



ANNUAL REPORT

2021

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Our Commitments

Our Purpose

The purpose of the SIMA Corporate Plan 2020-2023 is to guide the establishment and operation of a recognized, financially self-sufficient & independent maritime authority delivering all Solomon Islands maritime obligations, implementing good maritime governance and contributing to profitable and inclusive economic growth of the Solomon Islands' maritime sector.

Our Vision

A transformative decade of safety at sea, resilient and clean maritime services and mobility in Solomon Islands.

Our Mission

A financially self-sufficient and independent maritime authority implementing good governance and delivering quality services to Solomon Islands' people and maritime industry.

Our Values

Rule of Law

We endeavour to implement maritime laws applicable in Solomon Islands and promote those laws across our stakeholders to achieve maritime safety and pollution prevention goals.

Effectiveness & Efficiency

We strive to provide quality maritime services at the most effective cost to the people and the maritime industry in Solomon Islands.

Transparency & Responsiveness

We respond to our stakeholders' needs and requests in a timely manner and make transparent decisions in the interest of maritime safety and pollution prevention.

Participation & Inclusion

We are committed to implement inclusive processes of consultation ensuring maritime laws and systems are adapted to Solomon Islands circumstances.

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Chairperson foreword

Robert Bokelema, Chairperson



I am pleased to present the annual report of the Solomon Islands Maritime Authority (SIMA) for 2021 at the end of its first year in full power.

I and my colleagues Directors of the Board of SIMA have provided leadership and strategic oversight of SIMA since 2019, first to facilitate the transition from the Solomon Islands Government (SIG) Solomon Islands Maritime Safety Administration, then to ensure SIMA self-sufficiency and ability to deliver full power under the Shipping Act 1998 as amended and the SIMA Act 2018.

I am confident enough in our results to state that this report demonstrates our achievement to make SIMA a self-sufficient maritime authority after only two years of operation. We also delivered some of the first reforms that are essential to build the foundations and achieve our vision of a transformative decade of safety at sea, resilient and clean maritime services, and mobility in Solomon Islands.

This report is evidence of our domestic shipping industry commitments to reforms and changes despite a difficult operational environment marked by closed borders and civil unrest towards the end of the year. Our maritime industry has definitively shown its resilience and its capacity and tremendous efforts to maintain shipping services to our communities in whatever the conditions.

I should also thank our director and the staff of SIMA who applied in a highly competitive environment and were able to deliver their duties despite the major changes the establishment of SIMA was for them personally and professionally.

I must also acknowledge the continued support from our partners, particularly the Australia Department of Foreign Affairs and Trade (DFAT), the New Zealand Ministry of Foreign Affairs and External Trade (MFAET) and the International Maritime Organization (IMO) without which we would not have achieved so quickly some of our objectives.

Lastly, we strongly benefitted from SIG support which transferred assets and facilitated the financial position SIMA is in. We have also close working relationships with sister agencies such as the Customs and Excise Division, the Environment and Climate Change Divisions, the Solomon Islands Meteorological Services and the National Disaster Management Officer of the Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM) which deliver essential services to fulfil our international maritime obligations.

Now that SIMA is well established in the maritime sector of Solomon Islands, we look into the future and will dedicate the two last year of our Corporate Plan to design together Solomon Maritime 2030-2050.



About Us

The Solomon Islands Maritime Authority (SIMA)

SIMA is established by Act of Parliament, the **SIMA Act 2018** as the financially self-sufficient maritime administration to implement our international and regional obligations from conventions and agreements Solomon Islands is a party to, and maritime laws of applicable Solomon Islands.

SIMA is a public institution acting as the maritime regulatory arm of the Solomon Islands Government.

Who we are?

The Board of SIMA is our **Governing Body**; it determines policies and strategies and monitor SIMA's performance against its budget and plans.



SIMA staff in **2021**:

37 employees

(15) **41% women** and (22) **59% men**

13 employees are **less than 40** of age

14 employees are with SIMA for **less than 4 years**

What we do?

Our main functions are:

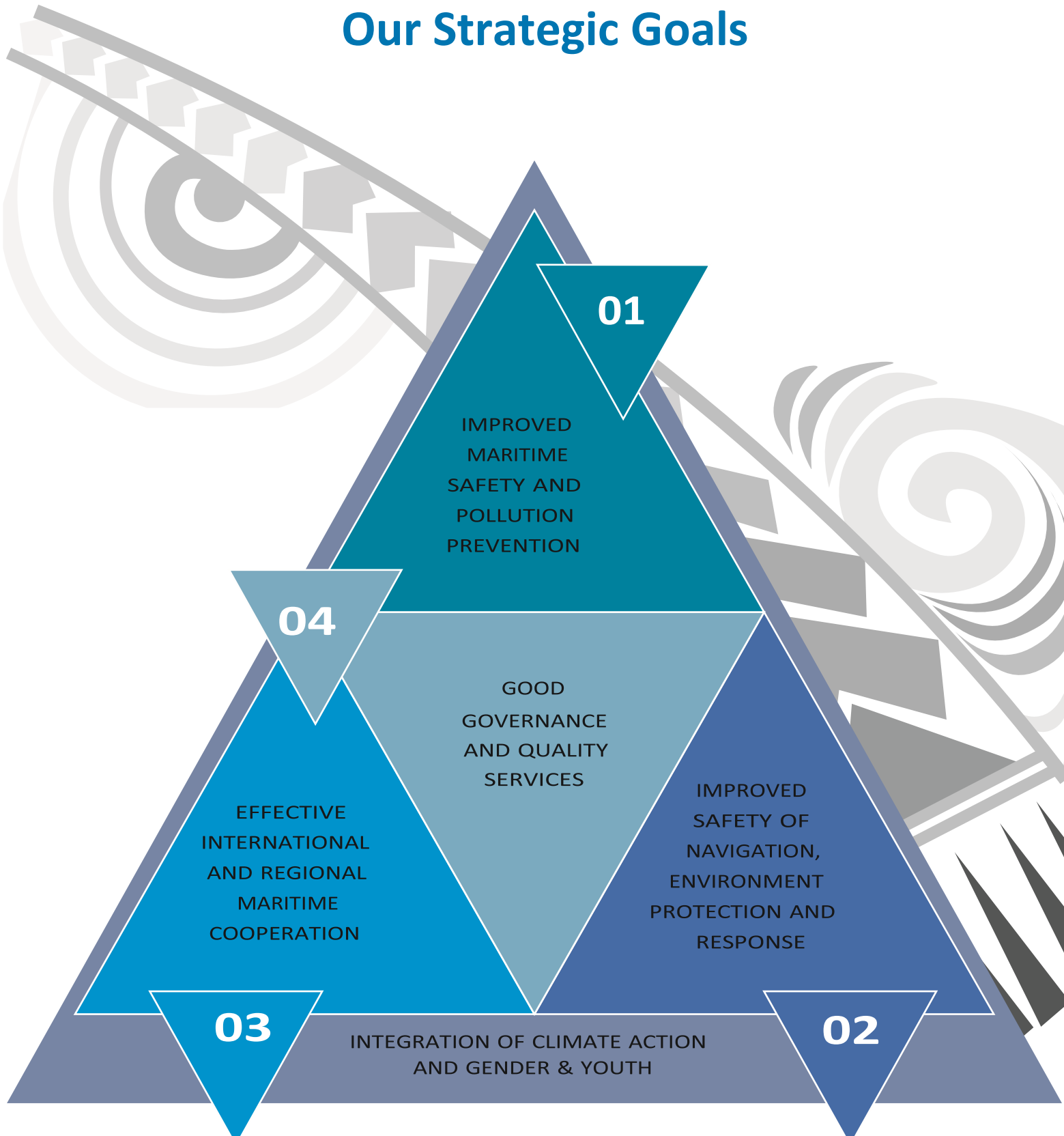
- *implement and enforce applicable maritime laws, conventions and agreements,*
- *administer the Solomon Islands maritime sector,*
- *set standards and inspect vessels, in port and at sea,*
- *coordinate maritime search and rescue operations,*
- *prevent marine pollutions from vessels and coordinate the response to marine pollutions,*
- *provide hydrographic and aids to navigation services,*
- *support economic analysis of the franchise shipping scheme and monitor commercial matters.*

