



# ANNUAL REPORT

# 2022

E [contact@sima.gov.sb](mailto:contact@sima.gov.sb)

P (677) 21 535

PO Box 1932, Honiara  
Solomon Islands

[www.sima.gov.sb](http://www.sima.gov.sb)

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# Our Commitments

## Our Purpose

The purpose of the SIMA Corporate Plan 2020-2023 is to guide the establishment and operation of a recognized, financially self-sufficient & independent maritime authority delivering all Solomon Islands maritime obligations, implementing good maritime governance and contributing to profitable and inclusive economic growth of the Solomon Islands' maritime sector.

## Our Vision

A transformative decade of safety at sea, resilient and clean maritime services and mobility in Solomon Islands.

## Our Mission

A financially self-sufficient and independent maritime authority implementing good governance and delivering quality services to Solomon Islands' people and maritime industry.

## Our Values

### Rule of Law

We endeavour to implement maritime laws applicable in Solomon Islands and promote those laws across our stakeholders to achieve maritime safety and pollution prevention goals.

### Effectiveness & Efficiency

We strive to provide quality maritime services at the most effective cost to the people and the maritime industry in Solomon Islands.

### Transparency & Responsiveness

We respond to our stakeholders' needs and requests in a timely manner and make transparent decisions in the interest of maritime safety and pollution prevention.

### Participation & Inclusion

We are committed to implement inclusive processes of consultation ensuring maritime laws and systems are adapted to Solomon Islands circumstances.

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# Chairperson foreword

Robert Bokelema, Chairperson



this annual report is the third one since the Solomon Islands Maritime Authority (SIMA) started operations in 2020 transitioning from the maritime safety administration of the Ministry of Infrastructure Development.

With my colleagues directors of the Board of SIMA supported by our director, we have reached full capacity and self-sufficiency at the end of 2022. It means that in just three years we have established a public institution going through recruitment, development of the financial system, development of an operational management system, and engaging in projects with our development partners.

Our main reforms initiated in 2020 and reported in our 2021 report start to show impact on the level of safety on board domestic ships and on the availability of qualified seafarers. However, we have now evidence that raising technical standards of ships will not be sufficient to bring the maritime industry where we all want it to be. My Board requested our director to innovate and engage with ship owners and operators on management of safety and environmental stewardship on board domestic ships.

I am therefore pleased to announce our new approach towards safe, green and clean shipping for Solomon Islands. The director and our staff responsible for vessel inspection and air and marine pollution prevention are working together on plans to support our domestic ship owners and operators in implementing on board their ships standards operating procedures on safety and energy management and environment protection. We will start on this new approach in 2023 onwards.

Another area showing promising results is safety of navigation and the delivery of aids to navigation and hydrographic services. We are building our capacity in multibeam hydrographic surveys allowing the production of electronic navigational charts and have started remote monitoring of our lit beacons throughout the country. We are enroute to digitalisation of safety of navigation and hope it will bring digital navigational information to all soon wherever we are in Solomon Islands waters.

In achieving 49% of female at SIMA, we are demonstrating our capacity to offer opportunities of maritime careers to women and girls. We recognise the challenges in our male-dominated sector but appreciate the high performance of all our employees showing gender equality practised in maritime. However, we are mindful that much more must be done to ensure women and girls are offered opportunities of job and personal development across the sector and particularly on-board ships.

We would not have achieved this year's results with our development partners which have demonstrated reliable support to SIMA. I must acknowledge here Australia Department of Foreign Affairs and Trade (DFAT), the New Zealand Ministry of Foreign Affairs and External Trade (MFAET), the International Maritime Organization (IMO) and the Japan International Cooperation Agency (JICA).

We are now preparing for the 5<sup>th</sup> Pacific Regional Energy and Transport Minister's Meeting in May 2023 in Vanuatu with the intention to take regional lead with our Solomon Maritime 2030-2050 framework and our strategic actions to foster technology uptake, and safe, carbon-free, and pollution-free shipping in Solomon Islands. to make our vision of a transformative decade for the Solomon Islands maritime sector a reality.

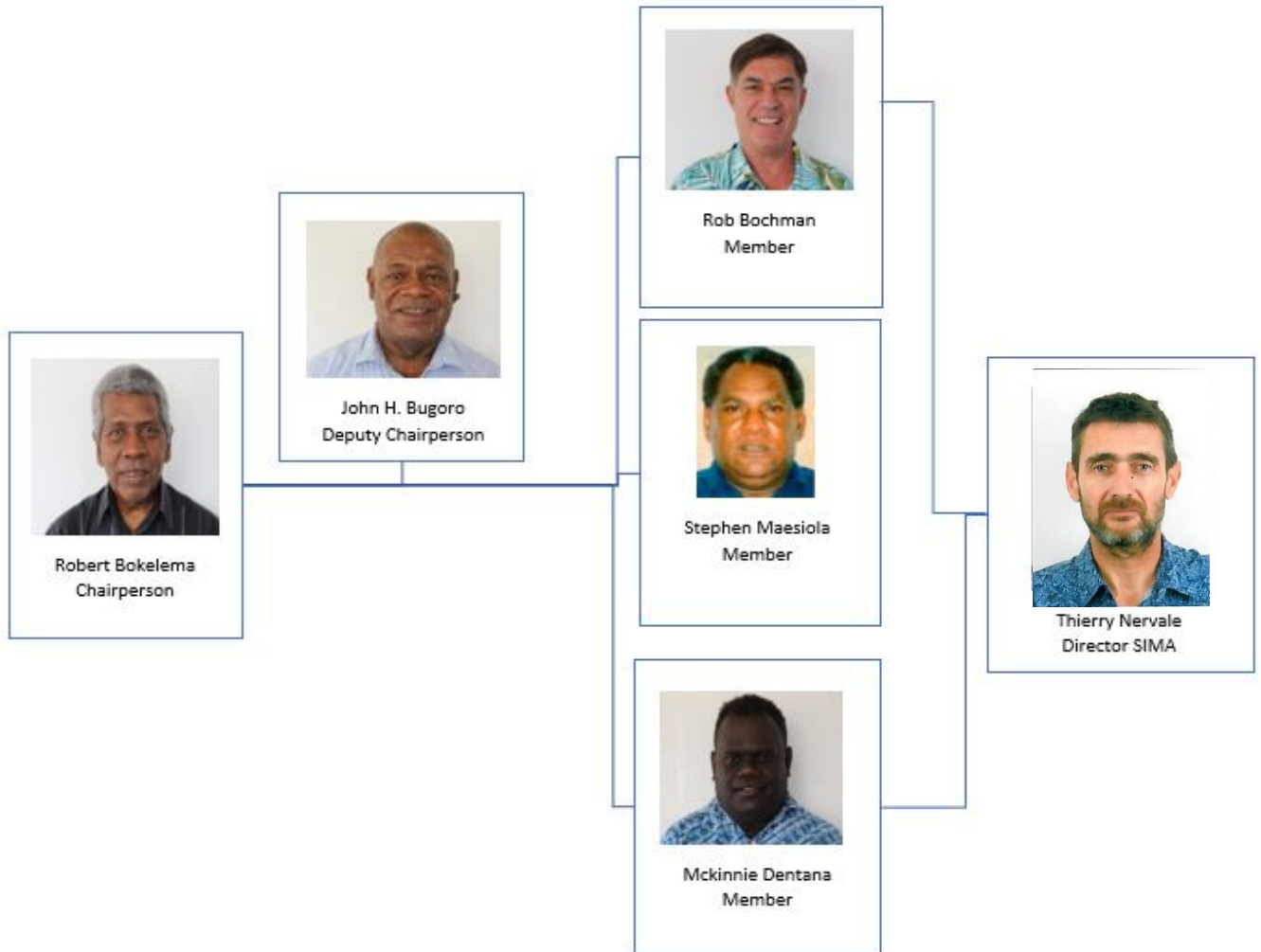
SIMA along with the Solomon Islands Government, our maritime school, the maritime industry and our partners are working hard to make our vision of a *transformative decade of safety at sea, resilient and clean maritime services and mobility in Solomon Islands* a reality.

# About Us

The Solomon Islands Maritime Authority (SIMA)

SIMA is established by Act of Parliament, the **SIMA Act 2018** as the financially self-sufficient maritime administration to implement our international and regional obligations from conventions and agreements Solomon Islands is a party to, and maritime laws of applicable Solomon Islands.

SIMA is a public institution acting as the maritime regulatory arm of the Solomon Islands Government.



