



Pacific Blue Shipping Partnership

“A country driven initiative of 7
Pacific Island Countries”



Introduction


- PBSP is an open coalition of seven Pacific Island Countries currently co-chaired by Fiji and the Republic of the Marshall Islands (RMI)

- i. Fiji – Co-chair
- ii. Kiribati
- iii. Republic of the Marshall Islands - Co-chair
- iv. Solomon Islands
- v. Tonga
- vi. Tuvalu
- vii. Vanuatu

What is the progress of the PBSP since the last reporting at the PRETMM?

8th – 12th May, 2023, Port Vila, Vanuatu

- 31 Oct – 2 Nov 2023 Senior Officials and Minister follow-up meeting in Suva, Fiji.
 - Member countries to appoint focal point and secure formal notification to endorse Ministers November 2023 meeting decisions and outcome document (Ministerial Statements and High Level Strategic Roadmap)
- 31 Jan 2024 Senior Officials follow-up “Talanoa” Session
- 5th March 2024 postponed Senior Officials follow-up meeting
- Proposed Senior Officials and Ministers Meeting to be held in Tonga (May or June 2024)
 - Draft Governance Workshop
 - Action Plan
- Member countries and secretariat have held discussions on PBSP at various degrees in several high level meetings e.g. Fiji at IMO, COP 28 and US Govt, ADB ,



How does this link with the IMO GHG strategy and with the national work undertaken by member states

- **Low-carbon transformation:** large-scale upgrade of maritime transport in interested countries, reducing dependence of imported fuel, technology and skills: 40% lower emissions by 2030, 100% by 2050.
- **Coordinate blended finance package:** at least \$500 million across member countries, covering both ships and enabling infrastructure.
- **Coordination of development partner support:** reducing duplication, greater emphasis on local partnerships and programmes vs short term consultants, lowering burden on government officials for information requests, meetings, etc

How can member states benefit from PBSP?

Collectively, countries can access funding and technical assistance to address domestic shipping emission issues and supporting infrastructures with greater economies of scale that would attract development partners to generate in new money and technological assistance into the current domestic national economies of each member country.

- **Baseline Data status:** Diverse vessels ranging from 5-50 metres.
- **Opportunity / business case:** High fuel costs + age of infrastructure create opportunities for “low-carbon leapfrogging” with dramatic long-term cost savings and development benefits.
- **Roadmap and plan for multi-country finance:** Several immediate opportunities for large-scale grant and concessional capital, with key challenge being coordinating of existing projects and data.
- **Governance:** ongoing implementation and discussion: how can national and multi-country processes be linked to seize transformational opportunities?



What are some funding modalities that have been identified to assist member states to transition and adopt the country driven approach?

- **Development partner support and funding:** Securing finance for a large-scale transition, as a complement to all of the maritime-specific roadmapping and action
- **Multilateral Partners** - ADB, WB, Green Climate Fund UN Agencies CROPS
- **Bilateral Partners** – Australia, NZ, EU UK, USA
- **Private Sector** – (Shipping, Ports, Ship Building & Ship Repair, energy supply, research, finance & technical assistance)
- UNSW for ongoing inter-country dialogue / coordination



Conclusion

- Formal endorsement from member country capitals in regards to the November Minister Meeting outcome statements - further trigger development partners to proceed at scale