Ocean Accounting for Maritime Transport- Solomon Islands Pilot

Inception Report

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Global Ocean Accounts Partnership Secretariat

Centre for Sustainable Development Reform, University of New South Wales

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Project Overview

The Solomon Islands' economic and social development is fundamentally dependent on maritime connectivity. As the nation pursues the aspirations outlined in its Maritime Development and Resilience Strategy 2024–2030, a call for "safe, resilient, green, clean, digital, gender-just maritime transport" reflects recognition of the sector's strategic importance. This pilot ocean account supports these ambitions by establishing rigorous, internationally standardised baselines for maritime sector measurement and monitoring.

The Solomon Islands is undertaking this pilot as a practical entry point to ocean accounting—an approach that systematically integrates economic, environmental and social data to support evidence-based governance and strategic investment planning. The pilot will produce two interconnected accounts: a National Shipping Asset Account documenting the physical and economic characteristics of the commercial shipping fleet, and a Maritime Workforce and Skills Account providing baseline data on maritime employment, skills, and training patterns. Complementing these technical outputs will be a spatial data dashboard enabling interactive exploration of maritime service patterns and fleet characteristics, alongside policy-relevant analysis grounded in international statistical standards.

This initiative aligns with broader regional commitments under the 2050 Strategy for the Blue Pacific Continent and the Framework for Resilient Development in the Pacific (FRDP), whilst establishing methodological foundations for future expansion to additional maritime sectors (fishing, tourism), port infrastructure, and ecosystem dimensions of ocean accounting. The ocean accounts will establish rigorous baselines to support national maritime sector planning, climate finance proposals, and future ocean accounting expansion.

Specific objectives:

- **Objective 1:** Produce a comprehensive, internationally standardised National Shipping Asset Account documenting Solomon Islands' commercial shipping fleet, including physical inventory, capital stock valuations, and fleet indicators (age distribution, service patterns, vessels requiring renewal).

- **Objective 2:** Develop a Maritime Workforce and Skills Account providing baseline employment data, income indicators, training and certification coverage, and skills gap analysis to support maritime education investment planning.

- **Objective 3:** Deploy an operational spatial data dashboard enabling SIMA staff and government stakeholders to explore vessel characteristics, service routes, port connectivity, and coverage gaps for maritime planning and investment decisions.

- **Objective 4:** Build sustained capacity within SIMA for independent account maintenance, dashboard operation, and methodological adaptation through hands-on training, embedded capacity building, and comprehensive technical documentation.

- **Objective 5:** Establish evidence-based policy analysis demonstrating maritime sector value to support fleet modernisation investment cases, climate finance proposals, and alignment with the Maritime Development and Resilience Strategy 2024–2030.

Project Scope

The pilot ocean account will document Solomon Islands' commercial maritime sector as a produced asset, capturing or estimating the active shipping fleet and associated maritime employment across all vessel scales, operational contexts, and ownership arrangements. The account establishes a baseline as at 31 December 2025, the reference date for the pilot, enabling periodic updates and multi-year trend analysis in subsequent iterations to track fleet modernisation progress, employment patterns, and maritime sector development over time.

The shipping fleet is defined as all commercial vessels engaged in maritime transport services throughout Solomon Islands. This encompasses internal trade and passenger mobility via domestic inter-island services that connect the nation's dispersed island communities, as well as provincial freight and passenger operations and international regional services connecting Solomon Islands to neighbouring Pacific nations and global trade routes. The account baseline comprises large commercial vessels registered with the Solomon Islands Maritime Authority (SIMA)—those exceeding the mandatory registry threshold of 10 metres. Beyond this registered baseline, and where required, coverage will extend to provincial and smaller commercial vessels through targeted operator surveys and field consultations.

Where complete enumeration of smaller vessels is not feasible within project constraints, the account will employ sampling and estimation methods to provide defensible population estimates compatible with national accounting standards, and provide recommendations for comprehensive estimates in the future. This multi-scale approach recognises that Solomon Islands' maritime connectivity depends critically on smaller regional services often underrepresented in formal registries, despite their essential role in provincial development and community access.