**51%** employees are **less than 40** of age

**47%** originating from public sector and

**38%** from public sector before joining SIMA



## What we do?

### Our main functions are:

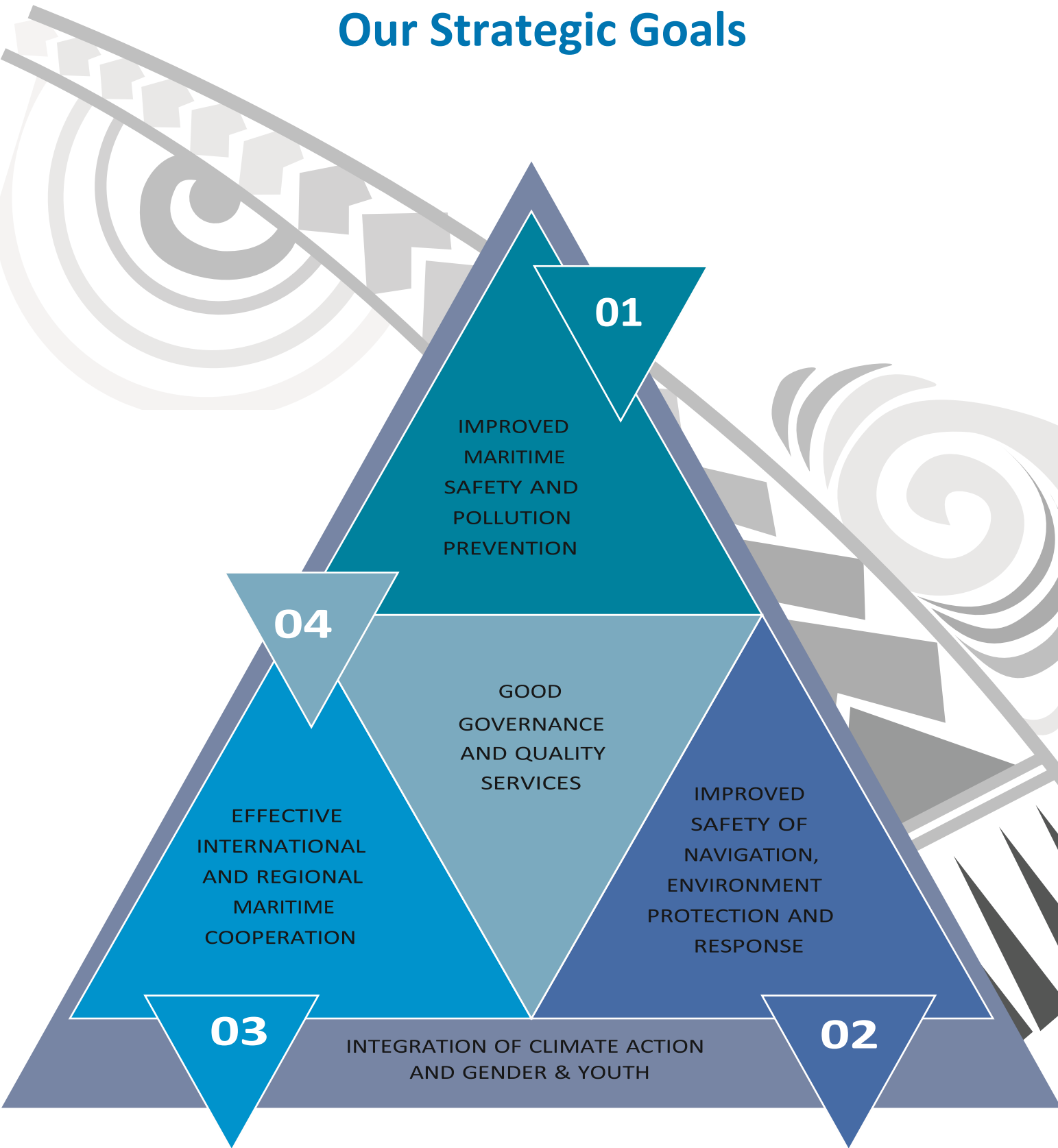
- *implement and enforce applicable maritime laws, conventions and agreements,*
- *administer the Solomon Islands maritime sector,*
- *set standards and inspect vessels, in port and at sea,*
- *coordinate maritime search and rescue operations,*
- *prevent marine pollutions from vessels and coordinate the response to marine pollutions,*
- *provide hydrographic and aids to navigation services,*
- *support economic analysis of the franchise shipping scheme and monitor commercial matters.*

## Our Achievements in 2022

- A **self-sufficient and operational maritime authority** is established:
  - SIMA is at full capacity with 47 staff and 89% of priority roles appointed,
  - 84% of expenses are funded by SIMA revenues from maritime fees, charges and levies while 16% are funded by donors,
  - 77% of mandatory functions as the maritime administration are now fully or partially implemented,
  - ship owners demonstrate commitments to safety at sea and maintenance of domestic vessels,
  - SIMA deliver aids to navigation and hydrographic services to improve safety of navigation, and
  - the National Pollution Fund (POLFUND) is operational with resources from a Pollution Levy from all domestic and foreign vessels and oil importers.
- We are fulfilling our commitments to the **rule of law, effectiveness & efficiency, transparency & responsiveness, and participation, and inclusion** through:
  - maritime governance is improving through transparent decision-making and effective participation of the maritime industry,
  - community engagement is implemented through support of the National referral Hospital's Cancer Unit.
  - SIMA is leading by example and have now 49% of female employees at all levels of the organisation.
- We **partner at the international, regional and national levels** through:
  - Partnerships with Australia, New Zealand, IMO, SPC and SPREP are effective and provide tangible results in SIMA's priority areas, and
  - Engagement with provinces is promising to collaborate on vessel tracking, small boat monitoring and safety of navigation services.
- We get **results on major reforms and changes** to improve maritime safety:
  - increased number of registered vessels inspected by SIMA and with a qualified crew as per applicable laws,
  - Search and Rescue and marine pollution incidents receive a systematic response from SIMA with an average of 37 minutes for immediate action anywhere in Solomon Islands, and
  - 50% of the 2021-2023 training plan is implemented to ensure all SIMA staff have the qualification and experience as in their Job Description.

**SIMA's capacity to implement its obligations has improved and the maritime industry is responding.**

# Our Strategic Goals



# Global Context and Operational Environment



The year 2022 was marked by the COVID-19 outbreak in Solomon Islands which affected the maritime sector and specifically domestic shipping. The measures taken by the Solomon Islands Government (SIG) were meant to prevent the transmission of the virus from Honiara to provinces which concerned among other sectors domestic ships.

The regime of exemption to operate domestic ships between Honiara and provinces and within provinces created major challenges for shipping companies in terms of organisation and implementation of sanitary measures to be exempted from the requirement to not leave Honiara.

SIMA played a central role during the period January to June 2022 in coordinating the verification on board departing vessels and providing information for issuance of exemptions by the Commissioner of Police and the Chair of the National Disaster Committee. This mobilised huge resources from SIMA from all departments, in particular the 24/7 tracking of vessels by the Maritime Rescue Coordination Centre (MRCC) and the department of Shipping Operations and Safety. SIMA also hosted in its office in Point Cruz the Port Quarantine Team from the Ministry of Health and Medical Services to facilitate working relationships.

The regime of exemption created major challenges for domestic shipping companies as only those with well-established services and reliable customers were able to operate. Some vessels stopped operations which allowed to reduce the fleet of registered vessels and will hopefully improve the efficiency of domestic shipping in the future.

Indeed, in 2022 SIMA was able to look into the operations of domestic and international vessels, their movements and collect detailed information about their movements with the view to assess the efficiency of domestic shipping, evaluate fuel consumption and greenhouse gas (GHG) emissions and develop plans for greener maritime futures making this decade the foundation to transitioning to green ships in green ports.

Collaboration with other Pacific Islands Countries and partners continue to contribute to negotiations at IMO for ambitious targets to reducing GHG emissions from international shipping and call for support to lead by example and reduce maritime GHG emissions in Solomon Islands.

While looking at green and safe ships, it is unfortunate that several marine pollutions and serious incidents of grounding of domestic and international vessels happened in 2022 showing the need to improve capacity in the maritime workforce and environmental stewardship of vessels' operators and crews. It also demonstrates the risk brought by international ships, foreign fishing vessels and local companies supported by foreign investment which do not have all the same consideration to Solomon Islands environment.

SIMA gathered again all maritime stakeholders to series of workshops and meetings which concluded by the first Maritime Training Forum hosted by the Maritime Academy of the Solomon Islands Maritime University (SINU). The Forum acknowledged the potential of the maritime sector to create job opportunities but also the need to improve skills of the 1000+ seafarers and ensure maritime employment guarantees rights, duties and further develop to serve the future maritime industry.

There was a strong call to development partners to assist the maritime sector in building its capacity to serve a green maritime future.

IMPROVED MARITIME SAFETY AND POLLUTION PREVENTION

Maritime safety, security, and energy are regulated and enforced on registered vessels and by all maritime operators in Solomon Islands.

Raising Safety Standards of domestic vessels



Vessel inspection

As a priority to raise safety standards of domestic vessels, SIMA mobilise resources to increase the number of surveys and inspections along with a review of the register of vessels and the termination of non-operating vessels; this has resulted in a significant increase of high-risk vessels surveys over the period 2020-2022.

