

PRESENTATION TO SATC 2006

**DEVELOPMENT AND IMPLEMENTATION OF
MARITIME SECURITY**

BY

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(WITH THANKS TO IMO FOR MATERIAL)





MARITIME THREATS



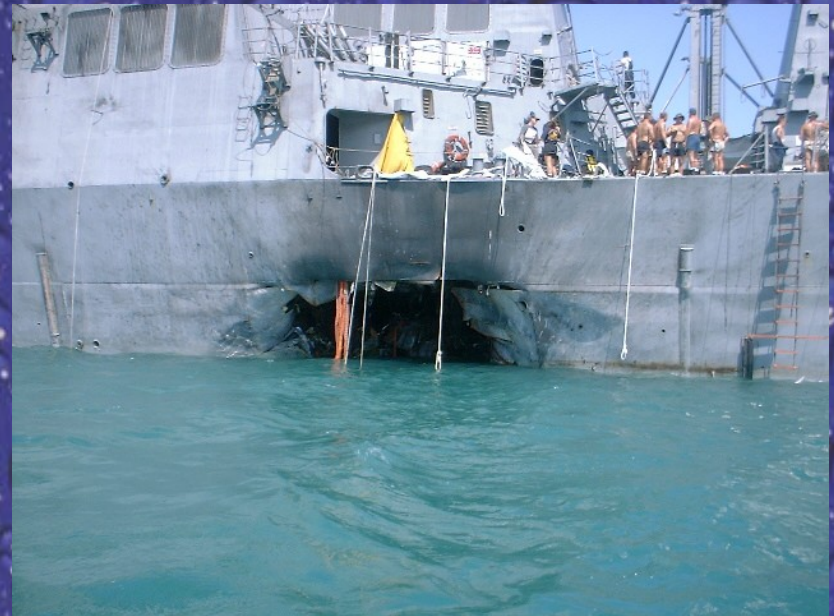
Security Environment and Threats

hijacking Achille Lauro (1985)



Security Environment and Threats

Attack on USS Cole (2000) in Aden



Security Environment and Threats

Attack on WTC and Pentagon (2001)



