



MARITIME AUTHORITY
SOLOMON ISLANDS

ANNUAL REPORT

2024

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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



It gives me great pride, as Chairperson of the Board of the Solomon Islands Maritime Authority (SIMA), to present the Annual Report for 2024. This report captures a year of remarkable progress, resilience, and innovation in the development of our nation's maritime sector.

SIMA has firmly consolidated its position as a financially self-sufficient maritime administration. In 2024, revenues are funding 93% of our operations from maritime fees, charges, and levies. This enabled us to operationalise the Maritime Development Fund, which will support sustainable investments well into the future.

Our achievements are far-reaching. On the domestic front, we strengthened ship safety standards and safe manning on domestic vessels. Our prime minister launched the *Maritime Labour Mobility & Shipping Registry National Roadmap*, laying the foundation for new employment opportunities for Solomon Islanders both at home and abroad. Our integrated SIMA E-Gate system now streamlines vessel tracking and administration of vessels and seafarers, enhancing efficiency and transparency across the sector. Data are accessible to public and maritime operators.

SIMA also continued to safeguard lives and protect our environment. The Maritime Rescue Coordination Centre (MRCC) coordinated to 63 search and rescue (SAR) incidents involving 666 people, with a success rate of 99% in lives saved. I would like to thank the Royal Solomon Islands Police Force, all SAR partners and communities for deploying at sea to search people in distress. We improved the monitoring and maintenance of aids to navigation and advanced hydrographic surveys in partnership with Japan International Cooperation Agency (JICA) and the Australian Hydrographic Office (AHO) and responded to all marine pollution incidents with our partners from the Ministry of Environment, Climate Change, Disaster Management and Meteorology (MECDM).

Regionally and internationally, Solomon Islands has stepped up as a maritime leader. We chaired the Steering Committee of the Pacific One Maritime Framework (POMF) and hosted the 3rd Regional Heads of Maritime Meeting in Honiara, reaffirming our role in shaping the Pacific's maritime future. We also actively engaged at the International Maritime Organization (IMO), advocating alongside fellow Pacific Islands Countries for ambitious measures to cut greenhouse gas emissions from shipping. These contributions reflect our determination to ensure the voices of small island developing states are heard in global maritime governance.

SIMA's progress is also measured in people. Our workforce reflects our values of inclusion and capacity-building: 48% of our employees are women, three of whom serve at the executive level, and more than half of our staff are under 40 years of age. This diverse and dynamic team is the foundation of our performance and of our future.

As we look forward, we are charting a course for a sustainable maritime future with the development of the *Solomon Islands Plan for a Sustainable Maritime Future: Charting the course for green shipping and ports* and the transition to *Solomon Maritime™*. We aim to position the maritime sector as a key driver of our nation's economic growth, resilience, and global engagement.

On behalf of the Board, I extend my sincere appreciation to the SIMA management and staff, our government, and our partners – Australia, New Zealand, JICA, SPC, SPREP, and IMO, for their commitment and support.

Robert Bokelema
Chairperson, Board of SIMA

A handwritten signature in blue ink that reads "R Bokelema".

About Us

The Solomon Islands Maritime Authority (SIMA)

SIMA was established by the Act of Parliament, the SIMA Act 2018. Our mandate is to serve as a financially self-sufficient maritime administration, tasked with implementing both international and regional obligations stemming from conventions and agreements to which the Solomon Islands is a party to, and we are entrusted with enforcing maritime laws applicable to the Solomon Islands.

SIMA operates as a public institution, functioning as the maritime regulatory arm of the Solomon Islands Government.

Who we are?

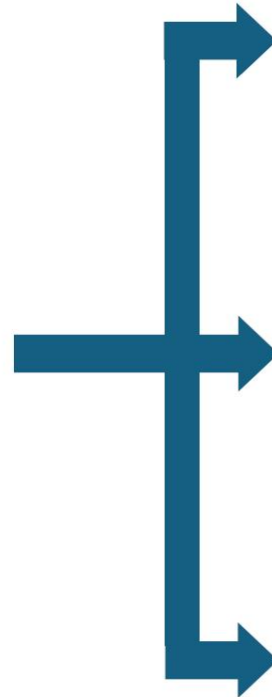
The Board of SIMA is our Governing Body; responsible for establishing policies and strategies while also overseeing SIMA's performance against its budget and plans.



Robert Bokolema
Chair



John Hugo Bugoro
Deputy Chair



Dentana Mckinnie
Member



Grace Leziton
Member



Allan Lilia
Member

SIMA staff in 2024:

41 employees and **1** Director

(20) **48% women** and (22) **52% men**

57% employees are **less than 40 yrs** of age

52% originating from public sector and **43%** from private sector before joining SIMA



What we do?

Our main functions are:

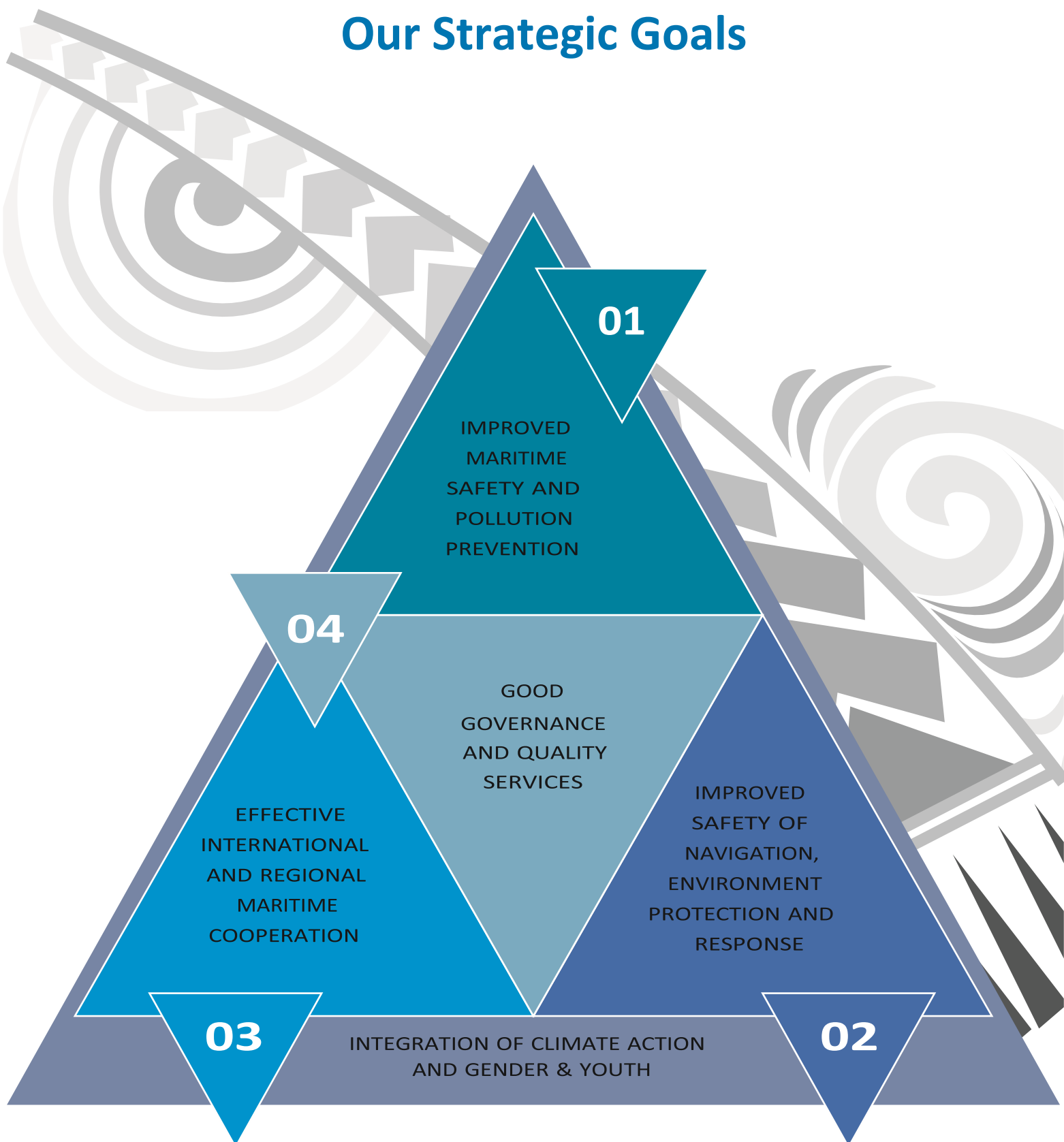
- *implement and enforce applicable maritime laws, conventions and agreements,*
- *administer the Solomon Islands maritime sector,*
- *set standards and inspect vessels, in port and at sea,*
- *coordinate maritime search and rescue operations,*
- *prevent marine pollutions from vessels and coordinate 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 2024

