



National Parliament of Solomon Islands

Bills and Legislation Committee

# Committee Report

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Report on the Solomon Islands Maritime Authority  
Bill 2018 (No.2 of 2018)

NP-Paper No. 23 of 2018

Presented on 24<sup>th</sup> August, 2018

National Parliament Office



## COMMITTEE MEMBERS

The current members of the Bills and Legislation Committee (10<sup>th</sup> Parliament) are:

Hon. Matthew Cooper Wale, MP (Chairman)

Hon. Dr Derek Sikua, MP

Hon. Manasseh Maelanga, MP

Hon. Douglas Ete, MP

Hon. Peter Tom, MP

Hon. Christopher Laore, MP

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## CHAIR'S FOREWORD



Hon. Matthew Cooper Wale, MP, Chairman

## REPORT OF THE BILLS AND LEGISLATION COMMITTEE

Mr. Speaker,

Pursuant to Standing Orders No. 71 (g) of the National Parliament of Solomon Islands, it is an honour and pleasure for me Sir, to present the Report of the Bills and Legislation Committee on the Inquiry into the **Solomon Islands Maritime Authority Bill 2018** for laying before Parliament.

A handwritten signature in blue ink, appearing to be 'M. Cooper Wale', with a long horizontal flourish extending to the right.

**Hon. Matthew Cooper Wale, MP**

Chairman

Bills and Legislation Committee

24<sup>th</sup> August, 2018



## COMMITTEE FUNCTIONS

Refer to Standing Order 71 of the National Parliament of Solomon Islands.





## EXECUTIVE SUMMARY

The Bills and legislation Committee had completed its scrutiny of the Solomon Islands Maritime Authority Bill 2018 from the 28<sup>th</sup> May to 1<sup>st</sup> June and 11 witnesses appeared before the Committee.

The aim of the Bill is to establish a maritime authority responsible for regulating and monitoring the shipping industry in the country.

After scrutinising the Bill, the Committee makes the following recommendations, that:

1. **The Government support the SIMA with adequate funding and capacity to fully carry out its functions effectively.**
2. **All domestic and international shipping vessels operating within our territorial waters be insured. The government may need to provide support to indigenous ship owners and operators with accessing adequate insurance cover and to meet required conditions.**
3. **The chairperson of the board is appointed by the Minister, using similar processes as for SOEs. Therefore Clause 1 of the Rules of the Board should be amended, as well as Clause 9.**
4. **Maritime territorial boundaries between the Provinces and the National Government be clearly demarcated.**
5. **The Marine Pollution regulations be strictly adhered to.**
6. **The Protection of Wrecks and War Relics Act be amended to cover all wrecks and relics (not just those from the second world war).**
7. **Clause 8 sub clauses (2) and (3) be reworded to enable SIMA to exercise jurisdiction over naval vessels within the country's territorial waters under applicable maritime conventions and agreements.**
8. **Clause 17 sub clause (2) (a) be reworded so that the board can agree by an absolute majority to any proposed amendment to the rules of the board.**
9. **Clause 30 sub clause (2) be amended so that the Auditor General is solely responsible for the audit of SIMA.**
10. **The government consider expanding SIMA's functions to include hosting an international ships' register.**

The Committee commends the Bill to the House.



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## 1.0 INTRODUCTION

This Report presents the findings and recommendations of the Bills and Legislation Committee ('the Committee') after reviewing the **Solomon Islands Maritime Authority Bill 2018** ('the Bill') as required under the Standing Orders of the National Parliament of Solomon Islands ('the Standing Orders').

Relevant stakeholders<sup>1</sup> were invited before the Committee and made presentations or provided submissions on the contents, policy matters, and intentions of the Bill.

The hearings into the Bill were held from the 28<sup>th</sup> of May to the 1<sup>st</sup> of June 2018. The List of witnesses that appeared before the Committee and minutes of these proceedings are contained in Appendices 1 and 2.

Written submissions were also received from witnesses that appeared before the Committee. A list of Written Submissions can be found in Appendix 3.