Our Achievements in 2021

- A **self-sufficient and operational maritime authority** is established:
 - recruitment of 37 staff members out of 52 in the agreed organisational structure,
 - 17 million in revenues are generated from maritime fees, charges and levies,
 - vessel inspection, seafarer certification, response to search and rescue and marine pollution, safety of navigation services, finance and administration services are operational and funded by SIMA's revenues, and
 - priority refurbishment of the headquarters, renewal of IT equipment, building of the SIMA's cloud-based system are completed.
- We are fulfilling our commitments to the **rule of law, effectiveness & efficiency, transparency & responsiveness, and participation, and inclusion** through:
 - all decisions are made based on applicable laws and are communicated,
 - responses to queries, requests from our stakeholders and to maritime emergencies have improved,
 - the Board of SIMA, the SIMA Advisory Committee, the Marine Pollution Advisory Committee and the Maritime Security Committee are fully operational and produced policies, made decisions and provided advice in their expert area, and
 - SIMA is leading by example and have now 41% of female employees at all levels of the organisation.
- We **partner at the international, regional and national levels** through:
 - initiating global projects with IMO and pursuing the objective of reducing greenhouse gas (GHG) emissions from international and domestic ships and reducing marine litter,
 - engaging with the Pacific Community (SPC) to improve safety of navigation and upgrade the maritime legal framework, and
 - contributing to international and domestic vessels tracking to strengthen border security and maritime safety.
- We get **results on major reforms and changes** to improve maritime safety:
 - maritime safety regimes are in place doubling the efforts on vessel inspection, and shifting from 0 to 30% of registered vessels with a Safe Manning Certificate,
 - the Maritime Rescue Coordination Centre has improved its timely response to maritime emergencies and its vessel tracking system, and
 - recruitment has taken place to increase SIMA's capacity to deliver safety of navigation services.

SIMA's capacity, partnerships and reforms are producing tangible results.

Our Strategic Goals



Global Context and Operational Environment



The closed borders for the whole year significantly changed the operational environment accentuated by the civil unrest and subsequent lockdowns towards the end of 2021 that stopped domestic shipping.

This situation affected logging and mining industries, tourism and international projects throughout 2021 having direct consequences on international and domestic shipping.

At the same time, the establishment of SIMA was the signal to undertake necessary reforms of the maritime sector, specifically for the manning of vessels, the certification of seafarers and the safety standards on board domestic and international vessels.

SIMA was granted support from partners such as Australia DFAT, New Zealand MFAET and IMO which allowed building capacity and starting to develop systems dedicated to tracking international vessels and the inspection of domestic vessels.

SIMA also promoted collaboration with domestic ship owners and stakeholders through the operations of its Advisory Committee, the Maritime Security Committee, and the Marine Pollution Advisory Committee.

Despite a challenging operational environment, SIMA was able to achieve some of its milestones and witness tangible results as shown in this annual report specifically in the inspection and safe manning of domestic vessels, the tracking of international vessels, the response to distress at sea and marine pollutions, and strictly implementing financial and administration processes which put SIMA in a very strong financial position at the end of 2021.

IMPROVED MARITIME SAFETY AND POLLUTION PREVENTION

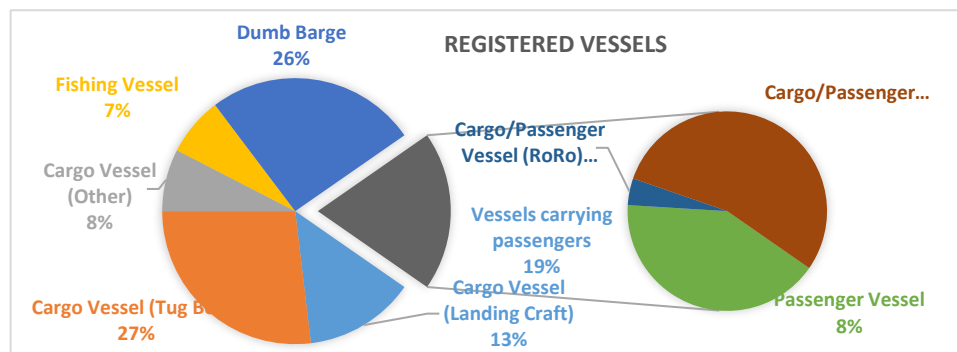
Maritime safety, security, and energy are regulated and enforced on registered vessels and by all maritime operators in Solomon Islands.

Addressing Persistent Maritime Safety Issues

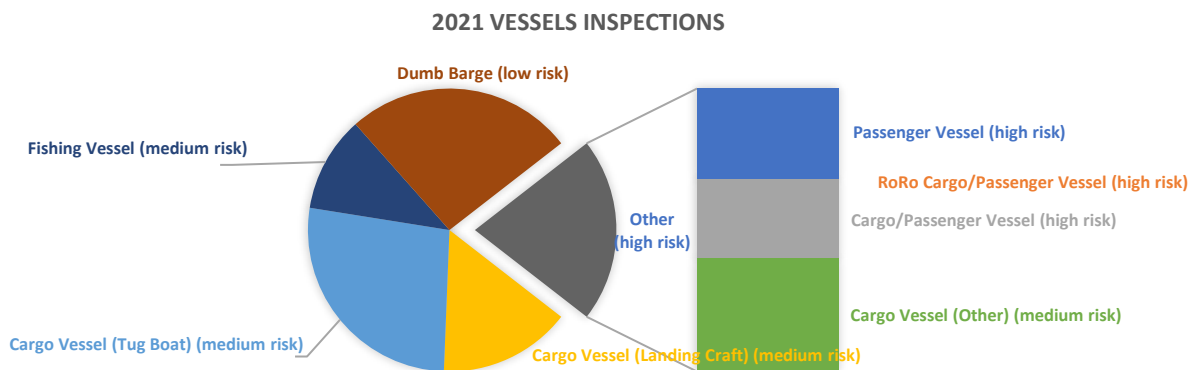


Vessel inspection

The new vessel inspection regime adopted and implemented by SIMA from 2021 is producing the first results with the objective to effectively improve safety standards when all procedures and guidelines will be fully implemented, and all vessel inspectors trained and qualified.



