

## THE PACIFIC COMMUNITY

**FIFTH PACIFIC REGIONAL ENERGY AND TRANSPORT MINISTERS' MEETING**

Port Vila, Vanuatu, 8 – 12 May 2023

**TD 02: SPC'S SUSTAINABLE MARITIME TRANSPORT SERVICES FOR THE BLUE  
PACIFIC**

[Submitted by the Pacific Community]

**Purpose**

1. This paper informs this meeting about the Pacific Community's (SPC) services to its members in their quest for sustainable maritime transport (SMART) in the Blue Pacific. Specifically, the paper highlights SPC's notable contributions to its Members for SMART, its unique strengths, range of services that it offers, current capabilities and constraints which it faces in responding adequately to the needs of its members, such as the priorities agreed to at the Fourth Pacific Regional Energy and Transport Ministers' Meeting (4<sup>th</sup> PRETMM) in 2019.

**Background***SPC's role in the Blue Pacific*

2. SPC is a member of the Council of Regional Organisations in the Pacific (CROP); a group made up of several inter-governmental organisations which serve their Blue Pacific members across a wide range of fields including politics, education, health, fisheries, environment, tourism, electricity generation, etc. Each agency brings its own expertise and strengths to serve its member's needs.
3. SPC is mandated by its members and is recognised as the principal scientific and technical organisation supporting development in the Blue Pacific region. Its work areas are currently delivered under nine (9) divisions<sup>1</sup>. SPC has a strong comparative advantage in being able to bring a multi-disciplinary approach to addressing some of the region's most complex development challenges. Like other CROP agencies, SPC is committed to responding to its members' unique and evolving priorities, whilst drawing on the strength of its diversity, including the vast interdisciplinary expertise and multi-cultural backgrounds of 650+ staff located across the region.
4. The 22 developing country and territory members of the SPC are spread over approximately 30 million square kilometres of the Blue Pacific Ocean. As such, communities in the Blue Pacific rely on domestic and international maritime transport as the most viable means of trade and transportation, often providing the main access to/from outer islands to meet socio-economic needs in areas such as education, healthcare, food security, employment, tourism, emergency services, and the transportation of goods. The vital importance of the maritime transport sector in the Blue Pacific, means that it is essential for PICTs to cooperate and coordinate their initiatives in this field and for a regional inter-governmental agency to assist them in their endeavours.

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<sup>1</sup> These consist of (i) Climate Change and Environmental Sustainability; (ii) Educational Quality and Assessment; (iii) Fisheries, Aquaculture and Marine Ecosystems; (iv) Geoscience, Energy and Maritime (GEM); (v) Human Rights and Social Development; (vi) Land Resources; (vii) Public Health; (viii) Statistics for Development; and (ix) Integrated Programmes.

***How we got here***

5. The Pacific Island Forum Secretariat (PIFS) originally coordinated regional efforts towards SMART but transferred these in the mid-1990s to SPC which set up the Regional Maritime Programme (RMP)<sup>2</sup>. SPC's assistance for SMART mainly target the fourteen<sup>3</sup> (14) independent Pacific Island countries (PICs) and, to a lesser extent, the territories.
6. The areas of SPC's SMART technical assistance to its members and its capability to deliver these have evolved through time in response to members' needs and priorities, evolving instruments and priorities at the IMO, and emerging issues in the region, such as major maritime casualties. Initially, this work was carried out by a team of less than ten staff members with expertise in safety of ships, maritime law and maritime security who assisted members with advice on maritime issues, technical assistance, and training for maritime administrations, maritime training institutions, and other maritime stakeholders.

