Solomon Islands Plan for a Sustainable Maritime Future

CHARTING THE COURSE TOWARDS GREENER SHIPPING AND PORTS

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Contents

Foreword 4
List of Abbreviations and Acronyms 5
Executive Summary 6

1. Introduction 8 - 11
Background and Context 8
Challenges and Opportunities for Sustainable Maritime Transport 11

2. The Maritime Future We Want 12 - 13
Vision 12
Goals 13
Outcomes 13

3. Our Priorities and Strategic Actions 14 - 17
Strengthening Policy and Regulatory Frameworks 14
Implementing Technical and Operational Energy Efficiency Measures 15
Enhancing Capacity and Systems 16
Strengthening Partnerships and Mobilizing Resources 17

4. Implementation and Next Steps 18 - 19
Implementation, monitoring & reporting 18
Next Steps 18
Implementing Partnerships and Projects 19

5. Annex 20 - 25
National Action Plan Formulation Process 21
National Action Plan Flowchart 22
Key Partnerships 23
Implementation Plan 24

Foreword

The Solomon Islands Government is resolved to maintain net zero emissions across all sectors by 2050 with equitable economic growth and resilience. This goal is translated into various policies and strategies guiding all sectors towards the same objective of providing all Solomon Islanders with equal development opportunities.

This Solomon Islands Plan for a Sustainable Maritime Future has been designed to ensure that the maritime sector also contributes to this overall goal.

We acknowledge our challenges and the issues we face every day in delivering maritime transport services to our island communities, but we see the transformation and transition to greener shipping and ports as an unprecedented development opportunity for the Solomon Islands.

The maritime future we envision includes creating employment opportunities for our youth, ensuring reliable shipping services for our island communities, and building a modern and competitive maritime industry that remains the lifeblood of our ocean territory.

In implementing this plan, we will continue to advocate internationally for the decarbonisation of shipping and ensure that Small Islands Developing States are not left behind. By leading by example in our region, we will share our experiences and successes as we move toward a future of decarbonised shipping and ports in the Solomon Islands.

This plan is also an invitation to all our development partners to join us in this endeavour and bring with you modern technologies, new capabilities, and genuine partnerships. Together, we can offer all Solomon Islanders the maritime future we aspire to achieve.

Honourable Ricky Fuo'o
Minister for Infrastructure Development, MP

List of Abbreviations and Acronyms

GHG	Greenhouse Gas
ILO	International Labour Organisation
IMO	International Maritime Organization
LEDS	Low-Emission Development Strategy
MARPOL	International Convention for the Prevention of Pollution from Ships
MPAC	Marine Pollution Advisory Committee
MRV	Measurement, Reporting, and Verification
NAP	National Action Plan
NDC	Nationally Determined Contributions
PSC	Port State Control
SIG	Solomon Islands Government
SIMA	Solomon Islands Maritime Authority
SIMTA	Solomon Islands Maritime Transport Association
SIPA	Solomon Islands Ports Authority

Executive Summary

The Solomon Islands, a large ocean state comprising over 300 inhabited islands, relies heavily on maritime transport to sustain the daily lives and economic well-being of its people.

With a population of approximately 750,000 projected to reach 1 million by 2030 and 1.3 million by 2050, the demand for efficient, reliable, and sustainable shipping services will continue to grow. Maritime transport is the lifeline of the nation—supporting mobility, trade, healthcare access, education, and disaster response across its widely dispersed communities.

To address current challenges—including an aging domestic fleet, reliance on fossil fuels, infrastructure gaps, and vulnerability to climate change—the Solomon Islands has developed the Plan for a Sustainable Maritime Future – Charting the course towards greener shipping and ports. This National Action Plan (NAP) supports national commitments to achieve net zero emissions by 2050 and aligns with the Climate Change Policy 2023–2032 and the country's Nationally Determined Contributions (NDC), positioning maritime decarbonisation as a key development opportunity.

The NAP outlines 16 priority actions across short-, medium-, and long-term horizons, grouped under four strategic pillars:

1

Strengthening Policy and Regulatory Frameworks

Modernising maritime laws to align with international standards (e.g., MARPOL Annex VI), improving ship registration and safety enforcement, and integrating sustainability into national transport policies.

2

Implementing Technical and Operational Energy Efficiency Measures

Retrofitting and replacing older vessels, adopting low-carbon technologies, improving vessel scheduling, and expanding green port initiatives to reduce emissions at the ship-port interface.

3

Enhancing Capacity and Systems

Investing in training, upgrading maritime education, strengthening data systems for tracking emissions, and improving port and regulatory authority capabilities.

4

Strengthening Partnerships and Mobilising Resources

Building stakeholder collaboration, increasing international advocacy, and securing funding and technical support to implement pilot projects and scale successful initiatives.

