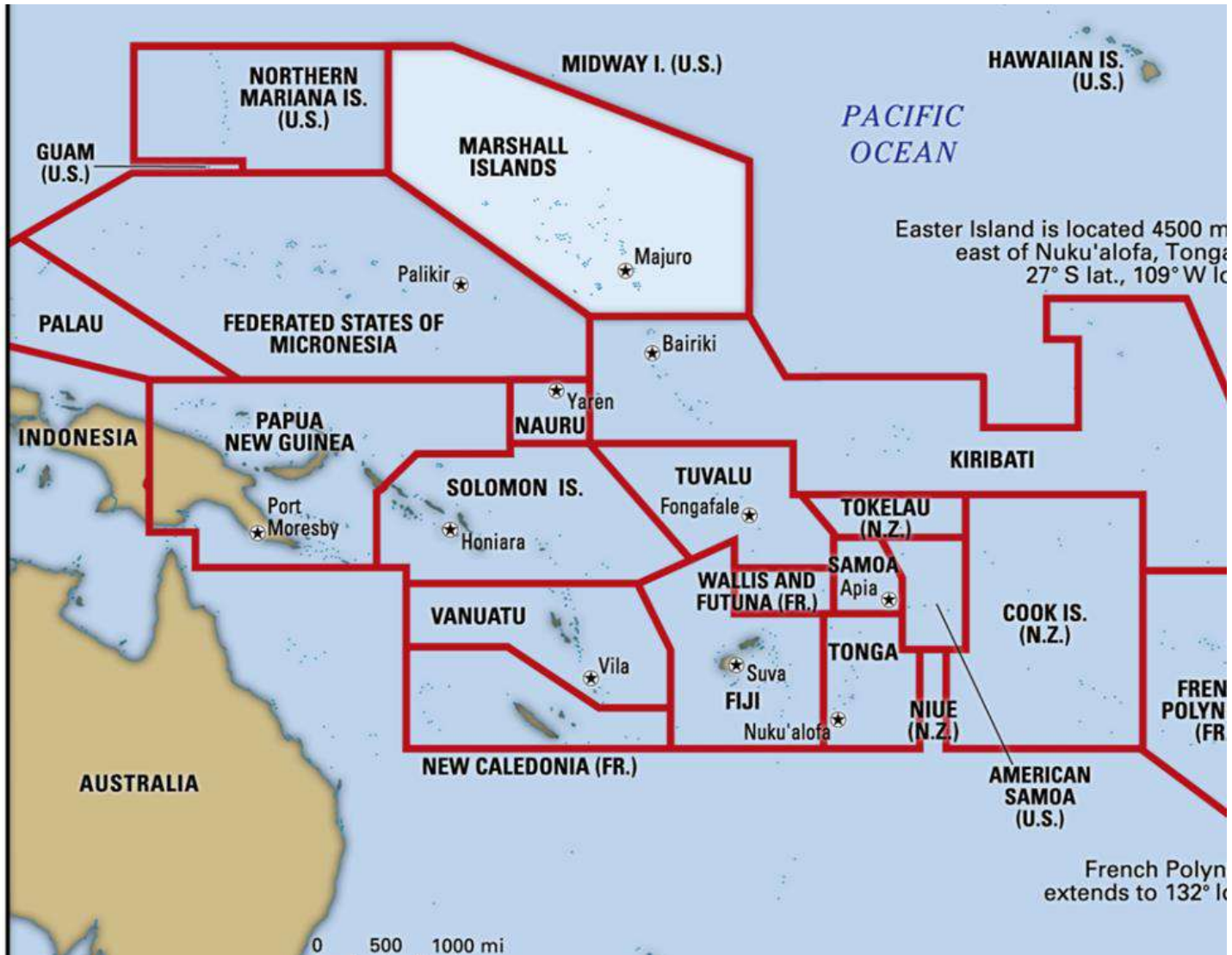




# **Republic of Marshall Islands Maritime Investment Project**



# The Western Pacific



Capt. Brian Tuomi  
World Bank Project Manager

RMI is an archipelagic State comprising 29 atolls, five low coral islands and 1,151 islets and sharing maritime borders with the Federated States of Micronesia, Kiribati and Nauru. RMI's land mass totals only 113 square kilometres but the distribution of the territory generates one of the largest national marine spaces in the world: a total marine space, including archipelagic waters and the exclusive economic zone (EEZ), of over 2 million square kilometres.

*Information taken from MPA Atlas ([mpatlas.org/countries/MHL](http://mpatlas.org/countries/MHL)). Assessments vary and the extent of RMI jurisdiction is disputed by the United States.*

- RMI relies on maritime transport for economic activity, connectivity and resilience. Connectivity, especially for the remote islands and atolls, is vital for access to services and socioeconomic opportunities for citizens. Sea transport ensures the delivery of food and other daily commodities, education, health care and economic development, and plays a role in responding to climate change impacts.
- Approximately 70 per cent of the population resides on two atolls – Majuro and Kwajalein – and the remaining 30 per cent resides on the outer islands. and the maritime transport infrastructure connecting the islands is an essential lifeline for people on the outer islands. Dispersion, distances, open seas and frequent natural hazard events create challenging conditions for maritime connectivity, both within RMI and externally, and both in relation to international shipping and national (domestic) shipping. At the same time, it has many national and transnational issues relating to the maritime sector and the marine environment, including critical threats from climate change (average elevation for the Marshall Islands is approximately 2 metre above mean sea level).



