

SARPLAN

SOLOMON ISLANDS NATIONAL SEARCH AND RESCUE PLAN

Contents

Amendments.....	i
Acronyms	iii
Introduction	4
Purpose	4
Objectives.....	4
Scope.....	4
SAR Prevention.....	4
SAR organization	5
Disaster management	5
Global and regional SAR Plans	5
Responsibilities	6
Oversight and operational responsibilities.	8
Committee.....	8
MRCC.....	8
SAR Coordinator	9
SAR Mission Coordinator	9
SAR Operator.....	9
SAR responder.....	9
General principles in SAR	9
SAR resources.....	10
Cooperation and Agreements	10
Communication Systems	11
SAR Capacity Development.....	11
Capacity development activities and training.....	11
Exercises.....	12
SAR Operation	12
SAR Awareness.....	13
SAR Initial Action	13
SAR Planning	13
SAR Operations	13
Operation within MRCCHON’s capacity	13
Operation beyond MRCCHON’s capacity	13
Termination or Suspension of a SAR Operation	14
Request for Assistance	14
Media and Public Relations.....	15
Annex 1 – Emergency and Contact List	16
Annex 2 – List of Primary SAR Assets	17
Annex 3 – SAR Operation Flowchart	21

Acronyms

AIS.....	Automatic Identification System
AMSA.....	Australian Maritime Safety Authority
ARCC.....	Aeronautical Rescue Coordination Centre
ATSC.....	Air Traffic Service Centre
CAASI.....	Civil Aviation Authority of Solomon Islands
EPS.....	Environment Protection and Safety unit
GMDSS.....	Global Maritime Distress and Safety System
IAMSAR.....	International Aeronautical and Maritime Search and Rescue
ICAO.....	International Civil Aviation Organization
ICS.....	Incident Command System
IMO.....	International Maritime Organization
LRIT.....	Long Range Identification and Tracking
MHMS	Ministry of Health and Medical Services
MOU.....	Memorandum of Understanding
MRCC.....	Maritime Rescue Coordination Centre
MRO.....	Mass Rescue Operation
NATPLAN.....	National Oil Spill Contingency Plan
NDC	National Disaster Committee
NDMO.....	National Disaster Management Office
NDMP.....	National Disaster Management Plan 2018
NRH.....	National Referral Hospital
OSC.....	On-Scene Commander
RSIPF.....	Royal Solomon Islands Police Force
PHESU	Public Health Emergency and Surveillance Unit
SAR.....	Search and Rescue
SARMAP.....	Search and Rescue Model Analysis Program
SARPLAN.....	National Search and Rescue Plan
SIG.....	Solomon Islands Government
SIMA.....	Solomon Islands Maritime Authority
SIMS.....	Solomon Islands Meteorological Service
SMC.....	Search and Rescue Mission Coordinator
SOLAS.....	International Convention on the Safety Of Life at Sea
SRR.....	Search and Rescue Region
SIACL.....	Solomon Islands Airport Corporation Limited
TaFC.....	Technical Arrangement for Cooperation

Introduction

This National Search and Rescue Plan (SARPLAN) has been reviewed and agreed by participants of the SARPLAN Review Workshop held on 10 July 2024 at the Heritage Park Hotel Conference Room, Honiara, Solomon Islands. The SARPLAN constitutes an agreement between the SAR stakeholders identified in the SARPLAN to harmonize and contribute to the SAR system and response.

Purpose

1. The purpose of the SARPLAN is to define the responsibilities and make arrangements for distress communication and coordination and for the search and rescue (SAR) of persons in distress at sea in Solomon Islands Search and Rescue Region (SRR).

Objectives

2. The objectives of the SARPLAN are to:
 - 2.1. **save life at sea** by making adequate arrangements to respond, search and assist any person in distress at sea or requiring assistance, including medical assistance,
 - 1.1. **respond to international, regional, and national obligations** related to search and rescue of persons in distress at sea and the provision of adequate search and rescue services,
 - 2.2. **contribute to respond to maritime emergencies** under Solomon Islands disaster management arrangements, and
 - 2.3. **provide an operational framework** for participating organizations to cooperate, share resources and timely and effectively respond to search and rescue persons in distress at sea or requiring assistance.

Scope

3. It is a long-standing tradition of the sea and responsibilities for ship masters and governments to render assistance to persons in distress at sea. These traditions and responsibilities have become obligations in several international instruments adopted by the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO).
4. The scope of the SARPLAN is the provision of search and rescue services as required by the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS) Chapter V Regulation 7 & 33 and the International Convention on Maritime Search and Rescue (SAR), 1979.