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<sup>1</sup>See Appendix 1

## 2.0 BACKGROUND INFORMATION

The purpose of the Bill is to complete the progression of change at the Ministry of Infrastructure Development from the former Marine Division, operating ships on behalf of the Government (former Government Fleet) as owners, to monitoring and controlling the registered private sector fleet as regulators (the Maritime Authority, or SIMA). This final progression is to ensure the administration has sufficient resources, flexibility of staff and volume of assets to be able to fulfill its mandate to enforce compliance with the *Shipping Act 1998* and associated national maritime legislation. It will also enable the new Maritime Authority to monitor commercial aspects of shipping and engage more with the international shipping community.

Members are advised to refer to the final pages in the Bill containing the Bill's objects and the explanatory memorandum to understand the structure of the Bill, read in light of the Table of Provisions page.

The Bill creates an autonomous statutory authority that will be governed by a board and managed by a Director. The board is partially appointed by the Minister. The Director will appoint the staff of SIMA. The Director position will be filled by a technical person with appropriate qualifications and experience and shall have sole responsibility for the management of SIMA.

The bill tasks SIMA with implementing maritime conventions to which Solomon Islands is a party, or has domesticated through legislation. It will also advise government on accession to new or other maritime conventions. For the purpose of implementing such conventions, SIMA will make maritime orders.

SIMA is expected to be self-funding in the midterm. The Bill empowers SIMA to receive and manage its own revenue but not be a profit making entity. It can charge fees reflective of the services it will provide, to support its operations.

The role of the Minister is clearly spelled out in the bill as limited to appointing board members (excluding ex-officio members), approving the corporate plan, making regulations, and receiving and tabling the annual report in parliament.

## 3.0 ISSUES DISCUSSED

### 3.1 Policy Issues

The following policy issues were identified during the inquiry.

#### **Ships' register**

In many other similar jurisdictions, the equivalent maritime authority is also empowered to act as an international ships' register, allowing so-called flag of convenience ships to register under Solomon Islands jurisdiction. This would raise revenue for the authority, in the first instance, but perhaps also provide adequate funding for investment in maritime infrastructure in the country. The bill does not empower SIMA to do this.

The Committee is of the view that the government conduct a comparative study of countries that operate international ships' registers. Such a study would inform government on the costs and benefits of hosting such a register. It would also indicate whether the level of revenues raised by such a register would be adequate to support both the operations of SIMA and fund maritime training of seafarers and investments in maritime infrastructure in the country.

#### **Commercial freight rates**

The Under Secretary (US) technical at the Ministry of Infrastructure Development (MID)<sup>2</sup>, in evidence, stated that the current Maritime administration (SIMSA) under the International Maritime Organisation (IMO) deals mostly with safety and life at sea and not so much with the commercial aspects such as freight rates. The new Maritime Authority will be empowered to monitor and put control mechanisms to deal with freight rates to and from Solomon Islands.

#### **Committee Comments**

The Committee sees this a major benefit accruing from the bill. Freight costs to and from Solomon Islands are one of the highest in the world and are a major disadvantage to the economy's competitiveness in the region. It is also a major contributor to the relatively high cost of living in the country.

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<sup>2</sup> Mr. Jimmy Nuake, oral evidence, 28<sup>th</sup> May 2018

The country does not currently have the technology that can detect or track shipping routes outside and within the country. For this, SIMSA depends entirely on local reporting, usually from local ships and people from coastal villages. Thus, SIMSA cannot monitor conduct and activities of ships that pass through or stay in Solomon Islands waters, nor is it able to police or prosecute if there are incidents of pollution and is unable to ensure compliance with environmental protection standards. SIMSA can only enforce compliance regulations on international ships entering Solomon waters when they come to port.

Further, SIMSA currently does not have an environment officer to assess any spillage or pollution in Solomon Islands' territorial waters due to recruitment problems mentioned above.

### Marine environment protection

The Committee agrees that given its specialist nature, the maritime regulatory authority must have control over its own revenue raising and staff recruitment to ensure it is adequately resourced with the appropriately qualified staff.

