



Pacific
Community
Communauté
du Pacifique

FIFTH PACIFIC REGIONAL ENERGY AND TRANSPORT MINISTERS' MEETING

Warwick Hotel, Port Vila, Vanuatu, 08 – 12 May 2023

"Accelerating decarbonisation in the Blue Pacific".

RESOLUTION OF TRANSPORT OFFICIALS

Port Vila, Vanuatu, 9 - 10 May 2023

Preamble

1. The Pacific Community (SPC), in partnership with the Government of Vanuatu, organised parallel meetings of Energy and Transport Officials in Port Vila, Vanuatu from 9 - 10 May 2023. These meetings were organised as part of the Fifth Pacific Regional Energy and Transport Ministers' Meeting (5th PRETMM). The Transport Officials' Meeting was attended by representatives from Cook Islands, Federated States of Micronesia, Fiji, Kiribati, Republic of Marshall Islands, Nauru, New Caledonia, New Zealand, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, Vanuatu and Wallis and Futuna. The meeting was also attended by representatives of various Council of Regional Organisations in the Pacific (CROP) Agencies, as well as other regional and international organisations. The list of participants is shown in **Annex 1**.
2. The meeting expressed its great appreciation to the Government and People of Vanuatu, Australia, Aotearoa New Zealand, for funding, and SPC and the Government for the excellent organisation of the meeting. It also welcomed the participation of Pacific Island Countries and Territories (PICTs) and development partners to the meeting. Mr Johnson Binaru lauma, Director General for Ministry of Infrastructure and Public Utilities of Vanuatu, chaired the meeting.
3. The substantive agenda items for the meeting focused on nineteen (19) transport-related papers that were prepared by the SPC, PICTs, regional associations, and partners. The papers were briefly introduced by the respective authors in accordance with the Agenda, the Chair invited discussions and decisions on each.

Resolutions on Agenda Items

4. The meeting considered the following papers and resolved as follows.

TD 01 - Progress of maritime transport with 2019 Priorities

5. **Purpose:**
 - i. Is to update the Transport Ministers on the progress made by the Pacific Islands Countries and Territories (PICTs) and Partners in the implementation of the maritime transport sector priorities that were agreed upon during the fourth Pacific Regional Energy and Transport Ministers' Meeting (4th PRETMM), and to provide recommendations for ensuring sustainable development in the Pacific maritime sector;

- ii. To outline the disparities between country priorities in areas and the funding and project commitments being progressed in key areas such as maritime safety and gender equity-based work.

6. **Key issues:**

- PICTs faced significant challenges that delayed their progress in implementing the 2019 priorities for the maritime sector.
- Challenges include the COVID-19 pandemic, competing priorities, insufficient financial resources, staff turnover, training facilities and resources, substandard vessels, passenger overloading, safe operation of ships and pollution prevention, safety equipment and servicing facilities, legal capacity, and collaboration and coordination.
- These challenges need to be addressed to ensure progress in the maritime sector in the Pacific region.

7. **Transport Officials** recommend to Ministers to:

- a) **endorse** safety of life at sea as the key priority and **urge** that Partners, and international stakeholders accelerate and scale up funding access for improved ship safety standards and safety management contributing to sustainable maritime transport sector for all in the Blue Pacific.
- b) **urge** PICTs, Council of Regional Organisations in the Pacific (CROP), and partners to prioritise and accelerate gender equity-based approaches that enhance access for women and girls in the maritime sector, while ensuring progress towards this goal.
- c) **urge** PICTs, CROP, and Partners to intensify efforts to address endemic obstacles such as limited financial resources, insufficient legal capacity, inadequate access to training and expertise, staff turnover, poor safety standards, and pollution prevention, which threaten progress against priorities for the Pacific maritime sector.
- d) **endorse** the strategic actions on the implementation of the Pacific MoU for Flag State Implementation, the Pacific MoU on recognition of training and certification (STCW), domestic Safety Management Systems, and associated legal assistance for maritime policy and law.
- e) **encourage** Partners to embed maritime safety, marine pollution, gender equality, legal capacity, and climate change mitigation issues in their regional projects for PICTs, recognising the critical role of the maritime sector in the sustainable development of the Blue Pacific.

