



Pacific One-Maritime Framework 2026–2050

*A maritime sector serving the needs and
aspirations of all Pacific peoples*

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aspirations of all Pacific peoples



Pacific
Community
Communauté
du Pacifique

Suva, Fiji, 2026

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MINISTER'S FOREWORD



The Pacific Ocean is our greatest heritage and our shared responsibility. It defines who we are as peoples of the Blue Pacific, connecting our islands, cultures, and economies across vast distances. For the Pacific Island countries and territories, the ocean is not a boundary but the very medium of our unity, livelihood, and resilience. It sustains our communities, facilitates our trade, enables our connectivity, and shapes our identity.

As the Co-Chair of the Sixth Pacific Regional Energy and Transport Ministers Meeting (PRETMM), I am pleased to present the Pacific One-Maritime Framework 2026–2050. The Framework embodies this shared vision, a collective resolve by the Pacific to chart a coordinated and sustainable course for our maritime future.

The Pacific One-Maritime Framework stands as both a vision and a commitment, a testament to regional solidarity, shared purpose, and partnership. It reflects our collective determination to shape our maritime future, leaving no one behind, grounded in our shared identity and our Pacific value of *wan solwara* — one ocean, one people — and recognising that maritime transport underpins livelihoods, trade, mobility, sovereignty, security and resilience across the Blue Pacific.

The framework is an outcome of the Fifth PRETMM and formally recognised by our Pacific Island Forum (PIF) Leaders as a Regional Collective Action (RCA) under the 2050 Strategy for the Blue Pacific Continent. It provides a unifying framework through which the region will strengthen maritime safety, connectivity, environmental protection, and innovation. It provides a single, shared regional guide for responsible ministries and maritime administrations, enabling partners to stand with us in support of Pacific priorities.

To support its early delivery, a first Implementation Plan 2026–2030 accompanies the framework, translating long-term ambition into initial priorities, actions, and milestones. The Implementation Plan translates the Framework's high-level strategies into practical actions and milestones for 2026 to 2030. It supports voluntary uptake by Pacific Island countries and territories in line with national priorities and provides a basis for more coordinated partner support toward the 2030 milestones, laying the foundation for subsequent phases to 2050 through periodic review.

I commend this framework to Pacific Island countries and territories, our communities, our private sector, our seafarers, and our partners. I acknowledge the leadership of the Heads of Maritime, and the technical support provided through the Pacific Community (SPC), the International Maritime Organization (IMO) and the Secretariat of the Pacific Regional Environment Programme (SPREP), and other partners that enabled this Pacific-led process.

Guided by the wisdom of our ancestors and inspired by the courage of our people, the Pacific region now embarks on this journey together, charting a single course towards a resilient, prosperous, and united Blue Pacific, where our ocean continues to connect, sustain, and empower every island and every generation to come. I call on all of us to turn this vision into reality. Let us embark on this journey together, with courage, unity, and determination, so that by 2050 our maritime sector truly serves the needs and aspirations of all Pacific peoples.

A handwritten signature in blue ink, appearing to read 'Miki Kaeok'.

Hon. Miki Kaeok, MP

Minister for Transport, Papua New Guinea

Co-Chair, Sixth Pacific Regional Energy and Transport Ministers Meeting

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ACKNOWLEDGEMENTS

The drafting of the Pacific One-Maritime Framework (POMF) was a comprehensive and inclusive process facilitated by the Pacific Community (SPC), which served as the secretariat and technical support for the POMF Steering Committee. The Pacific Regional Heads of Maritime established this Steering Committee, chaired by Solomon Islands, to guide the development of the framework. A Drafting Committee, comprising representatives of all SPC's member countries, was responsible for drafting the POMF. The consultation process was broad, involving various stakeholders to ensure the framework reflected the diverse needs and perspectives of the Pacific region. This included consultations with heads of maritime and maritime experts, as well as representatives of women in maritime, youth and people with disability and access needs. This collaborative approach aimed to ensure the POMF was inclusive and equitable, reflecting Pacific values of unity, adaptability, equity and guardianship.

The development of the POMF was made possible through the generous support of the European Union, the United Kingdom and the International Maritime Organization. Their contributions were instrumental in facilitating the extensive consultations, technical expertise and resources required to develop this comprehensive framework.

Complementary technical support and expertise were provided by the Pacific Regional Infrastructure Facility (PRIF) and the Secretariat of the Pacific Regional Environment Programme (SPREP).





1. Introduction

Pacific leaders envision a Blue Pacific Continent that recognises the deep connection between Pacific peoples and their environment, emphasising the commitment to sustainably manage and protect our shared ocean. Within this vision, maritime transport and mobility are the lifeblood of island communities, connecting people, goods and services across the vast expanse of the Pacific. This critical sector faces a dynamic landscape shaped by evolving demographics, rapid technological advancements, the growing impacts of climate change and the increasing need for sustainable financing. These challenges are further compounded by the geographical isolation of Pacific Island countries and territories (PICTs) from major global shipping routes and the increasingly dynamic nature of the regulatory and policy environment.

To navigate these challenges and chart a course toward a thriving maritime future, Pacific leaders have articulated the 2050 Strategy for the Blue Pacific Continent, a roadmap towards a resilient Pacific region characterised by peace, harmony, security, social inclusion and prosperity. The POMF – a key initiative under the 2050 Strategy’s *‘Technology and connectivity’* thematic area – provides a comprehensive framework to ensure accessible and affordable maritime transport that contributes to sustainable economic growth while upholding the principles of a just and equitable

maritime transition. This framework embodies the Pacific values of *“wan solwara”* (unity), *“teimaitoa”* (adaptability), *“kapahrak”* (equity), and *“mana tiaki”* (guardianship), guiding the development of a safe, secure, environmentally friendly and connected maritime sector that serves the needs and aspirations of all Pacific peoples.

The POMF recognises the significant contribution of maritime transport to achieving the Sustainable Development Goals (SDGs). By addressing these goals, the POMF aims to enhance the resilience of Pacific Island communities to the impacts of climate change, promote inclusive economic development, and ensure the sustainable management of our ocean resources.

Looking ahead, the Pacific maritime transport sector must adapt to key trends, including the integration of digital technologies, the transition to green shipping practices and the increasing importance of securing sustainable financing for maritime development. The POMF, with its focus on knowledge and capacity building, technology and innovation, governance and collaboration, and resourcing, provides a roadmap for navigating these trends, empowering PICTs to take a leading role in shaping their maritime future while fostering equitable partnerships with international stakeholders.

Figure 1. Contribution to the 2050 Pacific Strategy



Context

This sector faces a range of interconnected challenges that undermine its sustainability and effectiveness. These challenges include: (i) limited resources and capacity, which compromise maritime safety and security; (ii) vulnerability to climate change and natural disasters, which disrupt transportation and damage vital infrastructure; (iii) a reliance on fossil fuels, hindering the necessary transition to low-carbon alternatives; (iv) low digital maturity, impeding efficient shipping and port operations, and effective data sharing; (v) pollution and waste resulting from maritime activities, which pose a threat to the marine environments; and (vi) inequities that limit opportunities for women, youth, and people with disability and access needs within the sector. The Pacific region continues to face rising costs of ship operations, maintenance, and compliance, which results in unaffordable freight and passenger charges across dispersed islands, including non-economic routes. Despite the essential nature of maritime transport, the sector has suffered from chronic under-investment, which underpins structural service gaps and weakens the business case for expanded or improved services, especially from the private sector. Delivering affordable, regular, and high-quality shipping as part of a just and equitable transition remains a persistent challenge that must be addressed by large-scale investment and predictable resourcing. Addressing these interconnected issues is essential to support the economic growth and overall wellbeing of the region, while ensuring the delivery of safe, secure, reliable and affordable services.

The sector is committed to a just and equitable transition ensuring that seafarers are supported and empowered throughout the shift to decarbonised shipping and ports in the realisation of a fossil fuel-free Pacific. Commitments also include the digitalisation of shipping, ports and navigation through the implementation of digital maritime technologies and contributing to a healthy ocean by preventing pollution, managing waste and banning plastics. Furthermore, the sector is dedicated to shaping its future by implementing effective maritime governance and policy frameworks. The POMF provides a comprehensive framework designed to address these challenges, emphasising the importance of digital transformation, green technologies, sustainable financing and inclusive practices, while fostering collaboration and strong governance.

The POMF is grounded in Pacific realities, diverse geographies, governance structures, and resourcing levels, and recognises climate change as an existential threat. Countries determine which goals and actions are most urgent and feasible, with the POMF guiding and supporting targeted resourcing and partnerships.

The POMF also recognises that there are already existing efforts and partnerships within the region to implement national projects, and some projects are envisioned to be implemented under the POMF and the partnerships are reflected in Annex II.



Food supplies being delivered to Ulithi, coral atoll in the Federated States of Micronesia, in the western Pacific Ocean by *Hapilmohol 2* vessel.

2. Our ambition, vision and values

Vision

A safe, secure, environmentally friendly and connected maritime sector that is sustainable, resilient and fully accessible and affordable, ensuring inclusiveness and equitable access, fair treatment and opportunities for all, across the Blue Pacific.

Ambition

Our ambition is to cultivate a thriving and sustainable maritime sector in the Blue Pacific that empowers all Pacific peoples, ensuring no one is left behind. We are committed to establishing safe, secure, resilient, accessible and environmentally friendly maritime transport systems that foster equitable access, gender equality and inclusiveness, promote reliable connectivity and sustainable practices, and integrate technological innovation in harmony with cultural heritage and traditional knowledge and environmental stewardship. This ambition is grounded in our values and aims to create a maritime future where the needs and aspirations of all Pacific peoples are realised.

Values

In charting our future, we draw on the wisdom of our past and present to learn and inspire the future generations.

<i>Wan solwara</i> – Our unity: Fostering strong partnerships and collaboration among our Blue Pacific nations to enhance maritime transport safety, security, environmental protection and sustainability.	<i>Teimaitoa</i> – Our adaptability: Building the capacity and capability to prepare and respond effectively to environmental, political, social, logistical and financial challenges, ensuring the resilience of maritime transport infrastructure and services in the Pacific.	<i>Kapahrak</i> – Our equity: Promoting equal opportunities and inclusive practices in the maritime transport sector, ensuring that all individuals and communities benefit from and have opportunities to participate in the sector.	<i>Mana tiaki</i> – Our guardianship: Committing to the sustainable use, and the safety and security of our Blue Pacific, safeguarding our way of life and protecting our environment for future generations.
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The Polynesian voyaging canoe *Hōkūleʻa* at the Festival of Pacific Arts and Culture (FestPAC) in Hawaii in 2024, celebrating the connection between Pacific nations and traditional voyaging arts through its Waʻa Festival.

3. Purpose and use

The POMF is intended to guide responsible ministries and maritime administrations on a way forward that will also assist development partners understand the maritime priorities of the Pacific region.

To that end, the POMF is set to address and respond to the needs, priorities, critical challenges and emerging issues in the region's maritime sector and serves to guide, by focusing on the agreed goals (safe and secure, resilient, green, digital, clean, gender-just and inclusive) with the cross-cutting pathways of knowledge and capacity, technology and innovation, governance and collaboration and resourcing, including the strategies to address these respective areas.

The POMF applies across national, regional, and international dimensions of maritime transport, recognising that countries may

prioritise different areas depending on their geography, capacity, and national priorities. The POMF is intended as a flexible guide applicable to all maritime transport domains, including operation of small boats, domestic shipping and international shipping.