***What we've done***

7. Despite its modest beginning in terms of its aspirations and limited staff, the SPC has through the years delivered for its members some significant services on a bilateral or regional basis. SPC worked with regional maritime associations and some partners to develop and publish:
  - the *South Pacific Maritime Code* which prescribed technical details for ships, their equipment, surveys and certification. This Code was incorporated into the ship safety laws of most of its members;
  - *Pacific Islands Maritime Laws* (PIMLaws), a set of templates of laws on various aspects of SMART that members use as a resource to develop their own laws to support their maritime sectors;
  - *STCW '95 Training modules and certification* - training modules aligned with STCW '95 (as amended) that maritime training institutes in the region used as a training resource for seafarers;
  - *Survey Instructions and Guidelines for Surveyors Volume 1 and 2* – contains instructions and guidelines for surveyors in PICTs to set standard for efficiency of surveyors in the Pacific region;
  - *Guidelines on Pacific Maritime Pilot Training* – based on IMO resolution a.960 (23) to assist PICTs in training, certification and licensing of maritime pilots in their countries; and
  - *Pacific Ports Directory* - provides a yearly updated list of international ports in PICTs with their general information, entry and inward clearance requirements, port services, shipping agents and ship chandlers, etc.
8. Additionally, the SPC provided for its members' advisory support on various maritime-related topics, legislative and policy drafting support, audit services, training on assorted topics, collaborations with members by way of regional maritime associations<sup>4</sup> and meetings of heads or Ministers of Transport, and secretariat services for various regional entities or forums such as

<sup>2</sup> This evolved into the Maritime section in the Transport Programme of the Economic Development Division (EDD) in 2010 and in 2017 it became part of the Oceans and Maritime Programme (OMP) of the Geoscience, Energy and Maritime Division, and remains so up to now.

<sup>3</sup> These are Cook Islands, Fiji, Kiribati, Republic of Marshall Islands, Federated States of Micronesia, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu.

<sup>4</sup> These include the Pacific Islands Maritime Council (PIMC) which is made up of representatives from Pacific Maritime Association (PacMA, for maritime administrations and maritime training institutions), Pacific Maritime Transport Association (PMTA, for port administrations), Pacific International Maritime Law Association (PIMLA, for maritime lawyers) and Pacific Women In Maritime Association (PacWIMA, for women-in-maritime sector).

Central Pacific Shipping Commission, Pacific MoU, Pacific Search and Rescue Steering Committee, etc.

### ***Our strengths***

9. SPC's success in serving the SMART needs of its members is attributable to several factors. The first, as the lead CROP agency on maritime-related matters in the service of its members in the Blue Pacific region, SPC has developed a deep understanding of its members' needs, and its members are aware of the expertise and value that SPC brings in the maritime space, leading to continued partnerships with SPC in their maritime development efforts. Additionally, SPC's technical staff engaged in maritime work are professional Pacific Islanders with firsthand experience of the needs, aspirations, and constraints of members, which informs the high-quality services they provide to members.

### ***Our Partners***

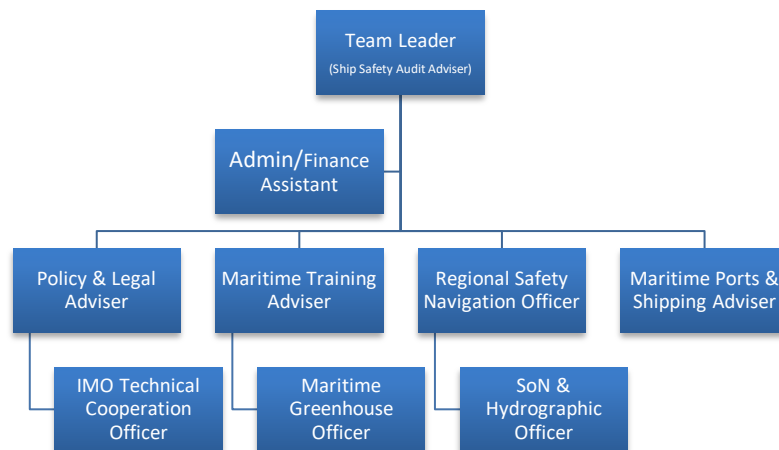
10. As the lead CROP agency on maritime-related matters, SPC acknowledges its responsibility and readily welcomes and supports other initiatives being pursued by its members, other CROP agencies, and regional or international development partners to support PICTs in responding to their various maritime-related needs and issues. The excellent collaboration by members and partners in the Blue Pacific maritime space is evidenced by the wide range of participation at this meeting.
11. Another factor is the generosity of members and partners to provide SPC material and financial support so it can respond to the needs of its members. Most notably, the IMO has long partnered with SPC to enhance the capacity of PICs to implement their international obligations as flag, port and coastal states, as required by IMO conventions and instruments.<sup>5</sup> The IMO continues to do so and has upscaled this relationship by embedding an IMO Technical Officer in the SPC Suva office and is setting up a Pacific Regional Presence Office (RPO).
12. The Australian Department of Foreign Affairs and Trade (DFAT) generously provided a flexible, programmatic grant to enable the setting up and activities of the Economic Development Division (EDD), including maritime transport, from 2011-2016. Savings from that grant were utilised on a restricted funding basis to further support EDDs work until 2019.
13. After the lapse of this grant, SPC's maritime work has been supported by project funding provided by the New Zealand Ministry of Foreign Affairs and Trade (MFAT) for the Pacific Islands Domestic Ship Safety (PIDSS) programme from 2018 to 2021 (with no cost-extensions to 2024); European Union (implemented by IMO) for the Maritime Technology Cooperation Centre (MTCC) from 2017 to 2019, (with no cost-extensions to 2021) and the International Foundation for Aids to Navigation (IFAN) for Pacific Safety of Navigation project from 2015 to July 2024. IMO has further funded three specialised projects through MTCC Pacific in 2022 – 2023, and other activities under the scope of its Integrated Technical Cooperation Programme (ITCP). The Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) too provided funding support to build capacity of PICs for climate mitigation in shipping and advocate measures for the reduction of GHG emissions from ships through virtual workshops in 2023. As well, MFAT programme funding support to the GEM Division is used to support part of staff time costs of some team members.