TD 02 - SPC's sustainable maritime transport services for the Blue Pacific

8. **Purpose:**

To inform Transport Officials and Ministers 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 (4th PRETMM) in 2019.

9. **Key issues:**

- Members face limitations in advancing sustainable maritime transport (SMART) due to small administrations, lack of technical knowledge, and limited financial resources, relying on SPC for support.

- SPC receives project-based funding prioritising specific outputs over member needs, and requires sustained, programmatic, and outcomes-based funding of USD 6 million per year to meet member needs.
- Members are requested to consider cost-sharing arrangements or provide support to generate funds, and international partners are urged to continue supporting traditional fish and breadfruit SMART priorities despite shifting priorities for funding.

10. **Transport Officials** recommend to Ministers 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 limits its ability to respond to member's SMART needs and priorities; and
- d) **call** on members, according to their means, to support SPC's technical assistance to Member and on international partners to provide SPC with flexible, multi-year programmatic and outcomes-based funding to effectively respond to Member's SMART needs and priorities.

TD 03 – Development of a new Framework for a sustainable maritime sector in the Blue Pacific

11. **Purpose:**

To seek endorsement by Transport Ministers for the co-design of a substantially revised regional framework for the maritime transport sector, based on the review¹ of the Framework for Action on Transport Services 2011-2020 (FATS) and a decision by the International Maritime Organization (IMO) to set up a Regional Presence Office (RPO) in the Pacific Islands region.

12. **Key issues:**

- The maritime sector in the Blue Pacific needs a new, updated framework to address emerging issues such as climate change, digitalization, and the needs of vulnerable groups.
- The new framework will use a participatory approach and align with the 2050 Strategy and other regional and international frameworks, including those of IMO.
- Developing a single regional framework in partnership with PICTs and IMO will minimize resource expenditure, prevent duplication of efforts, and provide an integrated approach. The use of Futures Thinking Tool will be used to articulate visions, goals, focus areas or themes for the new strategy.

13. **Transport Officials** recommend to Ministers to:

- a) **commend** the SPC and IMO for initiating and funding the review of the FATS and for exploring options for the development of new framework for sustainable maritime transport in the Blue Pacific;
- b) **welcome** IMO's positive response to an earlier call by Transport Ministers to establish the Pacific RPO;

¹ [CSS22-4104-FINAL REPORT-OUTCOME DOCUMENT--FATS2011-2020-REVIEW.pdf](#)

- c) **commend** Australia, Fiji, Papua New Guinea, Solomon Islands, SPC and SPREP for their financial and in-kind support to that initiative;
- d) **support** the proposal to develop a new comprehensive, flexible, and responsive framework focusing on the needs, priorities, challenges and emerging issues in the maritime sector in the Blue Pacific; with clear actions and targets focusing on safety and security, climate mitigation, carbon-free and safe technology transfer and uptake, digitalization of safety of navigation, , institutional, legal, managerial, scientific, maritime cyber security, and technical capacity development to implement global regulations contained in treaty and non-treaty instruments adopted by IMO;
- e) **request** SPC and IMO to take the lead to coordinate the process for PICTs to develop the new framework in collaboration with SPREP, other CROP agencies and Pacific stakeholders, and regional and international development partners, using Futures Thinking tools; and
- f) **request** that SPC and IMO establish a Steering Committee to provide oversight of the process to develop and **encourage** Transport Officials in PICTs to actively take part in the process of developing the new framework for a sustainable maritime sector in the Blue Pacific focussed on members needs and to adopt it before the 6th Pacific Regional Energy and Transport Ministers’ Meeting (PRETMM).

TD 04 – Pacific Ports Vision 2030 – 2050 Recognition Framework

14. Purpose:

To present the Pacific Ports Vision 2030 – 2050 Recognition Framework (Recognition Framework)² for adoption by Transport Ministers.

