



Pacific Regional Transport Minister's Resolutions

(Nadi, Fiji, 4 April 2014)

Preamble

The meeting of the Pacific Regional Transport (Aviation and Maritime) Officials was held on 1 April in Nadi, Fiji and Ministers on 2-4 April. The meetings were chaired by Fiji and co-chaired by the Director of the Economic Development Division (EDD), SPC. Officials and Ministers' responsible for transportation ministries and departments from 17 Pacific Island Countries and Territories (PICTs) attended the meeting. Officials represented *American Samoa, Australia, Cook Islands, Fiji, Federated States of Micronesia, Kiribati, Marshall Islands, Nauru, New Caledonia, New Zealand, Palau, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, Vanuatu, and Wallis and Futuna*. Representatives of regional and non-governmental organisations, private sector partners, United Nations (UN), World Bank, donors and development partner organisations also attended. The meeting participants list is attached as Annex A.

The Meeting examined sustainable transport services for all in the Pacific Island Countries and Territories (PICTs), and how, as Pacific nations, to position transport services issues in the post-2015 development agenda at the national, regional and international levels. The Meeting also considered sustainable transport services for all within the context of the call for deeper regional integration.

A. Leadership, governance, coordination and partnerships

Pacific Plan Review Update

The meeting noted the recently completed review of the Pacific Plan has recommended significant and systemic changes to the current processes for setting and implementing regional priorities. Of importance to the Transport Officials, the review calls for stronger political direction from Leaders and for countries to reach agreement on the path to deeper regional integration - which is of particular relevance for regional transport services, as these services rely on close cooperation, and the harmonisation of standards and legislation. If endorsed by Leaders, the new Pacific Plan or "framework for Pacific regionalism" will also implement a new process for setting priorities, allowing governments, non-state actors and a range of regional actors to provide input. This may mean that organisations and development partners would no longer be able to look to the Pacific Plan to provide articulation of the region's high level goals for transport services as these would be captured elsewhere, such as sector frameworks. Robust "tests", expanding on the existing criteria for regional action in the Pacific Plan, would be applied to identify which regional initiatives require Leaders' attention to pool resources or take collective action for regional benefits. Some transport initiatives may pass these tests, and in fact the Review explicitly recommends, as an early priority, "establishing the feasibility, costs and benefits of sub-regional action to improve critical transport and communication services for groups of smaller island states". Leaders are meeting on 5 May, 2014 to consider the Review recommendations.

The meeting:

1. **noted** the Pacific Island Forum Leaders are meeting on 5 May 2014 to consider the Pacific Plan Review recommendations and any potential implications for regional transport initiatives.

Regional challenges in transport infrastructure

While transport infrastructure (land, air and sea) underpins economic development, there continues to be critical challenges facing PICTs in providing effective and accessible infrastructure, and some of these include: resource constraints, insufficient capacity, limited private sector involvement and a weak governance environment. The meeting noted the initiatives currently undertaken by some CROP agencies to improve infrastructure, data, safety, efficiency, economic viability, affordability and access.

The meeting:

2. **noted** the importance of infrastructure to the sustainable development of the Pacific region, in particular in shaping of the SIDS 2014 conference, and sustainable development goals.

Reform of upper airspace management

Since the establishment of the flight information regions (FIR) in the 1940s and 1950s, the aviation sector has changed substantially with the introduction of modern technology and the emergence of new sovereign states. These changes require a more sophisticated level of services and infrastructure by the air navigation space providers (ANSP). The meeting noted the need for Pacific Island countries to optimise the management of the FIRs and to maximise return on FIR revenue. The meeting learnt that there are a number of options that can be used to share and manage FIR revenue. The meeting also noted that a concept study being undertaken for the World Bank will provide greater detail about the possible options to manage FIRs, and that it will address airspace, organisational, infrastructure and financial matters. The meeting noted Samoa's satisfaction with the current airspace arrangement with Airways New Zealand as well as New Caledonia's satisfaction with their airspace arrangement. Several PICTs expressed reservations with regard to the proposed study.

