

# IMPROVING THE AVAILABILITY OF MARITIME TRANSPORT COST DATA IN THE PACIFIC REGION

## Fiji Country Report



## Acronyms

ASYCUDA	Automated System for Customs Data
CPI	Consumer Price Index
EEZ	Exclusive Economic Zone
FIBOS	Fiji Islands Bureau of Statistics
FPCL	Fiji Ports Corporation Limited
FNPF	Fiji National Provident Fund
FPTL	Fiji Ports Terminals Limited
FRCS	Fiji Revenue and Customs Service
IMO	International Maritime Organization
GDP	Gross Domestic Product
GHG	Greenhouse Gases
GSS	Government Shipping Services
LDCs	Least Developed Countries
MEPC	Marine Environment Protection Committee
MSAF	Maritime Safety Authority of Fiji
MTCSME	Ministry of Trade, Co-operatives, Small and Medium Enterprises
MTCC Pacific	Pacific Maritime Technology Cooperation Centre
NDPL	Neptune Pacific Direct Line
PICs	Pacific Island Countries
SIDS	Small Island Developing States
SPC	The Pacific Community
SPREP	Secretariat of the Pacific Regional Environmental Program
TC	Technical Co-Operation Committee
UNCTAD	United Nations Conference on Trade and Development
WCO	World Customs Organisation

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## BACKGROUND

In an ever interdependent and globalized world, countries share not only in growth and prosperity but also in crises and challenges. One such challenge is climate change, and its implications for economies and societies developed and developing alike. Like other economic sectors, maritime transport is at the forefront of the climate change challenge.

With climate change being a global challenge and maritime transport an inherently international industry, the International Maritime Organization (IMO) has led efforts to set clear goals, milestones, and regulations with a view to reducing Greenhouse-Gas (GHG) emissions in shipping.

The *2023 IMO GHG Strategy on reduction of GHG emissions from ships* acknowledges that impacts on countries of candidate GHG reduction measures should be assessed and considered as appropriate before their adoption, paying particular attention to the needs of developing countries, especially Small Island Developing States (SIDS) and Least Developed Countries (LDCs).

The Comprehensive Impact Assessment of the IMO short-term GHG reduction measure (MEPC 76/7/13), adopted at the 76th session of the IMO's Marine Environment Protection Committee (MEPC 76) identified several data gaps on maritime transport costs and the economics of shipping, especially in the Pacific region. To this, the IMO has initiated a project on improving the availability of maritime transport costs data in the Pacific region, funded through the IMO's GHG TC Trust Fund.

In line with discussions in both the IMO's MEPC and the Technical Co-Operation Committee (TC), the Pacific Maritime Transport Cost project is implemented by The Pacific Community (SPC) and the Secretariat of the Pacific Regional Environmental Program (SPREP), as hosts of the Pacific Maritime Technology Cooperation Centre (MTCC Pacific), building upon their presence in the region and established contacts with stakeholders throughout the Pacific region on matters related to the reduction of GHG emissions from ships.

The project focuses on nine Pacific countries, namely: Cook Islands, Fiji, Kiribati, Marshall Islands, Nauru, Solomon Islands, Tuvalu, Tonga, and Vanuatu, and aims to improve the availability of relevant maritime transport costs data in the Pacific region, including with the view to facilitating future assessments of impacts of candidate IMO GHG reduction measures in that region.

This country summary report results from desktop reviews and fact-finding interviews by the MTCC Pacific team held between June 2022, October-November 2022 and April 2023. This report documents the stakeholders that were consulted, the agencies, entities, and processes currently in place that collect, use, and store maritime transport costs data, and maps the availability of relevant data in Fiji.

## COUNTRY PROFILE

Fiji is an archipelagic state of more than 300 islands, out of which 110 are inhabited. Its population nears close to a million people. While the islands are large and have high elevation, most of the inhabitants live near the coasts. The main islands are Viti Levu, where the capital of Suva is located, and Vanua Levu. The second city in Fiji is Lautoka. Fiji is a multiethnic, multi-faith society, influenced by Pacific, Indian, European, and Asian traditions. The Gross Domestic Product (GDP) in Fiji was worth 4.30 billion US dollars in 2021, according to official data from the World Bank.

Fiji has one of the largest economies in the region, generating income through tourism, sugar and exports of natural resources, all of which have been susceptible to climate change in the recent years. Fiji's Exclusive Economic Zone (EEZ) covers about 1.3 million km<sup>2</sup> of the South Pacific Ocean. The remaining 18,274 km<sup>2</sup> encompasses land, where 16% is suitable for agriculture found mainly along the coastal plains, river deltas, and valleys. Fiji is in the tropical cyclone belt and one cyclone on average passes through Fijian waters annually.

### Trade Summary

Fiji had a total **export** of US\$815m and total **imports** of US\$2.1t leading to a negative **trade balance** of -US\$1.3t. The **Effectively Applied Tariff** Weighted Average (customs duty) for Fiji is 8.35% and the **Most Favoured Nation (MFN)** Weighted Average tariff is 8.46%. The **trade growth** is 5.42% compared to a **world growth** of 12.59%. **GDP** of Fiji is US\$4,296,235,427.52 in current value. Fiji **services export** is US\$ 283,764,013.65 and **services import** is US\$ 509,570,959.77. Fiji **exports of goods and services as percentage of GDP** is 27.31% and **imports of goods and services as percentage of GDP** is 54.58%.