15. Key issues:

- SPC was tasked with developing a Recognition Framework to support the Pacific Ports Vision 2030-2050.
- The Recognition Framework has three domains: Resilient Ports, Green Ports, and Clean Ports.
- Each domain has four stages of commitment: Unengaged, Engaged, Highly Engaged, and Leading.
- SPC and SPREP will provide administrative services, and an oversight group will monitor progress and perform tasks like securing funding and providing training.

16. Transport Officials recommend to Ministers to:

- a) **adopt** the Pacific Ports Vision 2030 – 2050 Recognition Framework;
- b) **applaud** the efforts of the SPC, SPREP, IMO, PMTA, and other ports stakeholders in developing the Recognition Framework; and
- c) **urge** PICTs, development partners and ports stakeholders to commit to the resourcing and implementation of the Recognition Framework.

TD 05 – Safety of Navigation in the Pacific Islands region

17. Purpose:

To inform Transport Ministers about the current state of Safety of Navigation services in the Pacific Islands region and request Ministers to call on Pacific Island Countries and Territories

² [Pacific Ports Vision Recognition Framework.pdf](#)

(PICTs) to take the lead to set up their respective national governing and coordinating entities and to allocate a dedicated budget to support these services. The paper also invites Ministers to consider and adopt the Regional Strategy on Safety of Navigation 2023- 2027 and request regional agencies and international development partners to coordinate their interventions and efforts through this regional strategy.

18. **Key Issues:**

- Recommended measures for safety of navigation are outlined in the regional strategy.
- Duplication of efforts from development partners can occur without a coordinating entity.
- Consistent financing is crucial for the upgrade and maintenance of infrastructure.
- National coordination aligned with the strategy is needed, and development partners should align their interventions with the strategy.
- SPC to play its role as Partnership Desk under the strategy to measure progress and report to countries and partners.

19. **Transport Officials** recommend to Ministers to:

- a) **encourage** responsible entities to establish governance mechanisms and to administer and finance the delivery of safety of navigation services in accordance with international maritime instruments and best practices;
- b) **call** on ministries responsible for the delivery of safety of navigation in PICs to include in their national plans activities to achieve compliance with international instruments and best practises and improve governance through the adoption of measures and indicators such as those proposed in the SPC's Guide for Pacific Island Countries in developing a Strategy to implement relevant instruments of the International Maritime Organization and the Regional Strategy on Safety of Navigation in the Pacific;
- c) **commend** SPC for carrying out and reporting on the comparative baseline survey, and for reviewing, developing and tabling for adoption the Regional Strategy on Safety of Navigation 2023 – 2027;
- d) **endorse** the Regional Strategy on Safety of Navigation 2023-2027 and calls on PICs and SPC to implement it and report on such implementation in future meetings of Transport Ministers; and
- e) **request** development partners to provide assistance for the delivery of safety of navigation services in PICTs to align with national plans/priorities and the Regional Strategy on Safety of Navigation 2023-2027.

TD 06 – Advancing Gender Equality in the maritime sector of Blue Pacific Economies for sustainable livelihoods.

20. **Purpose:**

To advocate the advancement of gender equality in the maritime sector and articulate the benefits of how doing that benefits our Blue Pacific economies and livelihoods. Specifically, it seeks to update Transport Ministers on the status of implementation of the Regional Strategy for Pacific Women In Maritime 2020 – 2024 (the Strategy); to seek the support of Ministers for the development of a new Regional Strategy for Pacific Women In Maritime 2025 – 2030, to be endorsed at the 6th Pacific Regional Energy and Transport Ministers Meeting; and to promote gender equality in the maritime transport sector in the Pacific.

21. **Key issues:**

- PacWIMA proposes developing a new Regional Strategy for Pacific Women in Maritime 2025-2030, based on stakeholder consultations, to be presented and adopted at the 6th PRETMM in 2025.
- PacWIMA requests SPC, on behalf of PacWIMA and state-based WIMAs, to mobilize resources and lead the development and implementation of the Regional Strategy for Pacific Women in Maritime 2025-2030.
- The new strategy should focus on increasing women's participation in the maritime sector, including in leadership positions, promoting gender equality and addressing the specific needs of women in the sector.