Single maritime association: SPC work in sub-committees

The concept to consolidate the three regional maritime associations was endorsed in 2009 at the Second Regional meeting of Ministers for Maritime Transport. The concept is to consolidate the three existing regional maritime associations into a fully integrated maritime entity to assist the maritime sector meet international, regional and domestic priorities in a more coordinated fashion. The concept proposes the formation of a Pacific Island maritime conference (PIMC), or an equivalent, as the integrated regional maritime entity in the Pacific region, with membership from the maritime legal fraternity, maritime administrations, training institutes, ship operators and ship-owner associations, seafarers association, women in maritime, and the port authorities as full members. The concept also proposes for PIMC to be administered by an executive council, in the first instance, comprising executive committees of the Pacific Islands Maritime Association, the Pacific International Maritime Law Association and the Pacific Maritime Transport Alliance. Regional Transport Officials, whilst supporting the concept and recognising its broad membership, proposed that maritime safety and security considerations be paramount in its constitution and operation. The secretariat and treasury roles would initially be provided by SPC. Several participants noted the possibility of potential difficulties in merging the three associations.

Transport Services Implementation Plan 2015-2020

SPC's Economic Development Division presented the draft Transport Services Implementation Plan 2015-2020 (TSIP), which is the operational plan to implement and monitor progress against the Framework for Action on Transport Services (FATS) endorsed in the Transport Ministers' meeting in 2011. The draft TSIP incorporates the guiding principles and action themes, and identifies regional responsibilities to improve transport services. The meeting noted the importance of effective collaboration between development

partners and key stakeholders involved in maritime and aviation matters in the region in order to deliver safe, secure, reliable, environmentally sound and competitive regional transport services. The draft TSIP incorporates a mid-term review process.

The meeting:

3. **endorsed** the Transport Services Implementation Plan 2015-2020.

Regional search and rescue (SAR) issues

The *United Nations Convention on the Law of the Sea* requires coastal states to provide search and rescue (SAR) services. The 1979 *International Convention on Maritime Search and Rescue* (SAR Convention) provides a system to address maritime nation's obligations to provide SAR to their citizens, and others in their waters, in distress. Parties to the SAR Convention are encouraged to enter into SAR agreements with neighbouring States to establish common procedures, training and liaison visits including conducting joint SAR exercises. Whilst every PICT has some level of SAR service, the size of the Pacific Ocean and increasing trade related air and sea traffic, compounds the challenges in providing SAR services. To meet these obligations, PICT governments are encouraged to establish SAR legislation, plans, and a framework for regional cooperation.

The concept for a regional search and rescue arrangement was first proposed at a 2007 meeting of ministers of transport. The Ministers acknowledged the SAR challenges faced by PICTs and tasked SPC to develop an instrument to address them. In 2011 this instrument was placed before the inaugural Regional Meeting of Ministers of Energy, ICT and Transport, where it was endorsed but with a recommendation to change it from an MOU to a technical arrangement for cooperation (TAfC). The TAfC serves to define participating countries' SAR geographic areas, provide a framework for developing new bi and multi-lateral SAR arrangements, and encourages regional cooperation and coordination among SAR services, whether or not they are a party to the SAR Convention.

The meeting:

4. **noted** the need for PICTs to review, update and implement national maritime legislation and planning to reflect recent developments in search and rescue;
5. **re-affirmed** support for the principles of the TAfC and encourage their National Maritime SAR authority to sign and return the Statement of Acceptance; and
6. **encouraged** PICTs that are not signatory to consider acceding to the International Convention of Maritime Search and Rescue, 1979.
7. **noted** Fiji's offer of assistance to take on behalf PICTS issues to the upcoming IMO technical committee meeting in June,

Capacity development, policy planning and regulatory frameworks

Aviation Research Programme

The Aviation Research Programme provides SPC with the capability to assist PICTs with a range of activities aimed at strengthening the role of aviation in economic development, including targeted aviation-related research; policy advisory support; facilitating partnerships and collaborative arrangements. To date, the focus has been on the production of a number of publications aimed at disseminating aviation-related information to stakeholders, as well as data collection for policy support. Subject to available funding, further work in collaboration with PICTs may be possible on specific topics aimed at enhancing policy advice and identifying gaps for further support. The meeting noted the work of the Aviation Research

Programme to date and the current limitations of its funding. There was also a call for SPC to facilitate member states receiving technical assistance from reputable aviation research institutions to strengthen economic development.

The meeting:

8. **acknowledged** SPC as being the most appropriate organisation to manage regional aviation research and note that ongoing funding will be needed for SPC to effectively manage ongoing regional aviation research aimed at assisting and supporting PICTs in strengthening aviation's contribution to economic development.

