MARITIME TECHNOLOGY COOPERATION CENTRE – PACIFIC (MTCC-PACIFIC)

CAPACITY BUILDING FOR CLIMATE MITIGATION IN THE
MARITIME SHIPPING INDUSTRY
THE GLOBAL MTCC NETWORK (GMN) PROJECT

MTCC- Pacific: Regional Reflections

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The Global MTCC Network (GMN) project is funded by the European Union and implemented by the IMO.
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Regional Perspectives

Long term goals:
Pacific Maritime transport have **embraced low-carbon development and innovation to reduce GHG emissions** and contribute to the Pacific Islands Countries emissions reduction targets.

**Inputs**
- SPC expertise
- Networking & Partnerships
- Data management systems
- Training
- MEL methods
- Comms & Visibility

**Outputs**
- Capacity building
- Demonstration projects
- Drafted policies/laws
- Analysed data

**Short – term Outcomes**
- Improved capacity
- Demonstration projects show benefits
- PICs adopted policies/laws/standards

**Medium – term Outcomes**
- PICs maritime industry uptakes low-carbon technologies
- PICs maritime administrations improved capacity and systems

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Best Practices

- National Workshops: Information and capacity building on EE measures/operations, management and data collection.
- Port Energy Audits: Identify energy reduction opportunities and guidance on implementation.

Private sector engagement critical

Technological & operational measures adapted to individual vessels

Partnership & Technical Cooperation

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Need and Barriers

**Data and Information**
- Reliable, consistent, timely data lacking
- Capacity building on data collection
- Demonstration of results

**Business Management**
- Fundamental behavioural shift
- Private sector training on business management

**Policies, Laws, Standards**
- Maritime emissions not captured in national targets
- Legal capacity development
- New tech require technical expertise & technical standards

**Technology**
- Unavailability of new tech
- Lack of local suppliers
- Limited access to affordable marine-grade appliances

**Education**
- Maritime Training Institutions lack adequate resources/infrastructure
- Limited employment opportunities
- Shortage in administrative roles

**Finance**
- Shipping is marginal business
- Inadequate revenues
- Compromised private sector investment

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- Review energy efficient technologies for PIC vessel types
- Practical demonstration
- Data collection training

- Template developed through national and regional participation
- Conducted together with PIDSS (SOP)
- extensive involvement from ship owners, operators, DPA and maritime administration

- Lighting upgrade to LED
- “Switch the light” new policy
- Green Pacific Ports

- Capacity building for climate mitigation in shipping industry
- Range of topics
- complete in own time/own pace

Green Pacific Ports
Domestic Shipping
- 3 shipping companies: Samoa Shipping Company (Samoa), Vanuatu Ferry Limited (Vanuatu), Franjti Shipping Limited (Solomon Is.)
- 2 out of the 3 are female operators
- After commission, LC Tiwi Trader savings amounted to approximately €29,477 and 226 tons of GHGe reduction annually.
- Return of investment ~1.5 years

Ports
Solomon Islands Ports Authority
- 8 months Savings
  - 27% electricity emissions
  - 13% electricity and fuels.

Fiji Ports Corporation Limited
- 21% of office electricity usage.
- 19,000 FJD reduced as a result of the power factor correction.

Port of Tonga
- 6 months
- 17% electricity emissions
  11% electricity and fuels.
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THANK YOU