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Maritime Security Policy

IMO

**Maritime Safety Committee (MSC)
Resolution A924(22).**

**Safety of Life at Sea (SOLAS)
Chapter V og XI**

**International Ship and Port Facility Security
(ISPS Code)**

**Port States
LV / KD**

**Contracting
Governments**

**Flag States
FMA /DMA**

**Port
Facilities**

**Shipping
Companies**

Relevant international conventions, codes and recommendations

- **SOLAS**

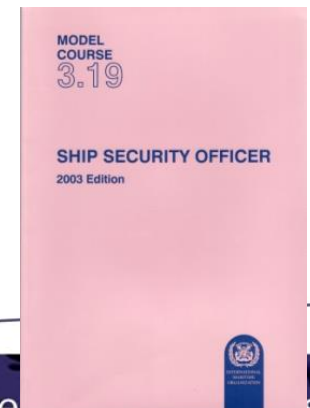
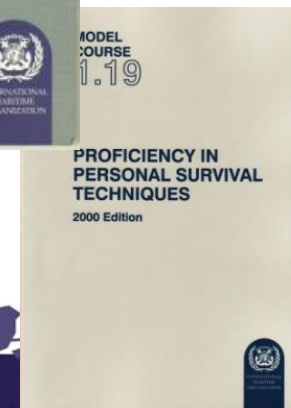
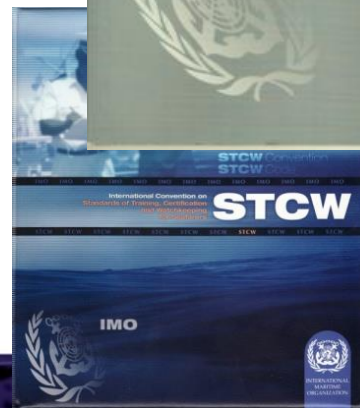
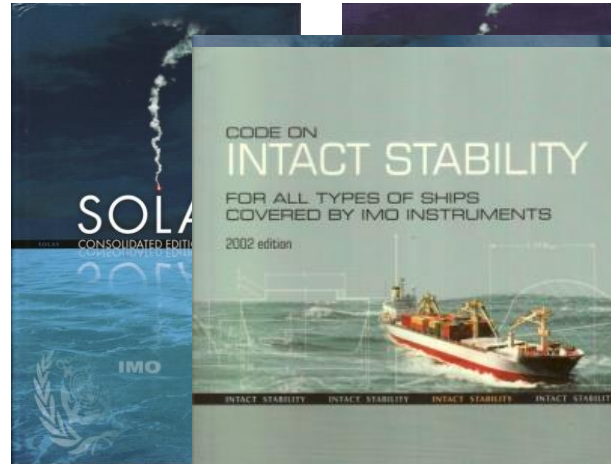
- *SOLAS amendments*
- *SOLAS XI-1; XI-2*
- *ISM*
- *ISPS-Code*
- *Code on Intact Stability*

- **MARPOL**

- *Annex I-VI*

- **STCW**

- *Model courses*



Amendments to SOLAS XI-1:

Special measures to enhance Maritime Safety (1/2):

- Authorization of recognized organisations – RSO
 - Classification Societies
 - Others
- Enhanced surveys
 - Bulk carriers and oil tankers to be subject to enhanced survey
- Ship Identification Number – SIN
 - Applies for all passenger ships > 100 GT and all cargo ships > 300 GT
 - Other ships: subject to national legislation
 - IMO number issued by Lloyds Register, London
 - Ship's IMO number to be clearly welded or painted on a visible place on the stern or either of the hull amidship port and starboard side
 - No later than first dry dock after July 1, 2004

Amendments to SOLAS XI-1:

Special measures to enhance Maritime Safety (2/2):

- Port State control on operational requirements
 - Operational control if PSC has clear grounds
 - Ship must not sail until the situation is brought to order
- Continuous Synopsis Record – CSR
 - On board record of the history of the ship
 - CSR issued by administration
 - Contents (*at least*):
 - name of flagstate; date of registry; IMO-number (SIN); Name of ship; homeport;
 - name of owners; name of charterers;
 - name of classification society; name of administration; name of RSO;
 - name of company issuing DOC, SMC and ISSC
 - Any change of the above
 - CSR shall be in English, french or Spanish + national language and be available on board the ship at all times

Amendments to SOLAS XI-2:

Special measures to enhance Maritime Security (1/9):

- SOLAS XI-2 applies to:
 - passenger ships and cargo ships > 500 GT on international voyages
 - mobile offshore drilling units (MODUs)
 - any port facility serving the above
- Obligations of contracting governments
 - Administration set security level (1 – 3) to ships and port facilities
- Requirements for companies and ships
 - Companies and ships to comply with SOLAS XI-2, ISPS A + take into account ISPS B
 - Ships must be on same security level as port facility – respond with undue delay to a higher level
 - If a ship has difficulties to comply with ISPS A or security level, it shall seek assistance from appropriate authority prior to interfacing with any other ship or port facility

