facilitated baseline data collection that is required to initiate the project.

A data collection template has been developed and distributed in Fiji and Kiribati. In addition, an EEOI calculation template has also been developed that will calculate the carbon emission of a vessel carrying cargo. It will be used as a performance indicator to judge the efficiency of a vessel on a particular voyage. The presentation then introduced the Ship Energy Efficiency Management Plan (SEEMP) and distribution materials, innovative technologies and energy saving devices (ESD) for the Pacific.

## Country Priority Questionnaire

IMO distributed questionnaires and requested member countries to respond to the questions and to state their country priorities. This was to enable MTCC-Pacific to identify how best to assist and respond to the needs of PICs.

## Mainstreaming Gender in Maritime Transport Sector

*(Mary Narfi-Navaika, Office of the Maritime Regulator, Vanuatu)*

The presentation introduced the Pacific Women in Maritime (PacWIMA) network, which was re-launched in April 2016. At the 3<sup>rd</sup> Pacific Regional Energy and Transport Minister's Meeting in April 2017, Nukualofa, the meeting noted that it was important to strengthen PacWIMA as the key tool for addressing women in

maritime issues. It also noted the improvements needed in coordination and communication at local and international levels. The meeting then agreed that PacWIMA develop a Regional Strategy for the recognition, visibility, and training of Pacific women in the MTS.

PacWIMA, in its presentation then called on participants of the MTCC-Pacific Regional Conference to:

- support the recommendations made in the Outcome document of the meeting of December 17<sup>th</sup>, 2017 Pacific Women in Maritime, which was held in parallel with the MTCC-Pacific Conference
- adopt measures to implement those recommendations in their country and workplace
- share the outcomes widely in their country and through various networks
- support the development of Women in Maritime networks in their respective countries.

The MTCC-Pacific conference expressed its support for the PacWIMA for gender equality in the MTS. However SPC's Deputy Director Transport questioned participants and particularly Heads of Maritime whether enough was done to give space for gender equality and if maritime administrations were in position to give this space physically and administratively to Women in Maritime networks, associations and focal points. The Conference was informed of the Regional Conference for Women in Maritime to be organised in 2018.

## Discussion

- MTCC-Asia's participation at the Pacific conference reinforces the scope of the GMN. The MTCC regions differ in their priorities and approaches; however, there is an incredible resource in MTCC-Asia in terms of their expertise and knowledge. In moving forward to and beyond 2019, there is potential for the two regions to collaborate and provide training opportunities at their MTCC-Asia facilities. There is also opportunities to look at synergies between the MTCC regions recognising that there is potential for MTCC-Asia to help support the other MTCC regions.
- The Uto ni Yalo Trust expressed their interest to be part of the PacWIMA network noting that the Vaka has a 45% participation of women as crew.

## REVIEW AND ADOPTION OF THE REGIONAL CONFERENCE OUTCOME

*(Thierry Nervale, MTCC-Pacific)*

The conference was guided through the listed priority actions under '*Appendix 1 and 2 – Matrix of drivers, needs, barriers and recommendations for relevant actions*' (Annex 3).

Participants were then invited to comment on and to propose changes to the MTCC-Pacific Conference Outcome statement (Annex 3).

Amendments to the conference Outcome statement was then captured, consolidated and adopted by the MTCC-Pacific member countries and partners.

## CLOSING REMARKS IMO, SPC and Government of Fiji

*IMO, Aubrey Botsford*

The IMO acknowledged and praised the MTCC-Pacific member countries and participants expressing that the Conference was a very informative two days. The objective of the Conference was to:

- Launch the MTCC-Pacific which was carried out in an extremely effective and moving opening ceremony.

- Brought together members and partners of the MTCC-Pacific project to build ties and to show a common purpose, which was very well received.

Furthermore, the Conference has been a very educational platform, which displayed incredibly different societies, heritages and environments. A powerful message coming out of the Conference was that a forum like the MTCC-Pacific allows people with common interests to speak with one voice, an approach that always has the potential to be extremely effective.

IMO thanked the MTCC-Pacific Secretariat team for organising the event and for the efficient support during the Conference. IMO also extended its acknowledgement to SPC and SPREP for hosting MTCC-Pacific. Further acknowledgements and thanks were extended to the Government of Fiji for supporting the MTCC-Pacific project and most importantly to the EU for funding the project.

*SPC/MTCC-Pacific, Thierry Nervale*

MTCC-Pacific acknowledged the remarks by IMO and supported the sentiments raised by IMO that the Conference has indeed been an educational platform, in particular for the MTCC-Pacific member countries, partners, and the Secretariat. The conference has resulted in the establishment of stronger partnerships and fostered the exchange of experiences and ideas. MTCC-Pacific acknowledged participants for the productive discussions over the two days and for adopting the Outcome statement.

SPC is proud to be the host of the MTCC-Pacific and acknowledged the support of the EU and IMO. Special thanks and acknowledgements was also extended to SPREP for the partnership and support of the project. SPC also thanked the Government Fiji for chairing the conference and for the continuous support since the establishment of the Centre in Fiji.

*Government of Fiji, Lui Naisara*

The Closing Remarks on behalf of the Government of Fiji was delivered by the Deputy Secretary Policy and Planning, Mr. Lui Naisara. Special thanks was extended to the EU and the IMO for the funding and technical support enabling Fiji to host MTCC-Pacific. The Fiji Government also praised SPC and SPREP for organising the conference and the launch of the MTCC-Pacific project.

## COMMUNICATION AND VISIBILITY

All MTCC-Pacific communication and visibility materials were displayed and disseminated at the Conference. This includes the pull-up banner of GMN and presentations with all logos. A media alert was sent 10 days before the event and a media release at the Official Launch highlighting the establishment of MTCC-Pacific as a centre of excellence for the Pacific. The table below shows the communication actions related to the Regional Conference and the media coverage. This was relayed on Social Media through SPC network and in news from IMO website.

Intermediate Results (IR)	Expected result	Time	Status	Communication and visibility
IR5.2 Commemorative plaque, posters and brochures produced for the launch of the Pacific MTCC	Commemorative plaque, poster, brochures (e- and hard copies), banner, stationary/USB sticks, presentation background, flyers available for all activities	12-15 December 2017	Commemorative plaque offered by IMO to MTCC-Pacific at the MTCC-Pacific Regional conference and official launch Banners and pull up banners displayed throughout this event Brochures distributed during this event Previously developed dedicated logo displayed on all MTCC-Pacific communication and visibility materials on display at this event.	<ul style="list-style-type: none"> <li>Commemorative plaque presented at the conference</li> <li>Poster displayed and brochures, flyers, presentations and USB sticks distributed at the event</li> </ul>
IR5.5 Progress on regional conference activities is systematically reported	Media release issued major the regional conference and official launch	12-15 December 2017	MTCC-Pacific Regional conference and official launch Media release on 13 December 2017 <a href="http://www.spc.int/blog/launch-of-maritime-technology-cooperation-centre-in-the-pacific-establishes-centre-of-excellence-for-the-region/">http://www.spc.int/blog/launch-of-maritime-technology-cooperation-centre-in-the-pacific-establishes-centre-of-excellence-for-the-region/</a> MTCC-Pacific launch on 13 December 2017 <a href="http://www.imo.org/en/MediaCentre/WhatsNew/Pages/default.aspx">http://www.imo.org/en/MediaCentre/WhatsNew/Pages/default.aspx</a> Articles in Fiji Times on the MTCC-Pacific Launch <a href="http://www.fijitimes.com/story.aspx?id=427343">http://www.fijitimes.com/story.aspx?id=427343</a> <a href="http://www.fijitimes.com/story.aspx?ref=archive&amp;id=427020">http://www.fijitimes.com/story.aspx?ref=archive&amp;id=427020</a> <a href="http://www.fijitimes.com/story.aspx?id=427324">http://www.fijitimes.com/story.aspx?id=427324</a> Fiji One News Video link. News on MTCC-Pacific @ 12.48 timeline <a href="https://youtu.be/5xCM9X8XX9E">https://youtu.be/5xCM9X8XX9E</a> Fiji Government video on YouTube about MTCC-Pacific Launch. <a href="https://www.youtube.com/watch?v=N0a_kjTogF8">https://www.youtube.com/watch?v=N0a_kjTogF8</a>	<ul style="list-style-type: none"> <li>Media release issued and published on various media platforms</li> </ul>

			<p>Fiji Sun article – Major Maritime Meeting Launched At Novotel Lami  <a href="http://fijisun.com.fj/2017/12/12/major-maritime-meeting-launched-at-novotel-lami/">http://fijisun.com.fj/2017/12/12/major-maritime-meeting-launched-at-novotel-lami/</a>  <a href="http://fijisun.com.fj/2017/12/20/regions-maritime-centre-of-excellence-based-in-fiji/">http://fijisun.com.fj/2017/12/20/regions-maritime-centre-of-excellence-based-in-fiji/</a></p> <p>Green 4 sea article – Maritime cooperation centres launched in Africa and Pacific  <a href="https://www.green4sea.com/maritime-cooperation-centres-launched-in-africa-and-pacific/">https://www.green4sea.com/maritime-cooperation-centres-launched-in-africa-and-pacific/</a></p> <p>Scoop article – Launch of Maritime Technology Cooperation Centre  <a href="http://www.scoop.co.nz/stories/WO1712/S00161/launch-of-maritime-technology-cooperation-centre.htm">http://www.scoop.co.nz/stories/WO1712/S00161/launch-of-maritime-technology-cooperation-centre.htm</a></p> <p>Ship and Bunker article – Center of excellence for low carbon shipping technology launched for the Pacific  <a href="https://shipandbunker.com/news/apac/924294-centre-of-excellence-for-low-carbon-shipping-technology-launched-for-pacific">https://shipandbunker.com/news/apac/924294-centre-of-excellence-for-low-carbon-shipping-technology-launched-for-pacific</a></p>	
	Social media is used at the regional conference and official launch	12-15 December 2017	<p>Social media (Twitter on 12 Dec 2017 Heads of Maritime meeting to prepare for the regional conference  <a href="https://twitter.com/DrZullah/status/940669426365370368">https://twitter.com/DrZullah/status/940669426365370368</a></p> <p>Social media (Twitter on 12 Dec 2017 Steering Committee meeting)  <a href="https://twitter.com/DrZullah/status/940670745486639104">https://twitter.com/DrZullah/status/940670745486639104</a>  <a href="https://twitter.com/DrZullah/status/940683321209581568">https://twitter.com/DrZullah/status/940683321209581568</a>  <a href="https://twitter.com/BBernedine/status/940685247569526784">https://twitter.com/BBernedine/status/940685247569526784</a></p> <p>Social media (Twitter on 13-15 Dec 2017 MTCC-Pacific Regional Conference and Official Launch)  <a href="https://twitter.com/BBernedine/status/940707385772933120">https://twitter.com/BBernedine/status/940707385772933120</a>  <a href="https://twitter.com/spc_live/status/940708673550086144">https://twitter.com/spc_live/status/940708673550086144</a>  <a href="https://twitter.com/spc_live/status/940709309234626560">https://twitter.com/spc_live/status/940709309234626560</a>  <a href="https://twitter.com/andrewj_spc/status/940754537706676225">https://twitter.com/andrewj_spc/status/940754537706676225</a>  <a href="https://twitter.com/Lore_Croker/status/941076638485245954">https://twitter.com/Lore_Croker/status/941076638485245954</a>  <a href="https://twitter.com/spc_cps/status/941852910677381121">https://twitter.com/spc_cps/status/941852910677381121</a></p> <p>Video of official handing over of the MTCC-Pacific plaque</p>	<ul style="list-style-type: none"> <li>• Social media was fully utilised</li> </ul>