The POMF is an outcome of the Fifth Pacific Regional Energy and Transport Ministers' Meeting (PRETMM) held in 2023, where ministers committed under the Efate Outcome Statement to developing a one-maritime framework with appropriate plans and solutions aligned to the *2050 Strategy for the Blue Pacific Continent Implementation Plan* (2050 IP) which highlights this framework as a Regional Collective Action (RCA) under the technology and connectivity thematic area and ensuring that it is adaptable to varying circumstances across the region, and incorporating monitoring, evaluation and learning.



The cargo vessel *Capitaine Wallis* managed by Neptune Pacific Line, docked at the Kings wharf in Suva.

4. Contribution of maritime transport

The POMF is an integral component of the *2050 Strategy for the Blue Pacific Continent*, supporting the realisation of its vision for a resilient, secure, and prosperous Pacific region. The POMF contributes to the achievement of the *2050 Strategy's* goals and outcomes as an RCA under the thematic area of technology and connectivity. It aligns with the leaders' commitments by ensuring safety, security and resilience to shocks and disasters, accelerating economic growth and ensuring the sustainable management of the ocean, limiting global warming by reducing greenhouse gas emissions, achieving net-zero GHG emissions and ensuring a well-connected region.

Recognising the interconnectedness of the Blue Pacific, the POMF promotes collective action and regional solidarity in addressing maritime challenges and pursuing sustainable development, acknowledging the role of regional organisations and their contribution to coordinating regional efforts. As an RCA, the POMF implementation contributes to:

- i. **Political leadership and regionalism:** the POMF recognises the critical role of strong political leadership and regional cooperation in driving effective maritime governance and advocating for Pacific priorities on the global stage.
- ii. **People-centred development:** the POMF prioritises the wellbeing of Pacific peoples by promoting safe and accessible maritime transport, supporting sustainable livelihoods in the blue economy, and fostering inclusive access to maritime education and training opportunities.
- iii. **Peace and security:** the POMF contributes to a secure and stable maritime domain by strengthening maritime security frameworks, addressing transnational crime and promoting peaceful resolution of maritime disputes.
- iv. **Resource and economic development:** the POMF supports sustainable economic development in the Pacific by promoting the responsible management of marine resources, fostering the growth of the blue economy, and effective marine spatial planning enhancing maritime trade and connectivity.
- v. **Climate change and disasters:** the POMF integrates climate change and disaster considerations into all aspects of maritime development, promoting adaptation and resilience in maritime infrastructure, and supporting the transition to green and low-carbon shipping practices.
- vi. **Ocean and environment:** the POMF prioritises the protection and sustainable management of the Pacific Ocean, promoting measures to protect the marine environment, prevent marine pollution, conserve biodiversity and address the impacts of climate change on marine ecosystems.
- vii. **Technology and connectivity:** the POMF leverages the power of technology and innovation to enhance the efficiency, safety, security and sustainability of the Pacific's maritime transport sector, promoting digitalisation and investing in cutting-edge solutions tailored to the region's needs.

The POMF recognises that maritime transport is a significant contributor to achieving the SDGs and acknowledges the interconnectedness of these goals in pursuing a just and equitable transition towards a sustainable maritime transport in the Pacific.

The POMF aims to reduce poverty (SDG 1) and achieve zero hunger (SDG 2) by facilitating trade and providing job opportunities, ensuring food security through a reliable and efficient maritime transport system. The POMF promotes decent employment and economic growth (SDG 8) by supporting a sustainable and inclusive maritime sector that provides employment, quality education and life-long learning opportunities for seafarers and shore-based personnel (SDG 4), with a focus on gender equality (SDG 5) and contributes to reducing inequalities (SDG 10) with the aim to empower and promote the social, economic and political inclusion of all, irrespective of age, gender, disability or other status.

In the Pacific Islands region, achieving SDG 9 and 11 is critical. These goals focus on developing quality, reliable, sustainable and resilient infrastructure, and on providing access to safe, affordable, accessible and sustainable transport systems.

Recognising the environmental impact of maritime activities, the POMF prioritises actions to conserve and sustainably use the oceans (SDG 14) and mitigate climate change (SDG 13). This includes the transition to green maritime operations and shift towards cleaner fuels and technologies (SDG 7) which will improve air quality and mitigate health risks in Pacific communities, contributing to food security, good health and wellbeing (SDG 3). It also contributes to clean water and sanitation (SDG 6) by preventing marine pollution, and through sustainable waste management practices, including wastewater management. Though the POMF primarily focuses on the maritime environment, it recognises that these efforts also indirectly support healthy coastal ecosystems and therefore contributes to SDG 15. Furthermore, the POMF acknowledges the crucial role of maritime transport in addressing the region's waste challenges, particularly concerning hazardous waste, aligning with SDG 12 on sustainable consumption and production.

Finally, the POMF promotes good maritime governance and the rule of law by strengthening institutions in the Pacific region (SDG 16) and advocating for genuine partnerships between countries and development partners (SDG 17) to achieve these ambitious goals.



Hauling in the solar-powered vessel which was handed over to the Kisere Women's Cooperative Society in Gaire Village, Papua New Guinea.

5. Trends

The Pacific maritime sector is undergoing a period of profound transformation, shaped by a convergence of long-term trends that are redefining its future. The following trends reflect the dynamic shifts in population, technology, environmental conditions and global investment priorities. Anticipating these trends is essential for building a resilient, inclusive and sustainable maritime future across the Blue Pacific.

Demographic change and mobility needs

While some Pacific nations are experiencing population growth, others may see a decline, creating varied pressures on maritime transport systems. Urbanisation trends will continue to increase the need for resilient inter-island transport, linking rural and urban areas. This diversity in demographic change highlights the need for adaptable, inclusive and sustainable maritime services that support economic and social development across the Blue Pacific, ensuring that even small, remote communities remain connected and supported by essential transport infrastructure.

Technology and connectivity

The Pacific maritime transport sector is on the brink of digital transformation, where artificial intelligence (AI), automation, connectivity and real-time data systems will reshape everything from port operations to vessel navigation. The region must invest in and adopt cutting-edge technologies or risk being left behind as the global maritime industry advances. By integrating digital tools with appropriate data, PICTs can improve maritime safety, efficiency and competitiveness, but equitable access to these technologies and availability of data will be key to success.

Financing, partnerships and cooperation

Securing a sustainable maritime future for the Pacific requires coordinated, large-scale investment and strategic partnerships. As global financing models shift towards sustainability and resilience, PICTs must capitalise on new funding streams and cooperative frameworks. The success of these initiatives will depend on fostering innovative partnerships that align with local priorities, supporting both traditional maritime operations and the transition to greener, more resilient infrastructure.

100% sustainable ocean management

As pressures from various forms of pollution, including from harmful substances, marine litter, biofouling and invasive species, as well as competing demands for ocean resources grow, the Pacific will adopt 100% ocean management to ensure all sectors—maritime transport, fisheries, tourism, renewable energy and deep-sea minerals—operate sustainably. Maritime transport, as a critical connector, will enable sustainable practices across sectors. The unique dependence of Pacific Island nations on the ocean for their livelihoods and cultures, makes sustainable ocean management essential. By aligning regulations, fostering innovation, addressing critical data collection needs for appropriate marine spatial planning and enhancing cooperation, this trend will promote economic growth encompassing the maintenance of healthy marine ecosystem preservation, positioning the Pacific as a global leader in environmental stewardship.

Impact of climate change

Climate change is already transforming the maritime landscape in the Pacific, presenting immediate and long-term risks. Rising sea levels, increased storm frequency and other climate-related impacts will challenge the region's maritime infrastructure and operations. The Pacific must strengthen its maritime systems to adapt to these changes, ensuring continuous

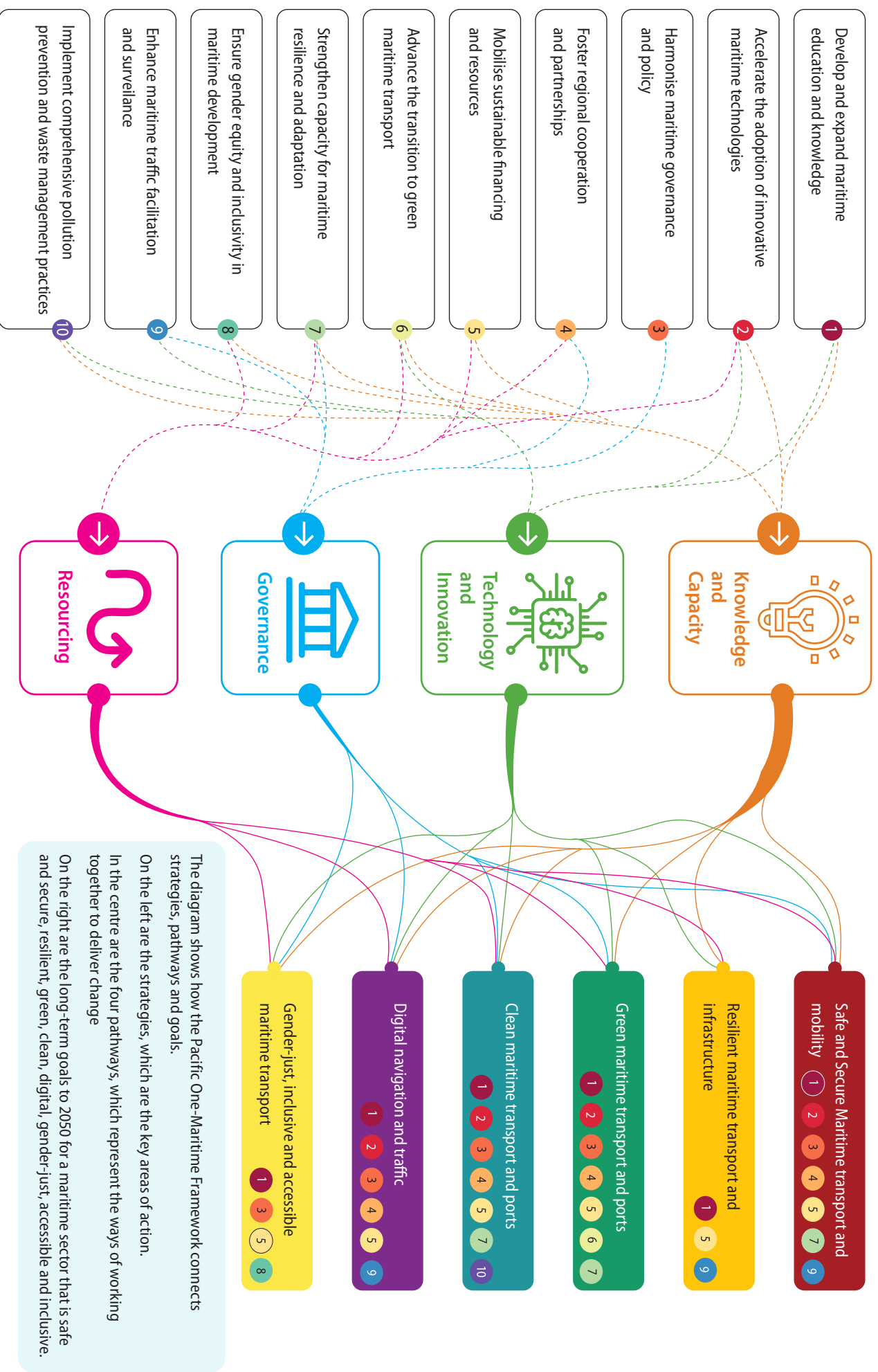
service and playing a central role in post-disaster recovery efforts, thereby directly bolstering the resilience and wellbeing of island communities, while also advancing decarbonisation goals and phasing out fossil fuels.



