



SIMA

MARITIME AUTHORITY

SOLOMON ISLANDS

SIMA Workshop for Ship Owner and Operators

9-10 DECEMBER 2021



Purpose

The purpose of the workshop was to strengthen the dialogue between the Solomon Islands Maritime Authority (SIMA) and the ship owners and operators to address some of the persistent issues in the maritime industry related to safe manning and safety and pollution prevention standards of domestic vessels.

Meeting Arrangements

Dates: 9-10 December 2021.

Location: Honiara, Honiara Hotel.

Arrangements: face-to-face workshop.

Objective

The objective of the SIMA workshop was to present regulatory standards of safe manning of domestic vessels, ship safety and equipment, and pollution prevention and response to engage a dialogue, identify challenges and propose solutions with ship owners and operators.

Outcomes

During the meeting, all participants recognised persistent issues that must be addressed through effective partnership and communication between SIMA, Owners, and Masters of domestic vessels.

They also recalled that the maritime industry in Solomon Islands is the lifeline between communities and called the Solomon Islands Government (SIG) to support this industry which is essential for the nation's sustainable economic development.

As an outcome of the workshop, all participants agreed to:

- i. have all domestic vessels inspected as required and ensure safety standards and most common deficiencies related to number of passengers, loading of vessels, and essential safety equipment and systems are addressed,
- ii. continue reform in vessels' safe manning but strongly requested support to training of seafarer officers from Master and Engineer Class 3 and above,
- iii. strengthen communication between SIMA and ship owners and operators, and communicate to the travelling public on safety at sea and pollution prevention,
- iv. call SIG to resolve unfair competition in domestic shipping and provide support to the industry through a special tax regime,
- v. call the Solomon Islands Ports Authority (SIPA) and development partners to assist in building infrastructure to better manage passengers and cargo and make available reception facilities for vessel's wastes, and
- vi. extend its services in other provinces and during weekends and public holidays.

All presentations delivered during the workshop can be downloaded from SIMA's website at <https://www.sima.gov.sb/meetings/>. For more information please contact Ms. Nester Nalangu, Principal Officer Maritime Governance at nester.nalangu@sim.gov.sb.

The IMO video on preventing overcrowding was displayed during the workshop and can be watch on SIMA's website.

Discussion

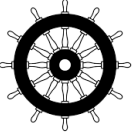
Agenda No.	Qtn No	Questions/Comments	Response
Day 1			
1		Issues and challenges in the maritime industry	
2		Ship safe manning & seafarers certification	
3		Obligations & Offences	
	3.1	<p>When an incident is reported to SIMA for investigation it is no longer private business. Why are investigations sometimes not conducted and findings of investigations not shared with Operators?</p> <p>There are many experienced seafarers who are not educated and it is not fair to them when they are not recognised by law. Is there any way to ensure that they get they qualification that they deserve to remain on board vessels?</p>	<ul style="list-style-type: none"> • The purpose of a marine investigation is to identify causes of an incident and make recommendations to avoid occurrence, improve systems and procedures and focus on safety and pollution prevention. It has nothing to do with claims for compensation or insurance purpose which remain private affairs and should involve private surveyors. • Marine investigation are a no-blame approach, not seeking to identify individual responsibilities but to improve safety. • If the incident meets the criteria for a marine investigation (there are criteria in the Shipping Act and subsidiary regulations and in an IMO resolution), then the Director can cause a Preliminary Investigation. • Again, operators won't be able to see the findings and details of a preliminary investigation but will receive recommendations or precriptions from the administration. They will not be able to use the Preliminary Investigation to defend their interest against the other party because the report will not be published. • Only Marine Inquiry in case of very serious case involving casualty are public but again no-blame approach • To resolve the private side of incidents, ship operators must involve their insurance and the Court. • The issue is that too often ship operators involve in wantok business to recruit their crew members who are not qualified while many qualified do not find employment. This must stop. • If the prerequisite in terms of education are not met the Maritime Academy cannot select candidates for its courses. We must increase the level of education and ensure maritime employment has the right level of education and qualification.