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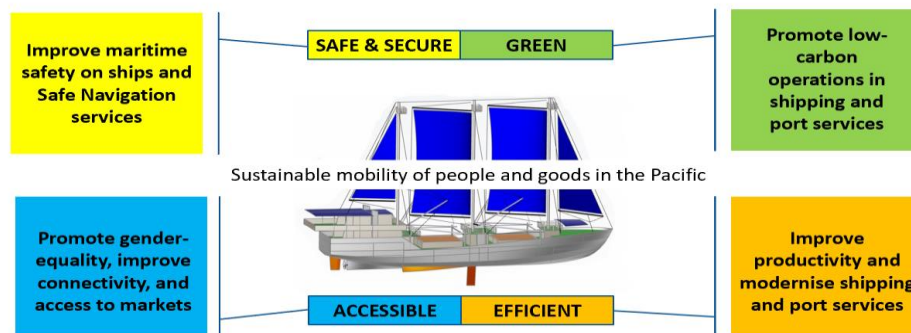
<sup>5</sup> This partnership is formalised in a MoU signed by IMO and SPC in 2002

**Who we are**

14. The scope of technical skills of staff whom SPC recruited to assist PICs with their SMART needs has expanded from the traditional bread and butter (or fish and breadfruit) areas such as ship safety, ship surveys/inspection and maritime audits, maritime law, maritime training and certification, ship/port security, and protection of the marine environment to other areas such as safety of navigation, green and resilient ports/shipping, coordination of IMO activities, and maritime governance. Aside from carrying out their respective technical activities, staff members also take on board other responsibilities such as providing administrative leadership for the team, secretariat services for regional maritime associations or forums, and convening of regional collaboration mechanisms. The makeup of the current team is shown in this diagram-

**What we do**

15. The current services of the SPC for its members SMART needs reflect international, regional, and national priorities targeting SAFE, SECURE, GREEN, ACCESSIBLE and EFFICIENT pillars.



16. Specifically, our work covers: (i) safety and security of maritime transport; (ii) safety of navigation services, (iii) training and certification of seafarers and non-seagoing personnel, (iv) integrated technical cooperation; (v) maritime audits; (vi) maritime policy and legal services; (vii) green ports initiatives; (viii) maritime connectivity; (ix) promoting the role of Pacific women in maritime; (x) maritime decarbonising technology and innovations; (xi) secretariat services for regional maritime associations/forums; and (xii) coordination of regional collaboration mechanisms.