22. **Transport Officials** recommend to Ministers to:

- a) **commend** PacWIMA, Pacific State WIMAs, PICTs, SPC, IMO and development partners for the progress made since 2019 to advance the role of women in the maritime community;
- b) **endorse** the proposal to develop a new Regional Strategy for Pacific Women In Maritime 2025 – 2030;
- c) **support** calls to promote the adoption of a cross-cutting sectoral approach in dealing with challenges faced by women in the maritime sector, mainstreaming gender in the maritime sector, and fostering gender-responsive budgeting within Maritime Administrations and National Governments, as proposed by Transport Ministers and other relevant Ministerial and Pacific Leaders Dialogues; and
- d) **encourage** members of PacWIMA be given the liberty to select PACWIMA Executives with SPC administering the process of selection and **review** the PACWIMA constitution.

TD 07 – Developing maritime skills for tomorrow

23. **Purpose:**

To seek Transport Ministers' endorsement of a regional approach to developing maritime skills for tomorrow and support the Pacific Islands in decarbonisation of their maritime industries.

24. **Key Issues:**

- Most PICTs lack investment capacity and personnel with modern maritime skills, and there is a capacity gap in marine officers.
- The transition to innovative port and maritime operations and new technologies requires affordable ships and training for the next generation of seafarers and shore personnel.
- A regional approach to developing maritime skills for tomorrow is proposed, which includes developing a regional training network, reviewing and upgrading training courses, and facilitating partnerships.

25. **Transport Officials** recommend to Ministers to:

- a) **endorse** the proposal for SPC, development partners, and regional maritime academia and MTIs to coordinate their efforts in a regional approach to developing maritime skills for tomorrow;

- b) **request** IMO to deliver the Capacity-Building Decade 2021-2030 Strategy in the Pacific Islands region partnering with regional and national development organisations and academia;
- c) **request** Governments and development partners to assist Maritime Training Institutions (MTIs) in PICTs to upgrade their training courses including e-learning (where applicable), onboard training and certification, infrastructure, and equipment; and
- d) **request** Governments to assist maritime students in finding placements onboard shipping lines to complete their sea time requirements and fulfill STCW requirements as marine officers and marine engineers.

TD 08 – Green maritime future in the Pacific Islands region³

26. Purpose:

To seek Transport Ministers' endorsement of strategic actions and request major donors and partners to coordinate technical cooperation and engage with Pacific Islands Countries to fund transformative projects to reduce greenhouse gas (GHG) emissions from domestic shipping and ports, and advocate for an equitable transition and a green maritime future for the Pacific Islands region.

27. Key Issues:

- PICTs face challenges to build the foundations for a green maritime future, including policies, financing mechanisms, advocacy, and piloting low-carbon technologies and operations in domestic shipping and ports.
- Proposed strategic actions for PICs include strengthening international and regional cooperation and reinventing Pacific Islands' maritime industries by adopting policies, laws, and standards, implementing green ships and ports initiatives, and developing maritime skills for tomorrow.
- A holistic approach covering safe, green, and digital elements is needed to facilitate the uptake of new technologies and operations in maritime.

28. Transport Officials recommend to Ministers to:

- a) **endorse** strategic actions to strengthen international and regional cooperation and implement transformative projects to reduce maritime GHG emissions and contribute to PICs Nationally Determined Contributions;
- b) **request** major donors and partners to align their technical cooperation efforts to support PICs, including funding demonstration projects to reduce GHG emissions from domestic shipping;
- c) **endorse** the Regional Green Pacific Port project proposal and call PICs to reach out to SPC through their Green Climate Fund National Designated Authorities to express interest;
- d) **agree** to increase and resource the presence of PICs transport officials in all international and regional meetings to build capacity and contribute to advocating for an equitable transition and a green maritime future for the Pacific Islands' region; and
- e) **support** the proposed holistic approach to Safe, Green and Digital Maritime Future in the Pacific Islands region.

³ Fiji to be included in the Annex in the list of PBSP members; correct the number of members from 6 to 7.

