



CIRCULAR NO.2-2023/MARITIME SECURITY

30 JUNE 2023

These Circular serves to provide regular information from the Maritime Security Committee established by law about maritime security and security information of interest in Solomon Islands.

The International Convention for the Safety of Life at Sea (SOLAS) 1974 have force of law in Solomon Islands as per the Shipping Act 1998 as amended. The Chapter XI-2 of SOLAS on Special Measures to Enhance Maritime Security and the International Ship and Port Facility Security (ISPS) Code contain detailed security-related requirements for governments, port authorities and shipping companies visited by, or operating vessels engaged in international voyages. The Maritime Safety Administration (Ship and Port Security) Regulations 2011 provide for maritime security management and responsibilities in Solomon Islands.

SECURITY LEVEL

Solomon Islands is currently at the **Security Level 1**. Section 2.1 of the ISPS Code Part A defines **Security Level 1** as: *“the level for which minimum appropriate protective security measures shall be maintained at all times.”*

Security Level 2 *“means the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.”*

Security Level 3 *“means the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.”*

FROM THE MARITIME SECURITY COMMITTEE

The Maritime Security Committee at its first meeting in 2023 agreed to adopt Guidelines, Standards and Codes of Practice for Maritime Security which is required by section 39(1), (2) & (3) of the 2011 Regulations.

These Guidelines will serve to guide maritime stakeholders on security measures in Solomon Islands to implement Chapter XI of the SOLAS Convention, the International Ship and Port Security Code Part A and B and the Maritime Safety Administration (Ship and Port Security) Regulations 2011. It is anticipated that the Guidelines will cover maritime security aspects such as the procedures for certain security measures that involve several entities, adapt to Solomon Islands context requirements of the ISPS Code and 2011 Regulations, guide any operators involved in projects requiring operation of foreign vessels or port development, and provide insights on areas that need assistance/attention from development partners. Members of the Maritime Security agreed that the Guidelines and practices should underpin the principle of the Boe Declaration on Regional Security in matters related to human security, environmental and resource security, transnational crime and cybersecurity.

SIMA is developing the Guidelines with a [priority given to: i) detailed procedure to move between security levels, ii) how do we organize and conduct security exercises, iii) procedure for audit and certification of registered ships, iii) how do we assess foreign ships security risk, iv) how do we conduct Vessel Surveillance, and v) how do we organize and plan awareness and capacity development.

DID YOU KNOW?

WHAT REQUIRE SECTIONS 30(1) & 30(2) OF THE SHIP AND PORT SECURITY REGULATIONS 2011?

All ships of 500 gross tonnage or more engaged in international voyages (that includes foreign ships of more than 500 gross tonnage calling in Solomon Islands ports) must hold a valid International Ship Security Certificate. It is the responsibility of the master to produce this certificate, or provide any details relating to it, whenever required to do so by SIMA or the Ports Authority. This is the first obligation of a ship entering a port as prescribed by section 19 of the regulations.

RECAAP ISC: ONE CAT 4 INCIDENT OF ARMED ROBBERY AGAINST SHIPS IN ASIA WAS REPORTED TO RECAAP ISC, BETWEEN 23 – 29 MAY

One CAT 4 incident of armed robbery against ships in Asia was reported to ReCAAP ISC. The incident occurred on board a barge while being towed off Tanjung Piai, Malaysia in the precautionary area of the westbound lane of Traffic Separation Scheme (TSS), in the Singapore Strait (SS). Scrap metals were reported stolen from the barge.

The ReCAAP ISC is concerned with the continued occurrence of incidents in the Straits of Malacca and Singapore (SOMS). With this incident, a total of 29 incidents were reported in the SOMS since January 2023. Of these, 28 incidents occurred in the Singapore Strait (SS), and one incident in the Malacca Strait (MS). The Centre advises ships to continue to exercise enhanced vigilance when transiting SOMS; and the littoral States to increase patrols and enforcement in the area.

For ships transiting the area, the ship masters and crew are strongly encouraged to exercise extra vigilance and report all incidents immediately to the operation Centres of the Philippines and Eastern Sabah Security Command (ESSCOM) of Malaysia.

Ship master and crew are to report all incidents of piracy and armed robbery against ships to the nearest coastal State and flag State, referring to the Poster on the Contact Details for Reporting of Incidents of Piracy and Armed Robbery against Ships in Asia, exercise vigilance and adopt appropriate preventive measures taking reference from the Regional Guide 2 to Counter Piracy and Armed Robbery Against Ships in Asia.

Source: <https://safety4sea.com/recaap-isc-one-incident-of-armed-robbery-23-29-may/>

AUSTRALIA: CHINESE OCEAN-GOING FISHING VESSEL, THE [LU PENG YUAN YU 028](#), UNDERSCORED THE CRUCIAL ROLE MERCHANT SHIPPING PLAYS IN MARITIME SEARCH AND RESCUE

On Wednesday 17th May, 39 people reported missing after a Chinese fishing boat capsized in the middle of the Indian Ocean. While the outcome was [tragic for the crew](#), their families and friends, the search highlighted how the seafaring community comes together in challenging circumstances to assist when their fellow seafarers are in peril.

In particular, the Australia Maritime Safety Authority (AMSA) coordinated a complex multi-national effort from 16-20 May, working with the Chinese Maritime Rescue Coordination Centre (MRCC), Indian and Sri Lankan search and rescue agencies, and authorities in the Maldives and Diego Garcia.

On Sunday, three dead bodies were retrieved by China's fishing vessels, and yet another body was recovered by divers from a cabin of a Sri Lankan warship. Three others were earlier confirmed to be dead.

Source: <https://youtu.be/rUBZ-5av0BE>

INTERNATIONAL MARITIME ORGANIZATION (IMO) HAS RELEASED ITS ANNUAL REPORT ON THE ACTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS

The paper focuses on a summary of reports on incidents received between 1 January and 31 December 2022, including acts of piracy, acts of armed robbery against ships and attempted attacks. The data is based on information made available in IMO's Global Integrated Shipping Information System (GISIS) module on piracy and armed robbery.

Globally - 131 incidents of piracy and armed robbery against ships were reported to the Organization as having occurred or been attempted in 2022. In 2021, 172 incidents were reported, whereas the number was 229 incidents in 2020. This, therefore, constitutes a decrease of about 24% at the global level compared to last year, and **the lowest number of reported incidents at the global level since 1995**.

Source: https://safety4sea.com/wp-content/uploads/2023/05/IMO-Annual-piracy-report-2022-2023_04.pdf

CONTACT

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