			<a href="https://twitter.com/spc_live/status/94071111329923072">https://twitter.com/spc_live/status/94071111329923072</a>	
	MTCC-Pacific is an agenda item of the meeting of the Heads of Maritime	12 Dec 2018	<b>Quarter 13 November 2017-12 February 2018</b> GMN Project and MTCC-Pacific introduction at the Heads of Maritime meeting on Dec 12 2017	<ul style="list-style-type: none"> <li>• MTCC-Pacific an agenda item at the annual Heads of Maritime meeting</li> </ul>

# ANNEXES


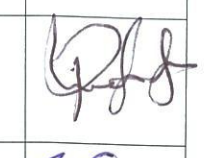
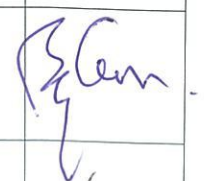
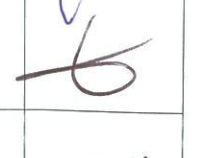
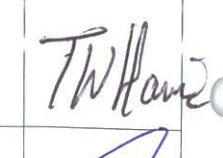

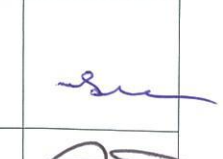
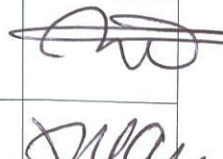
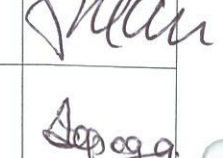
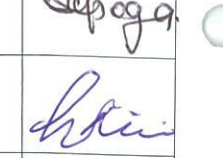
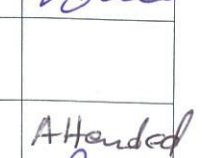



## ANNEX 1: Signed List of Participants




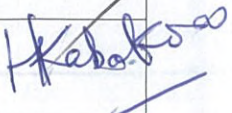
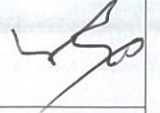
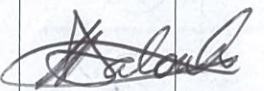
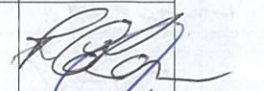
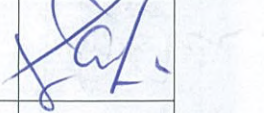
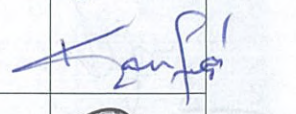
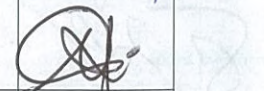
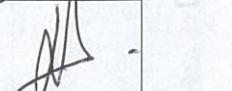

MTCC-PACIFIC REGIONAL CONFERENCE AND OFFICIAL LAUNCH, WEDNESDAY

	Name	Job Title	Organisation	Gender	Line 1 address	Line 2 Address	Building number	Post code	City	Country where based	Telephone	Mobile Number	Email Address 1	Email Address 2	Source of Funding	Role	SIGNATURE
1	Ambassador Julian Wilson	Ambassador EU Pacific	EU Pacific	M					Suva	Fiji					In-country	Participant	Attended
2	Honorable Osea Naiqamu	Minister for Fisheries and Forests	Ministry of Fisheries and Forests	M					Suva	Fiji					In-country	Participant	Attended
3	David Kolitagane	Permanent Secretary	Ministry of Infrastructure and Transport	M					Suva	Fiji			<a href="mailto:psit@moit.gov.fj">psit@moit.gov.fj</a>		In-country	Participant	Attended
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MTCC-PACIFIC REGIONAL CONFERENCE AND OFFICIAL LAUNCH, 14-15 December 2017


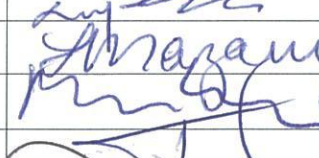
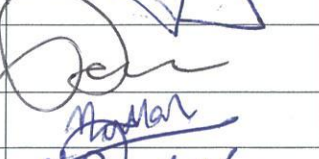








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## MTCC-PACIFIC REGIONAL CONFERENCE AND OFFICIAL LAUNCH, 15 December 2017


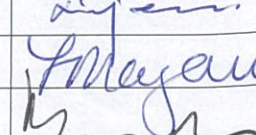
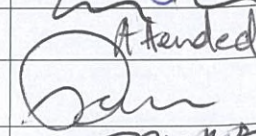
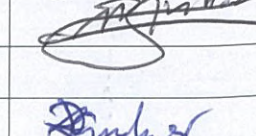
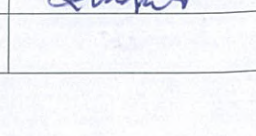
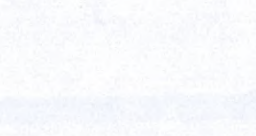
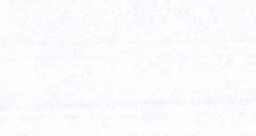
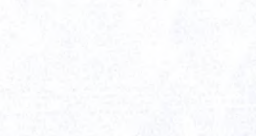

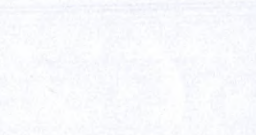
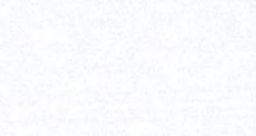
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## ANNEX 2: Agenda



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## WORKSHOP FOR HEADS OF MARITIME Suva, Fiji, 12 December 2017

### PROGRAMME

Workshop for Heads of Maritime  
All partners can attend as observers

WORKSHOP FOR HEADS OF MARITIME			
0830 – 0900	Registration		
0900 – 0910		Administrative remarks	MTCC-Pacific
		Prayer	Country
0910 – 0920		Welcome address	Fiji
0920 – 0925		Opening address	MTCC-Pacific
0925 – 0940	1	Introduction to GMN project and MTCC-Pacific	IMO MTCC-Pacific
0940 – 1000	2	National technology needs, barriers and required relevant action for a Pacific low-carbon maritime transport	MTCC-Pacific
1000 – 1030	Photo Session and Morning Tea		
	Facilitated by: SPREP		
1030 – 1100	3	New technologies and operations to meet the requirements of improved efficiency and reduced GHG emissions on small vessels	IMO
1100 – 1130	4	Energy Management in ports: methods and tools	8020Green
1130 – 1230	Discussion <i>A regional action plan to implement the 2017 Ministers' Communique</i>		All
1230 – 1330	Lunch		

**SECOND MTCC-PACIFIC STEERING COMMITTEE MEETING**  
**Suva, Fiji, 12 December 2017**

**PROGRAMME**

Only partners and countries members of the MTCC-Pacific Steering Committee to attend as member:

- *Fiji Ministry of Infrastructure and Transport (Chair);*
- *Pacific Community (SPC);*
- *Secretariat of the Pacific Regional Environment Programme (SPREP);*
- *Fiji Delegation of the European Union*
- *Maritime Safety Authority of Fiji (MSAF)*
- *Marshall Islands;*
- *Samoa;*
- *Solomon Islands;*
- *Fiji Maritime Academy (FMA);*
- *Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH;*
- *Pacific Islands Development Forum (PIDF);*
- *Pacific Islands Forum Secretariat (PIFS);*
- *University of the South Pacific (USP);*
- *Private sector shipping representative.*

Other countries can attend as observers

<b>SECOND MTCC-PACIFIC STEERING COMMITTEE MEETING</b>			
<b>1300 – 1330</b>	<b>Registration</b>		
<b>1330 – 1400</b>		Administrative remarks	MTCC-Pacific
		Prayer	Country
		Welcome address	Chair
	<b>1</b>	Adoption of the 2 <sup>nd</sup> Steering Committee Meeting agenda	Chair
<b>1400 – 1430</b>	<b>2</b>	IMO MEPC work progress	IMO
<b>1430 – 1500</b>	<b>3</b>	Update on side-events at COP23 related to shipping	Partners
<b>1500 – 1530</b>	<b>Tea/Coffee Break – Group Photo</b>		
<b>1530 – 1600</b>	<b>4</b>	MTCC-Pacific Progress Report	MTCC-Pacific
<b>1600 – 1630</b>	<b>5</b>	Other business	All

**MTCC-PACIFIC REGIONAL CONFERENCE AND OFFICIAL LAUNCH**  
**Suva, Fiji, 13-15 December 2017**

**PROGRAMME**

Day 1: Wednesday, 13 December 2017			
0830 – 0900	Registration		
0900 – 0930		Discussion on relevant actions to implement the Transport Ministers’ Resolution and Communiqué	All
0930 – 1000		Global MTCCs Network (GMN)	IMO
1000 – 1030	Morning Tea		
1030 – 1130	1	Official Launch of MTCC-Pacific <i>See separate programme for the Welcome Ceremony and Official Launch of MTCC-Pacific</i>	
1130	Group Photo		
1200 – 1330	Lunch		
	Session 1: Pacific Islands Countries and Territories perspectives <i>Facilitated by: USP</i>		
1330 – 1400	2	Micronesia Center for Sustainable Transport: Framework and approach	RMI/USP
1400 – 1500	3	Countries presentations (max 10 min each) <i>Cook Islands; Fiji; French Polynesia; Kiribati; Nauru; New Caledonia</i>	Countries
1500 – 1530	Afternoon Tea		
1530 – 1630	4	Countries presentations (max 10 min each) <i>Papua New Guinea; Samoa; Solomon Islands; Tonga; Tuvalu; Vanuatu</i>	Countries
1800 – 2100	Welcome Cocktail (Novotel Lami)		
Day 2: Thursday, 14 December 2017			
	Session 2: Partners perspectives <i>Facilitated by: PIDF</i>		
0900 – 0940	5	A comprehensive IMO strategy on reduction of GHG emissions from ships	IMO
0940 – 1000	6	Project for Transitioning to Low Carbon Sea Transport in Marshall Islands	GIZ
1000 – 1030	Morning Tea		
1030 – 1045	7	Reducing GHG form domestic shipping: shipowners perspective	Fiji Shipowners Representative
1045 – 1100	8	Reducing GHG from port operations: port operators perspective	Ports representative
1100 – 1130		Discussion	
1130 – 1145	9	New Caledonia Towards Sustainable Blue Growth	Cluster Maritime Nouvelle-Caledonie
1145 – 1200	10	A concept for inter-island sustainable sea transport in the Pacific	Okeanos