**Current status**

***Our members' needs and priorities***

17. SPC and other CROP agencies exist to serve the needs of their members. Thus, SPC's *Strategic Plan 2022-2031* states the organisation's mission as "To progress all Pacific peoples' rights and well-being through science and knowledge, guided by our deep understanding of Blue Pacific contexts and cultures" (on p. 7). On the flip side, members' needs and priorities are informed in part by their acceptance of collective regional strategies<sup>6</sup>, international strategies<sup>7</sup> and applicable international obligations.<sup>8</sup>
18. The ability of members to pull their canoes on their own in their quest for SMART is often limited by various factors, including small maritime administrations/competent authorities, lack of technical knowledge/experience by staff to carry out some areas of work, and limited financial resources that prevent recruitment of additional capacity, trainings or carrying out technical work. Consequently, our members rely on SPC's support to advance their SMART activities.
19. **Annex 1** shows our members' requests to the SPC maritime team for technical assistance since 2021 across a wide range of technical areas. Most of these requests concern traditional fish and breadfruit areas such as ship safety, ship surveys and inspection, audits, legal and policy support, training and certification, ship/port security, and protection of the marine environment.
20. Regrettably, after the conclusion of the DFAT grant in 2016, SPC has not been able to secure any flexible, multi-year programmatic funding to sustain our effort in serving our members. Consequently, SPC has had to rely only on project-based funding, which often prioritises specific outputs over our members' fish and breadfruit needs. The use of limited programme funds to support staff costs is welcome, but these do not support critical technical work requested by our members.

***What we need***

21. The effective response of SPC's maritime team to the needs and priorities of its members depends on securing sustained, programmatic, and outcomes-based funding. **Annex 2** presents a summary of the funding requirements and concludes that **USD 6 million per year are required** for SPC to service the needs and priorities of members. We respectfully request that our members consider cost-sharing arrangements or provide consultancies to generate funds. Additionally, we call on our international partners to continue their support for traditional fish and breadfruit SMART priorities, despite shifting international priorities for funding.

**Recommendations**

22. Transport Ministers are invited to:
  - a. **acknowledge** SPC's role as the lead CROP agency in the maritime transport sector and **applaud** SPC for its dedicated integrated SMART services to members in the Blue Pacific region;
  - b. **welcome** other initiatives by PICTs, CROP agencies, and regional or international development partners to support PICTs' maritime-related needs and issues;
  - c. **note** the financial constraints faced by SPC's maritime team since 2019 which limit its ability to respond to members' SMART needs and priorities; and

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<sup>6</sup> Such as the *2050 Strategy for the Blue Pacific Continent* (2050 Strategy)

<sup>7</sup> Such as the United Nations *Sustainable Development Goals* (SDGs)

<sup>8</sup> Such as the obligations of Coastal, Flag and Port states as stated in IMO conventions and other instruments.

- d. **call** on members, according to their means, to support SPC's technical assistance to Members, and on international partners to provide SPC with flexible, multi-year programmatic and outcomes-based funding to effectively respond to members' SMART needs and priorities.