- A **self-sufficient and operational maritime authority** is established:
 - SIMA approaching full capacity with 42 staff and 81% of priority roles appointed,
 - 93% of expenses are funded by SIMA revenues from maritime fees, charges and levies, while SIG funds 6% and donors fund only 1%,
 - 83% of mandatory functions as the maritime administration are now fully or partially implemented,
 - SIMA strengthens the delivery of aids to navigation through remote monitoring and hydrographic services to improve safety of navigation,
 - the Maritime Development Fund is operational with resources from a maritime development levy from all domestic and foreign vessels, and
 - the Maritime Labour Mobility & Shipping Registry National Roadmap was launched by the Government of National Unity and Transformation (GNUT).
- We are fulfilling our commitments to the **rule of law, effectiveness & efficiency, transparency & responsiveness, and participation, and inclusion**:
 - maritime governance implemented through transparent decision-making and effective participation of the maritime industry,
 - operation of an integrated data management system (SIMA E-Gate <https://egate.sima.gov.sb/>) to streamline vessel tracking and compliance, seafarer certification and employment, search and rescue and marine pollution operations, and aids to navigation management, and
 - SIMA is leading by example and have now 48% of female employees at all levels of the organisation including 3 of out 5 at executive level.
- We **partner at the international, regional and national levels**:
 - Partnerships with Australia, New Zealand, JICA, IMO, SPC and SPREP are effective and provide tangible results in SIMA's priority areas including developing our national action plan to reduce maritime greenhouse gas (GHG) emission and pilot projects,
 - Assume chairpersonship of the regional Steering Committee (SC) to develop the Pacific One-Maritime Framework (POMF), and
 - Hosted the Third Regional Heads of Maritime (HoM) meeting and the Second POMF SC Meeting in Honiara raising the regional maritime profile of Solomon Islands.
- We get **results on major reforms and changes** to improve maritime safety:
 - Signed MoUs with 5 provinces to collaborate on small boat regulation and monitoring, SAR and response to marine pollution, and
 - Progressed the monitoring of employment and certification of seafarers and initiated implementation of safety management systems (SMS) on board domestic ships.

SIMA strengthened self-sufficiency, advanced digital transformation, expanded maritime capacity, and forged strong partnerships to drive safety, sustainability, and climate resilience

Our Strategic Goals



Global Context and Operational Environment



The maritime sector in which SIMA operates is shaped by significant global and regional developments.

At the international level, the International Maritime Organization (IMO) continues to advance its agenda on greenhouse gas (GHG) emission reduction from shipping. Through the Marine Environment Protection Committee and intersessional working groups, the IMO is developing its net zero-emission framework to implement the 2023 Strategy on Reduction of GHG Emissions from Ships, committing to achieve net-zero GHG emissions around 2050. The Strategy includes ambitious indicative checkpoints for 2030 and 2040, supported by technical and economic measures under development, including a universal levy on shipping emissions. The Solomon Islands, working with other Pacific Small Island Developing States (SIDS) under the 6PAC coalition, has consistently advocated for high ambition and equitable transition. This global regulatory shift directly influences SIMA's work on national measures for greener shipping and ports.

At the regional level, the Pacific One Maritime Framework (POMF) is progressing as the cornerstone for coordinated maritime development among Pacific Island countries. In 2024, Solomon Islands assumed the chairmanship of the POMF Steering Committee and hosted the 3rd Regional Heads of Maritime (HoM) Meeting in Honiara. These events consolidated Solomon Islands' leadership role in shaping regional priorities, including safety and security, digitalisation, green transition, and inclusive maritime transport. The active engagement of Solomon Islands underlines its positioning as a regional maritime hub, building on its national initiatives and latest developments.

Nationally, maritime traffic has increased, particularly with higher calls from fishing vessels targeting tuna stocks in the western Pacific. This trend contributed to record revenues for SIMA derived from fees, charges, and levies on domestic and international vessels. This financial performance allowed SIMA to operationalise its Maritime Development Fund and expand its services. Key reforms and initiatives are underway focusing on safety at sea and maritime training and employment while SIMA is strengthening its capacity to deliver safety of navigation services and prevent air and marine pollution.

Partnerships remain central to these efforts. SIMA works closely with development partners and strengthens sub-regional cooperation through technical cooperation with Fiji, Papua New Guinea, and Vanuatu. It is believed that regional partnership and cooperation is essential to improve maritime safety and security and reduce air and marine pollution while fostering sustainable maritime employment within the region.

Internally, SIMA continues to build a capable and inclusive workforce focusing on gender and youth and maximise the use of digital systems that facilitating vessel tracking and efficient administration of vessels and seafarers.

Looking ahead, new initiatives are positioning the maritime sector as a driver of sustainable development. These include the Maritime Labour Mobility and Shipping Registry National Roadmap, designed to foster international employment for Solomon Islanders and support maritime training, and the development of the *Solomon Islands Plan for a Sustainable Maritime Future: Charting the course for green shipping and ports*. Together with the transition to *Solomon Maritime™*, these initiatives embed maritime transport at the heart of the National Development Strategy 2016–2035 and the National Ocean Policy 2018 and its contribution to sustainable development.

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.

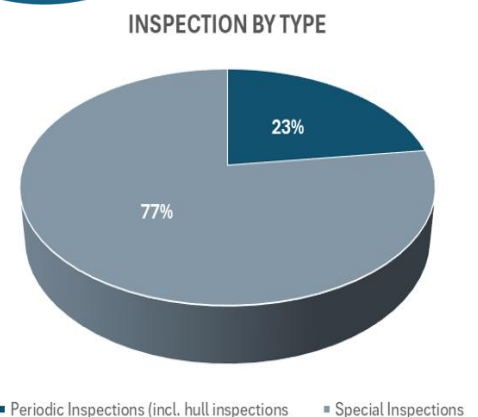
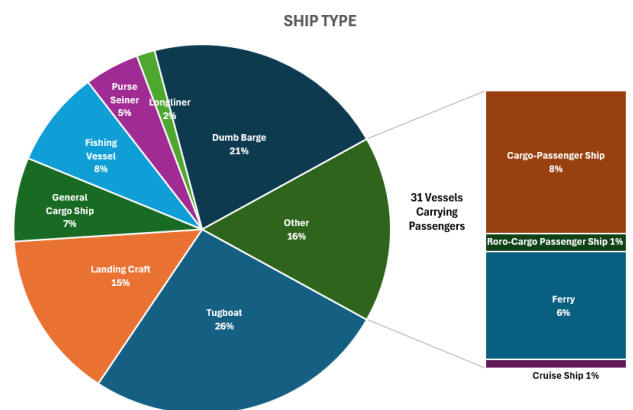
Enhancing domestic vessels Safety Standards



Vessel inspection

IN 2024, SIMA vessel registry has 237 vessels, of which only 39% are less than 20 years old. The ageing profile of the registered vessels continues to present significant challenges for vessel safety and seaworthiness, particularly for those carrying cargo and passengers in Solomon Islands waters. Of the total fleet, 179 vessels were actively in operation. SIMA conducted 428 surveys and inspections during the year, comprising 98 annual surveys covering 74% of high-risk vessels and 46% of medium-risk vessels and 330 special (pre-departure) inspections.

To strengthen collaboration with the shipping industry, SIMA hosted a Ship Operators Workshop in March under the theme “*Resourcing and Delivering Safety and Environmental Obligations.*” The workshop reviewed progress since the Third Workshop convened in October 2023 and concluded with a renewed commitment by all stakeholders to resource maritime training and development, strengthen industry partnerships, and ensure fair, safe, and environmentally responsible shipping operations in the Solomon Islands.



Marine Investigation

Despite efforts to raise ship safety standards, many marine incidents still occurred. In 2024, SIMA was reported and investigated six marine incidents and accidents, comprising three groundings, one overloading and two very serious incidents involving vessel sinkings. Upon Director's decision, three preliminary investigations were conducted and findings revealed that poor crew management and poor vessel maintenance are the main causes of these incidents and accidents.

Unauthorised passengers were exposed to the risk of loss of life as some vessel masters still allow them on board vessel not designed and unsafe for passengers. Due to the proximity of these incidents to shore, immediate response actions was undertaken that prevented loss of life.