SAR Prevention

5. SAR prevention is essential to avoid incidents at sea and facilitate search and rescue of persons in distress. SAR prevention is all stakeholders' responsibility underpinned by:
 - 5.1. SAR awareness of all persons going at sea,

- 5.2. SAR preparedness through vessel and boat's seaworthiness and compliance,
- 5.3. SAR alert and communication and the ability of persons in distress at sea to signal their position and communicate.
6. It is the responsibility of masters, skippers and boat owner/operator to prevent SAR incidents and apply SAR prevention measures in section 5.
7. Costs related to SAR operations due to negligence and lack of preparation can be claimed from the persons involved who endangered their life and the life of people they have responsibility for.

SAR organization

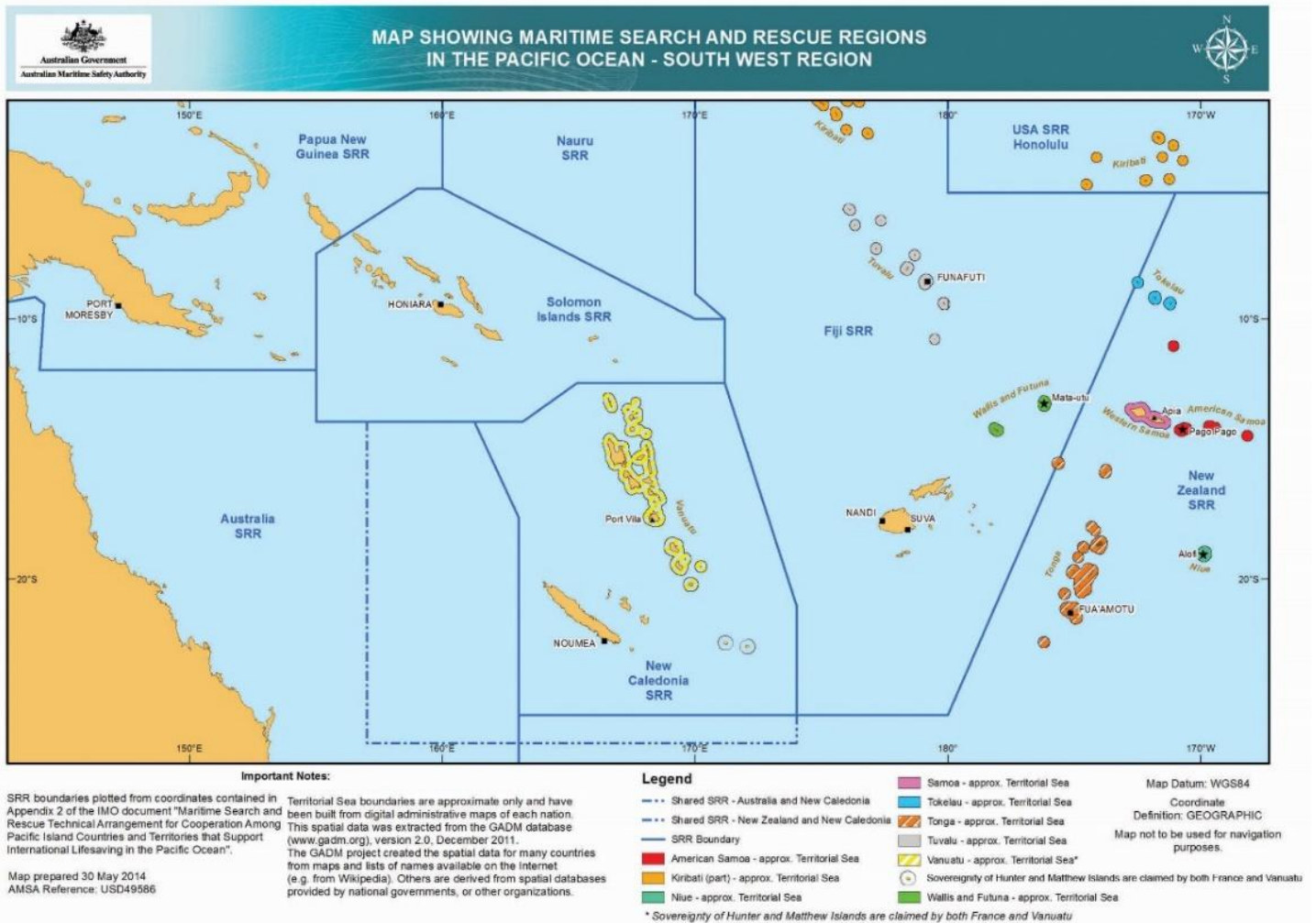
Disaster management

8. The SARPLAN falls in the scope of the disaster management framework of Solomon Islands. The SARPLAN is a Hazard Specific Contingency Plans under the National Disaster Management Plan 2018 (NDMO).
9. The SARPLAN is activated to respond to persons in distress at sea or requiring assistance:
 - 9.1. as standalone plan for SAR operations not requiring activation of other NDMP arrangements, or
 - 9.2. in coordination with other NDMP arrangements to respond to aviation and maritime disasters or non-declared events.
10. The SARPLAN and the National Oil Spill Contingency Plan (NATPLAN) have similar coordination arrangements.

Global and regional SAR Plans

11. The Global SAR system was established by the IMO and the ICAO which coordinate the provision of harmonized search and rescue services at the global level as provided in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.
12. At the regional level, Solomon Islands is a signatory of the maritime search and rescue technical arrangement for cooperation among Pacific islands countries and territories that support international lifesaving in the Pacific Ocean (SAR TAFc).

13. Solomon Islands is responsible for the coordination of SAR within its SRR that is defined in conjunction of with other countries' SRR in the SAR TAfC.



Responsibilities

14. The provision of SAR services is an international obligation for the Solomon Islands Government (SIG) as a Contracting Government under international conventions¹. As such the following organizations (see Annex 1 emergency and contact list) are responsible for implementing the SARPLAN:

14.1. The Solomon Islands Maritime Authority (SIMA):

SIMA is the lead organization responsible for the implementation of international and regional maritime agreements and applicable maritime laws under the SIMA Act 2018.

¹ Solomon Islands is a Contracting Government of the SOLAS Convention but did not accede to the SAR Convention.

The SIMA Act 2018 gives power and function to SIMA to coordinate maritime SAR operations and bear the costs of SIMA staff and equipment necessary for that coordination function.

14.2. The ministry responsible for shipping matters:

The ministry responsible for shipping matters has the overall responsibility as Contracting Government under IMO Conventions.

