

Case study



Partnerships for Australia and Southeast Asia's green shipping journey

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Australian Government

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Partnerships for
INFRASTRUCTURE
AN AUSTRALIAN GOVERNMENT INITIATIVE

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Partnerships for Infrastructure acknowledges Aboriginal and Torres Strait Islander peoples as the traditional custodians of Country throughout Australia, and we pay our respects to Elders past and present. P4I also recognises early connections between Southeast Asia and the First Nations peoples of Australia.

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About this case study

The maritime industry underpins the global economy – more than 80% of international trade volume is moved by sea and trade volumes are steadily increasing.¹ Southeast Asia is among the most strategic maritime regions in the world, connecting the Indian and Pacific oceans, and Southeast Asian ports are experiencing a steady increase in cargo volumes, container traffic and ship arrivals.² Australia sits between these oceans, moving 99% of its exports by sea.³ Southeast Asia as a bloc represents Australia's second-largest trading relationship, with two-way trade reaching A\$195 billion in 2024.⁴

The industry is facing urgent pressure to decarbonise in line with global climate commitments. If international shipping were a country, it would be the fifth-largest emitter in the world, accounting for 3% of total global greenhouse gas emissions.⁵

Australia's share of global sea freight is around 14%, and ships carrying its sea freight contribute approximately 4% of global CO₂ emissions from international shipping.⁶ Australia therefore has a key role to play in global decarbonisation efforts. In *Invested: Australia's Southeast Asia Economic Strategy to 2040*, the Australian Government identifies the region's clean energy transition as Southeast Asia's greatest challenge and a major opportunity for Australia to contribute to global decarbonisation efforts.⁷ Maritime decarbonisation sits at the intersection of this shared agenda – creating government-to-government cooperation, trade and investment opportunities for low-emission fuel supply chains, infrastructure and standards.

This case study explores how Partnerships for Infrastructure (P4I) fosters practical partnerships between Australia and Southeast Asia—connecting transport agencies, ports, industry stakeholders and other maritime actors—to build technical foundations, peer networks and regulatory confidence for green shipping in Malaysia, Thailand and Vietnam, while creating spaces for collaboration at the ASEAN level. It also traces how engagement evolved from an initial analysis with one port to a series of activities across three countries and ASEAN, involving a full ecosystem of public and private actors.

Cover image: Port of Melbourne representatives visit the Port of Tanjung Pelepas to exchange knowledge on port decarbonisation opportunities. Source: P4I

¹ UN Trade and Development (UNCTAD), *Review of Maritime Transport 2025*, UNCTAD, 2025.

² UN Trade and Development (UNCTAD), '*Asia Shipping capacity remains strong despite global shocks*', UNCTAD, 22 October 2024.

³ Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA), *Maritime*, DITRDCA website, n.d., accessed 2 November 2025.

⁴ Department of Foreign Affairs and Trade (DFAT), *ASEAN* [trade and investment fact sheet], DFAT, 2025, accessed 2 November 2025.

⁵ Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA), *MERNAP Issues Paper 4: Green shipping corridors and partnerships*, DITRDCA, March 2024, p 4.

⁶ DITRDCA, *MERNAP Issues Paper 4: Green shipping corridors and partnerships*, p 4.

⁷ DFAT, *Invested: Australia's Southeast Asia Economic Strategy to 2040*, DFAT, September 2023.