Implementation will be coordinated by the Solomon Islands Maritime Authority (SIMA), involving governmental and public institutions and private stakeholders. A robust monitoring and reporting framework will be embedded within SIMA's and governmental agencies' operational framework to ensure transparency and effectiveness.

This plan invites development partners and the maritime community to collaborate with the Solomon Islands in achieving a resilient, net-zero maritime future that enhances connectivity, fosters economic growth, and protects ocean heritage for generations to come.

1. INTRODUCTION

1.1. Background and Context

The Solomon Islands, a vast archipelago comprising 98% of the ocean, has a population of 750,000 people living on more than 300 islands. This population is projected to grow to 1 million by 2030 and reach 1.3 million by 2050. Solomon Islanders heavily rely on maritime transport and small boating for mobility. It makes the operation of small boats and the maritime industry (ports and domestic shipping) served by a skilled maritime workforce critical to island communities' resilience and economic development. In this context, inter-island mobility of people and carriage of cargo heavily relies on fossil fuels, resulting in high operational costs for communities and the industry and a threat to the environment and Solomon Islands' goal to maintain its net-zero emission status.

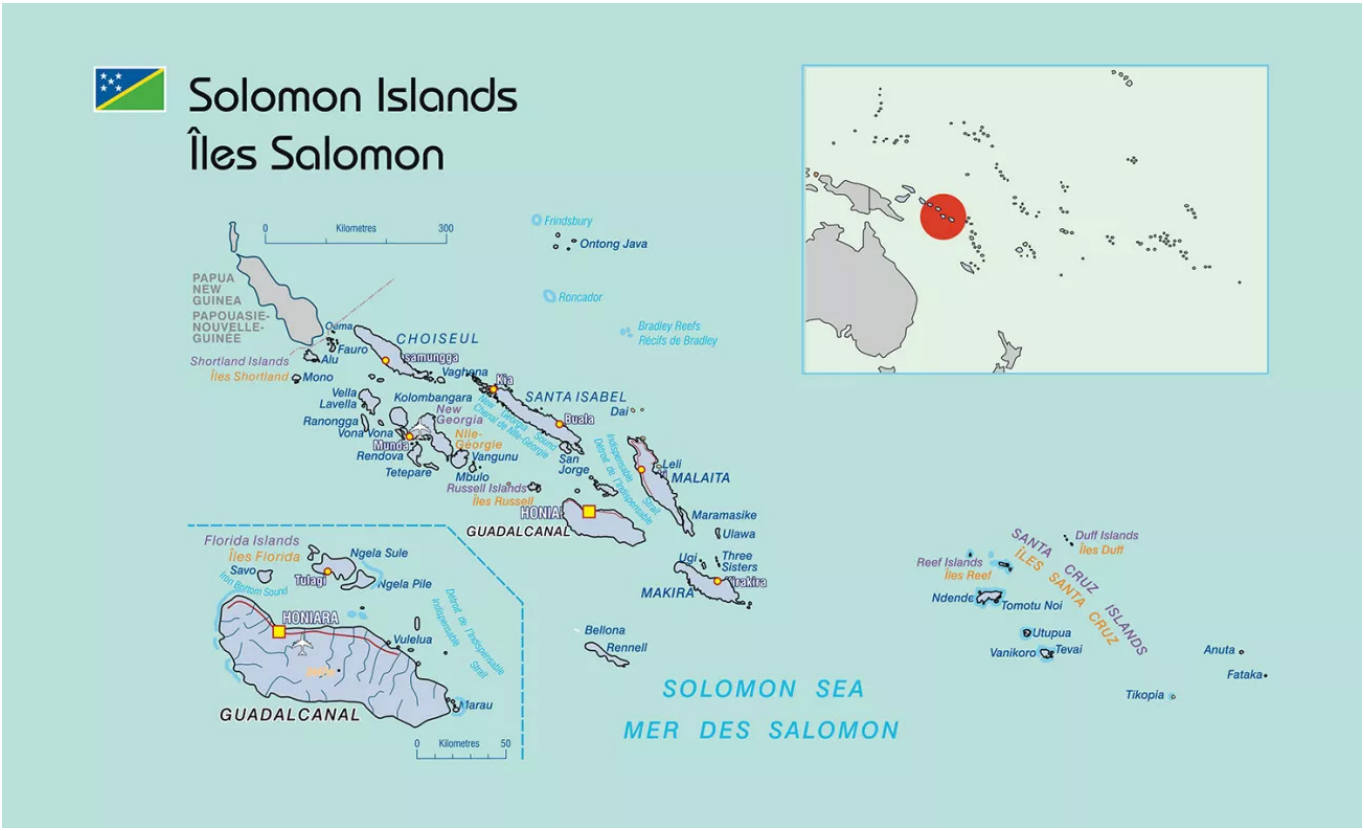

Figure 1 - Map of the Solomon Islands (Credit: SPC).

