2024 Asia-Pacific Regional Dialogue on Sustainable Maritime Connectivity
22-23 July 24 – Nadi

Regional Partnership for Sustainable Maritime Connectivity

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Designation: Maritime Port and Shipping Adviser
Challenges for PICTs

• Long distances and thin routes
• Low cargo volumes and high freight rates
• Imbalance of inbound vs outbound volume
• High fuel costs and port charges
• Limitations in port infrastructure and facilities
• Limited port equipment
• Increasingly regulated operating environment
• Changing dynamics of the shipping industry
Transport Team Areas of Work

i. Safety of domestic ships,
ii. Safety of Navigation and Aids to Navigation Services,
iii. Reduction of Greenhouse Gas Emissions from shipping,
iv. Green Pacific Ports,
v. Technical Cooperation Framework on collaboration with IMO,
vi. Flag State Implementation and the Pacific MoU,
vii. Legal and Policy Advisory and Drafting support services,
viii. Support for Women in Maritime, and
ix. Secretariat support to regional maritime associations.
Green Pacific Ports/Pacific Ports Vision 2030 -2050: Background

- **2015**: Development of the Green Pacific Port concept in collaboration with SPREP and promotion of the concept of Green Port at the occasion of various forums.
- **2016 – 2018**: Pilot activities with Fiji Port Corporation Limited, Solomon Islands Ports Authority and Ports Authority Tonga.
- **2019**: Transport Ministers in 2019 adopted the Pacific Ports Vision 2030 – 2050: *a vision of resilient, green and clean Pacific Ports*; and tasked SPC to Develop a Recognition Framework to support the vision.
- **2022**: Recognition Framework was developed in collaboration with IMO, SPREP and PMTA.
- **2023**: Recognition Framework adopted by the Transport Ministers during at the 5th Pacific Region Transport and Energy Ministers’ Meeting.
Pacific Ports Vision 2030 - 2050

- **Resilient**: The port is profitable and has the capacity to absorb, adapt to, and recover from disruptions.
- **Green**: The port has near zero carbon emissions.
- **Clean**: The port minimises its impact on surrounding natural environments & local communities.

Performance Indicators

- **Leading**: The use of the MSW is required and in use
- **Highly Engaged**: The port is developing an electronic data exchange system for use of the MSW
- **Engaged**: Some electronic exchange of data occurs
- **Unengaged**: No electronic exchange of data is used

Pathways

Resilient, Green, Clean Port
Framework Overview – Objectives, Measures and Targets

<table>
<thead>
<tr>
<th>Resilient</th>
<th>Green</th>
<th>Clean</th>
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<tbody>
<tr>
<td>• Climate change adaptation</td>
<td>• Climate change mitigation</td>
<td>• Water quality</td>
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<td>• Disasters &amp; emergency response</td>
<td>➢ Carbon neutrality</td>
<td>• Marine spills</td>
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<tr>
<td>• cybersecurity</td>
<td>➢ Leadership</td>
<td>• Waste management</td>
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<td>• Support for economic development &amp; operational efficiency</td>
<td>➢ Measurement &amp; monitoring</td>
<td>• Community and neighbourhood relations</td>
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<td>• Compliance with international standards</td>
<td>➢ Execution</td>
<td>• Dredging &amp; coastal hydrology</td>
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<tr>
<td>➢ Security</td>
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<td>• Environmental engagement and compliance</td>
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<tr>
<td>➢ Safety</td>
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<tr>
<td>➢ Data Exchange</td>
<td></td>
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<tr>
<td>• Incentivizing green shipping</td>
<td>• Energy Efficiency</td>
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<td>➢ Awareness</td>
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Verification

• Port submit self assessment against the recognition indicators
• SPC/SPREP/OG review evidence submitted by a port when claiming any level of achievement above “unengaged”
• SPC/SPREP/PMTA conduct or oversee 3rd party audits against the recognition indicators.
Recognition

- SPC, SPREP and PMTA to organize Recognition Events and Certifications.
Central Pacific Shipping Commission (CPSC)

What is CPSC?
An inter-governmental commission for joint cooperation, coordination, regulation and monitoring of international shipping services in participating Governments:

• Kiribati
• Marshall Islands,
• Nauru,
• Tuvalu, and
• Wallis and Futuna

Launched in 2010
Operational in 2014

Key objectives
• Provide access to international markets to promote national trade and commerce
• Provide adequate and reliable frequency to guarantee sufficient supply and inventory
• Provide favourable route structures to serve all member states’ ports
• Provide affordable service rates in line with the local economies

Goals
• Approved Carriers to provide service to all member countries
• promote sufficient or controlled competition – no cherry pickers
• monopoly is removed
• restrict number of carriers to ensure service remains commercially viable

Shipping Licenses
• Shipping Licence is required for services to Member States
• An Annual Fee applies for each licence issued by CPSC.
• Member States which also have commercial carriers servicing the region should also contribute to the effective operation of the Commission
How CPSC works and functions

• The Commissioners consists of Ministers.
• The Technical Committee are Secretaries of Transports, Heads of Maritime Administrations, and CEOs of Ports.
• SPC serves as the Secretariat
• CPSC Members pays an Annual Subscriptions
• CPSC meets annually or as often as may be required to;
• evaluate performance of shipping services,
• Negotiation with Shipping Companies
CPSC Shipping Licenses and Criteria

• Shipping Licence is required for services to Member States
• An Annual Fee applies for each licence issued by CPSC.
• Member States which also have commercial carriers servicing the region should also contribute to the effective operation of the Commission

Criteria for Granting a Shipping License

• Reasonable and appropriate routes,
• Reasonable tariff for the proposed service,
• Reliability of service,
• Flexibility of service,
• Sufficient capitalisation investment,
• Employment opportunities
CPSC Licensing Mechanism

• Routes are tendered out
• Successful bidders are given a licence for 5 years
• Number of Licenses is limited
• Shipping lines must comply
• Performance is reviewed annually
• Licenses can be cancelled
CPSC 2023/2024

• Signing of the Protocol and Regulations 2023
  ➢ Incorporating rules based on recent practical experiences and lessons learned
  ➢ Strengthen the legal governance of the organization
  ➢ Establishment of National Shipping Council

• Review Study of the CPSC Model
## Current Activities

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<tr>
<th>Focus Areas</th>
<th>Expected Result</th>
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<tbody>
<tr>
<td>Capacity building</td>
<td>Skilled Workforce</td>
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<td>Legislative and Policy Development</td>
<td>Legal and Policy Framework - Environment, Emission, Operation</td>
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<td>Technology / Automation</td>
<td>Uptake of new technology and best practices</td>
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<td>Infrastructure design</td>
<td>Resilient and Appropriate infrastructure</td>
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<td>Operational Efficiency</td>
<td>Quality Management Systems</td>
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<td>Compliance with International standards</td>
<td>Digitalization – Single Window</td>
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<td>Streamlined processes – FAL convention</td>
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<td>Maritime Security – ISPS Code</td>
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<td>Stakeholder coordination</td>
<td>Effective Collaboration and Partnering</td>
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<tr>
<td>Data management</td>
<td>Data Analytics</td>
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Thank you!