Under the SIMA Act 2018, SIG remains responsible for the costs of maritime search and rescue operations which are subject to an agreement between SIMA, the ministry responsible for shipping matters and the ministry responsible for finance.

14.3. The Royal Solomon Islands Police Force (RSIPF):

RSIPF is leading law enforcement and national security and is committed to protecting life and property, providing assistance during emergencies and contributing to land and maritime search and rescue.

Due to its presence across Solomon Islands, the Maritime Police Force and RSIPF assets, RSIPF is the first responder to search and rescue operation and the main organization with SIMA to implement this SARPLAN and deliver SAR services.

14.4. The National Disaster Management Office (NDMO):

Coordinating arrangements and managing disasters and non-declared events under the NDMP 2018.

As such NDMO is the primary contact for SIMA when SAR operations require the activation of the NDMP 2018 arrangements NDMO, under the ministry responsible for disaster management, is responsible for the coordination of the arrangements in managing non-declared and declared disaster events set-out under the National Disaster Committee (NDC) Act 1989, and the NDMP18.

14.5. The Ministry responsible for medical services and the National Referral Hospital

The ministry responsible for medical services in collaboration with the National Referral Hospital (NRH) is responsible for providing medical advice and medical service when medical assistance at sea is required.

The ministry responsible for medical services is the primary SIMA's primary contact to provide medical advice and coordinate medical services on the ground.

14.6. The Solomon Islands Meteorological Service (SIMS):

SIMS, under the ministry responsible for meteorology, is responsible for the effective and proper administration of meteorological services in Solomon Islands.

Upon request, provide weather forecasts, bulletins and warnings including information used to predict the drifting of objects, pollutants and other noxious substances,

15. Local communities play an essential role in SAR in Solomon Islands as they are often the first responder in case of SAR.

16. Private stakeholders provide support to SAR services upon request by SIMA:

- 16.1. **Helicopter Support** provides helicopter services in Solomon Islands from its base in Honiara and can conduct aerial search.
- 16.2. **Domestic shipping companies** operate vessels in Solomon Islands with capacity to carry passengers and provide towing services; SIMA has contact of all domestic shipping companies and ships operating in Solomon Islands and coordinates activities with Solomon Islands Maritime Transport Association (SIMTA).
- 1.2. **Airlines** servicing Solomon Islands which can assist in aerial search in case of SAR.
- 17. **The Air Traffic Services Center (ATSC)** of the Solomon Islands Airport Cooperation Limited (SIACL) is responsible for air traffic control, flight information and alerting services, and ground support facilities but there is no Aeronautical Rescue Coordination Centre (ARCC). in case of incident with an aircraft requiring maritime search and rescue services, the ATSC will provide information and maintain communication with SIMA.