Pacific Islands Civil Aviation Safety and Security Treaty (PICASST)

The *Pacific Islands Civil Aviation Safety and Security Treaty* (PICASST) provides the international legal underpinning for the Pacific Aviation Safety Office (PASO) and its Council of Directors. PICASST currently has 10 State Parties (all 'Forum Island Countries'). Since the commencement of the treaty in 2004, the PASO Council of Directors has endorsed two sets of amendments (in 2005 and 2009 respectively); amendments require formal acceptance by the countries which are Parties to the treaty. The 2005 amendments have entered into force (for those countries which have formally accepted them); however, the 2009 amendments have not yet entered into force. Three countries have formally accepted the 2009 amendments, and a further four countries must formally convey their acceptance in order for the amendments to take legal effect. The significance of the 2009 amendments is that they will enable PASO to provide assistance to Parties in a broader range of areas than provided for in the original version of the Treaty. The Pacific Islands Forum Secretariat is the Depositary for the Treaty and is able to assist Parties prepare the documentation for formally accepting the Treaty amendments. Reflecting various circumstances, some PICTs are not a signatory to PICASST, such as the countries and territories of the Northern Pacific, which have arrangements with the United States FAA.

The meeting:

8. **agreed** to expedite (where relevant) their respective countries' acceptance of the 2009 amendments to PICASST, in order to ensure that PASO is able to provide technical advice and assistance to parties across the range of areas endorsed by the PASO Council of Directors and consistent with the ICAO regulations.

Review of the Pacific Islands Air Services Agreement

Following six years of being in force, the Pacific Islands Forum Secretariat is undertaking a review of the Pacific Islands Air Services Agreement (PIASA), an initiative developed by Forum Island countries which seeks to establish a single aviation market among parties by replacing bilateral air services agreements with a single multilateral agreement. Given global developments in the aviation industry as well as the aviation sector in the region, the review of PIASA is timely. The review is expected to contribute to regional discussions on options for optimal air services solutions in the context of regional engagement, with the outcomes of the review expected to identify potential opportunities for further engagement at the sub-regional/regional level in relation to air services.

The meeting:

9. **noted and supported** the proposed review ToRs to be conducted on PIASA by the Pacific Islands Forum Secretariat; and
10. **supported** the review process and encourage key stakeholders from the public and private sector to participate in the review of PIASA.

Pacific Aviation Safety Office (PASO) Reform

Assessments by the International Civil Aviation Organisation (ICAO) have found shortfalls in regional aviation policy, regulatory and infrastructure frameworks needed to comply with ICAO standards and recommended practices. To help address these shortcomings, PASO was established in 2004 through the *Pacific Islands Civil Aviation Safety and Security Treaty* (PICASST) with support from the Asian Development Bank (ADB). PASO's role is to provide safety and security oversight to the aviation sector. Acknowledging the funding challenges that PASO was experiencing, whilst noting its critical role in ensuring country compliance with international safety and security standards, support was provided by the Government of Australia and the World Bank, to undertake a restructuring of the Organisation to refocus objectives to be consistent with those of a regional safety and security oversight organisation and the global framework of ICAO. The meeting noted the importance of ratifying PICASST to enable PASO to effectively service members.

The meeting:

11. **affirmed** their support for PASO as the regional aviation safety and security organisation in the Pacific by having PASO provide the recommended oversight services to its members;
12. **supported** the reform process for PASO agreed by the PASO Council of Directors, with the intent of strengthening PASO as an ICAO Regional Safety Oversight Organisation; and
13. **supported** the initiative for PASO to establish a regional programme of inspectors to build capacity within member states.