The Port of Luganville is located on the south-eastern coast of Santo, Vanuatu. The port is used for the transport of goods and services and can also accommodate cruise ships and tankers.

6. Our collective goals, pathways and strategies toward the maritime future we want

Figure 2. Strategies, pathways and goals



A. Goals

Safe and secure maritime transport and mobility

By **2050**, the safety and security of people, vessels, cargo and port facilities of the Pacific are safeguarded by comprehensive maritime safety and security regimes from departure to arrival. Pacific nations implement harmonised and fit-for-purpose maritime safety and security standards, with robust laws that are effectively enforced. Maritime domain awareness and community-based security solutions are integrated, ensuring that all systems are connected for early warning and real-time standardised safety and security information. Information is communicated to the appropriate authorities for enhanced maritime surveillance and domain awareness, thereby protecting sovereignty, trade links and food security.

Search and rescue centres, sub-centres and systems are suitably equipped and fully integrated.

High-quality research, education and training pathways at all levels, from early education to advanced professional development are tailored to the specific needs of the PICTs, incorporating both modern and traditional knowledge systems and ensuring that competent and recognised maritime professionals, technical experts and seafarers deliver high levels of safety and security standards.

Pacific nations benefit from South–South cooperation through strengthening and developing regional technical expertise on maritime safety, as well as the other goals.

Political will and sustainable financing ensure well-funded and effective efforts.

Resilient maritime transport and infrastructure

By **2050**, efficient, quality maritime infrastructure and operations, along with shipping, are optimised and fully resilient to shocks and crises, and sustained by continuous investment in adaptation/development and preventative maintenance of shipping and operations in the future.

The operations of maritime infrastructure and shipping are digitalised and tailored to meet the needs of island communities, incorporating risk management, traditional building techniques and knowledge into design and construction, and are equipped to respond effectively to both natural and human-induced disasters through end-to-end early warning systems and effective mitigation and adaptation measures.

Proven response and recovery plans, along with built-in redundancies in infrastructure and port systems ensure that maritime trade remains uninterrupted during crises.

Gender-just, inclusive and accessible maritime transport

By **2050**, maritime transport and mobility in the Pacific are fully inclusive and accessible, offering sustainable and decent employment opportunities for all, and ensuring equitable access to maritime education, training, and career pathways at all levels for all Pacific peoples, focusing on empowering women and youth, and consideration of people with disability and access needs.

Social inclusion is prioritised, with maritime workplaces, including vessels and infrastructure, designed and built to be universally accessible, ensuring safety, active participation, and dignified

experiences for all, including for women, youth and people with disability and access needs. Systemic changes embed inclusivity and gender equality and equity across the sector, supported by robust policies, targeted training and cultural shifts.

Women's participation in the maritime sector is strengthened, with a focus on monitoring gender representation as gender balance becomes the norm in all maritime roles.

Green maritime transport, infrastructure and ports

By **2050**, the Pacific maritime transport sector operates with low-carbon footprint and low emissions, maximising energy-efficient and carbon-free technologies and operational practices across maritime infrastructure, ports, and vessels.

Pacific-focused research and education drive the extensive adoption of green technology and alternative fuels, ensuring that the region leads in sustainable maritime practices while integrating traditional knowledge with science.

A just and equitable transition to decarbonisation is achieved so that no one in the Pacific is left behind.

Digital navigation and traffic facilitation

By **2050**, the Pacific maritime transport sector is digitalised, with vessels and ports, connected with infrastructure, regulatory agencies and consumers through real-time data and automated systems.

The Pacific region applies digital services to enhance safety, security, efficiency, and environmental responsibility for a sustainable maritime future.

The region benefits from the seamless integration of financially sustainable services for safe and secure maritime infrastructure, traffic facilitation, surveillance, e-navigation systems and cybersecurity.

Digital solutions are driven by Pacific-focused research and operated by a skilled workforce needed for a technologically advanced and productive maritime sector.

Clean maritime transport and ports

By **2050**, the Pacific maritime transport sector is free from pollution through the adoption of clean technologies and effective environmental management practices.

The ocean is clean and coastal communities are protected from pollutants, harmful substances, waste and invasive species. Pollution-free practices, waste and noise management and reception facilities are in place across ports and vessels.

The region enforces laws, holds polluters accountable and has the surveillance, monitoring and reporting systems, and cooperative arrangements with the capacity to prepare for, prevent, respond to and recover from incidents.

Collective stewardship of the maritime transport sector contributes to a healthy ocean and healthy society for future generations.

B. Pathways

There are four key approaches to achieving the goals of the POMF: (i) knowledge and capacity; (ii) technology and innovation; (iii) governance and collaboration; and (iv) resourcing. These pathways represent the fundamental tools or methods for implementing the 10 core strategies in Section 6 C. Each pathway is defined in terms of its high-level approach to the maritime sector's needs. By implementing the POMF through these four pathways, the framework aims to create a comprehensive and integrated approach to achieving its vision.

Knowledge and capacity

Enhancing national and regional capacity of the Pacific maritime workforce and competencies by embedding maritime education and career development opportunities at all levels, from early childhood, primary to tertiary, and advanced vocational training, consistent with international standards and catering to technological advancements.

Pacific-focused research and development addresses the region's unique maritime challenges.

Technology and innovation

Investing in innovative technologies and digital solutions tailored to the unique needs of the Pacific. Promoting, developing and adopting cutting-edge maritime technologies that enhance national and regional connectivity, safety, security and sustainability.

Governance and collaboration

Prioritising and advocating for maritime issues within the political agenda, while strengthening deeper engagement, collaboration and cooperation at the national and regional levels. This includes establishing more effective coordination mechanisms and ensuring the enforcement of legislation to harmonise countries' maritime policies and laws across the Blue Pacific.

Resourcing

Mobilising sustainable and adaptable financing and resources to ensure a high-functioning maritime sector and resilience against future shocks. Leveraging diverse funding sources tailored to the unique challenges of the Pacific maritime transport sector ensuring quality infrastructure development and investment.



Safety awareness programme run by the Vanuatu Maritime Safety Authority with primary school children, Port Vila.

C. Strategies

The following core strategies to achieve the long-term goals of the POMF are essentially the roadmap for achieving the future envisioned for the Pacific maritime transport sector. The 10 core strategies are designed to address the six goals identified in the POMF. Each strategy will be implemented through the four pathways.

1. *Develop and expand maritime education and knowledge:*

Build and retain national and regional capacity through high-quality maritime education, training and placement opportunities, supported by Pacific-focused research at all levels.

By **2030**:

- i. develop and implement engaging educational programmes and awareness that promote diverse and inclusive maritime career pathways for all in primary and secondary Pacific schools and communities, including youth and people with disability and access needs, highlighting opportunities for women and girls in STEM fields related to the maritime sector.
- ii. establish a maritime education network of regional organisations, academia and maritime industry and coordinate support to develop maritime training institutions prioritising compliance to maritime training standards, placement on board vessels and due consideration to new technologies, small boat operations, traditional knowledge and inclusiveness for equal access to capacity-building programmes.
- iii. Provide support to train maritime administrations' professionals to fulfil their maritime obligations with consideration to traditional knowledge and practices, gender and accessibility issues.

By **2040**:

- i. deliver quality maritime leadership and capacity development programme in maritime training institutions that provides equal access to inclusive, high-quality and industry-required education and placement opportunities and employment of seafarers across the Pacific region, preparing youth for the future of the maritime industry and ensuring people with disability and access needs have the chance to participate and benefit.
- ii. establish regional cooperation arrangements supported by capacity-building tools and technical cooperation programmes to share and retain a region-wide pool of Pacific maritime legal and technical experts, with expertise in maritime safety, security, pollution response, infrastructure development, green technologies and digital navigation.

By **2050**:

- i. secure maritime expertise retention and succession to ensure the sustainability of the maritime workforce and adaptation to the demand of the Pacific maritime industry.
- ii. provide research, development and deployment of traditional and new knowledge and best practices that promote green maritime technologies, enhance digital capabilities, strengthen pollution prevention and waste management, and contribute to a resilient, inclusive, and sustainable Pacific maritime transport sector ensuring that the benefits of these advancements are accessible to all Pacific peoples.

2. *Accelerate the adoption of innovative maritime technologies:*

Promote the development and deployment of digital technologies to provide quality, safe, secure services to people and trade, ensuring the extensive use of cutting-edge solutions in maritime infrastructure, ports and vessel services and operations, navigation, marine meteorology, surveillance and cyber security.

By 2030:

- i. assess and pilot digital maritime technologies in the Pacific, incorporating traditional knowledge and engaging with communities, in e-navigation, marine meteorology, early warning and search-and-rescue systems, advanced vessel tracking and radio communication systems, and technologies for pollution prevention and waste management in maritime infrastructure and onboard vessels.
- ii. commence implementation of IHO S-100 standards across the region in line with country implementation plans, while also building capacity for, and accelerating the collection of, essential maritime information and hydrographic and other relevant data in PICTs.

By 2040:

- i. develop accessible and user-friendly digital platforms to enhance maritime safety, security, and efficiency across the Pacific region, streamlining port and vessel operations, improving navigation, marine meteorology and surveillance, facilitating traffic management and response to maritime emergencies, integrating data and systems related to shipboard waste management, port reception facilities and pollution prevention.
- ii. achieve significant progress in the implementation of the IHO S-100 standard in maritime infrastructure and onboard vessels with substantial capacity building and testing underway.

By 2050:

- i. establish a fully integrated, secure digital maritime ecosystem across the Pacific, leveraging advanced technologies for safe and efficient operations incorporating traditional knowledge in design and implementation and providing reliable information for maritime domain awareness.
- ii. achieve region-wide adoption of the S-100 standard, ensuring seamless interoperability and enhanced maritime safety information exchange across the Pacific.



Maintenance of lit North Cardinal Marker Buoy at Mataniko river mouth, Honiara, Solomon Islands.

3. *Harmonise maritime governance and policy:*

Align with international instruments, harmonise and enforce national maritime laws and policies across the region, ensuring consistency in maritime safety, security, air and marine pollution prevention, marine protection, liability and compensation, traffic facilitation, incident response, waste management and maritime labour and seafarer wellbeing while strengthening institutional governance, implementing and enforcing maritime obligations and laws and addressing outcomes from audits and verifications, including the IMO Member States Audit Scheme (IMSAS).

By 2030:

- i. Conduct holistic reviews of PICTs' legal frameworks and audit findings to identify gaps in enforcing maritime laws, standards, and obligations and in institutional capacity, for effective oversight and autonomy of maritime administrations.
- ii. accede to, and incorporate relevant international instruments, and develop national laws taking into account the special circumstances of each PICT, recognising cultural heritage and traditional knowledge.
- iii. establish and utilise existing regional and national maritime forums that bring together stakeholders to endorse financing needs and monitor national policies and POMF implementation, integrating representation from private sector, civil society and communities, women, youth and people with disability and access needs.