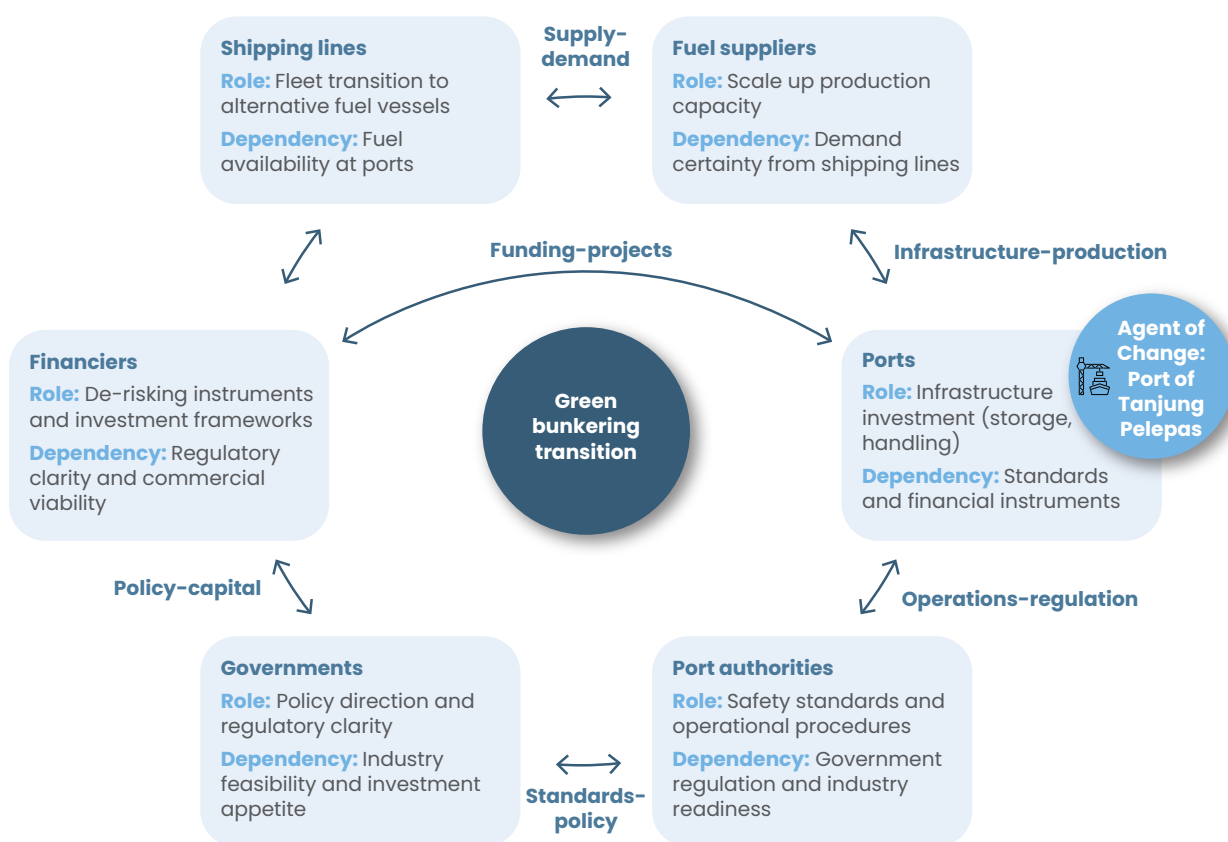
Catalysing alternative fuel bunkering in Malaysia through government–industry collaboration

P4I collaborates strategically with government and industry to catalyse momentum in the energy transition. When change relies on many stakeholders and involves interdependencies, the status quo often overrides progress. Within this context, industry players with clear incentives can become powerful agents of change.

Decarbonising the maritime industry will rely on a transformative shift from conventional marine fuels – which account for 99% of shipping fuels with heavy fuel oil most commonly used – to alternative, low-emission or zero-emission fuels (also known as green fuels).⁸ For Malaysia, this presents a significant opportunity. Its strategic location, world-class ports such as Port of Tanjung Pelepas (PTP) and Port Klang, and abundant renewable energy potential position it to be an emerging green bunkering hub for the region.⁹ Advancing green bunkering could also catalyse the development of Malaysia's green fuels supply chain and support the nation's broader ambition to transition towards a greener economy.¹⁰

Seizing the opportunity requires alignment across an ecosystem of stakeholders (Figure 1). Shipping lines need to transition their fleets to vessels capable of running on low-emission fuels. Green fuel suppliers need to scale up production to ensure supply can meet future demand. Ports must invest in the infrastructure and systems to handle those fuels safely. Port authorities need to set standards and procedures that keep operations safe and efficient. Government must provide the policy direction and regulatory clarity that reduces risk and enables private investment. Financiers have to step in with the right instruments to de-risk projects and unlock the capital needed to build green port infrastructure at scale.

Figure 1: Green bunkering ecosystem map



⁸ World Economic Forum (WEF), *Net-Zero Industry Tracker, 2024 edition*, WEF, December 2024, p 4.

⁹ 'Bunkering' means the supply of fuels for use by ships and 'low-emission (green) bunkering' refers to the supply of fuels that have low greenhouse gas emissions across their life cycles.

¹⁰ Ministry of Economy, *National Energy Transition Roadmap*, Ministry of Economy, August 2023.

Green bunkering feasibility study

With so many stakeholders and the complex interdependencies between them, industry champions play a crucial role in overcoming inertia and driving change. In Malaysia, PTP has emerged as a clear leader in advancing green bunkering, driven by its part ownership by Maersk – a company that has set one of the industry's most ambitious targets: achieving net-zero emissions by 2040¹¹

In 2022, P4I established a collaborative partnership with the Ministry of Transport (MOT) and PTP, to carry out a comprehensive feasibility study on the potential for green bunkering in Malaysia, using PTP as a pilot. The study sets out the technical, commercial and socio-economic case for Malaysia to become a regional green bunkering hub, while also identifying key regulatory gaps that would need to be addressed. The findings confirmed the technical and commercial viability of adopting alternative fuels such as methanol and ammonia, with liquefied natural gas (LNG) serving as a transitional option. Feasibility studies are often the first practical step in advancing complex infrastructure reform. When undertaken through partnerships, they create buy-in across an ecosystem of stakeholders and reduce the risk of early movers being left isolated. An Australian example is presented in Box 1.