Legal Issues: Common Challenges and Suggested Approaches for the Pacific region

PICT governments face common legal challenges in the maritime sector. Adherence to relevant IMO and ILO instruments and standards which aim to reinforce the safety and security of the maritime transport services, as well as marine environment protection, is a means not only to facilitate trade and commerce, but also to contribute to the development of economic growth. States wishing to operate in the international maritime community are required to abide by the minimum standards set up by conventions, protocols, codes and resolutions, and for which are to be translated into national legal frameworks and policies. Whilst many of the PICTs have ratified and acceded to a number of these conventions, there are some PICTs who have yet to enact legislation to give these conventions full effect. In addition, PICTs who are parties to these international treaties have the duty to ensure that national laws enacted to meet international obligations are properly enforced. SPC's Transport Programme is responsive to addressing needs articulated by its members. The Programme has a long history of working in collaboration with PICTs to jointly address the maritime challenges they face, including the development and updating of legislative frameworks to conform to international standards and conventions. The meeting noted the Transport Programme's provision of legal assistance in the development and updating of PIMLaws to support PICTs' development and the updating of their maritime legislation and regulations. At the mid-term review of the Transport Services Implementation Plan, consideration should be given to SPC's development of tools and measures to encourage Port State Control in the Pacific

The meeting:

14. **acknowledged** the importance of ratifying and acceding to relevant IMO and ILO instruments including verification of a Member State's status on Implementation of IMO Instruments (III);
15. **recognised** the need for governments, shipowners and seafarers to work effectively to implement and enforce MLC 2006 in order to comply with their international obligations;

16. **supported** the ongoing efforts to have relevant and updated maritime shipping policies in place as a prerequisite for drafting laws in-country to ensure compliance with relevant international instruments;
17. **encouraged** effective enforcement of national legislation and regulations;
18. **encouraged** regional cooperation in relation to Port State Control; and
19. **requested** SPC to investigate the possibility and benefits of establishing a Pacific MOU similar to the Tokyo and Paris MOUs.

Development of national maritime transport policy: A pre-requisite to support safe, efficient and sustainable maritime transport services

Although the maritime transport sector is critical for the Pacific region's development efforts and is the backbone to the region's international trade, there continues to be major challenges for many of the Pacific island countries and territories to provide regular, reliable and affordable maritime transport services. While efforts have been made by some governments to develop their own maritime transport policy, a number of PICTs lack comprehensive and effective maritime policies. Given that an effective response to challenges faced by PICTs in maritime matters cannot be tackled without regional cooperation, it is crucial for PICTs to develop a degree of coordination amongst themselves, allowing exchanges of best practice and close cooperation on critical issues such as maritime safety, security, seafarer training, commodity trading, search and rescue and hydrographic services. These policies, when adopted, will be of critical importance to attract funding and investors and to create an enabling environment that promotes business activities and entrepreneurship.

The meeting:

20. **acknowledged** the benefits of developing and updating a national maritime transport policy as a means to support sustainable development in the maritime sector in both national and regional contexts; and
21. **recalled** the comparative advantage of the SPC's Transport Programme in providing ongoing policy, legal and technical assistance to PICTs in the development and updating of their maritime policy.

Data sharing agreement on aviation/maritime transport information

Whilst accurate and up-to-date information and statistics are required by all PICTs for informed decision making and planning at the regional, national and sub-national levels for safe and efficient transport services, presently, most PICTs do not have the capacity to ensure that reliable and current information and statistics are readily available to them for effective decision making. A regional transport data repository is important in ensuring that PICTs have access to reliable and accurate information for informed decision-making. SPC is currently responding to this need by remodelling its data repository, however, for it to be useful and responsive, it is vital for PICTs to agree to work together to share information, through a data sharing agreement. The agreement would strengthen collaboration and communication, and define roles and responsibilities of each party to the agreement, to develop and improve data access that PICTs will be able to build on to sustain long-term planning and decision-making. The meeting noted the importance of timely, reliable and accurate data for more informed decision-making. Some participants noted a need to protect commercially sensitive information sourced from stakeholders. It was also noted that some Ministers may not be able to sign without proper authorisation.

The meeting:

22. **endorsed** the data sharing agreement on aviation/maritime transport information.

STCW Requirements and Regional Certificate Printing System

The second major amendment to the 1978 *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers* (STCW Convention) was agreed to by the parties in Manila in 2010. For PICTs to continue to provide international employment opportunities to their seafarers they must ensure compliance with all aspects of this amendment. The amendment updated standards of seafarer competence in light of emerging technologies and required all Maritime Training Institute training modules to meet these standards prior to July 2013. Additionally, the Manila 2010 amendments to STCW require States to make available information on the status of certificates of competence (CoC), endorsements and dispensations to other parties and companies which require verification, and that information for seafarers issued CoC be made available in the English language through electronic means to authorised parties as of January 2017.