1200 – 1215	11	Reviving our Sustainable Sea Transportation culture in Fiji	Uto ni Yalo Trust
1215 – 1230		<b>Discussion</b>	
1230 – 1330		<b>Lunch</b>	
		<b>Session 3: MTCC-Pacific work</b>	
		<i>Facilitated by: Fiji</i>	
1330 – 1400	12	MTCC-Pacific progress and way forward	MTCC-Pacific
1400 – 1430	13	Energy management in ports: activities and results	8020Green
1430 – 1500	14	Presentation of MTCC-Asia work	MTCC-Asia
1500 – 1530		<b>Afternoon Tea</b>	
1530 – 1545	15	MTCC-Pacific Pilot-Projects	MTCC-Pacific
1545 – 1630		<b>Discussion</b> <i>Countries engagement with MTCC-Pacific: data collection &amp; energy management measures</i>	
<b>Day 3: Friday 15 December 2017</b>			
0900 – 1000	16	Adoption of a Regional Action Plan to implement the Transport Ministers' Resolution and Communiqué	All
1000 – 1030		<b>Morning Tea</b>	
1030 – 1115	17	Review of the Regional Conference Outcome	All
1115 – 1130		<b>Break – Evaluation form</b>	
1130 – 1145		Adoption of the Regional Conference outcome	All
1145 – 1200		Certificate of attendance	All
1200 – 1210		Closing remarks	IMO
1210 – 1220		Closing remarks	MTCC-Pacific
1220 – 1230		Closing remarks	Fiji
1230 – 1330		<b>Lunch</b>	

## AGENDA

12th December 2017, Suva, Fiji

SIDE EVENT FOR WOMEN IN MARITIME			
0830 – 0900	Registration		
0900 – 0910		Administrative remarks	SPC GEM Division - Maritime Programme, Ore Toua
		Prayer	Country
0910 – 0920		Welcome & Opening address	SPC DDG Suva, Dr. Audrey Aumua
0920 – 0940	1	Social Development and Gender Lens into sectoral fields, maritime programmes and projects	SPC Social Development Programme - Brigitte Leduc, Social Development Adviser ( Gender Equality)
0940-1000	2	The role of maritime transport from the perspective of energy and gender: The case of the Pacific Islands	SPC GEM Division - Maritime Programme, Ore Toua
1000 – 1030	Photo Session and Morning Tea		
1030 – 1045	3	Women in Ocean and Coastal Geoscience	SPC GEM Division – Maritime & Ocean Programme – Judith Giblin, Senior Technical Officer, Oceanography
1045-1100	4	Project Proposal – Women in Maritime Programme	SPC GEM Division - Maritime Programme, Ore Toua
1100-1115	5	Experiences of Women in Maritime ( National Level)	Representative - Fiji Women in Maritime Association
1115-1130	6	Role of Pacific States in decarbonisation of the international shipping sector	Avnita Goundar, PhD in Marine Affairs ( Candidate) School of Marine Studies, USP
1130-1145	7	Regional Strategy for Pacific Women in Maritime	Mavis Joseph Logavatu PacWIMA Chairperson
1145-1215	Open Discussion		All
1215-1230	Summary & Conclusion		SPC GEM Division - Maritime Programme, Ore Toua
1230 – 1330	Lunch		

## ANNEX 3: Outcomes Document

## **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 <sup>1</sup>
<b>Capacity Building</b> – 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.	<ul style="list-style-type: none"> <li>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);</li> <li>b. Train maritime personnel for the implementation of energy efficient measures in the maritime industry (R24);</li> <li>c. Government support for training, improved infrastructure including dry-docks, technology transfer and competitiveness (R46).</li> </ul>
<b>Collection of data and information</b> – there is a need to develop awareness and capacity to collect relevant information and data and to make data accessible to measure progress.	<ul style="list-style-type: none"> <li>d. Enact laws to support data collection and sharing domestically and with the IMO;</li> <li>e. Adopt data collection methods and systems to establish the country GHG emissions status and identify gaps (R10);</li> <li>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).</li> </ul>
<b>Pilot-projects</b> – “proof-of-concept” pilot-projects are essential to show results and replicate across the region.	<ul style="list-style-type: none"> <li>g. Conduct annual energy audits and implement short-term energy savings projects in maritime transport (ships &amp; ports) (R30);</li> <li>h. Develop and implement pilot-projects and adapted tools/methods on the uptake of new technologies and operations in maritime transport (R25 and R26);</li> <li>i. Assess feasibility of Onshore Power Supply (OPS) in Pacific ports (R34);</li> <li>j. Conduct cost-benefit analysis for new technologies on board small vessels (less than 50 meters) (R44);</li> <li>k. Provide media updates on results from success stories (R51);</li> <li>l. Implement vessel replacement programmes and major green infrastructure projects in ports (Long-term &gt;10 years) (R29).</li> </ul>
<b>Policy/Legal Frameworks</b> –policy and legal frameworks need to be reviewed to integrate energy efficiency related targets and standards and to be effectively implemented.	<ul style="list-style-type: none"> <li>m. Review/draft generic laws to address energy efficiency in maritime transport aligned with international mandatory instruments, recommendations and guidelines (R7)</li> <li>n. Ratify international maritime instruments related to energy efficiency and emissions (R8)</li> <li>o. Draft instructions to maritime administrations for the implementation of energy efficiency laws (R9)</li> <li>p. Adopt laws including target for the reduction of GHG emissions (R41).</li> </ul>

<sup>1</sup> 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
<b>PICTs perspectives</b>				
<b>International Framework</b>	<ul style="list-style-type: none"> <li>International framework and negotiations on climate change</li> <li>Participation/contribution to international negotiations to defend SIDS/LDCs special circumstances</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Lack of resources to attend international meetings</li> <li>Lack of expertise and coordination to prepare, submit and support submissions/side-vents to international meetings</li> </ul>	<ul style="list-style-type: none"> <li>Raise funding support to ensure PICTs representation at international meetings</li> <li>Put in place coordination mechanisms with PICTs and relevant regional partners to prepare submissions</li> </ul>
<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b> <b>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</b>  <b>R2. Coordinate the regular submission of cosponsored regional documents to IMO</b>  <b>R3. Secure external funds to attend international meetings regularly</b>		<b>Medium-term (5-10 years)</b>  <b>R4. Secure internal funds to attend international meetings regularly</b>  <b>R5. Identify and train suitable maritime personnel to attend relevant international meetings related to maritime issues</b>	<b>Long-term (&gt;10 years)</b>  <b>R6. Secure long-term representation (permanent or occasional) at relevant international maritime organisations</b>
<b>National Framework</b>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Have specific objectives in policies and develop National Strategies on energy efficiency in maritime transport</li> <li>Analysis of PICTs' Nationally Determined Contributions (NDCs) for maritime transport</li> <li>Implement relevant international maritime instruments related to the reduction of GHG emissions</li> </ul>	<ul style="list-style-type: none"> <li>Absence or lack of reliable data regarding GHG emissions by sectors including air, land and maritime transport</li> <li>Absence of specific targets for reducing GHG emissions from maritime transport to guide efforts and initiatives</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Collect and analyse relevant data related to GHG emissions by sectors for informed decision-making and adoption of relevant indicators and targets</li> <li>Develop specific national strategies and/or action plans aligned with the sectors' contribution to the country's GHG emissions</li> <li>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</li> </ul>

		<ul style="list-style-type: none"><li>• Collect and share reliable, accurate and quality maritime transport oriented data</li><li>• Develop and implement initiatives in line with regional frameworks to ensure consistent and coordinated approach for better impact</li><li>• Develop enabling policies, laws, action plans and procedures for reduced GHG emissions and energy efficiency in the Pacific maritime industry</li></ul>	<ul style="list-style-type: none"><li>• International maritime instruments related to GHG emissions not ratified</li><li>• Lack of policies, laws, action plans and procedures creating an enabling environment for reduced GHG emissions and energy management in the maritime industry</li></ul>	<ul style="list-style-type: none"><li>• Ratify international maritime instruments related to GHG emissions</li><li>• Development of policy and legal frameworks implemented by adapted procedures for reduced GHG emissions and energy management in the Pacific maritime industry</li></ul>
<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b>  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	<b>Medium-term (5-10 years)</b>  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	<b>Long-term (&gt;10 years)</b>  R18. Assess progress in reduction of GHG emissions over the period of policy/strategy implementation and identify best impact projects	

<b>Climate Financing</b>	<ul style="list-style-type: none"> <li>• Climate financing and available expertise with international and regional partners</li> </ul>	<ul style="list-style-type: none"> <li>• Make use of climate financing opportunities and available expertise among international and regional partners</li> <li>• Coordination among countries and regional partners</li> </ul>	<ul style="list-style-type: none"> <li>• Absence or lack of a formally established network gathering international and regional partners and PICTs</li> <li>• Lack of funding to upscale existing projects and initiatives</li> <li>• Lack of coordination to develop initiatives that can access climate financing mechanisms</li> </ul>	<ul style="list-style-type: none"> <li>• Establish a platform for networking, coordination and information sharing</li> </ul>
<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b>  <b>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</b>  <b>R20. Map out climate financing mechanisms and donors</b>  <b>R21. Develop the capacity of country to access climate financing and country financial processes and systems</b>		<b>Medium-term (5-10 years)</b>  <b>R22. Enhance country financial systems for the implementation of major climate projects</b>	<b>Long-term (&gt;10 years)</b>
<b>Pilot-projects</b>	<ul style="list-style-type: none"> <li>• Lead by example to reduce GHG emissions from maritime transport in the Pacific under regional frameworks</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced fuel oil consumption from domestic ships and energy consumption in ports</li> <li>• Proof-of-concept initiatives</li> <li>• Adapted tools and small-scale projects</li> <li>• Enhance PICTs capacity to implement and verify compliance with international regulations</li> </ul>	<ul style="list-style-type: none"> <li>• Very old domestic fleet with some vessels engines designed before the fuel crisis of 1973</li> <li>• Small port with limited financial resources</li> <li>• Poor understanding and management of energy efficient operations on-board domestic vessels and in ports – change in personnel behaviour</li> <li>• Lack of expertise and capacity to use new technologies</li> <li>• Lack of expertise and adapted tools and technical solutions readily available to improve energy management in the Pacific maritime industry</li> <li>• Lack of capacity and expertise in maritime administrations to implement effective</li> </ul>	<ul style="list-style-type: none"> <li>• Reduction in GHG as a long term exercise: <ul style="list-style-type: none"> <li>○ Raise awareness and develop capacity of ship and port operators on new technologies and operations</li> <li>○ Cost-benefit analysis for replacing/retrofitting domestic vessels</li> <li>○ Finance (loan facility, incentives, etc.)</li> <li>○ Awareness and capacity building activities on Ship Energy Efficiency Management Plan (SEEMP)</li> <li>○ Implement projects that includes capacity development activities and proof-of-concept initiatives</li> <li>○ Develop adapted tools and small-scale projects to introduce energy management, improve quality management and implement energy audit in the maritime industry</li> </ul> </li> </ul>

