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Pacific Maritime Watch Editorial

Welcome to the second issue of Pacific Maritime Watch for 2017.

The Third Energy and Transport Ministers’ Meeting had just closed its door end of April when the International Maritime Organization (IMO) decided that the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) will be hosted by the Pacific Community (SPC) in collaboration with the Secretariat of the Pacific Regional Environment Programme (SPREP). MTCC-Pacific, as part of the Global MTCC project, will be established and operationalised to build the capacity of Pacific islands countries to address the effects of climate change in the maritime shipping industry. This will form part of a consistent response to the issues faced by the Pacific region in its efforts to reduce reliance on fossil fuels and reduce greenhouse emissions from two of its development sectors, energy and transport. It therefore complements the vision of the energy sector for 100% renewable energy generation, as stated at the Energy and Transport Ministers’ Meeting when they witnessed the launch of the Pacific Centre for Renewable Energy and Energy Efficiency (PCREEE) in Tonga.

Transition towards low-carbon energy and transport in the Pacific region is being undertaken in recognition of the pivotal role played by both sectors in the sustainable development of Pacific Island countries and their contribution to the achievement of the Sustainable Development Goals under the 2030 Agenda for Sustainable Development. It is well articulated in the Energy and Transport Ministers’ Communiqué, as shown in the articles in this latest issue of Pacific Maritime Watch.

The second quarter of 2017 was also marked by the Seventh Pacific Regional Search and Rescue (SAR) Workshop hosted by New Zealand. The meeting endorsed the Strategic Plan 2017–2021 of its steering committee and applauded the signing of the SAR Technical Arrangement for Cooperation by Cook Islands, Federated States of Micronesia, Palau and Solomon Islands. Saving persons in distress at sea is all about coordination and collaboration, and this was once again demonstrated in the outcome of SAR workshop. Unfortunately, accidents at sea continue to affect our region, as they did recently in Solomon Islands, and remind us of the urgent necessity to educate people about the dangers at sea and improve Pacific countries’ capacity to respond to SAR cases.

I would like to take this opportunity to thank, on behalf of SPC, our country members and their delegations at the Third Energy and Transport Ministers’ Meeting for their recognition of the leadership role played by SPC in the implementation of the regional frameworks for the energy and transport sectors. They also kindly congratulated our organisation on its 70th Anniversary this year, and in Tonga they expressed their gratitude for the invaluable contributions of SPC towards the sustainable development of its members. Such recognition from our members is always a proud occasion for all SPC staff.

Vinaka vakalevu, merci beaucoup, and thank you very much.

Thierry Nervale
Deputy Director, Transport Programme

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Milestones achieved at the 7th Pacific Regional Search and Rescue Workshop

‘An effective and successful search and rescue operation is always founded on good coordination and cooperation among leading and supporting agencies, at national, regional and international levels,’ said Thierry Nervale, Deputy Director for the Transport programme of SPC. This was the essence of the 7th Pacific Regional Search and Rescue Workshop jointly organised by the Government of New Zealand, the International Maritime Organization and the Pacific Community from 22 to 26 May 2017 in Auckland, New Zealand.

The objective of the workshop was to provide search and rescue (SAR) coordinators and responders with concepts and tools to improve coordination among national SAR agencies and to improve regional collaborative approaches through formal protocols and communication to ensure a uniform SAR response throughout the Pacific.

SAR principals from Pacific Island countries and territories attended the workshop. In presenting their country reports and updates, they noted significantly high numbers of SAR cases between 2015 and early 2017: 680 cases reported in Guam, 213 in Papua New Guinea, 86 in Kiribati, 72 in Solomon Islands, and 25 in both Cook Islands and Tuvalu. This proved to be a challenge for the governments due to the growing number of commercial and private shipping, fishing and cruise liner activities in the world’s biggest ocean.

‘This regional workshop is indeed vital in providing a platform to those who have responsibilities in search and rescue, to discuss common issues and share best practices on how to resolve them,’ said IMO’s Head of the Latin America and Caribbean Section, Technical Cooperation Division, Carlos Salgado. He continued, ‘This workshop will improve Pacific SAR responders’ ability to comply with international rules and standards around search and rescue activities.’

One of the highlights was a SAR demonstration exercise off Mechanics Bay, featuring a sinking boat firing flares, a US Coastguard C-130 Hercules dropping a life raft and a Royal New Zealand Air Force Rescue Helicopter winching a person from the water. The participants watched from passenger crafts. Some of them were SAR coordinators who mostly coordinate from their control stations during actual SAR operations but have never witnessed a live operation.

The Pacific Search and Rescue Steering Committee, a collective of search and rescue agencies from five principal nations – Australia, Fiji, France, New Zealand and United States of America – had its Strategic Plan 2017–2021 endorsed at this workshop. Moreover, the workshop applauded Fiji as the new member of the Pacific Search and Rescue Steering Committee that will hold responsibility for significant search and rescue regions of the Central and South-eastern Pacific.

Furthermore, the Maritime Search and Rescue Technical Arrangement for Cooperation among Pacific Island countries and territories (SAR TAfC) that supports international lifesaving in the Pacific Ocean, applauded the addition of four countries – Cook Islands, Federated States of Micronesia, Palau and Solomon Islands – into the Statements of Acceptance to the already five standing countries.

‘With this SAR arrangement, upon receiving information of a maritime incident of a person in distress within our geographic area of maritime SAR responsibility, we intend to take urgent measures to provide assistance, regardless of the nationality, status or circumstances in which a person is found,’ Cook Islands Commissioner of Police, MaaraTetava, said.

The 8th Pacific Regional Search and Rescue Workshop 2019 is scheduled to be held in Honolulu, Hawaii.