On 14 May 2009, twelve PICT ministers responsible for shipping met with SPC representatives to sign a multilateral Letter of Agreement to implement a project to assist PICTs to reduce their cost for the production of tamper-proof seafarer certificates of competence (CoC) and Service Record Books. On the basis of this letter the SPC Regional Maritime Programme (now SPC Economic Development Division Transport Programme) expended funds to establish secure seafarer databases in each PICT and to purchase equipment to centralise the capability to print tamper-proof seafarer documents. SPC provided these services through the Neptune seafarer database and a tamper-proof Pacific Islands seafarer certificate and record book that utilised TARDIS, a globally recognised tamper-proof printing technology. Since the signing of this letter only one PICT has made use of the system to print a single document.

The legacy Neptune seafarers database initiated by SPC, has now become out-dated. Because SPC is no longer funded to support this system, the necessity to update and maintain it to meet the requirements of Regulation I/2.16 of the amended STCW Convention and Code becomes a national responsibility.

The original equipment and TARDIS software purchased to provide a centralised certificate printing system has also become out-dated. Because funding is no longer available to support this system, if PICTs desire to use it they will have to provide the funds to update it.

The multilateral letter of agreement signed by Ministers responsible for shipping on 14 May 2009, reaches the end of its five year term on 14 May 2014. For PICT's who have chosen to establish their own database and purchase their own certificate printing systems, seafarer certificates and service record books, the regional agreement that they signed up to will need to be terminated. For those PICTs that may be interested in re-establishing a regional printing service the cost to update the system will need to be identified, funding will need to be provided, and an updated letter of agreement negotiated. If there is no interest in continuing with this project, then SPC will allow the Letter of Agreement to expire at its end of term date.

The meeting:

23. **requested** that SPC undertake a cost effectiveness analysis of upgrading SPC's regional seafarer printing system compared to the establishment of a national seafarer certificate printing system.
24. **noted** that should PICTs decide not to utilise the existing printing system, the Multilateral Letter of Agreement concerning the Regional Printing Service of Seafarers Certificates of Competency and Seafarer Service Record Books of 14 May 2009 shall be terminated

STCW and Seafarer Training Issues

Adherence to international maritime conventions such as the 1978 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention) requires PICTs maritime training institutions (MTI) to meet certain obligations such as ensuring training manuals meet the requirements of the convention and its associated amendments. The 2010 Manila amendments underscore competency-based training, necessitating Pacific MTIs to adapt their facilities to train to these requirements.

SPC has been working closely with administrations, MTIs and other key national stakeholders such as the PacMA MET sub-committee to ensure timely compliance with the STCW 1978 Convention and Code as

amended by the 2010 Manila Amendments, which should be given full and complete effect from 1 January 2017. This collaborative effort has resulted in updating of SPC's STCW training modules ahead of deadlines. Support has also been provided to Maritime Administrations to assist them in updating training and certification assessment standards to be in-line with amended STCW requirements. Given the key economic impact of PICT seafarers, especially those employed in the international maritime community, it is critical that governments ensure STCW standards are met and adopt a strategic approach to foster and promote seafaring as a career pathway. Equally important, regional cooperation is essential for maritime administrations and maritime training institutions to address international and regional maritime issues and to meet international standards.

The meeting:

25. **recognised** and **committed** to adopting a whole of government approach to develop and enhance maritime capability and skills development in compliance with the new STCW (Manila) amendments to ensure its meets labour market demands in order to improve economic opportunities for PICTs.

Pacific Islands Domestic Ship Safety Programme (PIDSS)

For many Pacific Island communities, domestic shipping is the primary means of travel, trade and to an extent their livelihood. This places a huge responsibility on regulatory authorities to ensure that vessels operate in a sound, seaworthy condition, posing no danger to the lives of those on board. Domestic shipping in PICTs is not inherently unsafe; however recent maritime accidents around the region with many containing common causal factors have raised concerns and focused attention on ways to improve safety.

In 2010, with the support of the former Australian Agency for International Development, SPC developed the Pacific Islands Domestic Ship Safety (PIDSS) Programme to assist PICTs to raise the standard of domestic shipping in the Pacific Island region. The programme is designed to meet the needs of PICT's maritime administrations and shipping companies looking to improve compliance with safety standards. Since 2011 the programme has expanded and improved and presently is active in Kiribati, Tonga, Vanuatu and the Marshall Islands. Assistance is based on request and ranges from development of a complete domestic shipping program, or tailored to provide specific support at the policy, administration and operational levels. The meeting noted the progress in improving safety in domestic shipping in the Pacific region.