TD 09 – Pacific High Ambition Alliance IMO GHG Negotiations Update

29. Purpose:

To advise Ministers of the progress made by an alliance of Pacific states (the '6PAC') in advancing a 1.5-degree agenda in the International Maritime Organization's (IMO) GHG emissions reduction negotiations ahead of the 80th session of the Marine Environment Protection Committee (MEPC80) and to seek endorsement for the positioning taken by this alliance.

30. Key issues:

- Priority on maintaining a 1.5°C agenda at IMO and ensuring it is reflected in the Revised Strategy and midterm measures.
- Need for independent and high-level technical support for the Pacific region to address complex issues related to institutional strengthening, access to climate financing, and domestic transition pathways.
- Addressing the Pacific's economic risks and prioritizing climate response through differential access to revenue and independent fund management.
- Concerns over liability for the Pacific if the revised Strategy does not deliver a 1.5°C aligned outcome and exploring legal options through a high-level legal research team.

31. Transport Officials recommend to Ministers to:

- a) **note** the content of this report on the progress made by an alliance of Pacific IMO member states (6PAC) in the context of the negotiations on reducing GHG emission from international shipping;
- b) **note**, in particular the importance of these to all Pacific SIDS and the extreme urgency of these negotiations;
- c) **acknowledge** the hard work and high ambition outcomes achieved by the 6PAC, supported by the Micronesian Center for Sustainable Transport;
- d) **note** the work program of the 6PAC and its objectives in these IMO negotiations as described above;
- e) **invite** RMI to provide future updates to this Forum; and
- f) **urge** members to participate in the 6PAC.

TD 10 – Accelerating sustainable development of carbon-free maritime transport

32. Purpose:

To seek Transport Officials endorsement of the recommendations below, associated with ongoing work of seven (7) Pacific countries through the Pacific Blue Shipping Partnership (PBSP).

33. Key issues:

- A low-carbon transformation of domestic shipping in Pacific countries is achievable with maritime sector investments and has the potential to reduce sector GHG emissions by 40% by 2030.
- The large-scale investment required to achieve the PBSP's objectives can unlock significant development co-benefits, provided that investments are carefully planned and aligned with national and regional priorities.

- Better coordination of existing activities of development partners and strategic planning for the domestic maritime sector in PBSP Member Countries will enable a shift towards strategic programs that will lead to systemic and structural transformation.

34. **Transport Officials** recommend to Ministers to:

- a) **recognise** the need for ambition by all Pacific countries to develop roadmaps and secure investment for, a transition to a high quality, resilient and 100% carbon free maritime transport sector;
- b) **call** on international development partners to increase their coordination and ambition concerning the Pacific maritime transport sector, aligned to country-defined priorities and principles;
- c) **agree** to receive annual updates from PBSP Member countries on the progress of the Partnership at future Ministerial meetings; and
- d) **encourage** countries to support and participate in the Pacific Blue Shipping Partnership.

TD 11 – The new IALA, an international organization for Coastal States

35. **Purpose:**

To provide information concerning the Convention on the International Organization for Marine aids to Navigation 2020 (IALA Convention) and to encourage States in the Pacific Islands region to accede to the Convention.

36. **Key issues:**

- No Pacific Island countries have ratified the IALA Convention.
- Despite this, Pacific Island countries have a vested interest in the safety of navigation and marine environment protection.
- The IALA promotes technical cooperation and capacity building related to marine aids to navigation, which aligns with the needs of many Pacific Island countries.
- Pacific Island countries are urged to consider acceding to the IALA Convention to support safer and efficient navigation globally.
- The possibility of accession to the Convention was discussed at the Pacific Regional Transport Officials Meeting in November 2022.

37. **Transport Officials** recommend to Ministers to:

- a) **note** that the aim and objectives of the Organization align with the geographical contexts and commitments of Pacific Island countries to abide by international norms and obligations, and their evident support for initiatives that contribute to safer and efficient navigation globally, to ensure safety of lives at sea and protection of the marine environment; and
- b) **call** on Pacific Island countries to consider becoming Contracting Parties by acceding to the Convention on the International Organization for Marine Aids to Navigation 2020.

