

Security and Maritime Transport¹

1. Key points

- World seaborne trade gathered momentum in 2017, with volumes expanding at 4 per cent, the fastest growth in five years.
- 80 per cent of global trade by volume and over 70 per cent of global trade by value are carried by sea and are handled by ports worldwide. It is even more in the Pacific Islands region.
- In the Pacific, around 14,000 vessels engaged in international voyages call in Pacific ports every year with around 50% of them calling in Papua New Guinea ports.
- Thousands of vessels enjoy innocent and transit passage through waters under Pacific Islands Countries jurisdiction each year.
- Maritime transport is the lifeline for the Pacific Islands region connecting Pacific people in remote communities and connecting the region to the world.
- Maritime transport has its role to play in the conservation and sustainable use of the Pacific Ocean harnessing its potential, reducing impact and risk and ensuring regional security.

2. Challenges and opportunities (*appetite for integrated ocean governance*)

The maritime sector in the Pacific underpins the sustainable development of Pacific Islands Countries and Territories (PICTs). The maritime sector offers a wide range of opportunities ranging from fisheries and marine tourism to leisure and shipping. These sectors provide essential services, job opportunities and source for communities' livelihood that are critical for supporting isolated and small communities' socio-economic needs such as education, healthcare, employment, tourism, emergency services, and import & export of materials and goods, which are crucial for connecting islands communities and food security among others.

Under the Blue Pacific vision and in the pursuit of integrated ocean governance, the maritime transport sector plays an important role in connecting people and carrying goods across the Pacific Ocean. While recognizing the importance of the sector in supporting sustainable economic development, the risks emanating from the operations of vessels and ports cannot be neglected and must be part of integrated ocean governance in the Pacific aligned to the Blue Pacific priorities and the Boe Declaration Action Plan on regional security.

In the Pacific, the Framework for Action on Transport Services (FATS) 2011-2020 is designed to provide guidance to PICTs to enhance their national efforts to achieve safe, secure and competitive transport services that are regular, reliable and affordable. The triennial Transport

Ministers' Meetings serve to review progress and adopt medium-term objectives. More recently, the Fourth Pacific Regional Energy and Transport Ministers' Meeting held in Apia, Samoa from 18-20 September 2019, set the direction for better integration of maritime transport to ocean governance in the Pacific and alignment to the 2050 Strategy for the Blue Pacific Continent.

Environmental and Resource Security

Integrated ocean management includes the objective for a cleaner, less polluted Pacific Ocean with the objective to reduce plastics and all forms of marine pollution. It is imperative to strengthen the capacity of the public and private maritime transport stakeholders to effectively implement policy, legal and institutional frameworks to combat environmental risks and crimes caused by the international and national maritime traffic. This includes implementation of the International Convention for the Prevention of Pollution from Ships (MARPOL) of the International Maritime Organization (IMO) and various other convention related to prevention of marine pollution and liability and compensation¹.

Preventing risk of pollution from ships by oil, chemicals, sewage waters, ballast waters and sediments, garbage or wrecks requires ratification, domestication and effective implementation of international instruments by Pacific islands countries through either Port State Control measures on international vessels or Flag State Implementation measures on domestic vessels. Since 2014, marine pollution is a standing agenda item of Transport Ministers who endorsed and committed to the *Pacific Oceans Pollution Prevention Programme Strategy 2015-2020* (PACPOL Strategy), the revised *Pacific Islands Regional Marine Spill Contingency Plan (PACPLAN) 2019* and the *Pacific Regional Marine Litter Action Plan 2018-2025* (PMLAP 2025).

Climate Security – The integrated regional approach to building resilience to the effects of climate change and disaster is a global first with the *Framework for Resilient Development in the Pacific* (FRDP). It prioritises low-carbon development (Goal 2) and promote the reduction of greenhouse gas (GHG) emissions to achieve PICTs Nationally Determined Contributions (NDC). The contribution of maritime transport to achieve ambitious targets is an imperative that rely on investing in more energy-efficient technologies and operations and the use of renewable energy. The IMO Initial Strategy to reduce GHG emissions from ships, the requirements of the Annex VI of MARPOL and regional and national commitments set the direction to contribute to climate security in the Pacific.

Indeed, Transport Ministers have discussed energy efficiency in maritime transport since 2014 and various forums and declarations have called for more sustainable maritime transport that reduces its carbon footprint and the reliance of PICTs on fossil fuel. At their meeting in Samoa in September 2019, Transport Ministers echoed previous calls made to reduce GHG emissions from international and domestic ships. They requested implementation of consistent programmes addressing the need for data, policies, laws, technology and finance, and all agreed to work towards the ambitious Pacific Blue Shipping Partnership's targets for domestic shipping in the Pacific Islands Countries to reduce GHG emissions by 40% in 2030 and 100% by 2050. They also adopted *Pacific Ports 2030-2050*, a vision of Resilient, Green and Clean Ports in the Pacific.