Box 1

Australia's experience – joint feasibility study on low-carbon methanol supply chains

In Australia, joint feasibility studies have been used to generate momentum for maritime decarbonisation. In 2023, Port of Melbourne signed a memorandum of understanding (MoU) with partners across the value chain to assess the feasibility of establishing a low-carbon methanol bunkering hub. The MoU involved shipping lines (Maersk and ANL), a fuel storage and handling operator (Stolthaven Terminals), energy producers (HAMR Energy and ABEL Energy) and a towage company (Svitzer).

The study confirmed the technical and operational viability of a low-carbon methanol supply chain. Producers HAMR Energy and ABEL Energy could supply 300,000 to 650,000 tonnes of low-carbon methanol annually by 2030, with existing port infrastructure largely suitable, following some upgrades. The next phase involves developing a business case, addressing regulatory and safety requirements, and preparing for a potential pilot demonstration.

Note: Low-carbon methanol refers to alternative fuel with lower greenhouse gas emissions than traditional marine fuel. Examples of low-carbon methanol include biomethanol from waste biomass, and e-methanol from hydrogen produced from renewable electricity.

Source: Port of Melbourne, [Low Carbon Methanol in Melbourne: Feasibility study](#), Port of Melbourne, 2025.

Government–industry roundtable

The feasibility study's findings were used to convene a government–industry roundtable dialogue, chaired by the Malaysian Minister of Transport. MOT was instrumental in convening the relevant ministries, ports and port authorities and the International Maritime Organization (IMO), while PTP played a key role in bringing industry voices – shipping lines, fuel suppliers and industry associations.¹² PTP shared its experience in managing LNG and methanol bunkering alongside other port activities, and highlighted the importance of safety and coordination when handling alternative fuels. The dialogue served as a clear signal of MOT's intent to move forward on green bunkering. It also found that industry stakeholders were ready to invest, provided regulatory clarity was in place; and government stakeholders acknowledged the need for a whole-of-government approach, with regulations of alternative fuels extending beyond MOT's mandate.

¹¹ Maersk, [All the way to zero: Our journey to reach net zero by 2040 continues](#), Maersk website, n.d., accessed 2 November 2025.

¹² The Malaysian public sector was represented at the roundtable by the Ministry of Transport; Ministry of Economy; Ministry of Science, Technology and Innovation; Ministry of Natural Resources, Environment and Climate Change; Ministry of International Trade and Industry; Malaysian Investment Development Authority; Johor Port Authority; and Johor State Economic Planning Division.

Green bunkering regulatory roadmap

The success of the feasibility study and dialogue created momentum for the Malaysian Government to advance enabling policies for green bunkering. In October 2024, MOT secured Cabinet approval to collaborate with P4I on developing Malaysia's Green Bunkering Regulatory Roadmap (GBRR). This elevated the initiative to whole-of-government visibility and authorised engagement across Malaysian government ministries to inform the roadmap. The GBRR is designed as a national roadmap for advancing the regulatory environment for green fuel bunkering, covering operations, fuel handling and storage, safety standards, permitting, compliance, and emissions management.

The GBRR, completed and submitted to the Ministry of Transport in July 2025, incorporated input from key industry partners such as PTP to ensure the framework aligns with real port operations and safety standards. The GBRR is now undergoing a validation process with Malaysia's federal ports and other relevant ministries. Following this, MOT, with P4I support, will submit the GBRR to the Malaysian Cabinet for a whole-of-government endorsement to adopt the roadmap as Malaysia's green bunkering strategy.



The feasibility study provided us with the technical and commercial confidence to take practical steps towards green bunkering. The Ministry of Transport's commitment to the Green Bunkering Regulatory Roadmap further strengthened policy direction. These efforts enabled PTP to successfully conduct Malaysia's first methanol bunkering operation in October 2024 and LNG simultaneous operations in February 2025. Together with our partners, we plan to progressively expand to ammonia bunkering."

— Khairul Amalin Abd Rahman, Head of Division, Health, Safety, Security and Environment (HSSE) and Sustainability, Port of Tanjung Pelepas

Creating spaces to forge regional partnerships on green shipping initiatives

P4I creates spaces to forge partnerships on green shipping by combining our technical assistance with peer-to-peer connections.

One of the biggest barriers to widespread adoption of low-carbon fuels in shipping is the limited availability of bunkering facilities at strategic locations¹³ IMO's 2023 greenhouse gas emissions reduction strategy points to international partnerships on green shipping corridors as a way to accelerate maritime decarbonisation.¹⁴ These partnerships work by aligning infrastructure, regulation, fuel supply and new technologies across ports to deploy green shipping at scale.