From 2019 baseline significant improvement has been made on monitoring and tracking of vessel inspections. More than 51% of registered vessels from high risk, medium risk to low-risk categories has been successfully boarded and inspected. This doubles the efforts from the 2019 baseline where no consideration was given to the vessels' risk profile.



Safe manning

Safe manning of vessels requires efforts from ship operators/owners to recruit and appoint qualified officers and crews and comply with the 3-step safe manning approach: Safe Manning Certificate (SMC) issued, crews trained and qualified as per the SMC, employment agreements signed.

In 2021, 76 vessels were issued a SMC (from 5 vessels in 2020) which is now 32% of the registered domestic vessels.

Marine Investigation

On 23 May 2021, a passenger vessel encountered a mechanical breakdown of her port main engine propulsion while on a passage run from Wagina Island in Choiseul Province to Honiara. The number of passengers was unknown but estimated around 160 with 8 crew members.

The marine investigation revealed that the master took the vessel to sea with an excess of passengers, he was not aware of the number of passengers and could not report to the Maritime Rescue Coordination Centre (MRCC) which was coordinating the search. The ship owner collaborated and sent another vessel to participate to the search until it was reported the vessel en route to Kaevanga Port in Isabel Province sailing slow on one main engine. 159 passengers were picked up from Kaevanga Port to Honiara by another domestic vessels on 25 May.

Unfortunately, the investigation reported common issues in Solomon Islands domestic shipping:

- domestic vessels are too often taken to sea with an excess of passengers which compromise the stability of the vessel and endanger passengers' life,
- master have no control on the number of passengers, or the cargo loaded on board which compromise search and rescue efforts and will not allow the master taking the right decision in case of emergency,
- maintenance of domestic vessels is often poor and not performed as required by maintenance and services scheduled – too often, some vessels left at anchor for long period are suddenly put back in service with no adequate maintenance and valid certification of vessel and crew.

Operation Safe Boat 2021: Ensuring Safe Manning, Preventing Overloading of ships

Operation Safe Boat 2021

- 1 Month 5 Dec 2021– 14 Jan 2022
- 10 SIMA vessel inspectors
- Collaboration with SIPA
- Daily presence 8am-10pm every day
- 96 inspections conducted
- 28 vessels inspected
- 3 vessels detained



Maritime Security

The three port facilities (Honiara, Noro and Leroy Wharf Port Facilities) visited by vessels subject to international security laws have now a revised Port Facility Security Plan (PFSP) and have been audited by SIMA to verify compliance to the Maritime Safety administration (Ships and Port Security) Regulations 2011 and the International Ship and Port Security (ISPS) Code. The three port facilities have a valid Statement of Compliance and are audited on annual basis.

The Maritime Security Committee was also active in overseeing security measures during the COVID-19 pandemic and was instrumental to advise Director SIMA when elevating the National Security Level to Level 2 and allow calls of international vessels during the November 2021 civil unrest and subsequent lockdowns and curfews.

All people and maritime operators benefit from safe navigation, clean seas and efficient response to all marine incidents in Solomon Islands waters.

IMPROVED SAFETY OF NAVIGATION, ENVIRONMENT PROTECTION AND RESPONSE

Improving our Response Capabilities

Safety of Navigation



Search and Rescue

Most of the Search and Rescue (SAR) operations coordinated by the MRCC in Honiara is still due to the operation and ill-preparedness of small boats (engine breakdowns, capsizing or lost in bad weather, etc.).

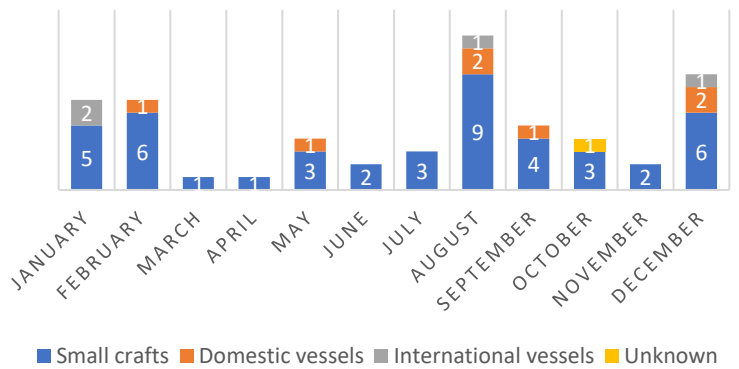
In 2021, the MRCC coordinated 57 SAR operations among which 79% involved small boats, mostly in the Central Islands Province due to the density of population and the lack of transport services between Guadalcanal, Ngella and Malaita islands.

Out of 464 persons involved in maritime incidents that required MRCC's coordination of SAR operations, 10 persons were in a situation of distress (life in immediate danger) and 5 have never been found and were declared lost at sea.

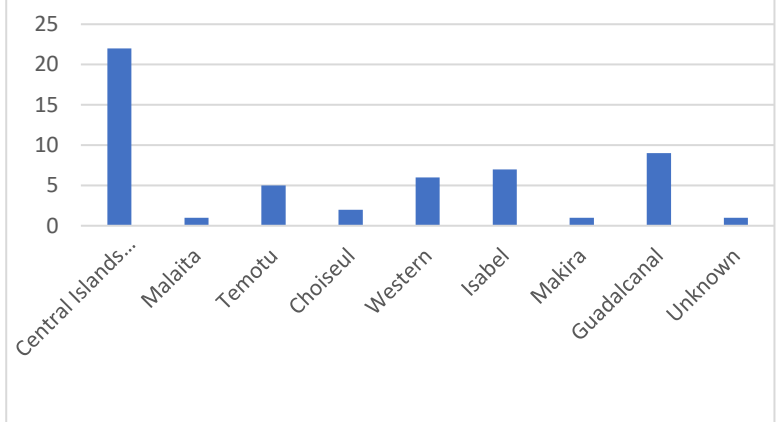
Maritime SAR remains a major challenge in Solomon Islands due to the size of the Search and Rescue Region (SRR) of 1.2 million km² and the scarcity of resources to conduct maritime search throughout Solomon Islands.