Amendments to SOLAS XI-2:

Special measures to enhance Maritime Security (2/9):

- Ship security alert system (SSA):
 - To be installed on all ships complying with the ISPS-code
 - When activated, the SSA shall:
 - transmit ship-to shore security alert
 - alert received by competent authority designated by administration
 - nominally national RCC – may include company
 - included in the alert: ship identification and ship position
 - “one-button release” – just press the button
 - SSA be activated from navigation bridge and at least one other location
 - When receiving an alert, the administration shall notify states in vicinity
 - When receiving an alert from a ship under foreign flag, government shall immediately notify relevant administration

Amendments to SOLAS XI-2:

Special measures to enhance Maritime Security (5/9):

- Control and compliance measures (*ships intending to enter foreign port*):
 - contracting government may require from any ship intending to enter one of its ports:
 1. to be presented with ISSC and name of issuing company
 2. security level of ship
 3. security level of previous 10 ports of call
 4. any special or additional security measures taken previous 10 ports of call
 5. to be made certain that all security procedures have been maintained the last 10 ports of call
 6. other practical security-related information
 - if required by the contracting government, the ship or the company shall provide acceptable confirmation
 - if master declines to provide contracting government with requested information this may result in denial of entry into port

Amendments to SOLAS XI-2:

Special measures to enhance Maritime Security (6/9):

- if clear grounds exist that the ship is non-compliant with ISPS A, the PSC has authority to take steps as follows:
 1. non-compliance to be rectified
 2. ship to be moved to a different location
 3. an inspection of the ship
 4. denial of entry into port
- prior to imposing any of the above on the ship, the ship shall be informed by the contracting government
- master may change his mind about entering the harbour based on the above

Amendments to SOLAS XI-2:

Special measures to enhance Maritime Security (7/9):

- In the event of imposing on a ship measures other than inspection of certificates, the imposing government shall inform RSO about the steps taken and reasons thereof
- When a ship has been denied access to a port facility, the contracting government should forward facts to authorities of next port of call
- Serious measures shall only be imposed if authorities deem the ship to be a security threat
- If the reason for serious measures no longer exist, the sanctions shall be lifted
- When inspecting a ship all efforts shall be made to avoid any unnecessary detention or delay
- Necessary access to the ship of emergency or humanitarian reasons must not be prevented

Amendments to SOLAS XI-2:

Special measures to enhance Maritime Security (8/9):

- Requirements for port facilities:
 - port facilities shall comply with ISPS A and take into account guidance in ISPS B
 - contracting governments shall ensure that assessments have been carried out on all relevant port facilities
 - contracting governments shall make sure that port facility security plans are developed, reviewed, approved and implemented as described in ISPS A
 - contracting government shall define what steps are necessary in the port facility in all security levels
- Alternative security agreements:
 - contracting governments may make agreements for short voyages between the countries
 - such an agreement must not compromise the security level
 - Ships comprised in such an agreement must not conduct any ship-to ship activity with other ships

Amendments to SOLAS XI-2:

Special measures to enhance Maritime Security (9/9):

- Equivalent security measures:
 - administrations may allow ships and/or port facilities to implement other security measures, if these measures are at least equivalent to the ISPS-code
- Communication of Information:
 - contracting government shall inform IMO about who is authority, RSO etc.
 - this information shall be available to companies and ships
 - information about port facilities shall be in details: territory covered, who's who etc.
 - details of contact persons in administration, port facilities and RSO
- All information to be communicated to the IMO no later than July 1, 2004
- All change in the above to be communicated to the IMO on a regular basis

Government legislation

- Faroese law from no. 11 from March 31, 2004 regarding port security
 - Applies to all port facilities serving ships et al. to which the ISPS-Code applies
 - Minister concerned is given the authority to establish rules regarding all aspects of port security
- Mandatory Instrument no. 33 from May 25, 2004
 - Contents:
 - security assessments
 - security officers
 - security plan
 - security levels
 - recognized organisations
 - declaration of security
 - control, drills etc.
 - records, communication



ISPS-Code

An introduction to:

The **I**nternational **S**hip and **P**ort Facility **S**ecurity Code

ISPS-CODE

Part A covers

- Mandatory requirements
- Chapter XI-2 of the
- International Convention SOLAS

Part B is a Guidance

But.....