As a signatory of the Clydebank Declaration, Australia has committed to advancing green shipping corridors (Box 2). Together, Australia and Singapore have established a Green and Digital Shipping Corridor under the Singapore–Australia Green Economy Agreement, with collaboration in a number of areas related to the bunkering of alternative fuels.¹⁵ One of its joint initiatives, the Australia–Singapore Low-Emissions Technologies (ASLET) initiative for maritime and port operations is co-delivered by CSIRO, Australia's national science agency, and the Maritime and Port Authority of Singapore. It provided funding for applied research, pilot projects and demonstration programs in Australia and Singapore.¹⁶ Australia also signed a green shipping corridor agreement with the Republic of Korea in February 2025.

¹³ DNV, [Maritime Forecast to 2050: Energy Transition Outlook 2025](#), DNV, 2025.

¹⁴ IMO (International Maritime Organization), [2023 IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships](#), IMO, July 2023.

¹⁵ DITRDCA and Maritime and Port Authority of Singapore, [Singapore and Australia Green and Digital Shipping Corridor](#), DFAT, March 2024.

¹⁶ CSIRO (Commonwealth Scientific and Industrial Research Organisation), [Australia–Singapore Low-Emissions Technologies \(ASLET\) initiative for maritime and port operations](#), CSIRO website, n.d., accessed 2 November 2025.

Australia's transport net-zero roadmap placing partnerships at core of maritime decarbonisation

The Australian Government has recently released its **Transport and Infrastructure Net Zero Roadmap and Action Plan**, providing a policy direction and investment signal. Its maritime section highlights the need for low-carbon liquid fuels, hydrogen and hydrogen-derived fuels, battery electric vessels, operational and efficiency gains, and zero-emissions ports.

The consultation process with the industry ahead of the Net Zero Roadmap and Action Plan called for the brokering of international shipping partnerships or green shipping corridors to support the uptake of these new technologies.

The Australian Government's upcoming Maritime Emissions Reduction National Action Plan (MERNAP) will provide more detail on Australia's maritime decarbonisation pathway.

Source: Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA), [Transport and Infrastructure Net Zero Roadmap and Action Plan](#), DITRDCA, September 2025.

Green shipping initiatives such as green corridors offer practical pathways to achieve economies of scale and accelerate technology collaboration.¹⁷

P4I creates spaces for knowledge exchange and collaborative dialogue that lay the groundwork for forging partnerships. Its model facilitates peer-to-peer connections between Southeast Asian partners and their Australian counterparts. These connections are grounded in trusted relationships through technical assistance, and strengthened by access to senior leaders and technical experts from Australian government and industry. In Malaysia, this meant linking PTP, through P4I's green bunkering feasibility work, with Port of Melbourne to create a direct peer-to-peer connection. Using platforms like Asia-Pacific Climate Week 2023 and Malaysia Maritime Week (supported annually since 2023), P4I showcased both ports' efforts to advance green shipping and facilitated a deeper technical exchange between Port of Melbourne and PTP in Johor Bahru, Malaysia.

Regular exchanges between Port of Melbourne and PTP have led to a formal partnership under a memorandum of understanding (MoU), advancing shared commitments to decarbonise port operations, develop alternative fuel infrastructure, and promote inclusive growth (Figure 2).



