



# CIRCULAR NO.5-2022/MARITIME SECURITY

22 AUGUST 2022

This 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 (MSC) met on 3 August and agreed to the scenario of the 2022 Maritime Security Exercise. Members of the MSC are working on practical arrangements involving a foreign vessel in call in Honiara Port Facility, the shipping agent as representative of the vessel’s company in Solomon Islands, SIMA, Maritime Police, Customs, and Fire Services.

## DID YOU KNOW?

### WHAT ARE THE IMPLICATIONS OF SECTION 16. OF THE SHIP AND PORT SECURITY REGULATIONS 2011?

Section 16 is one of the requirements for Port Facilities to organize security exercises which must:

- (1) test measures and response arrangements at times required by the Director, and in accordance with the ISPS Code of practice applied by the Administration under these Regulations.
- (2) take the form of – (a) theoretical or desktop exercise, (b) simulated incidents to practice response and handling arrangements, (c) any other exercise, operation or procedure stated in any approved guideline or code of practice.
- (3) test response arrangements to a simulated act of unlawful interference,
- (4) must be reviewed by Port Facility Security Officers and formal report submitted to the Director and the Maritime Security Committee, within one (1) month of the completion of each exercise.

To meet these international and national obligations, the 2022 Maritime Security Exercise will be a live security exercise involving an international ship at berth within the Honiara Port Facility simulating an act of unlawful interference.

Practically, a security alert will come from the international vessels and response will involve calling out all organisations through the Shipping Agent, the Port Facility Security Officer (PFSO) and the Solomon Islands Maritime Authority (SIMA).

Maritime Police, Customs, and Fire Services will be involved to evacuate the ship and create a security bubble around the ship.

## ENVIRONMENTAL SECURITY – ADDRESSING PLASTIC POLLUTION IN THE PACIFIC

Reducing plastic pollution in the Pacific requires coordinated regional action. The Pacific Regional Preparatory Workshop ahead of the Intergovernmental Negotiating Committee to End Plastic Pollution was held from 16 to 18 August in Suva. The Preparatory Workshop discussed key Pacific priorities to end plastic pollution, which included legislation to regulate the life cycle of plastics, waste management capacity building initiatives and more. Regional coordination to reduce plastics within the Pacific Ocean was also raised.

*[The Boe Declaration](#) recognizes an expanded concept of security, with an increasing emphasis on environmental security. Plastic pollution causes a range of impacts to human and environmental security. The Pacific has adopted the [Pacific Regional Declaration on the Prevention of Marine Litter and Plastic Pollution and its Impacts](#) and negotiations for a [UN international legally binding instrument to end plastic pollution are ongoing](#). Look out for our upcoming analysis on marine plastics and their implications for Pacific environmental and resource security.*

Source: <http://www.pacificfusioncentre.org/>

Solomon Islands is a partner country to the GloLitter Project implemented by the International Maritime Organization (IMO) and the Food and Agriculture Organization (FAO). The objective of the project is to prevent marine litter with a focus on pollution by plastics and more specifically from fishing vessels. SIMA and the Ministry of Fisheries and Marine Resources are involved in the project that will engage with National Fisheries Development (NFD) Limited.

## IMO - CYBER SECURITY

Recognizing that a ship's onboard information technology and operational technology systems can be hacked just as easily as systems ashore, and that such security breaches have the potential to do considerable harm to the safety and security of ships, ports, marine facilities and other elements of the maritime transportation system, IMO has taken the initiative to raise awareness across the industry on how to tackle risks by promoting a [maritime cyber risk management approach](#). The overall goal is to support safe and secure shipping, which is operationally resilient to cyber risks.

Source: <https://www.imo.org/en>

## CONTACT

For anything related to maritime security please contact Ms. Duri Qalorusa, Senior Officer, Maritime Security at SIMA [duri.qalorusa@sima.gov.sb](mailto:duri.qalorusa@sima.gov.sb).