



CIRCULAR NO.4-2023/MARITIME SECURITY

12 SEPTEMBER 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

At its first meeting this year, the Maritime Security Committee reviewed the 2022 annual report on maritime security. The Committee approved the report for submission to the Minister and agree that the main issues and areas of interest should be addressed in a strategic plan of the Committee. Those issues are related to: i) security of registered vessels engaged in international voyages, ii) security compliance of port facilities and all places of loading/discharging (suffrance ports), iii) the lessons learned from the 2021 civil unrest, and iv) exercise security in port facilities. In this context, The Committee is committed to contribute to the development of the National Maritime Security Policy coordinated by the Ministry of Police, National Security and Correctional Services.

DID YOU KNOW?

WHAT ARE THE IMPLICATIONS OF SECTION 8(1) OF THE SHIP AND PORT SECURITY REGULATIONS 2011?

This section is about the Declaration of Security or DOS that shall be initiated in respect of a port facility when the Director deems it necessary or when the owner or master of a ship makes a written request and states adequate grounds for a Declaration of Security to be initiated. The Port Facility Security Officer (PFSO) can also initiate the DOS.

The DOS is the required mean of communication of security information between a vessel and a port to ensure both are at the same level of security and are informed of any security measures to be put in place. The DOS is filled by both the PFSO and the ship's master and exchanged before the ship enters in port. The DOS was used during the 2021 civil unrest when Honiara Port Facility was at Security Level 2 and all international ships entering Honiara Port were required to elevate their security level.

MITIGATION MEASURES AGAINST PIRACY INCIDENTS

Following the increased incidents of piracy and armed attacks at high seas, the Panama Maritime Authority as well as the Republic of Marshall Islands Maritime Administrator have issued advisories to protect and inform their fleet's crews. Panama Maritime Authority advises that the use of [Best Management Practices](#) (BMP) must be reviewed and implemented by all the parties involved prior to entering high-risk areas. The implementation of BMP must include, but is not limited to the following:

1. Conduct trainings/drills with the crew,
2. Watch keeping and Enhanced Vigilance,
3. Effective use of monitoring and/or surveillance equipment,
4. Manoeuvring practice,
5. Alarm or Alerts systems to demonstrate awareness to any potential attacker,
6. Use of deck lighting and illumination to demonstrate awareness to any potential attacker,
7. Denial of use of ship's tools and equipment, and protection of equipment stored on the upper deck,
8. Control of Access to Bridge, Accommodation and Machinery Spaces and Physical barriers,
9. Other equipment used for self-defence,
10. Safe-Muster Points and Citadels, if determined appropriate,
11. Submit vessel movements and transit plans to MSCHOA and all other organizations in the area before, during and after transiting High Risk Area.

Source: <https://safety4sea.com/mitigation-measures-against-piracy-incidents/>

RECAAP ISC: ONE INCIDENT OF ARMED ROBBERY 29 AUGUST – 4 SEPTEMBER

The incident occurred to a bulk carrier while underway off Pulau Cula, Indonesia, in the Straits of Malacca and Singapore (SOMS). With this incident, a total of 56 incidents were reported in the SOMS since January 2023. The ReCAAP ISC is concerned with the continued occurrence of incidents in the SOMS. 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. The Philippine Coast Guard (PCG), after careful consideration of inputs from stakeholders and counterparts with vital involvement in securing the Sulu-Celebes Seas maritime security measure, recommends the downgrading of the threat on the 'Abduction of Crew for ransom in the Sulu-Celebes Seas' from 'POTENTIALLY HIGH' to 'MODERATE'. The MODERATE threat level implies that 'Incidents are possible to occur but are relatively less severe in nature'.

Ship master and crew are to report all incidents of piracy and armed robbery against ships to the nearest coastal State RCC and flag State, referring to the Poster on 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-29-august-4-september/>

DNV MARITIME CYBER PRIORITY 2023: SHIPPING FACES 5 MAJOR CYBER SECURITY CHALLENGES

DNV has released the 2023 edition of Marine Cyber Priority report which examines the maritime industry's cyber risk challenges as well as measures for resilience. According to the report, less than half (40%) of maritime professionals think their organization is investing enough in cyber security at a time when vessels and other critical infrastructure are becoming increasingly networked and connected to IT systems.

Three quarters of maritime professionals believe a cyber incident is likely to force the closure of a strategic waterway (76%). More than half expect cyber-attacks to cause ship collisions (60%), groundings (68%), and even result in physical injury or death (56%) as an overwhelming majority (79%) of professionals say the industry considers cyber security risks to be as important as health and safety risks.

Five key challenges facing the sector as stated in the report: 1. Insufficient funding, 2. Effectiveness of regulation, 3. Supply chain vulnerabilities, 4. Lack of information sharing, 5. Workforce vulnerabilities.

Source: <https://safety4sea.com/dnv-maritime-cyber-priority-2023-shipping-faces-5-major-cyber-security-challenges/>

CONTACT

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