*World Bank's World Integrated Trade Solutions*

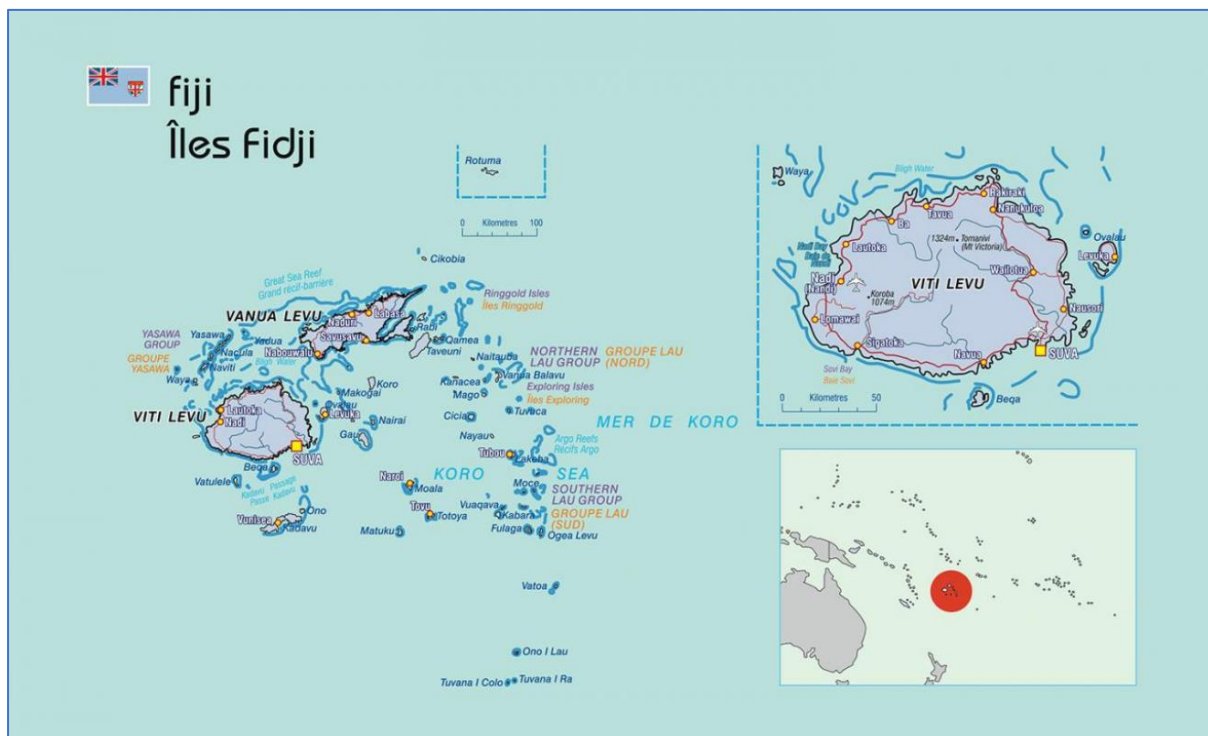


Figure 1: Map of Fiji Islands (Source: [Fiji | The Pacific Community \(spc.int\)](https://www.spc.int/), accessed 20 April 2023).

Fiji's commerce is a balanced market consisting of a few dominant large private companies along with smaller owner operated enterprises. Government enterprises maintain regulatory control over essential service sectors such as telecommunications, roads and power generation. The Government also own a controlling interest in the company that oversees operation of the country's Ports.

Supply and quality of services are generally to international standards. Since Fiji has almost no manufacturing capacity, availability of supplies is largely dependent on supply chain efficiencies from Australia, New Zealand and China, the country's main trading partners for imports. There are generally no supply issues, however, prolonged adverse weather events and the knock-on effects on trade from the COVID-19 border restrictions have resulted in delays of restocking, especially in the outer islands. Services are predominantly clustered in the main urban areas of Viti Levu. International freight enters Fiji through two main port areas: Nadi and Nausori Airports for all air freight coming into Fiji, and Suva and Lautoka Ports for all sea freight. Walu Bay in Suva is the main seaport.

The following pages provide the United Nations Conference on Trade and Development's (UNCTAD) General statistics<sup>1</sup> and Maritime profile<sup>2</sup> for Fiji.

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<sup>1</sup> UNCTADstat. *General Profile: Fiji*. <https://unctadstat.unctad.org/countryprofile/generalprofile/en-gb/242/index.html>. accessed 14 September 2023.

<sup>2</sup> UNCTADstat. *Maritime Profile: Fiji*. <https://unctadstat.unctad.org/countryprofile/MaritimeProfile/en-GB/242/index.html>. accessed 14 September 2023.



