MARSHALL ISLANDS SHIPPING CORPORATION
P.O. BOX 1198
Majuro, Marshall Islands
TEL.: 625-7447/7448.FAX (692) 625-5007
Email: rmiship@gmail.com

Updated Report for 2023/2024: These were extracted from the Annual Report 2023/24, as Summary Report.

Mandate: MISC is charged/mandated with the responsibility to operate and manage the Government's ships in providing efficient and sustainable sea transport services to all, including churches, health, schools, youth activities, Government development projects, businesses, particularly sea transport needs for the Neighboring Islands (NI), some 30 atolls and 5 single islands or 1,200 plus islands.

In order to achieve such efficiency and sustainability, MISC has grouped these atolls/islands into 6 sectors, as follows:

1. Ratak Rak – Mili and Arno
2. Ratak Iolap – Aur, Maloelap, & Wotje
3. Ratak Ean – Mejit, Utrok, Aelok, & Likiep
4. Ralik Rak – Jaluit, Kili, Ebon & Namdrik
5. Ralik Iolap – Aelonlaplap
6. Ralik Iolap Ean – Jabat, Namu & Lib
7. Kabinmeto – Ebeye, Santo, Ebadon, Mejetto, Wotho, Ujae, Lae, Enewetak

In support of the efforts to provide efficient and sustainable sea transport services, the Government has provided 7 vessels, namely:

1. MV Aelonlaplap
2. MV Aemman
3. MV Enen Kio
4. MV Kwajalein
5. MV Ribuuk Meto
6. SV Juren Ae
7. SV Tarmelu

Additionally, as regards sustainability, the Government provides an annual repair and maintenance fund in the amount of $450,000 to ensure that proper maintenance and repairs are provided to the ships to ensure long term use and sustainable services.

MISC will continue to interact with the appropriate Government Ministries, Agencies and SOEs, including Tobolar, and other stakeholders towards further strengthening its operations and services to the people.

Partnership project:

- Tobolar/MISCO Ebeye/Gugeegue Copra Project. When the inception of this project eventuates, it is anticipated that Kwajalein and Kabinmeto would be the main beneficiaries and contributors to the intended wellbeing of the project. Kwajalein Atoll will likely be a major copra production atoll, creating income generating opportunities for the residents, migrating to the small islands “aetos”, relieving the population congestion problem on Ebeye.
- RMI Maritime Road Map: With huge assistance from the GIZ and other stakeholders including the Office of the Secretary of TC&IT, the Road Map has been completed and approved by the Cabinet. Members of the Implementation Committee established by the Cabinet are Director of CCD (chair), Secretary of TC&IT, MISC CEO, NEO Director, and GIZ Coordinator. The Road Map basically is to provide a coherent strategy for the development of domestic maritime transportation until 2050, outlining and providing a long term vision and strategic direction taking key areas into account, including cost-efficiency and sustainable and energy efficient maritime transport adapted to domestic needs; as well as inter-atoll and inside lagoon connectivity in RMI to provide basic access to services and socioeconomic opportunities to the NI communities.

Accomplishments:

1. Two new vessels: 2024 saw the arrivals of the MV Aelonlaplap and the Sailing Vessel (SV) Juren Ae. Both have strengthened MISC’s capacity to provide systematic sea transport services.

   As for SV Juren Ae, she has strongly supported RMI’s strong commitment to gas emission reduction globally. Already, she has attracted strong interests from Pohnpei State and Fiji in such a vessel type, not only as a cost efficient operation vessel type, but also in support of the global combat relating to climate change effects.

2. Training: The Maritime Training Center, now called RMI Jela Meto Training Center, has already completed its first year of training with 20 graduates, including a young lady. Her involvement has already promoted wider interest by other young females in seagoing opportunities, including deckhands working or training to upscale their ranks to eventual chief mates or even masters; or to eventual higher engineering ranks, including chief engineers; or even employment opportunities on foreign vessels. All the graduates have already started on board practical training.

   The Center is operating under a partnership between CMI, GIZ, and MISC.

   Much appreciation is extended to the Government of Germany for such a donation.

3. MISC has already successfully secured funding for equipment and tools gearing to strengthen its efforts towards efficiency and sustainability of its overall operation. Acquisitions of such are on-going.

4. Capacity Building: MISC has identified a resourceful source towards its efforts for capacity building and institutional strengthening, which includes contracting experts particularly in ships operations, or other areas of needs.

5. The Maritime Roadmap: This has been completed, and an Implementation Committee has been formed to implement it.

Plan:

1. CSO: MISC is actively engaging with the SOE Monitoring Unit of the Ministry of Finance, Banking and Postal Services to bring the CSO reality or materialization. Once this ensues, as this concept foresees, MISC and other SOEs should be more financially stable, or less dependent on Government subsidies, moving towards profitable status.

2. MISC is closely working with the CMI and the GIZ to provide skills training to the crews to upscale and upgrade their skill in the pursuit to improve and strengthen the efficiency of the operation of the vessels and the delivery of services.

3. MIISC is also working closely with the GIZ in the effort towards institutional strengthening of MISC, which includes capacity building, establishment of an Asset Management System, under which a proper inventory of parts and tools will be properly kept and managed.

4. Potential Trade: MISC and GIZ are engaging in initial dialog with the Pohnpei State Legislature in their pursuit to purchase a SV Juren Ae vessel type. They have expressed strong interest and potential trade opportunities between RMI and Pohnpei and potentially other states. Meantime, Pohnpei has also expressed strong interest in a possible visit by SV Juren Ae to its outer islands that can open trade opportunities that can involve fresh produce, lumbers and bamboos from Pohnpei and copra cakes or animal feeds from Majuro. This plan of course can open up other commercial opportunities or closer friendship benefits. Obviously this will need both governments' endorsement/approval.

5. MISC will continue to interact with the appropriate Government Ministries, Agencies and SOEs, including Tobolar, and other stakeholders towards further sustaining the benefits of its operations and services to the people.

**The above information has been extracted from the Annual Report 23/24.

In 2024, the following data were recorded.

Number of trips:

Vessels	Regular Trips	Charter Trips	Special Trips	Dry Docks	Total
MV Ribuuk Meto	3	7	2	0	12
MV Kwajalein	7	0	0	0	7
MV Enen Kio	2	0	0	1	3
SV Kwai	9	0	0	0	9
MV Aelonlaplap	2	0	0	0	2
SV Juren Ae	2	0	0	0	2
MV Aemman	3	0	0	0	3
Total	28	7	2	1	38

Cargo Freight: 4,523 tons
Copra Freight: 5,344 tons (Tobolar has some data for Arno, Mili, and Majuro that were transported on private means.
Passengers: Inbound passengers: 732
Outbound passengers: 567 …… Total passengers: 1,299

Respectfully submitted

Danny Wase
CEO