### Committee Comments

The US Technical MID explained that SIMSA was only able to implement about 10 per cent of the international conventions that the country has signed up to. The US Technical MID explained that SIMSA was only able to implement about 10 per cent of the international conventions that the country has signed up to.

As SIMSA has been subject to the Ministry of Public Service for its staffing, it has struggled to create the number of positions it needs to carry out its functions. This has had a major adverse effect on SIMSA's ability to perform its mandate and the services it provides. Further, it has been difficult to recruit specialized personnel required to effectively discharge SIMSA's responsibilities, given the constraints under the public service.

In evidence, the US Technical MID<sup>3</sup>, stated that currently SIMSA is able to collect revenue for the government in terms of Levies and taxes from both domestic and international shipping. However, only half of this earning is used by SIMSA for its operations budget. This has constrained SIMSA's capacity to recruit appropriate technical staff and carry out its functions. The Bill will enable SIMA to levy fees, collect those and retain them for its operations. This will be a major benefit.

### Resources & technical capacity



## **Committee Comments**

The Committee agrees that the SIMA Bill will greatly enhance the reach of maritime regulation, compliance and enforcement in Solomon Islands waters.

### **Removal of wreckages**

It was revealed to the Committee that most of the ships that are bought from overseas are of poor conditions. Further, most of the funding to buy these ships are up to SBD\$4M. This according to SIMSA is not enough to buy a reasonable quality ship. A reasonable quality ship will cost from around SBD\$10M to SBD\$15M. As a result of buying ships of poor conditions, these ships will end up along the coasts of our islands, just like Ramos III, Western Queen, Bikoi, etc., as wreckages. The removal of these wrecks then becomes a major problem, due to the lack of funding and enforcement capacity of SIMSA to require ships owners to foot the bill for such removal.

According to the acting Director of SIMSA there is lack of financial support from the Government, under SIMSA's current position, for the removal of wrecks in the country<sup>4</sup>. Wreckage removal is the responsibility of the owner. If the owner is not able to remove the wreck then SIMSA can remove it and with the bill for removal later forwarded to the owner. This part is quite difficult to implement, because even SIMSA does not have the money to remove wrecks.

The acting Director of SIMSA stated that there are conventions in place which deals with wreckage removal. This Bill, if passed, will allow SIMA to adopt one of the conventions, the Nairobi wreckage convention, which will cater for the removal of all wrecks. This is an important convention to which the country should be party.

## **Committee Comments**

The Committee notes that given the generally poor conditions of ships brought into the country, the issue of ship wrecks will continue into the foreseeable future. Therefore, it is important that the country is a party to the Nairobi convention and SIMA's enforcement capacity be robust to ensure ship owners bear their full responsibility in this matter. Further, the committee notes that the lack of adequate insurance cover for ships is also a contributing factor for ship owners' inability to afford removal of ship wrecks.

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<sup>4</sup> Captain Brian Aonima, oral evidence, 28<sup>th</sup> May 2018

<sup>5</sup> Captain Jonah Mitau, oral evidence, 28<sup>th</sup> May 2018

The country's shipping industry is mostly operated by private companies. Thus, it is important that SIMSA monitor their capabilities and bring them to par with current modern safety standards in compliance with the country's obligations under maritime treaties and conventions. In evidence, representatives of the Solomon Islands Maritime Association (of private ship owners/operators) complained that they have been mostly left in the dark with regards to the development of this bill and the requirements that will be imposed on them.

According to the US Technical MID, SIMSA is struggling to build its own capacity. However, they have started looking at domestic operators to ensure they have trained personnel employed onboard vessels. SIMSA is also monitoring the quality of training provided at the Marine School at SINU. operators to upgrade to meet modern safety standards.

One of the policy issues raised during the scrutiny of the Bill is the capacity of ship builders and

### Capacity of domestic operators

The Committee notes that further work is required to be done on this matter.