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CLS PROSAR – A Web-based Tool for SAR Operations

The Collecte Localisation Satellites (CLS) was awarded a drift modelling and search and rescue system contract by the Australian Maritime Safety Agency (AMSA) for the Indian Ocean Search and Rescue Capability Partnership Program in December 2016. This programme is funded by the Australian Department of Foreign Affairs and Trade and the partner states are Sri Lanka, the Maldives and Mauritius. The objective of the programme is for the partner states to develop their own capability in the provision of greater effective response to maritime and aviation distress situations within their SAR areas and to enhance SAR capabilities, especially in the more remote areas of the Indian Ocean.

The CLS web service PROSAR meets the International Aeronautical and Maritime Search and Rescue requirements and consists of a drift model with atmospheric data (winds from the National Centers for Environmental Prediction Global Forecast System) and oceanographic data (surface currents from the Copernicus Marine Environment Monitoring Service oceanic forecast model) followed by end-user defined search variables which then generate and display a search area. Different search patterns, such as parallel, creep, sector and expanding square, can be generated in hourly increments, followed by a detailed text report, taking into account daylight hours as well. Onsite training has been completed for all partner states and positive feedback to enhance SAR operations has been received.

After the Seventh Pacific Regional Search and Rescue Workshop, log-in details for the PROSAR demo web account, including the full technical documentation, were made available to several participants. CLS also operates long range identification and tracking (LRIT) services for more than 80 flag states and provides SAR SURPIC capability. CLS (www.cls.fr) is a subsidiary of the French Space Agency and the French Research Institute for Seas and Oceans with a regional office in Melbourne. It also supports fisheries applications, such as a vessel monitoring system (VMS) to the Government of Vanuatu, the Pacific Islands Forum Fisheries Agency, the Western and Central Pacific Fisheries Commission, the Parties to the Nauru Agreement, and the Commission for the Conservation of Antarctic Marine Living Resources.

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IMO, SPC and Solomon Islands Collaborate on Search and Rescue

Solomon Islands is one of the countries designated with a Maritime Rescue Coordination Centre (MRCC) responsible for a search and rescue region (SRR) in the Pacific Ocean region, and therefore is obliged to have the minimum standard of SAR resources and capability to look after an SRR.

The annual Pacific Search and Rescue Steering Committee (PACSAR SC) meeting held in Fiji in June 2016, identified Solomon Islands as one of the countries not covered under the technical assistance to improve SAR services, normally provided by the main SAR principals in the region specifically to the smaller countries that fall within their SRR.

In response to this, a needs assessment mission was organised by SPC in collaboration with the Ministry of Infrastructure and Development for the Government of Solomon Islands, with technical assistance and support provided by IMO in Solomon Islands, in the first week of May 2017.

The objectives of the SAR mission were to:

- evaluate the available national SAR resources and GMDSS shore-based facilities of MRCC Honiara;
- provide assistance and guidance in setting up a national SAR coordinating committee and developing their national SAR plan;
- provide recommendations to the Government of Vanuatu for enhancing its maritime SAR service; and
- advise both IMO and SPC on how to assist Solomon Islands in the future.

The first three days of the SAR mission was mainly devoted to needs assessment. This included interviews with responsible SAR staff and other support staff, and site visits to MRCC Honiara, Air Traffic Services and Maritime Police Headquarters.

The IMO/SPC team also had the opportunity to review and update the national self-assessment document for Solomon Islands with the stakeholders, and follow up with the Ministry of Foreign Affairs and the Ministry of Infrastructure and Development on the status of Solomon Islands with the Maritime Search and Rescue Technical Arrangement for Cooperation among Pacific Island countries and territories that Support International Lifesaving in the Pacific Ocean (SAR TAfC).

In the remaining two days, a seminar was held for relevant SAR stakeholders, during which they were assisted in establishing a national SAR coordinating committee and developing a national SAR plan.

A total of twenty-five participants attended this seminar, representing the Solomon Islands Maritime Safety Administration, Air Traffic Services, the Police Maritime Division, the Immigration Division, Solomon Islands Ports Authority, Live & Learn Solomon Islands, Public Health Emergency and Surveillance, and the Institute of Maritime Studies.

Solomon Islands was keen to sign the Statement of Acceptance (SoA) to become a signatory to the SAR TAfC, and plans to submit their signed SoA before the Seventh Pacific Regional Search and Rescue Workshop scheduled in the last week of May, 2017.

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The Pacific Community (SPC) and the Secretariat of the Pacific Regional Environment Programme (SPREP), in joint consultation with their member countries, prepared a proposal to act as the host (SPREP), in joint consultation with their member of the Pacific Regional Environment Programme (SPC) and the Secretariat

The overall objective of this initiative is to support participating developing countries in these regions, particularly the Least Developed Countries (LDCs) and Small Island Developing States (SIDSs), in limiting and reducing greenhouse gas emissions from their shipping sector through technical assistance and capacity building to promote energy efficiency in maritime transport. The Global MTCC Network project is funded by the European Union and implemented by IMO.

The overall objective of the MTCC-Pacific is to support targeted PICTs in their efforts to reduce their GHG emissions and reliance on fossil fuel and the transition towards greener economies in their maritime sectors and collect relevant data for informed decision-making, thus reducing their greenhouse gas (GHG) emissions and their reliance on fossil fuel, and contributing to global efforts to address climate change issues.

The MTCC-Pacific will provide capacity-building activities to improve the capacity of PICTs to comply with international instruments and facilitate the implementation of energy-efficient measures in the maritime industry. The delivery of pilot projects will also assist in the promotion of low-carbon technologies and operations in the maritime sector in targeted countries.