The meeting:

26. **encouraged** maritime administrations in PICTs to implement Safety Management Systems (SMS) to improve safety in domestic shipping;
27. **recognised** and **supported** the need to commence a review of maritime legislation to reflect recent changes in international maritime safety instruments;
28. **supported** the Pacific Islands Shipowners' Association and encourage the formation of shipowners' and seafarers associations in PICTs to enable active engagement of shipowners and their ships' crews in promoting maritime safety in the domestic shipping industry; and
29. **noted** the potential benefits to PICTs from the PIDSS programme and urge development partners and donors to consider the continued financing of the PIDSS programme.

SPREP Activities

The Secretariat of the Pacific Regional Environment Programme (SPREP) outlined its *Pacific Ocean Pollution Prevention Programme (PACPOL) Strategy 2010–2014*, implemented in partnership with the International Maritime Organisation (IMO), focusing on addressing ship sourced marine pollution. In its 24th meeting in 2013, SPREP approved the *Pacific Islands Regional Marine Spill Contingency Plan (PACPLAN) 2013*, for which legal mandate is provided for under The International Oil Pollution Preparedness Response

and Cooperation (OPRC) Convention and the Convention for the Protection of the Natural Resources and Environment of the South Pacific Region (Noumea Convention). The maintenance and effectiveness of PACPLAN depend to a large extent on the strengthening of national marine spill response capabilities. The meeting noted the SPREP paper. It is noted that protection of the marine environment forms the second pillar of the international maritime regulatory regime after maritime safety and security.

Transport safety and security

Towards a full implementation of the maritime labour convention (MLC, 2006) in the Pacific region

The *Maritime Labour Convention, 2006* is commonly regarded as the fourth pillar of the international maritime regulatory regime and complements key International Maritime Organization (IMO) conventions. Resulting from a tripartite negotiation between representatives of government, employers and workers, MLC 2006 is generally presented as the 'Seafarers Bill of Rights' reflecting international agreement on the minimum requirements for working and living conditions for seafarers, regardless of which flag state they choose to work for. The Convention sets out minimum international standards while ensuring a level playing field for good quality shipowners. The Transport Programme engaged the Pacific Islands Maritime Law Association (PIMLA) to conduct a legislative gap analysis to assess the extent to which provisions in existing national legislation in PICTs complemented MLC 2006. The analysis found that most PICTs have domestic labour legislation in which the labour ministry, or department, is the competent administrative authority. However, MLC 2006 deals with seafarers, an area that also comes under the jurisdiction of maritime administrations. This is a national matter, which a tripartite partnership, needs to discuss and decide on the 'competent authority' as provided under the Convention. The gap analysis also highlighted that, for the most part, PICTs have only basic labour legislation and the conformity of many of these laws and regulations with international labour standards remains largely unexplored. Additionally, the need for a legislative review and drafting of new provisions under existing legislation has been emphasised in order for all PICTs to effectively implement MLC 2006. The meeting noted that countries are at various stages of development with regards to incorporating the MLC 2006 into domestic legislation and recognized the importance of MLC 2006 for seafarers and its potential benefits to PICTs. The meeting noted the paper.

Hydrographic Services: An international obligation and essential component of national transport infrastructure

Hydrographic services are an enabler of economic development, and are critical for navigational and maritime safety, but are given low priority by PICTs because it is a highly specialised area and the cost of hydrography survey can be substantial, in addition to lack of technical capacity at national level to undertake surveys, update their own nautical charts, and disseminate maritime safety information. However, the international law of the sea (UNCLOS) and Safety of Life at Sea (SOLAS) Convention oblige coastal states to ensure hydrographic surveys are carried out, appropriate nautical charts are updated and made available, and maritime safety information is promulgated. There are significant consequences that will result from contracting states lapsing from their responsibilities under UNCLOS and the SOLAS Convention, specifically with regard to the provision of hydrographic services under SOLAS. The meeting noted the progress already been made in building the regional capacity in hydrography, primarily through the assistance of Australia and New Zealand, IHO and IMO through assistance coordinated by SPC.