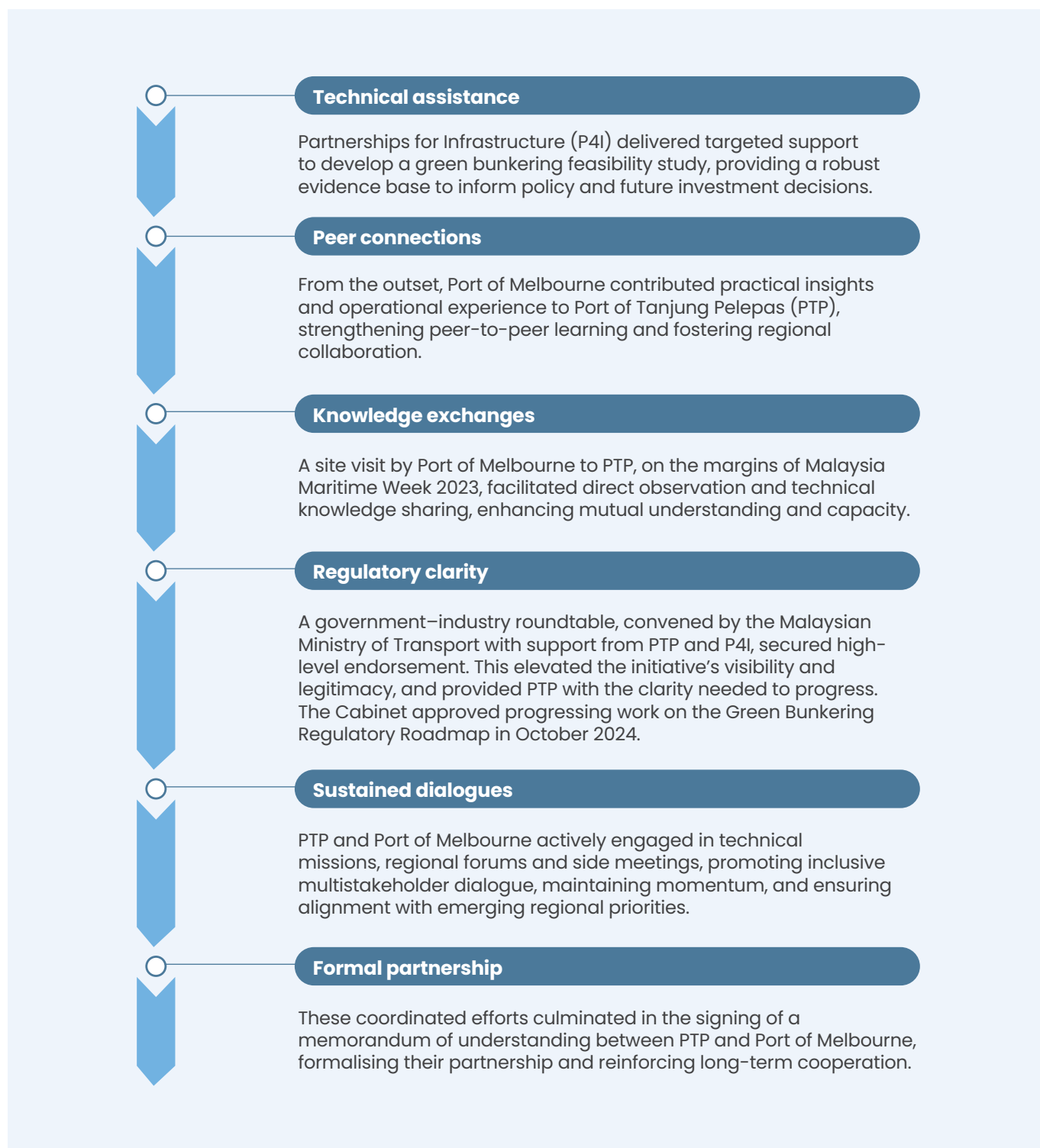
The MoU was formally signed by representatives of both ports at the margins of the ASEAN Business and Investment Summit in October 2025, with the formal exchange witnessed by Australian Prime Minister Anthony Albanese and Malaysian Prime Minister Datuk Seri Anwar Ibrahim at the 3rd Malaysia-Australia Annual Leaders' Meeting¹⁸

PTP and Port of Melbourne representatives sign a MoU during the ASEAN Business and Investment Summit in October 2025 in Kuala Lumpur.

¹⁷ IMO, [2023 IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships](#), IMO, July 2023.

¹⁸ Port of Melbourne, [Port of Melbourne and Port of Tanjung Pelepas sign MoU to progress sustainable port operations](#) [media release], Port of Melbourne, 29 October 2025.

Figure 2: Port of Tanjung Pelepas and Port of Melbourne – from technical support to partnership



“

This memorandum of understanding is a strong signal of the enduring maritime partnership between Australia and Malaysia. It reflects both countries’ shared commitment to building a resilient, sustainable and future-ready maritime industry across the region – driven by practical cooperation and shared ambition.”

— H.E. Danielle Heinecke, Australian High Commissioner to Malaysia

Driving regional momentum in ASEAN to advance maritime decarbonisation

P4I is building regional momentum on green shipping by leveraging ASEAN platforms to showcase initiatives, facilitate peer-to-peer exchanges, and highlight practical pathways for governments to enable maritime decarbonisation. This has driven wider interest among ASEAN member states, with more exploring alternative fuel bunkering and green shipping corridors in their own contexts.

Regional hubs for low-emission bunkering and green shipping corridors provide the reliability needed to make alternative fuels viable at scale. Such hubs also signal to stakeholders across the supply chain that investments in new vessels and fuels can be supported across major routes.

Existing ASEAN frameworks

Regional cooperation is highlighted in the *ASEAN Maritime Outlook* as central to advancing shared maritime priorities, including green shipping.¹⁹ The *Master Plan on ASEAN Connectivity 2025* explicitly recommends progressing toward an ASEAN Single Shipping Market, which is a component of regional integration aimed at more open, efficient and competitive maritime transport services.²⁰ But taking this a step further towards green shipping initiatives grounded in collective action remains a challenge among ASEAN member states.

