

THE PACIFIC COMMUNITY

FIFTH PACIFIC REGIONAL ENERGY AND TRANSPORT MINISTERS' MEETING

Port Vila, Vanuatu, 8 – 12 May 2023

**TI 01: FIRST PACIFIC REGIONAL KNOWLEDGE PARTNERSHIP WORKSHOP ON
MARITIME TECHNICAL COOPERATION ACTIVITIES**

[Submitted by the International Maritime Organization (IMO)]

Purpose

1. The purpose of this paper is to inform Transport Ministers about the First Pacific Regional Knowledge Partnership Workshop on Maritime Technical Cooperation Activities that was held from 28 to 31 March 2023 at the Pacific Community (SPC), Suva, Fiji, to develop a knowledge partnership mechanism for technical cooperation activities in the maritime sector, to share IMO's resource mobilization strategy, to share best practices among the participating countries, and to seek possible cooperation opportunities.

Background

2. The IMO Technical Cooperation Committee at its sixty-eighth session approved the *Strategy for resource mobilization for IMO's technical cooperation activities* and urged Member States to communicate actively with their development aid agencies to include IMO technical cooperation activities and projects as a priority item in their national development plans.
3. Since the approval of the Strategy, efforts have been put into the implementation of the Strategy to seek necessary resources for longer-term, larger-sized and project-based resource mobilization activities while continuing with the current Integrated Technical Cooperation Programme (ITCP). These efforts are based on the knowledge partnership model suggested in the Strategy as well as IMO's current practices for major marine environment projects and maritime security-related projects.
4. In implementing the long-term resource mobilization strategy, it became clear that a more structured and established approach, shared between the Secretariat, Member States and potential donors and recipients on the basis of the lessons learned from the implementation of the Strategy, was required. Such an approach is proposed in the IMO knowledge partnership mechanism (KPM) as presented in the Resource Mobilization Strategy.

Current Status

5. IMO presented the progress made so far in implementing the Resource Mobilization Strategy and explained in detail about IMO's knowledge partnership mechanism. The importance of communication between developed partners (donors) and partner countries (recipients) as well as between maritime administrations and development cooperation agencies was emphasized. IMO has an active role in such communication and cooperation, utilizing its extensive experience, expertise, and network of 175 Member States and three Associate Members.
6. The workshop provided a platform for partner countries to have better understanding of the various resources available to address their needs, to improve the understanding of each country's mechanism of operation when it comes to donor funding and to build an enhanced network of knowledge partnerships and communications. It was attended by 42 participants from 13 countries¹ and regional and international organizations².

¹ Australia, Cook Islands, Fiji, Kiribati, Republic of Korea, Republic of Marshall Islands, Nauru, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu.

² European Union (EU), Japan International Cooperation Agency (JICA), Korea International Cooperation Agency (KOICA), Pacific Community (SPC), United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP), University of the South Pacific (USP), World Bank.

7. The concept of IMO's knowledge partnership mechanism and its structure is a new horizon to maritime technical cooperation activities and it is very much in-line with international development cooperation activities.
8. Presentations by country participants provided the opportunity to learn of the importance of IMO's work in relation to their national development, and the concept of the knowledge partnership mechanism illustrated a very logical way to carry out their Official Development Assistance (ODA) processes, noting that regional cooperation is a way forward for the Pacific region. The country participants were informed that ownership of projects should rest with the countries. They were also informed of the importance of identifying their needs and priorities, which can then be communicated to IMO, SPC and development partners.
9. Participating countries introduced their organization, its mechanisms of operation for both maritime and ODA, the maritime focus areas and their needs for international development projects under IMO's Knowledge Partnership Mechanism with discussions centred around knowledge partnership workshop resource mobilization structure, communications with potential donors and local partners, the ministerial conference, ways to prioritize maritime in the Governments and the way forward as a region.
10. The workshop was informative and constructive providing an opportunity for national planning experts and marine safety experts to meet. The workshop provided shared knowledge, understanding and experience of maritime activities and ODA mechanism and it was a valuable meeting to increase awareness of the work of IMO in terms of maritime safety, marine environment protection and efficiency of shipping.
11. The participating countries and regional and international organizations were informed by different cases and practices from other participants and it was a good opportunity to identify challenges and opportunities faced by other member countries and to share the best practices.