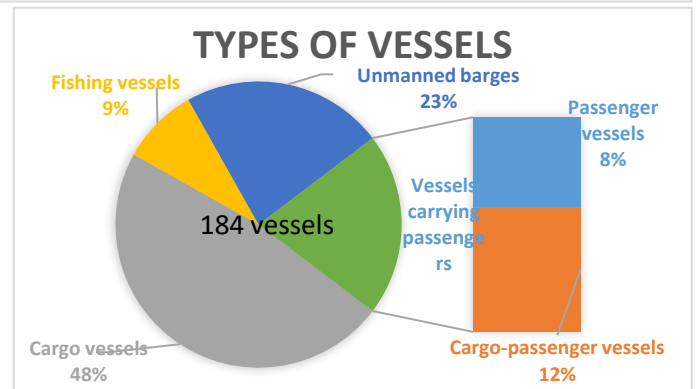
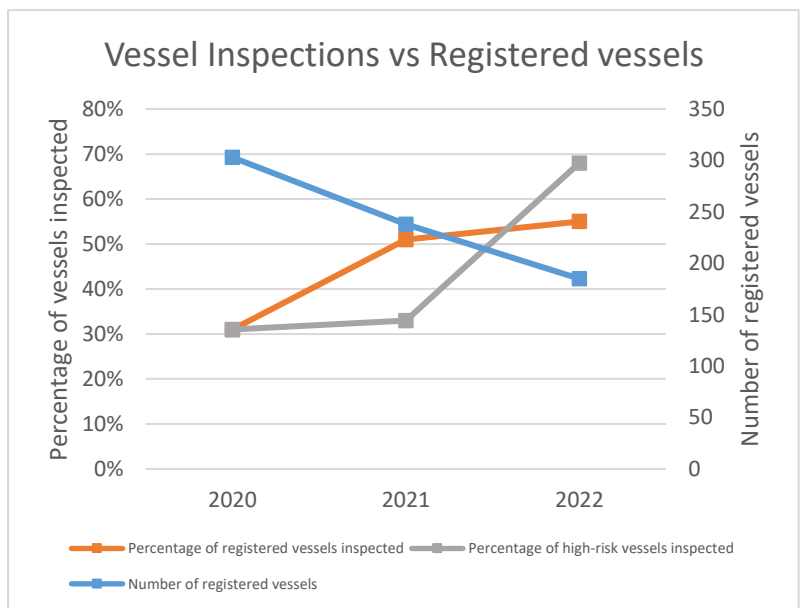
In addition, SIMA conducted 327 special inspections on departing vessels. During the COVID-19 outbreak and exemption regime from January to May, all departing vessels were systematically inspected which included verification of crew vaccination status in collaboration with the Port Quarantine Team. When the restriction of vessels movement was lifted on 27 May 2022, 351 exemptions had been issued for 77 vessels.

As of 31 December 2022, there are 184 vessels registered under Solomon Islands flag, 20% carrying passengers. It is estimated that the number of fully operational vessels is 100-150.

In 2022, SIMA reviewed and approved the registration of five new vessels, one purse-seiner, two passengers high-speed crafts, and one tugboat.

The initial certification and registration involve two vessel inspectors verifying compliance with more than 500 provisions of the Shipping (Non-Convention Vessel Safety) Regulations 2006, and the conduct of shore and sea trials. Two barges were also certified and registered.

The two high-speed crafts now put Auki at two hours sailing from Honiara from city centre to city centre five days a week.



## Safe manning

In just two years the objective to issue Safe Manning Certificates to all vessels by 2023 is almost achieved. It now allows SIMA to know the need for qualified seafarers and compare it to the number of registered seafarers. SIMA is now in possession of accurate information to evaluate the demand and inform the SINU's Maritime Academy.

From 2023, the stage of the reforms related to safe manning is to ensure that all seafarers have signed an employment agreement with the ship owner approved by SIMA as required by the Shipping Act 1998 as amended. This will hopefully secure maritime employment for the benefits of all parties.

2020	5	Safe Manning Certificates (SMC) issued 85% of 142 vessels with crew hold a SMC
2021	76 (+71)	
2022	120 (+44)	
2020	unknown	non officers registered
	465	officers registered and with valid certificate of competency
2021	117	
	274	non officers registered
	747	officers registered and with valid certificate of competency
2022	18	<i>note: invalidation of certificates due to errors and uncertainties in processing application before 2020 by SIG/MID/SIMSA</i>
	459	non officers registered
	94	with valid certificate of competency
	802	officers registered and with valid certificate of competency
	220	

## Marine Investigation

In 2022, out of seven incidents, three have been subject to Preliminary Investigations and four subject to a Marine Incident Investigation. Preliminary Investigations are caused by Director SIMA for serious incidents involved death, injuries, and damage to the ship and/or the environment.

On 16 October 2022, the passenger high-speed craft PELICAN 96 grounded in the Western Province when arriving in Gizo for its inaugural voyage. The vessel was carrying 50 persons including 12 crew members and grounded on Logha reef due to missing the starboard beacon signalling the channel.

This revealed common issues on board domestic vessels in Solomon Islands relating to non-preparation of the voyage and navigation, poor bridge management, lack of experience with a new type of vessel and excessive working hours for the crew.



The Preliminary Investigation again recommended ship owners to:

- i. implement a safety management system including procedures related to navigation and bridge management and the development/approval of voyage plans,
- ii. ensure continued training and familiarisation of the crew members specifically the officers in terms of operation of the vessel, navigation procedures and use of navigation aids, bridge and crew management, development of voyage plans, and implementation of procedures and checklists, and
- iii. consider timing for daytime and night-time voyages and proper use of all navigation aids equipment.

## 2022 Operation Safe Boat (17 December 2022 – 15 January 2023)

SIMA performed more pre-departure inspections during the month-long operation. Indeed, 125 inspections were conducted on board 37 vessels (96 inspections of 28 vessels in 2021) which resulted in 8 detentions noting that many vessels delayed departure and were able to manage the number of passengers avoiding a detention order by SIMA.

*All people and maritime operators benefit from safe navigation, clean seas and efficient response to all marine incidents in Solomon Islands waters.*

**IMPROVED SAFETY OF NAVIGATION,  
ENVIRONMENT PROTECTION AND RESPONSE**

## Delivering Pollution and Safety Response

### Safety of Navigation

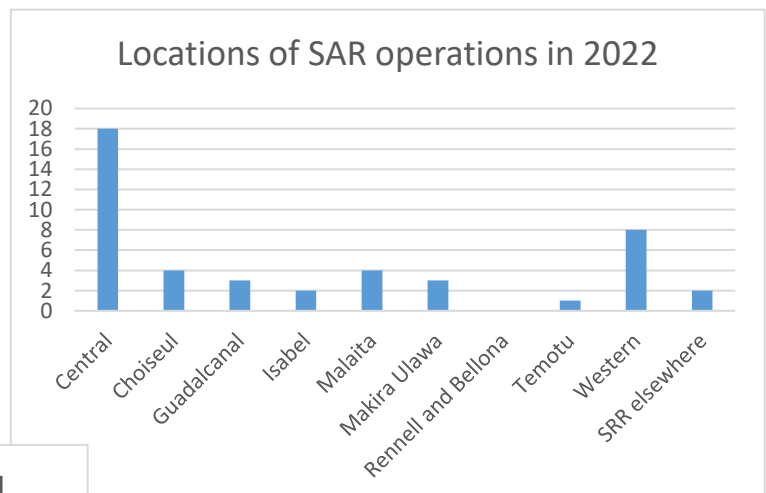


#### Search and Rescue

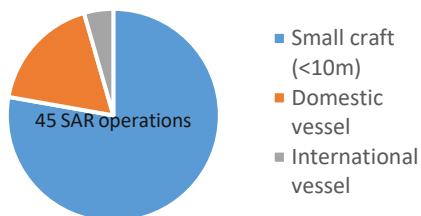
Consistently over years, most of the 45 Search and Rescue (SAR) operations coordinated by the SIMA's Maritime Rescue Coordination Centre (MRCC) Honiara in 2022 were due to ill-prepared small boats (engine breakdowns, capsizing or lost in bad weather, etc.).

Out of more than 1000 persons involved in incident at sea, 815 persons were in danger on board 8 domestic vessels that included excess of passengers in one case. 178 persons otherwise involved in 35 SAR operations due to small boats (<10m). For one of these incidents, the ocean claimed the life of 14 people in the Western Province.

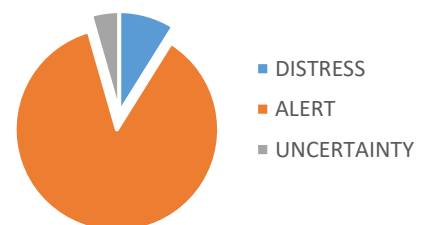
Most of the 45 SAR operations happened in the Central Province (18) and the Western Province (8). There were 4 SAR operations treated as distress where 340 persons were in immediate danger including 300 on board PELICAN 96 on fire.



