



CIRCULAR NO.4-2026/MARITIME SECURITY

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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 held its first meeting in February. At this occasion, the Committee agreed on content of a security training to be delivered by the United States Coast Guards (USCG).

The USCG International Port Security (IPS) programme delivered a maritime security training from 9 to 12 March 2026. The training was designed around three main pillars: 1. Collaborative Risk Management, 2. Systemic Management of Port Security, and 3. Effective Management of Port Security Operations.

Key outcomes from the training include:

- **Strengthening Collaboration:** participants gained clearer understanding of the “how, when and who” regarding interagency communication in response to security threats.
- **Capacity Building:** for many participants, this training was their first opportunity to learn about maritime security providing technical insights into global maritime standards that applies in Solomon Islands.
- **Strategic Partnership:** the training solidified the ongoing engagement between the Solomon Islands Government and USG on maritime security.

The training was attended by thirty (30) participants from the Solomon Islands Maritime Authority (SIMA), Customs and Excise Division, Biosecurity Department, Immigration Division, Ministry of Police, National Security, and Correctional Services, and the port facilities of Honiara, Noro and Leroy Wharf Port.

DID YOU KNOW?

WHAT ARE THE IMPLICATIONS OF SECTION 34 (1), (2), (3) & (4) OF THE 2011 REGULATIONS 2011?

The International Ship Security Certificate (ISSC) is a mandatory document that must be held by ships to which Chapter XI-2 of the SOLAS Convention and the International Ship and Port Facility Security (ISPS) Code apply. At all time in Solomon Islands, a foreign-flagged ship must have a valid ISSC.

A Solomon Islands vessel engaged in international voyages must hold a valid ISSC following an initial audit and subsequent annual audits by SIMA.

Section 34 of the 2011 Regulations provides that if a ship's International Ship Security Certificate expires while the ship is away from port, the Company may apply to the Director for an extension. The Director may grant an extension only for the time needed to complete the voyage, with a maximum extension of three months. Once the ship enters Honiara after receiving an extension, it must complete renewal verification before leaving port. For ships engaged only on short voyages, the Director may grant a shorter extension of up to one month, provided no previous extension has already been granted.

NEWS

U.S. TREASURY SANCTIONS LPG VESSELS LINKED TO IRAN

The U.S Department of the Treasury's Office of Foreign Assets Control (OFAC) sanctioned entities and vessels accusing them of facilitating the shipment of Iranian – origin liquefied petroleum gas (LPG) to buyers across South and East Asia while disguising the cargoes as Omani exports.

OFAC emphasized that the network relied on front companies based in the United Arab Emirates and China, foreign bank accounts, and vessels linked to Iran's so called "shadow fleet" to transport millions of barrels of LPG while concealing the cargoes' Iranian origin and evading U.S. sanctions.

U.S. authorities have sanctioned Iranian shipping network to disrupt revenue streams supporting Iran and expose actors using commercial shipping to bypass international restrictions.

U.S. Treasury Secretary Scott Bessent has emphasized the measures as part of "Economic Fury" campaign, which targets Iran's shadow fleet, shadow banking and global trade access.

These vessels allegedly operated under various flags and ownership structures to conceal the origin of Iranian cargoes destined for buyers across South and East Asia.

The sanctioned tankers are accused of transporting millions of barrels of Iranian LPG since 2020, with some moving hundreds of thousands of barrels since 2023. U.S. authorities said the vessels formed part of a broader network used to facilitate Iranian energy exports in violation of U.S. sanctions, including shipments to end users in South and East Asia.

These vessels have been added to OFAC's Specially Designated Nationals and Blocked Persons (SDN) List, subjecting them to U.S. sanctions and asset-blocking measures.

Source : <https://safety4sea.com/u-s-treasury-sanctions-lpg-vessels-linked-to-iran/>

EU WIDENS SANCTIONS TO INCLUDE ENTITIES BLOCKING NAVIGATION IN HORMUZ.

The Council of the EU agreed on 22 May to expand its sanctions framework related to Iran, extending its scope to cover individuals and entities involved in actions that threaten freedom of navigation.

The decision builds on a political agreement reached by EU foreign ministers in April and reflects growing concern over maritime security in key international waterways. Under the amended framework, the EU will be able to impose restrictive measures on those linked to actions affecting lawful transit and "innocent passage", particularly in and around the strait of Hormuz.

These measures include travel ban, asset freezes, and prohibitions on EU individuals and companies providing funds or economic resources to listed persons or entities.

Source : <https://safety4sea.com/eu-widens-sanctions-to-include-entities-blocking-navigation-in-hormuz/>

CONTACT

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