



QUESTIONNAIRE

Implementation of the SAMOA Pathway and the MSI, BPOA for the Sustainable Development of SIDS

Please note that strict word limits have been established for each question. The Secretariat is unable to consider any information beyond these established word limits. In this regard, you are requested to report only on new or updated information. Information conveyed in previous surveys will not be considered. Previous surveys can be accessed at XXXX under reports.

PART A

VULNERABILITY REDUCTION AND RESILIENCE BUILDING IN SIDS

1. Enhanced Support for a resilient Post COVID 19 Recovery in SIDS

Vulnerability reduction and resilience building are critical issues that must be addressed by SIDS. Briefly elaborate on any resilience building interventions or strategies (proactive or preventative) that have been or are being implemented at national or regional levels that aim specifically at improving resilience in SIDS. Please include financial resources expended in this regard, if available **(750 words)**.

2. Enhanced and Tailored Development Cooperation for SIDS

Improved, tailored development co-operation approaches, calibrated to the specific needs, capacity constraints, and economic challenges facing SIDS are necessary if SIDS are to effectively recover from the COVID Pandemic. Briefly elaborate on any planned or ongoing strategies/approaches to improve and deliver on more tailored development support to SIDS. What are the expected results from these interventions in the targeted countries. Please include indications of resource allocations if available **(850 words)**

IMO has a dedicated global programme to support the special shipping needs of SIDS with an average annual fund allocation of US\$200,000 from its Technical Cooperation Fund (TC Fund). SIDS remain a special case for sustainable development in view of their uniqueness and vulnerabilities. That is why considerations for the needs of SIDS are regular features in IMO's strategic plan and capacity-building strategy.

Recognising the imperatives for the sustained growing needs of SIDS, mobilization of financial resources from donors in addition to the allocation from the TC Fund, support capacity-building and the transfer of environmentally sound technologies to SIDS on favourable terms, including on concessional and preferential terms.

In response to the specific needs of SIDS (including LDCs) to implement the IMO GHG Strategy, IMO has been implementing, with the support of the Republic of Korea, a 5-year (2020-2025, USD 2,5 million) Sustainable Maritime Transport Training Programme (GHG SMART), focused on building capacity in SIDS (and LDCs). The GHG SMART Programme aims to build capacity in SIDS through a series of training courses and the development of individual Trainee Structured Training Plans (TSTPs). Four (4) SIDS (Antigua & Barbuda, Marshall Islands, St. Kitts & Nevis, and Tonga) are attending the 2023 Training Programme.

In addition to the established initial outputs, i.e. assisting SIDS to deliver safe, secure, efficient and reliable transport of goods across their respective regions while minimizing pollution, maximizing energy efficiency and ensuring resource conservation, through a gap assessment in the context of IMO Instruments and regional Codes, the 2023 GHG-SMART programme established two (2) scholarships for an in-person Masters studies at the World Maritime University (WMU) for two (2) participants, one male and one female in line with the 50%-50% gender equality.

Furthermore, the IMO-Norway GreenVoyage2050 Project (2019 – 2024, Approx. USD 7.1 million) has developed training materials specifically focused on supporting SIDS to develop a [National Action Plan \(NAP\) to address GHG emissions from Ships](#). The Project directly supports the Solomon Islands in completing a fuel consumption baseline for its domestic fleet and developing a NAP to achieve sustainable and cost-efficient maritime transport.

The GloLitter Partnerships Project (2020-2024, Approx. USD 4.5 million) organised a capacity-building event in Busan, the Republic of Korea, in September 2022, during which participants from SIDS, including Vanuatu, Solomon Islands, Timor-Leste and Tonga attended to establish twinning relationships with other countries to prevent and reduce plastic waste from sea-based sources. Vanuatu has, since then, received further support in the project to develop a National Action Plan, and the Solomon Islands will be supported in developing a similar Plan.

IMO implements two global technical cooperation projects focusing on ships' biofouling and its link to marine biosecurity and GHG emissions, namely the GEF-UNDP-IMO GloFouling Partnerships project (2018-2025, Approx. USD 7 million) and the IMO-NORAD TEST Biofouling project (2022-2025, USD 4 million). Both support Mauritius, Fiji and Tonga in addressing these issues through capacity-building activities, demonstration projects to test novel technologies and policy development. Comoros, Jamaica and Tuvalu are also beneficiaries of capacity-building training activities.

The IMO-EC Global MTCC Network (GMN) Project (2016-2022, Approx. USD 11 million) established a Maritime Technology Cooperation Centre in Fiji, which is co-hosted by the Pacific Community (SPC) and the Pacific Regional Environment Programme SPREP. The Centre supported SIDS across the Pacific region, focused on improving the energy efficiency

of domestic class vessels and ports and updating national policy and regulation. In addition, the project delivered pilot demonstration projects in Samoa, Vanuatu and Fiji, highlighting the energy efficiency and cost benefits related to retrofitting vessels with solar panels. A second phase of the GMN Project will be launched later this year.

PART B

IDENTIFYING POLICY PRORITIES IN SIDS FOR THE NEW AGENDA

The SAMOA Pathway contains a number of action areas which require policy formulation, programmes or projects to implemented at national, sub regional and/or regional levels. While SIDS have made a fair amount of progress with actioning these over the last decade, a number of gaps remain. As the international community prepares for the 4th International Conference on SIDS, what are the key priority policies, programes and projects that are needed to further advance the SIDS development agenda and why? (750 words)

An in-depth thematic analysis of the specific needs of SIDS was initiated in 2022 with a view to identifying, articulating, and addressing common findings, root causes and highest-priority shipping needs. In parallel with the thematic analysis, a project management plan for the IMO's global programme supporting SIDS is currently being developed. The plan will establish the desired maritime outcomes and all the critical components of a sound project management methodology to achieve the outcomes over the following 10-year timeframe.

The First Pacific Regional Knowledge Partnership Workshop (KPW) held in March 2023 was attended by 42 participants from 13 SIDs and regional and international organizations. The workshop aimed to develop a knowledge partnership mechanism for technical cooperation activities in the region's maritime sector. It also provided a platform for SIDs and development partners to establish connections and strengthen their network, learn the organizational set-up of maritime entities, how they operate, national policies/plans in place, existing projects and Official Development Assistance (ODA), identify priorities of SIDs and opportunities available through development partners, increase knowledge on approaching ODA funding support, and to provide a platform to assist SIDs with their project concepts/proposals.

An information paper on the workshop was submitted to the Fifth Pacific Regional Energy and Transport Ministers' Meeting (5th PRETMM) to share the workshop findings and recommendations. The meeting supported the recommendations in the information paper, which includes:

- a) recognise the importance of the First Pacific Knowledge Partnership Workshop on maritime technical cooperation activities and acknowledge the support provided by IMO and the Pacific Community (SPC) to participating countries;

- b) support IMO and SPC's continuing efforts to improve partnerships in the region
- c) encourage governments to recognise the maritime sector as a priority industry within the Pacific region and encourage governments to improve internal coordination to enable the sector to access financial support through ODA;
- d) develop National Maritime Development Plans (NMDPs) to link into National Development Plans (NDPs), communicating and collaborating to better prioritise the maritime domain; and
- e) encourage governments to designate their respective National Knowledge Partnership Officer(s) and inform the (IMO Circular Letter [No.4004](#) refers).