ASEAN Maritime Connectivity Forum

Leveraging its bilateral success in Malaysia, P4I used ASEAN platforms to advance policy dialogue on green shipping. In collaboration with Malaysia and the Republic of Korea, P4I (on behalf of Australia) co-hosted the inaugural ASEAN Maritime Connectivity Forum in 2024, held on the margins of the ASEAN Senior Transport Officials Meeting.

P4I worked with PTP and MOT to showcase Malaysia's progress on green bunkering, while also bringing senior Australian government and industry leaders to have direct dialogue with their Southeast Asian counterparts. This involved Port of Melbourne, Maritime Industry Australia Limited (MIAL), the Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts (DITRDCA), and Victoria International Container Terminal (VICT).

Technical assistance to Thailand and Vietnam

The ASEAN Maritime Connectivity Forum generated significant demand for exploring green bunkering, which P4I has converted into technical assistance and policy support with Vietnam and Thailand (commencing in early 2025). In Vietnam, work is focused on port decarbonisation, drawing on the joint P4I-PTP-MOT feasibility study as a model. Together with the Vietnam Maritime and Waterway Administration, P4I identified the Cai Mep port cluster in Ba Ria – Vung Tau province as an ideal pilot site, being one of the most efficient container ports in the region.²¹ In Thailand, P4I is supporting the Ministry of Transport to lay foundations for a maritime decarbonisation strategy. The Ministry of Transport has clear ambitions for transport decarbonisation but needs technical and regulatory support to articulate a reform pathway suited to Thailand's complex regulatory and commercial environment. P4I is delivering this through a 3-part activity: capturing lessons from international experience; assessing Thailand's current policy and commercial context; and piloting a framework for assessing green shipping corridors to guide reform and future investment decisions.

¹⁹ ASEAN Secretariat, [ASEAN Maritime Outlook](#), ASEAN Secretariat, August 2023.

²⁰ ASEAN Secretariat, [Master Plan on ASEAN Connectivity 2025](#), ASEAN Secretariat, August 2016.

²¹ World Bank and S&P Global Market Intelligence, [The Container Port Performance Index 2020 to 2024: Trends and lessons learned](#), World Bank, 2025, Table 2.1, p 15.

Knowledge exchange with other ASEAN countries

To continue fostering dialogue and partnerships with ASEAN member states, P4I supported the ASEAN Future of Maritime Conference – a follow-on to the ASEAN Maritime Connectivity Forum – a one-day forum held as part of the Malaysia Maritime Week 2025 program. The conference featured discussions on:

- regulatory updates to unlock investment in low-carbon fuels
- progress on green shipping corridors
- safety standards in ports for low-emission fuels
- just transition strategies to support inclusive workforce development.

The event was co-supported by the Malaysia Shipowners' Association, reinforcing strong public-private collaboration. Importantly, it also marked the beginning of a collaboration between P4I and the Global Ports Safety Project—co-funded by the EU and France, with Poland as a partner—whose aim is to set goals for port safety and decarbonisation in Southeast Asia and beyond.

Among Australian government partners, P4I invited the Clean Energy Finance Corporation, Australia's government-owned green bank, to share insights on blending public and private capital for port decarbonisation.²² These exchanges have further sparked interest from the Government of the Philippines, which will chair ASEAN next year and intends to collaborate with Australia both bilaterally and through its ASEAN chairmanship, expanding P4I's connections with other ASEAN countries.



Speakers from Malaysia, Thailand, Vietnam, Singapore, and Australia share insights on building green shipping corridors at the ASEAN Future of Maritime Conference, held on 17 July 2025 in Kuala Lumpur, Malaysia.

Box 3

Partnering with ASEAN on maritime policy and technical studies

P4I's work with the ASEAN Secretariat on maritime includes:

Study on Enhancing Container Processing and Circulation – examined constraints in container processing and circulation exposed during the COVID-19 pandemic, identified structural issues, and recommended reforms. Its findings were adopted at the 28th ASEAN Transport Ministers Meeting in 2022 through the Implementation Framework and Action Plan to Enhance Container Circulation in ASEAN.

ASEAN Port Sector Public-Private Partnership (PPP) Guidelines – assessed risks and lessons from regional and global experience in structuring public-private partnerships, to guide ASEAN member states in financing and delivering resilient port infrastructure. The guidelines were endorsed during the 30th ASEAN Transport Ministers Meeting held in November 2024 in Kuala Lumpur.

ASEAN Climate Resilient Port Public-Private Partnerships workshop – as a complement to the ASEAN Port Sector PPP Guidelines, this supplementary workshop focused on key entry points for enhancing disaster and climate resilience in ports through public-private partnerships.