Recommendations arising from the investigation reports have been formally issued to the respective ship operators. These include measures to strengthen crew competency, enforce safe loading practices, and ensure strict compliance with maritime safety standards to prevent recurrence.

Safe manning

In 2024, all operating vessels consistently maintained their safe manning requirements, with only a small number of breaches recorded. This represents a significant improvement from 2020–2023, when compliance was a major challenge due to limited understanding of the reforms introduced to ensure vessels are safely manned by sufficient qualified officers.

Through a continuous awareness campaign and stricter compliance verifications, vessel operators have embraced these requirements, resulting in improved compliance. Many operators with less-qualified officers have proactively sent their officers to the Solomon Islands Maritime College (SIMC) to upgrade their skills and obtain the necessary Certificates of Competency.

SIMA's active seafarer database now allows for timely identification of training needs across the maritime industry. This enables SIMA to work closely with SIMC to deliver targeted training programmes, ensuring competency gaps are addressed and progress is closely monitored.

Since the establishment of the Joint Oversight Committee under a Partnership Agreement on the

Governance, Oversight and Advisory Services of the Solomon Islands Maritime College, upgrades and developments have been initiated at the Maritime College. With SIMA's support, partnerships have been forged to secure funding, and a Maritime Development Fund has been established fed by the maritime development levies paid by all international and domestic vessels. These initiatives will strengthen maritime training and offer sustainable employment for the youth of Solomon Islands.

2020	5	Safe Manning Certificates (SMC) issued 85% of 142 vessels with crew hold a SMC
2021	76 (+71)	
2022	120 (+44)	
2023	120 (+18)	98% of vessels with crew hold a SMC
2024	138	99% of vessels with crew hold a SMC
2020	unknown	non officers registered
	465 117	officers registered and with valid certificate of competency
2021	274	non officers registered
	747 18	officers registered and with valid certificate of competency <i>note: invalidation of certificates due to errors and uncertainties in processing application before 2020 by SIG/MID/SIMSA</i>
2022	459 94	non officers registered with valid certificate of competency
	802 220	officers registered and with valid certificate of competency
2023	456 232	non officers registered with valid certificate of competency
	778 282	officers registered and with valid certificate of competency
2024	949	officers registered and
	617	with valid certificate of competency



This is at the core of the Maritime Labour Mobility and Shipping Registry National Roadmap that was launched by the Honourable Jeremiah Manele, Prime Minister of Solomon Islands on 21 August 2024.

This roadmap is a key initiative under the GUT's 100-day plan to maximise employment opportunities for Solomon Islanders in developing maritime training and upgrading the Maritime College. It also seeks to develop the Solomon Islands shipping registry into an attractive international shipping registry designed to facilitate registration of international merchant ships and fishing vessels and foster employment of Solomon Islands seafarers in the international shipping and fisheries industries.

Following the launch, the International Shipping Registry (ISR) National Taskforce was established, chaired by the Minister for Infrastructure Development and comprising senior representatives from the Ministry of Infrastructure Development (MID), Ministry of Finance and Treasury (MoFT), SIMA, Solomon Islands Maritime College (SIMC), Solomon Islands Ports Authority (SIPA), and the Office of the Prime Minister & Cabinet (OPMC). The Taskforce's mandate is to provide technical and policy advice and guide decision-making for ISR development.



This complements the work of the Joint Oversight Committee under the Partnership Agreement on Governance, Oversight and Advisory Services of the Solomon Islands Maritime College signed in 2023 by MID, SIMA, the Solomon Islands National University (SINU), the Solomon Islands Ports Authority (SIPA), and the Solomon Islands Maritime Transport Association (SIMTA).

Two major projects proposal on ISR development and SIMC upgrade have been developed. Donors and partners are invited to support this major maritime development.

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

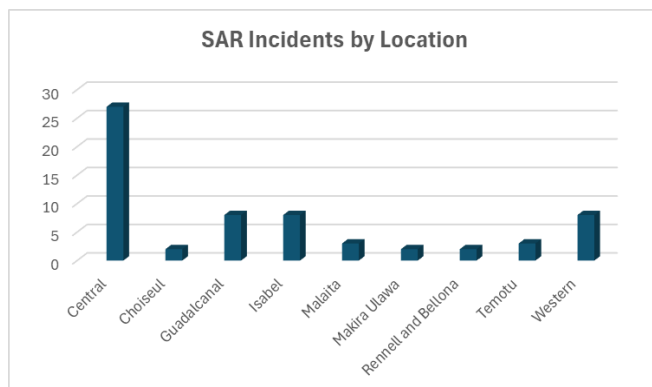
Safety of Navigation



Search and Rescue

In 2024, SIMA continued to deliver on its core mandate of safeguarding lives at sea through effective search and rescue (SAR) operations. The Maritime Rescue Coordination Centre (MRCC) coordinated 63 SAR incidents involving 666 people. Of these, 662 were successfully rescued, while 4 lives were tragically lost.

Small crafts (boats less than 10 metres not registered under the Shipping Act 1998) accounted for the majority of incidents (43), followed by domestic vessels (11), international vessels (5), and unknown crafts (4). The Central Islands Province emerges as the main hotspot, recording 27 incidents (43% of total), largely due to the heavy reliance on small boats for passenger transport in areas not served by larger domestic vessels.

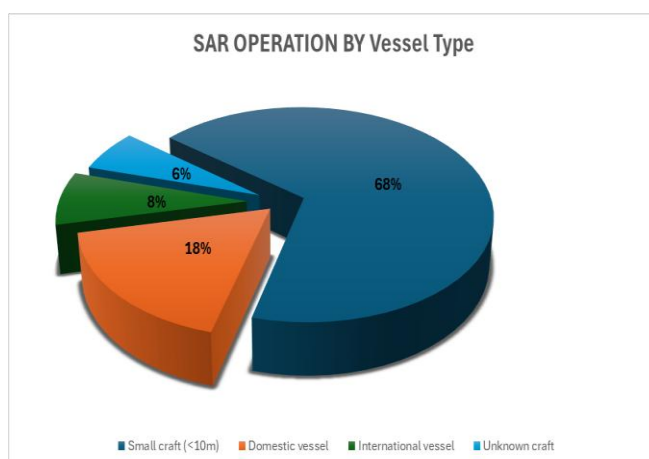


The main contributing factors to maritime incidents in 2024 were inadequate sea voyage preparation, mechanical failures, and disregard of weather warnings. Two major domestic vessel incidents involved landing craft sinking in the Central Islands and Western provinces.

A key achievement for the MRCC was a marked improvement in response times of which 70% of the incidents were responded to within 10 minutes, a significant improvement from previous years.

To strengthen maritime safety and preparedness, SIMA signed a Memorandum of Understanding (MoU) with the Solomon Islands Meteorological Services (SIMS). This partnership establishes a coordinated framework for

the timely dissemination of weather warnings and related information, directly addressing one of the leading causes of maritime incidents. This collaboration is expected to significantly enhance preparedness and reduce risk at sea for ocean users across Solomon Islands.



Hydrography & Aids to Navigation Services

As of 31 December 2024, 17 out of 49 lit Aids to Navigation (AtoNs) are remotely monitored from SIMA office. Of these remotely monitored AtoNs, 10 sites continue to report daily, while 1 site failed to report after installation. Additionally, 1 site reports intermittently, experiencing periods of connectivity followed by outages. Furthermore, 7 sites were withdrawn from remote monitoring after their GSM-equipped lanterns failed and were subsequently replaced with directly monitored lanterns.



A system is in place for domestic vessel masters to report defective AtoNs to SIMA. As part of this initiative, the MRCC broadcasts a monthly awareness message, titled *Reporting of AtoN Defects*, during shipping information broadcasts. An *AtoN Defects Reporting* form is also distributed to all ships berthing at Point Cruz wharves.



In 2024, one AtoN inspection and maintenance mission was conducted in the western region, covering 45% of all lit AtoNs. A structured maintenance and inspection plan is now in place to ensure a response time of 5 working days for defective AtoNs.