Oversight and operational responsibilities.

Committee

- 18. The Board of SIMA has established an Advisory Committee as required by the SIMA Act 2018 which has the following functions:
 - a) provide a regular forum for consultation and exchange of information between the Ministry responsible for shipping matters, SIMA, other government agencies and other maritime stakeholders.
 - b) to review proposals for new or amended policies, procedures and legislation.
 - c) to inform the Board of issues of interest or concern to the Solomon Islands maritime sector.
 - d) any other functions specified by the Board. The Advisory Committee comprises at least 50% of members appointed from the private sector.
- 19. The Advisory has established a Technical Working Group dealing with technical matters that include those related to safety of navigation under SOLAS Convention Chapter V.

MRCC

- 20. The Maritime Rescue Coordination Centre Honiara (MRCCHON) is the operational facility to coordinate SAR operations within Solomon Islands SRR, track all vessels in Solomon Islands and coordinate response to marine pollutions.
- 21. MRCCHON is located at SIMA's Office in Honiara at the position Lat. 09°25.81' S, Long. 159°57.47'E and is integrated into SIMA's organizational structure within the section Pollution and Safety Response of the Environment Protection and Safety Department. SIMA's Pollution and Safety Response section is responsible for promoting the efficient organization of SAR services as required by the IAMSAR and implementing the SARPLAN.
- 22. The MRCCHON has the following capabilities:

- 22.1. active 24/7 with persons having experience in SAR operations and have working knowledge of the English language,
 - 22.2. access paper and electronic navigational charts, SARMAP application, computers, high-speed internet, access to SIMA network, integrated information management database (SIMA E-gate) and tracking systems such as the Automatic Identification System (AIS) and the Long-Range Identification and Tracking (LRIT), and
 - 22.3. communication through GMDSS radiocommunication and telephone/email communication with RSIPF, the Solomon Islands Meteorological Services (SIMS) and the ATS Division.
23. In the absence of ARCC, cooperative arrangements are established with the SIACL's ATS Division.

SAR Coordinator

24. The SAR Coordinator is the Director SIMA who has the overall responsibility of the SAR system, the MRCCHON and coordinating the implementation of the SARPLAN to respond to Solomon Islands obligations.

SAR Mission Coordinator

25. Designated staff of SIMA are available 24/7 and take the function of SAR Mission Coordinator for the duration of a SAR incident to supervise the SAR operation and deliver duties as defined in the IAMSAR until a rescue has been effect or it becomes apparent that further efforts would be of no avail.

SAR Operator

26. Designated staff of SIMA are on 24/7 duty at the MRCCHON responsible for the SAR watch, SAR communication and SAR response under this SARPLAN and SIMA's procedures.

SAR responder

27. The SAR responders are those organizations or individuals providing assets and personnel during SAR operations.
28. RSIPF is the primary responder to SAR operations working closely with SIMA to deliver SAR services as required. Other public and private organizations and individuals, and coastal communities are secondary responders to SAR operations.
29. When a SAR operation requires several SAR responders on-scene, one responder is designated by the SAR Mission Coordinator as On-Scene Coordinator (OSC) which is RSIPF if it is engaged or any SAR boat or aircraft participating in the SAR operation.

General principles in SAR

30. General principles in SAR are based on the understanding by all stakeholders of moral and legal obligations to provide assistance to persons in distress at sea or requiring this assistance:
- 30.1. every effort must be made by private and commercial mariners and operators to prevent from creating SAR incidents,

- 30.2. every effort must be made by the government and its authorities responsible for safety at sea to make sea travel safe for all,
- 30.3. despite such efforts, for various reasons, emergencies will continue to occur, and it is necessary for all private and public stakeholders to contribute to SAR and implement the SAR plan and all obligations,
- 30.4. SAR is primarily communication, cooperation, co-ordination, and integration between all private and public stakeholders in the most cost-effective, efficient, and practicable way.
- 30.5. saving life at sea is the utmost priority of SAR that put all available resources in this endeavor.