		<p>There are too many “not exceeding” in the offence and obligation presentation, how can you measure the actual amount of the offence?</p> <p>Is there any law that protects ship operators?</p>	<ul style="list-style-type: none"> • SIMA and the Maritime Academy know there are not enough Master Class 3 because SINU cannot offer this level. This requires support from the ship operators and SIG for scholarships. • Revalidation is possible with 2 options: <ul style="list-style-type: none"> ○ Seafarer has evidence in his/her SERB of attendance to safety drills on board the vessel, revalidation is based on a short refresher. ○ Seafarer has no evidence in his/her SERB of attendance to safety drills on board the vessel, revalidation is based on a long refresher including the Advanced Safety training course. • There are existing procedures e.g. to come to SIMA for dialogue and plea guilty which will leave the penalty with the Director. If no plea guilty, penalty upon conviction will be with the High Court which will decide on the amount of the penalty. • The Shipping Act is the framework for obligations and rights of both ship owner/operator and seafarer. The Shipping Act protects them. • SIMA reminds that it is essential seafarers rights are protected and for that purpose be on the crew list deposited at SIMA, and have an employment contract. This creates the maritime lien between the seafarer, the vessel and the owner/employer. • Masters have special position as they are employees but also the representative of the ship owner/operator on board. They need to be on the crew list and have an employment contract but also must signed the crew list, ensure crew members are qualified and have an employment contract with the owner/operator.
3.2		<p>Where is the classification of voyage type regulated?</p> <p>Acknowledge SIMA for standardizing shipping operations which is to Ship Operators advantage. However, if it is done selectively, discriminately when it is applied then it is counterproductive for the industry. There are countless examples as highlighted by other operators which affects every company. There is an issue of unfair or unproductive officers who may not be honest in their inspections and call</p>	<ul style="list-style-type: none"> • If there is anything concerning the wantok system by SIMA officers which imply discrimination and favoritism, the ship owner/operator must inform the Director SIMA as it is not authorised. • SIMA is working hard to harmonise its practices even though officers are also humans and have different perspectives but when it is obviously wantok system applied, it is not acceptable and must be reported. Until now Director SIMA has not been reported cases. • Point on discrimination and wantok system where an officer is involved just inform Director.

		<p>on SIMA for even application of law to all shipping operators (no favouritism).</p> <p>If classification is in the act, then the act must be repealed. It must be the operators and SIMA's agenda. We have to see a common ground in this. What is the objective of this classification of seafarers?</p> <p>We now have a standard rate for captains. I think this is not right because it will only increase unscrupulous attitude by seafarers as we now have a mercenary of captains and this practise is not right.</p>	<ul style="list-style-type: none"> • Director SIMA understand some of the issues specially with Class 3 masters and some trying to benefit from the situation. Until now Director SIMA has dispensed Mate Class 3 to act as Master Class 3 to have more flexibility and give them a chance of doing their sea time. We have 7 Masters Class 3 and about 10 Mates Class 3 which is sufficient for the number of vessels operated to outer islands. • The question for SIMA and the maritime industry is whether we want to: <ul style="list-style-type: none"> ○ have only Master Class 4 in Solomon Islands knowing that this qualification is not STCW and our officers will not be able to serve on international voyages (PNG, Vanuatu) and not be in command in bigger vessels in the future, OR ○ have qualified seafarers from class 6 to Class 1 and comply to STCW from Class 3 and above thus having Solomon Islands open to the world. • SIMA policy is the latter one as there will be bigger and more technical vessel in the future, more regional cabotage and hopefully our seafarers selling their services overseas. In addition Near Coastal voyages (within 200NM or EEZ) is STCW-recognised navigational area so We need Master Class 3 who is also an STCW qualification. • In summary it is not a question of regulation but it is policy and vision. • There are currently issues with some masters Class 3 'blackmailing' some operators to get the highest salary possibly in situation of shortage. It is a call for all stakeholders to be reasonable, ship owners/operators to remunerate correctly higher qualifications and Masters/Engineers to request market competitive salaries. Otherwise if later there are enough class 3 officers, salary will drop below reasonable level of remuneration. • We also need to consider training at Class 2 and above to prepare for the future and again harmonise salaries against level of qualification.
3.3		<p>When SIMA decided to implement STCW recognition, the issue was the shortage and availability of classes locally. Good now to keep operators informed and aware of what is in the STCW. All this time operators were led to believe that they can go anywhere with class 4. When STCW was</p>	<ul style="list-style-type: none"> • There is flexibility in the requirements, mate class 3 can act as master class 3 if apply for dispensation. There are enough Masters Class 4. • Maritime Academy encourages monthly drills to be conducted on board vessels as required in the regulations so that seafarers know what to do during emergency. For