¹ See <http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/Default.aspx>

Maritime Safety and Security – The safety and security of Pacific people and their environment is crucial for sustainable growth and development. All Pacific Islands countries have ratified the International Convention for the Safety of Life at Sea (SOLAS) and as contracting governments have obligations under international safety and security laws as Flag, Port and Coastal State. These rights and responsibilities apply to all vessels engaged in international and national voyages ensuring:

- safety of navigation (Chapter V of SOLAS);
- vessel safety (All chapter of SOLAS and associated codes);
- vessel and port security (Chapter XI-2 of SOLAS and the International Ship and Port Facility Security Code (ISPS Code)).

The safety and security of shipping and ports in the Pacific has always been a concern of PICTs governments. The risk emanating from poorly maintained and operated ships compromises the right of people to safety at sea and to enjoy reliable shipping services that serve communities’ needs and accessible to all. Since 1990s, progress has been made by PICTs governments to build their capacity to implement Flag State responsibilities over ships flying their flag. At the regional level, this has been strengthened by the adoption of the *Memorandum of Understanding on Flag State Implementation for Domestic Ships in the Pacific Islands Region 2017* (Pacific MoU) signed by ten Pacific islands countries. In addition, Transport Ministers at their 2019 meeting called for a community-based approach to safety-for-all at sea and agreed to implement national initiatives to instil a culture of safety and responsibility and a public claim for the right to safety for all at sea. Ministers also encouraged women in the Maritime sector to engage in activities related to this approach and endorsed the Regional Strategy for “Pacific Women In Maritime” (2020-2024) to facilitate access of women and girls to the maritime sector.

3. How issues link to key policies (SDG14, FPO, Samoa Pathway, 2050 Regional Strategy, etc.)

In 2017, Forum Leaders endorsed the “Blue Pacific” identity as the core driver of collective action to advance this vision including regional priorities such as ocean management and conservation, fisheries, resilience, regional security and sustainable development.

At the fiftieth Pacific Islands Forum held in Funafuti, Tuvalu from 13 to 16 August 2019, Leaders endorsed the development of a *2050 Strategy for the Blue Pacific Continent*. They agreed on strong political leadership to advance climate change action, protecting our Ocean’s health and integrity, sustainably managing our island and ocean resources, connecting our oceanic continent (air, sea and ICT) and ensuring healthy people, as cornerstone priorities informed by science.

On regional security, Leaders commended the progress made on implementing the Boe Declaration and endorsed the Boe Declaration Action Plan that proposes strategic actions for implementation on climate security, human security and humanitarian assistance, environmental

and resource security, transnational crime, cybersecurity and cybercrime and creating an enabling environment for implementation including an appropriate coordination mechanism.

The Small Islands Developing States (SIDS) Accelerated Modalities of Action (SAMOA) Pathway on sustainable transportation recognizes that transportation and mobility are central to the sustainable development of SIDS. It commits to providing access to environmentally sound, safe, affordable and well-maintained transportation.

Although all Sustainable Development Goals (SDGs) are deemed to be global in nature, integrated and indivisible, the contribution of the transport sector to implement the 2030 Agenda for Sustainable Development is particularly significant to achieve the SDG 7, 9, 13 and 14. In particular, target 14.C requires enhancing the conservation and sustainable use of oceans and their resources by implementing international law as reflected in the United Nations Convention of the Law of the Sea (UNCLOS). This includes effectively applying an ecosystem approach and the precautionary approach in the management of activities having an impact on the marine environment.

4. Background and other reference materials

- Communique of the Fifth Pacific Islands Forum, Funafuti, Tuvalu, 13 – 16 August 2019
- Framework for Action on Transport Services (FATS) 2011-2020
- Outcome Statement of the Fourth Pacific Regional Energy and Transport Ministers Meeting, Apia, Samoa, 18-20 September 2019
- The Boe Declaration on Regional Security and its associated action plan
- Small Islands Developing States (SIDS) Accelerated Modalities of Action (SAMOA) Pathway
- The 2030 Agenda for Sustainable Development
- The United Nations Convention of the Law of the Sea (UNCLOS)
- The International Convention for the Safety of Life at Sea (SOLAS)
- The International Convention for the Prevention of Pollution from Ships (MARPOL)
- The International Ship and Port Facility Security Code (ISPS Code)

ⁱ This brief was compiled by SPC with inputs from relevant organisations and experts