By 2040:

- i. adopt national maritime laws and policies to explicitly include provisions that address issues raised by the private sector, civil society and communities, including traditional knowledge, gender, and accessibility for affordable, reliable and inclusive maritime transport.

- ii. develop capacity and enforce maritime laws and standards that address gaps identified in implementing maritime obligations and in strengthening effective oversight and the autonomy of maritime administrations.

- iii. harmonise laws aligned to international instruments fostering regional consistency in adopting maritime laws.

By 2050:

- i. implement cooperation and governance arrangements for full enforcement of international, regional and national maritime obligations and laws throughout the Pacific region.

4. *Foster regional cooperation and partnerships:*

Strengthen existing, and develop new, collaboration among Pacific nations and global partners through participation in regional and international forums to share and consolidate resources, knowledge and expertise, driving collective maritime priorities forward.

By 2030:

- i. advocate for, and raise awareness on, maritime issues and development within the political agenda and within communities of PICTs and at the regional level.
- ii. establish a regional mechanism for sharing information and best practices on regulatory enforcement, including technical cooperation between maritime administrations for addressing shared responsibilities and promoting consistent application of maritime laws.

- iii. increase participation in existing regional and international forums, actively engaging in discussions and knowledge-sharing initiatives and advocating around collective Pacific maritime priorities and region-specific initiatives.

By **2040**:

- i. secure commitments from international partners to provide long-term financial and technical support for country-led and regional maritime initiatives, focusing on addressing shared maritime priorities and challenges, building local capacity and creating solutions tailored to the specific needs of the region.

By **2050**:

- i. establish partnerships between PICTs and development partners that offer shared ownership, capacity and decision-making in maritime development and investment.



Third Heads of Maritime Meeting, Honiara, Solomon Islands: Pacific delegates and partners discussing regional collaborations to address challenges in the maritime transport sector.

5. Mobilise sustainable maritime finance:

Facilitate the mobilization of diverse and sustainable resources to PICTs for national and regional initiatives, including current (see Annex II for details) and new efforts and secure funds to support the transfer of technology for PICTs and other regional partners. The objective is to prioritise building capacity, including technology transfer, as appropriate, within PICTs to access these mechanisms, generate self-sustaining revenues and develop financially viable projects, while also focusing on risk mitigation and incentive schemes to attract investment and ensure projects are financially viable.

By 2030:

- i. conduct a comprehensive national assessment, where necessary, to identify existing resources, capacity-building needs, and priority maritime projects in PICTs for financing maritime development including gender equality and inclusiveness, for review by national and regional maritime forums.
- ii. advocate for the inclusion of maritime transport in national, regional and international climate finance mechanisms, such as carbon pricing or other market-based measures, to generate revenue for reinvestment in the sector's decarbonisation and mitigation of the financial burden of increasing shipping costs.
- iii. develop and implement a knowledge-sharing platform and begin implementation of technical cooperation programmes and initiatives, focusing on best practices for accessing sustainable finance, generating revenues and

developing financially viable project proposals. This platform will include resources and training materials for maritime administrations to leverage international funding opportunities and to provide technical assistance to countries to package their projects for investment.

By 2040:

- i. implement projects that demonstrate innovative financing mechanisms, such as blended finance, public-private partnerships and green bonds, as well as revenue-generating services and dedicated funds, to attract large-scale investments for inclusive maritime infrastructure development, energy transition of shipping and vessel replacement programmes, maritime capacity development and gender equality, with a focus on equitable allocation across all PICTs to address varying development needs and capacities.
- ii. implement a framework for sustainable maritime investments including existing initiatives focusing on accessible instruments, guarantees and insurance mechanisms appropriate for the context of the Pacific region, drawing on existing best practices of development partners.

By 2050:

- i. implement a framework for transparent and equitable allocation of resources to support the long-term financial sustainability of maritime services from revenue-generating maritime, navigation and port services, and dedicated funds.

6. *Advance the transition to green maritime transport:*

Promote and implement the adoption of energy-efficient and carbon-free technologies across the sector, enabling countries to transition vessels, ports and infrastructure towards zero emissions, considering their national priorities and Nationally Determined Contributions and aligning to international strategies, regulatory standards and timelines related to reducing greenhouse gas emissions from vessels while fostering sustainable practices throughout the region.

By **2030:**

- i. adopt and begin implementation of national action plans to reduce maritime transport's greenhouse gas (GHG) emissions by securing large scale investment, considering ongoing research, fuel-oil consumption and availability of affordable zero or near-zero GHG emission technologies, fuels and/or energy sources, efficient route planning and sustainable practices on board vessels and in ports.

By **2040:**

- i. scale up the implementation of innovative green technologies and alternative fuels utilising large-scale financing, research findings and successful pilot projects tailored to the needs of the Pacific maritime transport sector, including renewable energy sources and energy-efficient vessel designs, achieving significant reduction in total annual GHG emissions.
- ii. establish and operate a network of Green Ports across the region, utilising large scale financing and implementing sustainable practices in port operations, infrastructure and energy use with the aim of facilitating the transition of vessels to zero greenhouse gas emissions.

By **2050:**

- Contribute to net-zero greenhouse gas emissions in the Pacific and phase out fossil fuels by transitioning the Pacific maritime fleet and ports to operate on zero-emission or low-carbon fuels and ensuring a just and equitable transition.

7. *Strengthen capacity for maritime resilience and adaptation:*

Enhance and support the capacity of PICTs to respond to the needs of their island communities, to improve the operational and financial sustainability of shipping and port operators, and to adapt and respond to impacts of natural and human-induced shocks, ensuring resilient and efficient maritime operations through preparedness, robust infrastructure, and adaptive practices.

By **2030:**

- i. plan and develop maritime infrastructure, vessels and systems with due consideration to quality infrastructure development and investment to:
- ii. facilitate local, regional and international trade, optimise efficiency and financial sustainability of shipping operations to respond to the needs of island communities; and
- iii. withstand the impact of climate change, natural disasters and other potential shocks integrated into disaster preparedness.

By **2040**:

- i. establish robust early warning systems and emergency response mechanisms and integration of early warning information into operational systems and procedures specifically tailored to the needs of the Pacific maritime transport sector, enabling timely and effective responses to disruptions of maritime operations.
- ii. operate and improve maritime infrastructure and vessels that facilitate local, regional and international trade achieving high-level efficiency, systems and standards for the carriage of people and cargo.

By **2050**:

- i. achieve a high level of resilience and efficiency in Pacific maritime operations and trade, ensuring continuity of essential services, even in the face of significant shocks and disruptions, by maintaining redundant infrastructure and systems.



SPC's Ocean Science Technicians carrying out a field survey along Fiji's Coral Coast to collect topography points and extract data from pressure sensors or tide wave recorders.

8. *Ensure gender equity and inclusivity in maritime development:*

Promote and advance gender equity and inclusivity across the maritime sector by removing barriers, embedding safe and inclusive practices, and ensuring equal education, training and career opportunities for all Pacific people.

By 2030:

- i. complete comprehensive reviews of existing policies and practices to identify and address barriers to gender equality and the participation of youth and people with disability in the maritime sector.
- ii. develop guidelines and a standardised data-collection approach to establish baseline data and adopt targets for creating safe and inclusive maritime workplaces, addressing issues related to gender, discrimination and accessibility for people with disability and access needs.
- iii. develop and initiate implementation of targeted awareness campaigns and strategies to provide scholarships and

mentorship opportunities to promote gender equality and the participation of youth and people with disability in the maritime sector, challenging traditional gender roles and encouraging the participation of women and other underrepresented groups.

By 2040:

- i. conduct a comprehensive evaluation of the effectiveness of implemented policies, guidelines and programmes in achieving gender equity and inclusivity goals.
- ii. demonstrate significant progress towards gender balance at all levels of the Pacific maritime transport sector, as measured against established baselines and targets.

By 2050:

- i. achieve and sustain gender balance at all levels of the Pacific maritime transport sector, with full integration of gender equality, youth and people with disability and access needs into all aspects of maritime development.



Pacific Women in Maritime: Consultative Meeting and Workshop for the Review and Development of the Regional Strategy for the Pacific Women in Maritime 2025 - 2030.

9. *Enhance maritime traffic facilitation and surveillance:*

Establish a robust, secure and efficient maritime traffic surveillance system across the Pacific region that facilitates safe and secure vessel movements and addresses competing demands of maritime infrastructure and services and enhances maritime domain awareness.

By **2030**:

- i. include comprehensive assessments of port operations, including berthing capacity and traffic management considering the foreseeable evolution of maritime traffic and vessels, in maritime infrastructure development planning.
- ii. develop and implement standardised policies, processes and single-window systems for maritime traffic facilitation and surveillance in PICTs, prioritising interoperability with regional partners systems and maritime cyber-risk management to protect sensitive

information and critical infrastructure and vessels from cyber-attacks.

By **2040**:

- i. establish a regional maritime information-sharing platform and single-window systems for real-time data exchange enabling collaborative maritime traffic facilitation and surveillance addressing competing demands of port infrastructure and services and strengthening cyber-risk management and maritime domain awareness.

By **2050**:

- i. develop advanced maritime traffic facilitation and surveillance single-window systems contributing to cyber security, efficient movement of vessels and regional maritime domain awareness, integrated into a comprehensive digital maritime ecosystem across the Pacific.



IALA AtoN (aid to navigation): These buoys are part of the IALA Maritime Buoyage System, used globally to ensure safe navigation.

10. *Implement comprehensive pollution prevention and waste management practices*

Develop and enforce robust regulations to prevent all forms of pollution and manage waste from maritime activities. This includes implementing integrated systems that address the full life cycle of waste management, chemical and pollution control, as well as biofouling management and control of invasive species transfer, tailored to the unique circumstances of PICTs, taking into consideration the existing policies and collaboration.

By 2030:

- i. conduct reviews and assessments of waste management and pollution control practices and port reception facilities, including the management of biofouling and control of noise and invasive species transfer, identifying areas for improvement and alignment with international standards.
- ii. develop and implement comprehensive oil spill contingency plans and response mechanisms, ensuring preparedness and effective action and compensation based on the “potential polluter pays” and “polluter pays” principles to prevent and minimise environmental damage.

By 2040:

- i. establish adequate reception facilities for ship-generated waste and cargo residues at all major ports in the Pacific, ensuring environmentally sound handling and disposal of hazardous materials.
- ii. implement measures for the removal of derelict vessels and potentially polluting wrecks and the environmentally sound management of biofouling, noise and ballast water, and the prevention of marine litter from vessels operating in the Pacific region, including the controls to verify effective implementation of these measures.

By 2050:

- i. achieve a significant reduction in marine pollution from maritime activities, including marine litter, biofouling, noise and invasive species, demonstrating the effectiveness of pollution prevention and waste management measures and action against polluters.
- ii. implement a system for the environmentally sound removal and disposal of derelict vessels and potentially polluting wrecks in the Pacific, minimising hazards to navigation and preventing further pollution.



A derelict vessel in Papua New Guinea.

7. Implementation, monitoring and evaluation

The POMF is designed to support the unique priorities of each country, complementing and building upon existing national maritime initiatives and country-led programmes, and serving as a guide that reflects our shared regional vision and ambition. Each country retains leadership over its own maritime priorities and programmes and is free to engage with international and regional partners bilaterally or multilaterally. While the POMF recognises that implementation roles and responsibilities, coordination with partners, and financing pathways, are defined nationally through partnerships, the POMF is intended to provide indicative guidance to ensure that resources are maximised at national, sub-regional, and regional level. Development partners, both regional and international, are expected to align their engagement with the POMF, focusing on each country's specific needs and priorities and recognising existing programmes at all levels.