Often, the rapid intervention of the Royal Solomon Islands Police Force (RSIPF) and local communities along with collaborative arrangements with Australia, New Zealand and Helicopter Support (SI) Limited.

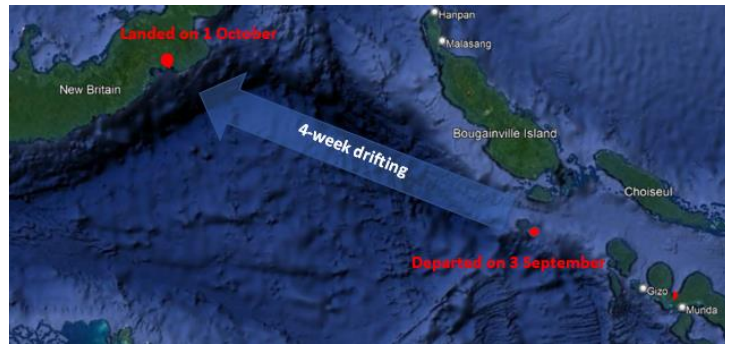
2021 SAR OPERATIONS



SAR operations for small crafts by Provinces



The main objective for SIMA is to reduce the duration of SAR operations' Immediate Action Phase which is the first phase where the SAR elements are collected, the SAR mission coordinator is informed, and the first action are taken such as informing RSIPF and local communities. In 2021, Immediate Action phase has been of 21 minutes in average for an objective of less than 10 minutes.



SAR operation to search a 23-ft 60-hp ray boat with 2 persons on board which left Mono on 3 September 2021 to Noro and drifted for 4 weeks to Pomio in New Britain (Papua New Guinea) surviving only on oranges, rainwater and coconuts.

To reduce the number of SAR operations and the number of persons involved in SAR cases, SIMA has delivered five SAR Workshops in communities to raise awareness and ensure small boats users are better prepared before going to sea. Funding of the International Maritime Organization is a game changer.

In 2022, consultation on a SIMA Maritime Order on Small Craft Safety will commence.

Hydrography & Aids to Navigation Services

In 2021, 9 Maritime Safety Information (MSI) were issued to mariners and ship operators.



Building its capacity, SIMA has implemented its massive recruitment in the 3rd quarter of the year including positions for technical officers specialised in hydrography and cartography. With this new capacity and resources, planning of hydrographic surveys has started for 2022 specially to support the inception of the SIMA-Japan International Cooperation Agency (JICA) Project for Development Support of Electronic Navigational Charts for Honiara and Noro Ports in Solomon Islands.



Inspecting and servicing Rua Dika rock light

Aids to Navigation (AtoN) services continued with a mission in the Western Region reaching 19% of all AtoNs inspected and/or maintained in the last 2 years.

Preparatory and procurement is ongoing to deploy a system for the remote monitoring of lit beacons.



Painting of Kundu Kundu Reef Lights



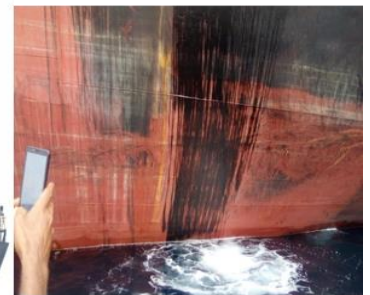
Environment Protection

Investigation into MV Quebec Oil spill at Graciosa Bay, Santa Cruz, Temotu Province

A Marine pollution incident occurred on the 20 January 2021. MV QUEBEC, bulk carrier loading round logs, was anchored within Graciosa Bay in Temotu Province (Most eastern province of Solomon Islands). Local authorities and the shipping agent reported to SIMA a discharge of oil from the vessel.

Director SIMA was designed Incident Controller under the National Oil Spill Contingency Plan (NATPLAN) activated by the Marine Pollution Advisory Committee. He led and coordinated a multisectoral inspection/investigation and impact assessment mission including a Port State Control inspection and investigation under MARPOL Annex 1 that revealed the deliberate discharge of an estimate 500 to 1000 litres of heavy oil and 9 to 10 m³ of a mix of light oil and oily waters, a usual practice on board this vessel using the main fire line to discharge oil overboard. The master of MV QUEBEC was charged by SIMA for offences under the Shipping Act 1998 and violation of MARPOL Annex 1; he was convicted by the High Court of Solomon Islands for deliberate discharge of pollutant into Solomon Islands waters against the operational requirements of MARPOL Annex I and the Shipping (Marine Pollution) Regulations 2011.

November 2021, SIG Cabinet has approved a 3-tier approach proposed by SIMA to preventing pollution and improve liability and compensation including acceding to several convention strengthening Solomon Islands rights to prevent, respond, investigate and claim for compensation. This is part of the response to SOLOMON TRADER lessons learned along with the operationalisation of the National Pollution (POLFUND) and the accession to the International Convention on Civil Liability for Bunker Oil Pollution Damage (BUNKER) Convention on 15 January 2021.

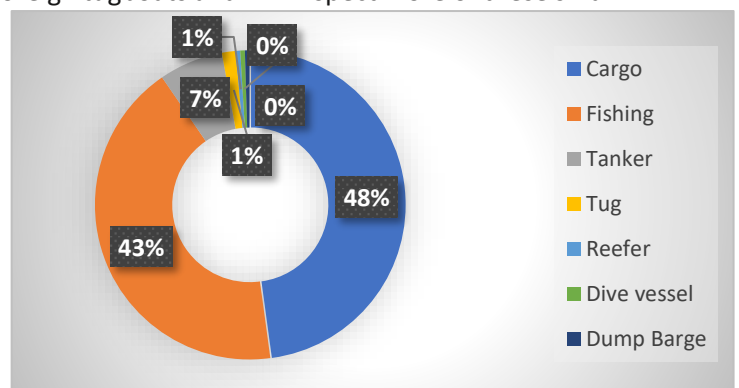


Fund

*Oil spilling along the hull of MV Quebec into the Marine Environment.
Photo Credit: Investigation/Inspection team deployed to Lata led by SIMA*

Port State Control

Due to the COVID-19 pandemic, physical boarding of foreign vessels was suspended. However, there is now a continuous monitoring of foreign vessels coming into Solomon Islands, assessment of security risk and time in country. In 2021, SIMA has registered 413 calls of foreign vessels including 284 cargo vessels (most of them in Honiara) and 129 fishing vessels. The COVID-19 crisis and major pollutions have demonstrated the need to strengthen maritime security and international vessel tracking. For this purpose, SIMA started Port State Control on foreign tugboats and will inspect more of these small foreign vessels staying for long period in Solomon Islands. In 2021, SIMA conducted three (3) PSCs, two (2) on board MV QUEBEC and one (1) on a foreign tugboat that led to detention.



Solomon Islands is recognised as a large ocean state championing and maximising international and regional maritime cooperation.