			Flag State Implementation (FSI) and Port State Control (PSC) regimes	<ul style="list-style-type: none"><li>○ Implement research and economic, policy, safety, technical and legal analysis on new technologies adapted to the Pacific maritime industry</li><li>● Develop FSI and PSC regimes:<ul style="list-style-type: none"><li>○ Train marine surveyors and inspectors to carry out FSI and PSC on board all type of vessels including requirements for energy efficiency</li><li>○ Establish a platform for experience sharing</li></ul></li></ul>
<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b>  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		<b>Medium-term (5-10 years)</b>  R28. Implement green port and shipping programmes	<b>Long-term (&gt;10 years)</b>  R29. Implement vessel replacement programmes and major green infrastructure projects in ports
Pacific Maritime Industry perspectives				
<b>Costs</b>	<ul style="list-style-type: none"><li>● Costs of energy</li></ul>	<ul style="list-style-type: none"><li>● Reduce energy consumption in ports</li><li>● Reduced fuel oil consumption from domestic ships</li><li>● Cold ironing/Onshore Power Supply (OPS) to save energy/costs</li><li>● Implement Energy Management Systems in shipping companies to improve practices</li></ul>	<ul style="list-style-type: none"><li>● Costs of implementation of energy consumption reduction projects</li><li>● Lack of government support (most ports are SoEs)</li><li>● Transition costs for additional or change of equipment</li></ul>	<ul style="list-style-type: none"><li>● Conduct energy audit to determine energy consumption reduction project technical feasibility, return on investment, benefit for reducing GHG emissions</li><li>● Infrastructure development in ports to provide onshore power supply including dry-docks – support from Government</li><li>● Implement SMS/MMS including energy management with the support of SPC (PIDSS and MTCC-Pacific)</li></ul>

<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b>  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		<b>Medium-term (5-10 years)</b>  R34. Assess costs-benefit of long-term energy savings project in maritime transport involving hard infrastructure development such as alternative fuels, marine energy	<b>Long-term (&gt;10 years)</b>  R35. Invest in green technologies for the maritime industry  R36. Implement vessels replacement programmes
<b>National Framework</b>	<ul style="list-style-type: none"> <li>National initiatives/plans e.g. Green Growth frameworks, GHG emissions targets for environmental protection</li> </ul>	<ul style="list-style-type: none"> <li>Integrate national targets in port management</li> <li>Collect data for baseline to show reduction in fuel consumption</li> <li>Consistent approach for environment protection in domestic shipping and ports</li> </ul>	<ul style="list-style-type: none"> <li>Resistance to change</li> <li>Political priority changes</li> <li>No transparency in the use of data collected to improve systems – lack of open and timely process</li> </ul>	<ul style="list-style-type: none"> <li>Awareness on national targets</li> <li>Awareness and capacity building for the implementation of innovative technical solutions</li> <li>Consistent energy management with indicators and targets for ports</li> <li>Collect data and provide accessibility to data to use in fuel savings measures through a Public Website with dedicated independent data</li> <li>Consistent approach in domestic shipping and port for environment protection that integrate pollution prevention, reducing GHG, water quality</li> <li>Implementation of Green Maritime Industry initiatives and incentives including Green Ports and Green Shipping concepts</li> </ul>
<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b>  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.		<b>Medium-term (5-10 years)</b>  R40. Assess achievement of target and adopt/adjust target  R41. Adopt laws including target for the reduction of GHG emissions	<b>Long-term (&gt;10 years)</b>  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.			
<b>Profitability</b>	<ul style="list-style-type: none"> <li>• Improve profitability of ships and reliability and efficiency of domestic shipping</li> <li>• Competitive advantage of ports</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain competitive advantage and increase port profitability</li> <li>• Keep costs of energy at the lowest possible</li> <li>• Domestic shipping arrangements such as franchise scheme to support energy efficiency of domestic shipping</li> <li>• Reduced competition that can compromise safety, efficiency and reliability of shipping services provided</li> <li>• Appropriate/relevant legal, regulatory and technical measures adapted to the size of the vessels and the capacity and resources of shipowners</li> <li>• Training on safety, efficiency including energy efficiency, etc.</li> <li>• Reduce lost time for berthing</li> </ul>	<ul style="list-style-type: none"> <li>• Available budget against dividend claimed by government and shareholders</li> <li>• Costs of implementation of energy consumption reduction projects</li> <li>• Political interference and priority changes</li> <li>• Population demand for direct service instead of shared service with another Province</li> <li>• Political interference to serve provinces with individual ships creating over-tonnaging, freight wars and excessive demand on domestic wharves</li> <li>• Overall economic in-efficiency</li> <li>• Over-regulation and not locally adapted measures that are too prescriptive</li> <li>• Lack of crew qualification</li> <li>• Measures are often adapted to vessels of more than 50 meters while most of domestic vessels are under this size and old</li> <li>• Lack of infrastructure in outer islands to accommodate domestic vessels</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Review Franchise Shipping Schemes efficiency</li> <li>• Organise liner service for a weekly regular round trip to service a group of main ports in outer islands</li> <li>• Government financial through subsidies and incentives</li> <li>• Waiver depending the size and age of vessels</li> <li>• Implementation of measures adapted to the Pacific domestic fleet</li> <li>• Control domestic fleet tonnage and pre-inspection/limitation for vessels purchase overseas</li> <li>• Capacity building of ship operators and crews on energy efficiency measures and practises</li> <li>• Infrastructure development in outer islands to facilitate domestic shipping</li> </ul>
<b>Recommendations</b>	<b>Short-term (&lt; 5 years)</b>  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		<b>Medium-term (5-10 years)</b>  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	<b>Long-term (&gt;10 years)</b>  R50. Green maritime infrastructure in outer islands in place



	<b>R46. Government support for training, improved infrastructure including dry-docks, technology transfer and competitiveness.</b>  <b>R47. Maritime infrastructure study made available for public submissions (open access).</b>		<b>and safety equipment for small ships</b>	
<b>Reputation</b>	<ul style="list-style-type: none"> <li>• Good reputation</li> </ul>	<ul style="list-style-type: none"> <li>• Good reputation of ports leading to commercial attractiveness</li> <li>• Improve the reputation of shipping with regards to the protection of the environment and the emissions of GHG</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of communication on efforts to reduce energy consumption and GHG in shipping and ports</li> <li>• Lack of cooperation between all shipowners due to high competition</li> </ul>	<ul style="list-style-type: none"> <li>• Awareness, storytelling on existing initiatives in ports to reduce energy consumption and GHG</li> <li>• ISO certification for energy management, quality management and environmental protection</li> <li>• Communicate efforts to implement energy efficient measure in Fiji domestic shipping</li> <li>• Revive the Fiji Ship Owners Association to support Green Shipping in Fiji</li> </ul>
<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b>  <b>R51. Provide media updates on results from success stories</b>  <b>R52. Support Ship Owners Associations to promote Green Shipping programmes</b>  <b>R53. Promote and advocate Green port approaches</b>		<b>Medium-term (5-10 years)</b> <b>R54. Awareness campaigns on Green Port and Shipping</b>  <b>R55. Review/develop green awards and similar incentives in Port and for domestic shipping</b>	<b>Long-term (&gt;10 years)</b>  <b>R56. Promote green port and shipping governance</b>
<b>Standards</b>	<ul style="list-style-type: none"> <li>• Improved standards of the maritime industry including safety, training, pollution prevention and energy efficiency</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced competition that compromise safety, efficiency and reliability of shipping services</li> <li>• Financial support from governments to support new measures</li> <li>• Revive or develop capabilities in the PICTs to build and maintain new concept equipment and vessels</li> <li>• Compliance of ports with international requirements and best practises</li> <li>• Improve shore services and supply for shipboard electronic equipment and systems (radars, gyro-</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of support to provide information and technical tools on energy efficiency</li> <li>• Lack of government support/incentives to revive/develop ship building and maintenance</li> <li>• Lack of expertise and capacity to implement international requirements</li> <li>• Lack of shore service and repair contractors</li> <li>• Lack of available electronic equipment and systems</li> <li>• Awareness and practices in communities that must travel between islands and use small outboard powered vessels</li> </ul>	<ul style="list-style-type: none"> <li>• Support from government through subsidies and tax incentives for safety, energy efficiency equipment, ship building and maintenance</li> <li>• Incentives for the establishment of competitive shore services for ships</li> <li>• Technology transfer</li> <li>• Reduce costs of electronic systems for ships through reduced taxes and duties</li> <li>• Availability of new equipment affordable to communities</li> <li>• Technical support and capacity building provided by MTCC-Pacific to implement adapted measures</li> </ul>

		<p>compasses, GPS, Radios, GMDSS, AIS, computerised systems, etc.)</p> <ul style="list-style-type: none"><li>• 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</li><li>• Regular hull cleaning with adapted hull coating systems compliant with best standards and independent inspection</li></ul>	<ul style="list-style-type: none"><li>• Lack of dry-dock facility</li><li>• Lack of infrastructure in outer islands to accommodate domestic vessels</li></ul>	<ul style="list-style-type: none"><li>• Infrastructure development in outer islands to facilitate domestic shipping and Pacific ports to provide onshore power supply</li><li>• Capacity-building in ports on international requirements and best practises</li></ul>
<b>Recommendations</b>	<b>Short-term (&lt;5 years)</b> <p>R57. Develop vocational training for the maritime industry on sustainable shipping and green maritime infrastructure</p> <p>R58. Develop and implement short training courses for the maritime industry on energy efficiency standards and technologies</p> <p>R59. Assess feasibility of energy efficient technologies for small vessels</p> <p>R60. Review/adopt government incentives for safety, energy efficiency equipment, ship building and maintenance.</p> <p>R61. Review/adopt incentives to install minimum safety electronic equipment and energy efficient technologies.</p> <p>R62. Review/develop operational, energy and environmental systems and processes in ports aligned to quality standards and IAPH tools</p> <p>R63. Develop/review adapted quality systems on board vessels and in shipping companies including energy efficiency processes</p>	<b>Medium-term (5-10 years)</b> <p>R64. Revive local shipyards for new concept Implement certified quality standards for operational, energy and environmental systems and processes in ports</p> <p>R65. Review/develop green awards and similar incentives in Port</p> <p>R66. Implement quality standards on board ships for safety and energy efficiency that are regularly audited</p>	<b>Long-term (&gt;10 years)</b> <p>R67. Implement sustainable sea transport and green maritime infrastructure education</p> <p>R68. Operate shipyards equipped for new concept vessels</p> <p>R69. Implement consistent green port governance based on quality standards and incentive to green shipping</p> <p>R70. Implement consistent green shipping management based on quality standards</p>	

## MEETING OF PACIFIC WOMEN IN MARITIME

Suva, Fiji 12<sup>th</sup> 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 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 13<sup>th</sup> Triennial Conference of the Pacific Women and the 6<sup>th</sup> 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 15<sup>th</sup> December 2017 about the outcome of today's side meeting of pacific women in maritime.