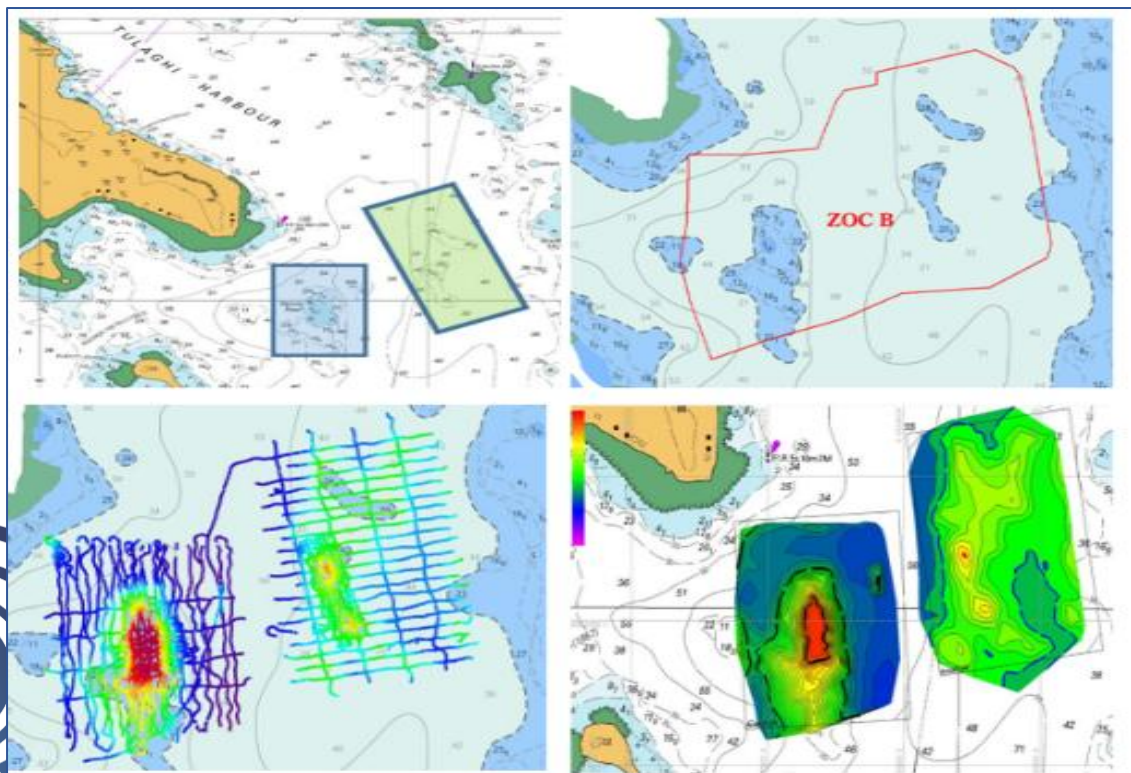
Several hydrographic surveys were conducted in 2024. These include the survey in Buala Port and Maringe Lagoon, which took place from 3 June to 29 July 2024. This survey was undertaken for Buala Port development and to update the existing chart SLB 104.

A survey of Sylvia Reef (Tulagi Harbour Entrance) was conducted from 2-4 October 2024 as part of the JICA/SIMA Project to consolidate theoretical training of SIMA hydrographers Category B in Japan. The survey training aimed at strengthening skills in hydrographic surveying and data acquisition, tide gauge installation and submission of quality survey information and data to the Australian Hydrographic Office (AHO), Solomon Islands Primary Charting Authority (PCA).

Less surveys were conducted in 2024 to focus on Electronic Navigational Chart (ENC) compilation trainings with JICA and AHO. These trainings served to compile ENCs the Port of Honiara which resulted in the publication of the Paper Chart on 25 July 2024. The compiled data was submitted to AHO for Quality Assurance checks.

SIMA-JICA project and the close cooperation and support from AHO are instrumental to develop SIMA's hydrographic capacity and raise the profile of hydrography as an ocean science essential for safety of navigation, facilitation of the international maritime traffic, maritime boundaries and extended continental shelf negotiations, marine spatial and coastal infrastructure development.

The Ocean12 ministers in the 2024 Tulagi Declaration, reaffirmed Solomon Islands commitment to the advancement of hydrographic capabilities. They committed to invest in hydrographic equipment and build capacity to conduct hydrography surveys crucial for marine navigation and economic opportunities.



Air and Marine Pollution

In 2024, SIMA responded to several marine pollution incidents, including three vessel groundings and two sinkings of landing crafts. These incidents required close coordination with relevant agencies and local stakeholders to mitigate environmental impacts and safeguard coastal communities.

In October, a targeted oil spill response workshop was delivered by the Centre for Environment, Fisheries and Aquaculture Science (CEFAS) in partnership with the SPREP and SIMA, aiming at strengthening the technical capacity of national stakeholders in spill preparedness and response under the theme *“Strengthening Marine Pollution Incident Resilience in the Pacific Islands.”*



SIMA also concluded the final mission for MV Quebec, which confirmed minimal residual oil discharge and no further cleanup requirements. All associated costs were borne by the shipowner. However, the Authority's subsequent claim for damages was rejected by the vessel's insurer following an expert assessment of SIMA's claim, which found it unsubstantiated and not reflective of the true impact on affected fishers and islanders. The insurer has indicated willingness to consider an amicable settlement based on substantiated, verifiable losses. This issue raised the need to build capacity to prosecute and develop marine pollution claims using scientific evidence and accurate data.

As part of ongoing prevention and preparedness efforts, SIMA facilitated a stakeholder consultation to review the National Marine Pollution Contingency Plan (NATPLAN), gathering valuable feedback to strengthen national response arrangements.



Public awareness activities were also undertaken, including a marine pollution prevention campaign using posters and a Safety at Sea and Marine Pollution (SARPOL) workshop in Noro. In partnership with MECDM, SIMA produced and aired a radio programme to promote greater community awareness of marine pollution risks and prevention measures.



Port State Control

Port State Control (PSC) remains a core function of SIMA, demonstrating its commitment to enforcing international maritime conventions and national legislation to ensure compliance to ship safety, security and environment protection standards in Solomon Islands waters.

In 2024, SIMA conducted six PSC inspections to assess the compliance of foreign-flagged vessels entering Solomon Islands ports. These inspections were carried out amid high vessel traffic, with 320 distinct foreign vessels making a total of 777 port calls during the year.

While PSC inspections are critical for upholding maritime standards, this year's coverage represented only 1% of visiting vessels, primarily due to capacity constraints.

Looking ahead, SIMA is committed to expanding its pool of trained officers and strengthening operational capacity to increase inspection coverage. This strategic capacity-building initiative will enable more PSC oversight in the coming years, further reinforcing maritime safety, security, and environmental compliance in Solomon Islands waters.



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

Benefitting from Partnerships

Pacific Community technical support

The Pacific Community (SPC), through its Strategy, Performance and Learning Unit (SPL), facilitated Solomon Maritime Futures consultations, recognising SPC's valuable expertise in applying Future Thinking methodologies.

This engagement brought together a wide range of stakeholders, including SIMA Board and committees, staff, and ship operators, in a Causal Layered Analysis (CLA) exercise. The process enabled deep reflection on current realities, challenges, and opportunities for the maritime sector.



Feedback from the consultations was compiled and analysed to inform the development of a draft vision and ambitions for “Solomon Maritime” both for SIMA as the maritime administration and for the broader Solomon Islands maritime sector. These insights will guide SIMA’s strategic transition to Solomon Maritime™ and rebranding efforts, reimagining the maritime future we aspire to for the Solomon Islands.



GreenVoyage2050 project

SIMA made significant progress under the GreenVoyage2050 Project in collaboration with the International Maritime Organization (IMO), advancing the development of the *Solomon Islands Plan for a Sustainable Maritime Future: Charting the course towards greener shipping and ports*.

A national consultation with key stakeholders gathered vital inputs to ensure the plan reflects the priorities and capacities of the Solomon Islands' maritime sector. This process was further strengthened by gathering twice the GreenVoyage2050 National Task Force (NTF), which conducted with an in-depth review of the draft plan.