Connecting with Our Partners

SIMA is resolved to engage with partners and advance technical cooperation. It is essential to achieve our vision for a transformative decade with the view to shift towards new way of operating ships in Solomon Islands and look into Solomon Islands Maritime 2030-2050.

On 21-22 October 2021, a workshop gathered ship operators and maritime stakeholders in Solomon Islands to discuss the latest developments with regards to the reduction of GHG emissions from ships, short-, medium- and long-term perspectives for the country and know about projects Solomon Islands is partnering to in this area. Indeed, Solomon Islands is a partner country of the IMO-Norway GreenVoyage2050 project, the Maritime Technology Cooperation Centre in the Pacific (MTCC-Pacific) and the Multi-Country NDC project funded by the World Bank (WB) and implemented by the University of New South Wales (UNSW) under the Pacific Blue Shipping Partnership (PBSP).

The objective of the workshop was to provide participants with information related to ongoing projects at IMO, SPC and the UNSW and their successes, challenges and some of the perspectives to reduce GHG emissions from ships and ports in the Solomon Islands context.

During the meeting, all participants acknowledged the participation of Solomon Islands in projects relating to the reduction of GHG emissions from ships, Solomon Islands leadership at the international level and willingness to lead by example at the national level.

They recognised the need to move towards “Green Ships in Green Ports in Solomon Islands” but requested investment and capacity building support now to allow the uptake of new technologies and operations by the maritime industry.

They agreed to establish the National Task Force under the GreenVoyage2050 Project and nominated its members as a forum for inter-ministerial and cross-sectoral to provide knowledge, expertise, and data to the development of at Rapid Assessment of ship emissions in the national context, and development of the National Action Plan (NAP) for the reduction of GHG emissions from shipping.



GreenVoyage2050 National Task Force

Institutional reforms achieve good governance and quality maritime services in Solomon Islands by a financially self-sufficient and independent maritime authority.

A new organisation for the Solomon Islands maritime sector



SIMA was as of 1st January 2021 by notice of commencement of all remaining parts of the SIMA Act 2018 by the Minister for Infrastructure Development. This followed the completion of a transition plan and achievement of major human resources, finance, legal and governance milestones in 2020.

16 procedures were developed and adopted as core of Quality Management System to cover all processes within each department including the newly introduced vessel inspection regime and processes to respond to marine pollution from vessels.

With the full enactment of the SIMA Act 2018, SIMA now has the capacity and resources to carry out its functions and facilitate the implementation of international and regional maritime agreements and the enforcement of applicable maritime laws in Solomon Islands.

Human Resources

Under the SIMA's Human Resources policies and procedures, SIMA appointed candidates for 74% of the proposed posts of SIMA organisational structure. All candidates went through open and competitive recruitment which allowed 60% of the government administration staff making their way to SIMA.



37 positions were filled as of 31 December 2021: 3 in the Director's Office, 10 in the Department of Internal & Legal Services, 13 in the Department of Shipping Operations & Safety and 11 in the Department of Environmental Protection & Safety. All SIMA staff have signed a 3-year renewable contract.

Financial Management

SIMA commenced full collection of revenues from maritime services on 1 January 2021 implementing the SIMA's Financial Management Policies and Procedures.

82% of the revenue collected are generated from maritime fees in the form of fees, charges and levies as per the SIMA Act and 18% from partner which includes the International Maritime Organisation, the Australian Department of Foreign Affairs and Trade, and the New Zealand Ministry of Foreign Affairs and External Trade.

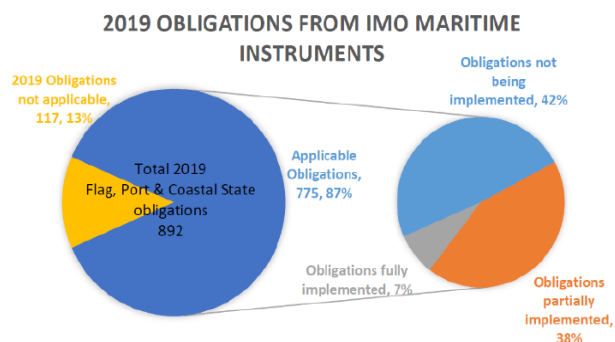


Legal

Since the enactment of the SIMA Act 2018 on 1 January 2021, SIMA undertook the review and making of its first maritime order to gather in a single instrument all fees, charges and levies collected by SIMA for its regulatory functions and other services. The SIMA (Fees, Charges and Levies) Maritime Order was made by resolutions of the Board of SIMA on 10 May 2021.

SIMA also made a maritime order to amend existing regulations and reflect the amendment to the Shipping Act 1998 replacing SIMSA (government maritime administration) by SIMA and the Minister by the Director SIMA and giving full power to SIMA and its Director.

In addition, the adoption of procedures and new ways of implementing maritime obligations has shown some progress of the Strategy to Accommodate Technological Changes and Advances in Regulatory Systems. This is monitored in looking at each international obligations at three levels of implementation: i) ratification/accession of a convention; ii) making of a maritime order or regulations; and iii) effective implementation of the maritime order or regulations.



Governance

The institutional reforms executed by SIMA in 2021 facilitated good governance ensuring transparency and responsiveness for better communication, reliability, and availability of maritime information to all stakeholders. The Board of SIMA is meeting monthly, has adopted policy statements, and is making maritime orders. The Advisory Committee met twice in 2021 with the objective to provide technical and policy advice related to maritime development issues and opportunities to be addressed by SIMA policies, strategies, and laws. The Maritime Security Committee and the Marine Pollution Advisory Committee are fully operational. The latter met five times and was instrumental to respond to MV QUEBEC marine pollution while the Maritime Security Committee took the necessary action during the November civil unrest to elevate the national security level to Level 2 and maintain international maritime traffic in Honiara Port.

Advocate and progress gender equality & youth involvement within SIMA and the Solomon Islands maritime sector whilst supporting and advocating for climate action in maritime through SIMA services.

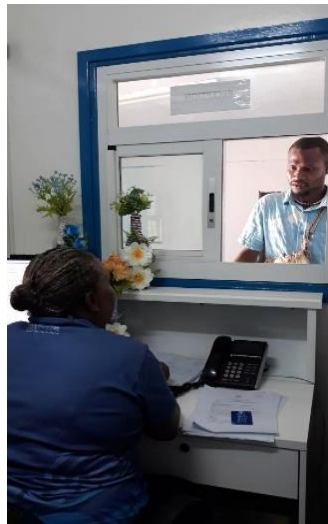
Initiating Gender and Climate Change Integration to SIMA Management

Progressing Gender Equality and Providing Opportunities to Youth

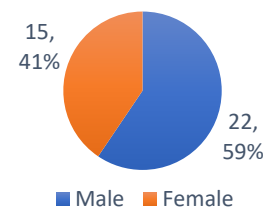
SIMA has been active in 2021 with some of the staff still involved as executive of the Solomon Islands Women in Maritime Association (SIWIMA). SIMA is committed to support SIWIMA if strong leadership is demonstrated, and activities implemented under a clear strategy for women in the Solomon Islands maritime sector.