Phase 1 concentrates on shipping assets and maritime employment directly associated with commercial vessel operations. However, the account structure is intentionally designed as a foundation module, with classification systems, data fields, and technical architecture explicitly configured to accommodate future expansion. This modular architecture positions the maritime pilot as the entry point to comprehensive ocean governance capacity rather than an isolated statistical exercise.

Methodology

The pilot will produce two complementary accounts documenting Solomon Islands' maritime sector.

1. **National Shipping Asset Account** will document the commercial shipping fleet as a produced, non-financial fixed asset using System of Environmental-Economic Accounting Central Framework (SEEA-CF) provides the classification framework and the physical measurement protocols and System of National Accounts (SNA) capital stock valuation conventions. Where quantitative data exists, the account will capture a complete vessel inventory including registration details, physical characteristics (tonnage, age, engine specifications), ownership and operational status, and service types. Capital stock will be valued using the Depreciated Replacement Cost (DRC) methodology, with fleet indicators showing age distribution, tonnage by service type, and estimated capital renewal requirements. Data quality assessments will document coverage rates, confidence levels, and recommendations for strengthening future iterations.
2. **Maritime Workforce and Skills Account** will document employment patterns, income, training, and skills gaps to inform workforce development and maritime education investment planning. The account will establish employment baselines by vessel type, occupational role, contract type, and residency status, income and compensation patterns aggregated by role and vessel category, and training and certification coverage rates with identified skills gaps. All employment data will be aggregated to protect individual privacy and comply with confidentiality protocols.

Both accounts will include comprehensive data quality assessments, metadata documentation, and explicit flagging of uncertainty and confidence levels to ensure transparency about data limitations and enable informed use by policy makers and development partners. The pilot acknowledges that maritime data in Solomon Islands may be incomplete and scattered across multiple sources.

Maritime Asset Accounts

Accounting Framework and Standards Compliance

The pilot integrates two complementary international statistical frameworks as the authoritative methodological foundation: the System of Environmental-Economic Accounting Central Framework (SEEA-CF) and the System of National Accounts 2025 (SNA 2025). This integrated approach ensures the account reflects national planning needs whilst meeting international statistical standards and enables maritime sector data to integrate seamlessly with Solomon Islands' official national accounts.

- **SEEA Central Framework (SEEA-CF)-** provides the structure for environmental-economic asset accounting. SEEA-CF distinguishes produced assets (vessels, created through human activity) from non-produced assets (natural capital), and specifies standard protocols for classifying and physically measuring assets. Valuation methodology follows SNA conventions. Maritime vessels are classified within SEEA-CF as produced fixed assets used repeatedly in economic production. The classification of vessels as produced fixed assets triggers the application of SNA 2025 valuation conventions (described below).
- **System of National Accounts (SNA 2025)-** provides the capital stock valuation methodology and measurement conventions for produced assets identified through SEEA-CF classification. Specifically, SNA (2025) specifies how produced assets are valued using methods such as Depreciated Replacement Cost (DRC), how capital formation and consumption are measured, and how assets are linked to national income, wealth, and productivity accounts. Following SNA conventions to SEEA-CF-classified maritime assets ensures maritime employment and asset data integrate seamlessly with Solomon Islands' labor force surveys, official national accounts, and economic statistics, enabling maritime sector information to inform national level planning.
- **Ocean Accounts Framework-** The pilot is explicitly designed to establish a foundation for comprehensive ocean accounting. SEEA-CF's modular architecture enables future expansion to ecosystem accounting layers, fisheries sector accounts, port infrastructure accounts, and environmental pressure accounts. While this pilot focuses on maritime transport assets and workforce, the classification systems and data structures are intentionally configured to accommodate integration with other ocean dimensions and environmental accounts in subsequent phases, following the same SEEA-CF and SNA 2025 integrated approach.

This multi-standard approach is implemented through an integrated account structure that simultaneously satisfies SEEA-CF physical measurement, SNA capital stock conventions, and Ocean Accounts framework design principles. The account tables will present comparable data to international best practice (notably New Zealand's maritime asset accounts and Australian ocean accounting), enabling regional benchmarking and demonstrating Solomon Islands as a leader in maritime data governance.