The geographic makeup of the Solomon Islands, featuring low-lying atolls and low-level lands, makes them particularly vulnerable to climate-related disasters affecting communities. For instance, the highest points of the atolls, like Ontong Java and Sikaiana, are less than two meters elevation above sea level, highlighting their acute risks. It takes three days for shipping to reach Ontong Java and around two days for Sikaiana from the capital city (Honiara).

Domestic shipping is therefore not only essential for connectivity but also critical for disaster response, offering lifelines to communities by adapting services to meet emergent needs. Domestic shipping services are complemented by operations of small boats, largely contributing to the movement of people and cargo between islands and to the resilience of island communities. Affordable and reliable shipping services are imperative to enable Solomon Islanders to continue living on their ancestral, traditional lands.

Despite its importance, domestic shipping in the Solomon Islands is hindered by its dependence on fossil fuel, often operating aging and inefficient vessels with minimal or deteriorating infrastructure. 160 vessels are registered in the Solomon Islands; half are carrying passengers and cargo and the other half are made of tugboats and barges. The average age of the domestic fleet is 24 years, with 34% of the vessels less than 20 years old, 28% aged between 20 and 30 years, and 38% over 30 years of age. Approximately half of the fleet will require replacement in the next two decades, a period during which the population is projected to double. This aging fleet, until recently compounded by overcapacity, contributes to operational inefficiency, which in turn impacts emissions. This presents both challenges and opportunities: there is a substantial opportunity for domestic shipping to shift to more efficient operational practices, reduce reliance on fossil fuel, cut greenhouse gas (GHG) emissions, and ultimately provide a reliable service to island communities with increased investment capacity in ships and services. Such improvements are crucial for bolstering island communities' resilience against climate change's impacts and supporting sustainable economic growth.

The Solomon Islands feature the following main international ports: Honiara Port and Noro Port, operated by the Solomon Islands Ports Authority (SIPA). A third port, Leroy Wharf Port, has been declared within SIPA jurisdiction and is operated by Solfish Limited. Both the Honiara and Noro port facilities provide a range of services, including international and domestic berths and docks, container terminals, bulk, and general cargo handling, improved ship turnaround time, warehousing and storage, tug and piloting, security, and bunkering services. Effective cooperation and integration of such port facility services contribute to a port's overall efficiency and competitiveness, supporting international trade and economic development. Leroy Wharf Port, while privately managed, operates in the fishing industry and is developing to provide services for the shipping industry, handling loading and unloading of catch.

Solomon Islands is also heavily reliant on imports of goods by international shipping. In 2023, the international maritime traffic was 600 visits of 305 individual foreign vessels [30% general cargo ships, 50% fishing vessels, 10% bulk carriers (logging & mining), and 10% others].

If allowed to play its role in connecting island communities, infrastructures, and businesses, the Solomon Islands maritime sector has the potential to unlock development opportunities, support productive sectors, create new jobs, contribute to economic growth, and benefit from an equitable transition to a decarbonised maritime sector.

Solomon Islands currently holds net-negative greenhouse gas emissions due to its expansive tropical forests which cover approximately 87% of its total land area. The nation has committed to "maintain net zero emissions across all sectors by 2050" as outlined in its Long-Term Low Emission Development Strategy (LEDS), recognising that government, private and community stakeholders must continue reducing emissions from human activities beyond this natural offset. In line with this vision, the LEDS sets sector-specific targets for maritime transport to reduce GHG emissions from domestic shipping progressing to zero-emissions by 2050 and aiming for domestic shipping operations and fossil fuel use to be monitored, reported and managed by 2030. These maritime commitments, endorsed at the Pacific Regional Energy and Transport Ministers' Meeting in 2019 and 2023 also support the Pacific Ports 2030–2050 vision for resilient, green and clean ports in the Pacific.

At the regional level, the Pacific One-Maritime Framework (POMF) 2026–2050 to be endorsed by Maritime Transport Ministers in 2026 is a shared ambition for a safe, secure, resilient, inclusive, and environmentally sustainable maritime sector by prioritising actions across policy reform, green technology adoption, resilient infrastructure, digital systems, and capacity building. The POMF is the sector's contribution to the 2050 Strategy for the Blue Pacific Continent under the thematic area of Technology and Connectivity. The NAP supports the region. Solomon Islands' focus on decarbonising domestic shipping, promoting resilient ports and infrastructure, and enabling inclusive maritime services for remote communities contributes to POMF goals.