**12 December 2017**

## ANNEX 4: Workshop Presentations

(Presentations attached as separate document)

## ANNEX 5: Workshop Evaluation Analysis

## EVALUATION QUESTIONNAIRE

### MTCC-Pacific Regional Workshop and Official Launch Suva, Fiji, December 2017

#### Arrangements prior to the activity

- |   |  |                              |                             |                              |
|---|--|------------------------------|-----------------------------|------------------------------|
| 1 | Was the invitation received in good time?  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |                              |
| 2 | Did you receive the information listed below about the event before your participation |                              |                             |                              |
|   | • on its objective and scope   | Yes <input type="checkbox"/> | No <input type="checkbox"/> |                              |
|   | • subject areas and programme  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |                              |
| 3 | Were the instructions on the following clear and easy to understand?                   |                              |                             |                              |
|   | • profile required of participant  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |                              |
|   | • completion and submission of the nomination form                                     | Yes <input type="checkbox"/> | No <input type="checkbox"/> |                              |
| 4 | Did you receive logistical information on  |                              |                             |                              |
|   | • venue  | Yes <input type="checkbox"/> | No <input type="checkbox"/> |                              |
|   | • travel arrangements  | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |
|   | • DSA payments   | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |
|   | • accommodation  | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |
| 5 | If you were given any pre-event assignment, was it useful?                             | Yes <input type="checkbox"/> | No <input type="checkbox"/> | N/A <input type="checkbox"/> |

#### During the activity

- |   |  |
|---|--|
| 6 | To cover the topics fully, was the event <i>(please check the appropriate box)</i>                                   |
|   | (1) too long <input type="checkbox"/> (2) just right <input type="checkbox"/> (3) too short <input type="checkbox"/> |
| 7 | How do you rate the event with regard to the following? <i>(tick one box in each case)</i>                           |
|   | <div>excellent      good      satisfactory      poor</div>   |
|   | Venue <span style="float: right;"><input type="checkbox"/></span>  |
|   | Facilities <span style="float: right;"><input type="checkbox"/></span>   |
|   | Equipment <span style="float: right;"><input type="checkbox"/></span>  |
| 8 | How do you rate the following aspects of the materials? <i>(tick one box in each case)</i>                           |
|   | <div>excellent      good      satisfactory      poor</div>   |
|   | Presentation <span style="float: right;"><input type="checkbox"/></span>   |
|   | Clarity <span style="float: right;"><input type="checkbox"/></span>  |
|   | Technical content <span style="float: right;"><input type="checkbox"/></span>  |
|   | Comprehensiveness <span style="float: right;"><input type="checkbox"/></span>  |
|   | Quantity <span style="float: right;"><input type="checkbox"/></span>   |

9 How would you rate the following aspects of the presentations? *(tick one box in each case)*

	excellent	good	satisfactory	poor
Design and structure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clarity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Technical contents	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comprehensiveness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10 How would you rate the use of the following? *(tick one box in each case)*

	excellent	good	satisfactory	poor	
Course materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
IMO reference materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other resource materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Group and practical activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A <input type="checkbox"/>
Field trips	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A <input type="checkbox"/>

#### At the end of the activity

11 Please rate the lecturers with regard to the following *(check one box in each case)*

	excellent	good	satisfactory	poor
.1				
content of lecture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
delivery of presentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ability to transfer knowledge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
effectiveness in:				
• answering questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• suggesting solutions to issues	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



12 What topics were of most interest and relevance to you?

---

---

13 Are there any topics which should be added? Yes ☐ No ☐  
If yes, please list them:

---

---

14 Do you consider that the objective of the event was met? Yes ☐ No ☐

15 Are you likely to use the information you gained on the course when you return to work? Yes ☐ No ☐

16 Will you have the opportunity to transfer the knowledge gained to your colleagues at work? Yes ☐ No ☐

Comments:

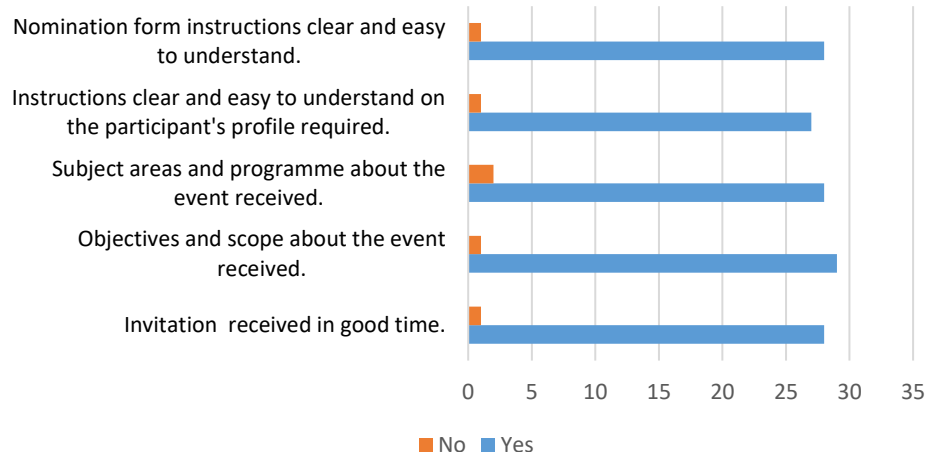
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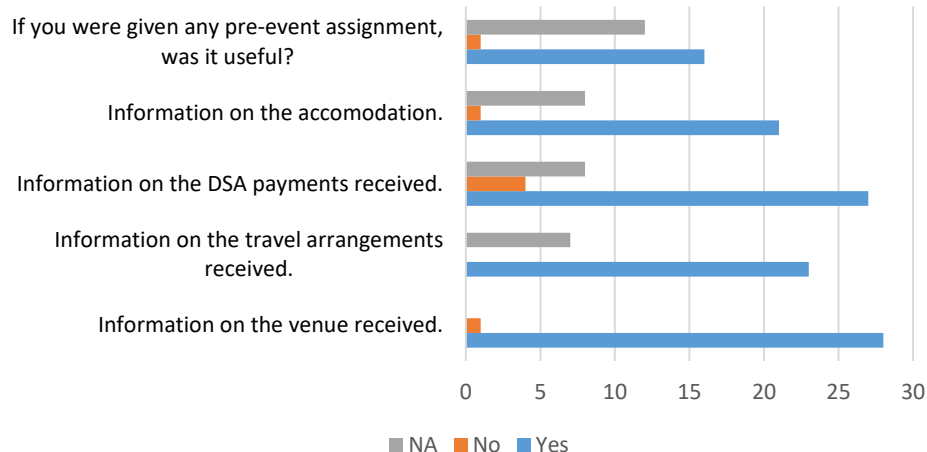
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We greatly appreciate your time in completing this evaluation questionnaire. It contains important information that will assist IMO in determining the success and impact of the activity. Thank you.

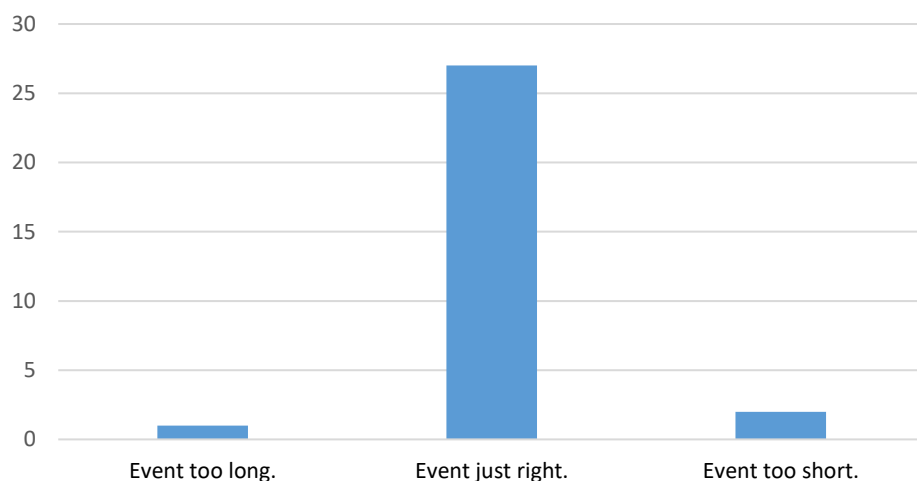
## Arrangements Prior to the Activity

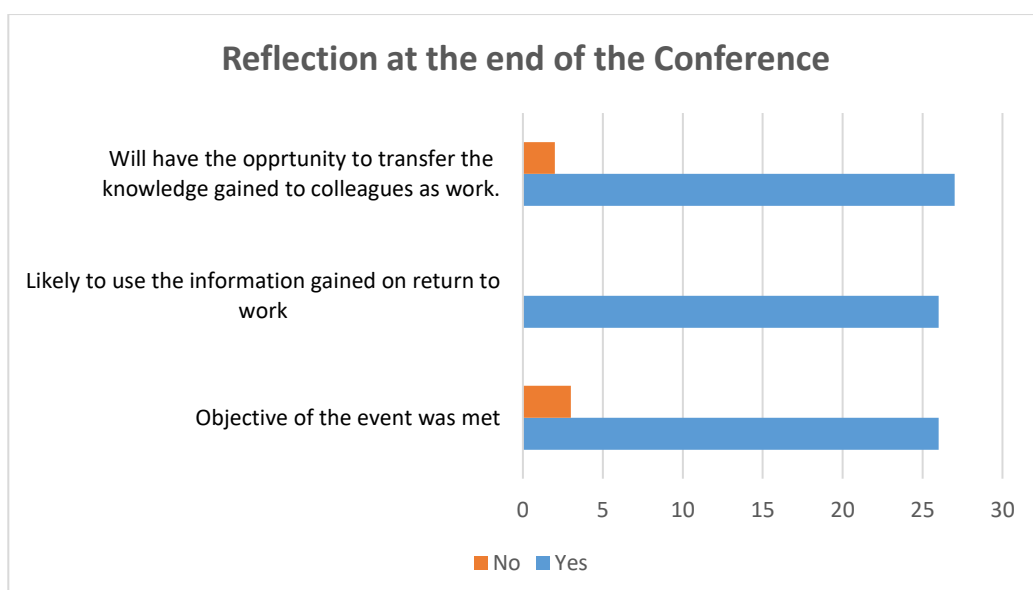
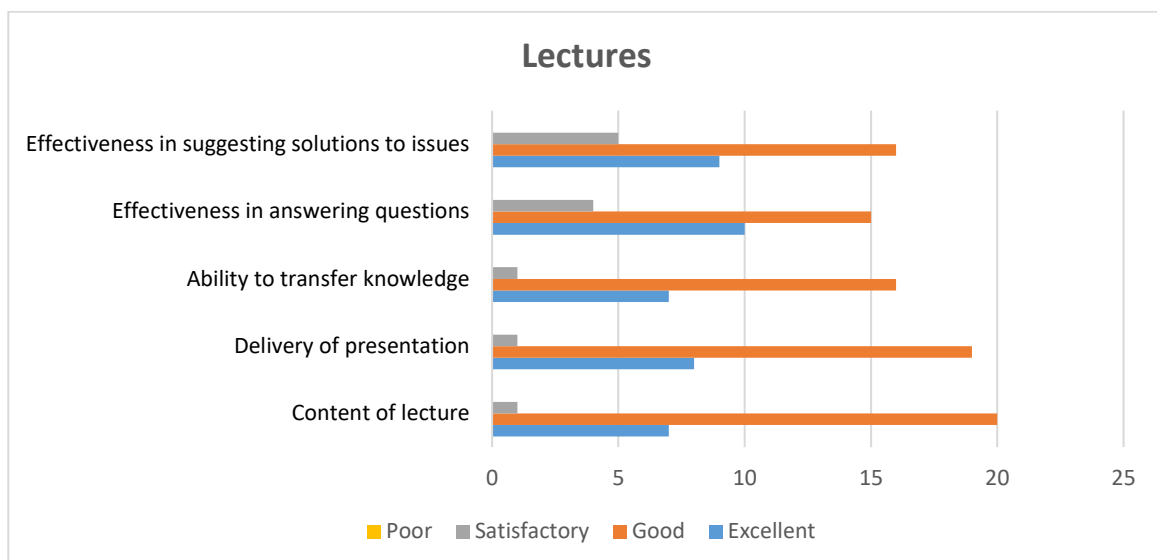
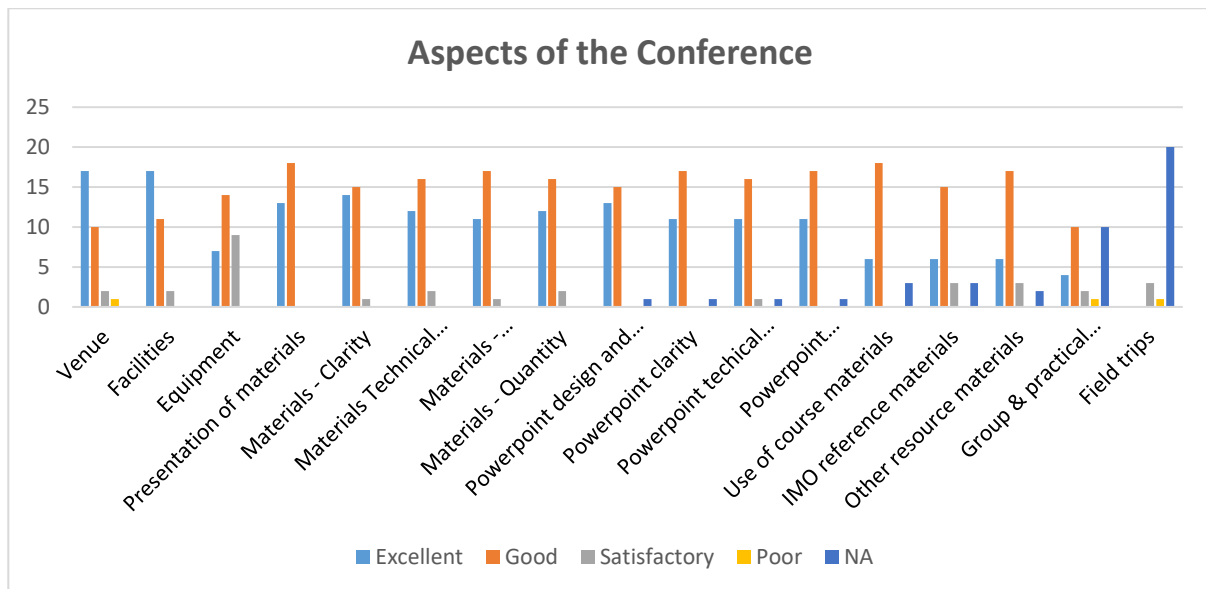