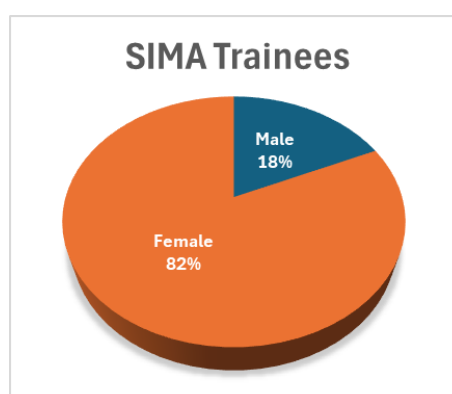
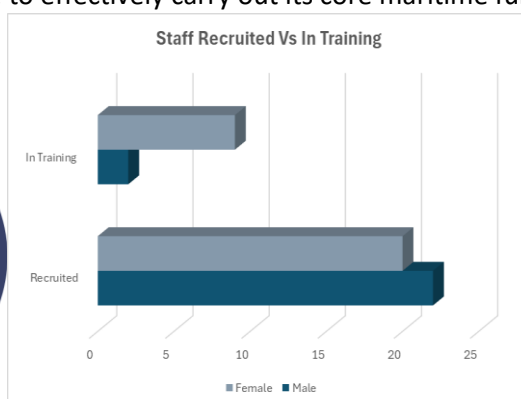
International engagement also played a central role. In September, SIMA represented Solomon Islands during the GreenVoyage2050 Experience Sharing Roundtable on National Action Plan Development for Small Island Developing States) in London. This platform provided the opportunity to showcase the country's progress, share lessons learned, and draw insights from the experiences of other SIDS.



During the roundtable, SIMA highlighted the importance of targeted data collection. This reflects SIMA's commitment to developing an evidence-based, actionable national plan that supports the Solomon Islands' transition to sustainable, low-carbon shipping.

IMO-Belgium Capacity Building of SIMA

In 2024, SIMA continued to benefit from capacity building with 10 officers and 1 board member receiving targeted training. Most participants (82%) were women, reflecting SIMA's commitment to provide opportunities for women. Training included online courses and in-country workshops aligned with SIMA's competency framework. These activities support SIMA's goal of building a skilled and confident workforce to effectively carry out its core maritime functions.



A Self-sufficient Maritime Authority in Solomon Islands

Human Resources

As of 31 December 2024, SIMA comprises 5 Board members, 1 Director and 41 employees, with a near gender balance (48% women, 52% men) and 57% employees under the age of 40. Staff come from both public (52%) and private sector (43%), bringing a strong mix of experience across SIMA's 56 established positions, with 42 priority roles currently filled (81%).

Women continue to lead in key roles, making up 60% of section managers and 66% of team leaders. Capacity building improved with 54% of priority training activities completed or ongoing, marking steady progress from 2023.



Positions				Priority roles			
Appointed positions		42		Number of priority roles (out of 56 positions)		52	
Vacant positions		14		Number of vacant priority roles		10	19%
Total		56		Number of occupied priority roles		42	81%
Gender				Women in leadership		3 out of 5	
By Sex				Women in section management		3 out of 5	
Male		22	52%	Women in team management		6 out of 10	
Female		20	48%	Women in execution roles		11 out of 21	
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				
2023	41% 9%		completed and ongoing out of 38 capacity building activities priority 1				
2024	42% 12%		Completed and ongoing out of 45 capacity building activities priority 1				

Financial Management

SIMA has maintained its financial self-sufficiency since its establishment in 2021, demonstrating robust growth in its revenue streams. Revenue continues to be primarily generated from fees, charges, and levies collected from both domestic and international vessels, alongside a pollution levy from fuel importers. This sustained financial performance enables SIMA to fully fund its operations.

In 2024, the Maritime Development Levy was introduced to specifically support the upgrade and development of the Maritime College, with oversight provided by the SIMA Advisory Committee. While SIMA is self-funding for its core activities, it received funds to action the international registry development by the Solomon Islands Government and various donors. These projects include ongoing capacity development support from IMO/Belgium funding, Australia's support to SIMA leadership and New Zealand funding that allowed the development of SIMA E-gate and the upgrade of the radiocommunication system at the MRCC.

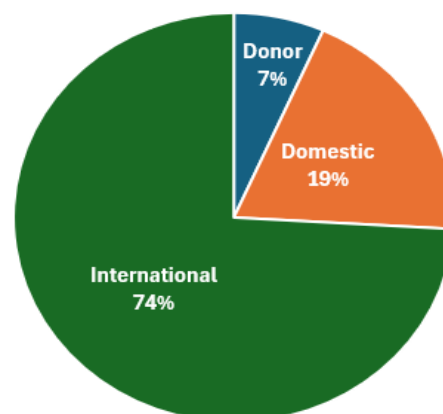
The Board agreed to strengthen SIMA finances by investing in real estate and refurbishing properties in the Western and Central Islands provinces. Real estate investment aims at increasing SIMA's assets and securing its long-term operation and support of maritime development.

The Audit Committee did not convene any meetings during 2024 due to the internal audit for 2021 and 2022 still being ongoing, which has consequently pushed back the audits for 2023 and 2024. Work is actively progressing to ensure the completion of these audits with regular update of the ministry of Infrastructure Development.

The majority of SIMA's revenue are collected from vessels, with foreign vessels accounting for 74% of the total revenue.



Source of Revenue



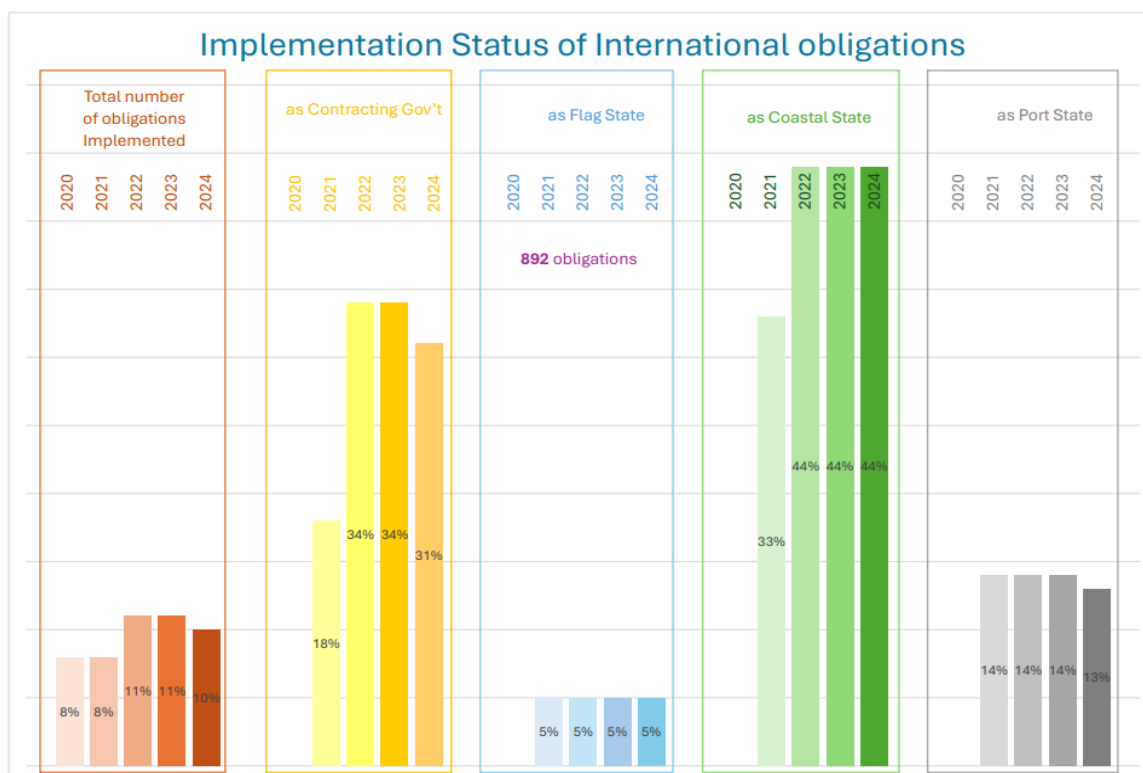
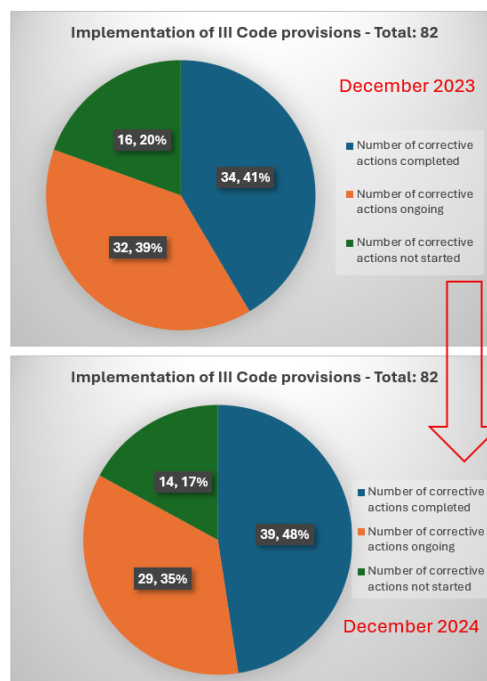
Year \ Contribution from	SIMA	SIG	Partners (DFAT, NZ, IMO)
2019 expenses	<1%	99%	<1%
Revenues	\$330,127		
2020 expenses	<1%	74%	26%
Revenues	\$1,456,939		
2021 expenses	76%	10%	11%
Revenues	\$16,820,522		
2022 expenses	84%	0%	16%
Revenues	\$18,765,145		
2023 expenses	86%	0%	14%
Revenues	\$27,340,466		
2024 expenses	93%	6%	1%
Revenues	\$47,091,624.59		

Legal

SIMA continued strengthening its legal and regulatory frameworks to enhance compliance with international maritime conventions and the IMO Instruments Implementation (III) Code. Progress was made in implementing the III Code's mandatory functions, with the implementation rate increasing from 41% in 2023 to 48% by the end of 2024.