The open and competitive recruitment of SIMA staff in 2021 was conducive to equal opportunity as fifteen (15) women were offered contracts including one in a management role and three (3) in supervising roles. The maritime administration is getting younger with 13 staff under 40 of age and 14 staff employed for less than 4 years.

Progressing gender balance among SIMA's staff will continue to build from January 2022.



GENDER AT SIMA



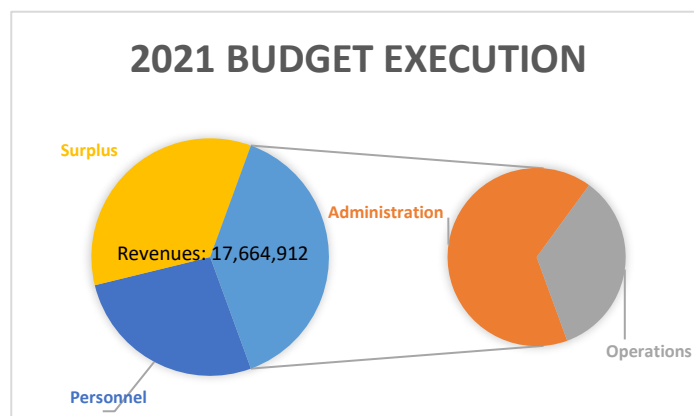
Climate Change Mitigation in Maritime

The integration of climate change in SIMA strategic actions is taking place with the support of IMO and the GreenVoyage2050 project. Data collection has started to better understand domestic shipping patterns and types of vessels and achieve a rapid assessment of GHG emissions from ships. Details of progress are provided in section 'Connecting with our Partners'.

Budget

Budget execution for 2021 was a continuation of building SIMA finances, generating revenues and surplus to secure SIMA finances in the medium term.

The revenues collected were as estimated in 2020 with the recovery of debts accumulated from 2019 & 2020 from fees, charges and levies pertaining to annual registration & surveys of vessels and navigational dues. Budget support funded by New Zealand MFAET and funding from IMO and Australia DFAT allowed inception of new project for 2022-2023.



The review of the vessel registry and the tracking of international vessels were the main activities in 2021 to ensure SIMA recognises all its revenues and confirm its budget forecast from 2023 onwards.

Under the agreement signed between SIMA, the Ministry of Infrastructure Development and the Ministry of Finance and Treasury, SIMA received a very strong support of 60 million in assets.

Despite SIMA being a not-for-profit organisation, SIMA will not render surplus from operations to the Solomon Islands Government and will keep the surplus as retained earnings. With a very low debt-to-equity ratio, SIMA is in a very good financial position.

SIMA 2021 BUDGET		
	SIMA 2021 Budget Estimates	SIMA 2021 Budget actuals
Revenue	\$ 11,515,485	\$ 17,661,912
Personnel expenses	\$ 5,890,967	\$ 3,319,734
Administrative expenses	\$ 1,265,000	\$ 3,161,436
Operational expenses	\$ 2,846,000	\$ 1,656,637
SURPLUS FROM OPERATIONS	\$ 1,513,518	\$ 4,265,918
Assets	\$ 1,881,264	\$ 67,857,553
Liabilities	0	\$ 7,027,214
NET ASSETS	\$ 1,881,264	\$ 60,830,339
Equity	\$ 1,881,264	\$ 60,830,339
Net cash flow from operating activities		
Net cash flow from investing activities		
Net cash flow from financing activities		
Cash and cash equivalent at the beginning of the year		
CASH AND CASH EQUIVALENT AT THE END OF YEAR	\$ 1,531,264	\$ 15,594,598
Financial Indicators		
Surplus for the Year %	13%	24%
Debt-to-Equity Ratio	0	0.11
Salary Costs as % of Revenue	43%	15%
Personnel Costs as % of Revenue	51%	19%
Administration Costs as % of Revenue	11%	18%
Operational Costs as % of Revenue	25%	9%
Total No. employees	50	37

Major progress
Significant progress
Some progress
No progress

Annex 1 – Performance indicators and progress

#	Strategic Action	Indicator	Target	2021 Results and progress
1	Establish and implement a robust Flag State Inspection regime in Solomon Islands.	I.1 Evidence of robust and risk-based Flag State Inspection regime established and implemented.		
		I.1.1 Percentage of high-risk and medium-risk registered vessels inspected, surveyed and/or audited.	100% of high-risk vessels inspected each year. 100% of high-risk and medium-risk vessels inspected by 2023.	33% of high-risk registered vessels have been inspected. 57% of medium-risk registered vessels have been inspected.
		I.1.2 Percentage of marine safety investigations or/and inquiries carried out into very serious marine casualty and marine casualties (other than very serious) and marine incidents.	100% of very serious marine casualty each year. 100% of marine casualties (other than very serious) and marine incidents by 2023.	100% of Marine Safety Investigations conducted (MV Quebec & MV Haura). 100% of marine casualties (other than very serious) and marine incidents (MV 360 Discovery).
2	Progress training, assessment, and certification of seafarers in accordance with Solomon Islands vessels' operators needs and applicable laws.	I.2 Evidence of progress on Solomon Islands' vessels safe manning as per applicable laws		
		I.2.1 Percentage of Masters and Engineers class 3 to 5 against needs as per applicable laws.	Increased number of officers available and progress on vessels' safe manning by 2023.	Increased number of registered seafarers compared to 2020.
		I.2.2 Evidence of review and progress on vessels safe manning.		76 vessels issued with Safe Manning Certificates. Development and adoption of the following procedures: I. Assessment and Certification of Seafarers including cancellation/suspension of CoC, recognition of CoC from other flags, assessment and approval of Assessor/Examiners, update of the seafarers list and form of CoC/Recognition. II. Approve vessel manning and issue of safe manning document.

