



Regional Shipping Transportation in the Pacific

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The Shipping Commissions

- ❖ International Shipping is provided thereto by shipping services who are limited qualified carriers given an Entry Assurance Certificate (EAC) by Micronesian Shipping Commission (MSC) to provide services to Micronesian sub region, which includes Republic of Palau, Federated States of Micronesia and Marshall Islands.
- ❖ And in January 2014 the Central Pacific Shipping Commission (CPSC) became operationalized. Shipping services by qualified Carriers under licenses to provide services to Central Pacific Region which includes Kiribati, Marshall Islands, Nauru and Tuvalu and later on Wallis and Futuna.



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THE MICRONESIAN SHIPPING COMMISSION (MSC)

- ❖ Is an inter-governmental Agency for cooperation, coordination and regulation of commercial international shipping service to and from the Republic of Palau, the Federated States of Micronesia, and the Republic of Marshall Islands.
- ❖ THE MSC TREATY – An Agreement on regional cooperation in matters affecting international commercial shipping in Micronesia, whereby establishing the Micronesian Shipping Commission.

“.. In recognition of the interdependence of shipping service and the need for and benefit of cooperation, the Governments of the Federated States of Micronesia, the Republic of the Marshall Islands, and the Republic of Palau having agreed on certain principles and arrangements in order that international commercial shipping may be developed in a safe, economical and orderly manner hereby agree as follows:..”



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Central Pacific Shipping Commission (CPSC)



MoA signed in Tonga 18.6.2010



Launched in Fiji 4.8.2010



Operational 01.01.2014



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What is CPSC

It is an inter-governmental agency for joint cooperation, coordination and regulation of international shipping services in participating Governments or member states of the Republic of Kiribati, the Marshall Islands, Nauru, Tuvalu and Wallis and Futuna.



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Basis for Action

Irregular Shipping affecting PICT's sustainability continue to dominate the transport agenda of:

- **Forum Island Leaders meetings**
- **Small Island States (SIS) Leaders meetings**

In 2006 the Leaders provided definitive decisions on the way forward.



Forum Island
Leaders
and SIS Leaders



SIS Transport
Leaders



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Shipping is a Key Priority for the Region

- ❖ Shipping is a key driver for socio-economic in the region development
- ❖ Shipping - underpins trade, food security, employment opportunities.



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The Challenge

- PICTs importers of goods and services; however, individually their import volumes do not meet the economic threshold of private shipping companies to profitably provide regular shipping.
- Shipping not regular or not affordable for most small economies of the region.

THE CHALLENGE

Providing regular and affordable shipping Services
to many of the region's island states.



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Major Physical Constraints - PICTS

- Small market economy - low cargo volumes inbound, less or no cargo outbound
- long distances & thin routes,
- Limited or no Port Infrastructure
- Low technology & efficiency levels
- Irregular shipping affecting SIS supplies,
- high shipping freight rates
- high fuel costs,
- increasingly regulated operating environment
- Limited resources - HR & Finance



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Additional Challenges for SIS



- Sea level rise
- Food Security
- Nutritional imbalance
- Socio-economic issues
- High prices of goods & services
- Social & political stability threatened



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Common Issues in SIS Ports

- Insufficient depth of water in ports
- Lack of wharf berthing space, resulting in vessels having to wait for available berth
- Lack of storage space in and around the dock area, often caused by the adjacent developments restricting access or has the potential to restrict access to the port resulting in delays to shipping along with associated cost implications;
- Under-utilisation of available technology, financial and management strategies that can enhance port efficiency;
- Limited port and stevedore operating hours, and insufficient number of workers in a stevedore gang; and
- Insufficient (or outdated) mechanical equipment.



Two-way Trade Opportunity



Two-way Trade Opportunities



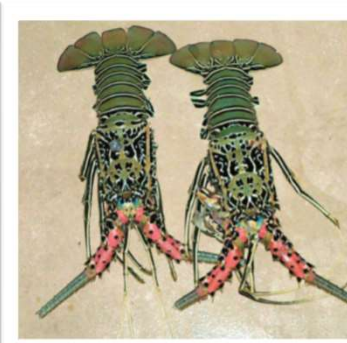
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SIS Exports & Backload Cargo to Maximise Loading

An opportunity exists for manufacturers & exporters to meet Chamber of Commerce Reps from the Central Pacific SIS to:

- market their products
- explore promoting SIS Products
- thus assisting SIS
- improve Backload Cargo
- help contain freight rates.