### Committee Comments

Insurance is important to cover unforeseen circumstances or accidents at sea. The generally poor condition of most ships that are brought into the country are likely to make them uninsurable or make the cost of insurance prohibitive. This affects the capacity of ship owners and operators to meet their responsibilities when maritime incidents occur.

According to the Deputy Director of SIMSA<sup>5</sup>, most of the ships operating in the country are not insured, or are insurable, with only about five or six that are insured. Currently all the ships that run the franchise routes in the country are the only ones that have insurance, as required by their agreements.

### Insurance

Committee urges the government to study the possibility that ships that are uninsured are required to pay an environment bond for any environmental incidents and a wreck removal premium. SIMA can use these funds when incidents occur.

## Committee Comments

The Committee urges MID, SIMSA, and when operational SIMA, to be proactive in its relationship building with ship owners/operators to ensure that they understand the standards and requirements that will be imposed on them by this bill. It is important that the industry is supported to ensure they can fully comply with these new requirements.

### Recommendations

The Committee recommends that:

1. The Government support the Solomon Islands Maritime Authority (SIMA) with adequate funding and capacity to fully carry out its functions effectively.
2. All domestic and international shipping vessels operating within the country's territorial waters be insured. The government may need to provide support to indigenous ship owners and operators with accessing adequate insurance cover and to meet required conditions.

## 3.2 Contents Issues

The following are issues raised by the Committee during the clause by clause scrutiny of the Bill.

### Clause 3 – Definitions (Chairperson, Solomon Island Waters)

Clause 3 deals with definitions in the Bill. There are two terms that the Committee seeks clarification on:

1. *'Chairperson'* - The Bill stipulates that the Chairperson of the board will be appointed by members of the Board. This is a departure from the usual scheme in board chair appointments. Given that SIMA will be a regulatory authority, it is important that its independence is balanced with the need for accountability. The Committee is of the considered view that the chairperson of the board is appointed by the Minister, following similar processes as for SOEs. Therefore Clause 1 of the Rules of the Board should be amended, as well as Clause 9 to include this function to the roles of the Minister.
2. *'Solomon Islands waters'* - The Committee is concerned on the term's application to Provincial sea boundaries governed by provincial legislations and its potential for conflict with the national boundary governed by the national legislations. The Committee queries which legislation will apply in circumstances of disputes over reefs which are regarded as customarily owned.

**Committee Comments**

There is a need for the maritime territorial boundaries between the provinces and the national Government to be clearly defined and demarcated under the Bill.

**Clause 5 – Marine pollution regulation**

Clause 5 deals with the general principles of maritime administration. The Committee is concerned on who has the responsibility for environmental damage to the foreshore or the shorelines of Islands in the case of a maritime disaster under this clause. The Director of SIMSA clarified that the country should sign up to a convention called the 'Fund Convention' which is available for major pollution incidents. He also mentioned that most ships (though not all) are covered by what is called the P&I Club Insurance. The P&I Club provides third party insurance. It insures those things that no other maritime insurance company would insure. So in the event that the vessel goes aground and cause pollution, the P&I Club should be informed and the P&I will then put people on the ground to assess the damage and what needs to be done to compensate those affected.

However, according to the Director there is a law, the Marine Pollution Regulation, already in place in the Solomon Islands that caters for such incidents as above. Under that regulation, every vessel that comes into the Solomon Islands must produce a certificate to SIMSA to say that they have insurance cover that includes maritime pollution. The domestic ships should have this as well. SIMSA has never been able to implement the law because they are unable to recruit people through the Public Service Commission to do the job.

Relating to this is also the issue of World War II wrecks within our waters. According to the Director, the smaller boats like the PT boats are not so worrying since they used gas for fuel. It is a toxic problem but it does not do a lot of damage to the environment. The real problem is with heavy bunker fuel oil which the big ships use. This oil can cause a lot of damage in the long term.

The Legal Drafts lady clarified to the Committee that the Country has a domestic law, the *Protection of Wrecks and War Relics Act*. Under that law the Minister can declare any wreck to be a protected site. This means that the government is essentially in control of everything in relation to that site, its access and interference and the removal of anything from it.

