

Re: Global Ports Safety (GPS), a tool of French and European strategies for the Indo-Pacific region**1. A project meeting the sovereign partnership objectives for the connectivity and development of resilient strategic infrastructures**

The French-European **Global Ports Safety (GPS) project**, which has been implemented since **2024** and was initiated by the "Civil Protection" regional cooperation officer of the Security and Defence Cooperation Directorate (DCSD) based in Singapore, is working to improve the **security and durability of port infrastructures in South and South-East Asia**, on which supply chains to Europe depend.

Risk prevention, especially risks to civil society, goods and the environment, and **accident management are the two pillars of the GPS project**. The objective is to train local authorities in these two areas and create a regional network of experts to facilitate the sharing of best practices.

In total, the project plans to provide 38 training sessions, 8 regional conferences and exercises, 24 study grants, and 12 expert and consultant assignments over four years (2024-2028) for civil protection agencies, coastguards, port authorities, and environment and industry protection agencies.

With a total budget of €8.482 million, 12 ports in 8 countries¹ of the region are benefitting and will benefit directly from the GPS project for four years.

Co-financed with €6 million from the European Commission, this project intends to be in line with the French strategy for the Indo-Pacific² and the European strategy for the region, also in keeping with the Global Gateway strategy, which aims to develop smart, clean and secure networks, particularly in the transport sector.

In the future, the GPS project could be coordinated with **green shipping corridor** projects that are being developed by the European Commission, aiming to make maritime transport greener, particularly in South-East Asia and the Pacific.

2. Many projects for broader action

To implement this project, France and the European Union rely on a number of like-minded countries and contributors.

¹ Colombo (Sri Lanka); Chittagong (Bangladesh); Port Klang/Kuala Lumpur and Tanjung Pelepas (Malaysia); Tanjung Priok/Jakarta and Tanjung Perak/Surabaya (Indonesia); Laem Chabang and Map Ta Phut (Thailand); Sihanoukville (Cambodia); Ho Chi Minh City and Hai Phong (Vietnam); Manila (Philippines).

² France is contributing €2.482 million in co-financing.

First, **within the European Union, Poland** has been a partner of the project from its inception. It was quickly joined by the Czech Republic, and very recently, Cyprus, both providing technical and operational support, namely experts to work on the GPS project.

Second, **South Korea, Taiwan³ and Australia**, and other countries, host training sessions in their national territories and provide training infrastructures. **Singapore is also a key partner**, facilitating the GPS's development since its creation, which is why its strategic director is based there. **The city-state has been committed in providing its operational support throughout the project, hosting one to two activities a year**, consistent with the partnership agreement between GPS and Singapore's Civil Defence Academy.

Synergies have been identified with other European initiatives in the region, particularly the CRIMARIO programme and with ESIWA+, which aims to promote the EU's role in security and defence cooperation in the Indo-Pacific region, a programme with which joint actions are already being conducted.

3. French expertise, crucial for the development of capabilities in the region

The DCSD's cooperation network is doing its share to enable mutually beneficial collaboration. This can be seen with the **Regional Centre for Maritime Studies (RCMS)**, a French-Sri-Lankan regionally oriented national school (ENVR) inaugurated in Colombo in December 2024.

A GPS training session was conducted in May 2025, with support from Polish and Czech experts, helping to get the newly founded Centre off the ground and to expand GPS action in the Indo-Pacific region more broadly.

In addition to contributions from the French cooperation network, the project effectively positions our private sector and industrial stakeholders working in the areas (such as the CMA-CGM).

This project will end in May 2028.

³ Concerning Taiwan, we have adopted a discreet stance, as not all the project's beneficiary countries share the same position in its regard.