	enforced, all were caught unprepared. Call for leeway/space to train seafarers for upskilling and then ban after one year.	revalidation of certificates, seafarers who went through monthly drills, will benefit from shorten refresher. With only drills, revalidation is not possible.
3.4	<p>Need to maintain this type of workshop where operators are informed of new reforms e.g., safe manning. Also, to make this information available on the website with various processes and application forms e.g., departure forms, crew list template etc. so that the documents can be filled up properly before any inspection is conducted. This way operators can provide the forms when requested for pre-departure inspections.</p> <p>With regards to overloading, would benefit from a presentation in vessels load line assigning or reassigning.</p> <p>For SI seafarers holding foreign CoC's which are expired, will SIMA assist in revalidation of their CoC's or provide CoR or is it the responsibility of the seafarer?</p> <p>Concerning uneducated crew with experience, can they be accommodated into this system to give them class 6 in the field that they have experience in or to be awarded with opportunities for upgrade at SINU?</p> <p>On the issues of local and foreign operators, issuing of license to barges to carry passengers. Barges are not meant to carry passengers but rather to carry machines etc. and, in a way, affects the operations of passenger & cargo vessels.</p>	<ul style="list-style-type: none"> • SIMA is working on improving the information that is provided in the website and will definitely consider the concerns raised to ensure that SIMA improves its way of communication, including making available all application forms and templates online. • There is not much capacity to reassign load lines at SIMA and it is very technical. The preference is to use the vessel Load Line Certificate or calculation from the construction and first launch or use the international load line certificate. • With regards to revalidation of certificates (CoC/CoR) SIMA is stringent to recognise foreigners holding certificates of competency in shortage in Solomon Islands. It is no question for Director SIMA to recognise foreign seafarers with qualifications at level 4 and below. It is the current practice. • For all seafarers, Solomon Islanders or foreigners it is their own responsibility to revalidate their Certificate of competency as it is a passport-like for employment. • Unfortunately, the Maritime Academy will not take candidates who do not have the education prerequisite which is at the level of education in Solomon Islands. Criteria for SINU form 5 leavers only but can still accept some form 3 or those with any form of RTC training.
3.5	Instead of complaining about not enough class 3 master we should ask how many qualified class 3 master we have and which institutions can we send seafarers for upskilling.	<ul style="list-style-type: none"> • We have 7 class 3 master fully qualified and 10 mate class 3. Mate class 3 were issued with dispensation to act as class 3 master. SIMA cannot be involved in regulated salaries.

	<p>Because of the demand for class 3 master their charge is very high. Is there any way for SIMA to control their rates?</p> <p>When referring to unfair competition in the presentation, what were you referring to, was it foreign vs local operators because some operators are paying for various fees & charges in full whilst foreigners are exempted in tax, duty & fuel etc. Local operators cannot afford to compete with this. Can SIMA help us to address this issue of competition?</p>	<ul style="list-style-type: none"> • Unfair competition is something that was raised and for which SIMA provided support and information specifically when it comes to shipping companies which are backed by foreign investment and other which are not. • Local shipping companies and non-local shipping companies does not make sense under the Shipping Act as all shipping companies are business registered in Solomon Islands. • From SIMA point of view, it has been noted that shipping companies backed by foreign investment more often employ foreigners, sometimes foreign vessels, or come in carriage of goods or passengers opportunistically. In some cases carrying passengers on landing crafts or even on barges for free. This is acceptable and all shipping companies have to implement the same rules. For landing crafts, 12 passengers can be authorised which is the limit for cargo vessels.
3.6	<p>Thank SIMA and Director for the opportunity given to operators to participate in this 2 x days workshop. There are a lot of uncertainties because some are old but others are also new players. With this workshop we are now informed of regulations that are enforced and various information's that are readily available in the SIMA website. With all this we should be able to work together and comply with our obligations. Like for e.g., in cases where seafarer is drunk and does not want to return on board then that is offence against the crew and can be charged (desertion of ship).</p> <p>I agree that Solomon Islands is ready as stated by Director. Many years back SINU-Ranadi was offering maritime training for other pacific countries in class 4 & 3 why not at present, where do we go wrong? We were not informed in advance to prepare for this change to give ample time for operators to plan and train seafarers. So, when these regulations and requirements were enforced because we</p>	<ul style="list-style-type: none"> • The Shipping Act was passed in 1998 but never really implemented until Director Thierry was appointed in his role. It may be seen as coming suddenly but these regulations are 22 years old and we need to implement them to have a modern maritime industry and administration in Solomon Islands. • Concerning detention of vessels, often it happens late because it follows special inspections on departing vessels. The issue is that SIMA, despite warning and communication, still inspect vessels that have not been inspected for eriod surveys, overloaded, excess of passengers, dangerous goods and passengers, inadequate manning, etc. there is no way SIMA will let a vessel go to sea when these deficiencies are notified as safety of crew and passengers is at stake. • It is a call to vessel masters to adhere to basic rules, check their vessel safety certificate and proper loading of passengers (no excessive loading and passengers), no dangerous goods with passengers, no overloading of cargo. All this will prevent detention cases and hopefully accidents.