# THE WORLD BANK

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# MARSHALL ISLANDS MARITIME INVESTMENT PROJECT (MIMIP)

**Implementing Agency:** Ports Authority

**Budget:** \$33.1M

**Project lifespan:** 2020-2024

The objective of the MIMIP is to improve the safety, efficiency and climate change resilience of maritime operations in RMI.

This is to be achieved through four basic components:

## **Project components:**

- 1) Maritime Infrastructure (12.35mil)
- 2) Maritime Safety and Security (7.65mil),
- 3) Technical Assistance for Port Planning and Project Management & DIDA CIU (13.12mil)
- 4) Contingent Emergency Response Component

# MARSHALL ISLANDS MARITIME INVESTMENT PROJECT (MIMIP)

## Financial Report:

Total Budget	Expenditures	% Expended	Remaining Commitments	Avail Balance Uncommitted
\$33M	\$3.6M	11%	\$1.6M	\$28M

# Six Ports in the Marshall Islands





# Managing using MS Project

## Task Name

### MIMIP Work Plan (February 2022)

#### **1. Maritime Infrastructure**

##### **1.1 Delap Dock**

- a) Pavement (limited amount likely)
- b) Buildings & Facilities

##### **1.2 Uliga Dock**

- a) Port Control Tower
- b) Hoist
- c) Floating Pontoons

##### **1.3 Outer Island Docks**

##### **1.4 Acquire Equipment**

# Managing using MS Project

## Task Name

### MIMIP Work Plan (February 2022)

#### **2. Maritime Safety & Security**

##### **2.1 Quay Wall Structures & Furniture at Delap, Uliga & Ebeye**

- a) Repairing Quay Wall Structures
- b) Quay Furniture

##### **2.2 ISPS, Fencing Lights, Gens, CCTV**

##### **2.3 Aids to Navigation**

##### **2.4 Safety & Security Improvements**

- a) Backup Gens Delap & Ebeye
- b) Needs Assessment Scanner with Needs Assessment Ports
- c) Spill Kits & Booms
- d) Provide SAR Equipment & Safety Devices