The POMF has been developed and is implemented to adapt to varying circumstances across the region, and incorporate monitoring, evaluation and learning. To that end, the POMF is seen as contributing to many areas of the 2050 Strategy for the Blue Pacific Continent. However, implementation of the POMF will be reported under the 2050 Strategy thematic area of technology and connectivity.

The POMF has a defined timeframe from its adoption through to 2050. To ensure the POMF remains relevant and effective, it will be subject to regular revisions, incorporating progress made and achievements reached by 2030 and 2040.

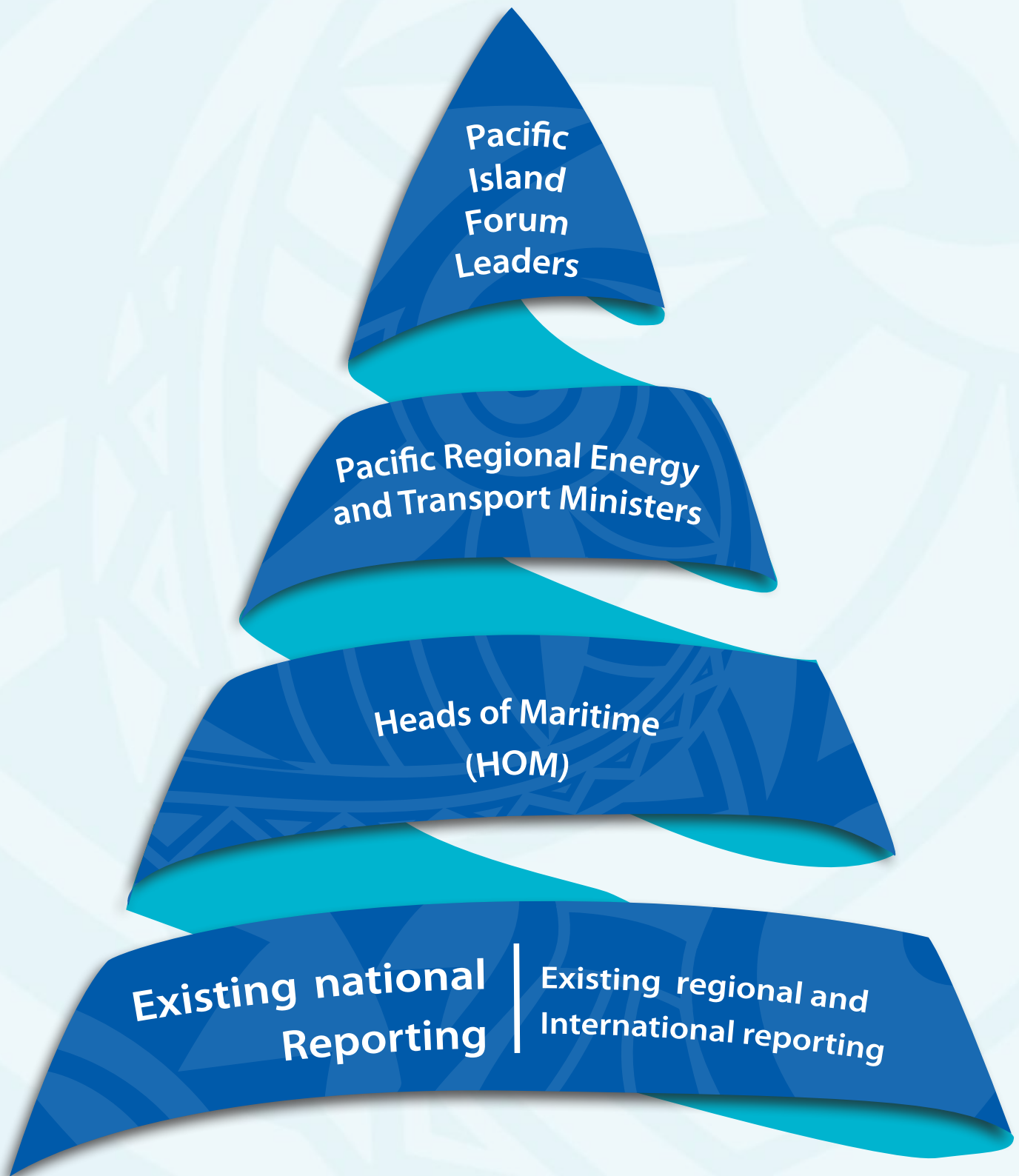
The approach to implement the POMF and monitor and evaluate progress will follow these guiding principles:

- i. Conduct country needs assessments, gap analysis and mapping of shipping and trade patterns, with due consideration to existing initiatives and programmes.

- ii. Facilitate the mobilisation of resources and coordinate technical cooperation to deliver projects and programmes aligned to PICTs' initiatives and priorities and guided by the POMF goals and strategies.
- iii. Draw upon a MEL process that cuts across the POMF goals, establishing consistent regional indicators and maximising the analysis and use of evidence for producing quality insights and advice to Pacific Island leaders to inform their decision-making from national reporting through the Heads of Maritime and Maritime Transport Ministers.

To effectively implement the POMF and achieve its objectives, robust data collection, analysis, sharing and reporting mechanisms are critical. The Pacific maritime transport sector faces challenges due to a lack of findable, accessible, interoperable and re-usable data. This hinders research, informed decision-making and progress monitoring. Therefore, countries should prioritise a coordinated and collaborative approach to data collection, ensuring data quality and safe storage, and promoting effective analysis and sharing among all stakeholders. This includes establishing clear procedures for data collection, utilisation of technology, national, regional and international reporting obligations and capacity building to improve data management and analysis. This approach will also ensure that reporting of the POMF's implementation is evidence-based, adaptive and responsive to the evolving needs of the region.

Figure 3. POMF implementation reporting process





Annex 1: Definitions

a. Accessible

Accessible refers to maritime transport infrastructure and services designed to be usable by all members of society, regardless of physical ability, location or socio-economic status. In the Pacific context, accessibility includes physical accessibility, affordability, availability in remote and rural areas, and reliability of services. Access is vital to promoting inclusivity and achieving the region's Sustainable Development Goals.

b. Affordable

A resilient maritime transport sector ensures all Pacific peoples have access to affordable sea transport services that are priced reasonably for users and service providers. In the Pacific context, affordability helps make low- or zero-carbon vessels economically viable while supporting trade and socio-economic development. Ensuring affordability contributes to equitable access to transport, enabling growth and development in island communities.

c. Clean

A clean maritime sector minimises environmental impact by preventing the release of harmful pollutants from vessels, ports and operations. Protecting marine ecosystems and coastal communities in the Pacific is essential for long-term sustainability. A clean sector promotes environmental health, contributing to both ecological preservation and economic resilience.

d. Decent employment

Decent employment in the maritime sector refers to employment that upholds the International Labour Organization's fundamental principles, ensuring that work is productive and delivers a fair income, provides security in the workplace and social protection for families, offers prospects for personal development and social integration, guarantees equality of opportunity and treatment for all women and men, and allows workers the freedom to express their concerns,

organise and participate in decisions that affect their lives. This includes minimum requirements for seafarers' education, employment, work and living conditions, and ensures comprehensive protection of seafarers' rights.

e. Digital

Digital refers to using technologies that provide secure, reliable and accessible digital services for Pacific peoples. Digital technologies streamline operations in maritime transport, enhance safety and improve connectivity between ports, vessels, and regulators. By adopting digital solutions, the sector increases efficiency and promotes regional integration, fostering economic opportunities.

f. Gender-just

A gender-just maritime sector ensures equity and safety for all genders, particularly women, promoting their full participation. In the Pacific, it addresses safety concerns and boosts employment and decision-making roles for women in a traditionally male-dominated sector. This approach ensures that transport infrastructure supports gender equality, leading to more inclusive economic and social development.

g. Governance

Governance in the maritime sector involves policies, laws and institutions working together to address challenges and ensure stakeholder participation. Effective governance ensures maritime safety and security, environmental protection and collaboration across national and regional stakeholders in the Pacific. Strong governance builds a resilient, well-coordinated maritime sector that supports long-term development goals strengthened by the regional architecture including national maritime administrations, subregional and regional intergovernmental organisations, maritime transport officials, ministers and Pacific Island leaders, as shown in Figure 1.

h. Green

Green focuses on reducing greenhouse gas emissions and transitioning to energy-efficient, carbon-neutral maritime operations. This involves adopting renewable energy and low-emission technologies in the Pacific in infrastructure and vessels. A green maritime sector mitigates climate change impacts and supports sustainable development.

i. Green bonds

Green bonds are thematic debt instruments where proceeds are exclusively used to finance or refinance new or existing eligible green projects. In the Pacific, they support low-emission maritime transport, green port infrastructure, and climate-resilient shipping initiatives, reducing fossil fuel dependency and enhancing sustainability in the maritime sector.

j. Harmful substances

Harmful substances include oil, hazardous chemicals, and waste that can damage marine environments and human health. Controlling these substances is critical in the Pacific due to the region's vulnerability to pollution from shipping and maritime activities. Preventing pollution and being ready to respond in a timely and efficient manner in the event a pollution incident from oil or other hazardous substances, is necessary to protecting marine ecosystems and to sustain livelihoods that depend on a healthy ocean.

j1. IHO S-100

International Hydrographic Organization Universal Hydrographic Data Model is an ISO 19100-based geospatial standard to cater for future demands for digital products and services, enabling e-navigation and improving mariners' awareness of the sea to improve efficiency of shipping and protection of the environment.

k. Inclusive

Inclusive means ensuring that all individuals and groups, especially marginalised ones, have their

perspectives and needs considered in decision-making. In the Pacific, inclusivity is grounded in the people-centred approach, which prioritises human rights, gender inclusion, consideration of people with disability and access needs, and cultural sensitivity. It includes the active consideration of people with disability as well as people with access needs who may require specific assistance, services or accommodations to access and safely use maritime transport systems.

l. Maritime infrastructure

Maritime infrastructure encompasses the physical structures, facilities and digital systems that support maritime activities in the Pacific and the interconnection between them. These include ports, wharves, jetties, aids to navigation, hydrographic data and navigational charts, communication networks, monitoring and alert systems, and other components. Well-managed maritime infrastructure integrates sustainable and resilient design principles, ensuring safe, efficient and environmentally responsible operations while adapting to evolving challenges and technological advancements.

m. Maritime transport

Maritime transport refers to moving goods and people by sea, which is vital for PICTs. It supports trade, socio-economic needs and regional connectivity. Reliable maritime transport underpins sustainable development and helps overcome the region's geographic challenges.

n. Mobility

Mobility is the ability to move freely and easily, encompassing physical and virtual transport. In the Pacific, maritime mobility connects people to essential services, employment and trade opportunities. Improving mobility enhances economic productivity and social development across island communities.

o. Pacific region

The Pacific region refers to the vast expanse of the Pacific Ocean, including PICTs as regions

of Melanesia, Micronesia and Polynesia. It is characterised by unique geographical and cultural features and is known as the Blue Pacific Continent. Our region reflects a shared identity and commitment to ocean stewardship, which drives regional collaboration and sustainable development.