In 2023, the International Maritime Organization (IMO) adopted the revised IMO Strategy on Reducing GHG Emissions from Ships, which sets an enhanced common ambition to reach net-zero GHG emissions from international shipping close to or around 2050. Although the IMO Strategy focuses on international shipping, its principles and decarbonisation pathways strongly inform this NAP's approach to domestic maritime transport and Solomon Islands contribution to global efforts.

1.2. Challenges and Opportunities for Sustainable Maritime Transport

Reliance on maritime transport

The Solomon Islands heavily depends on imports transported by sea for essential supplies and goods, underscoring maritime transportation's critical role in sustaining the nation's economy. Transport by sea of people and goods within the Solomon Islands is vital to cater to the needs of its widespread growing population. Sea transport remains the most efficient and practical mode of transport. Issues related to the unreliability and inefficiency of shipping services and the lack of investment in the maritime sector have had a direct impact on the Solomon Islands' economic growth and the sustainable development and resilience of island communities.

Addressing unreliable shipping services

The Solomon Islands' maritime sector has faced longstanding challenges due to the shift from a government-run system to a privatized market. This shift lacked proper governance and regulations, particularly for uneconomical routes serving dispersed populations. The result was a system burdened by ad-hoc public interventions, creating an environment of excessive competition. This competition led to a surplus of vessels, increased risks for shipping companies, and decreased operational efficiency. Investment in ship maintenance also suffered, making shipping services both unreliable and unpredictable. As a result, the maritime sector still fails to adequately support the needs of the growing population or realize its full potential as a connector of communities and facilitator of economic growth. However, recent measures to improve ship maintenance and efficiency and the economic recovery are improving services between Honiara and provincial capital that must be strengthened by long-term interventions to improve investment capacity in the maritime sector.

Resource constraints

Lack of access to financial resources makes it difficult to invest in new technologies, upgrade infrastructure, improve efficiency, and develop maritime education and training. Awareness and knowledge gaps need to be addressed to enhance understanding of energy-efficient practices and business management. Technical capacity is lacking in the Solomon Islands, as there is a need to develop expertise and infrastructure for advanced low-carbon technologies. Fuel availability and affordability pose significant hurdles, as cleaner alternative fuels are neither readily available nor economically feasible. Data Availability is critical for effective monitoring and planning and allows large-scale investment in the maritime sector to transform the Solomon Islands' maritime sector.

A diverse shipping industry

The domestic fleet comprises various types of vessels, ranging from small boats and inter-island ferries to larger cargo ships. These vessels fulfill diverse functions, from passenger and cargo transportation to fishing, mining, and logging activities, reflecting the multifaceted role of maritime transport. Fleet age and efficiency concerns require costly retrofits or replacements, with many vessels being older and less fuel-efficient. Given the varied functions of these vessels and operational patterns, tailored solutions are necessary to address each type's specific operational and regulatory needs.

A transition for new opportunities

Addressing these challenges requires innovative financing mechanisms, capacity-building programs, and partnerships at the national level and with international partners. As the maritime sector evolves, driven by technological advancements, regulatory changes, and shifting market demands, it faces challenges and emerging opportunities. Existing collaborations with key stakeholders like SIMA, Solomon Islands Maritime Transport Association (SIMTA), Solomon Islands Ports Authority (SIPA), Solomon Islands National University (SINU), and the Solomon Islands Government (SIG) create an advantageous ecosystem. Such collaborations catalyse extended partnerships with development partners and the opportunity for larger-scale investment to embrace low-carbon and carbon-free technologies, develop sustainable practices and infrastructure, foster collaboration among all stakeholders, and invest in human capital. This presents an unprecedented opportunity to provide the Solomon Islands with reliable and predictable shipping services serving resilient and prosperous island communities.

2. THE MARITIME FUTURE WE WANT

VISION

A resilient, net-zero GHG emission maritime sector that ensures reliable, efficient, and affordable transport, connecting the islands and supporting the Solomon Islands' sustainable development while safeguarding its ocean environment for future generations.

GOALS

Aligned with Solomon Islands policies and strategies, this NAP focuses on three strategic goals:

- **Decarbonise shipping and ports:** reduce GHG emissions from shipping and ports and influence international shipping practices to reduce reliance on volatile fossil fuel markets, contributing to Solomon Islands' net zero-emission status.
- **Boost maritime industry competitiveness and make shipping services more affordable:** equip the maritime sector with modern technologies and practices to enhance competitiveness and increase maritime businesses and infrastructure profitability and investment capacity.
- **Build resilient communities and strengthen connectivity:** strengthen the maritime sector to better connect and improve the resilience of island communities by facilitating access to markets, healthcare, education, and jobs.

