

Maritime Transportation in Solomon Islands



Ministry of Foreign Affairs and External Trade
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Background

- 9 Provinces in SI.
- Maritime transport vital & major component of transport sector in the country.
- In 2020, total of 329 registered vessels.
- 39% (129) vessels carry passengers and cargo in SI.
- 90% of international trading activities facilitated through the maritime transportation.

International Port

Port of Honiara



Port of Noro



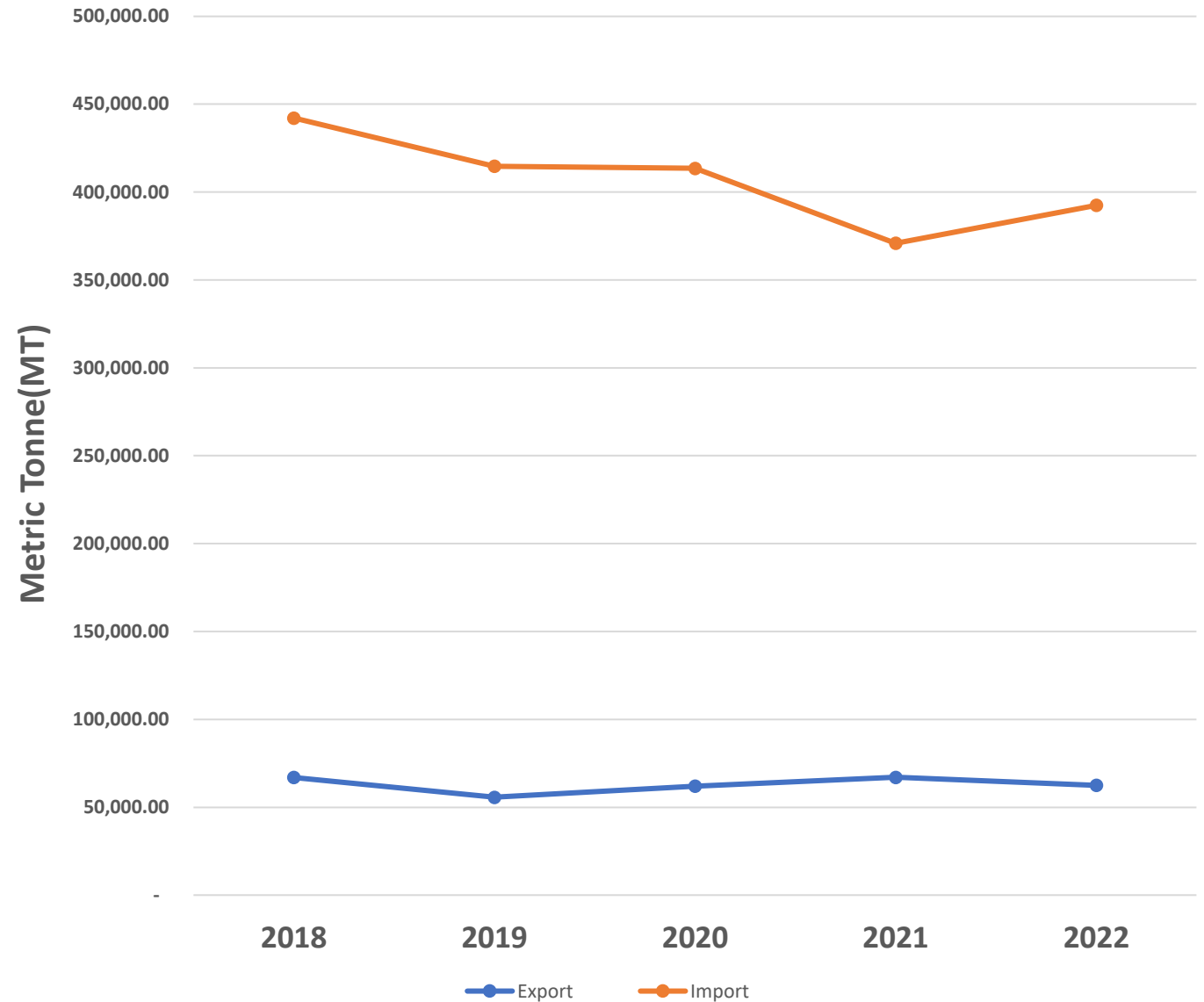
Solomon Islands Ports Authority (SIPA)



- A statutory corporation established by an Act of Parliament.
- Entity responsible for maritime transport facilitation for both ports of entry (Honiara & Noro) in Solomon Islands.
- Governed by local statutory frameworks and international guidelines in managing its daily operations.
- Port of Noro is vital as large commercial fishing operations (Soltuna & National Fisheries Development Companies) are located in Noro.
- Guided by the Statement of Corporate Objectives 2020-2025.