p. Pollution

Pollution refers to introducing harmful substances into the marine environment, which can affect ecosystems, human health and economic activities. This includes emissions, oil spills, and wastewater discharge in maritime transport. Preventing pollution safeguards marine biodiversity and ensures the long-term sustainability of ocean resources.

q. Reliable

Reliable maritime transport provides dependable services, consistent schedules, safe vessels, and minimal disruptions. In the Pacific, reliable transport is essential for connecting remote islands, ensuring trade, and supporting social and economic development. A reliable system strengthens regional connectivity and resilience.

r. Resilience

Resilience refers to the maritime sector's ability to adapt, withstand and recover from disruptions like climate hazards or economic shocks. In the Pacific, vessels and infrastructure can continue functioning despite rising sea levels and extreme weather. Building resilience strengthens community wellbeing, supports economic stability, and ensures long-term maritime sustainability.

s. Safe

Safe maritime transport safeguards lives, livelihoods and marine environments by maintaining high safety standards and adapting to risks. In the Pacific, this means reducing accidents and protecting people through well-maintained vessels, infrastructure, updated maritime safety information and a well-trained workforce. A strong focus on safety contributes

to secure, reliable and effective maritime operations, which are essential for development and regional stability.

t. Secure

A secure maritime transport system protects people, vessels and infrastructure from physical, environmental and cyber threats. This includes addressing challenges like transnational crime, climate change, official and authentic data services and cyber security vulnerabilities in the Pacific. A secure system promotes stability and resilience, ensuring safe passage and the protection of regional maritime interests.

u. South–South cooperation

South–South cooperation refers to the exchange of knowledge, skills, resources, and technical expertise through regional and interregional collective actions among developing countries, particularly in the Pacific region. It enables PICTs to collaborate on maritime safety, sustainability and climate resilience challenges. This cooperation strengthens regional ties, enhances capacity and promotes locally relevant solutions.

v. System integration

System integration refers to connecting components and processes to work efficiently as a cohesive unit. This means aligning maritime infrastructure, vessel operations and governance systems to improve functionality and transparency in the Pacific maritime transport sector. Integrated systems enable better collaboration and decision-making, supporting sustainable maritime development.

w. Vessel

A vessel is any watercraft used for transportation, work, exploration, fishing or leisure activities in the marine environment. In the Pacific, vessels range from those engaged in international voyages to domestic vessels and small boats, essential for connecting island communities. Safe, efficient, and environmentally friendly vessels are key to the region's maritime transport system and sustainable development.

x. *Waste management*

Waste management includes collecting, treating and disposing of solid waste, hazardous materials, marine debris and wrecks. Effective waste management is critical in PICTs due to limited land space and the region's vulnerability

to environmental impacts. It helps protect ecosystems and human health and supports sustainability efforts across maritime operations.



Pohnpei Wharf is the main commercial and maritime gateway to the island of Pohnpei in the Federated States of Micronesia (FSM), serving as a key port for ships and vessels, including those with leading lights.

Annex 2: Mapping of current national, regional and international initiatives

The POMF recognises existing efforts and partnerships in the region. The table in this annex captures existing national, regional, and international level projects, serving as a snapshot and baseline for implementing the POMF. A more comprehensive implementation plan, serving as a companion document to the POMF, will be reviewed regularly by the Heads of Maritime

Country	Initiative / Programme / Project	Partner	Key focus
Cook Islands	Domestic Shipping Roadmap Implementation		Guide sustainable domestic shipping and support low-carbon transition pathways
Cook Islands	National Transport Framework	GCF	Develop an integrated national framework for low-carbon transport investment
Cook Islands	National Maritime Strategic Plan (in development)		Define maritime governance, roles and future policy direction
Cook Islands	Cook Islands Women in Maritime (CIWIMA) activities		Promote women's engagement and career progression in maritime
Cook Islands	MRIR / CIMS Oil Spill Readiness Training	NZ	Build national oil spill readiness and inter-agency coordination capacity
Fiji	Maritime Safety & Security Project	UNDP	Community-based maritime vigilance, integration of traditional leadership and national agencies
Fiji	Women in Maritime & Border Agencies Project	UNDP	Promotes gender mainstreaming and inclusive participation in maritime and border security
Fiji	Moana Taka Partnership	SPREP	Facilitates free movement of recyclable and hazardous waste between ports
Fiji	Digitalisation & Resilience in Small Ports	ESCAP	Enhances digital connectivity and disaster-resilient port operations
Fiji	Green Shipping Corridor Project		Trial low/zero-emission shipping routes between Pacific ports
Fiji	Oil Spill Strategy & Insurance Policy		Establish a national oil-spill contingency and compensation framework
Fiji	National Derelict Vessels Taskforce		Remove derelict vessels and manage wrecks for safer, cleaner waters

Country	Initiative / Programme / Project	Partner	Key focus
Fiji	Outer Island Communities Project	UNDP	Enhanced maritime safety and security in Fiji through training for small-boat/skipper roles in outer island coastal communities
French Polynesia	Digital Stopover Management System (ESCALES)		Centralised digital platform for yacht and cruise management and environmental compliance.
French Polynesia	French Polynesia Transport Roadmap		Development of transport roadmap for the period 2026 onwards
Kiribati	Maritime Transport Infrastructure Roadmap	ADB	Plan and modernise port and vessel infrastructure
Kiribati	Kiribati Women in Maritime Association (KWIMA) & GBV Capacity Workshops		Address gender barriers and build awareness on GBV and women's rights
Kiribati	Maritime Development Plan & NDC Roadmap		Align maritime development with national climate and decarbonisation goals
Marshall Islands	Low Carbon Sea Transport Project (GIZ-IKI)	GIZ	Demonstrates hybrid sail-cargo vessel, traditional canoe revival and training programmes
Marshall Islands	Maritime Transport Roadmap 2023		Chart national path for decarbonised, efficient domestic shipping
Marshall Islands	Maritime Training Centre (WAM/CMI)		Provide vocational training in engineering and navigation
Marshall Islands	HF Radio Conferences with Outer Islands		Maintain regular communication for safety and coordination
Marshall Islands	Copra Transport Optimization Project		Improve vessel scheduling and freight efficiency
Nauru	Nauru Sustainable Climate-Resilient Connectivity Project	ADB	Construct a climate-resilient international port and strengthen connectivity
Nauru	Maritime Capability Needs Assessment	AU	Identify security, compliance and training gaps in Nauru's maritime administration
Nauru	Women Empowerment Nauru Association (WENA) activities		Empower women and promote maritime careers

Country	Initiative / Programme / Project	Partner	Key focus
Nauru	Adopt-a-Ship Initiative		Link schools and vessels to raise maritime awareness among youth
Niue	AToN Risk Assessment & Installation	SPC	Strengthen navigation safety infrastructure
Niue	Beveridge Reef Risk Assessment		Assess navigational and environmental risks to reef ecosystems
Niue	Tuna-dependent Communities (GCF Proposal)	GCF	Enhance livelihood and climate resilience for coastal communities
Niue	National Infrastructure Investment Plan 2023-2033		Guide long-term maritime infrastructure investment
Niue	ID4WIM & Gender Representation		Strengthen gender inclusion and leadership in maritime institutions
Niue	Draft National Security Strategy		Integrate maritime safety, surveillance and national security
Palau	Public Transport Project	JICA	Enhance transport infrastructure and connectivity across states
Palau	ATON Upgrades (Japan/US Grants/ New Zealand)	JP/US/NZ	Improve safety of navigation through modern ATONs
Palau	Maritime Policy ATON Upgrades		Integrate navigation obligations into national maritime policy
Palau	BMT Crew Training (Class 5 Engineer)		Train local engineers for vessel operation and maintenance
Palau	Recycling Programme & Plastic Ban		Reduce plastic pollution and improve waste management
Papua New Guinea	Small Ports Digitalisation & Resilience Project	ESCAP	Supports digital port planning and disaster readiness
Papua New Guinea	PNG Ports AIFFP Redevelopment		Upgrade and green national port infrastructure
Papua New Guinea	Safety of Navigation Workshop (IALA/AMSA)	IALA	Review navigation safety systems and compliance with IALA standards

Country	Initiative / Programme / Project	Partner	Key focus
Papua New Guinea	Maritime Legislation Review (AMSA/TSSP)	AU	Update laws and subordinate regulations for maritime safety and compliance
Papua New Guinea	GEDSI Policy Development (TSSP)	AU	Promote gender equality and social inclusion in the maritime workforce
Papua New Guinea	Jomard Passage PSSA Extension and Compulsory Pilotage		Expand environmentally protected areas and emission control measures
Papua New Guinea	National Maritime Transport Policy		Integrate maritime policy within national planning and coordination
Papua New Guinea	OSRL Oil Spill Training		Conduct national oil-spill drills and build Tier II response capacity
Samoa	Promoting Green Transformation in the Pacific (Japan-funded)	UNDP/JP	Transition Samoa's land and maritime transport away from fossil fuels and improve vessel emissions monitoring
Samoa	Climate Action Pathways for Island Transport (CAP-IT)		Accelerate the decarbonisation of Samoa's maritime sector through regional partnerships and investment
Samoa	Samoa Green & Resilient Port Project	ADB	Upgrade Samoa's main ports to meet climate-resilient, safe and energy-efficient standards
Samoa	Pollution Response Support (Maritime New Zealand)	NZ	Strengthen national pollution response and waste management capacity
Samoa	Samoa Women in Maritime Association (SAMWIMA) initiatives		Increase women's participation and leadership across Samoa's maritime sector
Samoa	Maritime School Curriculum Upgrade (NUS)		Modernise training curricula and ensure sea-time certification for seafarers
Solomon Islands	Solomon Maritime™ & National Maritime Policy		Transition to SIMA trading Solomon Maritime™ as one public-facing identity for all maritime stakeholders and development of a National Maritime Policy to lift efficiency, accountability and access to finance for national priorities

Country	Initiative / Programme / Project	Partner	Key focus
Solomon Islands	Maritime Labour Mobility & National Shipping Registry National Roadmap		Upgrade the Solomon Islands Maritime College of the Solomon Islands National University (SINU), issue international certificates to Solomon Islands seafarers and develop the shipping registry maritime labour mobility
Solomon Islands	Maritime Capacity development (Belgium-funded)	IMO	IMO-Belgium-SIMA tripartite MOU to development capacity of the Solomon Islands Maritime Authority
Solomon Islands	Maritime Awareness & Advocacy		Maritime career & gender awareness in secondary schools and community workshops on safety at sea and pollution prevention
Solomon Islands	Security Studies	AU	Establishment of a Postgraduate Diploma in Security Studies at the SINU Academic
Solomon Islands	Project proposals		E-Navigation for All in Solomon Islands Reviving Traditional Shipbuilding in Solomon Islands Enhancing Safety of Navigation and Ocean Information Services in the Western Province, Solomon Islands
Solomon Islands	Project on Development Support of Electronic Charts for Honiara and Noro Ports in the Solomon Islands	JICA	Produce Electronic Navigational Charts (ENCs) for Honiara Port and Noro Port and develop capacity to conduct multibeam hydrographic surveys
Solomon Islands	Legislative upgrade		Accede to, and incorporate relevant international instruments into national laws on pollution prevention and liability & compensation, maritime labour, and safety & training on fishing vessels
Solomon Islands	Solomon Islands NDC Investment Plan – Maritime Transport Component		Develop a NDC Investment Plan incorporating maritime transport mitigation actions covering vessel fuel-efficiency, electrification, renewable propulsion, and green ports
Solomon Islands	Land and Maritime Connectivity Project	ADB	Rehabilitate/upgrade roads and construct rural wharves and upgrade Honiara Port Wharf no.1