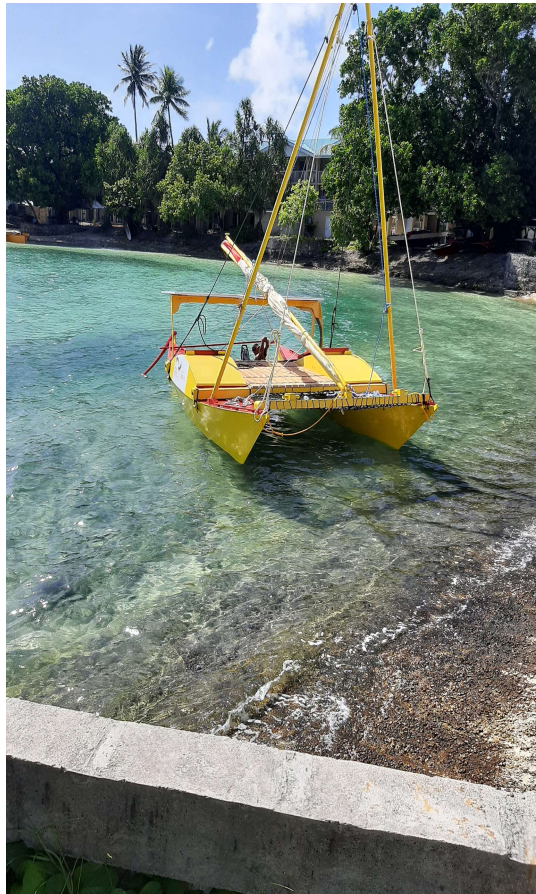
SIS Exports & Backlog Cargo to Maximise loading



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Inter-island Connectivity in RMI