		were not prepared, it affects everyone the operators and the administrators of this regulations. Call on SIMA not to detain vessel 2 hours before departure as company will incur huge loss.	
4	Issues and challenges in the maritime industry		
5	Vessel Inspection & Surveys		
	5.1	Where can we find SOLAS approved life jackets in SI (supplier)?	<ul style="list-style-type: none"> • Suppliers of SOLAS approved life jackets are Island Enterprises Ltd & Oceanic Marine • If you are not sure with your life jackets, please bring a sample to SIMA office so that we can check to ensure it is SOLAS approved but lifejacket must be SOLAS approved and wheel marked. 
	5.2	Is there any possibility for vessel inspections over the weekend and operators can pay for the officers salary/allowance?	<ul style="list-style-type: none"> • Having inspections over the weekend is agreeable under certain conditions only (TBC) and payment to be made to SIMA upon invoice. • Never cash payments is made from ship owner to SIMA inspectors, it is not permitted, it is illegal and considered as corruption. • SIMA will invoice operators based on approved fees and charges in the regulations.
	5.3	The criteria for candidates to get into SINU for safety training is Form 5. However, we have experienced crew that can read and write but were not able to complete form 5. Considering that we are fishing company, it is very difficult to find qualified and experienced crew. Is there anything SIMA can do to assist to ensure that the crew are able to get their safety training at SINU?	<ul style="list-style-type: none"> • There are a lot of seafarers with basic safety qualification on the market and companies should advertise and select the best during interviews etc. • We cannot continue moving in this level but rather need to improve from this. SINU Maritime Academy cannot select candidates who do not have the education prerequisite.
	5.4	Previously when officers were based in Tulagi it was practical and easier for operators to undergo Hull inspections. Now it is unclear whether this arrangement is still in place, but we now learn that this arrangement is no more. Looking back at costs for operators it is very unfair. This should be the key priority for SIMA and to have officers reposted at Tulagi.	<ul style="list-style-type: none"> • With regards to outpost, SIMA will consider outposts which may include Tulagi, Auki and Noro but it requests an evaluation as it will involve extra costs for SIMA that are reflected in the maritime fees. • When SIMA invoice ship owners it is always within the framework of Maritime Orders related to fees, charges, and levies (see SIMA website). If SIMA officers must work during the weekends in exceptional circumstances, overtime will be invoiced based on fees that are already in the maritime order for special services based on hourly rate.

		If inspectors work on the weekends, why should operators pay extra outside of SIMA's framework?	
Day 2			
6	Operations Safe Boat 2021		
7	Project on Border Security and Maritime Safety		
	7.1	Is it proper if I want to put additional weights onboard vessels? What is the process? Should we apply to SIMA before building additional structure on vessels?	<ul style="list-style-type: none"> • When adding additional weight to the vessel it immediately affects the stability of the vessels as shown in the presentation where overall stability is reduced. Unless recalculation of stability is done the vessel is not safe. The stability of the vessel is compromised, and the vessel is considered unsafe. • There are tools/formulas that can be used to recalculate the stability of vessel with reference to the original stability booklet. However, stability calculation is usually associated with load line verifications and is an expensive exercise needing a naval architect so return on investment must be carefully considered. • Legally if modifications are made on vessels and SIMA is not made aware and it is not approved, the vessel safety certificate becomes invalid and the vessel can leave.
	7.2	<p>MV Ocean Joy departed the other day and was overloaded. if certain reforms are not strengthened then this will lead to serious incidents again.</p> <p>What is SIMA doing for this peak period when there are no vessels heading to Auki?</p>	<ul style="list-style-type: none"> • There are strict restrictions enforced to avoid incidents like the MV Taimareho incident from happening again. • For MV Ocean Joy, passengers were disembarked and picked up by other vessels that were also leaving to Auki. The situation has not been well managed to avoid this huge number of passengers. • SIMA is calling operators to resume trips to service Auki. • Collaboration on Operation Safe Boat is essential between RSIPF, SIMA, SIPA & Operators to prevent overloading of vessels during this peak period and to avoid accidents. We must all work together and nobody wants to leave again TAIMAREHO accident.
	7.3	When will SIMA be strict for vessels to carry GMDSS onboard?	<ul style="list-style-type: none"> • The project is just starting and in 2022 SIMA will communicate widely to operators to upgrade their radiocommunications to GMDSS and will assist with some of the costs involved focussing on priority vessels (carriage of passengers).
	7.4	<p>What SAR resources does SIMA have?</p> <p>Does SIMA have a plan in the future to have a team of rescue officers/fleet etc.?</p>	<ul style="list-style-type: none"> • Maritime Rescue Coordination Centre (MRCC) is based at SIMA and it is where all rescue operations within Solomon Islands is coordinated.