# General profile: Fiji

## GENERAL INFORMATION FOR 2022

**Population**  
0.930 Millions

**Exchange rate**  
2.201 FJD/US\$

**GDP**  
4 713 Millions current US\$

**Land area<sup>1</sup>**  
(a) 18 270 km<sup>2</sup>

**CPI growth**  
4.52 %

**GDP growth**  
11.60 %

## INTERNATIONAL MERCHANDISE TRADE

### Total merchandise trade (millions of US\$)

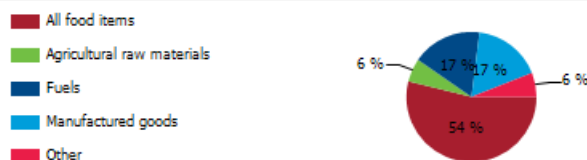
	2005	2010	2015	2022
Merchandise exports	701	841	895	1 055
Merchandise imports	1 607	1 808	2 081	2 997
Merchandise trade balance	-906	-967	-1 186	-1 942

**+29.4 %**

Merchandise exports  
growth rate in 2022

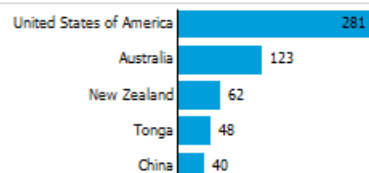
### Export structure by product group in 2022

(as % of total exports)



### Top 5 partners in 2022

(exports, millions of US\$)



## INTERNATIONAL TRADE IN SERVICES

### Total trade in services<sup>2</sup>

(millions of US\$)

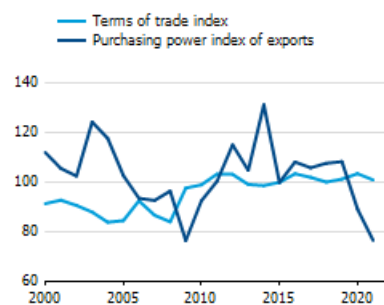
	2005	2010	2015	2022
Services exports	930	987	1 312	1 329
Services imports	530	448	568	753
Services trade balance	400	539	744	575

### Services exports by main category<sup>2</sup>

(as % of total services)

	2005	2010	2015	2022
Transport	31.5	25.0	25.4	36.2
Travel	52.2	64.3	62.2	51.6
Other services	7.7	9.8	10.9	11.3

## TRADE INDICES



## ECONOMIC TRENDS

### Economic indicators

(millions of US\$ unless otherwise specified)

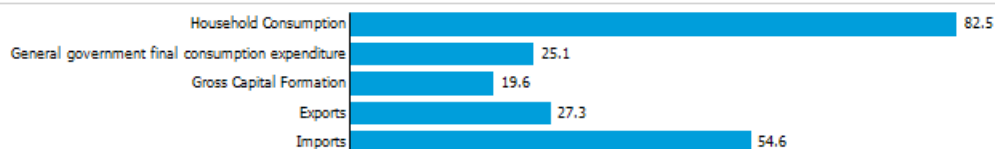
	2005	2010	2015	2022
GDP, current	2 981	3 140	4 682	4 713
GDP per capita, current US\$	3 407	3 470	5 105	5 069
Real GDP growth, y-on-y, %	0.70	3.00	4.66	11.60
Current account balance, % of GDP	-6.90	-4.76	-3.47	-18.41
Exchange rate (/US\$)	1.691	1.919	2.098	2.201

**+11.6 %**

Gross domestic product  
growth rate in 2022

### GDP by expenditure in 2021

(as % of total GDP)





# Maritime profile: Fiji

## GENERAL INFORMATION FOR 2022

 **Population**  
0.930 Millions

 **GDP**  
4 713 Millions current US\$


 **Merchandise trade<sup>1</sup>**  
4 053 Millions current US\$


 **Land area<sup>2</sup>**  
(j) 18 270 Km<sup>2</sup>


 **GDP growth**  
11.60 %

 **Transport services trade<sup>3</sup>**  
2 082 Millions current US\$

## MARITIME KEY FIGURES FOR 2022

 **Coast/area ratio<sup>2</sup>**  
253.9 m/km<sup>2</sup>


 **Ship building<sup>4</sup>**  
..


 **Ship recycling<sup>4</sup>**  
..

 **Fleet - National flag<sup>5</sup>**  
73 Thousands DWT

 **Fleet - National flag<sup>5</sup>**  
75 ships

 **Fleet - Ownership<sup>6</sup>**  
11 Thousands DWT

 **Container port throughput<sup>7</sup>**  
..

 **Number of seafarers<sup>8</sup>**  
..

 **Number of port calls<sup>9</sup>**  
-

## WORLD SHARES FOR 2022

Population	0.01 %
Coastline (km) (2)	0.28 %
Gross Domestic Product (current US\$)	Less than 0.01% of the World total
Merchandise exports (US\$)	Less than 0.01% of the World total
Merchandise imports (US\$)	0.01 %
National flagged fleet (DWT) (5)	Less than 0.01% of the World total
National flagged fleet (US\$) (5)	Less than 0.01% of the World total
Fleet ownership (DWT) (6)	Less than 0.01% of the World total
Fleet ownership (US\$) (6)	Less than 0.01% of the World total
Ship building (GT) (4)	Not available or not separately reported
Ship recycling (GT) (4)	Not available or not separately reported
Seafarer supply: Officers (8)	Not available or not separately reported
Seafarer supply: Ratings (8)	Not available or not separately reported
Container port throughput (TEU) (7)	Not available or not separately reported
Port calls: Container ships (9)	Not publishable
Port calls: Liquid bulk carriers (9)	Not publishable
Port calls: Dry breakbulk carriers (9)	Not publishable
Port calls: Dry bulk carriers (9)	Not publishable
Port calls: LPG carriers (9)	Not publishable
Port calls: LNG carriers (9)	Not available or not separately reported

## INSTITUTIONAL ARRANGEMENT FOR MARITIME TRANSPORT COST DATA

### Maritime Administrations

The Ministry of Trade, Co-operatives, Small and Medium Enterprises (MTC/SME) is responsible for formulating and implementing policies and strategies that create and facilitate growth in industry, investment, trade, tourism, transport, co-operative businesses, micro small and medium enterprises and enhance metrology, standards and consumer protection. The Transport Division falls under MTC/SME and is responsible for land and maritime transport industry<sup>3</sup>. Statutory authorities are also set up to assist the Ministry. The Government Shipping Services (GSS), a 12-vessel fleet, further function as a department to provide transportation and related services to Government (not involved in international nor domestic trade).