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Goals of CPSC



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

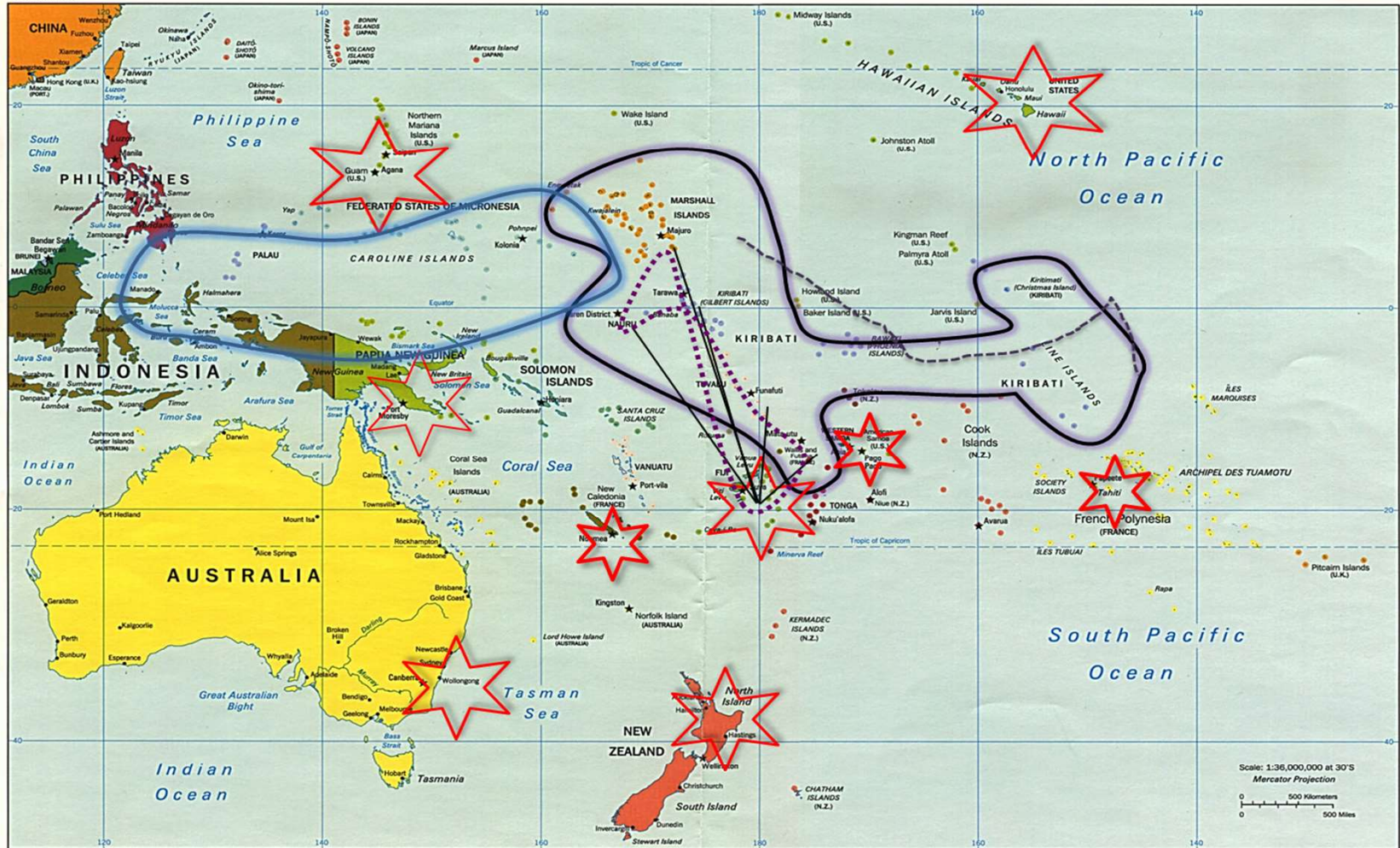


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MSC & CPSC SUB-REGIONS