OUTCOMES

By implementing this NAP, the Solomon Islands will achieve the following outcomes:

1. **Strengthened policy and regulatory frameworks that enforce environmental standards and promote sustainable maritime practices.**

2. **Implemented technical and operational energy efficiency measures through the adoption of low-carbon and zero-carbon fuels and technologies, resulting in cost savings, increased investment, and reduced environmental impacts.**

3. **Enhanced technical expertise, data management systems, and infrastructure to support the transition to a decarbonised maritime sector.**

4. **Strengthened partnerships and mobilised resources to implement pilot projects that improve technical and operational efficiencies in shipping and ports.**

These outcomes will position the Solomon Islands as a regional leader in maritime sustainability within the Pacific investment, and reduced environmental impacts.

3. OUR PRIORITIES AND STRATEGIC ACTIONS

3.1 Strengthening Policy and Regulatory Frameworks

Developing and enforcing a robust policy and regulatory framework with stringent environmental and safety standards require alignment with a broad array of existing international regulations. As of 2024, the Solomon Islands has ratified only 23 of over 61 international conventions and protocols issued by the IMO and the International Labour Organization (ILO). With just 10% of international obligations fulfilled, strengthening the policy and regulatory frameworks is a priority. In parallel, domestic policies must be enhanced to support the uptake of cleaner propulsion technologies for small crafts and domestic vessels. Fiscal and regulatory incentives are critical to accelerate this transition, enabling ship owners and operators to adopt energy-efficient and low-emission technologies and aligning national practices with regional goals.

Actions:

- **Implement and effectively enforce MARPOL Annex VI.**
- **Enhance, implement and enforce laws and standards on operational and energy efficiency measures for domestic vessels, safety and registration of small crafts, and policies promoting cleaner propulsion systems.**
- **Regularly review and update national policies on sustainable maritime transport, aligning them with evolving global standards.**
- **Develop fiscal and regulatory incentives to support adoption of energy-efficient and low-emission technologies in the domestic maritime sector, including small crafts and domestic ships, through duty reform, grant schemes, and investment-enabling policies.**

3.2 Implementing Technical and Operational Energy Efficiency Measures

Prioritizing the implementation of technical and operational efficiencies is crucial for reducing operational costs, enhancing competitiveness, and improving environmental performance. Additionally, prioritizing the modernization of the maritime fleet is essential to reducing the carbon footprint of the maritime sector. This transition involves phasing out older, less efficient vessels and adopting newer vessels and onboard technologies that are more environmentally friendly and economically viable in the long term. It also involves introducing zero-emission or hybrid vessels, expanding green port infrastructure beyond Honiara and Noro, ensuring long-term emissions reduction, improving port and vessel efficiency, and providing more reliable services to underserved areas.

Actions:

- **Launch projects on data collection, energy efficient management and operations of vessels.**
- **Implement a vessel retrofit and replacement programme to enhance operational and technical ship efficiency as well as promote the introduction of zero-emission and hybrid vessels for domestic shipping particularly on uneconomical and climate-vulnerable routes.**
- **Facilitate the import, installation, and maintenance of new ship energy efficient technologies through partnerships with manufacturers and suppliers.**
- **Analyse and optimize existing domestic ship schedules to enhance inter-island connectivity.**
- **Extend the green port concept to other ports, optimizing operational efficiency, enabling just-in-time arrivals and reducing ship turnaround time informed by master energy audits and national guidelines on resilient maritime infrastructure, accounting for climate-resilient maritime infrastructure.**

3.3 Enhancing Capacity and Systems

The integration of new technologies and operations into ports and ships in the Solomon Islands requires substantial financial investment and capacity-building, along with the development of robust data collection and analysis systems. These requirements stem from the necessity to adopt advanced technologies that significantly reduce fuel consumption and emissions. Improving data collection methodologies and systems and investing in training programs for the maritime workforce are essential but complex tasks. As part of this effort, capacity at regulatory authorities must be enhanced to implement and enforce relevant laws, manage Measurement, Reporting, and Verification (MRV) systems, and oversee both domestic and international maritime activities.

Additionally, training institutions need targeted support to upgrade facilities and curricula. These investments will build the skilled workforce, creating opportunities for women and youth in both seafaring and shore-based roles for a more diverse, skilled, and sustainable maritime workforce.