The Maritime Safety Authority of Fiji (MSAF) is the sole regulatory authority in Fiji that monitors and ensures all vessels registered in Fiji comply with all IMO instruments the Fijian Government had rectified. It operates under the Maritime Safety Authority Act 2009 and the Maritime Transport Act 2013. MSAF is responsible for the overall safety of all maritime operations in Fiji, focusing on two key areas: Safety Regulation and Marine Environment Protection. MSAF is also responsible for the following aspects of maritime operations: maintaining a Ships and Seafarers Registrar; ensuring all Fiji registered vessels are seaworthy and safely managed; and ensuring all seafarers and maritime users comply with the laws that MSAF administers.

Both the Division of Transport and MSAF hold more data pertaining to domestic maritime connectivity, such as, registered vessels, cargo and passenger movements, thus did not provide information to this project. However, they were able to assist in relaying the project and interest for data collection across other relevant stakeholders such as the Port Authority. Figures 2 and 3 below provides a domestic snapshot on types of vessels operating in Fiji and passenger and cargo movements.

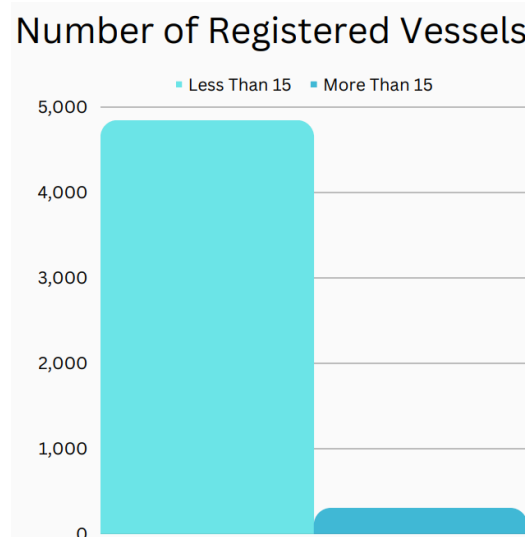


Figure 2: Nearly 5,000 registered vessels (less than 15m) ranging from pleasure crafts to cargo and passenger vessels operate in Fiji waters (Source: Fiji Country Presentation, First Pacific Knowledge Partnership Workshop on Maritime Technical Cooperation Activities, 2023).

<sup>3</sup> For the period 2022. As of 2023, the Transport Division now falls under the Ministry of Public Works and Meteorological Services, and Transport.

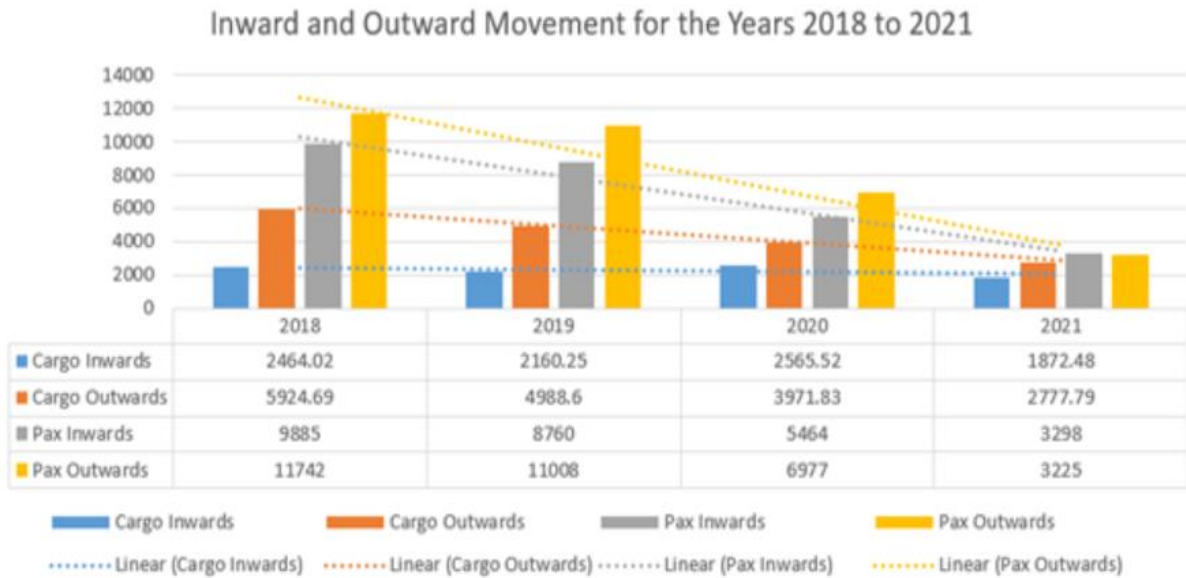


Figure 3: Passenger movements recorded an all-time high between 2018 and 2019 at approximately 1 million passengers travelling to and from maritime islands. Cargo transported for the same years were an average of 750,000 tonnes. The impacts of the COVID-19 pandemic led to the decline in passenger and cargo movements for the same period (Source: MTCsME, 2023).