The MTCC-Pacific will form part of international and regional centres of excellence networks to share information and experiences and promote the uptake of low-carbon technologies and energy-efficient practices in the maritime industry.

The overall objective of the MTCC-Pacific is to support targeted PICTs in their efforts to reduce their GHG emissions and reliance on fossil fuel by the implementation of standards, best practices and innovative solutions by maritime transport operators. The following results are expected in 2017–2019:

- MTCC-Pacific formed and established;
- capacity-building activities at the national and regional levels delivered;
- a pilot project on ‘uptake of ship energy-efficient technologies and operations’ implemented;
- a pilot project on ‘fuel consumption data collection and reporting’ implemented; and
- communication and visibility actions delivered.

As a centre of excellence, MTCC-Pacific will partner with other centres focusing on GHG emissions and climate change mitigation. This will create a regional network of centres of excellence, sharing information and experiences on renewable energy and energy efficiency to address climate change issues.

To oversee the work of the MTCC-Pacific, advise on capacity-building and technology issues and engage with PICTs at the policy and technical level, an advisory group will be formed and will meet at least twice a year. Members of the group will be targeted countries, regional organisations and experts in the field of low-carbon maritime transport. This will allow the implementation of strategic partnerships with regional organisations, such the Pacific Island Development Forum, the Pacific Islands Forum Secretariat and the University of the South Pacific. In addition, MTCC-Pacific will build on SPC’s work programme that supports Pacific women in the maritime sector and the Pacific Women in Maritime Association to ensure that gender issues are addressed through MTCC-Pacific activities.

The strong regional dimension of the MTCC is essential to achieving the assigned objectives in collaboration with regional organisations in the Pacific region. MTCC-Pacific will therefore serve as a platform for coordination. Regular updates will be provided on MTCC-Pacific’s achievements in the near future.

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Third Pacific Regional Energy and Transport Ministers’ Meeting

This article informs readers about the most recent meetings of transport ministers and officials from Pacific Island countries and territories. These took place as part of the Third Pacific Regional Energy and Transport Ministers’ Meeting that was held in Nuku’alofa, Tonga, from 24–28 April, 2017. The theme of the meeting was: Affordable, reliable and sustainable energy and transport services for all.

1. Background

The Third Pacific Regional Energy and Transport Ministers’ Meeting was organised by the Pacific Community (SPC). It serves as a consultative mechanism for relevant officials and ministers to review the implementation of existing regional energy and transport policy frameworks and decide on priority tasks to guide the region for the next three years, 2017–2020.

The meeting was hosted by the Government of the Kingdom of Tonga, through the Ministry of Meteorology, Energy, Information, Disaster Management, Environment, Climate Change and Communications and the Ministry of Infrastructure, who were very gracious hosts. First there was a two-day meeting for officials (24 and 25 April) and this was followed by a three-day meeting for ministers (26–28 April).

2. Officials’ meeting

The meeting for officials began with a plenary that focused on the Agenda for Sustainable Development and the energy and transport sectors, and on financing affordable, reliable and sustainable energy and transport services for all. Separate, parallel meetings for energy and transport officials followed this.

The transport officials’ meeting was attended by officials representing ministries or departments of transport and heads of maritime administrations from Cook Islands, Fiji, French Polynesia, Guam, Marshall Islands, Nauru, New Caledonia, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu, and Wallis and Futuna. Representatives of various international and regional intergovernmental organisations, non-governmental organisations and private sector partners also attended.

There were twelve agenda items for this meeting, covering progress on implementation of the Framework for Action on Transport Services; coordination of regional initiatives with the International Maritime Organization (IMO), good governance, shipping connectivity and port efficiency, capacity development for maritime professionals, gender equality, domestic shipping safety and services, safety of navigation, low-carbon development in maritime transport, marine environment, and air transport issues.

The papers for most of these agenda items were presented by officials from Fiji, Marshall Islands, Nauru, Papua New Guinea, Samoa, Solomon Islands, Tuvalu and Vanuatu.

The outcomes of the meeting were embodied in a resolution that was subsequently adopted as an addendum to the energy and transport ministers’ communiqué.

3. Ministers’ meeting

The meeting for ministers commenced with a plenary that focused on the Agenda for Sustainable Development and financing affordable, reliable and sustainable energy and transport services. Separate meetings for energy and transport ministers were held on 27 April, followed by a plenary on the last day to conclude the ministerial communiqué.

The transport ministers’ meeting was attended by the prime ministers of Cook Islands and Tuvalu and ministers/secretaries and associate ministers from Federated States of Micronesia, French Polynesia, Marshall Islands, Niue, Papua New Guinea, Samoa, Solomon Islands, Tuvalu and Vanuatu. Heads of delegations or senior officials also attended on behalf of American Samoa, Australia, Fiji, France, Guam, Nauru, New Caledonia, New Zealand, Palau, United States of America, and Wallis and Futuna. The meeting was also attended by many international and regional inter-governmental and non-governmental partner organisations, universities, civil societies and the private sector.

There were eight agenda items for this meeting, covering progress on implementation of the Framework for Action on Transport Services and requesting the special attention of transport ministers to provide direction and make decisions. They endorsed new ways of collaboration with IMO; supported the development of a regional strategy for women in maritime; signed the Memorandum of Understanding on Flag State Implementation for Domestic Ships in the Pacific Islands Region (Pacific MoU), a first in the world; and acknowledged the latest developments to improve safety of navigation in the Pacific and progress low-carbon development in Pacific maritime transport.

The outcomes of the meeting were embodied in a 24-point communiqué and adopted the outcomes of the energy officials’ and transport officials’ meetings as resolutions of the ministerial meeting.