Actions:

- **Enhance capacity and establish systems at SIMA for tracking domestic ships, analysing fuel consumption and establishing emissions baselines including for small crafts, to support comprehensive MRV.**
- **Enhance capacity and establish systems and procedures at SIMA to implement and enforce laws, policies and standards relating to energy efficiency, including tracking international vessels and implementing PSC.**
- **Enhance capacity and establish systems and procedures at SIPA to improve efficiency at the ship-port interface.**
- **Strengthen maritime training and education at SINU and the Solomon Islands Maritime College, promoting gender inclusion and upgrading infrastructure, equipment, and training material to cover energy efficiency, green ship operations, maintenance of small-craft outboard motors, and coastal engineering for resilient infrastructure development.**
- **Enhance the capacity of shipping companies to improve the operational efficiency of domestic ships and operate profitable business models.**

3.4 Strengthening Partnerships and Mobilizing Resources

Addressing the varied interests of stakeholders is crucial for effective governance. Actively engaging stakeholders in the transition promotes a collaborative approach, ensuring all parties are aligned and committed to the sector's sustainable development. Partnerships and engagement are conducive to international cooperation and mobilising major investment to finance the transition to sustainable maritime transport in the Solomon Islands. This includes strengthening relationships with maritime industry stakeholders, development banks, and technical agencies to co-develop investment-ready projects and support blended finance models and scale-up successful pilot projects across the sector.

Actions:

- **Strengthen cooperation and coordination of efforts with the relevant Ministries and government agencies to exchange data and information and report progress on the implementation of policies and strategies.**
- **Raise awareness and increase information sharing with relevant maritime stakeholders to enhance active contribution to implementation of energy efficiency measures.**
- **Secure and increase the Solomon Islands' presence at regional and international meetings and negotiations to advocate for reducing GHG emissions and access to appropriate support (including technical cooperation, financing mechanisms and development funds).**
- **Foster collaboration and strengthen cooperation among stakeholders in the Pacific region on sustainable maritime transport.**
- **Strengthen cooperation and coordination with maritime industry stakeholders (including the associations involved in maritime transport, maritime technology providers, oil producers).**
- **Foster partnerships with development partners and international financial institutions to mobilise finance for NAP implementation and co-develop investment-ready project pipelines, leveraging blended finance and public-private partnerships.**

4. IMPLEMENTATION AND NEXT STEPS

4.1. Implementation, Monitoring & Reporting

A robust implementation and monitoring process is established to ensure the effective implementation of this NAP. The strategic actions outlined in this NAP will be integrated into SIMA's and other key governmental agencies and institutions' operational frameworks. This collective approach ensures that all relevant stakeholders contribute to and share ownership of the NAP's success.

Effective reporting mechanisms are essential to the successful implementation of the NAP. Specific indicators will be developed and integrated into the broader frameworks of all participating agencies. Regular assessments will be conducted to measure progress, allowing for timely adjustments and improvements. Reporting of the NAP implementation will be integrated into of SIMA's annual reports and other leading agencies, ensuring transparency and accountability. These reports will be disseminated to maritime stakeholders, fostering informed decision-making and continuous engagement across the sector through the Marine Pollution Advisory Committee (MPAC).

The NAP will be periodically reviewed, in alignment with the strategic review of SIMA and other involved agencies. Revisions will made as necessary, reflecting progress and addressing emerging challenges. This dynamic approach ensures that the NAP remains responsive to the evolving needs of the maritime sector and the broader objectives of national development and sustainability.

4.2. Next Steps

Building on the initial NAP's strategic actions, the next steps will be tailored to optimize the impact of the maritime sector's modernization:

1. **Securing Further Funding and Partnerships:** Efforts will be made to secure additional funding and expand partnerships in the short term. This will support the sustained implementation of the action plan through collaboration with international partners and technology developers.
2. **Enhancing Regulatory Compliance:** Additional measures will be introduced to enhance compliance with new and existing regulations. This might include more rigorous enforcement mechanisms, increased penalties for non-compliance, and additional support for entities struggling to meet standards.
3. **Expanding Successful Pilot Projects:** Successful pilot projects, particularly those involving new technologies and operational practices in this NAP, will be subject to specific project proposals and scaled up to have a broader impact across more vessels and ports and support the transformation of the maritime sector.
4. **Integrating Feedback Mechanisms:** Using SIMA's governance framework, feedback loops will be established to gather input from all maritime stakeholders using SIMA's governance framework. This will ensure that the initiatives remain responsive to the industry's needs and that improvements are practical and beneficial across the board.

This NAP provides a comprehensive framework for reducing GHG emissions from maritime transport in the Solomon Islands. By implementing this NAP, the Solomon Islands will lead by example in global climate change mitigation efforts, contribute to the environment and ocean protection and support resilience of its island communities.

4.3. Implementing Partnerships and Projects

This NAP is underpinned by strategic action requiring effective partnerships and large-scale investments and projects. Implementing partnerships and projects will facilitate the achievement of this NAP's goals and outcomes by fostering collaboration among stakeholders, attracting investment, and paving the way to energy efficient operations of vessels and ports and decarbonisation of maritime transport in the Solomon Islands.