#### SAR operations by type of vessel



#### Type of SAR operations in 2022



SIMA continues to progress on its main objective to reduce the duration of SAR operations' Immediate Action Phase which is the first phase where the SAR elements are collected, the SAR mission coordinator is informed, and the first action are taken such as informing RSIPF and local communities. In 2022, 20% of immediate action phase duration is within 10 mins for an average of 37 mins.

With contribution from the International Maritime Organization (IMO), SIMA delivered five workshops in Auki, Fauro, Gizo, Sasamuga and Wangina for 15-20 small boat operators per workshop. It also involved consultation with participants and provincial authorities on the regulation of small crafts (<10m) and SIMA-Provincial Governments collaboration. The first Memorandum of Understanding between SIMA and Malaita Provincial Government has been agreed and will be signed in 2023.



*Hydrography & Aids to Navigation Services*

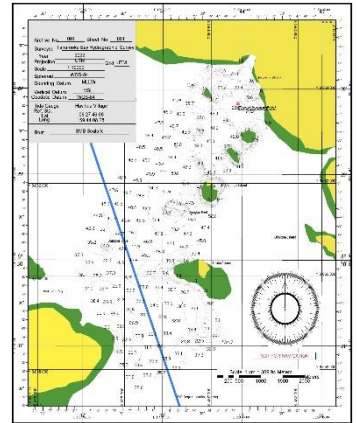
In 2022, 3 Aids to Navigation (AtoN) inspection and maintenance missions have been conducted for the Solomon Islands Submarine Cable Company (SISCC) to verify the marker of the submarine cables landings in Auki, Taro and Noro.

SIMA conducted an AtoN inspection and maintenance in the Eastern Region just before the COVID-19 outbreak as shown below.

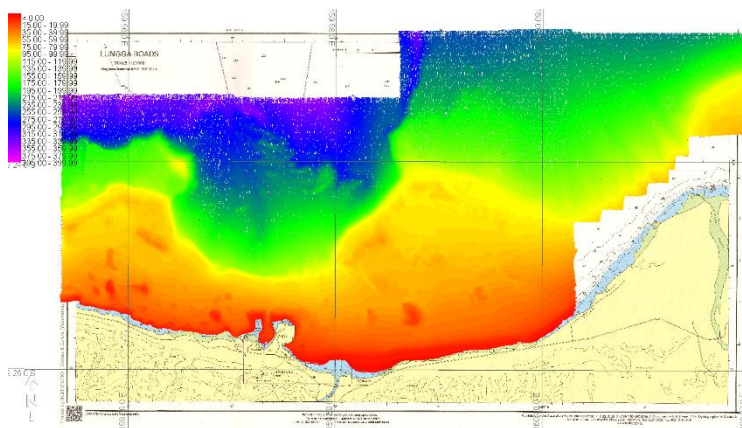
From now, 9 AtoNs are remotely monitored using the STAR2M system and allowing SIMA progress towards monitoring the level of AtoN services as required by the International Aids to Navigation and Lighthouses Association (IALA).



In 2022, SIMA delivered its first hydrographic survey at the request of Pacific Nickel Mines Limited to support a mining project using Tanameko Bay in Isabel Province as transshipment area. SIMA used its own equipment and system for this single-beam bathymetric survey of the Tanameko Bay and approaches in the Thousand Ships Bay, Santa Isabel Island. This involved the conduct of a six-week long reconnaissance-hydrographic survey and AtoN need assessment by 6 officers and two-month analysis and compilation of data to be provided to Solomon Islands' Primary Charting Authority, the Australian Hydrographic Office (AHO).



The SIMA-JICA project effectively started the hydrographic survey of Honiara Port using the SIMA refurbished boat damaged during the 2021 civil unrest and multibeam echo-sounding technology brought by the Project's experts. The result open the door to high-resolution imagery of the seabed and the production of Electronic Navigational Charts (ENCs) in 2024.



Before...



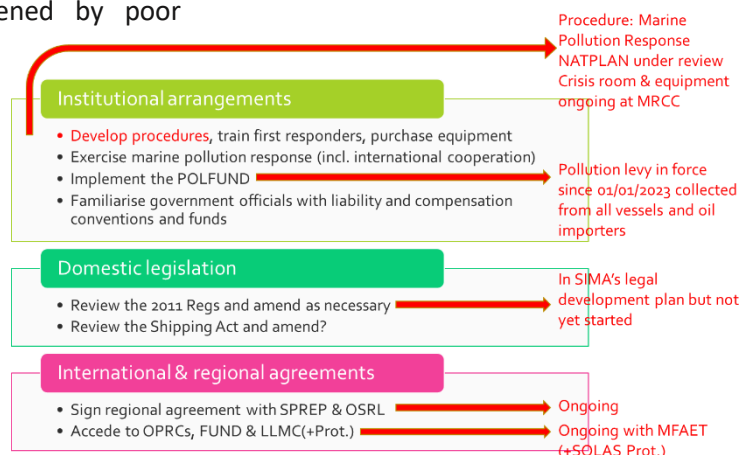
After...



### Air and Marine Pollution

In 2022, two foreign fishing vessels ran aground in Central and Choiseul provinces. An alleged pollution by oil was also reported by the Makira authorities during a ship-to-shore transfer of fuel oil. In all these cases, SIMA requested reports, took actions and investigated under the Shipping (Marine Pollution) Regulations 2011. For each case, the Marine Pollution Advisory Committee was activated noting that too often Solomon Islands waters are threatened by poor management of companies which does not value environmental stewardship.

On 27 December 2022, the SIMA (Fees, Charges and Levies) Maritime Order (No.2) 2022 was published introducing a Pollution Levy paid by all foreign and domestic vessels, and all oil importers. This levy constitutes the POLFUND managed under SIMA's Financial, Accounting and Administration Policies and Procedures and overseen by the Marine Pollution Advisory Committee.



### Port State Control

Due to limited capacity, SIMA conducted Port State Control (PSC) inspections on foreign vessels (tugboats and landing crafts) stationed in Solomon Islands. This led to 3 detentions out of the 4 PSC inspections. However, it is nothing compared to the 241 distinct foreign vessels and 622 calls in Solomon Islands which requires more PSC capacity and resources.

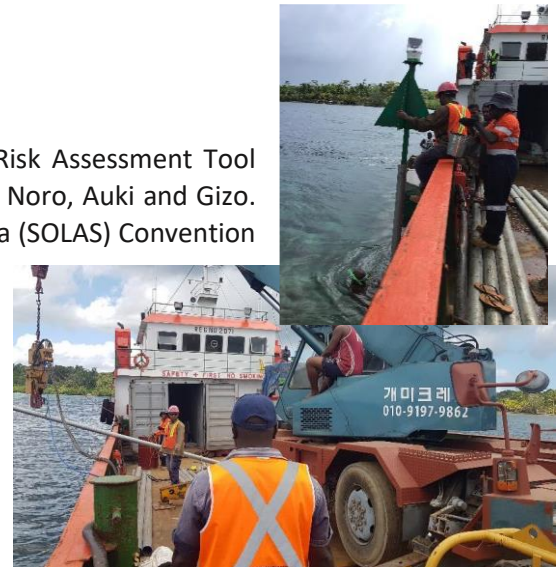
*Solomon Islands is recognised as a large ocean state championing and maximising international and regional maritime cooperation.*

## Benefitting from Partnerships

### Pacific Community (SPC) technical support

Building from SPC's assistance in 2019 with the Simplified IALA Risk Assessment Tool (SIRA) in Honiara Port, SIMA conducted on its own assessments in Noro, Auki and Gizo. This fulfils an international obligation under the Safety of Life at Sea (SOLAS) Convention Chapter V Safety of Navigation.

In addition, the SIRA recommendations of new AtoNs were implemented in Honiara and Noro with funding from the International Foundation for Aids to Navigation (IFAN) through the SPC's Safety of Navigation project. This was the demonstration of effective partnership building capacity and having direct impact on islands communities safety.



### IMO and the IMO-Norway GreenVoyage2050 project

The implementation of the GreenVoyage2050 project has been a big push in 2022 to bring the discussion related to reducing GHG emissions from ships at various levels and with a wide representation of stakeholders:

- representative from public and private sectors of the Project's National Task Force and SIMA's Committees were invited at various meetings,
- a presentation was made at the Board of SIMA retreat held in August in presence of the Hon. Manasseh Maelanga, Deputy Prime Minister, and Minister for Infrastructure Development, and
- a new approach was promoted and socialised at various occasions for submission to the Solomon Islands Government Cabinet.

SIMA is resolved to establish an Air and Marine Pollution unit and supported the engagement of two of its officers, one with the IMO-Republic of Korea Sustainable Maritime Transport Training (SMART) Programme and one with the World Maritime University (WМУ) for the master's degree in Maritime Energy.