Country	Initiative / Programme / Project	Partner	Key focus
Solomon Islands	Noro Port Wharf Extension & Redevelopment (multi-partner)		Upgrade the international wharf and develop new domestic port in Noro
Solomon Islands	Bina Harbour Development Project (multi-partner)		develop a port and tuna processing facility at Bina Harbour in Malaita Province
Solomon Islands	Solomon Islands Maritime Security Strategy		Development of a national strategy for maritime security and a Maritime Security Strategy Framework (2024–2027) to strengthen a comprehensive, technology-driven, and regionally aligned maritime security architecture in Solomon Islands
Solomon Islands	Vessel Tracking		Upgrade the Maritime Rescue Coordination Centre in Honiara (MRCCHON) with GMDSS radiocommunication equipment, Long-Range Identification (LRIT) system and Automatic Identification System (AIS)
Tonga	Oil Spill Response & Maritime Safety Drill (Vava'u)		First oil-spill drill at Vava'u under the IMO SMART-C Leadership project (in cooperation with neighbouring Vanuatu)
Tonga	Nuku'alofa Port Upgrade – Queen Sālote International Wharf (QSIW)		Major climate-resilient upgrade of Tonga's international port: wharf reinstatement/extension, seawall, solar lighting, drainage, improving container & cargo terminal capacity
Tonga	Shore Power Installation at Domestic Wharf (Port Authority of Tonga)		Project (2024) installing shore-power connections at the domestic wharf (TTIVDW) so ferries can plug into renewable energy while berthed, reducing emission
Tuvalu	Project 54463-001 – Strengthening Domestic Shipping	ADB	Builds new vessel and harbour infrastructure with gender action plan
Tuvalu	World Bank MICRO Project		Rehabilitates Funafuti Port and outer-island wharfs for climate resilience
Tuvalu	FAL & Maritime Single Window Programme	IMO	Supports trade facilitation and digital port processes
Tuvalu	Outer Island Boat Harbour Projects	ADB/WB	Improve inter-island harbours for safe domestic shipping

Country	Initiative / Programme / Project	Partner	Key focus
Tuvalu	National Maritime Policy & Stevedoring Policy		Increase efficiency and turnaround of domestic port services
Tuvalu	Marine Pollution Response Plan	SPREP	Establish national marine-pollution response capacity
Tuvalu	National Women in Maritime Strategy		Promote equal participation and leadership for women in maritime
Tuvalu	Wharf Redevelopment	JICA	Modernise wharf infrastructure to support safe, resilient operations
Vanuatu	Blue Transformation Follow-Up	WB	Develops climate-resilient and adaptive port infrastructure
Vanuatu	Port Resilience & Connectivity	ESCAP	Strengthens port resilience and low-carbon operations
Vanuatu	Ports Plan 2030		Implement a national roadmap for green, resilient port infrastructure
Vanuatu	Safety for Small Boats (VT10m programme)		Improve safety standards and distribute life-saving equipment
Vanuatu	AToN Installations	SPC	Install and maintain navigational aids for safer ports and channels
Vanuatu	Women in Maritime & Career Outreach		Support women and youth pathways in maritime careers
Vanuatu	Vanuatu National Maritime Transport Policy (NMTP) Development		Develop a NMTP linking maritime, climate and development goals

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Asian Development Bank (ADB)	Climate-resilient maritime infrastructure and port investments	Supports climate-resilient maritime infrastructure and port investments to enhance connectivity, safety, and sustainability. These initiatives focus on upgrading and modernising port facilities, improving inter-island transport links, and integrating climate adaptation measures such as elevated wharves, strengthened breakwaters, and disaster-resilient designs. ADB projects also promote green and digital port solutions, including renewable energy systems, shore power, and efficient cargo operations, to reduce emissions and improve operational efficiency. Through concessional financing and technical assistance, ADB helps member countries build maritime infrastructure that supports economic resilience, low-carbon growth, and long-term sustainability in the face of climate change.	National (Fiji, Kiribati, Nauru, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu)		✓			✓	

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Asian Development Bank (ADB) Sustainable & Resilient Maritime Fund	Financing mechanism for climate-resilient port infrastructure and maritime decarbonisation	Dedicated financing initiative launched to help Asia-Pacific countries modernize and decarbonize their maritime sectors. It aims to support the development of climate-resilient, low-emission ports and shipping systems through investments in green infrastructure, clean fuels, energy-efficient technologies, and digital upgrades. The fund seeks to close the maritime financing gap for developing and island nations by enabling them to build sustainable, future-ready, and resilient maritime connectivity aligned with global green shipping goals.	PICTs		✓		✓	✓	
European Investment Bank (EIB), the Agence Française de Développement (AFD) and the Australian Department of Foreign Affairs and Trade (DFAT), together with the European Union (EU)	Port and maritime infrastructure investments	Financing sustainable and resilient port and maritime infrastructure across the Asia-Pacific. Through blended financing that combines loans, grants, and technical assistance, they support projects focused on port modernization, electrification, climate resilience, and digitalisation helping small island and developing states enhance maritime connectivity and reduce emissions.	National (Papua New Guinea, Kiribati, Marshall Islands, Solomon Islands)		✓			✓	

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European Union (EU) / International Maritime Organization (IMO)	Global MTCC Network (GMN) Phase II (2024–2027)	Support targeted PICTs in their efforts to reduce their GHG emissions and reliance on fossil fuel by the implementation of standards, best practices and innovative solutions by maritime transport operators.	Regional (All PICTs)				✓		
German Society for International Cooperation (GIZ) / International Climate Initiative (IKI)	Transitioning to Low Carbon Sea Transport Project	Using baseline data on the GHG emissions and energy efficiency of domestic ships to come up with climate-friendly solutions, including the development and pilot-testing of low-carbon propulsion technologies, together with the education and training of ship crew and researchers, as well as the use of modern energy-efficient sailing technologies and of renewable energy and policy support for low-carbon sea transport.	Marshall Islands (national model with regional replication potential)	✓			✓		
Global Green Growth Institute (GGGI)	Regional Low-Carbon Maritime Programme	Support the preparation, enabling, financing, and roll-out of low-carbon maritime transportation projects as part of a low-carbon maritime transport roadmap in Fiji, Tonga and Vanuatu, including the design of an Alternate Marine Power (AMP) pilot initiative along with monitoring, reporting and verifying (MRV) systems.	National (Fiji, Tonga, Vanuatu)				✓		

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Green Climate Fund (GCF)	Financing demonstration fleets for low-carbon maritime transition for PBSP	Financing the development of demonstration fleets to drive a low-carbon maritime transition in the Pacific. This multi-country initiative supports the design, construction, and deployment of energy-efficient and low-emission vessels for domestic and inter-island transport.	Sub-regional (Fiji, Kiribati, Marshall Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu)				✓		
International Maritime Organization (IMO)	GreenVoyage2050	Support developing countries to implement the IMO GHG Strategy by assessing maritime emissions, developing National Action Plans and MARPOL Annex VI legislation, creating port emission reduction strategies, and piloting low-carbon projects. This includes mobilizing finance, fostering public-private partnerships, and promoting innovation and investment in energy-efficient technologies for sustainable shipping.	National (Cook Islands, Solomon Islands)				✓		
International Maritime Organization (IMO)	GHG-SMART	Provides capacity-building support to SIDS and LDCs for the the IMO GHG Strategy, to enable assessment of impacts and identification of national actions related to maritime decarbonization.	Regional (all PICs)				✓	✓	

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International Maritime Organization (IMO)	SMART-C	The SMART-C Programme stands for Sustainable Maritime Transport Cooperation. It is a long-term technical cooperation framework between IMO and the Republic of Korea designed to build capacity in developing countries for sustainable maritime transport, effective implementation of IMO instruments, decarbonisation, digitisation and inclusion. The Programme is structured into thematic sub-projects: 1. SMART-C Leaders: Capacity-building on implementation of IMO conventions, including Port State Control (PSC) and Flag State Implementation (FSI) for SIDS. 2. SMART-C Women: Empowering women in the maritime sector through training in digitalisation, decarbonisation and leadership; and other thematic areas.	Regional (all PICs)	✓		✓	✓	✓	

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International Maritime Organization (IMO)	GloFouling Partnerships	Addressing invasive aquatic species introduced via biofouling by driving legal, policy and institutional reforms in countries to implement the IMO Biofouling Guidelines; developing capacity to enact a national policy; and bringing in active private sector participation to identify effective solutions and technologies to deal with biofouling.	National (Fiji, Tonga, Tuvalu)						✓
International Maritime Organization (IMO)	Accelerating Transfer of Environmentally-Sound Technologies (TEST) through demonstration pilots to reduce biofouling and related emissions (TEST Biofouling)	Assist developing countries to build their knowledge on control and management of biofouling and showcase effective approaches to biofouling management and the mitigation of environmental risks associated with the transfer of Invasive Aquatic Species (IAS) through biofouling by means of demonstration projects at both regional and country level.	National (Fiji, Tonga, Tuvalu)						✓
International Maritime Organization (IMO)	OceanLitter Programme	Support developing countries to prevent and reduce marine litter, especially plastic marine litter, within the maritime transport and fisheries sectors and identify opportunities for the reduction of plastic uses in both industries.	National (Solomon Islands, Tonga, Vanuatu)						✓

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International Maritime Organization (IMO) / SPC-SPREP	Integrated Technical Cooperation Programme (ICTP) Capacity building in flag, port & coastal state responsibilities	This programme provides technical assistance to assist Member States in giving full effect to IMO instruments and their ability to meet IMO audit and compliance obligations. It supports not only preparation for IMSAS audits but also the establishment of systems for continuous compliance and performance improvement. Activities include training on audits, mentoring trainee and developing audit standards. The goal is to build lasting institutional capacity that ensures States effectively implement and sustain their international maritime obligations.	Regional (Cook Islands, Federated States of Micronesia, Fiji, Kiribati, Marshall Islands, Nauru, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu)	✓		✓	✓	✓	✓
International Organization for Marine Aids to Navigation (IALA) & World-Wide Academy (WWA)	Capacity building on AtoN services	Develop and promote the use of the IALA model training courses. The Academy is the vehicle by which IALA delivers education, training and capacity building to assist national authorities and to promote the work of the IALA Committees.	National (Federated States of Micronesia, Fiji, Marshall Islands, New Caledonia, Papua New Guinea, Solomon Islands, Tonga, Tuvalu, Vanuatu)	✓					

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Micronesia Centre for Sustainable Transport (MCST)	6PAC+ Coalition	Facilitate the transition to sustainable transport in the Pacific region, particularly in the Republic of the Marshall Islands. Established in response to the urgent need for climate action, the MCST serves as a research and support center dedicated to developing strategies for decarbonizing transport systems across the Pacific islands.	Sub-regional (Fiji, Kiribati, Nauru, Palau, Tuvalu, Marshall Islands, Solomon Islands, Tonga, Vanuatu)				✓		
New Zealand / MaritimeNZ	Pacific Maritime Safety Programme (PMSP)	The PMSP was established in 2011 with the goal of “Pacific maritime transport that is safe, environmentally-friendly and meets international requirements.” It is funded by MFAT’s International Development Cooperation programme and delivered by Maritime New Zealand. As of its fourth phase (starting 1 July 2022), the programme will run through until 30 June 2026. The main aims are to improve maritime safety, domestic vessel operations, regulatory capacity, search & rescue / marine pollution response, and training and awareness.	Sub-regional (Cook Islands, Kiribati, Niue, Samoa, Tokelau, Tonga & Tuvalu)	✓					✓