Despite progress, 82 provisions reviewed under the III Code, 48% are now fully implemented, 35% of obligations remain ongoing, and 17% are yet to begin. Port State obligations have seen modest advancement, while Flag State obligations continue to face challenges due to absence of regulations of international convention sized vessels. SIMA is working to address this making a maritime order to cover convention-sized vessels operating domestically and internationally under Solomon Islands flag. Once adopted, this order is expected to significantly improve compliance with outstanding Flag State responsibilities. Efforts will continue in 2025 to integrate remaining obligations into domestic law and SIMA's internal procedures, ensuring the Authority fulfills its role as a competent maritime administration under the III Code.

In 2024, SIMA formally deposited instruments of 9 international conventions related to marine pollution and including the 1997 Protocol of the MARPOL Convention (Annex VI) and the Convention on the International Organization for Marine Aids to Navigation (IALA). These accessions mark important steps in strengthening the Solomon Islands' commitment to international maritime obligations.



Governance

In 2024, SIMA actively engaged its Board and committees, ensuring effective oversight, strategic development, and compliance with national and international maritime obligations.

The SIMA Board continued to set strategic direction by adopting policies and ensuring oversight strengthening the Authority's ability to fulfil its mandates. Committees played an integral role in advancing sectoral priorities:

- Advisory Committee – monitored implementation of domestic shipping reforms.
- Maritime Security Committee – strengthened port security and traffic facilitation.
- Marine Pollution Advisory Committee – enhanced pollution prevention and oil spill response.



To strengthen regional cooperation, SIMA signed technical cooperation MOU with the National Maritime Safety Authority of Papua New Guinea (NMSA) and the Vanuatu Maritime Safety Authority (VMSA). This MOU commits parties to:

- i. Build capacity, expertise, and experience across administrations.
- ii. Cooperate in fulfilling Flag, Port, and Coastal State obligations.
- iii. Implement the Pacific MOUs on the Recognition of Training and Certification of Seafarers and on Flag State Implementation.

This was the first MOU of its kind among regional maritime administrations and was formally presented during the Third Regional Heads of Maritime (HoM) Meeting, hosted by SIMA in November 2024. HoM acknowledged the agreements and supported the development of a sub-regional maritime development programme.



At the 2nd HoM in April 2024, Solomon Islands was elected Chair of the Pacific One-Maritime Framework (POMF) Steering Committee (SC). Throughout the year, Solomon Islands chaired POMF SC and Drafting Committee meetings with final endorsement expected at the 6th Pacific Regional Maritime Transport Ministers' Meeting in 2026.

Solomon Islands hosted the Third HoM meeting from 25–29 November 2024 in collaboration with SPC and was attended by SPC member states and international and regional partners who agreed to CROP agencies, the IMO, and other maritime stakeholders. The HoM agreed to its terms of reference as the regional maritime platform under the ministers' meetings and to work collaboratively in legal and governance strengthening, improving safety and security, transitioning to green maritime transport and ports, supporting resilient maritime transport and infrastructure development, ensuring cleaner maritime transport and ports, advancing digital navigation and trade facilitation, and advocating for gender-just, inclusive and accessible maritime transport service.



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

In 2024, SIMA continued to strengthen its commitment to gender equality and youth empowerment across all levels of the organisation. With a near gender balance of 48% women and 52% men, and 57% of employees under the age of 40, SIMA is steadily building an inclusive and diverse maritime workforce.

Through the IMO-Belgium funded capacity building programme, out of the 11 officers, 82% were women and under the age of 40 who participated in targeted training aimed at enhancing technical competencies and leadership potential. In addition, SIMA offered an internship to a young male who had recently completed Form 7 and was offered a short-term contract as Administration Officer recognising his capacity and performance. SIMA remains committed to youth development with recruitment and internship of people under the age of 25.



Climate Change Mitigation in Maritime

SIMA actively engaged in national and international climate change policy discussions, ensuring the maritime sector's priorities were adequately represented.

At the national level, SIMA participated in the Nationally Determined Contributions (NDC) Investment Plan Validation Workshop, organised by MECDM. During the workshop, SIMA took a firm stance, advocating for the inclusion of maritime projects as an essential component of the country's climate mitigation and adaptation strategy. This led to a follow-up discussion with the Climate Change Division, resulting in the formal inclusion of maritime sector proposals in the NDC Investment Plan, a significant step towards securing investment for sustainable maritime development.

On the international stage, SIMA represented the Solomon Islands with the ministry of Infrastructure Development at IMO negotiations on the reduction of GHG emissions from ships, attending the Intersessional Working Group on GHG Emissions (ISWG-GHG 16 & 17) sessions and the Marine Environment Protection Committee (MEPC 81 & 82) sessions. These meetings focused on finalising technical and economic measures under the IMO Net Zero Framework. The Solomon Islands, working alongside other Pacific Small Island Developing States in the 6PAC group, strongly advocated for high ambition, including the adoption of a universal levy on shipping emissions. The country's position remains dependent on garnering wider member state support to achieve these ambitious global climate goals.

Budget

Four years into SIMA's self-sufficiency status, the majority of its personnel and operational costs were covered, with only 7% borne by the Solomon Islands Government for a specific project and other donor fundings.

Revenue collection again exceeded estimates by 6%, partly attributed to the recently introduced Pollution Levy and Maritime Development Levy. Fees, charges, and levies continued to be a major revenue source. Efforts to recover debts from vessel owners, which began in 2020 before SIMA's full establishment, contributed to the revenue increase. Further revenue was sourced from the IMO/Belgium funding for SIMA capacity building and the grant from New Zealand for the Border Security Project completed in 2024. The Solomon Islands Government contributed in supporting SIMA involvement in the development of the international shipping registry.

In terms of expenses, 2024 initiated several key procurements, including the rehabilitation of rainwater surface drainage and ground elevation in the SIMA office compound, the completion of the MRCC's radiocommunication system, the maintenance of AtoNs and the conduct of hydrographic surveys and the purchase of a new emergency generator for SIMA's office.

BUDGET EXECUTION	2020	2021	2022	2023	2024
Revenue	1,725,269	16,725,618	18,765,145	28,638,222	47,091,624.59
Personnel expenses	161,256	3,779,198	6,663,009	7,605,409	8,229,811.66
Administrative expenses	579,456	3,418,651	3,596,778	3,878,921	9,056,203.09
Operational expenses	0	1,314,440	2,144,486	5,097,487	5,146,560.40
SURPLUS FROM OPERATIONS	984,557	2,965,578	824,450	6,629,189	24,659,049.44
Assets	1,035,401	67,677,895	67,974,418	71,815,194	94,965,946.01
Liabilities	50,844	8,147,896	6,084,702	6,261,867	1,547,920.21
NET ASSETS	984,557	59,529,999	61,889,716	64,897,197	93,418,025.80
Equity	984,557	59,529,999	61,889,716	65,553,327	93,418,025.80
Net cash flow from operating activities	828,771	14,998,929	3,743,495	12,117,927	13,712,046.65
Net cash flow from investing activities	0	(884,942)	(1,283,749)	-1,387,321	2,566,758.42
Net cash flow from financing activities	0	500,000	0	0	-2,714,532.23
Cash and cash equivalent at the beginning of the year	0	828,771	15,443,108	17,902,954	25,472,288.14
CASH AND CASH EQUIVALENT AT THE END OF YEAR	828,771	15,443,108	17,902,954	25,148,716.03	39,036,560.98
Surplus for the Year %	57%	25%	4%	23%	52%
Debt-to-Equity Ratio	0.33	0.11	0.10	0.10	0.02
Salary Costs as % of Revenue	9.3%	16%	25%	21%	13%
Personnel Costs as % of Revenue	0	22%	35%	27%	17%
Administration Costs as % of Revenue	33%	20%	19%	14%	19%
Operational Costs as % of Revenue	0%	8%	11%	18%	11%
Total No. employees	0	37	47	47	42