##### **2.5 Awareness & Prevention of Human Trafficking & GBV (MoJ)**

# Managing using MS Project

## Task Name

### MIMIP Work Plan (February 2022)

#### **3. TA for Port Planning & Project Management**

##### **3.1 Maritime Needs Assessment**

##### **3.2 Design & Supervision**

**Aton Design Neighbor Island SIRA**

##### **3.3 Institutional & Governance Structures**

##### **3.4 Strategic Planning**

##### **3.5 Capacity Building Initiatives**

##### **3.6 Registries Assessment & Options Analysis (MoF)**

#### **4. Component 4 CERC**

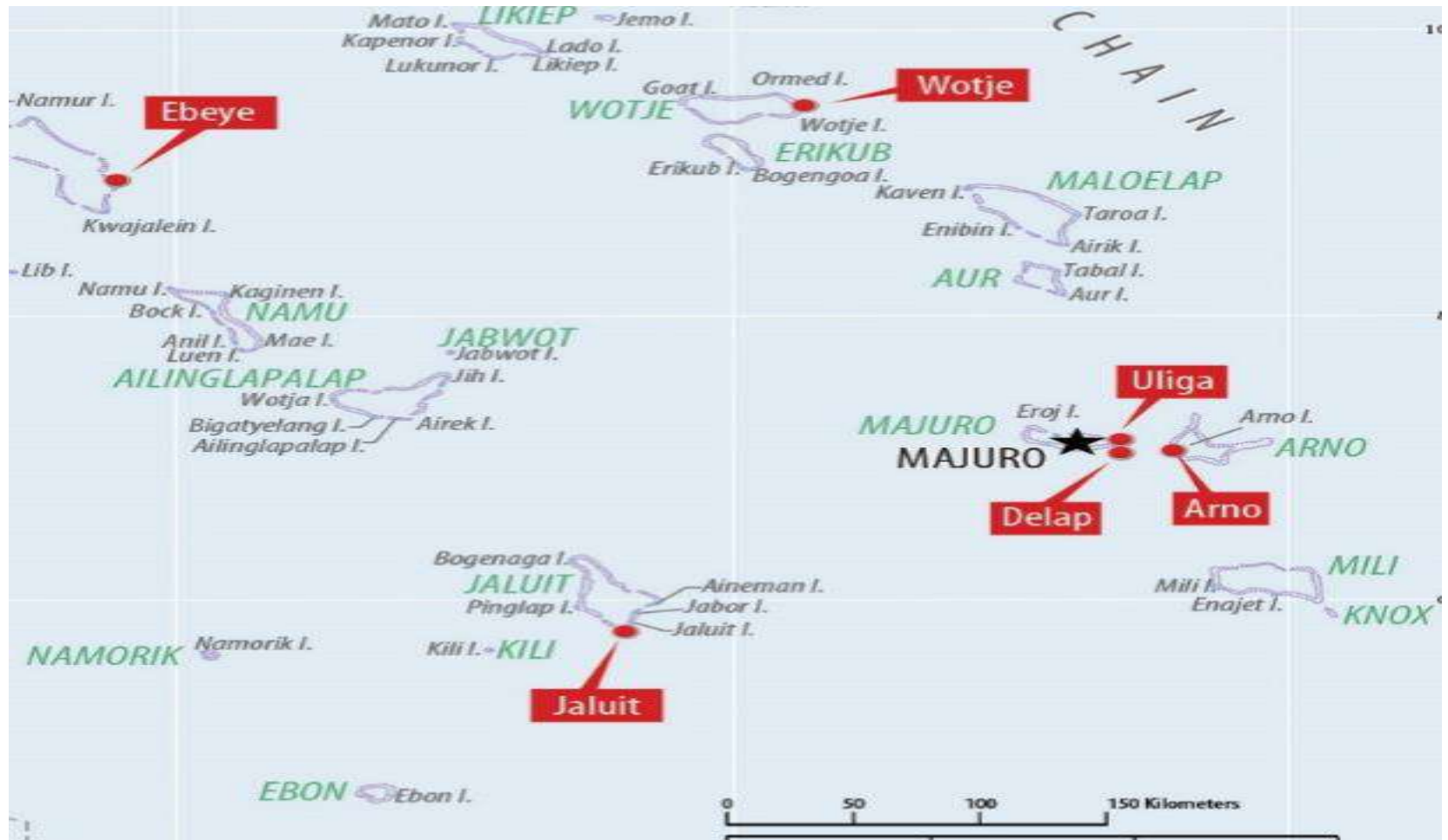
# Project Organization

10 projects under World Bank in RMI centrally supported by Central Implementation Unit handles procurement, finance, other central issues.

Project Implementation Unit is project charged with implementing tasks some which I will mention.

Presently 2 people with on the ground support from the Port Authority and the CIU.

\*There is a similar project underway in the Federated States of Micronesia.



Five islands, but the majority of work in Majuro atoll.  
 Two ports in Majuro with Delap being the main international facility.

# Delap Dock



**The Principal Republic of Marshall Islands Port**

# Significant components

## *Needs Assessment*

- Evaluation objectives ISPS compliance, Marine Structures, Aids to Navigation, improvements to container yard and port infrastructure - Basically, what needs to be repaired, installed and improved. The NA includes components of infrastructure and safety for Delap Port, Majuro, Uliga Port Majuro, Ebeye Port, Jaluit, Wotje, and Arno.

**Status** complete – action plan being adjusted to reflect recommendations. Will move quickly on AtoNs as we have an earlier SIRA report for Majuro atoll.

## Some recommendations from the needs assessment



This aid to navigation is struck by a wind and wave fetch of many hundreds of miles – compare to north shore of Hawaii.



For ISPS particularly on process, training and physical security (fencing) also on scrap material in Delap yard



**Scrap hindering efficiency at Delap Dock**

Difficult to dispose of in a small  
Isolated country – also a myriad of rules



New control tower for Uliga dock  
Foreign crew come ashore here  
Level of VTS?



Pilot boat haul out for ongoing maintenance



New floating docks required as there is inadequate small vessel dock space

# Non functioning back up generator at Uliga and Ebeye docks to be replaced



# Strategic Development

- The MIPSDP will provide a clear strategic direction to improve the operational efficiency, productivity, safety, and profitability of maritime infrastructure and port operations in the Marshall Islands.
- The consultants have completed their inception report and are soon to arrive.



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# IMO Convention

Although the report will provide vital recommendations on port operational efficiency, we also expect detailed recommendations on implementation of IMO conventions and upcoming audits.

RMI is a signatory on a number of IMO conventions and the Governance component delivers justification for upgraded implementation.

# Governance

A review of the regulatory regime in RMI with detailed analysis of each component and recommendations for improvement – completed. This will likely need follow up from our project with regards to possible regulatory improvements.

## Mid Term Review

The MTR will serve the dual purposes of providing accountability for the resources spent and the results achieved to date whilst also aiming to promote opportunities for learning and operational improvements for the remainder of the project.



# Design and Supervision

- Significant engineering contract to provide suitable design and supervision for infrastructure repair and upgrade.
- Statue – contract about to be let.
- All Island wharves for significant repair and improvement.



# Safeguards

- Mostly managed by the CIU Safeguards.
- SAR - equipment - Community engagement, environment -violence against women and women in the marine industry.
- Status some underway
- New Marine School = opportunity for women to train to enter the marine field.



Environment Health and Safety (EHS) planning and operational procedures for the RMI Ports Authority ports in Majuro and at Ebeye.



Thank You

Questions?