USA has mandated, EU anticipated

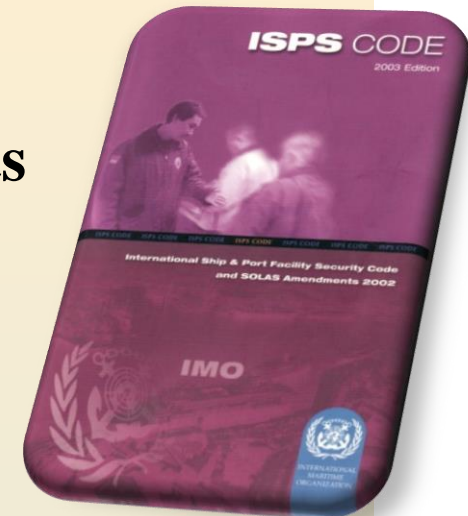


ISPS-CODE Part A – mandatory requirements

- 1 - General
- 2 - Definition
- 3 - Application
- 4 - Responsibilities of Contracting Governments
- 5 - Declaration Of Security (DOS)
- 6 - Obligations of the Company
- 7 - Ship security
- 8 - Ship Security Assessment
- 9 - Ship Security Plan
- 10 - Records

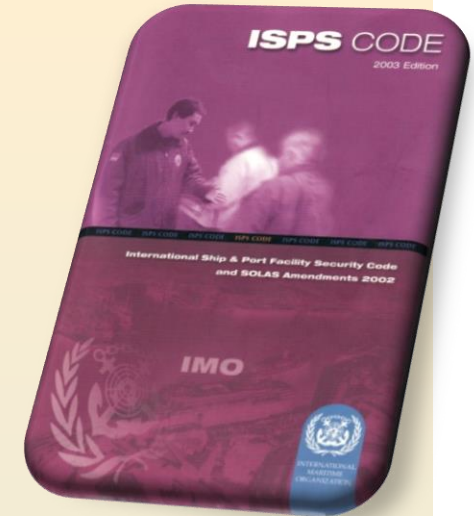
Apply to Ships and Companies

Apply to Ships, Companies and Port facility



ISPS-CODE Part A – mandatory requirements

- 11 - Company security officer
- 12 - Ship security officer
- 13 - Training, drills and exercises on ships
- 14 - Port Facility Security
- 15 - Port Facility Security Assessment
- 16 - Port facility Security Plan
- 17 - Port Facility Security Officer
- 18 - Training, drills and exercises at port facility
- 19 - Verification and certification for ships



Apply to Ships and Companies

Apply to Port facility

Definitions (1/5)

- **Ship Security Plan (SSP):**

a plan developed to ensure the application of measures on board the ship designed to protect persons on board, cargo, cargo transport units, ship's stores or the ship from the risk of a security accident

- **Port facility security plan (PFSP):**

the person designated by the Company for ensuring that a ship security assessment is carried out; that a ship security security plan is developed, submitted for approval, and thereafter implemented and maintained, and for liaison with port facility security officers and the ship security officer

- **Security Incident:**

is any suspicious act or circumstance threatening the security of a ship, including a mobile offshore drilling unit and a high-speed craft, or of a port facility or of any ship/port interface or any ship-to ship activity.

Definitions (2/5)

- **Company Security Officer (CSO):**

the person designated by the Company for ensuring that a ship security assessment (SSA) is carried out; that a ship security security plan (SSP) is developed, submitted for approval, and thereafter implemented and maintained, and for liaison with the port facility security officer (PFSO) and the ship security officer (SSO)

- **Ship Security Officer (SSO):**

the person on board the ship, accountable to the master, designated by the company as responsible for the security of the ship, including implementation and maintenance of the ship security plan (SSP), and for liaison with the company security officer (CSO) and the port facility security officer (PFSO)

- **Port Facility Security Officer (PFSO):**

the person designated as responsible for the development, implementation, revision and maintenance of the port facility security plan (PFSP) and for liaison with the ship security officer (SSO) and the company security officer (CSO)

Definitions (3/5)

- **Security level 1:**

means the level for which minimum appropriate protective security measures shall be maintained at all times.

- **Security level 2:**

means the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.

- **Security level 3:**

means the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent although it may not be possible to identify the specific target .

Definitions (4/5)

- **Port facility:**

is a location, as determined by the Contracting Government or by the Designated Authority, where the ship/port interface takes place. This includes area such as anchorages, waiting berths and approaches from seaward, as appropriate

- **Ship/Port interface:**

is the interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons, goods or the provisions of port services to or from the ship

- **Ship to Ship activity:**

any activity not related to a port facility that involves the transfer of goods or persons from one ship to another

Definitions (5/5)

- **Designated Authority:**

is the organization(s) or the administration(s) identified, within the Contracting Government, as responsible for ensuring the implementation of the provisions of this chapter pertaining to port facility security and ship/port interface, from the point of view of the port facility

- **Recognized Security Organization (RSO):**

is an organization with appropriate expertise in security matters and with appropriate knowledge of ship and port operations authorized to carry out an assessment, or a verification, or an approval or a certification activity, required by this chapter or by PART A of the ISPS-Code

- **Declaration of Security (DoS):**

is an agreement reached between a ship and either a port facility or another ship with which it interfaces, specifying the security measures each will implement

Communication
with the shore