ASEAN Port Digitalisation and Automation Best Practice Guidelines – analysed current practices and international experience, providing ASEAN with best practice recommendations to modernise port operations and strengthen efficiency, safety and sustainability. Technical highlights were presented at the ASEAN Maritime Connectivity Forum in June 2024, and the guidelines were endorsed during the 30th ASEAN Transport Ministers Meeting in November 2024.

²² Partnerships for Infrastructure (P4I), 'Steering a just maritime transition in Southeast Asia at the ASEAN Future of Maritime Conference', P4I, 22 July 2025.

Australia – Southeast Asia community of practice in the making

Following the Maritime Decarbonisation Technical Exchange, which convened maritime stakeholders from across Malaysia, Vietnam, Thailand and Australia, P4I initiated an early-stage community of practice to sustain and deepen dialogue – both among Southeast Asian maritime government representatives and between them and their Australian counterparts. While still informal, this platform is fostering stronger, trust-based relationships and enabling partners to collectively anticipate and respond more effectively to the potential implications of the IMO Net-Zero Framework, once adopted.

In October 2025, a decision to adopt draft amendments to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) – including the IMO Net-Zero Framework – was deferred for 12 months. This delay creates a valuable opportunity to deepen engagement with and among Southeast Asian countries, clarify the framework’s potential impacts, and foster regional consensus on maritime decarbonisation.

The IMO Net-Zero Framework marks a significant shift in how the global shipping sector could operate. As a founding member of the IMO and an elected Category B member of the IMO Council since 2017—a category reserved for countries with the largest interest in international seaborne trade—Australia plays an active role in shaping the organisation’s decarbonisation agenda. This includes contributing to the development of the Net-Zero Framework and forthcoming guidelines. This involvement provides Australia with valuable insight into the evolving policy landscape – insight that can support inclusive, informed dialogue across the region.

Australia’s 5th Maritime Decarbonisation Summit, convened by MIAL in June 2025 under the theme ‘Progress through uncertainty’, acknowledged IMO’s clear direction on decarbonisation while recognising the uncertainty that remains until measures are formally adopted and take effect. The summit underscored that governments and industry cannot afford to wait for full international regulatory clarity and must continue advancing supportive policies. These include incentivising the uptake of low- and zero-emission fuels and strengthening regional cooperation to build resilient supply chains across Southeast Asia and Australia.

For many governments, however, sustaining progress in this environment is challenging. Governments need foresight and confidence to anticipate how international rules will affect domestic regulation, port operations, fuel supply, and financing. Learning from how others are preparing can provide governments with valuable perspective, helping them interpret global shifts more confidently and identify practical steps for implementation in their own contexts.