Asset Classification and Vessel Typology

Within SEEA-CF's framework for produced fixed asset classification, vessels are further subdivided using a simplified functional typology developed specifically for Solomon Islands' commercial fleet composition. This functional typology maintains interoperability with international industry classification standards (ISIC Rev.4, IMO classification systems), and enables granular analysis of fleet composition and service patterns.

Functional vessel classification:

- **Cargo vessels:** General cargo ships, multi-purpose vessels, specialised cargo (refrigerated, heavy-lift)
- **Passenger vessels:** Passenger ferries, coastal passenger services
- **Mixed cargo-passenger:** Combined passenger and freight services

- **Government service:** Official vessels providing regulatory, survey, security, or administrative functions
- **Specialised services:** Tugs, barges, support vessels, other commercial services

Each vessel receives a unique identifier (Vessel ID) enabling consistent tracking across registries, survey databases, and future integration with customs, port authority, and safety inspection systems.

Asset life assumptions will be adapted from standard depreciation conventions used by Statistics New Zealand and OECD guidelines, tailored for Pacific island contexts. Specific asset life ranges for vessel categories will be confirmed following consultation with SIMA and review of comparative international maritime asset accounting practices. These assumptions will account for tropical operating conditions, maintenance practices, and service intensity typical of Pacific island shipping, which may differ from temperate-climate depreciation profiles.

Maritime Workforce and Skills Account

The Maritime Workforce and Skills Account establishes baseline employment data, income patterns, skills gaps, and training coverage for Solomon Islands' maritime transport sector. The account framework integrates System of National Accounts (SNA 2025) labour accounting standards with maritime-specific skill classification systems to produce internationally comparable employment statistics that align with national labour force surveys and development planning priorities.

Accounting Framework and Standards Compliance

- **SNA 2025 Labour Accounting Integration**. SNA 2025 provides extended account standards linking national income and employment data with complementary social and economic statistics, establishing the methodological foundation for maritime employment measurement. The Maritime Workforce and Skills Account applies SNA 2025 labour accounting principles to the commercial maritime sector, structured around five core labour statistics:
- **Employment by occupational role and vessel type**: Counts of persons engaged in maritime work, disaggregated by occupational classification (master, chief officer, seafarer crew member, engineer, technician, administrative/support roles) and vessel category. Employment is measured as number of jobs (counting multiple employment simultaneously) and number of persons (unique individuals), enabling analysis of primary vs. supplementary employment patterns.
- **Employment contract type and status:** Classification of maritime employment relationships as permanent employment (ongoing positions held for indefinite duration or contracted for 12+ months), temporary/contract employment (fixed-term contracts under 12 months), casual employment (work-as-needed arrangements without contracted hours), and owner-operator status (self-employed vessel operators). Employment classification follows ILO Status in Employment Classification (ICSE 2018) adapted for maritime contexts.
- **Residency classification**: Flag indicating whether maritime workers are Solomon Islands residents or non-residents for national accounts integration. This classification aligns the account with SNA 2025 residence principle (which counts economic activity based on residency, not territory) and enables Solomon Islands' national accounts to properly classify maritime income as domestic or foreign factor income.
- **Hours worked and labour input**: Measurement of effective labour input (total hours actually worked) rather than simple headcount employment, as hours worked is the most appropriate measure of labour input because headcount hides changes in average hours worked and variations such as part-time status, paid leave, or shift arrangements. Hours worked data enable productivity analysis (output per hour worked) and comparison with international maritime productivity benchmarks.
- **Compensation and income**: Aggregated wage and salary data (total compensation packages including wages, benefits, allowances) by occupational role and vessel category. Compensation

data includes both cash wages and non-wage income (accommodation, meals, transportation allowances) provided to seafarers and maritime workers. All income data comply with SNA 2025 compensation of employees definition and integrate with national income accounts.