			<ul style="list-style-type: none"> • SIMA does not have SAR assets which are mainly provided by RSIPF and to some extend communities. The MRCC can also employ Helicopter services and its partnership with Australia for SAR specialised aircrafts. • There is a need to engage with communities for SAR awareness because they are very helpful when they know that people are missing. • It should be the role of SIMA to operate SAR assets as SIMA focus on coordination. There are examples of SAR organisations throughout the region we can look at.
8	Issues and challenges in the maritime industry		
9	Pollution from Ships		
	9.1	<p>Is POLFUND proposed or is it already implemented?</p> <p>As per the presentation POLFUND will be financed by operators. Is the framework already established and is it a compulsory payment? How much percent are you looking at charging operators?</p> <p>In terms of mitigation of pollution and the lack of available data from operators. I suppose all operators will be keen to be part of this SPC-MTCC project and will need additional workshop to inform us of which data we need to provide. Some of the data listed are quite technical and we may need assistance from SIMA to gather and collect this data.</p>	<ul style="list-style-type: none"> • POLFUND is currently on consultation stage. Next year SIMA will communicate to operators with details on the framework etc. • SPC-MTCC workshop on reduction of greenhouse gas (GHG) emission was conducted 2 months back and some operators participated. It was an opportunity to learn about pilot projects in the pacific islands region in the last 2/3 years. There were successes in Vanuatu by retrofitting vessel with energy efficient technologies to reduce fuel consumption. • The workshop was about how we can do the same for Solomon Islands, collect data and information, develop a national plan, attract some development partners to implement pilot projects. More information from this workshop is available on SIMA website. • A National Task Force was established from the workshop and will contribute to the IMO-Norway GreenVoyage2050 Project that includes some trainings on maritime GHG emission, how to calculate GHG emissions from ships and the type of data to collect. • Thomas Misibini is an officer engaged under the Pacific Blue Shipping partnership with the University of New South Wales. Data templates are now being developed with the type of data we need and will start consulting with some operators that are willing to participate and collect this data to later provide the information on vessel energy efficiency. • Operators that are willing to participate to provide names to SIMA and will be the first to be consulted with this.

	9.2	How can we implement safety when most who attended the workshop are not floating officers? What can we do to inform them to take preventive measures for safety?	<ul style="list-style-type: none"> • It is unfortunate that masters and chief engineers to some extent lost a status or recognition that they had in the past. But status and recognition are gained from officers' behaviour which from recent experience has been in question. Some wrongdoings like misbehavior due to alcohol or overloading/taking vessel to sea under detention have been sanctioned by suspension of certificates. It will continue if some officers do not follow the rules. • Masters and Chief Engineers need to know that they have a main role to play and need to restore this status of officer seafarers. • All this are covered from their training at the academy.
	9.3	In training who will be involved? Vessels of different types and sizes? Thinking of pollution-SIPA to provide oil disposal facilities.	<ul style="list-style-type: none"> • SIPA will be informed of the request to make available ships wastes reception facilities to prevent pollutions. • Training is about implementing MARPOL Annex V on garbage from ships.
	9.4	Seafarers to regularly enforce compliance. Start from ship operators, extend to captain, engineers to other crews. Awareness is key to introduce all crew to safety matters considering the significant absence of floating crews in this workshop.	<ul style="list-style-type: none"> • Seafarers were invited to attend this workshop and a few are in attendance. • To those who attend, SIMA appreciates it and ask to take this message to other seafarers and officers that we need crews that are recognised at warrant of safety at sea and officers with a regained status. Those not behaving or not applying rules will be in trouble. • Crews are the main actors of safety at sea and must communicated the messages from this workshop by the ship owners.
	9.5	Who is responsible to discipline misbehaving crew?	<ul style="list-style-type: none"> • Report misbehaving crew to SIMA for further action (suspension etc.). there has been suspension of certificate of competency and it will continue when the Shipping Act is breached. • 3 parties are involved: operators providing policies within their shipping companies, SIMA overseeing rules application by officers and crews including discipline if needed and officers ensuring rules and policies are applied on board vessels.