TI 01 - First Pacific Regional Knowledge Partnership Workshop on Maritime Technical Cooperation Activities

38. **Purpose:**

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.

39. **Key issues:**

- The workshop highlighted the need to improve resource mobilization structure for maritime projects in the Pacific Islands, including prioritizing coordination with Official Development Assistance (ODA) and developing a strategy to support the needs of the maritime sector.
- Communication and coordination between member states, SPC, IMO, and donors also needs improvement, and the workshop suggested establishing ODA desks at maritime administrations and developing a standardized template for maritime proposals.
- To prioritize maritime within governments, the workshop suggested sharing outcomes of relevant forums, coordinating among agencies, and developing strong submissions to government, among other things. It also emphasized the importance of developing National Maritime Development Plans and designating National Knowledge Partnership Officers.

40. **Transport Officials** recommend to Ministers 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) **encourage** governments to 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** National Maritime Development Plans (NMDPs) to link into National Development Plans (NDPs), communicating and collaborating to better prioritise maritime; and
- e) **encourage** governments to designate their respective national knowledge partnership officer (s) and inform the IMO.

TI 02 – Aotearoa New Zealand Maritime Activities in the Pacific

41. **Purpose:**

To inform Transport Ministers about Aotearoa New Zealand's work on maritime safety, maritime security and maritime low carbon transport climate.

42. **Key Issues:**

- Despite significant investment, challenges remain in the maritime sector in Pacific Island Countries, including inadequate resources, expertise, and funds for vessel investment and maintenance.
- Maritime security issues, such as lack of compliance with the International Ship and Port Facility Security Code (ISPS) and outsourced flag state registries, pose safety risks and require increased oversight. New Zealand is assisting some States with flag-state oversight.
- Aotearoa New Zealand is committed to supporting Pacific States in addressing climate change, advocating for global ambition on climate action, outcomes that support Pacific

resilience, just and equitable transitions, and climate finance. They also aim to amplify Pacific voices in regional and multilateral fora.

43. **Transport Officials** recommend to Ministers to:

- a) **note** and **commend** Aotearoa New Zealand's for its activities and commitment in the maritime sector, including maritime safety, maritime security and maritime climate finance.

TI 03 - Pacific Islands Regional Marine Spill Contingency Plan (PACPLAN) and the Pacific Regional Marine Litter Action Plan (PMLAP)

44. **Purpose:**

To provides information on progress on both SPREP's PacPlan and PMLAP programmes, that contribute to Pillars 5 (Green and Resilient Pacific Ports), 8 (Regional Collaboration and Technical Cooperation), and 9 (Marine Pollution Prevention and Control).

45. **Key issues:**

- PacPlan 2019 is evolving from a regional contingency plan to a regional strategic document, with six issues to be addressed and resolved by a 2024 revision, including better alignment with emerging Pacific emergency management systems, addressing evolving risks and threats, and sustainable funding.
- Plastic pollution is recognized as a critical environmental challenge and the Pacific Regional Marine Litter Action Plan is a regional effort towards addressing marine-sourced plastic pollution. The transport sector needs to recognize this issue and support country-lead agencies in negotiating a legally binding agreement to address plastic pollution, implement Western and Central Pacific Fisheries Commission (WCPFC) Conservation and Management Measures on marine pollution for fishing vessels, and invest in expanded capacity of port waste reception facilities.
- The regions transport sector must also provide support for ratification of the Cape Town Agreement to provide better oversight of fishing vessels regarding compliance with International Convention for the Prevention of Pollution from Ships 73/78 (MARPOL) Annex V, reporting on compliance and enforcement of MARPOL Annex V, and invest in expanded capacity of port waste reception facilities.