## Logistics of the Conference



## Duration of the Conference





Topics of most interest and relevance?	Are there any topics which should be added?	Comments
I would say that all topics were of interest to me as we got to learn from other island countries and what other developed countries have implemented in terms of maritime energy efficiency.		Great launch of MTCC-Pacific and good start to the project. All the best SPC.
Technology involved. Legal and other templates.		It's a great opportunity to attend this event and to know what happens in the Pacific region and their efforts toward GHG reduction and energy efficiency in the maritime sector.
Energy management. Ship owners' representatives.		From a ports perspectives this is a great training where we strive for green, clean, and efficient ports.
Session 1 - country presentations. Session 2 - partner perspectives.		Well done a getting a wide participation and having a diverse program. Keeping the program down to 2 and half to 3 days would have been nice.
Ships and port efficiency.		The arrangement with regards to DSA was poorly organised and the lack of feedback or constant update from the organisers made it a lot worse living the participants in the dark. Otherwise the host and other arrangements were good.
Methods of collecting data.		Grateful for attending the conference. Learnt a lot of things on climate change and its importance to reduce CO2 of its effect on the environment and humanity for the future.
Port energy management/policy. Global Maritime Network.		

## ANNEX 6: Photos

Workshop for Heads of Maritime, Fiji Dec 12 2017





MTCC-Pacific Steering Committee Meeting, Fiji Dec 12 2017



MTCC-Pacific Regional Conference and Official Launch, Fiji Dec 13-15 2017







## ANNEX 7: Communication and Visibility Activities

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**Pacific Community** @spc\_cps · 15 Dec 2017  
 RT @andrew\_spc Pacific demonstrates commitment to #ParisAgreement and #OnePlanetSummit Today @AumaaA front and centre for @spc\_cps to launch #MTCCPacific a centre supporting #FutureOfMaritime #EnergyEfficientPacific #science&development #Tech4good



7 5

**Pacific Community** @spc\_cps · 15 Dec 2017  
 RT @AumaaA: @spc\_cps pleased to host #MTCCPacific Vinala @FijiRepublic @IMOHQ @EUPacific PICTs members collective effort reducing emissions maritime sector



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1 4


**Thierry Nervale** @ThierryNervale · 14 Dec 2017  
 #MTCCPacific conference adopted immediate actions in 2018 for low-carbon maritime transport in the Pacific @spc\_cps @SpreeChannel ready to start w/ support from @IMOHQ @EUPacific



**Lore Croker** @Lore\_Croker  
 Perspectives of partners shared on low GHGE strategies @IMO @PIDF @GIZ #MTCCPacific regional conference and official launch @spc\_cps @ThierryNervale @EUPacific

2 3

**Lore Croker** @Lore\_Croker · 13 Dec 2017  
 Perspectives of partners shared on low GHGE strategies @IMO @PIDF @GIZ #MTCCPacific regional conference and official launch @spc\_cps @ThierryNervale @EUPacific



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Colin Tukutonga and 2 others Retweeted

**Thierry Nervale** @ThierryNervale · 13 Dec 2017  
Long road for #MTCCPacific to assist Pacific #SIDS reduce #GHGE from shipping  
@spc\_cps @SprepChannel Action now with support from @IMOHQ @EUPacific

**Lore Croker** @Lore\_Croker  
Relevant actions to implement Transport Ministers' resolution & communique #MTCCPacific reg conf & official launch  
@spc\_cps @IMOHQ @ThierryNervale @DrZullah


Althina liked

**Ore Tosa** @ore\_tosa · Mar 5  
#MTCCPacific Continuous collective effort.

**Dr. M. A. Zullah** @DrZullah  
Thank you Marshall Is. government for the opportunity to work with MISC to reduce GHGE from Government fleet through Safe operation of plan and SEEMP. #MTCCPacific  
@spc\_cps @SprepChannel @IMOHQ @EUPacific

One Tosa liked

**Audrey Aumua** @AumuaA · 13 Dec 2017  
@spc\_cps pleased to host #MTCCPacific Vinala @FijiRepublic @IMOHQ @EUPacific PICTs members collective effort reducing emissions maritime sector



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Audrey Aumua and 4 others Retweeted

**Dr Andrew Jones** @andrewj\_spc · 12 Dec 2017  
Pacific demonstrates commitment to #ParisAgreement and #OnePlanetSummit  
Today @AumuaA front and centre for @spc\_cps to launch #MTCCPacific a centre supporting #FutureOfMaritime #energyefficientPacific #science4development #tech4good



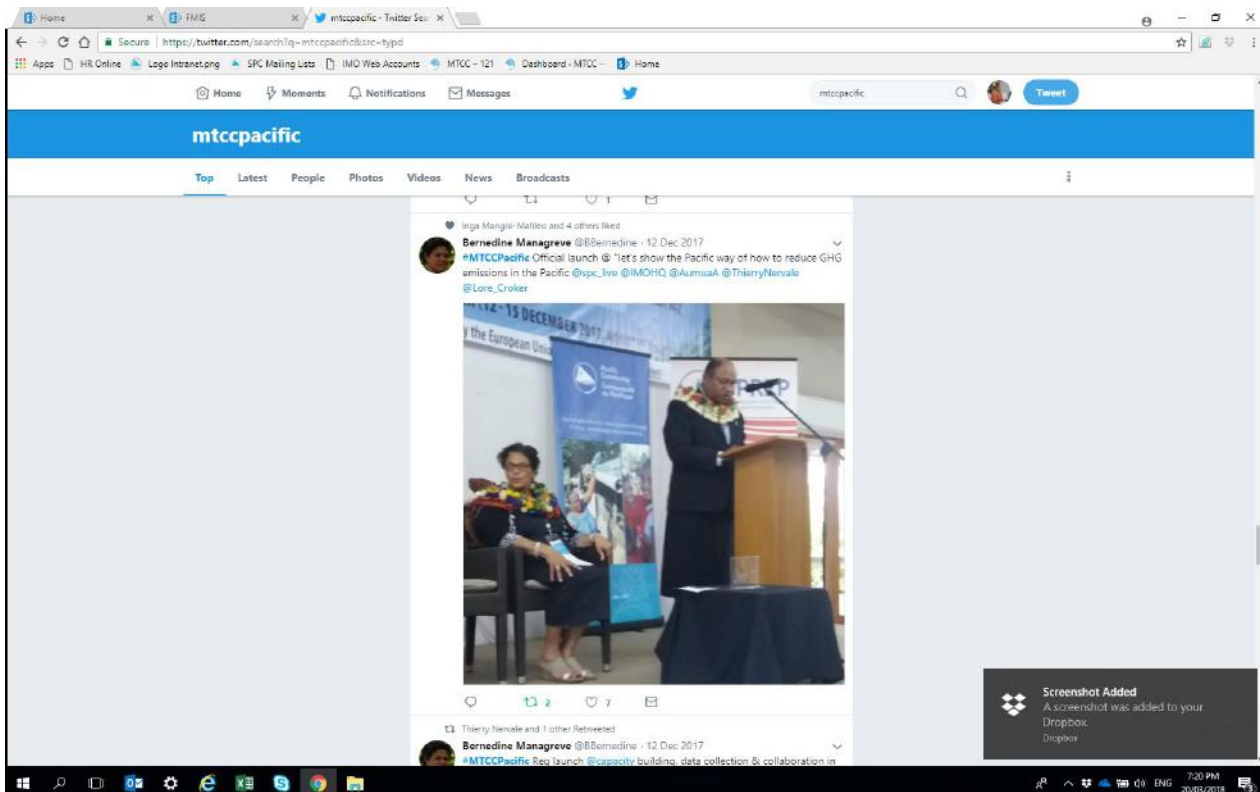
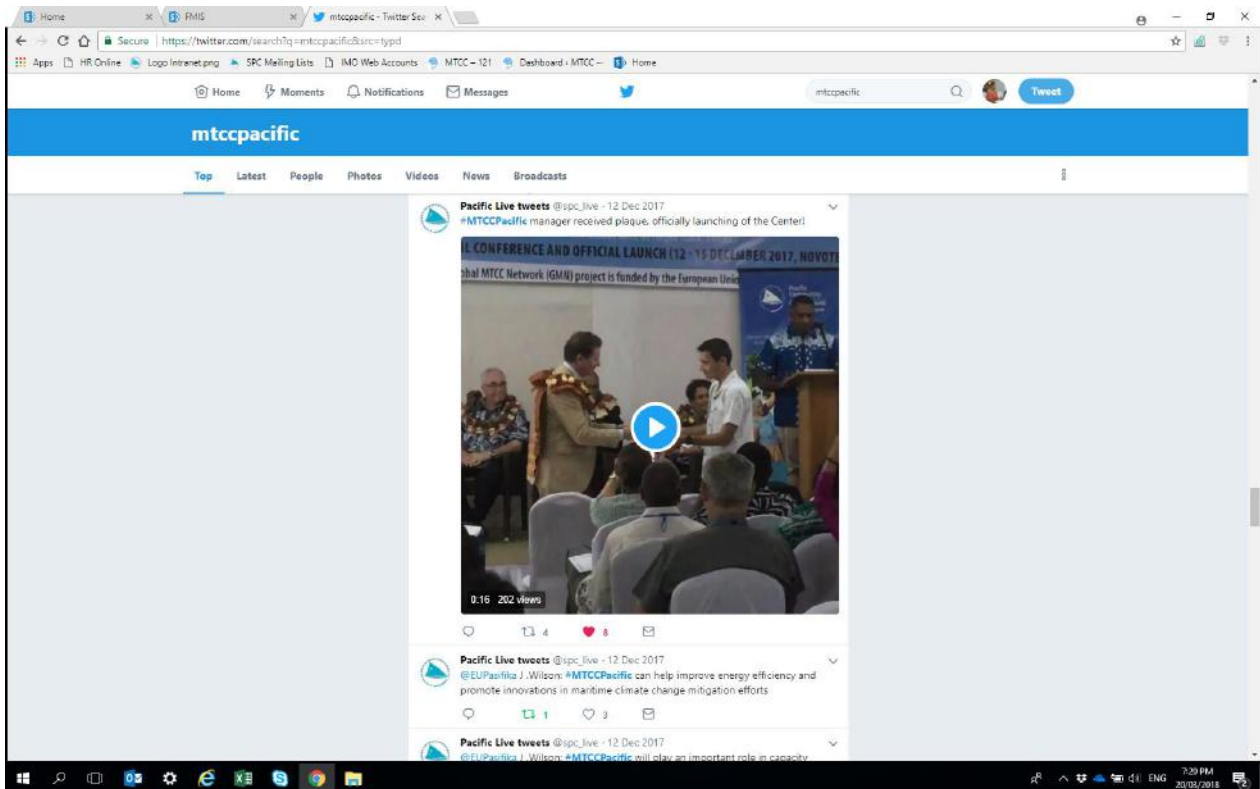
**Lore Croker** @Lore\_Croker · 12 Dec 2017  
#MTCCPacific  
Pacific Live tweets @spc\_live  
A. Aumua: we value the support and cooperation of Fiji and @SprepChannel in the establishment of MTCC-Pacific