## Reducing maritime GHG emissions



2030

### STRENGTHENING INTERNATIONAL & REGIONAL COOPERATION

- **Exercise** our membership & increase presence at IMO
- **Maximise opportunities** of projects
- **Pilot** carbon-free technologies on board vessels
- **Regulate** the uptake of carbon-free technologies and new vessels

### REINVENTING OUR MARITIME INDUSTRY

- **Develop** carbon-free infrastructures
- **transform** domestic shipping
- **Build** the maritime skills for tomorrow

2050

*Institutional reforms achieve good governance and quality maritime services in Solomon Islands by a financially self-sufficient and independent maritime authority.*

## A Self-sufficient Maritime Authority in Solomon Islands



### Human Resources

As of 31 December 2022, SIMA has almost reached its full staffing capacity completing two years of recruitment. Below table summarises information relating to staffing noting that 60% of staff are now between 30 and 50 of age and come from all provinces (52% from Malaita, 17% from Western and the rest equally from other provinces except Renell and Bellona).

A capacity development plan is progressing well with the support from IMO. It prioritises short and long trainings to ensure all SIMA staff have the education and qualification required to perform their role.

Positions			Priority roles		
Appointed positions	47		Number of priority roles (out of 59 positions)	53	
Vacant positions	12		Number of vacant priority roles	6	11%
<b>Total</b>	<b>59</b>		Number of occupied priority roles	47	89%
Gender			Women in leadership		
<b>By Sex</b>			<b>Women in section management</b>		
Male	24	51%	<b>Women in team management</b>		
Female	23	49%	<b>Women in execution roles</b>		
			3 out of 5		
			3 out of 6		
			4 out of 11		
			13 out of 25		
2020		No training plan			
2021	1%	completed (3 out of 45) capacity building activities priority 1			
2022	29% 23%	completed and ongoing out of 45 capacity building activities priority 1			

### Financial Management

SIMA is fully operational from 1 January 2021 and, in 2022, has funded most of his operational expenses. The 2023 approved budget includes the Director's salary which makes SIMA self-sufficient from the 1<sup>st</sup> of January 2023.

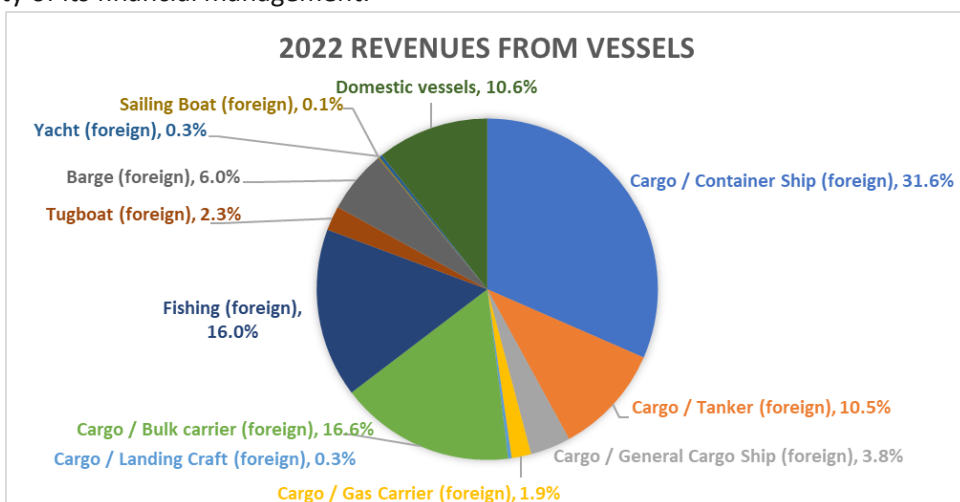
However, it is expected that partners will continue to fund specific projects to assist in further developing capacity and assist work areas such as vessel tracking systems, AtoN and hydrographic services and in the long-term the reduction of GHG emissions from ships.

Contribution from	SIMA	SIG	Partners (DFAT, NZ, IMO)
Year			
2019 expenses	<1%	99%	<1%
Revenues	\$330,127		
2020 expenses	<1%	74%	26%
Revenues	\$1,456,939		
2021 expenses	76%	10%	11%
Revenues	\$16,820,522		
2022 expenses	84%	0%	16%
Revenues	\$18,765,145		

The Financial, Accounting and Administration Manual was revised in 2022 and recruitment completed for segregation of duties and effective implementation of financial policies and procedures. SIMA has in place an internal audit function and an Audit Committee under the Board of SIMA to ensure transparency and accountability of its financial management.

10% of the 2022 revenues come from domestic vessels. Revenues from foreign vessels come at almost 50% from general cargo vessels transporting goods to Solomon Islands while 16% of revenues are from foreign fishing vessels and 17% from bulk carriers mostly engaged in logging operations.

A change has been introduced in the 2023 fees regime that will include a Pollution Levy for all vessels and oil importers and a Regulatory Levy for domestic vessels integrating all fees related to registration and surveys of vessels.



## Legal

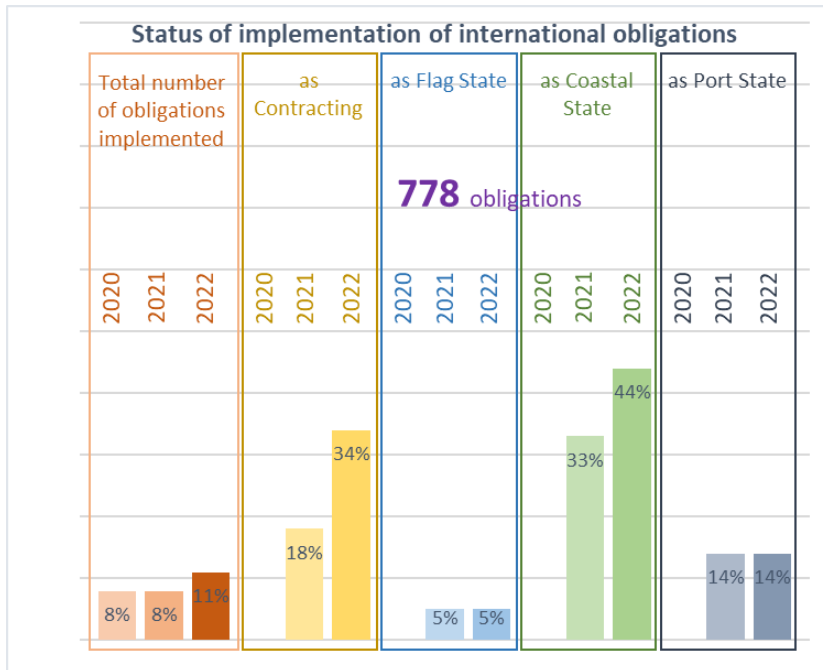
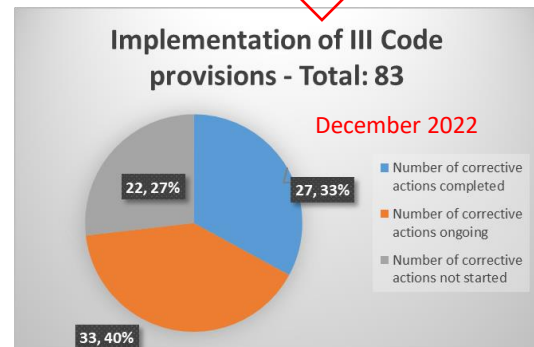
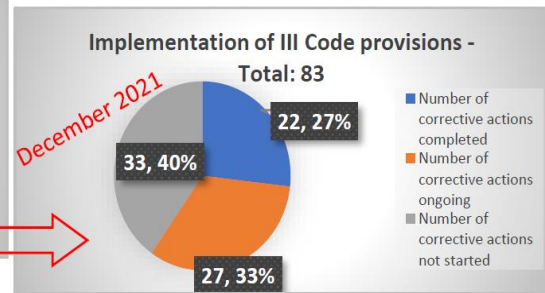
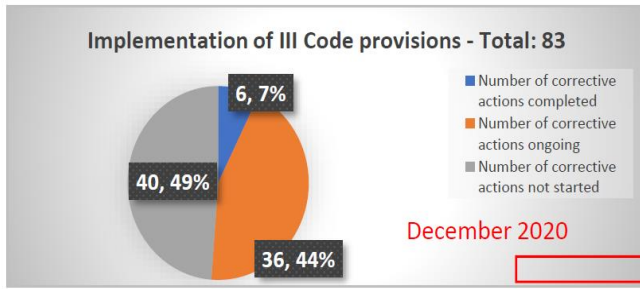
SIMA made its second maritime order. The SIMA (Fees, Charges and Levies) Maritime Order (No.2) 2022 was gazetted on 27 December 2022 to introduce the new fees regime that includes a pollution levy.

In 2022, SIMA worked in collaboration with SPC funded by Australia DFAT to develop 5 drafting instructions to set new and upgrade existing technical standards related to:

- an amendment to fees, charges, and levies,
- the carriage and registration of passengers,
- the assessment and certification of seafarers,
- the safety of convention vessels (vessels engaged in international voyages and vessels of a size recognised by international conventions, and
- safety management Systems on board vessels.