SAR resources

31. The SAR resources comprise the assets available in Solomon Islands and any other assets from organizations identified in section *Cooperation and agreements*. (Refer to Annex 2).
32. Organizations and individuals participating in and contributing to SAR operations either in coordinating an operation or participating in search and rescue by deploying personnel and/or assets SAR operations intend to conduct activities pursuant to this SARPLAN to the fullest extent possible subject to the availability of SAR personnel, assets, and funds and without subsequent cost recovery from the person(s) assisted. They are responsible for any expenses incurred by their own facilities unless prior arrangements have been made.
33. Prior arrangements may include cooperation plan and agreement with private maritime and air operators or between the ministry responsible for shipping matters and SIMA as prescribed by the SIMA Act 2018.

Cooperation and Agreements

34. Solomon Islands is a signatory of the maritime search and rescue technical arrangement for cooperation (SAR TAfC) among Pacific Island countries and territories that support international lifesaving in the Pacific Ocean. The SAR TAfC provides technical arrangements for SAR delimitating the SRRs, fostering cooperation and providing technical assistance.
35. Memoranda of Understanding (MOU) are signed between SIMA and administrations responsible for SAR of countries having a SRR adjacent to Solomon Islands SRR to facilitate cooperation in SAR operations.
36. Technical cooperation arrangements under the MOU between the Australian Maritime Safety Authority (AMSA) and the SIMA involve exchange of SAR information, assistance in conducting SAR operations, conduct of exercises between the two Rescue Coordination Centre (RCC). RCC Australia is the primary organisation for SAR cooperation and assistance in Solomon Islands.
37. MOUs are signed between SIMA and provincial governments that include communication, exchange of information and engagement of coastal communities in case of SAR operation. It also includes NDC arrangements at the provincial level activated by NDMO's.

38. Existing protocols and procedures in Solomon Islands to facilitate entry of military or government-owned or operated vessels and aircrafts include provisions to expedite such processes in case of emergency operation.
39. As part of FFA support to Solomon Islands, FFA provide assistance with its tracking and communication systems, contacts with fishing companies and air patrol in case of SAR operation.
40. Technical cooperation plans and agreements can be established to facilitate planning, preparation and involvement of private air and sea operators. These plans and agreements are made under the SARPLAN with SIMA as needed.

Communication Systems

41. The SAR system in Solomon Islands relies on land-based and maritime communication. The organisations responsible for implementing this SARPLAN make all efforts to maintain and develop the SAR communication system for efficient distress alert routing, and proper operational SAR coordination that improve interoperability, identification and tracking, and high system reliability:
 - 41.1. land telecommunication provided by Our Telekom,
 - 41.2. mobile telecommunication provided by mobile telecommunication operators,
 - 41.3. communication through internet using fiber and Wi-Fi network,
 - 41.4. Global Maritime Distress and Safety System (GMDSS) radiocommunication and vessel tracking systems at the MRCCHON, and
 - 41.5. The RSIPF radio communication system.

SAR Capacity Development

Capacity development activities and training

42. The organizations responsible for implementing this SARPLAN have the responsibility to develop the capacity of their personnel involved in SAR operations.
43. The SAR Mission Coordinator, SAR Operator and the SAR Responder are the 3 SAR functions that require specific capabilities at the three levels of SR response subject to training and familiarization in the following areas:
 - incident Command System (ICS) organization structure and responsibilities,
 - incident action plans and the planning process cycle,
 - tactical operations planning,
 - SARPLAN coordination and implementation,
 - emergency response organization structure and duties,
 - reporting procedures and responsibilities,
 - communication procedures during SAR operation,
 - Safe operation of ships and aircrafts in SAR operation,
 - Safe working practices on small boats,

- SAR alert and response by ships and aircraft,
- First aid, and
- Communication with high-level authorities and media.

Exercises

44. Exercises under this SARPLAN are of two types:
- 44.1. **Table-top exercises:** serve to test the SARPLAN, the SAR procedures, communication systems, and equipment. Table-top exercises are conducted twice a year by SIMA and involve other organizations once a year.
- 44.2. **Full-scale exercises:** involve the deployment of SAR assets, local communities, and private stakeholders. Table-top exercises are conducted once every two years and should allow practicing distress signalization, alert, and communication from persons at sea, search patterns and techniques, rescue of persons in distress including abandon of a ship.