				III. Audit of Maritime Institutes (together with security and internal audits).	
		I.2.3 Evidence of procedures for the assessment and certification of seafarers and audits of recognised training institutes by SIMA.	Procedures adopted and audits and conducted by SIMA by 2023.		
3	Maintain and verify implementation of security measures compliant with applicable laws in all Solomon Islands port facilities receiving vessels engaged in international voyages.	I.3 Evidence of implementation of security measures in all Solomon Islands port facilities. I.3.1 International port facilities have a PFSA and PFSP implemented and reviewed on a regular basis. I.3.2 Evidence of regular meetings of the Maritime Security Committee. I.3.3 Evidence of regular audits and reviews of the international port facilities and the DA and timely corrective actions to findings.			
			100% by 2023.	Honiara, Noro & Leeroy Port all have PFSP & PFSA.	
			At least 2 meetings per year.	The Maritime Security Committee have two ordinary meetings (May & November) and one extraordinary meeting (July) in 2021.	
			increased percentage of audits and reviews findings closed each year.	100 % security audits on all ports facilities. No reviews conducted.	
4	Amend existing laws under the SIMA Act 2018 and the Shipping Act 1998 as amended.	I.4 Existing technical laws integrate SIMA power and functions and give full effect to the SIMA Act	All existing regulations have been amended by 2021.	Minister's Notice to commence remaining parts of the SIMA Act on 01-01-2021 gazetted on 23/12/2020. Board of SIMA made the SIMA (Existing Regulations) Maritime Order 2021.	
5	Upgrade the maritime legislative and regulatory framework in Solomon Islands.	I.5 Number of obligations under instruments relevant to the III Code covered by domestic laws.	Increased number of obligations covered by domestic law each year.	Adoption of legal action plan in the Strategy to accommodate technological change and advance in regulatory systems. Detailed review of obligations and status in Solomon Islands which give excellent background information to measure progress on SIMA assume maritime obligation on behalf of SIG. Core procedures of the QMS have been developed and are being implemented. SPC funded by DFAT has been contracted to draft maritime orders and cover identified gaps from the legal plan in the Strategy.	

6	Deliver effective and compliant safety of navigation services to people and maritime operators in Solomon Islands waters.	<p>I.6 Evidence of improved delivery of effective and compliant safety of navigation services</p> <p>I.6.1 Evidence of cooperative arrangements in place supporting effective radiocommunications services.</p> <p>I.6.2 Evidence of collaboration between SIMA and SIMS for the dissemination and effective use of meteorological information and warnings.</p> <p>I.6.3 Percentage of SAR incidents subject to an initial action in less than 10 minutes as per the approved SAR Plan.</p> <p>I.6.4 Number of hydrographic surveys carried out in priority areas.</p> <p>I.6.5 Percentage of AtoN that have been inspected and maintained in the last 2 years</p> <p>I.6.6 Evidence of SIMA procedures covering the collection, analysis and dissemination of maritime safety information to relevant authorities and the public.</p>			
			<p>Systematic dissemination of meteorological forecasts to maritime operators by 2023.</p> <p>100% by 2023.</p> <p>3 hydrographic surveys in priority areas conducted each year guided by new hydrographic instructions.</p> <p>100% of vital AtoNs inspected and maintained annually, all AtoNs categorised and level of service determined, vital AtoNs remotely monitored in the Central Region.</p> <p>MSI is subject to a coordinated procedure and regularly communicated by 2020.</p>	<p>No cooperative arrangements for radiocommunications services.</p> <p>ToR, instructions to bidders and advert for consultancy to upgrade SIMA radiocommunications system ready for publication early 2022</p> <p>100% systematic dissemination of meteorological forecasts to maritime operators</p> <p>9% of immediate action time within 10 mins for an average of 21 mins.</p> <p>0 % hydrographic surveys conducted in priority areas.</p> <p>0% H-notes communicated to relevant authorities.</p> <p>100% notices to mariner issued to shipping operators.</p> <p>100% of AtoNs correctly recorded in nautical books and Charts.</p> <p>21 (4%) AtoNs inspected and serviced in 2021 + 72 in 2020 = 93 in 2020-2021 (19% of all AtoNs in the last 2 years).</p> <p>MSI Procedures developed but need to be finalised to ensure it is implemented across the Department.</p>	
7	Improve capacity and systems in Solomon Islands to prevent,	I.7 Percentage of implemented recommendations from the MV Solomon Trader grounding and oil spill Lessons Workshop report (under control of the	Increased percentage of implemented recommendations by 2023.	5 Marine Pollution Advisory Committees meeting have been organised with 2 main ongoing activities: develop pollution inventory and progress the establishment of the POLFUND	

	prepare and respond to air and marine pollution in Solomon Islands waters.	Maritime Administration) and new projects related to the prevention of pollution by oil, harmful substances, sewage and garbage.	New projects address issues related to pollution by oil, harmful substances, sewage and garbage by 2023.	<p>The POLFUND ToR was approved by the Board of SIMA. Consultations with stakeholders commenced to present objectives and how the fund will be resourced.</p> <p>Procedure and NATPLAN implemented on 3 occasions of MV QUEBEC discharge of oil spill in Graciosa Bay, the orphan marine pollution in Henderson and MV Haura grounding in Guadalcanal.</p> <p>Solomon Islands is a Partnering Country of the GreenVoyage2050 project and workplan has been agreed. NTF members identified on October 2021 at Ship Operators Workshop.</p>	
8	Establish and implement a robust Port State Control regime in Solomon Islands.	<p>I.8 Evidence of robust Port State Control regime implemented in Solomon Islands</p> <p>I.8.1 Number of vessels calling or anchoring off Solomon Islands ports subject to Port State Control according to the Tokyo MoU New Inspection Regime or SIMA procedures.</p> <p>I.8.2 Evidence of adoption and implementation of SIMA procedures for the conduct of Port State Control on board foreign vessels calling or anchoring off ports of Solomon Islands.</p> <p>I.8.3 Percentage of Tokyo MoU New Inspection Regime Priority I and II vessels subject to Port State Control in Solomon Islands as per applicable rules.</p>	<p>At least 10% of distinct vessels each year from 2021.</p> <p>Procedures adopted by 2020.</p> <p>To be defined and introduced in the Result Framework when adopted.</p>	<p>3 Port State Control inspections (2 successive on MV QUEBEC and 1 on TALENT 1).</p> <p>Contact made with Tokyo MoU to rebuild relationships and contribute as observer.</p> <p>No progress.</p> <p>No progress.</p>	
9	Undertake process to	I.9 Number of international maritime instruments ratified/acceded to.	Number of most relevant international maritime instruments agreed by 2021.	In November 2021, Cabinet approved a 3-tier approach to preventing pollution and liability and	