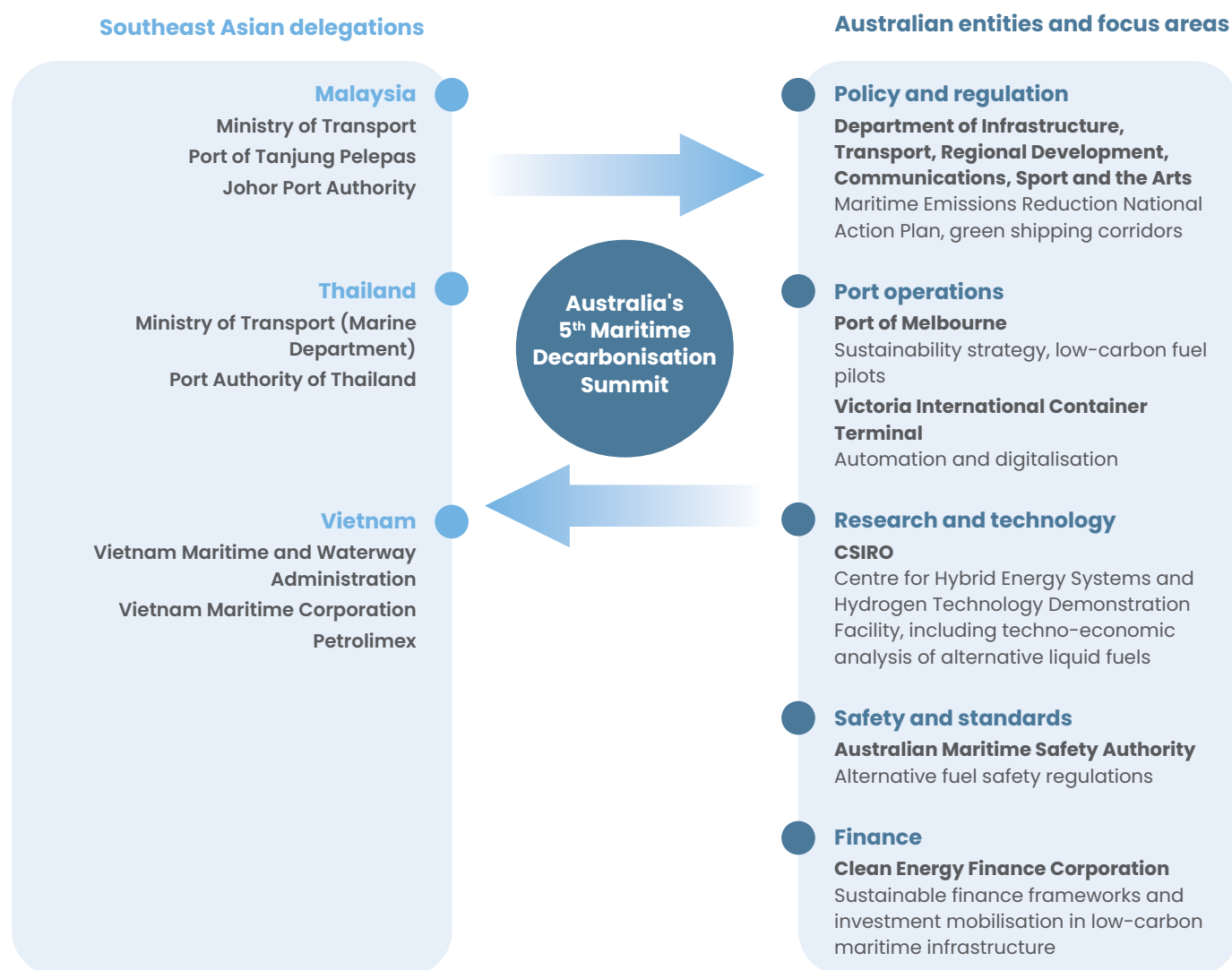
P4I worked with MIAL to bring Southeast Asian counterparts into the 5th Maritime Decarbonisation Summit to see how Australia is proactively advancing maritime decarbonisation. Building on this opportunity, P4I designed a broader Maritime Decarbonisation Technical Exchange, which gave delegates from Malaysia, Thailand and Vietnam exposure to Australia’s policies, port initiatives, research institutions and financing strategies (Figure 3). As part of the technical exchange, P4I convened the Australia – Southeast Asia Maritime Decarbonisation Roundtable, marking the first time that Southeast Asian maritime agencies beyond Singapore contributed to Australia’s industry forum. The roundtable enabled delegates to share priorities and compare challenges. This exchange catalysed the creation of a peer network that has the potential to evolve into a more formalised community of practice.

“ These targeted exchange opportunities – bringing together government, industry and port authorities – are essential for fostering deeper engagement through partnerships and green corridors. We’ve already gained valuable insights into current efforts across Southeast Asia. Formalising these exchanges through a community of practice could create mutual benefits for both Australia and the region.”

— Augustus Yip, Assistant Director, Maritime Emissions Section, Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, Australian Government

Maritime counterparts from Malaysia, Thailand and Vietnam continue to engage in peer learning with each other and with Australian government and industry partners.

Figure 3: Australia – Southeast Asia Maritime Decarbonisation Technical Exchange



Laying the groundwork for long-term cooperation

The maritime sector's decarbonisation journey is complex, but the case of Malaysia – and the broader regional momentum in ASEAN – demonstrates that progress is possible through practical partnerships, technical collaboration and sustained dialogue. P4I's approach has shown that when governments and industry come together around shared goals, they can build the regulatory confidence to unlock investment for a transition towards low-emission and zero-emission shipping.

Australia's engagement in Southeast Asia is helping shape a future-ready maritime industry that is resilient, sustainable and inclusive. By supporting feasibility studies, regulatory reform, peer-to-peer exchanges, and regional platforms and green shipping corridors, P4I is laying the groundwork for long-term cooperation and innovation, despite ongoing uncertainty in the international regulatory landscape.

Partnerships for Infrastructure

Partnerships for Infrastructure (P4I) is one of Australia's flagship infrastructure development initiatives in Southeast Asia. P4I partners with Cambodia, Indonesia, Laos, Malaysia, the Philippines, Thailand, Timor-Leste, Vietnam and the Association of Southeast Asian Nations (ASEAN) to attract quality investment, address infrastructure gaps, and drive inclusive and climate-resilient development.

P4I does this by providing infrastructure advisory services, facilitating technical knowledge exchanges, building partners' technical capacity, and supporting government-to-government and other partnerships between Australian and Southeast Asian organisations.

Delivered through a single team, P4I is led by the Australian Department of Foreign Affairs and Trade in collaboration with Ernst & Young, Adam Smith International, The Asia Foundation and Ninti One.



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