**Committee Comments**

The Committee is greatly concerned about the lack of enforcement of the Marine Pollution Regulation. Further, the Committee notes that the Protection of wrecks and war relics Act is only

applicable to wrecks and relics from the second world war, and therefore needs to be amended to cover all wrecks and relics.

### **Clause 8 – Defence force or police force vessel**

Clause 8 deals with SIMA's jurisdiction. The Committee is concerned that clause 8 (2) restricts the Authority from exercising its functions on a vessel belonging to the defence force or police force of any country. The explanation given was that SIMA is not a defense force nor a security force. Thus, the functions do not apply since naval vessels have their own rules.

### **Committee Comments**

Committee members expressed concern that sub clause (2) can be used to restrict the exercising of powers under sub clause (3). The Director of SIMSA clarified that there is an overriding Act, the Shipping Act 1998. The whole purpose of the Bill is only to create the organization that will have the role of implementing the Shipping Act. The Shipping Act 1998 provides powers which SIMSA or SIMA would invoke in the situation. Therefore, during friendly visits when naval vessels come in and there is a pollution incident, SIMA would exercise powers under the *Shipping Act 1998* to carry out an investigation and or prosecute.

However, the Committee feels that clause 8 subclauses (2) and (3) need to be tidied up.

### **Clause 17 – Unanimity of board resolution on amendment of board rules**

Clause 17 deals with the rules of the SIMA board. The Committee is concerned with sub clause (2) (a) where it requires a unanimous resolution of the board to any proposed amendment of its rules. The Committee is concerned that this may be impractical. Further, that in circumstances where there are disagreements, matters cannot move forward which would be a recipe for paralysis in decision making. Further, it has the potential of stifling dissent or creative thinking. The Director stated that most of the board members would be business people and they will have various experiences which SIMA want to harness to the board functions. However, the Committee is of the view that clause 17(2)(a) be amended to reduce the bar for resolutions amending the rules of the board.

### **Committee Comments**

An absolute majority vote or at most 66% of members of the board is sufficient for a resolution amending rules of the board.

This is a significant departure from all statutory authority establishments. SIMA should not be allowed to appoint its own auditor. The Auditor General should be SIMA's auditor. The Auditor General may outsource at his or her discretion, as is the case with other SOEs. SIMA will be funded by fees levied in the name of the government, on behalf of the government and providing services on behalf of the government and must therefore be under the jurisdiction of the Auditor General. This matter will not affect SIMA's independence, as is also the case with the Telecommunications regulator.

### Committee Comments

Clause 30 deals with financial records of the SIMA. Subclause (2) empowers SIMA to appoint a person other than the Auditor General to conduct audits on SIMA's financial statements. The explanation given by the Director is that SIMA will not be a Government agency and they wanted the audits to be done efficiently and speedily.

### Clause 30 – Auditing

#### Recommendations

The Committee recommends that:

3. The chairperson of the board is appointed by the Minister, using similar processes as for SOEs. Therefore Clause 1 of the Rules of the Board should be amended, as well as Clause 9.
4. Maritime territorial boundaries between the Provinces and the National Government be clearly defined and demarcated.
5. The Marine Pollution regulation must be strictly adhered to.
6. The Protection of Wrecks and War Relics Act be amended to cover all wrecks and relics (not just those from the second world war).
7. Clause 8 sub clauses (2) and (3) be reworded to enable Solomon Islands Maritime Authority (SIMA) exercise jurisdiction over naval vessels within the country's territorial waters under applicable maritime conventions and agreements.
8. Clause 17 sub clause (2) (a) be reworded so that the board can agree by an absolute majority to any proposed amendment to the rules of the board.
9. Clause 30 sub clause (2) be amended so that the Auditor General is solely responsible for the audit of SIMA.
10. The government consider expanding SIMA's functions to include hosting an international ships' register.