On this occasion, the Pacific energy and transport ministers congratulated SPC on its 70th Anniversary, and reaffirmed its leadership role in the implementation of regional frameworks for the energy and transport sectors. They recalled the pivotal role of affordable, reliable and sustainable energy and transport services for all in the sustainable development of the Pacific Island region, and the contribution of these sectors to global efforts to achieve the Sustainable Development Goals and reduce greenhouse gas emissions.

The next Pacific Regional Energy and Transport Ministers’ Meeting is scheduled to be held in April 2020.

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Pacific Regional Energy and Transport Ministers’ Meeting opened with Strong Call to Action

Over 100 high-level delegates and experts convened in Tonga for the Third Pacific Regional Energy and Transport Ministers’ Meeting, held over five days, 24–28 April.

The theme of the meeting was a strong call to action – Affordable, Reliable and Sustainable Energy and Transport Services for All.

The high-level meeting, hosted by the Government of Tonga and the Pacific Community, was preceded by a two-day officials’ meeting to discuss energy and transport challenges and priorities for the region. Their deliberations concluded with a set of resolutions for the Pacific ministers to consider.

In opening the officials’ meeting, the guest of honour, His Royal Highness Crown Prince Tupouto’a, said: ‘The challenge for your meeting is to deliberate on measures that we can collectively carry out as a region, together with the support of our regional agencies, like SPC, and development partners in order to maximise the benefits from these development paradigms.

‘These are measures that would not only strategically position our region to play a bigger role and be recognised for our contribution globally but would also signal our support for ambitious and urgent global action to save our planet,’ he continued.

Deputy Prime Minister, Minister for Meteorology, Energy, Information, Disaster Management, Environment, Climate Change and Communications and Minister for Foreign Affairs, the Hon. Siaosi Sovaleni, said: ‘The meeting is timely. Individually, as sovereign nations, we have obligations to these global and regional instruments but, more importantly, we have obligations to our own nationally determined contributions and governments’ energy and transport targets and aspirations.

‘The meeting will therefore look at adopting regional positions, which we can task our regional agencies and partners to support us on, so we can go out to global forums and negotiations and speak with a united Pacific voice,’ he concluded.

In his address to the delegates, Pacific Community Director-General, Dr Colin Tukuitonga, highlighted SPC’s contribution to Pacific Island energy and transport sectors, including the adoption of uniform standards and governance tools for maritime safety and energy security.

Other important contributions he noted were supporting the private sector and governments to improve safety at sea and access to electricity, as well as training hundreds of professionals from governments, administrations and the private sector. More recently, SPC has provided technical assistance for members to reduce greenhouse gas emissions from the energy and maritime transport sectors.

Dr Colin Tukuitonga promised delegates that SPC would remain fully engaged in both sectors, and is actively reforming its structure towards a more integrated approach in its areas of excellence.

The energy and transport ministers will consider resolutions from the two-day officials’ meeting. They discussed, among other things, the green and blue economy and challenges of accessing multilateral environment funding to support efforts to address the region’s energy and transport challenges.

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Pacific ministers and officials for transport and energy, together with development partners, met in Tonga from 24–28 April. The meeting endorsed the communiqué and implementation priorities for the transport and energy sectors in the Pacific for the next three years.

In the final ministerial component of the five-day regional meeting, participants addressed and committed to high priority reforms.

For the energy sector, the reforms included those listed below.

- Acceleration of the adoption of energy sector laws, such as an energy act and energy sub-sector laws related to energy efficiency. It was agreed that, for the effective management and governance of the energy sector, the establishment of a regulator’s office and formation of a Pacific regulators’ alliance are required.
- Commitment to global efforts to reduce greenhouse gas (GHG) emissions with the aim of 1.5°C, and endorsed a vision of 100 per cent renewable energy generation for the region.
- A new approach to capacity-building on sustainable energy

The ministers acknowledged the need for capacity-building reform to meet national, regional and global obligations. They agreed that capacity building must be based on formal industry-recognised competency-based accreditation.

- Strengthening and consolidation of support to SPC’s existing efforts

This support includes:

- the Pacific Centre for Renewable Energy and Energy Efficiency;
- the Pacific Regional Data Repository Strategy 2018–2023;
- the petroleum advisory, which is required to support safety and find cost-effective supply and price-verification information.

The meeting endorsed the mission of the Pacific Power Association – to support the PICT power utilities in the provision of high quality, secure, efficient and sustainable electricity services – and acknowledged with appreciation the further NZD1 billion commitment by development partners at the 2016 Pacific Energy Conference.

For the transport sector, high priorities for the next three years include a continued focus on coordination and partnerships. Other priorities are listed below.

- Gender equality in the maritime sector

To support this, a regional strategy for Pacific women in maritime will be developed.

- Improving safety at sea for all

Safety and security in international and domestic shipping through strengthened coordination and collaboration is prioritised.

Adoption and implementation of harmonised maritime laws and a long-term approach to capacity development in the Pacific maritime sector is required to provide an enabling environment. In support, the ministers:

- adopted the Memorandum of Understanding on Flag State Implementation for Domestic Ships in the Pacific Islands Region (Pacific MoU).
- endorsed the Regional Strategy on Safety of Navigation in the Pacific.
- endorsed the Pacific Centre for Renewable Energy and Transport Endorse Communiqué

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The ministers reaffirmed the need for urgent and ambitious global action to reduce greenhouse gas emissions with the aim of 1.5°C, and endorsed a vision of 100 per cent renewable energy generation for the region.

A new approach to capacity-building on sustainable energy

The ministers acknowledged the need for capacity-building reform to meet national, regional and global obligations. They agreed that capacity building must be based on formal industry-recognised competency-based accreditation.

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- adopted the Memorandum of Understanding on Flag State Implementation for Domestic Ships in the Pacific Islands region, a world first;
- endorsed the Regional Strategy on Safety of Navigation in the Pacific.