To measure its progress and how it delivers international maritime obligations, SIMA monitor the implementation of the IMO Instrument Implementation Code (III Code). The III Code is an obligation under all IMO conventions and define all functions and responsibilities of a marine administration. IMO conduct audits of its member states which was in 2019 for Solomon Islands.

In 2022, SIMA was able to track its progress on the implementation of the III Code and for each of the IMO's 2019 obligations totalling up to 772 obligations under various maritime conventions Solomon Islands is a party to. The graphs below show the progress so far.



There is significant progress on how SIMA delivers its functions as the maritime administration as it is prescribed in the III Code. While half of the mandatory functions were not implemented in 2020, only 27% needed to be addressed at the end of 2022. The number of functions now

implemented increased from 7% in 2020 to 33% in 2022. With regards to obligations under conventions, only Port State obligations still need to be addressed. Flag State obligations remain at 5% despite procedures and activities in 2022 because of the missing regulations to cover conventional vessels. A maritime order is being drafting which will address more than 80% of Flag State obligations.

## Governance

SIMA has now a robust governance framework in place with its Board of SIMA, Advisory Committee, committees on Maritime Security and Marine Pollution. The Advisory Committee membership was extended to increase the representation of ship owners and discuss technical issues related to domestic shipping.

On 13 and 14 December 2022, SIMA held two events: The First Maritime Training Forum and the Second Workshop with Ship Operators. The purpose was to value maritime training at the Solomon Islands National University (SINU)'s Maritime Academy under the theme 'Where Maritime Journey Begins'. The workshop with ship operators included a meeting of the SIMA Advisory Committee which endorsed the outcome of the events.



**Recalled** that shipping is the life blood in Solomon Islands and the central role that Maritime academy is playing.

**Acknowledged** that maritime training is a four (4) partner collaboration between SIMA, the Maritime Academy of SINU, the ship operators, and the seafarers, each of them having responsibilities to ensure competent seafarers operate Solomon Islands vessels.

**Recognized** the need to dedicate resources like special fund and scholarships for maritime training as it is vital to support the Maritime Academy and our seafarers.

**Called** for partnerships to be established between SIMA, SINU, domestic and international shipping companies, the Solomon Islands Government agencies to provide

*Advocate and progress gender equality & youth involvement within SIMA and the Solomon Islands maritime sector whilst supporting and advocating for climate action in maritime through SIMA services.*

## Initiating Gender and Climate Change Integration to SIMA Management

### Progressing Gender Equality and Providing Opportunities to Youth

Employment at SIMA has reached a 51-49 ratio which reflect the efforts of SIMA management and staff to promote work at SIMA for women including in technical roles. Out of 5 executive management positions, 3 are occupied by women. Female SIMA officers are very active to have activities together, propose activities for all staff and to support the Solomon Islands Women In Maritime Association (SIWIMA).

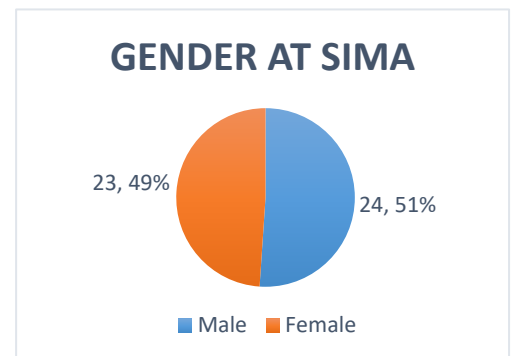
On 19 October 2022, SIMA held an event to initiate Solomon Islands Maritime Authority (SIMA)'s Community Engagement programme by integrating two events: a talk about Women in Maritime Leadership and the official signing ceremony of the MoU between the Ministry of Health and Medical Services (MHMS) & SIMA. This MoU is the materialisation of SIMA's community engagement focusing on preventing breast cancer and include the purchase of a mammography machine for the National Referral Hospital's Cancer Unit.

The participants to the event resolved to progress two main objectives:

- to provide support and capacity development opportunities to all women and girls, together break barriers, foster women leadership and reach gender equality in maritime by building trust and teamwork.
- to build on the commitments of the Solomon Islands Maritime Authority and the Ministry of Health and Medical Services and improve the early detection and treatment of breast cancer.



It should be noted that progressing gender equality and advocating for women leadership and contribution to the maritime sector is also championed by all men at SIMA who demonstrate strong support and ensure the work environment is safe for SIMA's female officers. Indeed, female officers deal directly with ship owners and crews, deliver their duties on onboard vessels and in communities.



## Climate Change Mitigation in Maritime

Since the start of the IMO-Norway GreenVoyage2050 project, the main objectives were to raise awareness of maritime stakeholders on the reduction of GHG emissions from ships and move towards a green maritime future, and to collect data relevant to assess GHG emissions from domestic shipping.

SIMA seized the opportunity of the exemption regime during COVID-19 outbreak to better identify operational ships and their shipping routes. Information were also collected from various sources on the type of propulsion, number of steaming hours, distances.

The GreenVoyage2050 Project Management Unit is providing assistance to analyse the data and show some of the ship operational issues to be addressed to reduce GHG emissions in the future.

The first analysis is showing that:

- 45% of the least polluting ships are responsible for only 20% of the CO<sub>2</sub> emissions while 55% of the most polluting ships are responsible for 80% of the CO<sub>2</sub> emissions.
- some vessels are already identified as the most polluting ships due to their type and operations,
- the average percentage of steaming hours of the domestic fleet is low and therefore not energy efficient.

The objective is now to complement and review the data collected with more specific and accurate information related to the vessel types, construction and equipment, propulsion and fuel oil consumption and the speed and number of steaming hours over 2022. This will allow more in-depth analysis of CO<sub>2</sub> emissions to conduct a rapid assessment and develop a National Action Plan to reduce maritime GHG emissions.



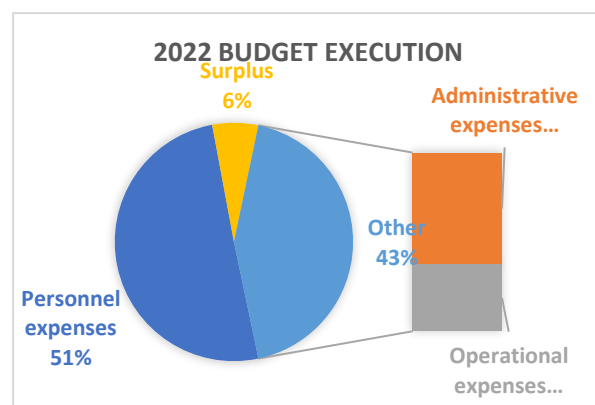
## Budget

Budget execution for 2022 was the first budget that supported all personnel expenses and 84% of administrative and operational expenses. Donors contributed to 16% of expenses.

The revenues collected were beyond estimates by 20%. The work on reviewing the Register of Vessel and efforts to recover debts had a significant impact on domestic revenues. The increasing number of foreign vessels benefitted international revenues. Incomes came also from deferred revenues of New Zealand budget support, from Australia to Director's salary and a legal drafting project and IMO for capacity development. Lastly, SIMA generated revenues from its services in delivering Aids to Navigation inspection/maintenance and a hydrographic survey to the Solomon Islands Submarine Cable Company (SISCC) and Pacific Nickel Mines Limited.

2022 expenses allowed the completion of SIMA Head Office refurbishment, IT system and equipment upgrade and integrated database development, and funding of all operational expenses such as vessel inspections, aids to navigation inspection/maintenance missions and hydrographic surveys.

For personnel costs, SIMA's performance was recognised by the Board and an annual bonus was paid for the first time. Personnel expenses went beyond estimates to unexpected overtime during the COVID-19 outbreak and the coordination of the exemption regime related to the movement of domestic vessels.