	accede/ratify international maritime instruments relevant to Solomon Islands circumstances.		Instruments of ratification/accession for the most relevant international maritime instruments are ready by 2023.	compensation including accessing to SOLAS Protocols 1978 and 1988, LLMC 1976 and its protocol of 1996, FUND 1992, 2000, and 2003 Protocols, Protocol 1996 of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, INTERVENTION 1969 and its 1973 Protocol, SALVAGE 1969, OPRC 1990, HNS 1996 and its Protocol 2010, and AFS 2001.	
10	Implement innovative partnerships and major projects.	I.10 Evidence of projects and partnerships SIMA is involved in.	By 2023, at least one major project is successfully completed.	Solomon Islands was selected for the IMO GreenVoyage2050 project and has an MoU with IMO and Belgium for capacity development. A National Task Force (NTF) is established. Agreed for SAR workshop in 2021 and for a reviewed project in 2021.	
11	Maximise benefits from regional technical assistance and expertise.	I.11 Evidence of integration of regional technical assistance and expertise in SIMA work.	By 2023, progress has been made on SPC's projects.	Data being collected on 60+ vessels (shipping routes and port of calls, frequency of voyages and associated data from the register of vessel).	
12	Build and retain SIMA capacity and expertise to coordinate and implement Solomon Islands maritime obligations.	I.12 Percentage of SIMA approved positions held by trained or qualified personnel as per applicable laws and Human Resources procedures.	See I.16.2	SIMA Board approved the SIMA organigram on July 2020 and SIMA HR policies & procedures by October 2020.	
		I.12.1 Percentage of qualified personnel appointed to priority positions as per applicable laws and procedures.	80% by 2021.	Recruited 37 Officers so far from Jan - Dec 2021. This is 74% of the proposed posts.	
		I.12.2 Evidence of implementation of annual training plan.		Annual training plan for SIMA staff is circulated among sections and finalised 3 employees have completed their priority 1 training, 1 employees are in training for a post-graduate diploma in maritime energy 2 employees have started a diploma in Ship Surveying 1 employee has been selected for master.	

13	Conduct periodic performance reviews on how Solomon Islands Maritime Administration exercises its rights and meet its obligations under the applicable international maritime instruments.	I.13 Percentage of total number of obligations fully implemented under instruments relevant to the III Code.	Increased percentage each year.		
		I.13.1 Percentage of III Code provisions actions completed.	Increased percentage each year.	As of December 2021, 8% of the total number of obligations fully implemented (need laws upgrade), 27% (22/82) of III Code provisions are fully implemented, 33% (27/82) of III Code provisions are ongoing, and 40% (33/82) are not started.	
		I.13.2 Percentage of obligations as Contracting Government, Flag, Port and Coastal States implemented.	Increased percentage each year.	As of December 2021, 775 obligations out of 892 are applicable in Solomon Islands as per ratified/acceded conventions. Are implemented, 18% of obligations as Contracting Government, 5% as Flag State, 14% as Port State and 33% as Coastal States.	
14	Maintain an updated maritime legislative and regulatory system.	I.14 Evidence of update of existing regulations incorporating amendments to international instruments.	Procedures adopted for update of maritime laws by 2020. Amendment made to existing regulations by 2023.	Drafting instructions submitted to the AG's Chambers to amend existing laws and reflect SIMA. No procedure yet. Board of SIMA made the SIMA (Existing Regulations) Maritime Order 2021.	
15	Support the transition and full operations of SIMA under the SIMA Act 2018.	I.15 SIMA is fully legally established and operational generating income as per applicable laws.	All parts of SIMA have commenced, and a SIMA Maritime Order prescribes collection of fees, charges and levies by 2020.	Minister's Notice to commence remaining parts of the SIMA Act on 01-01-2021 gazetted on 23/12/2020.	
16	Improve effectiveness and efficiency in implementing all Solomon Islands maritime obligations.	I.16 Evidence of progress against the SIMA Corporate Plan result framework and associated strategies.			
		I.16.1 Approval of all documents forming part of the SIMA Documented System.	SIMA documented system including Corporate Plan, QMS and strategies developed by 2020.	SIMA developing a documented system that includes the Corporate Plan, strategies and now 16 procedures completed or being developed and QMS.	
		I.16.2 Percentage of new SIMA priority roles occupied by trained and/or qualified staff.	100% by 2022.	74% priority roles occupied by December 2021. HR Policies and Procedures adopted in October 2020 with support from DFAT through ASIRF.	

				<p>Director was recruited by June 2020.</p> <p>Following the new HR Policies and Procedures recruitment progressed and as of December 2021 with 37 officers:</p> <p>DO = 3 ILS = 10 SOS = 13 EPS = 11</p>	
		I.16.3 Evidence of SIMA financial efficiency and accountability through implementation of a recognised Financial Management System integrating all revenues and expenses generated by SIMA.	New Financial Management System according to international best practises adopted by 2020.	All expenses by SIMA are made using the new system.	
		I.16.4 Percentage of SIMA operations are covered by revenues in the form of fees, charges and levies as per the SIMA Act and from Solomon Islands Government contribution.	100% by 2023.	<p>82% of revenues are generated by SIMA maritime fees and 18% by partners (DFAT, IMO, NZ).</p> <p>Total Revenue = \$17,712,559</p> <p>Total Expenses = \$13,514,543 incl. \$3,325,822 in personnel expenses.</p>	
17	Ensure transparency and responsiveness for better communication, reliability and availability of maritime information to all stakeholders.	I.17 Evidence of regular communication to all maritime stakeholders through meeting minutes, briefs, policy and technical papers, media release and stories on various platforms.	Increased number of meetings and documents communicated by 2023.	<p>2 workshops held for ship operators/owners and seafarers in September October 2021.</p> <p>Regular communications via emails to all ship operators and partners at the occasion of the Operation Safe Board in Dec 2021 and circulation of the 1st Newsletter.</p>	
		I.17.1 Evidence of regular update of SIMA website on reforms at SIMA and implementation of Solomon Islands obligations.		<p>SIMA website was updated with inclusion of fees & charges, workshop reports, procurements, recruitment notices, newsletter and circulars.</p> <p>Hits is monitored but not verified but have significant increase when recruitment notices are issued and emails are sent to ship owners.</p>	
18	Improve participation and	I.18 Evidence of participation and inclusion of all maritime stakeholders.			

	inclusion of all maritime stakeholders to achieve together a common vision.	I.18.1 Evidence of Board of SIMA and its committees' meetings.	Each year, meetings conducted as per Board and Committees ToRs.	Board and Committees ToRs are developed and are implemented through the establishment of Board and its Committees.	
19	Advocate and progress gender equality & youth involvement within SIMA and the Solomon Islands maritime sector	I.19 Evidence of proactive approach towards gender and youth mainstreaming			
		I.19.1 Evidence of support to Solomon Islands WIMA and ship operators to advance gender equality in maritime		SIMA staff are active members of SIWIMA. Two women are members of the 2021 Executive. Cathy (Treasurer) & Rachel (Public Relations).	
		I.19.2 Number of women employed by SIMA and number of women in leadership roles	Increased number of women employed by SIMA	41% women recruited in SIMA as of December 2021. 15 women offered contracts and recruited with SIMA including 1 in leadership role and 2 in management role.	
		I.19.3 Number of youth (less than 25) employed by SIMA	Opportunities of secondment and internship provided	0% of youths employed.	
20	Support and advocate for climate action in maritime through SIMA services	See the Strategy to Accommodate Technological Change & Advances in Regulatory Systems Part 2 and Strategic Actions 10 & 11 and associated indicators		See 10 & 11	

Annex 2 – 2021 Financial Statement



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