*Date: 28 April 2023*

**Annex 1 – Members’ Needs and Priorities**

<b>Country</b>	<b>Request</b>
<b>Cook Islands</b>	<ul style="list-style-type: none"> <li>• Domestic vessel safety and small motorized vessels, particularly Game-fishing Charters vessels</li> <li>• Capacity building and development – train and upskill current and new recruits in the Division</li> <li>• Develop capacity of personnel to analyse data collected and convert it into appropriate reporting formats.</li> <li>• Legal drafting of search and rescue bill</li> </ul>
<b>Fiji</b>	<ul style="list-style-type: none"> <li>• Develop a Maritime Governance Framework</li> <li>• Develop a jobs and capacity needs assessment for both the public and private sector.</li> <li>• Continue the work to improve ship energy efficiency and invest in low-carbon maritime technology and vessels.</li> <li>• Continue implementation of PIDSS activities.</li> </ul>
<b>Kiribati</b>	<ul style="list-style-type: none"> <li>• Legislative drafting assistance for- <ul style="list-style-type: none"> <li>○ Maritime (Domestic Vessels Safety) Regulations</li> <li>○ Maritime (Safety Management System) Regulations</li> <li>○ Maritime (Small Crafts) Regulations</li> <li>○ Maritime (STCW) Regulations</li> <li>○ Maritime (STCW-F) Regulations</li> <li>○ Maritime (Loadlines) Regulations</li> <li>○ Maritime (Tonnage) Regulations</li> <li>○ Maritime (SOLAS Convention) Regulations</li> <li>○ Maritime (Marine Pollution Prevention) Regulations</li> <li>○ Maritime (Maritime Security) Regulations</li> <li>○ domestication of CPSC Protocol &amp; Regulations</li> </ul> </li> <li>• Ship safety</li> </ul>
<b>Republic of Marshall Islands</b>	<ul style="list-style-type: none"> <li>• Legislative drafting assistance for- <ul style="list-style-type: none"> <li>○ Domestic Water Crafts (Safety) Regulations,</li> <li>○ Domestic Water Crafts (Ship Safety Management System) Regulations, and</li> <li>○ Domestication of CPSC Protocol &amp; Regulations</li> </ul> </li> <li>• SoN</li> </ul>
<b>Federated States of Micronesia</b>	<ul style="list-style-type: none"> <li>• Legislative drafting assistance for- <ul style="list-style-type: none"> <li>○ Regulations on Safety of Domestic Vessels,</li> <li>○ Regulations on Maritime Security, and</li> <li>○ Regulations on Ship Safety Management System</li> </ul> </li> <li>• SoN</li> </ul>
<b>Nauru</b>	<ul style="list-style-type: none"> <li>• Legislative drafting assistance for- <ul style="list-style-type: none"> <li>○ Cabinet Submission for approval to accede to SAR Convention,</li> <li>○ draft SAR Bill</li> <li>○ domestication of CPSC Protocol &amp; Regulations</li> </ul> </li> </ul>
<b>Niue</b>	<ul style="list-style-type: none"> <li>• Progress full coverage of the maritime VHF network around Niue’s coastline</li> <li>• Implement the Maritime Safety Act 2021</li> <li>• Strengthen implementation and oversight of the IMO Conventions that Niue is a party to</li> <li>• Install and maintain Aids to Navigation for Niue and Beveridge Reef</li> <li>• Implement ADB full feasibility study of developing the Port of Alofi</li> <li>• Procure and maintain of heavy machinery for port operations</li> </ul>
<b>Palau</b>	<ul style="list-style-type: none"> <li>• Establish a ship repair facility.</li> <li>• Establish a Differential GPS system.</li> </ul>