Reducing GHG emissions from Pacific maritime transport

Countries were urged to progress low-carbon maritime transport, contributing to the reduction of GHG emissions towards the Paris Agreement goal of well-below 2°C, and actively participate in international negotiations.

Eliminating dumping at sea

The improvement of environmental stewardship by implementing all relevant international instruments and domestic laws related to marine pollution was emphasised. The meeting endorsed the Pacific Oceans Pollution Prevention Programme Strategy 2015-2020 and the Pacific Regional Reception Facilities Plan.

Commercial fishing vessels were recognised as a greater threat to the marine environment than other vessels, and it was agreed that relevant ministries in participating countries would take a holistic approach in the management of fishing vessels.

Equitable and fair air services agreements, and greater control and management of upper airspace

Limitations in current arrangements with the Pacific Aviation Safety Office and the Pacific Islands Forum Secretariat require further discussion among relevant regional organisations.

The next Pacific Regional Energy and Transport Ministers’ Meeting is scheduled to be held in April 2020.
PacWIMA Continues to be an Active Platform for Pacific Women in the Region

The recent Third Pacific Regional Energy and Transport Ministers’ Meeting provided an excellent opportunity for the leadership team of Pacific Women in Maritime Association (PacWIMA) to hold its executive meeting and at the same time attend the week-long ministers’ meeting from 24–28 April 2017 in Nuku’alofa, Tonga.

Such attendance demonstrates the region’s recognition of and support for the involvement and leadership of women in their efforts to achieve equal access to all opportunities in the maritime sector.

At the executive meeting, the Honorable Minister for Infrastructure, Mr Semisi Sika, officially launched the Tonga Women in Maritime Association (Tonga WIMA). The Acting Chief Executive Officer of the Ministry of Infrastructure addressed the meeting. He recognised the importance of establishing national associations to strengthen the recognition of women in the maritime sector.

The establishment and launch of the Tonga WIMA on 25 April 2017 makes Tonga the fourth Pacific Island country to establish its Women in Maritime Association at its inaugural general meeting on 30 March 2017.

1. The Papua New Guinea WIMA held its third biannual conference in Port Moresby, Papua New Guinea in June 2016. Papua New Guinea, which was the first country in the Pacific to establish its national WIMA, established the PNG WIMA secretariat at the Maritime Administration of PNG in 2017. This is a great initiative that other maritime administrations can consider in order to show their support for achieving Sustainable Development Goal 5 – integration of women and girls in the maritime sector.

2. Fiji officially launched the Fiji Women in Maritime Association (Fiji WIMA) on 28 September 2016 with the Honorable Minister for Women as the chief guest. The Maritime Administration of Fiji has included women in the maritime sector for national maritime training and will continue to do so. It is supportive of the initiative of Fiji WIMA and has agreed to consider proposals of appropriately qualified female candidates from the association as applicants to World Maritime University and the International Maritime Organization – International Maritime Law Institute.

The establishment and success of national WIMA chapters is testament to the support of governments, maritime administrations, member employers and relevant stakeholders for women in the maritime sector.

The establishment of national associations is a key priority for PacWIMA: such establishment provides the right mechanism for making a direct impact at the national level. The positive development of national WIMAs through the kind support of SPC and the International Maritime Organization (IMO) is briefly described below.

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PacWIMA represents the Tonga Women in Maritime Association in regional activities and conferences. For example, Tonga WIMA attended the 2017 Pacific Islands Maritime Law Institute conference in Fiji and the 2016 Pacific Islands Maritime Conference in New Zealand.

PacWIMA also works closely with the Pacific Islands Forum and the Secretariat of the Pacific Community (SPC) to promote the involvement of women in the maritime sector.

The regional strategy is expected to be officially launched during the next biennial regional conference for Pacific women in the maritime sector, in 2018.
Pacific Community opens Pacific Centre for Renewable Energy and Energy Efficiency in Tonga

The Pacific Community (SPC) opened the first Pacific Centre for Renewable Energy and Energy Efficiency (PCREEE) in Nuku’alofa, Tonga in April during the Third Pacific Regional Energy and Transport Ministers’ Meeting.

Speaking to Pacific ministers for energy and transport and invited guests at the opening, Tonga’s Deputy Prime Minister, Minister for Meteorology, Energy, Information, Disaster Management, Environment, Climate Change and Communications, Siaosi Sovaleni, said: ‘Tonga is privileged to host the Pacific Centre for Renewable Energy and Energy Efficiency on behalf of the Pacific. This centre of excellence will provide valuable support to Pacific Island countries and territories towards progressing their respective priorities and commitments for achieving sustainable energy.’

The centre was established with support from the United Nations Industrial Development Organization (UNIDO), SIDS DOCK and the Government of the Austrian Development Agency, and aims to establish a network of regional sustainable energy centres for Small Island Developing States (SIDS) in Africa, the Caribbean, the Pacific and the Indian Ocean. The partnership is part of the SAMOA Pathway.

The partnership contributes to the Sustainable Development Goals (particularly SDG 7 and SDG9), the Regional Framework for Action on Energy Security in the Pacific and Nationally Determined Contributions under the Paris Agreement (SDG 13).

Stein Hansen, UNIDO’s Director and representative, thanked the Government of Tonga for its leadership and stressed the importance of the centre. ‘The network of regional centres represents an excellent way to promote SIDS-SIDS cooperation on common energy issues. The success of economic key sectors, such as fishery, agro-business, manufacturing and tourism, highly depend on improved access to more affordable, reliable and sustainable energy and transport services,’ he said.

According to Martin Ledolter, Managing Director of the Austrian Development Agency, the centre is an ‘important contribution to accelerate the shift from fossil fuel dependency to renewable energy and energy efficiency.’