Major progress
Significant progress
Some progress
No progress

Annex 1 – Performance indicators and progress

#	Strategic Action	Indicator	Target	2024 Results and progress
1	Implement a robust Flag State Inspection regime in Solomon Islands.	I.1 Evidence of robust and risk-based Flag State Inspection regime implemented.		
		I.1.1 Percentage of high-risk and medium risk registered vessels inspected, surveyed.	Each year, 100% of high-risk vessels inspected by SIMA. by 2027, 100% of high-risk and medium-risk vessels are inspected by SIMA	74% of high-risk registered vessels have been inspected. 46% 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.	each year, 100% of very serious marine incidents (marine casualty) are investigated (marine inquiry and/or preliminary investigation) and by 2027, 100% of other marine incidents are investigated	100% very serious incidents investigated in 2024 and 25% of marine incidents (1) subject to Preliminary Investigation.
		I.1.3 Percentage of registered vessels carrying passengers trained on Safety Management Systems.	by 2025, 100% of registered vessels carrying passengers are trained on Safety Management System	3 Trainings conducted with Ship Operators and seafarers.
		I.1.4 Percentage of vessels carrying more than 100 passengers with an audited Safety Management System.	by 2027, 100% of vessels of more than 100 passengers have an audited Safety Management System	Not progressed
2	Training, assessment, certification and employment of seafarers meet	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.	each year, increased percentage of marine officers with a valid certificate of competency against the total number of	Increase from 36% of marine officers with a valid CoC in 2023 to 65% in 2024

	the Solomon Islands maritime industry needs and are compliant to applicable laws		registered seafarers to reach more than 80% by 2027	From 1 January 2025, the information contained in SIMA E-Gate allows tracking the number of seafarers with a valid CoC against the needs of the maritime industry (in vessels' SMC)	
		I.2.2 Percentage of masters and engineers with a valid certificate of competency against the total number of registered seafarers	by 2024, the need of the maritime industry against the number of seafarers (officers and ratings) with a valid certificate is known. by 2024, the need of the maritime industry against the number of seafarers (officers and ratings) with a valid certificate is known. by 2027, the number of seafarer training courses delivered by the Solomon Islands Maritime College is adjusted to the maritime industry's need	Need 7 Master Class 3 Need 102 Master Class 5 Need 14 Engineer Class 3 Need 5 Engineer Class 4 Need 31 Engineer Class 5 Met with Director SIMC to share needs and request adjustment of training	
		I.2.3 Percentage of seafarers employed onboard registered vessels who have signed a Seafarer Employment Agreement approved by Director SIMA	100% of seafarers employed on registered vessels have signed a Seafarer Employment Agreement	14% of seafarers with SEA out of 635 employed on registered vsls	
3	Maintain and verify implementation of security measures compliant with applicable laws in all Solomon Islands port facilities and vessels subject to security laws.	I.3 Evidence of implementation of security measures in all Solomon Islands port facilities.			
		I.3.1 Percentage of registered vessels of more than 500 gross tonnage engaged in international voyages have their crew and shore personnel trained and their Ship Security Plan is audited by SIMA	by 2027, 100% of registered vessels of more than 500 gross tonnage engaged in international voyages have a Ship Security Plan audited by SIMA	100% of vsls >500 GRT engaged in international voyage have SSP (LC Kikori Chief).	
		I.3.2 Evidence of training of officers on vessel monitoring and tracking systems and effective tracking of high-risk foreign vessels	Officers responsible for monitoring international vessels are trained on vessel tracking systems at SIMA and by 2027 all	Telecommunication upgrade for vessel tracking in progress.	

			high-risk foreign vessels are tracked in Solomon Islands waters.		
		I.3.3 Evidence of security training and awareness sessions conducted with shipping companies, government agencies and communities	Deliver at least one maritime security awareness workshop in communities each year in collaboration with officers responsible for vessel tracking.	No progress	
		I.3.4 Evidence of the Maritime Security Committee contribution to the National Maritime Security strategy	The Maritime Security Committee have action plans, guidelines and procedures aligned and contributing to the National Maritime Security Strategy.	4 guidelines were developed on (i) Security verification & certification of Port Facilities, (ii) Security Levels, (iii) Surveillance & Security Assessments, and (iv) Security Exercises, Port Facilities & Ships	
4	Establish and implement a robust Port State Control regime in Solomon Islands	I.4 Evidence of robust Port State Control regime implemented in Solomon Islands			
		I.4.1 Number of vessels calling or anchoring off Solomon Islands ports subject to Port State Control according to SIMA procedures	By June 2024, SIMA's procedure on Port State Control is implemented, and each year at least one (1) Port State Control inspection is conducted monthly	Procedure on Port State Control in draft and to be reviewed (1.9%) 6 PSC inspections out of 320 distinct vessels and 777 calls of foreign vessels.	
		I.4.2 Evidence of Port State Control on the Job training	By 2024, two (2) Port State Control officers have been trained through attachment or on-the-job training in Solomon Islands or overseas	Not progressed	
		I.4.3 Evidence of full exercise of observer status under the Tokyo MoU	By 2027, each year, SIMA attends the Committee's meeting and submit at least one document, participate to at least one technical cooperation programme and participate to at least one working group online or by correspondence or face-to-face if budget available	Not progressed	

			by 2024, SARPLAN and associated procedure, equipment and systems are revised and a formal agreement between SIMA and ship operators is signed	SARPLAN consultation done for approval in 2025 Draft technical cooperation plan between SIMA and ship operators in draft.	
5	Deliver effective and compliant safety of navigation services to people and maritime operators in Solomon Islands waters	I.5 Evidence of improved delivery of effective and compliant safety of navigation services I.5.1. Evidence of an effective SARPLAN and cooperative arrangements and systems in place for effective radiocommunications and marine meteorology services, vessel tracking and search and rescue I.5.2. Percentage of SAR incident receive an immediate response in less than 10 minutes I.5.3. Percentage of lit AtoN under telecommunication coverage monitored remotely and evidence of defective AtoN report from domestic vessels' masters I.5.4. Percentage of AtoN that have been inspected and maintained annually and evidence of ring-fence budget for rapid deployment on defective AtoN I.5.5. Number of hydrographic surveys carried out in priority areas annually I.5.6. Evidence of multibeam hydrography capacity, equipment and systems	by 2027, MRCC duty officers are familiar with the vessel tracking system that is effectively implemented through LRIT, AIS and radiocommunication by 2024, 100% of SAR incidents receive an immediate response in less than 10 minutes by 2025, all lit AtoN under telecommunication coverage are monitored remotely, a system is in place for domestic vessels' master's to report defective AtoNs to SIMA and the AtoN level of service is monitored each year, 30% of AtoN are inspected and maintained and by 2024 SIMA has the capacity to deploy on a defective AtoN within 5 working days by 2027, SIMA has the capacity to conduct at least 3 hydrographic surveys in priority areas every year, to deliver multi-beam surveys and to	GMDSS system not installed yet 70% of incidents receive response within 10 minutes 35% of Lit AtoNs remotely monitored. 10 continue to report while the 7 failed. 45% of all lit AtoNs were inspected & a structured maintenance and inspection plan is in place to ensure a response time of 5 working days for defective AtoNs. 2 single beam hydrographic surveys conducted for Buala Port and Maringe Lagoon & Sylvia Reef	