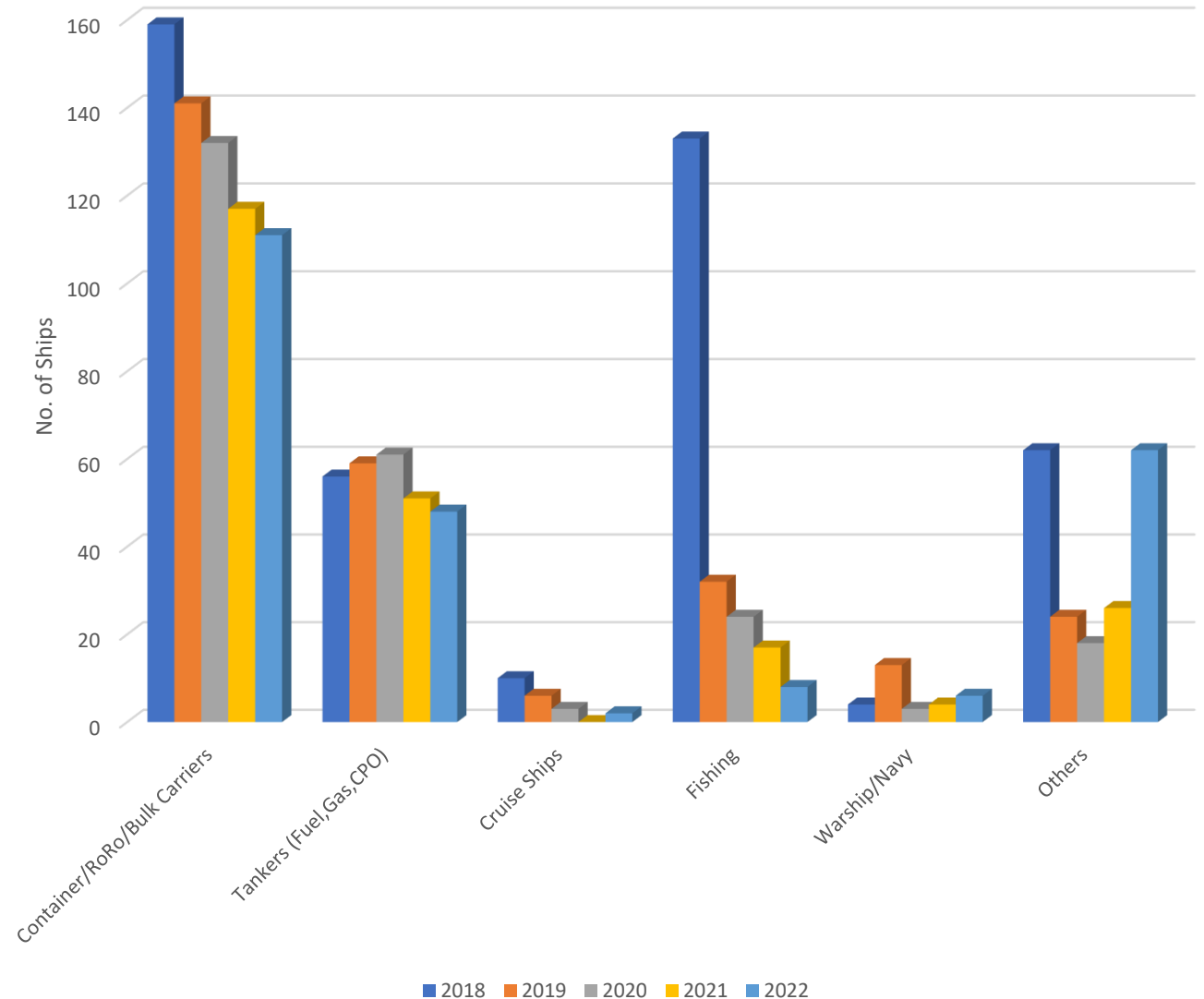
Volume of Cargo

- Highest volume in 2018 with 509,071 MT of cargo (export & import) pass through port of Honiara.
- Lowest volume in 2021 with 437,946 MT of Cargo (export & import) pass through port of Honiara.
- SI heavily reliant on import from abroad.
- 15,431 containers pass through port of Honiara in 2018 whilst in 2021 only 12,791 containers.



Foreign Vessel Calls

- In 2018, 424 vessels made port calls in Honiara whilst in 2021 only 215 vessels.
- In 2018, highest vessel calls were made by container, RoRo & bulk carriers.
- Lowest vessel calls are cruise ships & navy.
- 4 Local agents for foreign vessels (e.g. Swire shipping, Sofana/ANL etc).



Solomon Islands Maritime Authority(SIMA)



- SIMA administers the SI maritime sector.
- Formerly known as Solomon Islands Maritime Safety Administration (SIMSA).
- Established by an act of Parliament and self-sufficient and independent maritime authority(SOE).
- Guided by the Corporate Plan 2020-2023. Work is underway on the Corporate Plan 2024-2027.

Challenges

- Port charges
- Freight and logistic cost
- Access to information for private sector
- Need for capacity building for the maritime workforce
- Need for expansion of International Port
- Regulatory challenges
 - i. Lack of observance and enforcement of existing laws e.g. sufferance wharf



Way Forward

- Re-construction of Honiara International Berth
- Noro International wharf upgrade
- Honiara Fumigation and SCHS bay expansion
- Honiara domestic port upgrade
- Pilot projects such as Less than a Container Load (LCL Project)



Highlights

SIPA Green Port Initiative



SIPA to host 45th Pacific Maritime Transport Alliance 2023



SIMA Celebrates 2nd Anniversary



Thank you for listening!