	<ul style="list-style-type: none"> <li>• Replace and realign range markers for West Passage.</li> <li>• Upgrade 115 ATON structures in local waterways.</li> <li>• Have all crew of vessels over 19.8m undertake Basic Safety Course by 2025.</li> <li>• Adopt regulations to implement IMO Conventions that Palau is a party to.</li> <li>• Develop a plan for migrating local vessels to four-stroke engines before 2025, and to eliminate use of Petro fuel-based engines by 2030.</li> <li>• Upgrade existing port.</li> <li>• Establish a new fisheries port.</li> <li>• Develop a plan to move the existing port's energy use to solar power by 2030.</li> <li>• Develop SOPs for our ATON maintenance.</li> <li>• Establish a suitable institution to provide hydrographic services and resource it so that it can carry out required surveys and update charts for use by mariners.</li> <li>• Dredge entrances to Sam's Bay and NECO yacht marinas</li> <li>• Strengthen capacity of maritime administration. Need training for internal auditing, hydrography, maritime administration course and legal drafting support.</li> </ul>
<b>Papua New Guinea</b>	<ul style="list-style-type: none"> <li>• Develop the National Maritime Transport Policy</li> <li>• Mentoring of legislative drafts person</li> </ul>
<b>Samoa</b>	<ul style="list-style-type: none"> <li>• Upgrade the Shipping Act 1998 (by MNZ under PMSP Phase 4)</li> <li>• Complete the POLFUND establishment (in progress and funded by SPREP)</li> <li>• Develop Samoa's action plan for marine oil spill response</li> <li>• Continue to implement the other IMSAS Findings</li> <li>• Develop the AtoN Regulations</li> <li>• develop SAR Bill</li> <li>• Develop other important maritime regulations subject to availability of technical assistance</li> </ul>
<b>Tonga</b>	<ul style="list-style-type: none"> <li>• Review and development of national legislation</li> <li>• Acquire AIS/ VMS or monitoring equipment for local vessels</li> <li>• Attend Online Courses for surveyors etc.</li> <li>• Train and hire Maritime Law staff/ graduates/ students</li> <li>• Be part of the Blue Shipping partnership</li> <li>• Continue to be more engaged in IMO meetings / Committees/ projects</li> <li>• Build slipway for domestic vessels in Nuku'alofa</li> <li>• Engage service providers for domestic vessels</li> <li>• TMPI technical assistance / review e quality manual &amp; develop checklists criteria</li> <li>• ISPS training / Assessment aspects</li> <li>• Search and Rescue training for staff.</li> <li>• AtoNs compliance</li> </ul>
<b>Solomon Islands</b>	<ul style="list-style-type: none"> <li>• Maritime legal framework and legal drafting capacity at SIMA: <ul style="list-style-type: none"> <li>○ Regulate and implement safety standards and safety management of vessels</li> <li>○ Improve marine pollution prevention and liability and compensation</li> </ul> </li> <li>• Marine pollution response <ul style="list-style-type: none"> <li>○ further develop the procedure related to marine pollution response</li> <li>○ purchase pollution prevention equipment</li> <li>○ build the capacity of first responders at SIMA and with other national agencies</li> </ul> </li> <li>• Maritime Academy, upgrade the infrastructure and equipment to: <ul style="list-style-type: none"> <li>○ maintain current training capacity</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>○ build capacity to train up to Master Class 3 and Engineer Officer Class 2</li> <li>• Reduction of GHG emissions <ul style="list-style-type: none"> <li>○ implement pilot projects to demonstrate the benefits of new technologies and operations to move towards green domestic shipping</li> <li>○ implement infrastructure development projects to complement/extend the SIPA's Climate Fastaem project (Green Port Initiative)</li> </ul> </li> <li>• Communication and consultation <ul style="list-style-type: none"> <li>○ implement effective communication at SIMA to advocate safety for all at sea and prevention of marine</li> <li>○ pollution in small boating and domestic shipping in the maritime industry and island communities</li> </ul> </li> <li>• Safety of navigation infrastructure development <ul style="list-style-type: none"> <li>○ upgrade radiocommunication systems</li> <li>○ install new AtoNs</li> <li>○ conduct coastal and offshore hydrographic surveys in priority areas</li> </ul> </li> <li>• Gender equality in maritime <ul style="list-style-type: none"> <li>○ Integrate gender in partners' interventions and projects activities</li> <li>○ support the Solomon Islands Women in Maritime Association</li> </ul> </li> </ul>
<b>Tokelau</b>	<ul style="list-style-type: none"> <li>• Improve transport overall service delivery.</li> <li>• Seek investment for safety gears for all.</li> <li>• Improve ship-to-shore operations.</li> <li>• Acquire new inter-island and/or foreign going vessel; and</li> <li>• Build the capacity of all sea users to enhance safety and sea practices in Tokelau.</li> </ul>
<b>Vanuatu</b>	<ul style="list-style-type: none"> <li>• Assist in legislative drafting of International Convention and to adopt at national level</li> <li>• Develop and update of training model courses to assist Vanuatu with the implementation of the International Convention on Standards of Training, Certification, and Watchkeeping (STCW) 1978 for Ni-Vanuatu Seafarers</li> <li>• Develop specialized training for Port State Control Officers and Flag State Inspectors</li> <li>• Develop national contingency plans and related training courses for marine pollution preparedness and responses in partnership with other aligned ministries at the national level</li> <li>• Prepare strategies for maritime safety, marine environment protection, and facilitation of international maritime traffic</li> <li>• Further enhance the effective implementation of IMO instruments by Vanuatu under the IMO IMSAS Audit</li> <li>• Develop national search and rescue plans and training of personnel to operate</li> <li>• Provide capacity building on maritime security training for Port Operators/ Designated Authority</li> <li>• Provide fellowships for specialized "on the job" maritime training and its institution, thus opportunities at IMLI and WMU.</li> </ul>
<b>Tuvalu</b>	<ul style="list-style-type: none"> <li>• Legislative drafting assistance to domesticate CPSC Protocol &amp; Regulations</li> </ul>

**Annex 2 - SPC Maritime Transport Services and Resource Mobilization****A. Resource Mobilisation**

In 2022, the SPC Maritime Transport team conducted an analysis and identified the essential positions required to enhance the existing capacity to respond effectively to its members' needs and priorities, as detailed in *Annex 1*.