Enele Sopoaga, Prime Minister of Tuvalu and President of the SIDS DOCK Assembly, congratulated all partners on the truly genuine and durable partnership.

Pacific Community Director-General, Dr Colin Tukuitonga, said: ‘SPC works for the well-being of Pacific people through the effective and innovative application of science and knowledge. PCREEE serves this mission by acting as an innovative hub that brings together technical expertise and knowledge from around the world on matters related to sustainable energy project implementation.’

Dr Tukuitonga explained that there is still a long way to go, as this is one of the most fossil-fuel dependent regions in the world. ‘Every year, we import about USD 800 million to 1 billion worth of fuel. Most of this fuel is used for transportation and power generation,’ he said.

As well as being a hub, leveraging a network of intra and extra-regional partnerships, the PCREEE design will also promote domestic energy entrepreneurship and will act as a business incubator for innovative energy start-ups and business models with high potential for local value creation.

PCREEE will provide a host of support services for the region. Some early initiatives are the development of registries for data, products and training. The centre will also support the Pacific Energy Regulators Alliance – a network of regulators that set the rules for the private sector investment and the prices tariffs they will get in return. There are also plans to focus on women and energy – a critical gap in the current regional energy programme.

Tonga was selected as the site for PCREEE as a result of a consultative process, and in recognition of the interest and support by the Government of Tonga in promoting renewable energy and energy efficiency.

The South-South and SIDS-SIDS collaborations have taken another leap into reality, as the Pacific is now a part of a network of regional sustainable energy centres of excellence for SIDS and can work closely with:

- the ECOWAS Centre for Renewable Energy and Energy Efficiency;
- the Southern African Centre for Renewable Energy and Energy Efficiency;
- the East African Centre for Renewable Energy and Energy Efficiency;
- the Regional Centre for Renewable Energy and Energy Efficiency in the Arab region; and
- the Caribbean Centre for Renewable Energy and Energy Efficiency.

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Pacific Leads High Ambition Coalition for Shipping Emissions Reduction

Marshall Islands and Solomon Islands have submitted a Pacific position paper to the forthcoming meeting of the International Maritime Organization (IMO), calling on shipping to be ambitious in tackling emissions from shipping, in line with the Pacific leaders’ call for no more than 1.5°C warming.

The paper is one of five submissions to the IMO co-sponsored by a number of Pacific countries, (Marshall Islands, Solomon Islands, Tonga, Kiribati and Tuvalu) with European and other countries under the banner of the High Ambition Coalition for Shipping Emissions Reduction. The IMO has agreed to a roadmap to set shipping’s role in combating climate change and reducing greenhouse gas (GHG) emissions for the sector. The initial meetings will begin in June and July this year in London.

These Pacific Island countries supported the Pacific Islands Development Forum (PIDF) position paper, which noted that numerous declarations by Pacific leaders have called for the need to curb global warming within 1.5°C guardrail if the existential threat posed by climate change on their countries is to be combated.

The countries were represented by their ministers for transport and/or energy at the Third Pacific Regional Energy and Transport Ministers’ Meeting held in Nuku’alofa, Tonga from 26–28 April. The meeting focussed on its theme: Affordable, reliable and sustainable energy and transport services for all and it saw prime-ministers, ministers and officials from theregion discuss the closely interacting topics of energy and transport decarbonisation and climate change. The ministers’ communiqué noted Pacific and European cooperation and leadership in the High Ambition Coalition for Shipping Emissions Reduction to ensure that IMO provides its contribution towards the Paris Agreement goals.

The meeting also discussed domestic shipping. Transport accounts for over 70% of the region’s energy demand, representing approximately USD 1 billion worth of imported fossil fuel, a price often borne by governments through expensive subsidies. In many island states, a substantial proportion of this fossil fuel use is for domestic shipping. The ministers endorsed a vision for the Pacific region of fossil-free shipping, a vision that is rapidly progressing towards becoming a reality due to the work of the Marshall Islands’ Micronesian Sustainable Transport Centre in the University of the South Pacific Majuro campus.

This issue has long been a priority for PIDF. With Marshall Islands and Fiji, it hosted a side event at the Tonga meeting of ministers. Invited speakers to the event included Dr Tristan Smith from University College, London (UCL); Mr Cornie Huizenga, Secretary General of the Partnership on Sustainable Low Carbon Transport (SLoCaT); Dr Benoit Adam, Policy Advisor for the Federal Public Service for Mobility and Transport for the Kingdom of Belgium; and Nicolas Udrea, negotiator for France on greenhouse gas at IMO.

The PIDF Secretary General said, ‘The Pacific has long been advocating strongly for tougher measures in reducing greenhouse gas (GHG) emissions. The PIDF has insisted that these reductions come from all sources, including transport, whether land transport, shipping or aviation. We need to see progress in emission reductions negotiations within the IMO and it is truly encouraging to see the same level of ambition that the Pacific took to the climate change negotiations at UNFCCC, also making its way into the negotiations at the IMO and the International Civil Aviation Organisation.’

The submissions lodged with IMO from the High Ambition Coalition for Shipping Emissions Reduction note the need for shipping to move rapidly to decarbonisation if Paris Agreement objectives are to be met. The Pacific position paper by Marshall Islands and Solomon Islands requests that IMO agrees that the level of ambition in emission reductions should be high and an overall target be consistent with a ‘fair share’ of the global burden of reductions necessary to achieve a target of no more than 1.5°C temperature increase.

Dr Tristan Smith, one of the world’s leading scientists on this issue, said, ‘The science is clear – without immediate and rapid decarbonisation of this major and growing source of GHG, 1.5°C stabilisation goal of the Paris Agreement cannot be aimed for, let alone achieved!’ UCL is one of several leading global research centres offering support to the Micronesia Sustainable Transport Centre.