	Enhancing the Policy and Regulatory Framework for a Green Maritime Future	This project will support accession to relevant international instruments and develop domestic regulations to introduce obligations related to fuel oil consumption data collection, GHG emissions reduction targets, safety and energy management of ships, and surveys and controls of all ships in the Solomon Islands waters. It will also focus on reviewing and enhancing fiscal policy, such as import duties, to incentivize investments in greener technologies across the maritime sector.
	Energy Efficient Domestic Shipping and Ports	This project will develop fuel oil consumption data collection and vessel tracking systems, implement energy efficient measures related to ship's operations and maintenance and ship-port interface, as well as extend the green port initiative beyond existing ports, supporting a comprehensive approach aiming to achieve substantial GHG emission reductions and operational cost savings.
	Developing the Maritime Skills for Tomorrow	This project will, in collaboration with the Solomon Islands Maritime College and Solomon Islands National University (SINU), modernize training facilities and update learning materials to equip the workforce with the skills necessary to operate new small boats, ships and port equipment.
	Green Domestic Fleet Retrofit and Replacement Programme	This project will secure partnerships and investments to retrofit existing ships with low-carbon technologies, design new green ships, and implement a domestic fleet replacement programme. This will encompass both small crafts, by facilitating the widespread replacement of older, less efficient outboard motors with more fuel-efficient and electric alternatives, and the broader domestic fleet, through retrofits on existing ships and the strategic introduction of new, highly energy-efficient and renewable vessels for both economical and uneconomical routes.

5. Annex

5.1. National Action Plan Formulation Process

The Solomon Islands Plan for a Sustainable Maritime Future was developed through a structured multi-phase process, incorporating various stakeholder engagements and assessments to ensure a comprehensive and effective strategy.

Initiation:

The process began with the formation of a National Taskforce, which comprised representatives from key maritime, environmental, and governmental institutions. This Taskforce guided the overall strategy and ensured that the action plan met the Solomon Islands' specific needs and challenges.

Workshops:

At the occasion of several workshops and meetings, issues were considered, and strategies and actions were proposed during the earlier phases. These workshops allowed for deeper engagement on specific issues and facilitated the conduct of a rapid assessment and formulation of recommendations.

Assessment:

A rapid assessment was conducted to understand the current state of maritime transport and its environmental impact, particularly in terms of GHG emissions. This assessment helped identify the key areas where interventions were needed.

Consultation:

Extensive consultations were held involving stakeholders from the government, the maritime industry, local communities, and environmental groups. These consultations were crucial for gathering diverse perspectives and ensuring that the plan addressed the needs and concerns of all relevant parties.

Drafting and Finalization:

The insights gained from the rapid assessment, consultations, and workshops were used to draft the NAP. Based on feedback from the National Taskforce and other stakeholders, the draft underwent several revisions, ensuring alignment with both national priorities and international standards.

5.2. National Action Plan Flowchart

VISION

A resilient, net-zero GHG emission maritime sector that ensures reliable, efficient, and affordable transport, connecting the islands and supporting the Solomon Islands' sustainable development while safeguarding its ocean environment for future generations.

GOALS

- Decarbonize shipping and ports
- Boost maritime industry competitiveness and make shipping services more affordable
- Build resilient communities and strengthen connectivity

OUTCOMES

- Strengthened policy and regulatory frameworks
- Implemented technical and operational energy efficiency measures
- Enhanced technical expertise, data management systems and infrastructure
- Strengthened partnerships and mobilised resources

PRIORITIES & STRATEGIC PILLARS

- Strengthening Policy and Regulatory frameworks
- Implementing technical and operational energy efficiency measures
- Enhancing Capacity and Systems
- Strengthening partnerships and mobilised resources

IMPLEMENTING PARTNERSHIPS & PROJECTS

- Enhancing the Policy and Regulatory Framework for a Green Maritime Future
- Energy Efficient Domestic Shipping and Ports
- Developing the Maritime Skills for Tomorrow
- Green Domestic Fleet Retrofit and Replacement Programme

5.3. Key Partnerships

This NAP builds on key partnerships between stakeholders which contributed to the development of this NAP and share its goals:

Solomon Islands Maritime Authority (SIMA): is the organisation mandated to implement international, regional, and national maritime agreements and laws and administer the maritime sector in the Solomon Islands.

Solomon Islands Maritime Transport Association (SIMTA): facilitates communication and coordination within the maritime industry, promoting collaboration and shared initiatives towards sustainability.

Solomon Islands Ports Authority (SIPA): focuses on developing and operating smart maritime infrastructure to enhance efficiency and reduce environmental impacts, such as implementing green port initiatives and sustainable practices.

Solomon Islands National University (SINU): plays a crucial role in providing maritime education and training through the Solomon Islands Maritime College, equipping future generations with the skills and knowledge required for sustainable maritime practices and technological advancements.

