

# Maritime Employment and Vessel Operations

SIMTA Presentation

# Maritime Employment

- ❖ Domestic Vessels
  - Cargo Passenger Vessels
  - Passenger vessels
  - Cargo vessels
  - Logging related vessels
  - Fishing related vessels

# Maritime Employment

- ❖ A Mandatory requirement by virtue of the follow Laws
  - Labour Act - (Seamen) Rules (s80)
  - Shipping Act 1998 as amended (Part VI s110-152)
  - Respective shipping companies formulated their own Employment Contract

# Maritime Employment

- ❖ Solomon Islands Maritime Authority (SIMA)
- and
- ❖ Solomon Islands Maritime Transport Association (SIMTA)



- Seafarer Employment Agreement (SEA) in 2023
  - Long Term Employment
  - Specific Voyage
  - Specific period of Engagement

# Maritime Employment

## Challenges of the SEA (Seafarer Employment Agreement)

1. Seafarers hesitant to sign the SEA (fear of uncertainty that it could be used against them)
  2. Seafarers suspicious of the SEA (they feel their employment is under company microscope hence risking their employment)
  3. Seafarers rights been ignored (they think SEA is one sided more towards company interest and less their interest)
- ❖ It must be made clear that SEA protects and safeguard the interest of both Seafarer and the Operators.

# Maritime Employment

## Challenges and Experiences by Operators in Maritime Industry

- Uncontrolled and Amplified Hiring Rate of seafarers Vs Performance
- Availability of adequate and relevant COC's seafarers
- Delay of Oral Examination
- Low disciplines and poor work ethic seafarers
- No reputable insurance company

# Maritime Employment

- ❖ Expectations from Maritime Industry
  - Professional, respected and well discipline seafarer
  - Abundant in surplus Seafarers with relevant CoC's
  - Upgrade SIMC to cater for officers with higher CoC's
  - Local seafarers with higher CoC's engaged in Foreign going vessels
  - Cost Sharing Scholarship program

# Vessel Operation

- ❖ Maritime Industry is one of the highly regulated industry
- ❖ Most machineries, equipment's and instruments are not locally available
- ❖ Local dry-dock (Slip-way) very low standard and no backup parts
- ❖ Local Maritime Technology still lagging behind
- ❖ Almost all of the local vessels are 30 yrs old vessel from Japan



# Vessel Operations

- ❖ Challenges and Experiences
  - A vessel is the Passengers safe haven at ocean
  - Maritime safety regulations vs passengers ignorant or attitude
  - Ship Operators non compliance with safety regulations

# Vessel Operations

## ❖ Challenges and Experiences

- Underwater Survey vs availability of dry-docks
- No Enforcement of Tobacco Act and Shipping Laws
- No adequate communication at sea
- Survey report not made available on time
- Rectification of Marine defects vs availability of parts locally
- Availability of jetties and position of Fenders an issue
- Contradictory Pilotage charges
- SIPA policy to transferring of vessels charges with the vessel
- SIPA billing and accounting system must be improved

# Vessel Operations

- ❖ Future Challenges
  - Reduce or avoid acquiring 30yrs old vessel into the country
  - Adequate enforcement of Tobacco Act and Shipping regulation
  - All vessels especially pax vessel should equip with communication system
  - Local and Foreign investor encouraged to invest on maritime industry
  - Improved dry-dock facilities
  - Private sector to build own jetties
  - A reputable maritime insurance must be established

# Vessel Operations

- ❖ Increase population may result to increase demand on maritime industry
- Increase size, quality and speed of vessel
  - Adequate training to Increase officers with relevant CoC's
  - Relevant application of applicable Laws
  - Improve maritime facilities
  - Increase technology and backup support services
  - Improve SIPA domestic facilities and systems

# Vessel Operation

- ❖ SIG, SIMA, SINU, SIMTA and SIPA partnership
- Technical committee
- Advisory Board
- Joint Oversight Committee

Thank YOU