### National Statistics Office

It is the mandate of the Fiji Islands Bureau of Statistics (FIBOS), as the national statistical agency governed by the Statistics Act and the Census Act (Chapters 71 & 72) to collect, compile, analyse, abstract and publish statistical information relating to the economic and general activities and conditions of the people of Fiji; collaborate with government departments and other agencies in the collection, compilation, analysis and publication of statistical records of administration; organise a coordinated scheme of social and economic statistics relating to Fiji; and conduct a census of the population of Fiji as required according to the Census Act Chap.72.

FIBOS collects national accounts data to produce Consumer Price Index (CPI), and Gross Domestic Product (GDP) which are published on their website<sup>4</sup>. They have a standing MOU with Fiji Revenue and Customs Service (FRCS) to access Revenue and Customs data.

### Customs Administrations

The FRCS is a statutory organisation established under the FRCS Act 1998. FRCS controls all customs clearance process of imports and exports of all commercial and humanitarian goods into Fiji and sets all procedures and tariff determinations, as well as exemptions. The customs procedure for handling incoming goods during general periods is controlled by the FRCS and is generally undertaken through brokers and through the Fiji Procurement Office operating under the Ministry of Economy for Government-consigned and utilised goods.

<sup>4</sup> Fiji Bureau of Statistics - [www.statsfiji.gov.fj](http://www.statsfiji.gov.fj)

The Customs clearance process and documentation follow international standards and Fiji operates under the World Customs Organisation (WCO) conventions. Goods are allowed to stay at the wharf prior to customs clearance for 72 hours. Other border agencies, such as Biosecurity Authority of Fiji and Ministry of Health and Medical Services are also involved in the clearance of the goods. Fiji customs processes follow international procedures and standard documentation is required in all customs processes.

Fiji is one of the partner countries of the Automated System for Customs Data (ASYCUDA) project, a software developed by UNCTAD that computerises customs management systems, collects manifests and customs declarations, along with accounting, transit and suspense procedures and generates trade data that can be used for statistical economic analysis. FRCS has been a lead in ensuring all systems have become digitised and have also explored opportunities for a Fiji Single Window.

### Port Authorities

Situated as a strategic hub in the Southwest Pacific, Fiji has become a major crossway for shipping services between North America, Australia, New Zealand and between the regional Pacific countries.

The Fiji Ports Corporation Limited (FPCL) is a government-owned corporation operating semi-autonomously under the Ministry of Finance, Strategic Planning, National Development & Statistics governed by the Seaports Management Act 2005. FPCL is responsible for administering major ports located in Suva, Lautoka, Labasa/Malau, and Levuka. Other ports remain under the Ministry's control, with MSAF retaining responsibility for navigational and safety oversight.

Operations and maintenance at the ports governed by FPCL are handled by Fiji Ports Terminals Limited (FPTL). FPTL also carries out stevedoring at all major ports. Previously a 100% government-owned operation, FPTL is now a 100% subsidiary of FPCL and is managed and operated by FPCL. FPTL operates under the act of Parliament of the Ports Authority of Fiji Act (No 20). In 2013 and 2015, FPTL and FPCL respectively underwent privatization initiated by the Government and the current shareholder structure is illustrated in Figure 4.

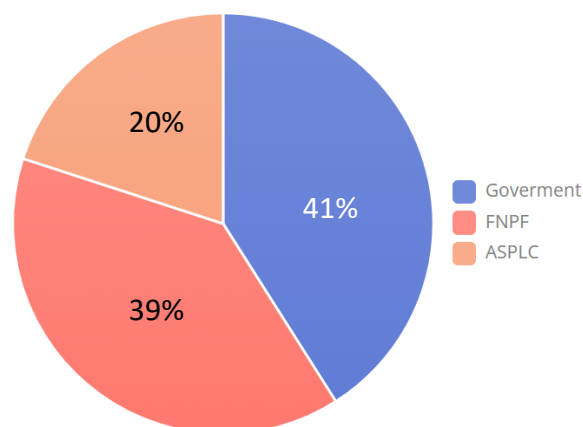


Figure 4: Government maintains 41% of the shares in FPCL, while the Fiji National Provident Fund (FNPF) owns 39%. The remaining 20% is owned by Aitken Spence PLC, a Sri Lankan conglomerate. (Source: FPCL, 2022).

The Port of Suva is Fiji's largest, busiest and biggest container and general port providing the maritime gateway to the country's capital city of Suva. 95% of Fiji's imports and exports are traded through FPCL and handled by FPTL. All customs, immigration and quarantine facilities are provided at Suva and Lautoka ports. The Suva port provides pilotage, safe anchorage, deep berths (capable of handling vessels of over 40,000 tons), stevedoring, general cargo handling, cargo/container storage including freezer and cooler, loose cargo warehousing, fumigation, incineration and weighbridge facilities.



Figure 5: Suva Port (Source: FPCL, 2022).