Solomon Islands Government (SIG): provides high-level policy direction and engages with development partners to support initiatives aimed at reducing GHG emissions and maintaining Solomon Islands' net zero-emission status. Coordination between government agencies, industry stakeholders, and international partners is essential for implementing effective strategies and achieving sustainability goals.

Private Sector and Other: as key operators within the maritime sector, they are both implementers and direct beneficiaries of improvements in maritime efficiency, safety, and sustainability. They are ship owners and operators, maritime service providers, equipment and maintenance suppliers, civil society organisations, local communities, and associations and play a vital role in implementing the strategic actions outlined in this NAP and in this plan's success through advocacy, community engagement, and supporting awareness and capacity-building initiatives.

5.4. Implementation Plan

Priority	ID	Actions	Timescale			Supporting Stakeholders					
			Short Term 2025-2026	Medium Term 2027-2029	Long Term 2029-2031	SIMA	SIMTA	SIPA	SINU	SIG	Private sector & other
Strengthening Policy and Regulatory Frameworks	i.	Implement and effectively enforce MARPOL Annex VI.				✓				✓	
	ii.	Enhance, implement and enforce laws and standards on operational and energy efficiency measures for domestic vessels, safety and registration of small crafts, and policies promoting cleaner propulsion systems.				✓				✓	
	iii.	Regularly review and update national policies on sustainable maritime transport, aligning them with evolving global standards.				✓					
	iv.	Develop fiscal and regulatory incentives to support adoption of energy-efficient and low-emission technologies in the domestic maritime sector, including small crafts and domestic ships, through duty reform, grant schemes, and investment-enabling policies				✓			✓	✓	
Implementing Technical and Operational Energy Efficiency Measures	v.	Launch projects on data collection, energy efficient management and operations of vessels.				✓	✓			✓	
	vi.	Implement a vessel retrofit and replacement programme to enhance operational and technical ship efficiency as well as promote the introduction of zero-emission and hybrid vessels for domestic shipping particularly on uneconomical and climate-vulnerable routes.				✓	✓			✓	
	vii.	Facilitate the import, installation, and maintenance of new ship energy efficient technologies through partnerships with manufacturers and suppliers.				✓					✓
	viii.	Analyse and optimize existing domestic ship schedules to enhance inter-island connectivity.				✓		✓			
	ix.	Extend the green port concept to other ports, optimizing operational efficiency, enabling just-in-time arrivals and reducing ship turnaround time informed by master energy audits and national guidelines on resilient maritime infrastructure, accounting for climate-resilient maritime infrastructure.				✓		✓			✓
Enhancing Capacity and Systems	x.	Enhance capacity and establish systems at SIMA for tracking domestic ships, analysing fuel consumption and establishing emissions baselines including for small crafts, to support comprehensive MRV.				✓			✓		
	xi.	Enhance capacity and establish systems and procedures at SIMA to implement and enforce laws, policies and standards relating to energy efficiency, including tracking international vessels and implementing PSC.				✓			✓		
	xii.	Enhance capacity and establish systems and procedures at SIPA to improve efficiency at the ship-port interface.				✓	✓			✓	✓
	xiii.	Strengthen maritime training and education at SINU and the Solomon Islands Maritime College, promoting gender inclusion and upgrading infrastructure, equipment, and training material to cover energy efficiency, green ship operations, maintenance of small-craft outboard motors, and coastal engineering for resilient infrastructure development.				✓					
	xiv.	Enhance the capacity of shipping companies to improve the operational efficiency of domestic ships and operate profitable business models.				✓					✓
Strengthening Partnerships and Mobilizing Resources	xv.	Strengthen cooperation and coordination of efforts with the relevant Ministries and government agencies to exchange data and information and report progress on the implementation of policies and strategies.				✓				✓	
	xvi.	Raise awareness and increase information sharing with relevant maritime stakeholders to enhance active contribution to implementation of energy efficiency measures.				✓				✓	
	xvii.	Secure and increase the Solomon Islands' presence at regional and international meetings and negotiations to advocate for reducing GHG emissions and access to appropriate support (including technical cooperation, financing mechanisms and development funds).				✓	✓				
	xviii.	Foster collaboration and strengthen cooperation among stakeholders in the Pacific region on sustainable maritime transport.				✓				✓	
	xix.	Strengthen cooperation and coordination with maritime industry stakeholders (including the associations involved in maritime transport, maritime technology providers, oil producers).				✓	✓				✓
	xx.	Foster partnerships with development partners and international financial institutions to mobilise finance for NAP implementation and co-develop investment-ready project pipelines, leveraging blended finance and public-private partnerships.				✓	✓	✓	✓	✓	✓