



# SIMA Responses on issues and challenges

*SIMA Workshop for Ship Operators*

*9-10 December 2021*

- **Communication**

- In 2020, SIMA established SIMA Advisory Committee (50% private sector), Marine Pollution Advisory Committee and Maritime Security Committee
- One-on-one meeting between Director SIMA and all ship operators in 2020
- Workshops on 25 March + this workshop 9-10 December 2021
- Mailing list being reviewed and update (please update your contacts)
- Keep improving website and project to upgrade and include forms & templates for various applications.

- **Safe Manning**

- More flexibility due to change in voyage types: only Inshore/Near-Coastal are used (enough Masters and Engineers Class 4)
- Short of Masters Class 3 (dispensation to Mates Class 3 given)
- C3M, C2E, BSC, Adv. Safety are STCW certificates and must be based on training courses by a recognized maritime institution
- Revalidation of certificates is mandatory (STCW)
- SIMA management of safe manning:
  - Challenging situation found in 2020 with no proper implementation of basic rules of safe manning
  - SIMA Shipping Operations team has been working hard with ship owners.

- SIMA management and staff
  - Grounds for detention:
    - Major technical deficiencies OR overloading OR DG+passengers
    - Not qualified officers as per applicable rules
    - Overdue inspections/surveys.
  - Competency of SIMA officers
    - Fair and transparent recruitment: technical knowledge and compliance was scrutinised
    - Inspection/surveys is about compliance to regulations – SIMA vessel inspection is working on harmonization of practises
    - SIMA officers like crew members, ship owners are humans and have their own appreciation but apply regulations.
  
- Unfair competition
  - SIMA supportive of the issue raised and provided information required by the government
  - Clarification is needed on local and non-local ship owners as the Shipping Act 1998 recognize business registered in SI
  - Call for all ship owners to work together and those operating under foreign investment facilities to apply the same rules.

- **Marine investigation**

- Strict framework for marine investigation which is no blame approach focusing on safety and pollution prevention
- Investigation by maritime authority cannot serve private dispute, reports to insurance, etc.
- Preliminary Investigation are not public information and therefore cannot be used by other purpose than for the administration to improve rules, systems and processes
- There is a need to strengthen services by private marine surveyors.

- **Issues beyond SIMA mandate**

- SIMA has strict mandate not including economics, competition, tax regimes, etc. which are with SIG
- SIMA is the maritime authority focusing on implementing maritime laws and agreements.

- **SIMA services**

- outposts under consideration for Tulagi, Auki, Noro but require securing budget and confirmation of duties and competencies
- Arrangements for SIMA work on weekends can be considered under specific conditions but will have costs implications for ship operators due to overtime.

- **Safety standards**

- Carriage of passengers is not authorized on cargo ship except if VSC is endorsed for max 12 - no passengers on barges
- Carriage of passengers is only on passenger vessels and cargo-passenger vessels within the number of passengers in the VSC
- Liferafts servicing can be extended to 15 months (+3 months of the service anniversary date to accommodate vessel operations
- Tax exemptions for safety equipment should be considered by SIG
- Restrict import of aging vessels is a difficult questions as the age of a vessel is not always the right indication of its conditions.

- **Vessel surveys/inspections**

- Increase SIMA surveying capacity can be considered but will have cost implications
- 3-month advanced reminder to be applied by SIMA but masters should also monitor their VSC – at the moment SIMA reminds 1 month before the anniversary date which is 4 months before the end of the inspection/survey window
- Ship owners to give sufficient notice to SIMA – hull inspections can be scheduled months in advance
- Postponing surveys for some ship owners and not others is not possible – all vessels must be inspected within the regulated timeframe.

- **Vessel operations**

- Master capacity to control loading is paramount including number of passengers – tickets & passenger manifest
- Better security by SIPA and passenger terminal to control passengers is also an element of crowd control.

- **Operation Safe Boat**
  - SIMA to share IMO video on overcrowding to all ship operators
  - SIMA, port, police and ship operators/masters to collaborate to prevent overloading and overcrowding of vessels
  - Call crew members to be actor of safety, pollution prevention and reliable operations of ships; restore the status of Masters and Chief Engineers is paramount.
- **Project Border Security & Maritime Safety**
  - SIMA to inform ship operators/owners on the upgrade of radiocommunications systems and support from SIMA in 2022.
- **Pollution prevention and response**
  - request SIPA to make available reception facilities for all sorts of wastes and garbage.



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