46. **Transport Officials** recommend to Ministers to:

- a) **recognise** SPREP's continuing efforts to wastes and pollution as priority activity areas;
- b) **note** the SPREP-led review of the PacPlan 2019 structure, content, governance and funding models to make it more relevant and sustainable for national and regional application and implementation, with the resulting proposals to be presented to the 2024 SPREP meeting for endorsement;
- c) **support** the Pacific Regional Action Plan on Marine Litter 2018-2025 (Pacific RAP) midterm review;
- d) **call** on PICTs to provide their objectives and expectations of relevant targets whilst keeping a watching brief on the INC plastic pollution process; and
- e) **call** on governments to support the minimization of plastic wastes in the region through, as necessary, adopting, ratifying, implementing, enforcing and investing in;
 - the Intergovernmental Negotiating Committee on Plastics pollution process,
 - the Cape Town Agreement on better oversight of fishing vessels over MARPOL Annex V, including improved implementation of Port State Control measures,

- the WCPFC Conservation and Management Measures (CMMs) 2017-04 on marine pollution, and
- the expansion of capacity of port waste reception facilities.

TI 04 - Green Pacific Ports Initiative and Green Climate Fund

47. Purpose:

To provide information and update on the status of a proposed green Pacific ports sub-regional project for the Green Climate Fund (GCF).

48. Key issues:

- The project idea has been agreed with Transport Ministries and Port Authorities of several Pacific Island countries. However, project development is currently on hold pending confirmation of interest from the various countries' GCF National Designated Authorities (NDAs).
- Until the project has been identified as a priority for countries in their GCF pipelines, SPC and United Nations Industrial Development Organization (UNIDO) cannot start the development of the concept note and Project Preparation Facility application.

49. Transport Officials recommend to Ministers to:

- note** that Pacific countries interested in participating in a regional Green Pacific Port project should reach out to SPC through their GCF NDA (usually the Ministry of Finance or Ministry of Environment); and
- note** that once the project has been identified as a priority for the country, SPC and UNIDO will be able to start the development of the concept note.

TI 05 – A blue transformation for Pacific maritime transport

50. Purpose:

To provide information and highlight key recommendation on the Blue Transformation for Pacific Maritime Transport study related to Priorities 1, 2, 4, 5, 6, and 9.

51. Key Issues:

- International shipping challenges: small volumes, high shipping prices, and poor services for remote micro-states.
- Gateway port challenges: lack of maintenance, low utilization, and not financially self-sustaining.
- Domestic maritime transport challenges: difficult and expensive to provide safe, reliable, and affordable services.
- Climate resilience challenges: Pacific countries are among the globe's most vulnerable to climate change and disasters, with maritime operations having limited ability to bounce back.
- Governance and institutional challenges: lack of role clarity and conflicts of interest, requiring substantial institutional reform.

52. Transport Officials resolved that this paper will not be presented to Ministers for consideration because the report had not been made available to members.

TI 06 – The International Hydrographic Organization (IHO) Strategic Plan 2021-2026 and the Southwest Pacific Hydrographic Commission (SWPHC) workplan

53. Purpose:

To provide information on the International Hydrographic organisation (IHO) strategic plan 2021-2026 and the South West Pacific Hydrographic Commission (SWPHC) work plan related to pillars 1,3,4,7 and 8.

54. Key Issues:

- The International Hydrographic Organization's (IHO) strategic plan and the South West Pacific Hydrographic Commission (SWPHC) work plan aim to prepare Pacific coastal states for the future of global safety of navigation services and introduce next-generation charting products.
- The IHO S-100 Universal Data Model provides geospatial data framework and products, strengthening safety of navigation, standardizing service delivery, unlocking the potential of marine geospatial data, and providing dynamic data for environmental intelligence.
- S-100 products could decrease fuel consumption costs by 45% per year, reducing GHG emissions from international shipping.
- Hydrography often falls between the gaps and needs recognition for improving knowledge about and the sustainable use of our oceans.
- The SWPHC notes an increase in international development activity involving hydrography but its value is often poorly understood and recognised.
- Open data policies and mutually agreeable practices are necessary, and the SWPHC has submitted a paper to the IHO on raising awareness of the benefits of hydrography and open data policies.
- The IHO, IMO, and IALA are committed to collaborating with other international/regional partners and the SWPHC on delivering capacity-building activities in the region, such as technical workshops, maritime safety information workshops, and disaster response workshops.