Maritime employment roles are classified using a simplified maritime occupational typology developed specifically for Solomon Islands' fleet composition, whilst maintaining interoperability with international labour classification standards. Each maritime occupational role is linked to:

- ISIC Rev.4 classification (International Standard Industrial Classification) for maritime transport activities
- ISCO-08 occupational classification (International Standard Classification of Occupations) for mapping to international labour statistics
- IMO certification/qualification requirements (International Maritime Organization standards defining mandatory training and certification)
- ILO maritime labour standards (Maritime Labour Convention 2006, as amended, specifying working conditions and skill requirements)

This classification enables maritime employment to integrate with Solomon Islands' national labour statistics and allows international benchmarking of maritime workforce characteristics.

Valuation Methodology

Depreciated Replacement Cost

Capital stock valuations will employ the Depreciated Replacement Cost (DRC) method, the valuation standard endorsed by SNA (2025) for produced assets when historical investment data are unavailable. This approach represents the practical application of SNA 2025 capital stock measurement conventions (described in Section 2.1) to the SEEA-CF-classified maritime vessels. The DRC method is consistent with SEEA-CF's asset classification framework and SNA 2025's valuation standards, and has been successfully applied in comparable island nation maritime asset accounts (notably New Zealand).

Under the SNA-endorsed DRC method, each vessel based on the cost to acquire a new vessel of equivalent specifications in the current regional market, then adjusted downwards to reflect the vessel's age and condition - the depreciation process aligned with SEEA-CF's approach to measuring produced asset consumption

Replacement cost benchmarks will be obtained from industry sources including Lloyd's Register, maritime brokers, and comparable vessel sales in the Pacific region, specified by vessel type, size category (gross tonnage), and age cohort. Depreciation adjustments will account for physical deterioration (wear and tear), technological obsolescence (declining value due to newer technology), regulatory changes (new safety/environmental standards), and estimated remaining service life, adapted to reflect tropical operating conditions and maintenance practices specific to Pacific island contexts.

The detailed technical specifications of SNA-endorsed DRC calculation methodology, including specific depreciation curves (adapted for Pacific contexts), discount rates, and formulas for deriving gross capital stock, net capital stock, and consumption of fixed capital measures, will be fully documented in the technical annex accompanying the draft account (due December 2025). These specifications will reflect both international SNA standards and adaptations specific to Solomon Islands' maritime environment and operational context.

Relationship Between Maritime Asset Account and Maritime Workforce and Skills Account

The two accounts are complementary but analytically distinct. The National Shipping Asset Account measures maritime transport capacity (fleet characteristics, age, capital stock); the Maritime Workforce and Skills Account measures maritime transport labour (employment, skills, income). Together, they enable analysis of:

- Capital-labour balance: Ratio of vessel capital stock to maritime labour input, measuring mechanization/automation intensity in Solomon Islands maritime sector
- Labour productivity: Output (vessel-days of service, cargo transported) per maritime worker, enabling productivity trends over time and international comparisons
- Employment sustainability: Alignment between maritime skills supply (training pipeline) and sector labour demand (employment growth/decline)
- Maritime development investment case: Joint analysis of fleet modernisation requirements (asset account) and workforce development needs (employment account) supporting integrated maritime sector strategy

This dual-account approach provides the government with a comprehensive evidence base for maritime transport planning, investment prioritization, and policy development.

Data Collection Strategy

The pilot employs a multifaceted data collection approach balancing comprehensiveness with feasibility, recognising that no single source provides complete coverage of Solomon Islands' commercial fleet.

- **SIMA vessel registry (primary source)-** SIMA's registry captures large commercial vessels (≥10 metres) and provides the most reliable baseline. Registry data will be compiled and validated for completeness, accuracy, and recency.
- **Operator surveys (supplementary source)-** Additional targeted surveys of major shipping companies, provincial service providers, and inter-island transport operators will capture additional vessel information not in formal registries. Surveys will focus on identifying smaller commercial craft (less than 10 metres), operational patterns, crew employment, and training status.
- **Field consultations (supplementary source) -** Targeted field visits (TBC in consultation with SIMA). Provincial consultations will engage port authorities, local government, and maritime communities to map vessel populations, service routes, and operational patterns.

