



CIRCULAR NO.2-2021/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

In July, the Maritime Security Committee was called for an extraordinary meeting to discuss a security exercise at the port of Honiara. The ISPS Code Part A section 18.4 and Part B section 18.6 requires the conduct of exercises including participation of a port facility in conjunction with relevant authorities of country, shipping company security officers, or ship security officers.

The **Maritime Security Committee has agreed to conduct a security exercise at the Port of Honiara to test security procedures** in case of incident and involved authorities with responsibilities in the port area such as Police, Customs, biosecurity and stakeholders like an international shipping company and its shipping agent in Solomon Islands.

DID YOU KNOW?

WHAT IS THE PROCESS TO CHANGE THE SECURITY LEVEL?

Governments are responsible for setting security levels and communicating changes rapidly to those who need to be informed, including port and port facility operators. This requires Governments, usually through their Designated Authorities, to compile and maintain an accurate set of contact details. In turn, this requires operators of ports and port facilities to promptly communicate changes in contact details.

In Solomon Islands, the Director SIMA specifies in writing the security level after consultation with the Maritime Security Committee. Should a security incident occur or where there is greater likelihood of occurrence of a security incident, after consultation with the Maritime Security Committee, the Director can specify a higher security level or issue appropriate instructions to impose additional preventive and protective security measures. Additional security measures may also be implemented either at the direction of the Director, or on the initiative of the port authority or ship owner or master, who shall promptly notify the Director of the implementation of the measures. But the security level remains the decision of the Director after consultation with the Maritime Security Committee.

Security levels are communicated through this circular or by notification through SIMA’s mailing list.

WHAT IS A PORT FACILITY SECURITY PLAN?

As per the Maritime Safety Administration (Ship and Port Security) Regulations 2011 section 11, **a port authority is responsible for preparing a Port Facility Security Plan (PFSP) for each port under its authority.** The PFSP is approved by the Director.

The PFSP is developed and maintained based on the results of the approved Port Facility Security Assessment (PFSA) conducted at each port facility. The PFSP contains measures and procedures at the three security levels and information related to the port facility security and links with other relevant authorities, specifically the Designated Authority which conduct external audits.

In Solomon Islands, three port facilities have an approved PFSP and are audited and certified by SIMA:

- Honiara and Noro ports under operated by SIPA, and
- Leroy Wharf Port operated by Solfish Limited.

PORT FACILITY SECURITY PLAN

The PFSP must contain measures/procedures:

- to prevent weapons from being introduced into the port facility or on board a ship,
- to prevent unauthorized access to the port facility, to ships and to restricted areas, and for facilitating movement of ship's personnel and visitors,
- for responding to and reporting security threats and to any security instructions,
- for evacuation in case of security threats or breaches of security,
- for interfacing with ship security activities,
- for the periodic review of the plan and updating, and auditing,
- to identify the Port Facility Security Officer (PFSO) and duties of port facility personnel on security,
- to ensure the security of the information contained in the plan,
- to ensure effective security of cargo and the cargo handling equipment at the port facility, and
- for responding in case the ship security alert system of a ship has been activated.

NEWS

HUMAN SECURITY – THE PACIFIC'S TRANSNATIONAL BLACK MARKETS

Over the past 20 years, the Pacific has seen a significant increase in the trafficking of drugs such as methamphetamines, cocaine, and precursors. While there has been a string of major drug busts in Vanuatu, Fiji and Tonga, there are signs that international cartels are working more with Pacific gangs and facilitators. Drug trafficking has been explored in the Pacific Wayfinder podcast and is identified as one of the most serious security issues facing the Pacific. Increased Pacific connectivity has enhanced economic opportunities but also exacerbated the vulnerabilities to transnational crime. Islands have become a production site and trafficking destination, as well as trafficking thoroughfare. Tackling transnational crime in the region is an ongoing challenge, and speakers identified that greater cooperation between island states is needed.

Source: [The Pacific's transnational black markets](#)

MARITIME CYBER RISK

Maritime cyber risk refers to a measure of the extent to which a technology asset could be threatened by a potential circumstance or event, which may result in shipping-related operational, safety or security failures as a consequence of information or systems being corrupted, lost or compromised.

Cyber risk management means the process of identifying, analysing, assessing and communicating a cyber-related risk and accepting, avoiding, transferring or mitigating it to an acceptable level, considering costs and benefits of actions taken to stakeholders

The overall goal is to support safe and secure shipping, which is operationally resilient to cyber risks.

IMO has issued MSC-FAL.1/Circ.3 Guidelines on maritime cyber risk management.

Source: [International Maritime Organization – Maritime Security and Piracy](#)

CONTACT

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