Security Environment and Threats

Attack on MT Limburg (2002) off Yemen



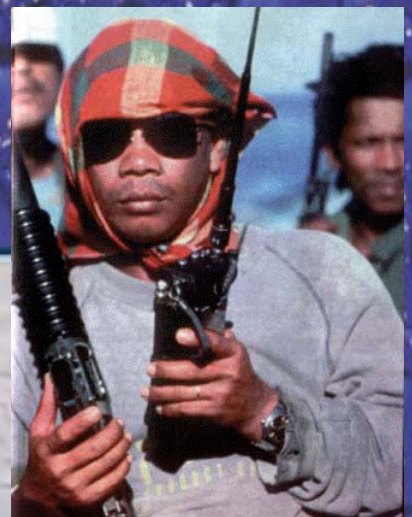
Other Threats to Maritime Security



Piracy in the Far East
Number of attacks in each area in 1995



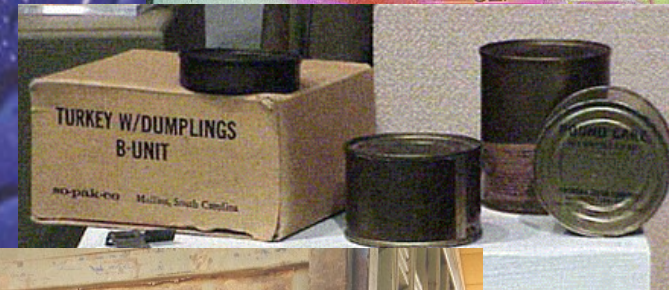
Piracy & Robberies



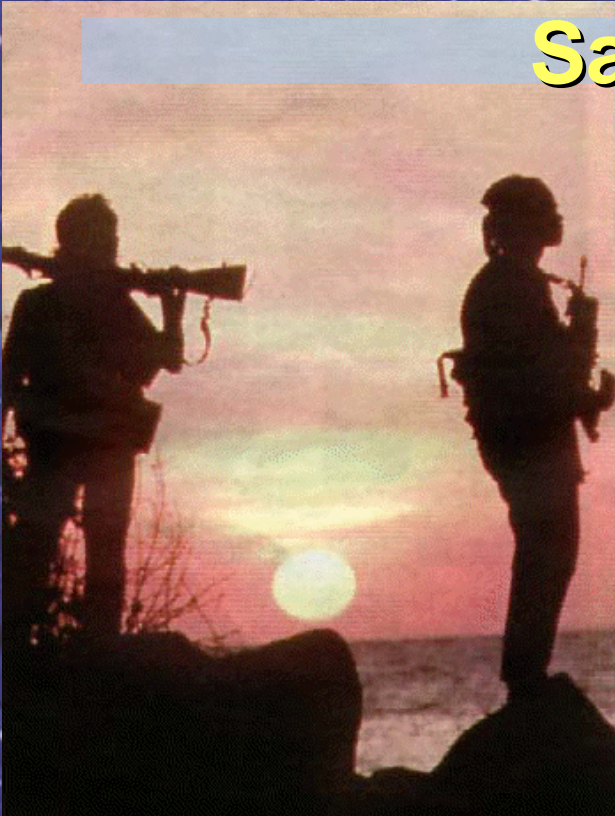
Stowaways



Drugs & Weapons Smuggling



Sabotage & Arson





Diplomatic Conference December 2002 - London





The International Maritime Organization adopted a new International Ship and Port Facility Security (ISPS) Code



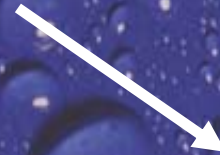
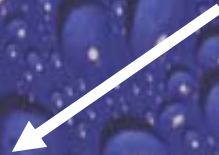
Amendments to SOLAS

Chapter V
Chapter XI



Amendments to SOLAS

Chapter V
Chapter XI



Chapter XI-1
Special measures to
enhance maritime
SAFETY

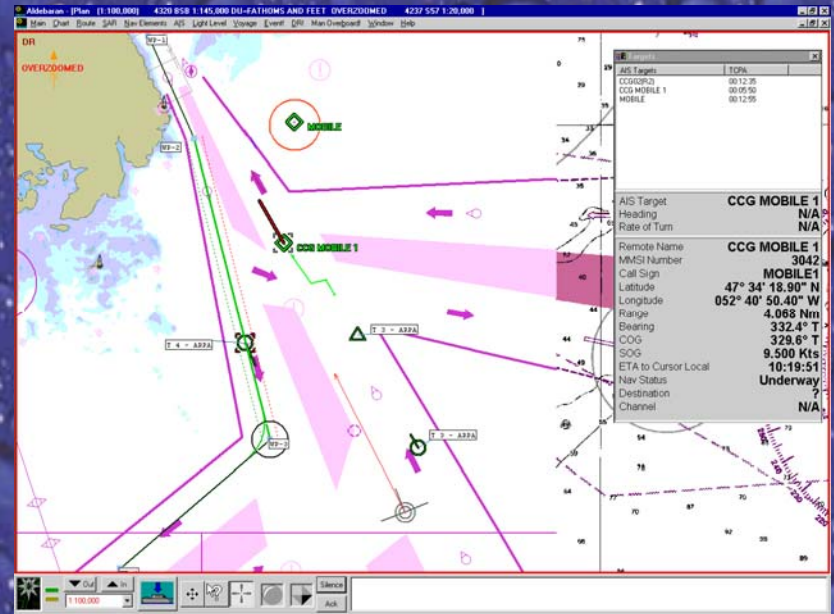
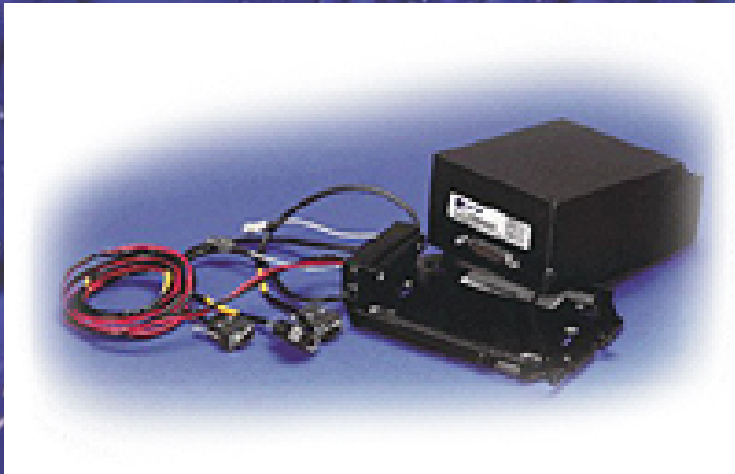
Chapter XI-2
Special measures to
enhance maritime
SECURITY