Annex I – Agenda

Time	Agenda Item		Presenters
Thursday 9 December 2021			
0900 – 0930	Registration		SIMA
OPENING			
<i>Facilitated by Joseph Koavi, Senior Officer Marine Investigation</i>			
0930 – 0935	Introduction and Prayer		SIMA
0935 – 0945	Welcome remarks		SIMA Chair <i>Mr. Robert Bokelema</i>
0945 – 1000	Opening remarks		DS MID <i>Mr. Jimmy Nuake</i>
1000 – 1030	Group Photo & Morning Tea		
SESSION 1 – SHIP SAFE MANNING			
<i>Facilitated by Joseph Koavi, Senior Officer Marine Investigation</i>			
1030 – 1045	1	Issues and challenges in the maritime industry	UTA Shipping Cie <i>Mr. Selwyn Riumana</i> Franjti Shipping <i>Ms. Joy Ririmae</i>
1045 – 1130	2	Ship safe manning & seafarer certification <i>Navigation areas Minimum safe manning of ships Applying for Safe Manning Certificate Applying for dispensation Seafarer Certificate of Competency Recognition of foreign seafarers</i>	SIMA <i>Shipping Operations Team</i>
1130 – 1145	3	Obligations & Offences	SIMA <i>Legal Team</i>
1145 – 1215	Discussion (Q&A)		All
1215 – 1330	Lunch		
SESSION 2 – SHIP SAFETY			
<i>Facilitated by Joseph Koavi, Senior Officer Marine Investigation</i>			
1330 – 1345	4	Issues and challenges in the maritime industry	Fairtrade Shipping <i>Mr. Kitchener Wheatley</i> Nofokava Shipping <i>Ms. Kathy Nori</i>
1345 – 1415	5	Vessel Inspection & Surveys <i>Schedule of inspections</i>	SIMA <i>Vessel Inspection Team</i>

		<i>Deficiencies & detention</i>	
1415 – 1500		Discussion (Group discussion)	All
1500 –1530	Afternoon Tea		
1530 – 1630		Group Presentation	All
1630 – 1645		Responses & wrap-up from Director SIMA	SIMA <i>Director</i>
1645	Closing		
Friday 10 December 2021			
0900 – 0930		Registration	SIMA
SESSION 2 – SHIP SAFETY (cont'd)			
<i>Facilitated by Clifford Olisukulu, Principal Officer Safety of Navigation</i>			
0930 – 0950	6	Operation Safe Boat 2021 <i>Ship Stability principles and criteria Impact of ship overloading on stability Operation Safe Boat 2021: activities & areas of control</i>	SIMA <i>Vessel Inspection Team</i>
0950 – 1005	7	Project on Border Security and Maritime Safety <i>Project objectives Vessel Tracking equipment</i>	SIMA <i>Environment Protection & Safety Team</i>
1005 – 1020		Discussions (Q&A)	All
1020 – 1045	Morning Tea		
SESSION 3 – POLLUTION FROM SHIPS			
<i>Facilitated by Clifford Olisukulu, Principal Officer Safety of Navigation</i>			
1045 – 1100	8	Issues and challenges in the maritime industry	Small Malaita Shipping <i>Mr. Simon Wame</i>
1100 – 1130	9	Pollution from Ships <i>Recent cases of marine pollution incidents Implementation of the National Pollution Fund (POLFUND) Reducing GHG emissions from ships</i>	SIMA <i>Environment Protection & Safety Team</i>
1130 – 1200		Discussions (Q&A)	All
1200 –1330	Lunch		
SESSION 4 – GENDER EQUALITY IN MARITIME			
1330 – 1530		Meeting for Women in Maritime <i>Challenges and issues for Women in Maritime in Solomon Islands</i>	Facilitated by Director SIMA

	<i>Revival of the Solomon Islands Women in Maritime Association</i>	
1530 – 1600	Afternoon Tea & Closing	