BUDGET EXECUTION	2021	2022
Revenue	16,725,618	18,765,145
Personnel expenses	3,779,198	6,663,009
Administrative expenses	3,418,651	3,596,778
Operational expenses	1,314,440	2,144,486
<b>SURPLUS FROM OPERATIONS</b>	<b>2,965,578</b>	<b>824,450</b>
Assets	67,677,895	67,974,418
Liabilities	8,147,896	6,084,702
<b>NET ASSETS</b>	<b>59,529,999</b>	<b>61,889,716</b>
Equity	59,529,999	61,889,716
Net cash flow from operating activities	14,998,929	3,743,495
Net cash flow from investing activities	(884,942)	(1,283,749)
Net cash flow from financing activities	500,000	0
Cash and cash equivalent at the beginning of the year	828,771	15,443,108
<b>CASH AND CASH EQUIVALENT AT THE END OF YEAR</b>	<b>15,443,108</b>	<b>17,902,954</b>
Surplus for the Year %	25%	4%
Debt-to-Equity Ratio	0.11	0.10
Salary Costs as % of Revenue	16%	25%
Personnel Costs as % of Revenue	22%	35%
Administration Costs as % of Revenue	20%	19%
Operational Costs as % of Revenue	8%	11%
Total No. employees	37	47

Major progress
Significant progress
Some progress
No progress

# Annex 1 – Performance indicators and progress

#	Strategic Action	Indicator	Target	2021 Results and progress
1	Establish and implement a robust Flag State Inspection regime in Solomon Islands.	I.1 Evidence of robust and risk-based Flag State Inspection regime established and implemented.		
		I.1.1 Percentage of high-risk and medium-risk registered vessels inspected, surveyed and/or audited.	100% of high-risk vessels inspected each year. 100% of high-risk and medium-risk vessels inspected by 2023.	68% of high-risk registered vessels have been inspected. 55% of medium-risk registered vessels have been inspected.
		I.1.2 Percentage of marine safety investigations or/and inquiries carried out into very serious marine casualty and marine casualties (other than very serious) and marine incidents.	100% of very serious marine casualty each year. 100% of marine casualties (other than very serious) and marine incidents by 2023.	No very serious marine casualty in 2022 and 100% of serious marine incidents (3) subject to Preliminary Investigation 86% of marine incidents investigated (7 incidents (Solomon Hunter, Prestige 1, Airi, Pelican 96 (X2), Express Pelican 2/Masa and Ronmas 7/Atlantic Puffin) and 6 subject to investigation (preliminary or marine incident investigations)).
2	Progress training, assessment, and certification of seafarers in accordance with Solomon Islands vessels' operators needs and applicable laws.	I.2 Evidence of progress on Solomon Islands' vessels safe manning as per applicable laws		
		I.2.1 Percentage of Masters and Engineers class 3 to 5 against needs as per applicable laws.	Increased number of officers available and progress on vessels' safe manning by 2023.	459 non-officers registered including 94 holding a Basic Safety Certificate. 802 officers registered including 220 with a valid Certificate of Competency. Total of 1261 seafarers registered including 314 with a valid certificate.
		I.2.2 Evidence of review and progress on vessels safe manning.		120 vessels issued with Safe Manning Certificates = 85% of 142 vessels with crew (excludes barges).
		I.2.3 Evidence of procedures for the assessment and certification of	Procedures adopted and audits and conducted by SIMA by 2023.	Developed and adopted procedure for certification of seafarers

		seafarers and audits of recognised training institutes by SIMA.		100% of audits conducted (1 at the SINU Maritime Academy)	
3	Maintain and verify implementation of security measures compliant with applicable laws in all Solomon Islands port facilities receiving vessels engaged in international voyages.	<p>I.3 Evidence of implementation of security measures in all Solomon Islands port facilities.</p> <p>I.3.1 International port facilities have a PFSA and PFSP implemented and reviewed on a regular basis.</p> <p>I.3.2 Evidence of regular meetings of the Maritime Security Committee.</p> <p>I.3.3 Evidence of regular audits and reviews of the international port facilities and the DA and timely corrective actions to findings.</p>			
			100% by 2023.	Review of PFSP & PFSA for Honiara Port with version 3 approved.	
			At least 2 meetings per year.	The Maritime Security Committee held three ordinary meetings (May, Oct & Nov) and one extraordinary meeting (Aug) in 2022.	
			increased percentage of audits and reviews findings closed each year.	100 % security audits on all ports facilities. 1st reviewed of Ship Security Plans (MarinCom 5 & Riverbank Star). Non-Conformities still open as of 2022 Annual audits for Honiara Port (6), LWP (8) & Noro (4).	
4	Amend existing laws under the SIMA Act 2018 and the Shipping Act 1998 as amended.	I.4 Existing technical laws integrate SIMA power and functions and give full effect to the SIMA Act	All existing regulations have been amended by 2021.	Board of SIMA made the SIMA (Fees, Charges and Levies) Maritime Order (No.2) 2022.	
5	Upgrade the maritime legislative and regulatory framework in Solomon Islands.	I.5 Number of obligations under instruments relevant to the III Code covered by domestic laws.	Increased number of obligations covered by domestic law each year.	SPC funded by DFAT has delivered 5 drafting instructions to amend or make maritime orders for fees regime, passengers registration & counting, safety of convention vessels, seafarers assessment & certification and ship safety management.	
6	Deliver effective and compliant safety of navigation services to people and maritime operators in	<p>I.6 Evidence of improved delivery of effective and compliant safety of navigation services</p> <p>I.6.1 Evidence of cooperative arrangements in place supporting effective radiocommunications services.</p>			
				Agreed with AMSA on Solomon Islands membership to regional Cooperative Data Centre and LRIT Completed consultancy for upgrade of SIMA/MRCC radiocommunication equipment.	

	Solomon Islands waters.	<p>I.6.2 Evidence of collaboration between SIMA and SIMS for the dissemination and effective use of meteorological information and warnings.</p> <p>I.6.3 Percentage of SAR incidents subject to an initial action in less than 10 minutes as per the approved SAR Plan.</p> <p>I.6.4 Number of hydrographic surveys carried out in priority areas.</p> <p>I.6.5 Percentage of AtoN that have been inspected and maintained in the last 2 years</p> <p>I.6.6 Evidence of SIMA procedures covering the collection, analysis and dissemination of maritime safety information to relevant authorities and the public.</p>	<p>Systematic dissemination of meteorological forecasts to maritime operators by 2023.</p> <p>100% by 2023.</p> <p>3 hydrographic surveys in priority areas conducted each year guided by new hydrographic instructions.</p> <p>100% of vital AtoNs inspected and maintained annually, all AtoNs categorised and level of service determined, vital AtoNs remotely monitored in the Central Region.</p> <p>MSI is subject to a coordinated procedure and regularly communicated by 2020.</p>	<p>100% systematic dissemination of meteorological forecasts to maritime operators.</p> <p>20% of immediate action time is within 10 mins for an average of 37 mins. <i>Total Incidents = 45 / small crafts = 35 / International Vessels = 2 / Domestic Vessels = 8.</i></p> <p>1 (33%) hydrographic surveys conducted in priority areas and 1 other hydrographic survey.</p> <p>100% H-notes communicated to relevant authorities.</p> <p>4 notices to mariner issued to shipping operators.</p> <p>100% of AtoNs correctly recorded in nautical books and charts.</p> <p>18% AtoNs inspected and serviced.</p> <p>MSI Procedures developed but need to be finalised to ensure it is implemented across the Department.</p>	
7	Improve capacity and systems in Solomon Islands to prevent, prepare and respond to air and marine pollution in Solomon Islands waters.	I.7 Percentage of implemented recommendations from the MV Solomon Trader grounding and oil spill Lessons Workshop report (under control of the Maritime Administration) and new projects related to the prevention of pollution by oil, harmful substances, sewage and garbage.	<p>Increased percentage of implemented recommendations by 2023.</p> <p>New projects address issues related to pollution by oil, harmful substances, sewage and garbage by 2023.</p>	<p>2 Marine Pollution Advisory Committees meeting have been organised with 2 main ongoing activities: POLFUND Budget exercise and progress POLFUND consultation.</p> <p>The POLFUND ToR was approved by the Board of SIMA. Consultations with stakeholders ongoing. integration of POLFUND with review of SIMA fees, charges and levies.</p> <p>NATPLAN in review.</p> <p>Solomon Islands is a Partnering Country of the GreenVoyage2050 project and collected data on international and domestic vessels movements (under review).</p>	

				Solomon Islands participated to a Technical Meeting of the IMO/FAO GloLitter Project and agreed with Vanuatu on Twinning Arrangements.	
8	Establish and implement a robust Port State Control regime in Solomon Islands.	<p>I.8 Evidence of robust Port State Control regime implemented in Solomon Islands</p> <p>I.8.1 Number of vessels calling or anchoring off Solomon Islands ports subject to Port State Control according to the Tokyo MoU New Inspection Regime or SIMA procedures.</p> <p>I.8.2 Evidence of adoption and implementation of SIMA procedures for the conduct of Port State Control on board foreign vessels calling or anchoring off ports of Solomon Islands.</p> <p>I.8.3 Percentage of Tokyo MoU New Inspection Regime Priority I and II vessels subject to Port State Control in Solomon Islands as per applicable rules.</p>	<p>At least 10% of distinct vessels each year from 2021.</p> <p>Procedures adopted by 2020.</p> <p>To be defined and introduced in the Result Framework when adopted.</p>	<p>4 (0.02%) Port State Control inspections out of 241 distinct vessels and 622 calls of foreign vessels.</p> <p>Contact made with Tokyo MoU to rebuild relationships and contribute as observer + Access to APSIS.</p> <p>No progress.</p> <p>No progress.</p>	
9	Undertake process to accede/ratify international maritime instruments relevant to Solomon Islands circumstances.	I.9 Number of international maritime instruments ratified/acceded to.	<p>Number of most relevant international maritime instruments agreed by 2021.</p> <p>Instruments of ratification/accession for the most relevant international maritime instruments are ready by 2023.</p>	Following Cabinet approval in 2021 of 3-tier approach to preventing pollution and liability, submitted note to Ministry of Foreign Affairs and Trade for the ratification/accession of the conventions.	
10	Implement innovative partnerships and major projects.	I.10 Evidence of projects and partnerships SIMA is involved in.	By 2023, at least one major project is successfully completed.	<p>Data collected on international and domestic vessels movements for development of rapid assessment and National Action Plan in 2023.</p> <p>5 SAR workshops in 2022 which completed the project's component funded by IMO.</p>	