I – Maritime Transport	
Existing Capacity	Additional Staff Required
1 x Team Leader – Maritime Transport	1 x Pacific/STCW MoU Coordinator 1 x Safety and SAR Officer
1 x Policy and Legal Adviser	1 x Legal Officer
1 x Maritime Training Adviser	1 x Maritime Training Officer
1 x Maritime Port and Shipping Adviser	1 x Maritime Port Security Officer
1 x Regional Safety Navigation Adviser	1 x AtoN Technical Officer
1 x Safety of Navigation and Hydrographic Officer	
1 x Finance Officer	1 x Administration Support Officer 1 x Communication Officer
1 x Admin/Finance Officer	

II – Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific)	
Existing Capacity	Additional Staff Required
1 x Maritime Greenhouse Gas Officer	1 x MTCC-Pacific Coordinator
	2 x Maritime Technology Adviser
	1 x Admin/Finance Assistant
	1 x Communication Officer

Note: The MTCC-Pacific has been operating with a single staff member and the support of the Maritime Training Adviser since the end of Phase 1 in December 2021. Despite the limited staff capacity, the centre has successfully implemented three short-term projects for the IMO and one project funded by GIZ. The recruitment of new staff members will commence after the signing of the contract for MTCC-Pacific Phase 2.

<b>III – IMO Regional Presence Office in the Pacific (Pacific RPO)</b>	
<b>Existing Capacity</b>	<b>Additional Staff Required</b>
1 x IMO Technical Cooperation Officer	1 x Regional Coordinator

2 x Junior Professional Officers (JPOs) (one is based in PNG and the other one in Solomon Islands)	
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Note: Internationally, at its 34th extraordinary session in 2021, the IMO Council approved the establishment of an IMO Pacific RPO. The establishment of a permanent RPO will deepen IMO's understanding of Pacific Small Island Developing States (SIDS) and Least Developed Countries (LDCs) and enhance IMO's capacity to deliver technical assistance to the region. The IMO Secretary-General, considering various parameters and inputs from the region, decided that the RPO was to be established in Fiji, so work is in progress with the Government of Fiji to have an established and functioning RPO.

## **B. SPC Maritime Transport Services and Estimated Annual Budget**

Based on SPC's analysis of the regional maritime transport needs in Annex 1 and Annex 2(A) above, the following estimated budget has been developed. Figures are costs for a one-year period of human resources and activities. It should be noted that there are some focus areas where the Maritime Transport Team can work in partnership with centres and entities such as MTCC-Pacific, SPREP, Pacific RPO, PBSP, etc.

<i>SPC Maritime Transport Focus Areas</i>	<i>Yearly Estimated Budget (USD)</i>	<i>Existing Funding Support</i>
Implementation of Pacific/STCW MoU	754,000	None
Domestic Shipping Safety	1,207,000	PIDSS, (NZ MFAT 2018 – 2024)
Safety of Navigation	587,000	Pacific Safety of Navigation Project, (IFAN 2015 – 2024)
International Shipping	457,000	none
Ports and Administration	395,000	None
Resilient and Green Ports	79,000	None
Facilitation of International Maritime Traffic	17,000	IMO, (ad hoc basis)
Maritime Connectivity / Shipping Commission	40,000	Central Pacific Shipping Commission, CPSC + SPC Prog. Fund (2022 - 2024)
Training and Certification of seafarers and non-seagoing personnel	258,000	None
Protection of the Marine Environment	121,000	None for SPC legal support, (SPREP leading)
Search and Rescue (support)	15,000	None
Maritime Labour	TBC	None
Maritime Decarbonisation Technology and Innovation (SEEMP + Port Energy Efficiency)	1,200,000	MTCC-Pacific Phase I, (EU/IMO 2017 – 2021)
Promoting role of Women in Maritime (PacWIMA)	667,000	IMO/AUS, (ad hoc basis)
Programme Administrative and Finance Support	296,000	Used to be shared (10% - 30%) among maritime projects
<b>TOTAL</b>	<b>6,093,000</b>	