SAR Operation

45. A SAR operation (see chart flow in Annex 3) commences when the MRCCHON receives an alert for an incident at sea by any means of alert.
46. MRCCHON has the responsibility of coordinating a SAR operation under this SARPLAN. It means that decisions are made by the SAR Mission Coordinator concerning the SAR phases, the SAR assets to be deployed, the SAR area and patterns, and when to terminate, scale down or suspend a SAR operation.
47. The responsibility for the conduct and safety of SAR assets remains with the master of a ship, the pilot of an aircraft, the commanding officer of a military vessel or aircraft or the skipper of a small boat.
48. In case of SAR operation, the MRCCHON implements the *Procedure: Search and Rescue Operation* that includes the five phases of a SAR operation: awareness, initial action, planning, operations (see Annex 3). The SAR Mission Coordinator function is activated with the primary responsibility to classify the incident in Distress Phase, Alert Phase or Uncertainty Phase, or as a request for assistance.
49. Cooperative arrangements are established between SIMA and SIACL's ATSC as follows when a SAR incident involves an aircraft:
- 49.1. The ATS informs the MRCC of a SAR incident involving an aircraft within Solomon Islands SRR,
- 49.2. the MRCC applies its procedure for a SAR operation depending on the information provided,
- 49.3. in case of distress alert from an aircraft, the ATS provides the MRCC with the position, flight plan and the SAR area in case of suspected crash,
- 49.4. the MRCC conducts the SAR operation according to its procedures using information provided by and advice from the ATS,

- 49.5. suspension or termination of a SAR operation is decided by the ATS upon advice from SIMA.

SAR Awareness

50. In this phase, it is the responsibility of the SAR Operator at MRCCHON to collect all available information to understand the situation, danger, and risk for the safety of persons, their position, the number of persons involved and other details facilitating the SAR planning. The SAR Operator and the reporter play an essential role in this phase.

SAR Initial Action

51. The initial action must include alert of the SAR Mission Coordinator, classification of the incident in one of the SAR phases and alert of first responders for SAR planning or further investigation (see Emergency contact list in Annex 1).
52. The time for the initial action must be as short as possible. The MRCCHON has an obligation of result when implementing the various steps of the initial action.

SAR Planning

53. In the planning phase, the MRCCHON identifies the SAR assets (see asset list in Annex 2) to be deployed, test the communication systems with the SAR assets and other stakeholders and develop a SAR plan.

SAR Operations

54. The SAR operation phase is the implementation of the search and rescue plan for this particular SAR operation which involves the full activation of the MRCCHON's systems and procedures, and the deployment of SAR assets as required.
55. It is the responsibility of the SAR Mission Coordinator to decide on the SAR area and pattern, to designate an OSC if needed, to request international assistance through representations in Solomon Islands and to communicate with higher authorities and media.

Operation within MRCCHON's capacity

56. A SAR operation within MRCCHON's capacity requires resources and equipment available 24/7 at the MRCCHON which include a SAR Operator, the SAR Mission Coordinator, and the SAR responder(s).
57. SAR Responders can include external stakeholders and some level of arrangement under the NDMP 2018 but do not need to activate disaster management arrangements at the national level.

Operation beyond MRCCHON's capacity

58. In case of major SAR operation or Mass Rescue Operation, the SAR Mission Coordinator after informing Director SIMA, SAR Coordinator, activates a SAR Command Centre at the MRCCHON

to mobilize extra resources from SIMA. In this case, the NDMP 2018 arrangements can be activated at the national level in collaboration with the NDMO.

59. A major SAR operation is a SAR operation that requires more resources from the MRCCHON either because the number of SAR responders is beyond the capacity of one SAR Operator, or the duration of the operation is likely to last long enough to require logistics and operational support from SIMA.
60. A Mass Rescue Operation is a SAR operation that involves a high number of persons in distress who must be rescued and carried to a safe place and be taken care of. Such an operation usually requires passenger vessels as SAR responders. Given the capacity of the domestic fleet in Solomon Islands, a SAR operation is considered a Mass Rescue Operation when more than 50 persons must be searched and rescue in Distress Phase or Alert Phase.

Termination or Suspension of a SAR Operation

- 1.3. The decision to terminate a SAR operation is the decision of the SAR Mission Coordinator based on elements known at the time the decision is made where:
 - 60.1. either the distress persons are confirmed safe, and all SAR facilities deployed are back at their base port, or
 - 60.2. the probability of finding the persons in distress at sea is low and would make further deployment of SAR facilities at risk or futile. In the latter case, the decision is made in concertation with the Director SIMA, SAR Coordinator, and other authorities, or
 - 60.3. no further information is received by the MRCCHON about the distressed persons 12 hours after the latest report received.
61. The SAR Mission Coordinator can decide to suspend or scale down a SAR operation which means that the SAR operation is still ongoing until the decision is made to terminate it.
62. When the SAR Mission Coordinator terminates the SAR operation, the survivors are handed over to SAR stakeholders and responsible authorities ashore or the details of the SAR operation are provided by SIMA to RSIPF to search for bodies or for other investigation purposes.

