



GUIDELINES ON MARITIME SECURITY ASSESSMENT

Procedures on monitoring and security assessment of foreign ships

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INTRODUCTION

Chapter XI-2 of SOLAS Convention on Special Measures to Enhance Maritime Security and the International Ship and Port Facility Security (ISPS) Code contain detailed security-related requirements for governments, ports authorities and shipping companies visited by, or operating vessels engaged in international voyages.

As per the Maritime Safety Administration (Ship and Port Security) Regulations 2011, the Solomon Islands Maritime Authority (SIMA) is the Designated Authority (DA) and is responsible for assessing security risk of foreign ships entering in Solomon Islands waters.

Solomon Islands is a small islands developing states and heavily relies on international maritime traffic that must provide for import and export shipping services but also guarantee the level of security required to prevent illegal activities and mitigate risk for the people and assets.

These Guidelines provide information on maritime security surveillance and risk assessment and the security information that must be provided by foreign ships when operating in Solomon Islands waters.

MARITIME SURVEILLANCE

What is maritime surveillance?

Maritime surveillance for SIMA is the monitoring of foreign ships and the assessment of security risk thus contributing to maritime domain awareness at the national level. It involves the collection, analysis, data fusion and sharing of security information.

Why is maritime surveillance important?

Maritime surveillance plays a crucial role in:

- **Trade and Economy:** approximately 90% of the world's trade goods are transported by sea. Effective maritime surveillance helps protect shipping routes, ports, and vessels, ensuring the smooth flow of goods and supporting the global economy.
- **Safety and Security:** monitoring maritime borders helps detect and prevent threats such as piracy, hijacking, and trafficking. It also aids in combating illegal fishing, irregular migration, and smuggling of contraband. By maintaining security, countries can safeguard their citizens and economic interests.
- **Environmental Protection:** surveillance systems help monitoring and responding to environmental incidents, such as oil spills or hazardous material leaks. Detecting and addressing these issues promptly minimizes damage to marine ecosystems and coastal areas.
- **Public Health:** secure maritime borders are crucial during health crises. For instance, during the COVID-19 pandemic, effective surveillance helped minimize the risk of infected individuals disembarking in destination countries.

- **Sovereignty and Territorial Integrity:** proper oversight of waters under their jurisdiction ensures that countries maintain control over their waters, prevent unauthorized activities, and enforce regulations. It also helps prevent encroachment by other nations.
- **Maritime Domain Awareness:** collecting and analysis information about all activities in the countries' maritime environment allows mitigating security, safety, and economic risk.

MARITIME SECURITY RISK ASSESSMENT

What is the maritime security risk assessment?

SIMA, as the DA, conduct a security assessment by assessing the security profile of foreign ships visiting Solomon Islands. Assessing the security profile of a foreign vessel includes a review of documents provided by the shipping agent as required by the Maritime Safety Administration (Ship and Port Security) Regulations 2011 and a review of information about foreign ships made available in various open source and private source.

Why is assessing maritime security risk is important?

Assessing security of foreign ships is essential to detect, prevent and respond to potential security incidents such as:

- terrorism,
- piracy,
- robbery,
- illegal fishing,
- illegal maritime trade (illegal trafficking of goods, drugs & people),
- human trafficking (illegal migration),
- environmental damage.

How does SIMA assess maritime security risk?

To assess maritime security risk by visiting foreign ships, SIMA implements the following steps:

- Monitor foreign ships in Solomon Islands waters by the Maritime Rescue Coordination Centre (MRCC) (24/7 watch) using Automatic Identification System (AIS), Long Range Identification and Tracking (LRIT) system and collection of information from shipping agent and other national agencies and international organisations.
- Receive information from shipping agents 24 hours prior to arrival of a foreign vessel in Solomon Islands waters; SIMA's officer responsible for maritime security:
 - assess the information provided by the MRCC from the shipping agent and other sources (government agencies, news broadcasts, social media, public/people),
 - ensure the high-risk ships are tracked when in Solomon Islands waters,
 - contact shipping agent, ship master and other organisations to collect complementary information about the ship's activities and movements,
 - communicate other government relevant agencies (Customs & Excise Division, Immigration Division, Biosecurity Department, Police Maritime Force, Health Quarantine Department) to share relevant information.
- Conduct a security assessment of the foreign vessel profile and categorise as low or high risk with action taken depending on the level of risk.