The Maritime Workforce and Skills Account employs a multi-source data collection approach, recognizing that maritime employment data in Solomon Islands are scattered across multiple organizations with varying data quality and coverage:

- **SIMA Crew Registry and Certification Records-** SIMA maintains crew certification and registry records for seafarers holding formal qualifications (master, officer, engineer certificates). These records provide:
  - Registered seafarer population (persons with active maritime qualifications)
  - Certification type and expiry status (master, officer, rating certificates)
  - Training history and professional qualifications
  - Regulatory compliance status

SIMA registry data enable estimation of qualified seafarer population available for employment and comparison with actual employment numbers to identify skills gaps and training pipeline effectiveness.

- **Primary Shipping Company Payroll Records (when needed)-** Data collection from major commercial shipping operators, inter-island transport companies, and provincial ferry operators will capture:
    - Crew rosters (name, occupational role, vessel assignment, contract start/end dates)
    - Compensation records (wages, benefits, allowances, total remuneration)
    - Employment contract type and duration
    - Seafarer certification status and license categories
- **Maritime Training Institution Records (when needed)-** Training and education institution records (if maritime training exists within Solomon Islands or through regional partnerships) will capture:
    - Enrolment numbers in maritime courses and qualifications
    - Completion rates and outcomes
    - Employment outcomes (job entry tracking following graduation)
    - Training-to-employment pipeline effectiveness

These data enable assessment of whether maritime education produces workforce skills aligned with sector employment demands.

Mentoring Plan

Purpose and Approach

The mentoring plan establishes intensive, practice-based professional development for two embedded professionals, enabling them to build technical expertise and practical skills through active engagement in ocean account compilation, spatial data systems, workforce analysis, and policy translation.

This pilot concentrates on four priority thematic areas, selected based on project context and mentees' professional learning interests. Mentees learn by working on real pilot data, supported by expert mentoring, with the goal of building their professional capability.

This focused scope ensures mentees develop robust technical understanding and practical competence in core functions whilst remaining connected to the broader Ocean Accounts framework and GOAP network for future professional opportunities and learning.

Mentoring Roles and Responsibilities

Name	Role
Maree Rabaua	Mentee
Liz Hollaway	Mentorship supervisor
Ben Milligan	Technical Mentor (National Shipping Asset Account) and Technical Mentor (Maritime Workforce and Skills Account)
Mitch Lyons	Technical Mentor (Dashboard)
Edoardo Santiago	Technical Mentor (Maritime Decarbonisation)
Cheryl Joy Fernandez-Abila	Technical Mentor (Maritime Workforce and Skills Account)

Thematic Learning Pathways

Each mentee will develop technical knowledge in assigned thematic areas through a combination of structured training, hands-on work on real account data, and guided knowledge documentation. The four thematic pathways are:

Maritime Asset Accounting and Valuation

The National Shipping Asset Account is the pilot's anchor deliverable. It is important to understand how SEEA/SNA frameworks translate into practical asset registers, how vessel valuation works in Pacific contexts, and how to interpret account findings for government planning.

Learning Outcomes: Mentee will be able to:

- Explain how EEA-CF classifies maritime vessels as produced fixed assets, and how SNA (2025) capital stock conventions apply to value and measure the fleet; identify and assess data quality issues in vessel registry and valuation data
- Apply the Depreciated Replacement Cost (DRC) methodology, a SNA (2025) endorsed valuation method, to value vessels and interpret fleet age distribution and depreciation profiles for asset renewal planning
- Explain asset accounting findings to diverse audiences and critically evaluate account methodologies

Learning Activities:

- Paired asset account work with technical mentor on SEEA/SNA framework, vessel data compilation, and DRC valuation methodology
- Real data problem-solving on vessel registries, depreciation profiles, and data gaps; development of account methodology documentation
- Peer teaching with colleagues on asset accounting concepts and methods; participation in government briefings on fleet findings

Maritime Employment, Workforce and Skills

The Maritime Workforce and Skills Account establishes baselines for maritime employment, identifies skills gaps, and makes the case for maritime education investment.