Request for Assistance

63. Requests for assistance include all incidents that do not involve a grave and imminent danger for persons, an apprehension or a doubt exist as to the safety of an aircraft or marine vessel and of the persons on board. Requests for assistance include requests for towing services, fuel supply, medical assistance, etc.
64. In case of request for assistance, the requester is responsible to bear the costs of actions taken by the MRCCHON and responder(s).
65. In case medical assistance is requested, the Ministry of Health and Medical Services (MHMS) will coordinate with health care providers at national level namely the Public Health Emergency and Surveillance Unit (PHESU), the National Referral Hospital (NRH) and Provincial Health Services level to best respond to the SAR incident and provide diagnosis, patient

management and decisions on the type of medical assistance and activation of medical services ashore.

Media and Public Relations

66. During a SAR operation, media relations are the responsibility of the SAR Mission Coordinator who focus on communicating factual information about the operation and efforts made by SAR services. He/she will avoid opinions on the capacity of SAR facilities and assets, on the cause of the accident, or the names of persons. Information will be about the reason the accident requires a SAR operation, the SAR assets deployed, the number of persons involved in the accident, the other SAR organizations involved, the name of ships and ship operator (upon consent), the contact numbers of MRCCHON for next of kin and media to obtain further information.
67. Communication of information to the next of kin, families and community is the responsibility of the SAR Mission Coordinator who shares the same information shared with media. However, special care is provided to the next of kin who can be invited at SIMA to get more detailed and regular information on the conduct of the SAR operation and the next phase of the SAR plan. When it is beyond SIMA's communication capability and treatment of trauma is required, SIMA hands over to the officer responsible at the MHMR.
68. In case of major SAR operations or Mass Rescue Operation, media relations and communication with next of kin, families and community may be escalated to Director SIMA.
69. Other organizations can communicate through their own media communication processes about their involvement in the SAR operation. However, communication with next of kin should be left with the MRCCHON.

Annex 1 – Emergency and Contact List

Organization	Contact Emergency contact		Toll free contact	Email
MRCCHON	21535 Ext. 217	21609 27685	977	mrcc@solomon.com.sb
Central Police Station	23666	23666	999	Ian.Vaevaso@rsipf.gov.sb
Maritime Police Force	22563	28327	999	Nevol.Soko@rsipf.gov.sb Willie.Kelomae@rsipf.gov.sb
National Disaster Management Office	27063	27836/27 936	955	neocndc@ndmo.gov.sb
National Referral Hospital	44000	44000		NBainivalu@moh.gov.sb
St John Ambulance	7136000	7136000	115 111 911	Not available
SIMA	21535	21535	977	contact@sima.gov.sb
RSIPF Headquarters	23800	23800	999	
SIMTA (President)	7495811			
Air Traffic Services Center	36007	36246 36271		pkito@siacl.com.sb
Helicopter Support	38506	38506 7494398		operations@helicoptersupport.com.sb
Forum Fisheries Agency		21124 7477694		rfsc@ffa.int

Annex 2 – List of Primary SAR Assets

Asset	Type	SAR Capabilities	Organization	Contact
2XPATROL BOATS	Guardian Class Patrol Boat Length Overall – 39.5 meters Beam Overall - 8 meters. Draft Loaded (approx.) 2.5 meters	Speed (SS4) .20 knots at 100% MCR. Range at 12knots (SS4) – 3000 nm	Maritime Police Force	Darton.Deva@rsipf.gov.v.sb Nevol.Soko@rsipf.gov.sb Phone 28327-7475123 mailto:rsipvgizo@gmail.com
2xSTABI CRAFT	The Stabi-Craft vessels are a 2900 Super Cab model powered by twin 200 hp Yamaha four stroke outboard motors. Each vessel can carry eight passengers	Max speed 40 knots at 100% Range at 25 knots 300 nm Fuel 360 Liters	Police Maritime Department	
1 x Banana Boat	1x60hp	Operational	RSIPF/Marau	Densely Sasalu-7441796
1xBanana Boat	1x40hp	Operational	RSIPF/Marau	Densely Sasalu-7441796
1xstabi craft	2x200hp	operational	RSIPF/Gizo	60999 Wilken.Miriki@rsipf.gov.sb Justina.Fono@rsipf.gov.v.sb Alick.Alesena@rsipf.gov.sb
1xRay Boat	60 HP	Operational	RSIPF /Gizo	60999
1xRay Boat	40HP	Operational / OLD OBM	RSIPF /Munda	62189/62114
1xRay Boat	60HP	Operational	RSIPF/Seghe	OCS-7210503 SO-7610770