- Communication with the Maritime Security Committee (MSC) for security advice and exchange of information with border security agencies for action.
- Action following a security assessment can include:
 - request complementary security information to shipping agent,
 - SIMA to conduct Port State Control,
 - border security agencies to conduct inspections under their own laws; this can include the ministry responsible for fisheries for a fishing vessel or a fish carrier,
 - transmission of information to Police for further investigation.

SECURITY INFORMATION TO BE PROVIDED

Which security information should foreign ships have when entering Solomon Islands waters?

Foreign ships entering Solomon Islands must have the following security information that can be requested as per the Maritime Safety Administration (Ship and Port Security) Regulations 2011 Part 5, in addition to information provided by the shipping agent 24 hours in advance:

- valid International Ship Security Certificate in the required form,
- details of the security level at which the ship is currently operating,
- details of the security level at which the ship operated in the previous 10 ports of calls where the ship have conducted ship-to-port interface and details of any special or additional measures taken by the ship during that time:
 - any records of the measures taken while visiting a port facility located in the territory of a state which is not a Contracting Party,
 - any Declarations of Security (DoS) that were entered into with port facilities or other ships,
- confirmation that appropriate ship security procedures were maintained during ship-to-ship activity conducted at the last 10 Port of calls including:
 - records of measures taken while engaged in a ship-to-ship activity with a ship flying the flag of state which is not a Contracting Government, including those measures that normally provided by ships flying flag of Contracting Governments,
 - records of ship-to-ship activities with ship that is flying the flag of Contracting Government but is not required to comply with the provisions of chapter XI-2 and part A of the Code, including a copy of any security certificates issued to that ship under other provisions,
 - in any event persons or goods rescued at sea are onboard, all information about such persons or goods, including their identities and any results of any checks run/done on behalf of the ship to establish security status of those rescued.

Which other security information can be required by SIMA under this Guidelines?

As prescribed by the Maritime Safety Administration (Ship and Port Security) Regulations 2011, under these Guidelines, SIMA requests other security information as follows:

- 24 hours in advance:
 - ship particulars,
 - signed crew list,
 - passenger list,
 - expected time of arrival of the ship in port,
 - details of the security level at which the ship is currently operating,
 - details of the security level at which the ship operated in the previous 10 ports of calls where the ship have conducted ship-to-port interface.
- Upon special request by SIMA:
 - information contained in the Continuous Synopsis Record,
 - location of the ship at the time the report is made,
 - general description of cargo aboard the ship,
 - information regarding parties responsible for appointing shipboard personnel, including ship management companies, manning agents, contractors & concessionaries,
 - information regarding parties responsible for deciding the employment of the ship including time or bareboat charterers, or any entity acting in such a capacity,
 - in case when the ship is employed under the terms of a charter party, the contact details of those parties including time or voyage charterers.

All required information must be provided in English language, 24 hours before the ship's estimated time of arrival into port.

What happens if the master of a foreign ship declines or fails to provide information?

When the master of a foreign vessel declines or fails to provide security information, Director SIMA or the Harbour Master may deny the ship entry into port and in any such case SIMA will inform the Flag State Administration of the ship is informed in writing (facsimile or email) specifying the reasons for declining entry:

- after further assessment and exchange of information with the Flag State Administration, if the assessment of available information regarding the ship does not establish clear grounds that the ship is contravening the 2011 Regulations or the ISPS Code, Director SIMA may allow the ship to enter the port,
- if the assessment of available information regarding the ship shows that there are clear grounds to believe that the ship is contravening the 2011 Regulations and the requirements of Chapter XI-2 or Part A of the ISPS Code, Director SIMA shall attempt to establish communication with the ship to remedy the non-compliance,

- if the communication does not result in rectification of the apparent non-compliance, or if Director SIMA has clear grounds for believing the ship is contravening the 2011 Regulations, Director SIMA may:-
 - allow the ship to enter the port, knowing that the ship is apparently non-compliant,
 - inspect the ship before it enters port, or
 - deny the ship entry into port.

CONCLUSION

Assessing maritime security risk is essential to protect Solomon Islands people and assets from foreign ships. The exchange of information is paramount for the smooth entry and operation of foreign ships in Solomon Islands waters.