Lautoka, as the second-largest port of entry, largely handles Fiji's sugar and timber exports. This port is the base for local cruise vessels servicing offshore holiday resorts. Other port facilities include several privately owned terminals for the handling of petroleum, gas, bulk sugar, molasses and wood chips. There is also a fishing port that services the requirements of local fishermen. Savusavu (in Vanua Levu), Levuka and Rotuma (Fiji's outlier island) are smaller Ro-Ro ports. The minor ports in Levuka, Malau, Wairiki (in Vanua Levu) and Vuda Point (part of Lautoka) provide only basic services for coastal traffic and are often weather and tide constrained.

There are numerous shipping companies with vessels that service Fiji's ports over one to three times a month. Direct sea-freight connections are available to most of the Pacific Islands' ports, New Zealand, Australia, Japan and the west coast of the United States. Being the "hub of the Pacific", Suva Port is also a strategic transshipment port for cargoes traded between the Pacific Island Countries (PICs).

Understanding the Ports' significance and impacts, FPCL recently launched the Green Port Master Plan 2019-2023<sup>5</sup>, aligning to the Port's vision of being the Smart, Green Gateway for trade in the Pacific Region. The Master Plan outlines the pathways to reduce its environmental footprint and combat climate change.

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<sup>5</sup> <https://sustainableworldports.org/project/fiji-ports-green-port-initiative/>

## Shipping Agents

There are four major international shipping agents in Fiji, covering six shipping lines that call at Suva. These include:

- **Shipping Services Fiji** are agents in Fiji for:
  - Matson Shipping
  - Maersk Line
  - Hamburg Sud
- **Swire Shipping Limited**
  - Swire Shipping company has been servicing Fiji in one form or another since 1958, their recent iteration having after buying out Pacific Agencies. The company has up to 30 vessels operating in the Pacific, with a recently launched and newly built MV Suva Chief joining the fleet in 2021. The company services 2 lines while having slots on a Matson route.
- **Carpenters Fiji**
  - A long-time player in Fiji’s shipping market, they are local agents for Kyowa shipping line.
- **Neptune Pacific Direct Line**
  - Another long-time shipping company in the region with a network that spans from Australia to Tahiti, as far north as Micronesia, and back to New Zealand in the south.

## STATUS OF DATA COLLECTION

### Commodity Data

Efforts to reach out to the FRCS, head of revenue management plus its chief of staff was not successful. Email correspondences to customs office were met with no responses.

According to FBOS figures, Fiji’s Major Exports include fuel, including oil, fish, beverages, gems, sugar, garments, gold, timber, fish, molasses, coconut oil and mineral water. Its Major Imports are manufactured goods, machinery and transport equipment, petroleum products, food and beverages, chemicals and tobacco. FBOS was able to provide commodity trade data for exports, imports, and re-exports at 8-digit level from 2011-2021. The data shows country of origin and value of trade. The value of cost of shipping was not something that FBOS compiled.

### Trade Data

#### International

Annual exports by item (HS Code), country, quantity (kg), & value  
 Annual imports by item (HS Code), country, quantity (kg), & value  
 Annual Re-exports by item (HS Code), country, quantity (kg), & value  
 Importers - transport costs  
 Exporters - transport costs

2022 2021 2020 2019 2018 2017 2016 2015 2014

	2022	2021	2020	2019	2018	2017	2016	2015	2014
Annual exports by item (HS Code), country, quantity (kg), & value									
Annual imports by item (HS Code), country, quantity (kg), & value									
Annual Re-exports by item (HS Code), country, quantity (kg), & value									
Importers - transport costs									
Exporters - transport costs									

#### Domestic

Annual exports by item (HS Code), country, quantity (kg), & value

	2022	2021	2020	2019	2018	2017	2016	2015	2014
Annual exports by item (HS Code), country, quantity (kg), & value									

## National Macroeconomic Data

The FBOS is mandated to collect national accounts data for the country. This includes recording changes in price levels to produce CPI and GDP, which is the amount of goods and services produced in a country. Both of these were provided by FBOS, with GDP data going as far back as 2014-2020, and CPI data for years 2014-2020. FBOS was also able to provide data on the labour breakdown of employment by sector as it corresponds to sectors in its GDP calculations for years 2014, 2016-2019.

### Macro Economic Data

2022 2021 2020 2019 2018 2017 2016 2015 2014

GDP - real, per capita, by sector  
 Consumer price index, by month and year  
 Employment statistics


## Trade Routes

The following trade routes were identified and listed below by shipping line:

**Maersk Line** [Hamburg Suud has agreements to ship its cargo on Maersk and Neptune Pacific Direct Line (NPD) vessels]

*Fiji Express:*

Tauranga -> Auckland -> Noumea -> Suva -> Lautoka

**Swire Shipping Line:**

*Pacific Weekly Express:*

Port Klang -> Singapore -> Motukea -> Lae -> Rabaul -> Noumea -> Suva -> Lautoka -> Madang

*Australia to Pacific Islands:*

Melbourne -> Sydney -> Brisbane -> Noumea -> Lautoka -> Suva -> Port Vila

**Matson Shipping Line:**

*New Zealand to Pacific*

Auckland -> Lautoka -> Suva -> Nuku'alofa -> Apia -> Pago Pago -> Rarotonga -> Aitutaki -> Niue

**Kyowa Shipping Line:**

*South Pacific Service:*

Busan -> Kobe -> Nagoya -> Yokohama -> Tarawa -> Honiara -> Port Vila -> Santo -> Noumea -> Suva -> Lautoka -> Nukualofa -> Apia -> Pagopago -> Papeete -> Funafuti

**Neptune Pacific Shipping Line:** (Hamburg Suud has agreements to ship its cargo on Maersk and NPD) vessels)

*New Zealand to Pacific*

Tauranga -> Suva -> Lautoka -> Apia -> Pago Pago -> Nuku'alofa



## Port Calls and Ship Characteristics

The Port Master for Port of Suva was able to supply four years of port data for the port these were for 2017-2019. Data tabulated and summarised vessels according to ship types.