1xstabi	2x200HP	Operational	RSIPF/Kulitan ai	44127
2xALB	2x100HP	Operational	RSIPF/Kulitan ai	
2xRay Boat	2x60HP	Operational	RSIPF/Kulitan ai	
1xRayboat	1x40HP	Operational	RSIPF/Noro	61005
1xRayBoat	1x40hp	Operational	RSIPF/Ringi	OCS-7455426
1xStabi	1xstabi	Operational	Health & Medical service-Gizo	60224
2xRayboat	2x60HP	Operational	Health & Medical service-Gizo	
3x Rayboat	3x60HP	Operational	Western provincial Gov.	60250
1xaircraft	Surveillance aircraft	VHF/HF radio, Satphone, Limited satellite internet. AIS receiver, maritime search radar, FLIR camera. Stay in air 5-7hours	Forum Fisheries Agency	Steve.Masika@ffa.int 7477694 AKusilifu@fisheries.gov.sb 7738751
1xstabi	2x200hp	Operational	RSIPF/Buala	PPC 35142/7142658 Harry.Vanosi@rsipf.gov.sb
2xBanana Boat	1x60HP	Operational	RSIPF/Buala	
1xBanana Boat	1x40hp	Operational	RSIPF/Tataba	OIC-7380356
1xRay boat	1x40HP	Operational	RSIPF/Kia Out post	35142
1xRib small craft	2x60hp	Non-operational	RSIPF /Kirakira	Operation manager George.fafale@rsipf.gov.sb 50266/50277

2xRayboat	2x60HP	one Operational another non operational	RSIPF/Tahera mo/Kirakira	
1xRayboat	1x40HP	Non-operational	RSIPF/Kirakir a	
1xstabi craft	2x200HP	Non-operational (one engine down)	RSIPF/Auki	Moses.Karui@rsipf.gov.sb 7423183
1xBanana Boat	1x60HP	Operational	RSIPF/Auki	PPC 7568371
1xBanana Boat	1x40HP	Non-operational	RSIPF /Auki	
1xBanana Boat	1x60HP	Non-operational	RSIPF/Maluu	51305
1xBanana Boat	1x60HP	Non-operational	RSIPF/Maka	OCS-7182881
1xBanana Boat	1x60HP	Non-operational	RSIPF/Atori	OCS-8935115
1x Helicopter	Bell 222	Search & Deploy Equip.	Helicopter support	Garry hubbard 7494398 operations@helicoptersupport.com.sb
1xHelicopter	AS350-Squirrel	Search &Deploy Equip.	Helicopter support	
1xFix-wing aircraft	GA8-Airvan	Search Long Endurance	Air taxi Solomon	7722717 info@airtaxisolomon.com
1xstabi	2x200HP	Operational	RSIPF /Taro	PPC-7457246/63167 Elliot.Ngili@rsipf.gov.sb
2xRayboat	2x60HP	Operational	RSIPF/Taro	Operation manager Ronald.Chite@rsipf.gov.sb
1x Rayboat	1x60HP	Operational	RSIPF/Wagin a	OCS-7820008 PC -Lisbon Sidau
1xstabi	2x200HP	Operational	RSIPF/Tulagi	PPC-david.soakai@rsipf.gov.sb 32114/32117
1xBanana Boat	1x40HP	Operational	RSIPF/Tulagi	Operation Manager

				George.moli@rsipf.gov.sb
2xBanana Boat	2x60HP	Operational	RSIPF/Tulagi	
1xstabi	1x stabi	Operational	Health & Medical service - Central islands	
1xBanana Boat	1x40HP	operational	RSIPF/Yandina	OCS-7174809
1xBanana boat	1x60HP	Operational	RSIPF/Yandina	
2x Banana boat	2x40HP	Operational	RSIPF/ LATA	Walter.Leleina@rsipf.gov.sb 7328744/53025/53070
1x Banana boat	1x60HP	Operational	RSIPF /Lata	Alpheus.Mori@rsipf.gov.sb 7116600
1xBanana Boat	1x40HP	Operational	RSIPF/Manuopo	Walter.Leleina@rsipf.gov.sb
1xBanana Boat	1x60HP	Operational	RSIPF/Manuopo	7328744/53025

Annex 3 – SAR Operation Flowchart