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END OF REPORT

## 4.0 APPENDICES

### Appendix 1: Witnesses

Date	Name	Position & Organisation
Monday 28 <sup>th</sup> May 2018	Mr. Brian Aonima	Acting Director-SIMSA
	Mr Jonah Mitau	Deputy Director-SIMSA
	Mr Jimmy Nuake	Under Secretary (Technical)
	Ms Catriona Steele	Legal Drafts Person - Attorney General Chambers
Tuesday 29 <sup>th</sup> May 2018	Mr. Brian Aonima	Acting Director-SIMSA
	Mr Jonah Mitau	Deputy Director-SIMSA
	Ms Catriona Steele	Legal Drafts Person- Attorney General Chambers
Wednesday 30 <sup>th</sup> May 2018	Mr. Brian Aonima	Acting Director-SIMSA
	Mr. Jonah Mitau	Deputy Director-SIMSA
	Captain Tim Harris	Director of Marine, Solomon Islands Maritime Safety Administration
	Ms Catriona Steele	Legal Draftsperson, AGC
Thursday 1 <sup>st</sup> June 2018	Mr Peter Lokay	Auditor General, Office of the Auditor General
	Mr Charles Fox Sau	Director, Maritime Police
	Mr Ian Vasula	General Manager, IDC Shipping Co. LTD
	Mr Kevin Abana	Operations Manager, Anolpher Enterprises LTD
	Mrs Joy Kirimae	Manager, Franjit Shipping Co.
	Mr Glyn Joshua	Commercial Manager, SIPA



## Appendix 2: Minutes of Proceedings



NATIONAL PARLIAMENT OF SOLOMON ISLANDS

BILLS AND LEGISLATION COMMITTEE

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Minutes of Proceeding

Committee Hearing into the Solomon Islands Maritime Authority Bill 2018

Day 1/Monday 28<sup>th</sup> May 2018, CR II, Parliament House @ 10:58am

### 1. Members Present

Hon. Matthew Wale, MP (Chairman)  
Hon. Manasseh Maelanga, MP  
Hon. Peter Tom, MP

### Secretariat and Support Services

Wilson Ani, Committee Secretary  
Ivory Iruha'a, Committee Secretary  
Mr Philemon Loe, Media

### 2. Welcome and Opening Remarks

The Chairman called the meeting to order and then made opening remarks by acknowledging and welcoming the delegation from the Solomon Islands Maritime Safety Administration (SIMSA) and Legal Draftsperson. The witnesses were reminded of the Parliamentary Privileges, recordings of the proceeding, Member of the Committee were introduced. He then invites them to deliver their presentation. The Director (Ag) for SIMSA introduces himself his colleagues and commenced his presentation.

### 3. Committee hearing into the 'Electoral Bill 2018'

The Hearing proper commenced and the following witnesses were admitted.

#### Hearing 1 Witnesses

Mr Brain Aonima, Acting Director, SIMSA  
Mr Jonah Matiau, Deputy Director, SIMSA  
Mr Jimmy Nuake, Under Secretary (Technical), SIMSA  
Ms Catriona Steele, Legal Drafts Person, Attorney General Chambers

The Committee questioned the witnesses on their presentation and on the contents of the Bill. The witnesses answered, made clarification and commented on issues raised.

The Chairman thanked the witnesses for their attendance and conclude the proceeding.

Evidence concluded and the Chair thanked the witnesses for their attendance and presentations on the Bill.

Day 3 /Wednesday 30<sup>th</sup> May, 2018, CR II, Parliament House @ 1:50pm.

4. Tabled Document

The Committee adjourned hearing at 10:25am

3. Adjournment

Evidence concluded and the Chair thanked the witnesses for their attendance and presentations on the Bill.

The Committee then go through the general principles of the Bill with the witness. The witness also answered and made clarification on issues raised.

Mr Brain Aonima, Acting Director, SIMSA  
Mr Jonah Mitau, Deputy Director, SIMSA  
Ms Catriona Steele, Legal Drafterperson, AGC

Hearing 2 Witness

The Hearing proper commenced and the following witness was admitted:

Committee hearing into the 'Electoral Bill 2018'

The Chairman made opening remarks. Welcomed the witness and informed the witness of Parliamentary Privileges employed in this inquiry and the recording of the proceeding. The Chair introduced the Members of the Committee and invite the witness to make his opening presentation.