### Port Data

Vessel call data by port, IMO, date, time, etc.  
 Fees & Charges, by type, unit of measure, rate  
 Ports' container throughput, by port, by type

2022 2021 2020 2019 2018 2017 2016 2015 2014


Figure 6 was obtained from the Fiji country presentation during the IMO-SPC First Pacific Knowledge Partnership Workshop on Maritime Technical Cooperation Activities. It shows a snapshot of foreign vessel calls, excluding fishing vessels in Fiji ports for the years 2008-2021. It shows a slowing trend in incoming vessels before covid-19 restrictions took hold and most likely would have fallen during it. No particular explanation was provided by the Fiji delegation however upon inspection of figures provided by the Fiji Ports Terminal, it appears that there has been a decrease in calls from almost all ship types.

Annex 1 provides a high-level data mapping illustration for Fiji.

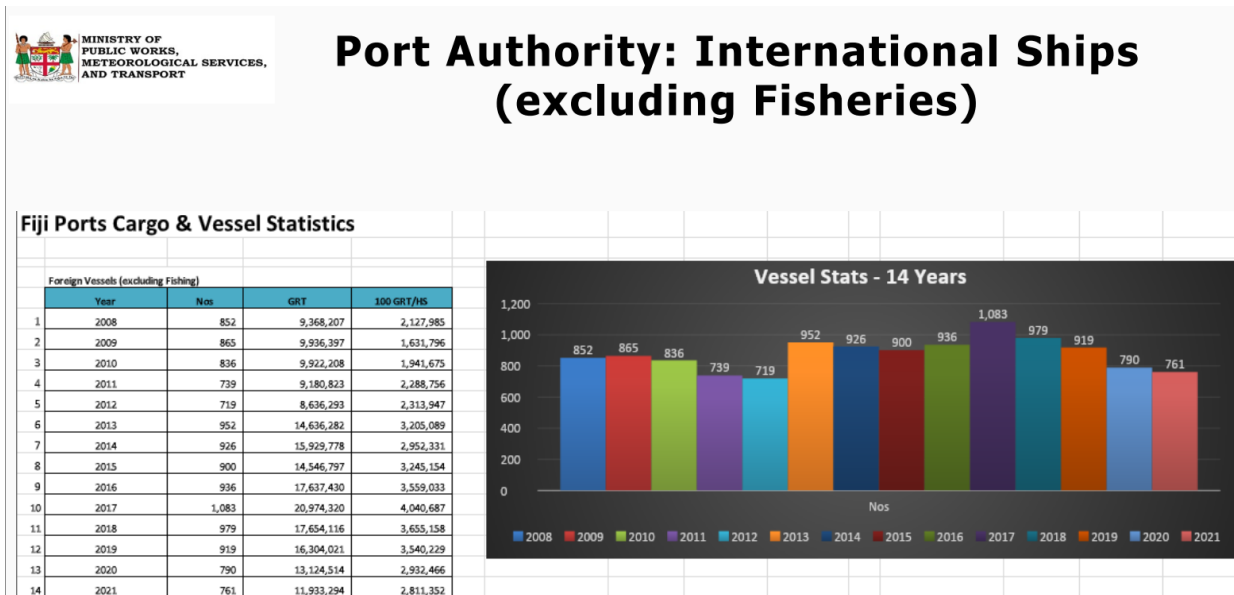


Figure 6: International Ships calling at the Port of Suva from 2008-2021 (Source: Fiji Country Presentation, First Pacific Knowledge Partnership Workshop on Maritime Technical Cooperation Activities, 2023).

## Trade Throughput

The port master also presented trade throughput of the Port of Suva for the year 2016-2021. This was aggregated according to 20 and 40 footers across imports (empty and full containers), exports (empty and full containers), and transshipment containers.

## Freight Rates (noting associated units)

Meetings were organised with NPD and Swire Shipping, where discussions were conducted and the SPC team's request for data was told to be put forward in email. Upon sending email request no response was received. A meeting was also arranged with Shipping Services, but they made it clear that shipping cost data cannot be shared.

## ISSUES AND CHALLENGES

Transport cost and surcharge data was not forthcoming despite numerous requests and follow ups.

Fiji shipping agents were seen to guard their competitive advantage by treating pricing and cost structures as confidential. The MTCC Pacific team were often informed that sharing such information could compromise their market position, as competitors gain insights into pricing strategies and that because freight charges often entail sensitive data, including contractual agreements and negotiated rates, there was risk of breaching confidentiality and legal liabilities.