The meeting:

30. **encouraged** PICTs becoming members of the International Hydrographic Organization and the South West Pacific Hydrographic Commission; and consider setting up a national hydrographic coordination committee; and
31. **supported** the formation of a hydrographic service unit in SPC and task SPC to develop a regional approach to hydrographic services delivery.

Improved access

Port Issues

Maritime pilots play an important role in promoting maritime safety in ports, seaways and protection of the marine environment, requiring highly specialised experience and local knowledge on the part of the pilot. The International Maritime Organization (IMO) is not involved with either the certification or the licensing of pilots, or with the system of pilotage practiced in various states, and it provides few regulations and recommendation under international conventions. The increasing global competition amongst shipping companies and ports is concomitant of expanded infrastructure demands. This is accompanied by increasing maritime incidents and accidents. Only 25 per cent of PICTs have proper pilot regulations in place, and it is an appropriate time to review and produce a proper set of pilot regulations for the region.

The meeting:

32. **encouraged** the implementation of the new pilotage training standards in their countries' ports and their use by competent authorities to issue pilotage licenses; and
33. **encouraged** the development of a strategy to address methods of verifying container weight in seaports in the region.

Central Pacific Shipping Commission

Established in 2010, the Central Pacific Shipping Commission (CPSC) is an inter-governmental agency for joint cooperation, coordination and regulation of international shipping services in participating governments or member states, to address the issues of irregular shipping services and its socioeconomic impacts in small island states. SPC provided assistance to the CPSC in setting up the commission in partnership with its members, and supporting efforts to improve connectivity to global and regional markets with the granting of exclusive licenses to three reputable international shipping companies, whom were granted entry assurance certificates by the CPSC.

The meeting:

34. **noted** and **supported** the ongoing development of the Central Pacific Shipping Commission since 2009 and the secretariat and technical services provided to the commission by the SPC;
35. **supported** work in the economic analysis of the establishment of a Eastern Pacific Shipping Commission; and
36. **encouraged** eastern Pacific countries to provide detailed trade data from 2009 to 2013 to assist in evaluating the feasibility of a shipping commission for the sub-region.

Transport data, information and knowledge

Issues in Tourism and Transportation

The Pacific Islands' tourism industry is highly dependent on the availability of an efficient transport system. This important link between tourism and transportation infrastructure will become even more critical as the tourism sector continues to grow. As the cruise industry is projected to grow in the region, close cooperation and collaboration between Pacific Islands is essential to provide a consistently high quality product in order to maximise economic benefits of cruise tourism. To achieve this, a number of key areas for improvement were identified, including the upgrading of infrastructure and hydrographic services necessary to accommodate regular cruise shipping and shore based tourism facilities. The meeting noted the need for

policies and resources needed to address these issues, and encourages regional collaboration amongst partners.

Environmental impact, technology and energy

Energy efficiency and sustainable transport

While the international shipping industry is responsible for carrying about 90% of all world trade, and shipping is recognized as the cleanest means of transporting people and goods, ship exhaust emissions are regarded as the industry's biggest polluter, estimated as approximately 3% of global greenhouse gas emissions and is expected to more than double by 2050 as global demand and trade increase. The IMO has adopted several measures to set global emissions targets for marine fuel oil and marine diesel engines, and to improve shipping energy efficiency. To realise sustainable sea transport services, it is crucial that environmental and climate related factors are considered but without sacrificing transport access, affordability, efficiency and safety. For the Pacific region it means that small island states reduce their reliance on expensive, imported fuel for shipping, but also look to adopt innovative cost-saving and energy efficiency solutions. These include, but are not limited to more long-term solutions such as using fossil fuel alternatives like Liquefied Natural Gas (LNG) and renewable energy sources, but also short-term solutions such as optimizing transport logistics in the Pacific. Ultimately, these solutions will increase affordability and access to shipping services and global trade in PICTs. SPC is already providing technical and policy assistance to PICTs to improve understanding of technical, operational and policy measures prescribed by the IMO to ensure sustainable shipping. The meeting noted the importance of collective action and collaboration on a regional level to facilitate the understanding of the issue of sustainable shipping and the need for resources to initiate and support further research.

The meeting:

37. **acknowledged** that there is a need to investigate alternative sources of energy and the potential for the establishment of LNG storage within the Pacific region to support the long-term reduction of both costs and pollution potential of international and regional shipping and maritime industries.

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