2. Welcome and Opening Remarks

Secretariat  
Mr Wilson Ani, Committee Secretary  
Ms Ivory Iruha'a, Committee Secretary  
Ms Theresa Nori, Hansard  
Mr Philemon Loe, Media

Hon. Matthew Wale, MP, Chairman  
Hon. Manasseh Maelanga, MP  
Hon. Peter Tom, MP

1. Members Present

Day 2 /Tuesday 29<sup>th</sup> May, 2018, CR II, Parliament House @ 10:08am.

5. Tabled Document

The Committee adjourned hearing at 12:21pm.

4. Adjournment

## 1. Members Present

Hon. Matthew, MP, Chairman  
 Hon. Douglas Ete, MP  
 Hon. Dr Derek Sikua, MP  
 Hon. Manasseh Maelanga, MP

Absent

### Secretariat

Mr Wilson Ani, Committee Secretary  
 Mr Ivory, Iruha'a, Committee Secretary  
 Mr Lawrence Scott, Media  
 Ms Theresa Nori, Hansard

## 2. Welcome and Opening Remarks

The Chairman made opening remarks. Welcomed the witness and told the witnesses of the Parliamentary Privilege employed in this inquiry and the recording of the proceeding. The Chair introduced the Members of the Committee and invite the witness to make opening presentation.

### Committee hearing into the 'Electoral Bill 2018'

The Hearing proper commenced and the following witnesses were admitted:

#### Hearing 3 Witnesses

Mr Brian Aonima, Acting Director, SIMSA  
 Mr Jonah Mitau, Deputy Director, SIMSA  
 Captain Tim Harris, Director of Marine, Solomon Islands Maritime Safety Administration  
 Ms Catriona Steele, Legal Draftsperson, AGC

The Chairman made opening remarks and invites the witnesses to introduce themselves and make their presentations.

Members of the Committee then question the witnesses on their presentations.

Evidence concluded and the Chair thanked the witnesses for their attendance and contribution on the Bill.

## 3. Adjournment

The Committee concluded the hearing proper into the Bill at 3:08pm

## 4. Tabled Document

Day 4 /Friday 1<sup>st</sup> June, 2018, CR II, Parliament House @ 11.24 am.

## 1. Members Present

Hon. Matthew, MP, Chairman  
 Hon. Peter Tom, MP

Absent

4. Tabled Document

The Committee concluded the hearing proper into the Bill at 12.30pm.

3. Adjournment

*Hearing into the Bill Concluded.*

Evidence concluded at 12.25pm.

the Bill.

Evidence concluded and the Chair thanked the witnesses for their attendance and contribution on

Members of the Committee then question the witnesses on their presentations.

their presentations.

The Chairman made opening remarks and invites the witnesses to introduce themselves and make

Mr Glyn Joshua, Commercial Manager, SIPA

Mrs Joy Kirimae, Manager, Franji Shipping Co.

Mr. Kevin Abana, Operations Manager, Anolpher Enterprises LTD

Mr Ian Vasula, General Manager, IDC Shipping Co. LTD

Mr Charles Fox Sau, Director, Maritime Police

Mr Peter Lokay, Auditor General, Office of the Auditor General

Hearing 4 Witnesses

The Hearing proper commenced and the following witnesses were admitted:

Committee hearing into the 'Electoral Bill 2018'

introduced the Members of the Committee and invite the witness to make opening presentation.

The Chairman made opening remarks. Welcomed the witness and told the witnesses of the Parliamentary Privilege employed in this inquiry and the recording of the proceeding. The Chair

2. Welcome and Opening Remarks

Mr Ignatius Talifu, Hansard

Mr Lawrence Scott, Media

Mr Wilson Orisi, Committee Secretary

Mr Wilson Ani, Committee Secretary

Secretariat