Oceania



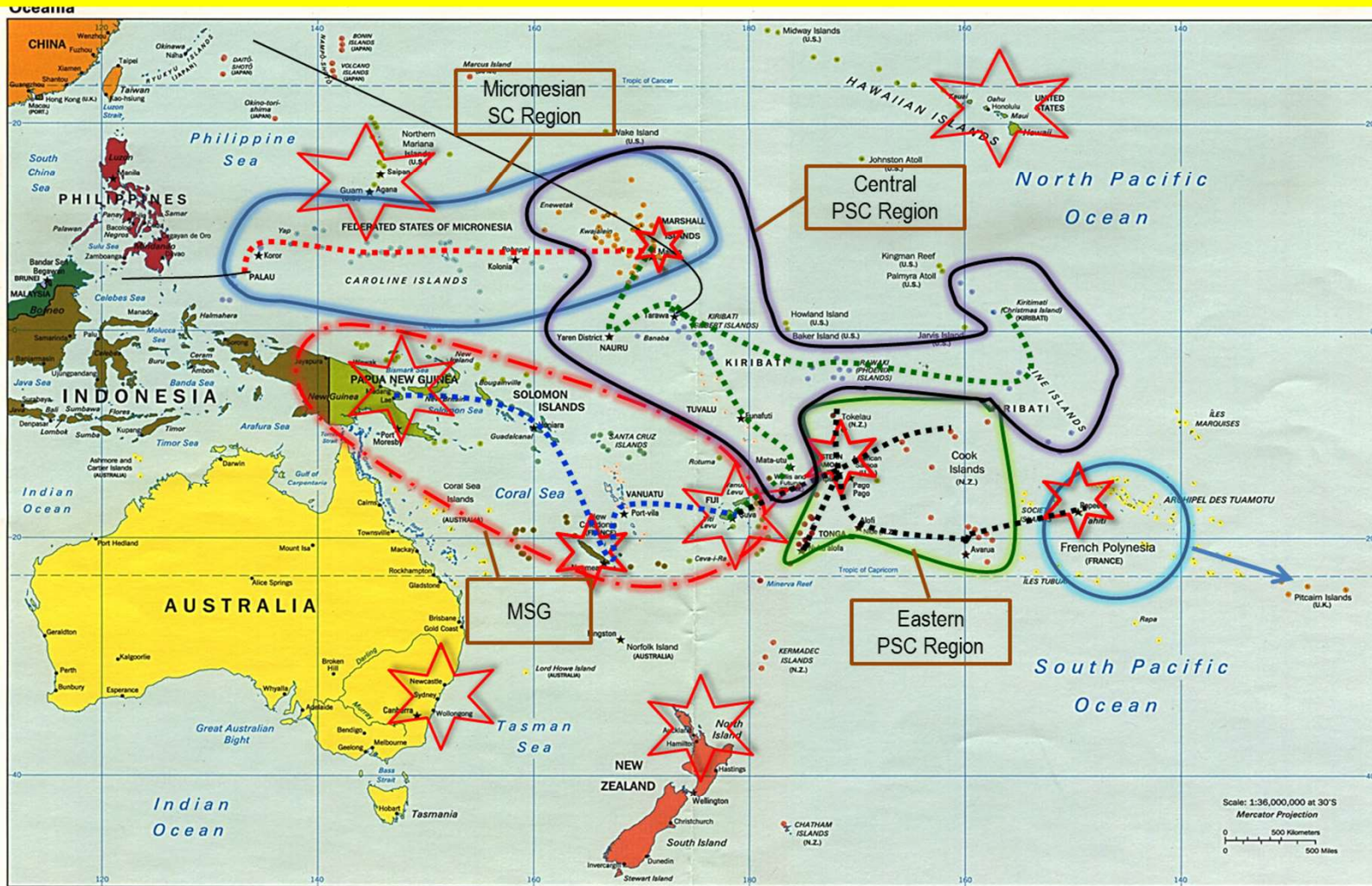
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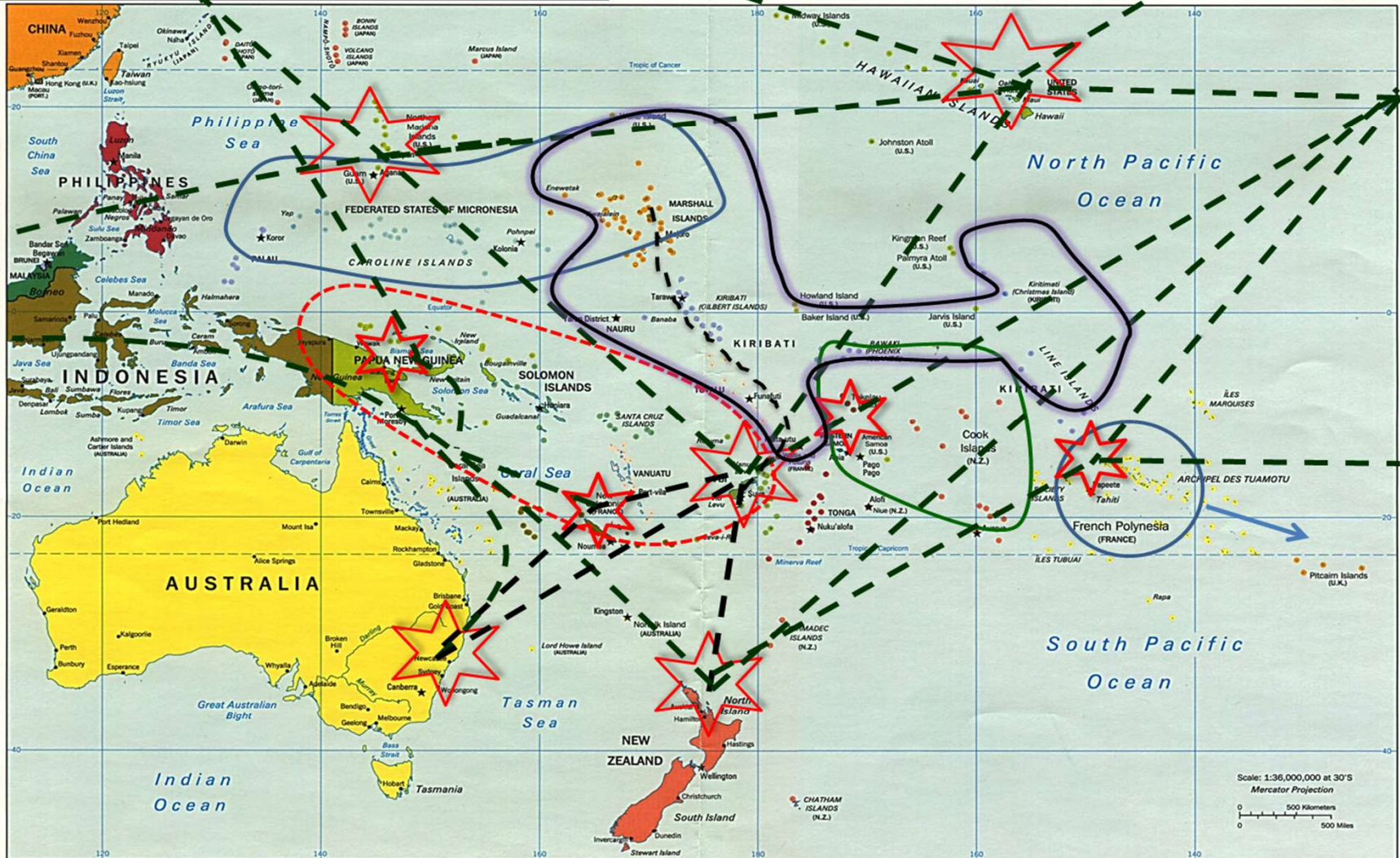
PACIFIC HUB PORTS & PACIFIC SHIPPING COMMISSION REGIONS