55. Transport Officials recommend to Ministers to:

- a) **note** the commitment of the IHO, IMO and IALA to collaborate with other International/Regional Partners and the SWPHC on delivering capacity building activities in the Pacific region;
- b) **encourage** PICTs to engage and collaborate with IHO, IMO, IALA and regional partners to deliver as one the future Safety of Navigation services in the Pacific region;
- c) **note** the IHO Strategic Plan and the SWPHC Work Plan and support the activities through the coastal States' hydrographic office and/or competent maritime authority. In particular:
 - i) Preparing Coastal States in the Pacific Region for Maritime Digital Transformation - Supporting hydrographic governance in Pacific Island Countries and Territories; and
 - ii) the introduction of Next Generation Charting Products & Sunsetting of the Traditional Paper Chart;

- d) **encourage** PICTs to engage with the IHO and SWPHC to fully understand the benefits and value of IHO Membership, hydrography and the importance of including hydrography when designing development programs; and
- e) **encourage** regional and international agencies, development partners and coastal States to adopt and implement open data policies in line with the UN-GGIM [Statement of Shared Guiding Principles for Geospatial Information Management](#) and the UN-GGIM Integrated Geospatial Information Framework (IGIF) [Strategic Pathway 2: Policy and Legal](#).

TI 07 – Harmonized provision of marine aids to navigation services

56. **Purpose:**

To promote harmonized provision of marine aids to navigation services.

57. **Key issues:**

- Coastal States wishing to participate in a globally harmonized Maritime Aids to Navigation service should aspire to conform with relevant IALA standards, which sadly is not the case for coastal States in the Pacific Islands region.
- Since the Transport Ministers, at their Fourth PRETMM in 2019 agreed to *“include in national plans activities to achieve compliance with international instruments and best practises”*, it must follow that these national plans should include the ambition of being able to claim conformance with relevant IALA standards.

58. **Transport Officials** recommend to Ministers to:

- a) **applaud** the World Wide Academy (WWA) for its commitment to assist national authorities in the Pacific Islands region towards sustainable development and improvement in the provision of Marine Aids to Navigation services;
- b) **urge** Pacific coastal States to include in their national plans the ambition of being able to claim conformance with relevant IALA standards and thereby help fostering safe and efficient movement of vessels through harmonized Marine Aids to Navigation services worldwide; and
- c) **request** WWA to continue its support for the delivery of safety of navigation services in PICTs to align with national priorities and plans and coordinate their activities through the Regional Strategy on Safety of Navigation in the Pacific to measure and report on progress.

TI 08 – Ninth Pacific Regional Search and Rescue (PacSAR) Workshop 2023

59. **Purpose:**

To inform Transport Ministers about the convening and outcomes of the Ninth (9th) Pacific Regional Search and Rescue (PacSAR) Workshop 2023, that was held in Cairns, Australia from 28 February to 03 March 2023, so that they are aware of current developments related to maritime search and rescue (SAR) in the Pacific Islands region.

60. **Key issues:**

- Through the PacSAR meeting arrangement, members adopted a *Maritime Search and Rescue Technical Arrangement for cooperation among Pacific Island Countries and Territories that support international lifesaving in the Pacific Ocean 2013* (SAR TafC). This non-legally binding document establishes a framework for consultation

and cooperation amongst PICTs to carry out activities related to SAR within the oceanic environment. This has been signed by nine (9) countries and territories and the rest of PICTs are encouraged to follow suit.

61. **Transport Officials** recommend to Ministers to:

- a) **commend** the Government of Australia, PacSAR Steering Committee (SC), IMO and SPC for convening and PICTs for attending the 9th PacSAR workshop to share information and best practices on SAR; and
- b) **encourage** PICTs, PacSAR SC and development partners to implement the Outcomes of the 9th PacSAR workshop 2023.

Adopted in Port Vila, Vanuatu this 10th day of May 2023



Pacific
Community
Communauté
du Pacifique

Annex 1

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