Learning Outcomes: Mentee will be able to:

- Explain SNA labour accounting standards (employment measurement conventions, residence principle, compensation definition, hours-worked measurement) and apply them to maritime workforce accounting
- Apply occupational classification systems (ISCO-08, IMO certification requirements, maritime-specific typology) to standardise maritime employment data across multiple sources
- Assess completeness and reliability of employment data sources; identify gaps and bias in maritime workforce population coverage
- Analyse employment datasets to produce workforce indicators; conduct skills gap analysis by comparing qualifications against regulatory requirements
- Communicate evidence-based investment cases for maritime education and workforce development, translating technical employment account findings into policy-relevant narratives

Learning Activities:

- Technical orientation on SNA labour standards and confidentiality protocols; paired work on employment survey design and data validation

- Hands-on analysis of employment data by role, contract type, and residency; skills gap assessment and training pipeline interpretation
- Development of workforce methodology documentation; peer teaching with colleagues; participation in government briefings on employment findings

Spatial Data Systems and Decision Support Dashboards

The spatial dashboard transforms account data into visual, interactive tools for maritime planning. This will aid understand dashboard functionality, data integration protocols, and how geospatial systems communicate data to diverse users.

Learning Outcomes: Mentees will be able to:

- Explain how spatial data systems integrate environmental, economic, and social information; understand data flows from source datasets to visualisations
- Navigate geospatial interfaces, identify and resolve data quality issues, and suggest dashboard refinements based on user needs
- Understand technical architecture sufficiently to troubleshoot common issues and communicate with IT specialists

Learning Activities:

- Dashboard exploration and demonstration with technical mentor; hands-on work on data integration and understanding data structures
- Identification and resolution of data quality issues; user testing and feedback generation with government stakeholders
- Documentation of dashboard functionality and protocols; facilitation of hands-on exercises for workshop participants

Policy Translation and Government Engagement

Technical accounts only create value if findings reach decision-makers and influence policy. It is important to learn to translate complex data into concise, actionable policy briefings and facilitate government workshops.

Learning Outcomes: Mentees will be able to:

- Identify key policy questions for government stakeholders
- Extract findings from technical accounts and reframe for non-technical audiences
- Develop clear, concise policy communications grounded in evidence

Learning Activities:

- Preliminary government briefings based on emerging findings
- Stakeholder feedback collection and refinement of findings
- Co-authorship of policy brief and roadmap documentation

Knowledge Product Development

Mentees will be actively included in knowledge product development throughout the project. This includes:

- **Co-authorship of technical documentation:** Account methodology notes, data quality assessments, findings summaries, and policy briefs will be co-authored with mentors, enabling

mentees to develop professional writing skills and contribute intellectual content to project outputs

- **Training material development:** Mentees will contribute to design and authorship of workshop materials and facilitation guides, deepening their own understanding through teaching others
- **Opportunities for professional communication:** Mentees may have opportunities to contribute to GOAP communication products, including:
  - **Blog articles** on learning, methodology, or regional ocean accounting challenges
  - **Webinar participation** sharing experience with GOAP practitioner network
  - **Case study documentation** of Solomon Islands pilot for global ocean accounting community

Timeline

Phase 1: Onboarding (November 2025, as soon as possible)

- Liz to set a virtual onboarding meeting, as soon as possible, in order to understand the project contexts and their roles and responsibilities.
- Mentee will learn: Project scope, overall data collection strategy and workplan
- Mentor will understand: Data availability, Solomon Island contexts, and other related information

Phase 2: Active Execution (December 2025 –January 2026)

- Mentee will learn: Data collection, account compilation, dashboard functionality, policy translation (turning findings into SIMA priorities and future plans).
- Mentee can also co-author reports and other materials; completes data quality assessment; understands dashboard; drafts/ assists in policy brief sections

Phase 3: Independence and Leadership (February 2026 and beyond)

- Mentees are expected to understand and be able to work on system maintenance, troubleshooting, independent decision-making, account expansion, handover procedures.
- In this way mentees will be able to co-deliver the February workshop, and present findings to governments, and contribute to the final recommendation report.
- Contributions to technical guidance based on Solomon Islands adaptation experience

These opportunities enable mentees to build professional profiles, contribute to global knowledge commons, and establish themselves as emerging experts in ocean accounting within their regions.