			produce quality data to the primary charting authority	Data processed for Noro and Diamond Narrows MBES surveys	
6	Improve capacity and systems in Solomon Islands to prevent, prepare and respond to air and marine pollution in Solomon Islands waters	I.6 Evidence of actions to prevent, prepare and respond to air and marine pollution in Solomon Islands waters			
		I.6.1 Evidence of capacity and systems at SIMA to respond to a Tier 3 marine pollution incident.	by 2027, SIMA response to a Tier 3 marine pollution incident is undertaken as required by the NATPLAN and the procedure	Oil Spill response training conducted by Ambipar/SPRE for tier 2 and 3 marine incidents Exercise is being planned with Police/SIMA/SPO/Solomon Ports	
		1.6.2 Evidence of priority actions of the Strategy to accommodate Technological Change & Advances in Regulatory Systems completed for the reduction of GHG emissions and pollution from ships.	by 2027, all priority 1 and 2 actions of the Strategy to accommodate Technological Change & Advances in Regulatory Systems are completed	Developing the National Action Plan on reducing GHGe from ship for approval by June 2025 (Strategic Action 1.2) Project proposal developed on domestic shipping energy efficiency and presented to IMO GreenVoyage2050 technical working group (Strategic Action 1.1) Project proposal developed on developing the international shipping registry for approval by Cabinet (Strategic Action 1.1) Implemented MOU with AHO to process data and produce ENC's under the SIMA-JICA project (Strategic Action 2.1) Led meetings and signed MOUs with MSAF, NMSA and VMSEA, conducted exchange of personnel and developed workplan and sub-regional maritime Development Programme (Strategic Action 2.2) Contributed to regional meetings (POMF DC-SC & HoM) and international meetings (MEPC and ISWG-GHG) (Strategic Action 2.3)	
7	Implement innovative partnerships and major projects	I.7 Evidence of progress on implementing projects and partnerships SIMA is involved in	By December 2024, proposals are submitted to international partners under the Maritime Development and Resilience Strategy	Following proposals have been developed and submitted to donors/partners: 1. SIMC upgrade (Japan, Australia, NFD) - NFD-MOU signed for construction of the SOLAS Centre 2. Phase 2 of the SIMA-JICA project (E-navigation for all) (JICA) 3. Expert support to SIMC (JICA)	

			By December 2027, activities and workplans agreed in partnerships and projects are completed	4. International Shipping Registry Development (presented during launch of the Maritime Labour Mobility and Shipping Registry National Roadmap) Draft MOU on Technical Cooperation agreed with the Maritime Safety Authority of Fiji (MSAF) Draft MOU negotiation with MFMR Signed MOUs with SIMS, Customs & Excise Division and CIP	
8	Maximise benefits from regional technical assistance and expertise	1.8 Evidence of integration of regional technical assistance and expertise in SIMA work	By December 2025, funding and projects from regional partners are supporting SIMA and are aligned to the Maritime Development and Resilience Strategy Each year, submit documents and participate to regional meetings	NFD agreed to fund construction of the SOLAS Centre at SIMC Participated in the SPC 2nd HoM and 1st POMF SC (chairing) Hosted and participated in the 3rd HoM and 2 POMF SC (chairing) Submitted 1 paper to the 2nd HoM "Transforming the Maritime Sector in the Solomon Islands: Achievements and Perspectives". Submitted 2 papers to the 3rd HoM "Monitoring performance of the maritime administration Solomon Islands" and "Solomon Islands Plan for a Sustainable Maritime Future" Drafted and co-sponsored 1 paper with Fiji, Papua New Guinea and Vanuatu "Development Cooperation between maritime Authority"	
9	Build and retain SIMA capacity and expertise to coordinate and implement Solomon Islands	I.9 Evidence of capacity development at SIMA to implement SIMA functions and Solomon Islands maritime obligations I.9.1 evidence of education, qualification and experience of SIMA staff	By December 2025, all SIMA staff have completed priority 1 capacity building activities of the Training Register	42% of officers have completed P1 training and 12% ongoing 40% of officers have completed P2 training and 8% ongoing	

	maritime obligations.	as per their Job Description to fulfil SIMA organisational structure I.9.2 percentage of priority 1 capacity building activities completed I.9.3 evidence of female employees involved in capacity development activities in technical areas I.9.4 evidence of recruitment or internship of candidates of less than 25 years of age	By December 2027, all functions at SIMA are performed by personnel at the level of education, qualification and experience required by their Job Descriptions By December 2027, female officers are recruited and trained in hydrography, aids to navigation or search and rescue By December 2027, recruitment at officer level and internship targets candidates of less than 25 years of age	A few officers are taking classes to meet this requirement, the exact figure will be confirmed once a monitoring sheet is developed and finalised to track this requirement. 1 officer trained as Cat. B Hydrographer 1 out of the 42 officers was engaged as an Intern for the 1st 3/6 months and later offered a permanent position	
10	Conduct periodic performance reviews on how Solomon Islands Maritime Administration exercises its rights and meet its obligations under the applicable international maritime instruments.	I.10 percentage of total number of obligations fully implemented under instruments relevant to the III Code I.10.1 percentage of III Code provisions actions completed I.10.2 percentage of obligations as Contracting Government, Flag, Port and Coastal States implemented I.10.3 evidence of reports to IMO and update of GISIS I.10.4 evidence of implementation of a quality management system	Each year, an increased percentage of fully implemented obligations and III Code provisions is evidenced by performance reviews and result framework By 2027, every year GISIS is up-to-date, and reports are submitted to IMO as required by 2025, a comprehensive quality management system is developed	in 2024, 10% (86) of the total number of obligations are fully implemented out of 836 and 48% (39) of III Code provisions are fully implemented (29 (35%) ongoing) out of 82 obligations Number of obligations increased due to accession to MARPOL Annex VI in 2024, 31% of obligations as Contracting Government, 5% as Flag State, 13% as Port State and 44% as Coastal State Number of obligations increased due to accession to MARPOL Annex VI Partial update on Maritime Security module and PSC Others are yet to be updated Progressive QMS developments from SOS, EPS and EO	

11	Maintain an updated maritime legislative and regulatory system.	I.11 Evidence of implementation of the legal development plan in the Strategy to accommodate Technological Change & Advances in Regulatory Systems	By December 2024, a procedure is effectively implemented for the maintenance and update of the maritime legislative and regulatory system By December 2027, all priority P1 and P2 activities of the Strategy to accommodate Technological Change & Advances in Regulatory Systems are completed	Procedure in draft Drafting Instructions and Maritime Orders with AG's Chambers for Strategic Actions 3.1, 3.2 and 3.3	
12	Maintain a financially healthy and self-sufficient organisation complying to international standards and best practices.	I.12 Evidence of financially healthy and self-sufficient organisation			
		I.12.1 Percentage of annual expenses covered by SIMA's revenues under the SIMA Act.	Revenues generated by SIMA under the SIMA Act covers more than 85% of its annual expenses	90.3% of SIMA revenues covers 2024 annual expenses	
		I.12.2 Evidence of annual surplus from operations I.12.3 Result of SIMA's annual financial statement audits	Each year, SIMA generates a surplus from operations Each year, SIMA's financial statement is audited and has no qualified opinion	In 2024 SIMA generated a 52% surplus from operations Awaiting audit results for years 2021 & 2022	
13	Implement good governance through transparency, responsiveness and inclusive participation of all maritime stakeholders to achieve together a common vision.	I.13 Evidence of regular communication to all maritime stakeholders through meeting minutes, briefs, policy and technical papers, media release and stories on various platforms.			
		I.13.1 Evidence of access to SIMA updated website and E-gate.	By 2025, SIMA website content has been updated including forms for applications and SIMA E-gate is accessible to all ship operators By 2027, the number of hits of SIMA Website and E-gate have increased each year	Website content is currently being developed, and collected forms are pending the Director's review E-gate is now accessible to ship operators and the public 22,710 visitors and 42,367 views of SIMA website 1,200 active users and 6800 views of SIMA e-gate	

		I.13.2 Evidence of convening of meetings and implementation of action points by SIMA.	Each year, meetings of committees and other consultative groups are convened as per ToRs and action points implemented	12 SIMA Board meetings 3 Advisory Committee Meetings (15 Mar, 5 Jun & 14 Nov) 3 Joint Oversight Committee meetings (19 Mar, 17 May & 13 Dec) 2 Maritime Security Committee meetings (12 Mar & 13 Nov) 2 Marine Pollution Advisory Committee meetings (12 Mar & 20 Nov) 8 SIMA Leadership Team meetings	
14	Advocate and progress gender equality & youth involvement within SIMA and the Solomon Islands maritime sector.	I.14 Evidence of proactive approach towards gender and youth mainstreaming. I.14.1 evidence of promotion and support to gender through SIWIMA I.14.2 Evidence of female employees involved in capacity development activities in technical areas I.14.3 Evidence of recruitment or internship of candidates of less than 25 years of age	Each year, support is provided to SIWIMA to promote gender and implement on-the-ground activities within the shipping industry See I.9.3 See I.9.4	SIMA supported SIWIMA AGM and new executive election during the International Day for Women in Maritime (ID4WIM).	
15	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 7 & 8 and associated indicators	See I.7 & I.8		

Annex 2 – 2024 Financial Statement



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