Additionally, the custom solutions offered by Fiji shipping agents, tailored to factors like volume and shipping routes, may be jeopardized by revealing pricing structures. Keeping pricing details private enhances negotiation leverage, crucial for agreements with carriers and customers. Additionally, regulatory compliance concerns and the need to safeguard against unscrupulous competitors further underscore the current culture of necessity in Fiji of maintaining confidentiality in the shipping industry.

Moreover, collecting accurate data on freight costs in Fiji is exacerbated by the geographical isolation of many islands, coupled with limited (technological) infrastructure and transportation options, complicating data accessibility and collection. Inconsistent data collection practices, stemming from resource limitations or outdated technology, further hinder precision while data quality varies across sources, influenced by organizational capabilities.

## SUMMARY AND CONCLUSION

The in-country mission provided the *Pacific Maritime Transport Cost Study* team with the opportunity to better understand country context regarding maritime data in Fiji. It allowed for discussion with relevant stakeholders from Fiji's Department of Transport, Fiji Ports Terminal, Fiji Revenue and Customs Service, Fiji Bureau of Statistics, and various shipping agents.

In general, the mission found national accounts and commodity data to be well collected, as in the case of the national statistical office that was forthcoming in providing these data. However, attempts to get specific maritime transport cost data from the Customs office was not successful as no response was received. Shipping agents were responsive to meet but were not willing to share their structure of their freight charges nor any data. With the market dynamics of the region, many agents would choose to not disclose their data as it may expose their business stability to vulnerabilities and/or impact their market position negatively.

The port of Suva provided data on its port statistics for the years 2016-2019 and were unable to provide any data later than 2016 as the management firm had taken over the running of operations in that year.

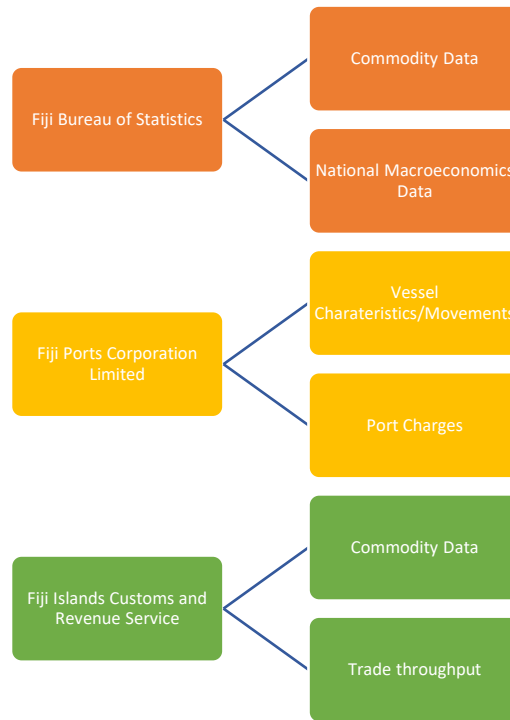
Fiji is part of several Pacific Island Countries that have been incorporating the AYSCUDA system into their customs and border operations, and this should allow for the capture of detailed maritime data such as freight costs and the country of origin. The national statistics office is expected to have access into the system and as such extract as much data that it would feasibly need for its own compilation.

A tracker (summary) of available data by data category and year is provided in Annex 2. Data may be made available for further analysis by contacting the IMO Secretariat but remains the property of relevant data providers. Additional information such as contact details of focal points in relevant organizations from Fiji can be provided upon request.



## ANNEX 1: Data Mapping

The below graph attempts to map where data may be situated amongst the various stakeholders the project team engaged with.



# ANNEX 2: Data Collection Summary

## Macro Economic Data

GDP - real, per capita, by sector  
 Consumer price index, by month and year  
 Employment statistics

2022 2021 2020 2019 2018 2017 2016 2015 2014


## Trade Data

### International

Annual exports by item (HS Code), country, quantity (kg), & value  
 Annual imports by item (HS Code), country, quantity (kg), & value  
 Annual Re-exports by item (HS Code), country, quantity (kg), & value  
 Importers - transport costs  
 Exporters - transport costs

2022 2021 2020 2019 2018 2017 2016 2015 2014


### Domestic

Annual exports by item (HS Code), country, quantity (kg), & value

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## Fleet Data

Vessel call data by port, IMO, date, time, etc.  
 Vessel characteristics by name, by type (MISSING IMO#)

2022 2021 2020 2019 2018 2017 2016 2015 2014


## Port Data

Vessel call data by port, IMO, date, time, etc.  
 Fees & Charges, by type, unit of measure, rate  
 Ports' container throughput, by port, by type

2022 2021 2020 2019 2018 2017 2016 2015 2014


## Data Mapping

Data providers, organizations, positions, contact info, etc.  
 Commodity/Essential Goods data mapping  
 Commodity/Essential Goods economic data mapping  
 Trade route mapping  
 Data mapping
 

- Macro economic data
- Trade data
- Fleet data
- Port data

Y P N



## Notes

Trade commodity data provided does not go to the transport costs level  
 inflation rate reports 2012 & 2013, pdf  
 labor stats 2014, 2016, 2017, 2018, 2019 pdf  
 Kyowa Shipping South Pacific Islands Service (IMPORT) local charges by cargo type - year not provided pdf  
 Kyowa Shipping Siapn, Guam, Micronesia Serve schedule 2023  
 Fiji Commerce Commission authorisation of fees and charges 2015