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Pacific Blue Shipping Partnership (PBSP) Secretariat	Pacific Blue Shipping Partnership (PBSP)	Co-chaired by Fiji and Marshall Islands as the region's flagship mechanism for coordinating access to climate finance for the decarbonisation of the domestic and inter-island shipping sector. The PBSP provides an operational model for mobilising concessional and blended finance, coordinating donor investment, and supporting country-driven maritime transition strategies.	Sub-regional (Fiji, Kiribati, Marshall Islands, Solomon Islands, Tonga, Tuvalu, Vanuatu)				✓		
Pacific Regional Infrastructure Facility (PRIF) (ADB-hosted)	Donor coordination for port infrastructure and maritime investment pipeline	Facilitates donor coordination to align investments and technical assistance in port infrastructure and maritime transport across Pacific Island countries. This coordinated approach enhances regional investment efficiency, strengthens project readiness, and promotes a sustainable, well-prioritised maritime investment pipeline that meets the long-term transport and connectivity needs of Pacific economies.	Sub-regional (Papua New Guinea, Solomon Islands, Kiribati, Vanuatu, Tonga, Tuvalu, Marshall Islands)		✓				
Secretariat of the Pacific Regional Environment Programme (SPREP)	Cleaner Pacific 2035 Strategy	Comprehensive long-term strategy for integrated sustainable waste management and pollution prevention and control in the Pacific islands region	Regional (all PICs)						✓

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Secretariat of the Pacific Regional Environment Programme (SPREP)	Pacific Regional Action Plan - Marine Litter 2018-2025	A marine litter action plan is a strategic document, created at national or regional levels, to reduce the amount of trash in oceans through measures like waste prevention, improved collection, and public awareness	Regional (all PICs)						✓
Secretariat of the Pacific Regional Environment Programme (SPREP)	Clean Boats, Clean Ports - a framework to protect Pacific island countries and territories from invasive species	The clean boats, clean ports framework is a Pacific Regional Invasive Species Management Support Service (PRISMSS) Protect our Islands (POI) initiative to enable countries to better secure international entry ports that are gateways to priority domestic destinations.	Regional (all PICs)						✓
Secretariat of the Pacific Regional Environment Programme (SPREP)	Pacific Islands Regional Marine Spill Contingency Plan 2019	The PacPlan provides the framework for cooperative regional responses to major marine spills in the Pacific islands region and provides guidance on the roles and responsibilities of relevant organisations, regional linkages, and mechanisms for accessing regional and international assistance for pollution incidents.	Regional (all PICs)						✓

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Secretariat of the Pacific Regional Environment Programme (SPREP) / Swire Shipping	Moana Taka Partnership	Alleviate the burden of waste disposal on islands in the Pacific by utilising Swire Shipping vessels to fill empty Swire Shipping containers (both the shipping and containers are provided pro bono) with waste to transport to other countries with proper waste disposal facilities, ensuring that waste products from oil to plastics and aerosols, are properly recycled and processed.	Regional (American Samoa, Cook Is, Guam, Fiji, French Polynesia, Kiribati, New Caledonia, Niue, Northern Mariana Is, Marshall Islands, Papua New Guinea, Samoa, Solomon Islands, Tonga, Vanuatu)						✓
Secretariat of the Pacific Regional Environment Programme (SPREP) / University of Newcastle (AU) / Major Projects Foundation (MPF)	WWII Wrecks Project	Regional initiative to address environmental and safety risks from WWII Ship wrecks in the Pacific that still contain oil, fuel and unexploded ordnants.	Sub-regional (Federated States of Micronesia, Republic of the Marshall Islands, Palau, Papua New Guinea, and Solomon Islands)						✓

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South West Pacific Hydrographic Commission (SWPHC) / Australian Hydrographic Office (AHO) / International Hydrographic Organization (IHO)	S-100 e-Navigation Transition (2023–2029)	Enabling the integration of diverse datasets within a single Electronic Chart Display and Information System (ECDIS), combining various data layers such as Electronic Navigational Charts (ENCs), detailed depth information and dynamic information on water level and currents, to enhance situational awareness and decision-making.	Regional (Australia, Cook Islands, Fiji, France, Kiribati, Marshall Islands, New Zealand, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, United Kingdom, United States of America, Vanuatu)	✓				✓	
The Pacific Community (SPC)	Regional Strategy on Safety of Navigation (2023–2027)	Support PICTs and to guide development partners through an integrated and coordinated approach to improve and harmonise safety of navigation in the Pacific by providing a platform to coordinate, monitor, communicate and report on all safety of navigation-related initiatives in the region to PICTs and development partners.	Regional (All PICTs)	✓				✓	

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The Pacific Community (SPC)	Gender Equality Flagship	The SPC Gender Equality Flagship Programme is an institutional and regional initiative designed to embed gender equality and social inclusion across all SPC operations and Pacific development sectors. Launched as part of SPC's broader strategic commitment, it aims to mainstream gender into ocean governance, maritime, climate, and food systems programming, while also strengthening internal policies, leadership, and institutional culture. Still in its design phase (2024–2025), the Flagship links to other SPC programmes such as Women in Leadership and Pacific Women Lead, and supports national and regional efforts to meet gender equality goals under the Blue Pacific and Pacific Leaders' Gender Equality Declaration.	Regional (all PICTs)			✓			
The Pacific Community (SPC)	Pacific Women in Maritime - Regional Strategy for Pacific Women in Maritime (2025–2030)	To strengthen and contribute to a sustainable maritime community by providing a more inclusive, safe working environment for equal opportunities; and fair treatment for all Pacific women in the maritime sector.	Regional (Cook Is, Fiji, Kiribati, Nauru, Niue, Papua New Guinea, Samoa, Solomon Is, Tonga, Tuvalu, Vanuatu)			✓			

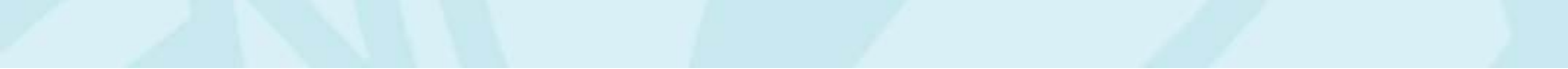
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The Pacific Community (SPC)	Central Pacific Shipping Commission (CPSC)	A sub-regional organization in the Central Pacific to serve the common interest, needs and the public welfare of the people of its members in the field of shipping, encouraging and promoting an economical, reliable, safe and coordinated shipping service through regulation that meet the demand for international commercial shipping to these island nations.	Sub-regional (Kiribati, Republic of Marshall Islands, Nauru, Tuvalu, Wallis and Futuna)		✓			✓	
The Pacific Community (SPC)	Pacific Port Vision 2030-2050 Recognition Framework	To guide Port Authorities and stakeholders toward a shared vision and coordinated way forward, while also helping development partners understand the priorities of Pacific ports. The initiative seeks to support and enable the development of resilient, green, and clean ports across the Pacific Islands region through aligned strategies, targeted investments, and collaborative partnerships	Regional (all PICTs)	✓	✓		✓	✓	

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The Pacific Community (SPC) / FJ-PG-SI-VU	Memorandum of Understanding on Technical Cooperation	The MoU establishes a formal framework for technical cooperation among the four maritime administrations (MSAF, NMSA, SIMA & VMSA) to raise regional capacity, share expertise and harmonise maritime safety, security, and regulatory functions. It recognises common challenges across Pacific island states—such as limited specialist staff, geographic dispersion, and the need to implement international instruments (e.g., under International Maritime Organization conventions).	Sub-regional (Fiji, Papua New Guinea, Solomon Islands & Vanuatu)	✓		✓	✓	✓	
The Pacific Community (SPC) / Government of United Kingdom	Integrated Ocean Management & Maritime Governance Programme (2024–2027)	The programme funded through the UK Integrated Security Fund-Pacific (ISF-Pacific) seeks to advance ocean management and maritime governance across the Pacific by combining technical, institutional, and policy measures. The programme covers: Ocean management, Maritime boundaries, Maritime transport, Port security, and Women in the maritime sector	Regional – all POMF member states	✓	✓	✓			✓

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United Kingdom Hydrographic Office (UKHO)	Hydrographic capacity building and charting	Provides technical assistance to strengthen marine data systems and improve the safety of navigation as part of broader maritime governance initiatives. UKHO helps partner countries develop national data management frameworks, modernise nautical charting, and enhance access to reliable marine information for decision-making.	Fiji, Regional (Pacific Hydrographic Network)	✓				✓	
United Nations Development Programme (UNDP)	Maritime Safety & Security and Women in Maritime & Border Agencies projects	Empower coastal communities in Fiji (through area-based programming), equipping them with the tools, knowledge, and resources needed to take an active role in maritime safety and security	Fiji (national model with regional replication potential)	✓		✓			
United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)	Sustainable Maritime Connectivity Programme and Digitalisation & Resilience in Small Ports	Narrow the gap in port digitalization and climate resilience between member States' ports to promote sustainable and inclusive development in Asia and the Pacific through exploring technologies and policies for small ports and improving the policy capacity of these small ports.	National (Kiribati, Fiji, Papua New Guinea, Solomon Islands)		✓			✓	

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United Nations Environment Programme (UNEP)–Climate and Clean Air Coalition (CCAC) Secretariat	Shipping Emissions Reduction Programme (2024–2026)	Reduce powerful but short-lived climate pollutants (SLCPs): methane, black carbon, hydrofluorocarbons (HFCs), and tropospheric ozone, that drive both climate change and air pollution, connecting ambitious agenda setting with targeted mitigation action within countries and sectors underpinned by robust science and analysis.	Regional (Cook Islands, Federated States of Micronesia, Fiji, Kiribati, Marshall Islands, Nauru, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu).				✓		
US Coast Guard / Australia Maritime Safety Authority (AMSA) / France / MNZ	Pacific Search and Rescue (PacSAR)	Support to PacSAR through Search and Rescue (SAR) & Mass Rescue Operations (MRO) coordination and capacity building	Regional (all PICTs)	✓					
World Bank (WB)	A Blue Transformation for Pacific Maritime Transport Study	Improved maritime safety; reduced maritime transport costs; initiatives to reduce ports’ energy and resource consumption, waste, and environmental impacts (“green port” initiatives); increased resilience to climate change and natural disasters; greater capacity and capability in national and regional maritime institutions, and a decarbonized maritime sector (“blue shipping” initiative).	Sub-regional (Federated States of Micronesia, Fiji, Kiribati, Marshall Islands, Nauru, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu)		✓		✓	✓	

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World Bank (WB)	Maritime Investment for Climate Resilient Operations (MICRO) Project	Improve the climate resilience of the Funafuti Port, and in the event of an Eligible Crisis or Emergency, to provide an immediate response to the Eligible Crisis or Emergency and in the event of an Eligible Crisis or Emergency, to provide an immediate response to the Eligible Crisis or Emergency.	National (Tuvalu)		✓			✓	



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