

QUESTIONNAIRE

Implementation of the SAMOA Pathway and the MSI of the 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 <https://sidsnetwork.org/> and <https://sdgs.un.org/topics/small-island-developing-states> under reports.

PART A

VULNERABILITY REDUCTION IN SIDS

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

Vulnerability is one of the most crucial challenges faced by SIDS. Briefly elaborate on any ex-ante interventions or proactive/preventive strategies that have been or are being implemented at national and/or sub-regional levels that aim specifically at reducing exposure to external shocks and improving resilience in SIDS. Please include information on any financial resources expended in this regard, if available (750 words).

The Covid-19 pandemic highlighted the critical importance of facilitation of international maritime traffic to enable the flow of the maritime supply chains, which is vitally important for the global economy.

Given the importance of the income generated by seafarers from SIDS in international shipping, IMO worked with other UN entities and industry to assist SIDS with seafarer wellbeing, facilitating crew change and repatriation of seafarers during the COVID-19, including assistance to safely reopen points of entry into SIDS countries. IMO facilitated in the designation of seafarers as essential workers under COVID-19 protocols. IMO is now targeting technical assistance to identify opportunities and measures that accelerate the recovery of the maritime sector post pandemic, particularly, on the ongoing steps towards sustainability of the sector.

The pandemic also raised digitalization of the ship-to-port interface (to avoid personal interaction and paper-based exchanges) among the top priorities of the maritime sector. This remains a key focus of IMO's technical assistance for SIDS post pandemic, particularly in the Pacific region with a dedicated project in Fiji, to enhance the facilitation and security of international maritime trade and bring meaningful gains to

all parties involved in cross-border trade and movement of goods and people. The ongoing development of this capacity will also minimise the impact of disruptions for SIDS should other crisis events arise in the future.

The IMO is also supporting the International Telecommunication Union (ITU) with a Disaster Resilience project, which aims to preserve the lives of highly vulnerable small-scale fishermen in the Caribbean through improved emergency communications at sea.

2. Enhanced and Tailored Development Cooperation for SIDS

The COVID-19 pandemic has demonstrated the urgent need to ensure that responses to vulnerability must be at the heart of international policy aimed at supporting SIDS, and that better tailored development co-operation approaches, calibrated to the specific needs, capacity constraints, and economic challenges facing SIDS, are necessary. Briefly elaborate on any planned or ongoing strategies/approaches to improve and deliver on more tailored development support to SIDS. Please include indications of resource allocations, if available (750 words)

67% of the world's SIDS are IMO Member States and the vast majority of these are in the Pacific and Caribbean regions. These SIDS are highly dependent on the maritime sector for a prosperous economy, making maritime a key focus to build-back better from the impact of the COVID-19 pandemic. IMO has a dedicated technical cooperation programme for SIDS (and LDCs) with a funding allocation of \$580,000 for the 2022-2023 biennium. This is supplemented by regional programmes that design dedicated development activities for SIDS, as well as several long-term global projects that are addressing marine environment and climate change issues for SIDS. The primary focus is on addressing gaps identified through the IMO Member State Audit Scheme.

In response to the specific needs of SIDS (and LDCs) to implement the IMO GHG Strategy, IMO has been implementing with the support of the Republic of Korea a 4-year (2020-2024, USD 2,5 million) Sustainable Maritime Transport Training Programme (GHG SMART). This is the first IMO project fully 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). The first training workshop was delivered online in January 2022 and was attended by participants from 9 SIDS.

Additionally, to fully understand and address their harmonious and unique maritime needs, post COVID-19, IMO has launched a Sustainable Maritime Transport (SMART) System project for SIDS, which represents a new model of targeted technical

assistance. The goal is for 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. The Project involves the determination of regional needs and a gap assessment in the context of IMO Instruments and regional Codes.

PART B
**QUANTIFYING IMPLEMENTATION OF THE SAMOA PATHWAY:
TRENDS ANALYSIS OF ISSUE AREAS**

In accordance with General Assembly resolution 74/217, a monitoring and evaluation framework has been developed for the implementation of the SAMOA Pathway. The framework is fully aligned with the Sustainable Development Goals (SDGs), the Sendai Framework, the Paris Agreement, and the Addis Ababa Action Agenda. The Framework is available at **Attachment A** to this questionnaire.

The objective of the Framework is to quantify the progress made in each of the SIDS regions on implementation of the SAMOA Pathway, in the lead up to the preparations for the 4th international conference on SIDS, scheduled for 2024.

Using the data available in the Global SDG Data Portal (<https://unstats.un.org/sdgs/dataportal>) and, where appropriate, from the UN regional commissions, Member States, custodian agencies and other relevant stakeholders are kindly requested to provide a Thematic Area by Thematic Area status update on the implementation of the SAMOA Pathway, following the monitoring and evaluation Framework referenced above (Attachment A).

N/A

PART C
**ASSESSING IMPLEMENTATION OF THE SAMOA PATHWAY: ASSESSMENT
OF POLICY PROGRESS**

The SAMOA Pathway contains a number of action areas that require policy formulation, programmes or projects to be implemented at national, subregional and/or regional levels. These have been identified as part of the monitoring Framework and are available at **Attachment B** to this questionnaire. By highlighting the changes in the national policies, their results and impact, the proposed analysis could further spotlight any progress in key priority areas of the SAMOA Pathway.

Using the framework referenced at Attachment B, Member States, relevant custodian agencies together with the Resident Coordinators/Offices in SIDS, are kindly requested to provide a brief status update for your country/region, under the overall coordination of the UN regional commissions, where appropriate.

N/A