Mr Cornie Huizenga told the assembled transport ministers, ‘We have come to Tonga to thank the Pacific for your leadership and your inspiration. At Paris you told us that 2 degrees was not enough and the world listened to you then. Now is the time to expand the High Ambition Coalition to address the urgent need to decarbonise transport.’

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Risk Assessment for Safety of Navigation in the Pacific

There is a legal obligation for all contracting governments to the International Convention for the Safety of Life at Sea (SOLAS Convention) to provide aids to navigation in accordance with international recommendations and guidelines published by the International Association of Marine Aids to Navigation and Lighthouses (IALA).

SOLAS Convention Chapter V Regulation 13.1 requires that ‘Each Contracting Government undertakes to provide, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, such Aids to Navigation (AtoN) as the volume of traffic justifies and the degree of risk requires’. It is therefore the responsibility of the contracting governments through its AtoN competent authority to analyse the maritime traffic in the waters under its jurisdiction and assess the risk for safety it presents before establishing and operating AtoNs.

To satisfy this obligation and for a systematic and consistent approach in the delivery of AtoN services, risk assessments must be conducted. IALA provides three guidelines for the use of risk management tools.

First, the qualitative Ports and Waterways Safety Assessment (PAWSA Mk II) tool is using the proven systematic decision-making ‘Delphi’ method of converting the opinions of 30 competent individuals with local knowledge into a quantified result.

Second, the IALA Waterway Risk Assessment Program (IWRAP Mk II) risk assessment calculates the average annual number of collisions and groundings that are likely to occur. This requires a comprehensive dataset of information from the Automatic Identification System (AIS) over the years.

Third, the IALA Risk Assessment Made Simple (RAMS) is a simplified version of a risk assessment tool for a confined area where other tools cannot be adopted to estimate the levels of risk, and the production of potential risk control options to reduce such risk to acceptable levels. This tool can be used individually, sequentially or in parallel with the other tools. RAMS is still in its development phase and is aimed to be approved by IALA by the end of 2017.

SPC’s Transport Programme contributed to the development of RAMS by trialing it on Kiritimati Island, Kiribati, which is considered the pilot country under the Regional Project on Safety of Navigation implemented by SPC and funded by the International Foundation to Aids to Navigation (IFAN).

For the implementation of RAMS on Kiritimati Island, the stakeholder group was designed to include all the users of the considered waterways. The hazards and worst case scenarios in the confined area were discussed prior to estimating the probability and impact of different types of accident. The risk control options for each case were discussed to attain a level of risk as low as reasonably practicable and acceptable to both the competent authority and the other stakeholders.

- Natural
- Economic
- Technical
- Human
- Operational

- Waterway complexity
  - Grounding
- Collision
- Allision
- Foundering

- Other
  - Direct impact
  - Indirect impact
  - Other
The implementation of the RAMS tool has provided the competent authority with an assessment of risk and control measures to explore the establishment and operation of AtoN in certain areas. Consequently, the RAMS tool has proved its efficiency and adaptation for countries with limited capacity, limited number of experts, and lack of data. This tool can be used as a preliminary risk assessment tool for a confined area, and/or as the only risk assessment tool for areas with low maritime traffic volume. SPC’s Transport Programme will continue its collaborative work with IALA to finalise the development of the guideline on the use of RAMS, and implement it in the rest of the Regional Safety of Navigation Project targeted countries until 2018.

Figure 5: Risk assessment matrix

<table>
<thead>
<tr>
<th>CONSEQUENCE (IMPACT)</th>
<th>PROBABILITY / (LIKELIHOOD)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Very Rare (1)</td>
</tr>
<tr>
<td>Catastrophic (5)</td>
<td>5</td>
</tr>
<tr>
<td>Major (4)</td>
<td>4</td>
</tr>
<tr>
<td>Severe (3)</td>
<td>3</td>
</tr>
<tr>
<td>Minor (2)</td>
<td>2</td>
</tr>
<tr>
<td>Insignificant (1)</td>
<td>1</td>
</tr>
</tbody>
</table>

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Central Pacific Shipping Commission: Building better relationships to raise the profile of maritime transport

Up to 95% of trade in the Pacific is carried by sea. Therefore, developing a strong, well-functioning maritime transport infrastructure, superstructure, procedures and processes is key for economic growth in Small Island States (SIS), particularly in the Central Pacific region.

In most SIS, the private sector engaged in activities supporting trade facilitation, international and domestic cargo, ship and passenger clearance often lack a forum to raise issues and challenges they face and suggest improvements. The Central Pacific Shipping Commission (CPSC), however, facilitates these discussions. At the 2017 Third Pacific Regional Energy and Transport Ministers’ Meeting, Pacific countries reaffirmed the need for CPSC and the work it carries out.

Under its 2016–2017 workplan, CPSC has prioritised the formation of a national shipping council in all four member states. The Ministry of Transport (Maritime/Marine Division) and the private sector in each CPSC member state held initial talks regarding the establishment of such a forum in 2016. After this, a draft National Shipping Council (NSC) terms of reference (ToR) was distributed to CPSC member states and discussions continued regarding the composition, roles and responsibilities of an NSC.