Issues

12. *Knowledge partnership workshop resource mobilization structure.* The workshop provided an opportunity for Pacific Island Countries (PICs) and development partners to establish connections and strengthen networking, learn the organizational set-up of maritime entities, how they operate, national policies/plans in place, existing projects and ODA assistance, identify priorities of PICs and opportunities available through development partners, increase knowledge on approaching ODA funding support, identify connections between the Pacific Community (SPC) (on behalf of PICs) and IMO and to provide a platform to assist PICs with their project concepts/proposals. However, there is a need to improve the resource mobilization structure and some ways this can be done is to:
 - i. encourage the sharing of country priorities;
 - ii. prioritize strategic coordination by the maritime administrations/ministries for transport with respective ODA;
 - iii. develop a strategy to support the needs for the maritime sector;
 - iv. receive clear guidelines from the donor agencies/development partners on the support provided for the maritime sector;
 - v. provide training on how to develop ODA Concept Papers;
 - vi. for countries to have a demand-driven approach on what their needs are, in order to meet compliance efforts;
 - vii. align the ODA strategies with the respective countries plans and ensure consistency on governments priorities, regardless of a change in government;
 - viii. Develop National Maritime Development Plans (NMDP) that connect to their respective National Development Plans (NDP); and

- ix. encourage donors to utilize member countries procurement systems and encourage harmonization of resource mobilization systems among potential donors.
13. *Communication to potential donors and local partners.* The workshop was of the view that there is a need to improve communication and the relationship between Member States, SPC, IMO and donors and the coordination and communication with the Ministries responsible for ODAs. The workshop identified a need for PICs to establish an ODA desk at their respective maritime administrations to liaise with the country's Foreign Affairs and Ministry of Finance and identify a key focal point within the donor agencies/development partners, as a counterpart. IMO and SPC were requested to develop a standardized template for all Member countries' maritime proposals.
14. *Ministerial meeting.* The Fifth Pacific Regional Energy and Transport Ministers' Meeting (5th PRETMM) is informed of the workshop, highlighting the need that partnerships and coordination will address the findings of the IMO Member State Audit Scheme (IMSAS) (capacity and capability development inclusive of institutional building) and to:
- i. consider IMO's call to Member States to designate National Knowledge Partnership Officer (s) (NKPO) and inform IMO accordingly – *IMO Circular Letter 4004* refers. So far, only one Pacific Island country has designated its NKPO. The main purpose of designating a NKPO is to enhance communications between the IMO Secretariat and the Member State regarding the implementation of the resource mobilization strategy and the knowledge partnership mechanism, and hence, greatly enhance the fundraising prospects for IMO's TC activities;
 - ii. recognize the importance of developing NMDPs, which should then be incorporated in the NDPs, noting that as most PICs are large ocean states, best efforts should be made to ensure that maritime activities a priority; and
 - iii. request development partners to support and strengthen SPC's capacity to enable SPC to cater for its members' maritime needs/priorities and issues.
15. *Prioritizing maritime in Governments.* To prioritize maritime within Governments in PICs, the following suggestions were made:
- i. Ministry/Departments encouraged to share outcomes of Ministerial Meetings and other regional maritime forums and disseminate these to relevant officials;
 - ii. extend invitations to permanent representatives of countries (who normally participate in IMO meetings) to attend relevant regional meetings, like this workshop; and
 - iii. share successes, experiences, lessons learnt and good practices;
 - iv. all agencies to coordinate and form a Technical Working Group identifying the priority areas and maximizing use of resources within the sector – speaking with a common voice;
 - v. governments and public partnerships to raise maritime issues so that Governments can prioritize these;
 - vi. reaffirm the urgency with relevant agencies on the needs of the maritime sector; for example, communicate with the Ministry of Foreign Affairs and Ministry of Finance and establish procedures to guide the Maritime Sector;
 - vii. consult the donors first and see what types of support is available and then embark on national processes;
 - viii. develop very strong submissions to Government noting each countries membership to IMO and the international maritime obligations under Conventions it has contracted to (such as SOLAS, MARPOL, STCW and/or MLC);

- ix. propose, seek endorsement for, and develop a National Maritime Development Plan.

Recommendations

16. Transport Ministers are invited to:

- a. **recognise** the importance of the First Pacific Knowledge Partnership Workshop on maritime technical cooperation activities and acknowledging the support provided by IMO and SPC to participating countries;
- b. **support** IMO and SPC's continuing efforts to for improved partnership in the region as explained in paragraphs 12 to 15;
- c. **agree** that governments will recognise the maritime sector as a priority industry within the Pacific region and encourage governments to improve internal coordination to enable the sector to access financial support through the ODAs;
- d. **develop** NMDPs to link into NDPs, communicating and collaborating to better prioritise maritime;
- e. **encourage** governments to designate their respective national knowledge partnership officer (s) and inform the IMO.

Date: 24 April 2023