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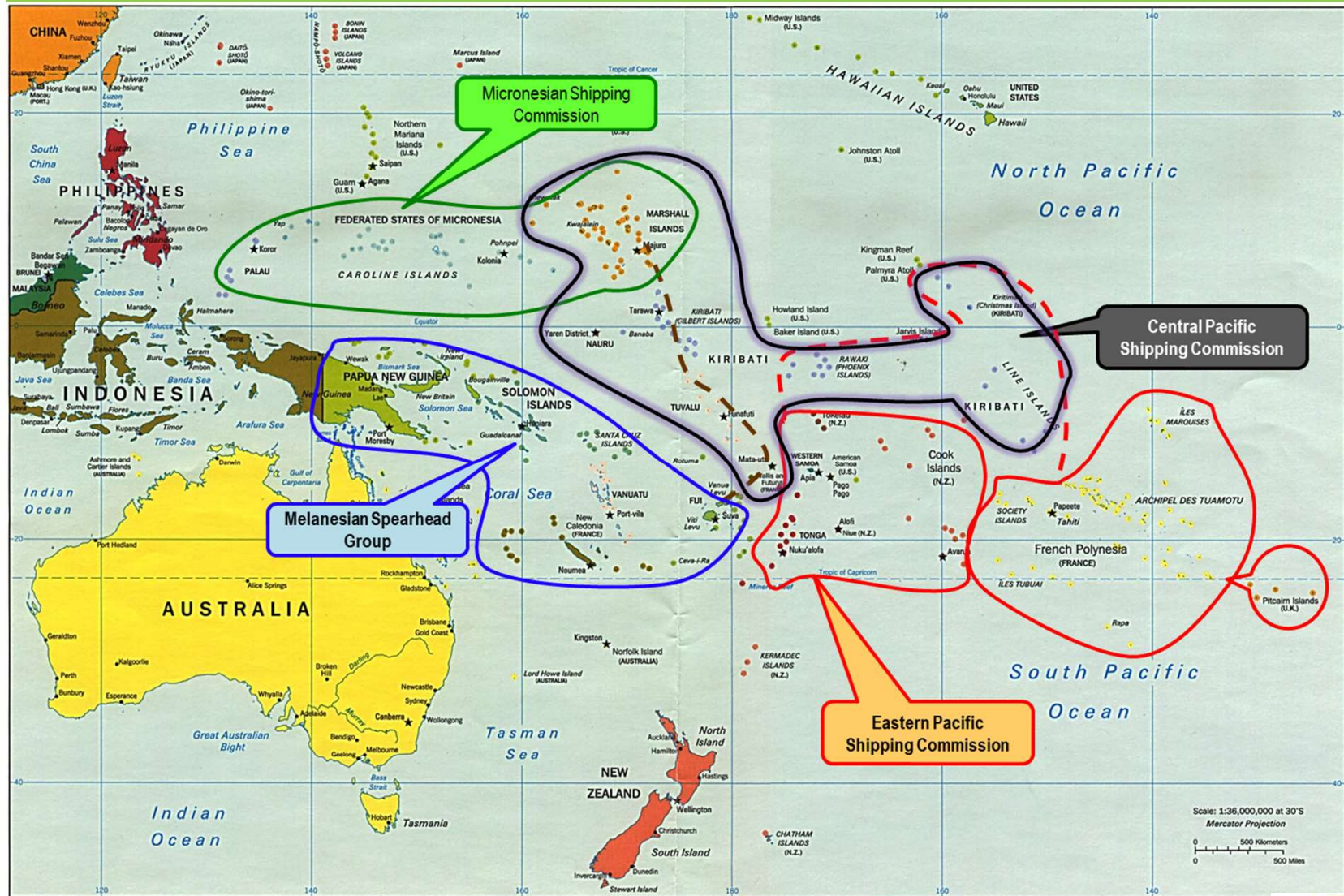
MAJOR HUB PORTS & SHIPPING ROUTES



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PSC Sub-regional Groupings



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WAY FORWARD

- ❖ Ongoing Review and enacting of amendments to the maritime legislations and regulations.
- ❖ Ongoing Training and Capacity Building for Maritime, Seafaring Officers, and Port Officers.
- ❖ Adoptions of Best Practice for ensuring safe, secure, reliable, and economical sea transportation services are provided for economic and sustainable development for RMI, especially the Pacific Island Nations.
- ❖ Enhance better understanding and collaboration between maritime institutions and agencies to enable ways to better address common issues and challenges in the Pacific Region



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That is an overview glimpse of
Regional Shipping Transportation in the Pacific

Kommol tata!
Thank you very much!



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