



CIRCULAR NO.2-2025/MARITIME SECURITY

OCTOBER 2025

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 met on 18 March 2025 and noted the update on the Pacific One-Maritime Framework (POMF) development. The Committee requested to ensure alignment between the POMF's strategy no.9 and national security priorities. In 2025, a national consultation is conducted by the National Security Office to develop the Solomon Islands National Maritime Security Strategy.

DID YOU KNOW?

WHAT ARE THE IMPLICATIONS OF SECTION 40 (1) OF THE SHIP AND PORT SECURITY REGULATIONS 2011?

Under section 39 of the 2011 Regulations, the Director approved and published guidelines which relate to security aspect such security levels and issue of security certificates to port facilities and ships (see SIMA's website at [Maritime Security |](#)).

Section 40 of the 2011 Regulations prescribes that any person who breaches of any requirement under the 2011 Regulations, or approved Guidelines, Standards of Codes of Practice, commit an offence and shall liable upon conviction to a fine not exceeding 5000 penalty units, or to a term of imprisonment for up to 3 months or both.

Therefore the following guidelines, approved by the Director, have the force of law in Solomon Islands:

- [Guidelines on the Application of Security Levels in Solomon Islands](#)
- [Guidelines on Security Verifications & Certification of Port Facilities & Ships](#)
- [Guidelines on Security Exercises in Port Facilities and on Ships](#)
- [Guidelines on Surveillance & Security Assessment](#)

PACIFIC LEADERS' SIGNS OCEAN OF PEACE TREATY, LAUNCH PACIFIC RESILIENCE FACILITY.

The Ocean of Peace Declaration reflects Pacific nations' commitment to uphold peace, security and cooperation across the world's largest ocean.

The establishment of the Pacific Resilience Facility, paired with the peace declaration, marked a historic milestone in both global diplomacy and regional action.

The Pacific Islands Forum (PIF) leaders have signed the Ocean of Peace declaration alongside the treaty establishing the Pacific Resilience Facility, which highlights the PIF meeting here in Honiara.

Pacific Resilience Facility is the region's first financial institution collectively owned by Pacific governments to provide regional climate and disaster resilience financing for Pacific communities at the front line of the climate crisis.

"Together, these agreements embody the Pacific's determination to lead with unity – channelling long-sought resources directly to communities and reinforcing the region's role as a beacon of peace and resilience," said the Forum's secretary general (Baron Waqa).

Source: [Pacific leaders signs Ocean of Peace treaty, launch Pacific resiliency facility](#)

HOW THE FIBRE OPTIC GYROCOMPASS (FOG) CUTS THROUGH SHIP JAMMING AND SPOOFING

Jamming and spoofing of ship locations now afflict the world's busiest waterways. Sperry Marine explains how the Fiber Optic Gyrocompass (FOG) is helping commercial shipping stay safe. Due to the aggressive or defensive purposes from nation states, the signals sent to confuse guided missiles or drones also override the data ships receive from Global Navigation Satellite Systems (GNSS). Jamming can cause interference on to the technology that navigators rely on, while spoofing can lead ships to steer far from their intended course.

GNSS interference rose sharply after Russia's invasion of Ukraine. On April 4, 2024, Lloyd's List Intelligence reported 227 cargo ships in Black Sea as located at multiple sites inland and 117 ships in the Mediterranean as in position at Beirut-Rafic Al Hariri Airport.

Spoofing and jamming are now common and the implications for safety in busy shipping lanes are massive. Today, navigation systems are increasingly integrated, so wrong headings not only confuse navigators with inaccurate speed and course information, but can also mean collision alarms don't sound, and higher function autopilots and Automatic Radar Plotting Aid (ARPA) are compromised. Fine spoofing can also influence navigation systems undetected so that ships can be navigated towards pirates or other hostile forces without it being noticed.

False Global Positioning System (GPS) and Automatic Identification System (AIS) position information create additional doubts for both highly automated and manually fixed positions in Electronic Chart Display and Information System (ECDIS) and Radar.

Sperry Marine is ramping up efforts to alert owners and operators that available technology can defend ships against the jamming and spoofing epidemic. When GNSS jamming and spoofing is detected, the Marine Compass Management System alerts navigators and issues a call for action to ensure safety of the vessel.

FOG solutions have already been installed on thousands of commercial ships, and shipping's growing interference problem is expected to provide a strong driver for growing the number. Existing ships with this solution can also be upgraded without ripping off their entire system.

Source : [How the Fibre Optic Gyrocompass cuts through ship jamming and spoofing - SAFETY4SEA](#)

CONTACT

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