Communication Plan

Weekly Check-Ins with Mentors (1 hour, date/time TBC)

- Format: Virtual (Zoom) and/or in-country
- Lead: Mentors
- Attendees: Mentees and Mentors
- Topics: Weekly progress, planning, data collection, next steps

Bi-Weekly Strategic Calls (1.5 hours, date/time TBC)

- Lead: Liz Hollaway

- Attendees: All
- Topics: Account quality, policy interpretation, government and other relevant stakeholder engagement, career development
- Purpose: Ensure work aligns with broader objectives and government readiness

Ad-Hoc Support

- Response Time: 24 hours (email/WhatsApp)
- 1:1 Sessions: Mentees can request 30–60 minute technical sessions with mentors as needed

Stakeholder Assessment

Successful ocean accounting requires engagement across government, maritime industry, and development partners who hold critical data, make policy decisions, and support capacity building. This assessment identifies key stakeholders for collaborative data collection, feedback, and policy translation throughout the 16-week pilot.

Primary Stakeholders

Government

- Solomon Islands Maritime Authority (SIMA): Primary partner; vessel registry, crew certification, and compliance data custodian
- Solomon Islands Ports Authority (SIPA): Port traffic and connectivity data
- Ministry of Finance and Treasury
  - Solomon Islands National Statistics Office (SINSO)
- Ministry of National Planning and Development Coordination
- Ministry of Culture and Tourism
- Ministry of Mines, Energy, and Rural Electrification
- Ministry of Police, National Security, and Correctional Services
- Ministry of Fisheries and Marine Resources
- Ministry of Rural Development
- Ministry of Environment, Climate Change, Disaster Management and Meteorology
- Ministry of Infrastructure Development
- Ministry of Commerce, Industry, Labour, and Immigration

Maritime Industry

- Shipping operators: Employment, crew, and operational data; end-users of spatial dashboard
  - Isabel Development Company
  - Anolpha Shipping Company
  - Nofokava Shipping Company
  - Cost You Less shipping
  - Nusatupe Shipping
  - Ikema Shipping
  - Amwata Shipping
  - Carolina Shipping
  - Victory
  - Pelican Express

    - Lady Libaka
    - Lauru Shipping
    - Fairwest Shipping Company
    - WAC Shipping Company
    - Franjti Shipping Company
    - Uta Shipping Company
    - Gulatatae Shipping
    - Southern Coast Shipping
    - Otega Shipping
    - Segheo Shipping
    - Loggers Shipping
    - SI Shipping and Transport
    - Mako Fisheries Limited
    - James Shipping Agency
    - Express Freight Management
    - GS Agency
    - Maersk Shipping Line
    - Sullivans Shipping Agency
    - Carpenters Shipping Lines
    - BJS-New Pac Shipping Lines
    - Tradco Shipping Lines
- Solomon Islands Maritime Transport Association (SIMTA): Industry coordination and sectoral input
- Solomon Islands Seafarers Association (SISA): Crew representation; employment and skills development advocacy
- Solomon Islands Maritime Safety Administration (SIMSA)
- Solomon Islands Maritime College: Training data and workforce development partnerships

Regional Partners

- Pacific Community (SPC): Regional ocean accounting coordination and methodological guidance
- SPREP: Climate action and emissions baseline frameworks
- Pacific Maritime Technology Cooperation Centre

Engagement Strategy

Phase 1: Stakeholder Outreach (December 2025)

- Edoardo Santagata in-country visit (4–10 December): Direct engagement with SIMA and other stakeholders for data wrangling and priority-setting
- Initial consultations with government agencies, SIMA, operators, and industry associations to explain project scope and establish data access protocols
- Identify data holdings available from each stakeholder
- Determine policy questions and outcomes of interest to government and industry stakeholders
- Scope operator surveys and field consultations in key provinces (TBC)

Phase 2: Collaborative Data Collection (December- January)

- Operator surveys and provincial field consultations (TBC)

Phase 3: Results Dissemination (January 2026 onwards)

- Share draft account findings and preliminary dashboard with SIMA and key stakeholders for feedback
- Invite government, industry, and regional partners to in-country workshop (TBC) to present results and discuss implications for maritime policy and investment
- Provide relevant knowledge products (outcomes and briefs) to stakeholders where needed