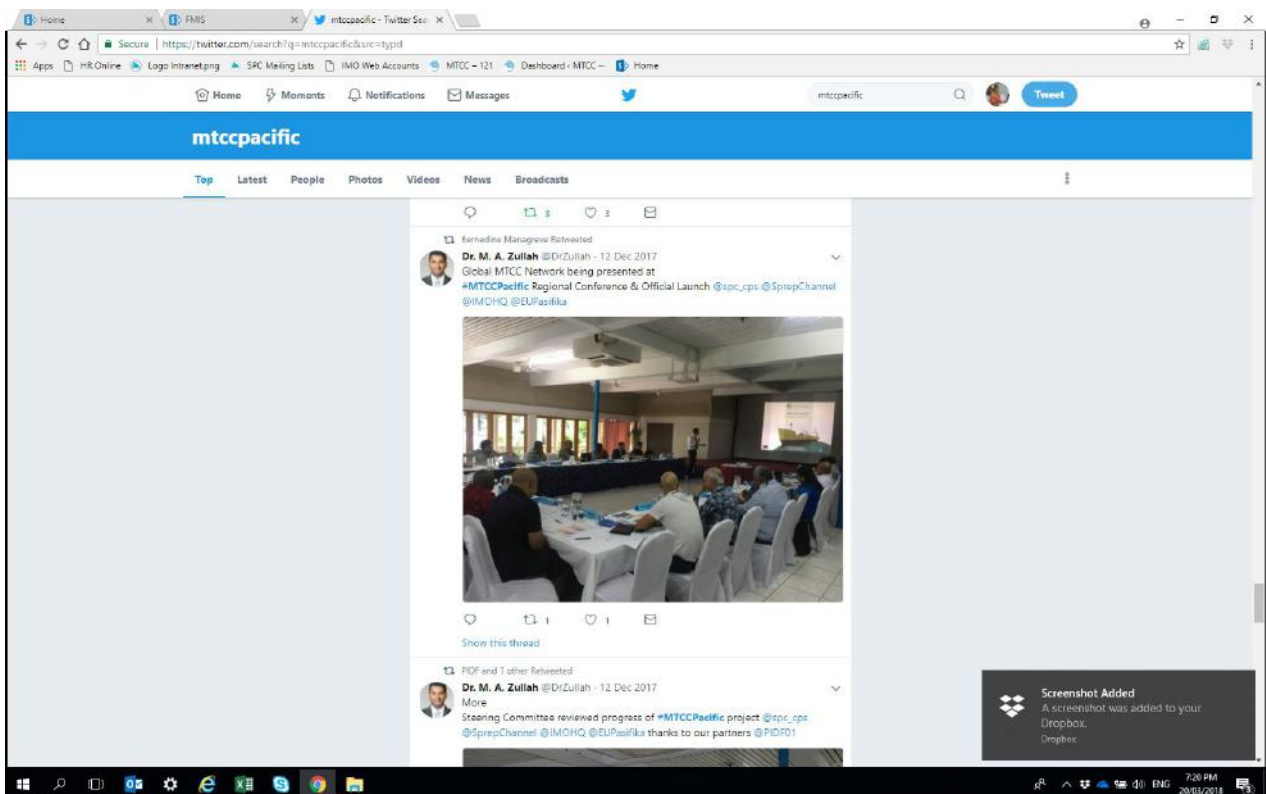
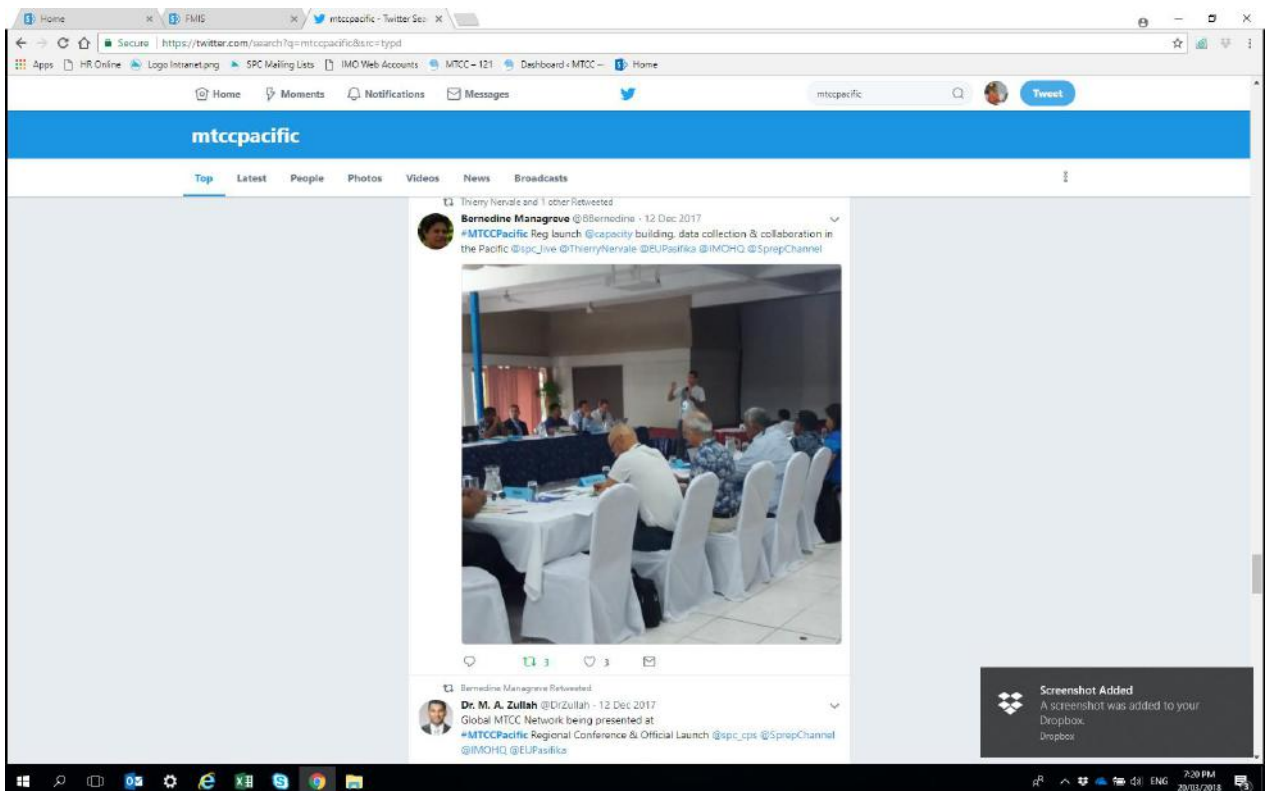
Pacific Community and 1 other Retweeted

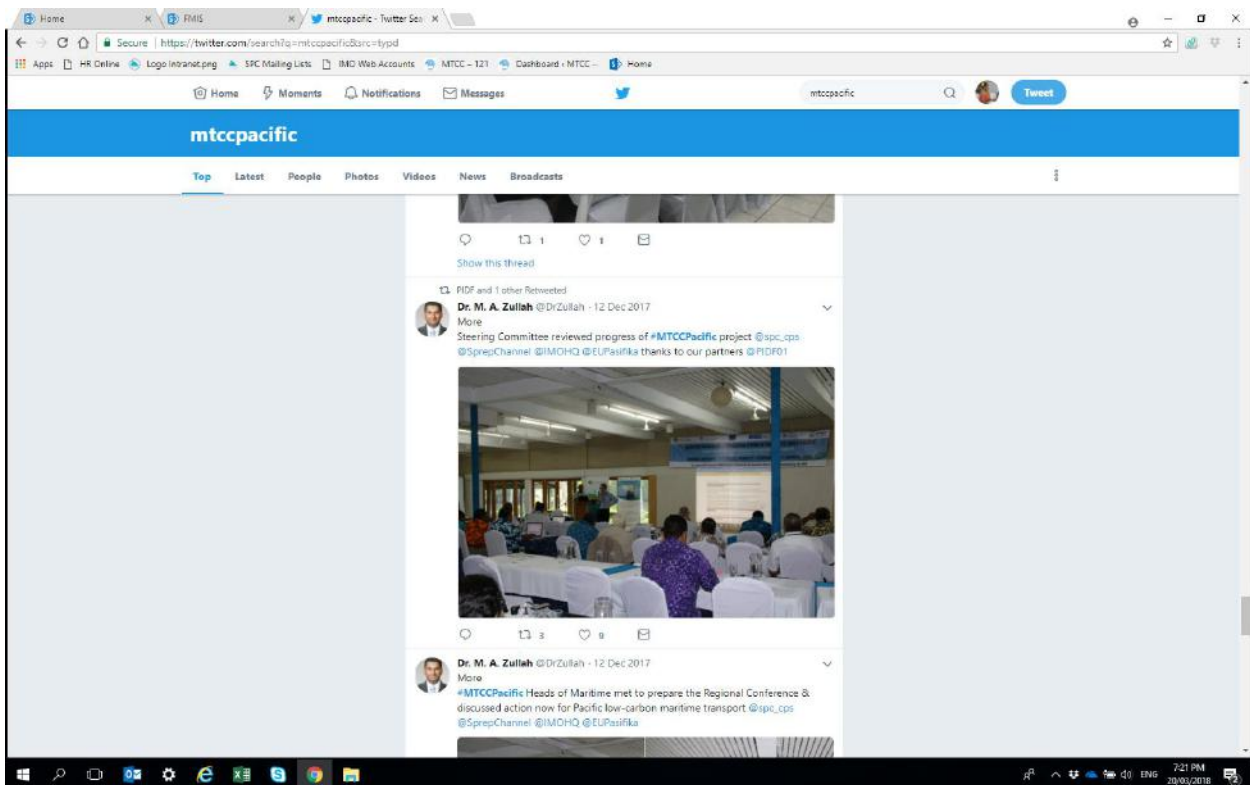
**Pacific Live tweets** @spc\_live · 12 Dec 2017  
#MTCCPacific manager received plaque, officially launching of the Center!