11	Maximise benefits from regional technical assistance and expertise.	I.11 Evidence of integration of regional technical assistance and expertise in SIMA work.	By 2023, progress has been made on SPC's projects.	Data collected on international and domestic vessels movements for development of rapid assessment and National Action Plan in 2023.	
12	Build and retain SIMA capacity and expertise to coordinate and implement Solomon Islands maritime obligations.	I.12 Percentage of SIMA approved positions held by trained or qualified personnel as per applicable laws and Human Resources procedures.	See I.16.2		
		I.12.1 Percentage of qualified personnel appointed to priority positions as per applicable laws and procedures.	80% by 2021.	Recruited 47 Officers so far from Oct 20-Dec 22. This is 89% of priority roles occupied. Deputy Director recruited as of Sept 2022.	
		I.12.2 Evidence of implementation of annual training plan.		45 capacity building activities in priority 1 29% employees have completed their priority 1 training 23% employees are current engaged in their priority 1 training 1 employee engaged in post-graduate diploma in maritime energy 2 employees engaged in diploma in Ship Surveying 1 employee engaged in post-graduate diploma of professional accounting.	
13	Conduct periodic performance reviews on how Solomon Islands Maritime Administration exercises its rights and meet its obligations under the applicable international maritime instruments.	I.13 Percentage of total number of obligations fully implemented under instruments relevant to the III Code.	Increased percentage each year.	11% of the total number of obligations (84 out of 778) fully implemented (need laws upgrade) (8% in 2021).	
		I.13.1 Percentage of III Code provisions actions completed.	Increased percentage each year.	33% (27/82) of III Code provisions are fully implemented, 40% (33/82) of III Code provisions are ongoing, and 27% (22/82) are not started (27% (22/82) of III Code provisions are fully implemented, 33% (27/82) of III Code provisions are ongoing, and 40% (33/82) are not started in 2021).	
		I.13.2 Percentage of obligations as Contracting Government, Flag, Port and Coastal States implemented.	Increased percentage each year.	778 obligations out of 892 are applicable in Solomon Islands as per ratified/acceded conventions.	

				<p>Are implemented, 34% of obligations as Contracting Government, 5% as Flag State, 14% as Port State and 44% as Coastal States.</p> <p>Drafting Instructions ready for a Maritime Order covering vessels of 500 gross tonnage or more which is 86% of Flag State Obligations partially implemented.</p> <p><i>(In 2021, 775 obligations out of 892 are applicable in Solomon Islands as per ratified/acceded conventions. Were implemented, 18% of obligations as Contracting Government, 5% as Flag State, 14% as Port State and 33% as Coastal States).</i></p>	
14	Maintain an updated maritime legislative and regulatory system.	I.14 Evidence of update of existing regulations incorporating amendments to international instruments.	<p>Procedures adopted for update of maritime laws by 2020.</p> <p>Amendment made to existing regulations by 2023.</p>	<p>Drafting instructions submitted to the AG's Chambers to amend existing laws and develop new standards by making new maritime orders.</p> <p>Draft procedure under review.</p> <p>Board of SIMA made the SIMA (Fees, Charges and Levies) Maritime Order (no.2) 2022.</p>	
15	Support the transition and full operations of SIMA under the SIMA Act 2018.	I.15 SIMA is fully legally established and operational generating income as per applicable laws.	All parts of SIMA have commenced, and a SIMA Maritime Order prescribes collection of fees, charges and levies by 2020.	Minister's Notice to commence remaining parts of the SIMA Act on 01-01-2021 gazetted on 23/12/2020.	
16	Improve effectiveness and efficiency in implementing all Solomon Islands maritime obligations.	I.16 Evidence of progress against the SIMA Corporate Plan result framework and associated strategies.			
		I.16.1 Approval of all documents forming part of the SIMA Documented System.	SIMA documented system including Corporate Plan, QMS and strategies developed by 2020.	<p>Corporate Plan is implemented and report in Result Framework.</p> <p>16 QMS procedures were developed and are being reviewed after 2 years implementation.</p>	
		I.16.2 Percentage of new SIMA priority roles occupied by trained and/or qualified staff.	100% by 2022.	89% (47 out of 53) priority roles occupied by Dec 2022. 59 positions in SIMA organisational structure as of June 2022.	

				<p>HR Policies and Procedures adopted in October 2020 with support from DFAT through ASIRF - Review and amendment in January 2022.</p> <p>Director was recruited by June 2020.</p> <p>Deputy Director recruited by Sept 2022.</p> <p>Following the new HR Policies and Procedures recruitment progressed and as of Dec 2022 with 46 officers + Director: EO = 8    IS = 7    SOS = 14    EPS = 17.</p>	
		I.16.3 Evidence of SIMA financial efficiency and accountability through implementation of a recognised Financial Management System integrating all revenues and expenses generated by SIMA.	New Financial Management System according to international best practises adopted by 2020.	All expenses by SIMA are made using the new system.	
		I.16.4 Percentage of SIMA operations are covered by revenues in the form of fees, charges and levies as per the SIMA Act and from Solomon Islands Government contribution.	100% by 2023.	<p>84% of total expenses are supported by SIMA and 16% by partners (NZ/DFAT/IMO) and 0% by SIG (MID).</p> <p><b>Total Revenue = \$18,765,145.</b></p> <p><b>Total Expenses = \$17,940,695 resulting in a surplus of \$824,450 (2022 Financial Statement).</b></p>	
17	Ensure transparency and responsiveness for better communication, reliability and availability of maritime information to all stakeholders.	I.17 Evidence of regular communication to all maritime stakeholders through meeting minutes, briefs, policy and technical papers, media release and stories on various platforms.	Increased number of meetings and documents communicated by 2023.	<p>1 Maritime Training Forum, 1 workshop, 2 SIMA-SIMTA meetings and 5 SIMA-SIMTA Technical Working group meetings held for ship operators/owners and seafarers in 2022.</p> <p>Regular communications via emails to all ship operators and partners at the occasion of the COVID-19 exemption regime and Operation Safe Board in Dec 2022.</p>	
		I.17.1 Evidence of regular update of SIMA website on reforms at SIMA and implementation of Solomon Islands obligations.		<p>SIMA website was updated with inclusion of fees &amp; charges, workshop reports, procurements, recruitment notices, newsletter, vessels detention list and circulars</p> <p>Hits is monitored but not verified but have significant increase when recruitment notices are issued and emails are sent to ship owners</p>	

18	Improve participation and inclusion of all maritime stakeholders to achieve together a common vision.	I.18 Evidence of participation and inclusion of all maritime stakeholders.			
		I.18.1 Evidence of Board of SIMA and its committees' meetings.	Each year, meetings conducted as per Board and Committees ToRs.	Board and Committees ToRs are developed and are implemented through the establishment of Board and its Committees.  12 SIMA Board Meetings.  4 Advisory Committee meetings.  2 Marine Pollution Advisory Committee Meetings.  4 Maritime Security Committee Meetings.  3 Audit Committee Meeting.	
19	Advocate and progress gender equality & youth involvement within SIMA and the Solomon Islands maritime sector	I.19 Evidence of proactive approach towards gender and youth mainstreaming			
		I.19.1 Evidence of support to Solomon Islands WIMA and ship operators to advance gender equality in maritime		SIWIMA was revived in August 2022 with new executives and support from SIMA.	
		I.19.2 Number of women employed by SIMA and number of women in leadership roles	Increased number of women employed by SIMA	49% women recruited in SIMA as of Dec 2022  23 women offered contracts and recruited with SIMA including 3 (DD & M) in leadership role, 3 out of 6 (section management), 4 out of 11 (team management) and 13 out of 25 in execution role.	
	I.19.3 Number of youth (less than 25) employed by SIMA	Opportunities of secondment and internship provided	0% of youths employed.		
20	Support and advocate for climate action in maritime through SIMA services	See the Strategy to Accommodate Technological Change & Advances in Regulatory Systems Part 2 and Strategic Actions 10 & 11 and associated indicators		See 10 & 11	

# **Annex 2 – 2022 Financial Statement**



**SIMA**  
**MARITIME AUTHORITY**  
SOLOMON ISLANDS

contact@sima.gov.sb | P (677) 21 535 |  
PO Box 1932, Honiara, Solomon Islands



[www.sima.gov.sb](http://www.sima.gov.sb)