CPSC member state Tuvalu has had several discussions to plan the formation of its NSC by a working group, consisting of Tuvalu maritime stakeholders (private, public and relevant government agencies), the CPSC Secretariat (the Pacific Community) and the Tuvalu Ministry of Transport (Marine Division). In 2016, the Tuvalu maritime stakeholders put together a work plan to improve areas of work, one of which was the need to upgrade and maintain handling equipment at Funafuti Port. Since the development of the work plan, great support has been shown by the Government of Tuvalu and this has seen the Funafuti Port gain an additional two forklifts, as well as assistance from the shipping line Pacific Direct Line, which provides mechanics for a frequent maintenance schedule. Stakeholders have confirmed improvement in port performance and are working together to improve other areas of work. Stakeholders also completed a draft Tuvalu NSC ToR in early June 2017, capturing the views of both public and private sector. This draft
ToR became the supporting document to a cabinet paper proposed/submitted by the Minister for Communication and Transport to the Government of Tuvalu for endorsement.

The Government of Tuvalu approved the formation of the Tuvalu National Shipping Council on 7 June 2017 and has since tasked the Tuvalu Attorney General’s office to further vet the Tuvalu NSC ToR.

Sections covered in a national shipping council terms of reference are: background, basis for action, way forward, purpose, term, membership, meetings, amendments/modification/variation, roles and responsibilities, accountability, and commitment. Below is a brief on some of these sections.

Roles and responsibilities: The role of the NSC may include but is not limited to the following:

- assist in collecting trade and shipping data;
- monitor shipping and port development and performance; and
- recommend and make necessary amendments to procedures and processes for the development and improvement of shipping and trade facilitation.

The NSC is accountable for:

- fostering collaboration among national stakeholders to progress the objectives of the NSC; and
- maintaining at all times the focus of the partnership on agreed scope, outcomes and benefits.

**Membership**

The NSC should be composed of senior government officials, importers and maritime stakeholders representing the main interests of shipping and trade facilitation.

a. **The membership of the NSC will commit to:**

- attend all scheduled NSC meetings and if necessary nominate a proxy;
- wholeheartedly champion the partnership within and outside work areas;
- share all communications and information among NSC members;
- make timely decisions and take action so as to not hold up the project; and
- notify members of the NSC, as soon as practical, if any matter arises.

b. **Members of the NSC will expect:**

- that each member will be provided with complete, accurate and meaningful information in a timely manner;
- to be given reasonable time to make key decisions;
- to be alerted to potential risks and issues that could affect the industry, as they arise and open and honest discussions.

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Malaysia to provide capacity building at Vanuatu Maritime College

‘The Government of Malaysia will assist the Vanuatu Maritime College (VMC) to uplift its survival training standards, thanks to the assistance and high commitment of His Excellency Laurent Parenté, Ambassador and Permanent Representative to the International Maritime Organization (IMO) in Vanuatu,’ said Richard Coleman, CEO of VMC.

‘VMC trains seafarers for both the domestic and international shipping industry and requires maintenance of its training equipment to the highest standards to meet the requirements of the maritime regulatory authority. The current lifeboat is 18 years old, an outdated open type with a broken down engine and no spare parts, severely restricting the training provided in sea survival.

‘The purchase of a totally enclosed lifeboat with a 25 or 36 person capacity, including a in-board diesel engine propulsion, an external water spray facility along with the launching davits, and the remedial and upgrade work to the wharf and launch platform would amount to ~VT 25 000 000 (~USD 229,000). This is not financially feasible for the VMC,’ added Mr Coleman.

Ambassador Parentéthen confirmed that the Government of Malaysia would provide not only the enclosed lifeboat and its davits but would also undertake the lifeboat shipping cost, its installation, and the cost of the wharf upgrade work for a total value of 25 000 000VT (~USD229,000).

‘A team of Malaysian experts arrived in Vila on June
Study on the role of Pacific states in decarbonisation of the international shipping sector

The issue of international shipping emissions has been a much debated and rather contentious topic at global greenhouse (GHG) emissions negotiation forums. The issue was considered but ultimately dropped from the Paris Agreement in 2015, shifting the negotiation grounds from the United Nations Framework Convention for Climate Change (UNFCCC) to the International Maritime Organization (IMO). Pacific states have been participating in both international forums over the years and, while their strong stance on the overall climate change agenda is widely known and understood, not much is known about the specific nature of their role in international shipping emissions negotiations. Attempting to close this knowledge gap, a doctoral study at the University of the South Pacific in Suva, Fiji, is examining the role of 14 Pacific states in international shipping emissions negotiations and exploring options for strengthening this role in the IMO GHG emissions negotiations.

The study, which is expected to be completed by the end of 2017, has strong national, regional and global implications. The findings of the study will result in Pacific Island governments and relevant regional organisations being better informed about the key issues affecting the effective participation of Pacific states in IMO GHG emissions negotiations and how the role of Pacific states can be further strengthened in these negotiations. The outcomes of the study...
will contribute to the overall global climate change reduction agenda by supporting collective efforts to reduce GHG emissions from all sectors in order to limit the global temperature to a level well below 2°C.

The IMO 2014 GHG study forecasts international shipping emissions to increase by 50% to 250% by 2050, under ‘business as usual’ (BAU) conditions – this translates to about 6% to 14% of total global emissions. While emissions from other sectors have started declining or are expected to peak in 2020, none of the BAU scenarios for shipping foresees a decline in international shipping emissions before 2050. If a target is not set for international shipping to reduce its fair share of GHG emissions, experts warn that it may not be possible to achieve the global temperature limits of ‘well below 2°C and no more than 1.5°C,’ as prescribed by the Paris Agreement.

As Small Island Developing States (SIDS) are extremely vulnerable to the effects of climate change and natural disasters, there is no uncertainty about why Pacific states need to play an influential role in global climate change negotiations, including international shipping emissions negotiations. The doctoral study at USP is a small yet concerted effort towards closing an important gap in knowledge of how Pacific SIDS deal with the complexities associated with international shipping, trade and open registries without relinquishing pressure on achieving their climate change ambitions.

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