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## Launch of Maritime Technology Cooperation Centre in the Pacific establishes 'centre of excellence' for the region

13 Dec 2017 | LHM



Launch of Maritime Technology Cooperation Centre in the Pacific establishes 'centre of excellence' for the region

A landmark event for the Pacific region took place today with the launch of the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific). The MTCC-Pacific will become part of a global network, joining centres in Africa, Asia, the Caribbean and Latin America. Together, these centres will develop and promote low-carbon maritime transport systems in support of the United Nations Sustainable Development Goals (SDGs). The MTCC-Pacific will be based in Fiji and hosted by the Pacific Community (SPC) in collaboration with the Secretariat of the Pacific Regional Environment Programme (SPREP).

The vision of the MTCC-Pacific, which has been funded by the European Union in partnership with the International Maritime Organisation is to promote a Pacific low-carbon maritime transport that supports the sustainable development goals of PACTs. MTCC-Pacific forms part of the Global Network of MTCCs to work together with MTCCs in Africa, Asia, Caribbean and Latin America to achieve common objectives.

Speaking at the official launch ceremony, Fiji's Minister for Foreign Affairs, Hon. Openi Koroilalo, highlighted the importance of the Centre both to Fiji and to the wider Pacific community saying, "Fiji is privileged to host the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) on behalf of the Pacific. This centre of excellence will provide invaluable support to Pacific Island Countries and Territories towards progressing their respective priorities and commitments towards achieving sustainable transport and reducing greenhouse gas emissions".

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Public posts

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A landmark event for the Pacific region took place today with the launch of the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific). The MTCC-Pacific will become part of a global network, joining centres in Africa, Asia, the Caribbean and Latin America. Together, these centres will develop and promote low-carbon maritime transport systems in support of the United Nations Sustainable Development Goals (SDGs). The MTCC-Pacific will be based in Fiji and hosted by the Pacific Community (SPC) in collaboration with the Secretariat of the Pacific Regional Environment Programme (SPREP).  
[http://www.spc.int/.../launch-of-maritime-technology-coopera...](http://www.spc.int/.../launch-of-maritime-technology-coopera.../)



Launch of Maritime Technology Cooperation Centre in the Pacific establishes 'centre of excellence' for the region

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**To:** [EDDTM-Infobulletin@lists.spc.int](mailto:EDDTM-Infobulletin@lists.spc.int)  
**Subject:** [EDDTM-Infobulletin] MEDIA ALERT: OFFICIAL LAUNCH OF THE MARITIME TECHNOLOGY COOPERATION CENTRE IN THE PACIFIC  
**Date:** Friday, 8 December 2017 11:46:59 AM  
**Attachments:** [image001.png](#)  
[ATT00001.txt](#)

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## Official launch of the Maritime Technology Cooperation Centre in the Pacific

**8 December 2017**

**Lami, Fiji** – Over 100 high-level delegates and experts will convene in Lami next week (11–15 December) for a series of energy and maritime transport meetings to discuss the latest international and regional developments in energy and maritime transport sectors affecting the region.

Among the high-level speakers at the meeting will be the Minister for Fisheries and Forest, Hon Osea Naiqamu; Deputy Director General of the Pacific Community, Dr Audrey Aumua; Head of Delegation of the European Union for the Pacific, Ambassador Julian Wilson; and the Austrian Ambassador to Australia, Dr Bernhard Zimbarg. High-level speakers from the International Maritime Organization and the Secretariat of the Pacific Regional Environment Programme will also be present.

The high-level meeting will cover the progress and plans from the 2017 Pacific Regional Energy and Transport Ministers' Meeting Communique' and the new institutional structure for the Georesources and Energy Programme as well as the Oceans and Maritime Programme.

As part of the week's events, the inauguration of the Fiji-based Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) will also take place. MTCC-Pacific is hosted by SPC in collaboration with SPREP.

MTCC-Pacific forms part of the Global MTCCs Network (GMN), a project implemented by IMO and funded by the European Union with the overall objective of climate mitigation in the maritime industry and the reduction of greenhouse gas emissions from maritime transport.

### Here is a list of all events happening next week:

- What:** 8<sup>th</sup> Meeting of the Pacific Energy Advisory Group  
**When:** Monday 11 December (0830 to 1800)  
**Where:** Novotel, Lami
- What:** 2<sup>nd</sup> Meeting of the Pacific Centre for Renewable Energy and Energy Efficiency Steering Committee  
**When:** Tuesday 12 December (0830 to 1500)  
**Where:** Novotel, Lami
- What:** GEF Pacific Alliance for Sustainability: Low Carbon Islands  
**When:** Tuesday 12 December (1530 to 1800)  
**Where:** Novotel, Lami
- What:** Workshop for the Heads of Maritime and 2<sup>nd</sup> MTCC-Pacific Steering Committee Meeting  
**When:** Tuesday 12 December (0830 to 1630)  
**Where:** Novotel, Lami
- What:** Side-event for Pacific Women in Maritime  
**When:** Tuesday 12 December (0830 to 1230)  
**Where:** Novotel, Lami
- What:** Official launch of Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific)  
**When:** Wednesday 13 December (1030 to 1230)  
**Where:** Novotel, Lami
- What:** Maritime Technology Cooperation Centre in the Pacific Conference (MTCC-Pacific)  
**When:** Wednesday 13 to Friday 15 December (0830 to 1630)  
**Where:** Novotel, Lami
- What:** Workshop on Accelerating Renewable Energy Deployment in Small Island Developing States  
**When:** Wednesday 13 to Friday 15 December (0830 to 1800)  
**Where:** Novotel, Lami

### Media access:

Media representatives are welcome to attend. A Media interested in covering the Official launch of Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) are invited to contact Atishma Lal, SPC Project Information Assistant, [atishmal@spc.int](mailto:atishmal@spc.int), or +679 337 9402 or +679 9338262.

### About Us:

SPC is the principal scientific and technical organisation in the Pacific region, supporting sustainable development since 1947. It is an intergovernmental development organisation owned and governed by its 26 country and territory members.

### Useful links:

To access agenda and meeting papers:

PEAG – <http://prdrse4all.spc.int/node/4/content/8th-meeting-pacific-energy-advisory-group>

PCREEE – <http://prdrse4all.spc.int/node/4/content/second-meeting-pcreee-steering-committee-2017>

Accelerating RE deployment in SIDS Workshop - <http://prdrse4all.spc.int/node/4/content/accelerating-renewable-energy-deployment-small-island-developing-states-suva-fiji-11>

### Other useful links:

<http://www.pcreee.org/>

<https://gmni.imo.org/mtcc/pacific/>

<https://gmni.imo.org/>

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**To:** [EDDTM-InfoBulletin@lists.spc.int](mailto:EDDTM-InfoBulletin@lists.spc.int)  
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**Date:** Wednesday, 13 December 2017 4:33:57 PM  
**Attachments:** [image003.png](#)  
[ATT00001.txt](#)

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## Launch of Maritime Technology Cooperation Centre in the Pacific establishes 'centre of excellence' for the region

13 December 2017

**Lami, Fiji** – A landmark event for the Pacific region took place today with the launch of the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific). The MTCC-Pacific will become part of a global network, joining centres in Africa, Asia, the Caribbean and Latin America. Together, these centres will develop and promote low-carbon maritime transport systems in support of the United Nations Sustainable Development Goals (SDGs). The MTCC-Pacific will be based in Fiji and hosted by the Pacific Community (SPC) in collaboration with the Secretariat of the Pacific Regional Environment Programme (SPREP).

The vision of the MTCC-Pacific, which has been funded by the European Union in partnership with the International Maritime Organisation is to promote a Pacific low-carbon maritime transport that supports the sustainable development goals of PICTs. MTCC-Pacific forms part of the Global Network of MTCCs to work together with MTCCs in Africa, Asia, Caribbean and Latin America to achieve common objectives.

Speaking at the official launch ceremony, Fiji's Minister for Forests Acting Minister for Fisheries, Hon. Osea Naiqamu highlighted the importance of the Centre both to Fiji and to the wider Pacific community saying, "Fiji is privileged to host the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) on behalf of the Pacific. This centre of excellence will provide invaluable support to Pacific Island Countries and Territories towards progressing their respective priorities and commitments towards achieving sustainable transport and reducing greenhouse gas emissions."

The European Union Ambassador to Fiji and the Pacific His Excellency Julian Wilson said: "The EU is proud of the partnership with IMO in supporting the establishment of the MTCC-Pacific in Fiji. This institution has an important role to play on climate mitigation in the maritime shipping sector, thus helping the global community reach the Paris Agreement goals,"

"The EU strongly hopes that this project will help the Pacific countries to accelerate the uptake of technical and operational possibilities to improve the energy efficiency of shipping and promote clean energy shipping. This will have an immediate impact on global GHG emissions," added Ambassador Wilson.

SPC's Deputy Director General, Dr Audrey Aumua, emphasised the historic nature of the MTCC launch and highlighted the importance of ensuring that the Pacific is well represented in the global network, given the central role that the maritime industry plays in the region. Dr. Anmua also stressed how this new 'maritime centre of excellence' will support the Framework for Resilient Development in the Pacific. "MTCC-Pacific compliments our regional efforts towards the FRDP and will provide us with an effective platform to accelerate progress towards the objectives of our regional climate change mitigation strategy."

MTCC-Pacific forms part of the Global MTCCs Network (GMN), a project implemented by IMO and funded by the European Union with the overall objective of promoting climate mitigation in the maritime industry and reducing greenhouse gas emissions from maritime transport.

International Maritime Organization (IMO) Deputy Director/Chief, Office of General Services, Mr. Aubrey Botsford welcomed the establishment of MTCC-Pacific noting that, "efforts to mitigate climate change and promote energy efficiency in the maritime sector, through actions taken by Pacific governments and maritime industry, show the dynamic approach taken by your region. IMO is strongly supportive of this approach and of the various actions taken in the Pacific."

Today's launch was part of a MTCC-Pacific Regional Conference, a week-long gathering of maritime industry leaders and experts from across the globe. The conference will conclude on Friday.

### Media contacts

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