Chapter V

Vessels Require to have:-

- Automated Identifications Systems



Chapter XI-1

Vessels Require to have:-

- Ship Identification Number



Chapter XI-1

Vessels Require to have:-

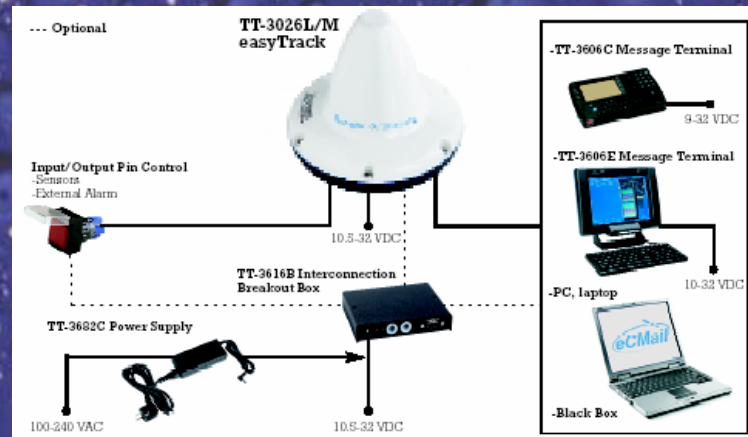
- Ship Identification Number
- Continuous Synopsis Record



Chapter XI-2

Vessels Require to have:-

■ Ship Security Alert System



Chapter XI-2

- Ship Security Alert System
- Mandatory Compliance with ISPS Code with effect from 1 JULY 2004



Chapter XI-2

Applies to:-

> Passenger Ships



Chapter XI-2

Applies to:-

> Passenger Ships

> Cargo Ships => 500GT



Chapter XI-2

Applies to:-

- > Passenger Ships**
- > Cargo Ships => 500GT**
- > Mobile offshore Drilling Units**



Chapter XI-2

Applies to:-

> Passenger Ships

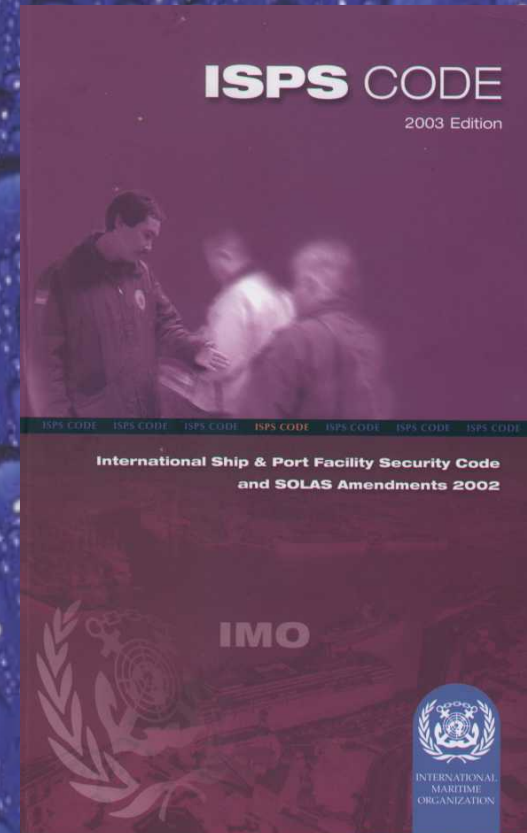
> Cargo Ships => 500GT

> Mobile offshore Drilling Units

> Port facilities serving ships engaged in international waters



International Ship and Port Facility Security Code



ISPS CODE

2003 Edition



ISPS CODE ISPS CODE ISPS CODE ISPS CODE ISPS CODE ISPS CODE ISPS CODE

**International Ship & Port Facility Security Code
and SOLAS Amendments 2002**

IMO



INTERNATIONAL
MARITIME
ORGANIZATION



Annex
International Code for the Security
of Ships and of Port Facilities

Preamble

1 The Diplomatic Conference on Maritime Security held in London in December 2002 adopted new provisions in the International Convention for the Safety of Life at Sea, 1974 and this Code* to enhance maritime security. These new requirements form the international framework through which ships and port facilities can co-operate to detect and deter acts which threaten security in the maritime transport sector.

2 Following the tragic events of 11th September 2001, the twenty-second session of the Assembly of the International Maritime Organization ("the Organization"), in November 2001, unanimously agreed to the development of new measures relating to the security of ships and of port facilities for adoption by a Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (known as the Diplomatic Conference on Maritime Security) in December 2002. Preparation for the Diplomatic Conference was entrusted to the Organization's Maritime Safety Committee (MSC) on the basis of submissions made by Member States, intergovernmental organizations and non-governmental organizations in consultative status with the Organization.

3 The MSC, at its first extraordinary session, held also in November 2001, in order to accelerate the development and the adoption of the appropriate security measures, established an MSC Intersessional Working Group on Maritime Security. The first meeting of the MSC Intersessional Working Group on Maritime Security was held in February 2002 and the outcome of its discussions was reported to, and considered by, the seventy-fifth session of the MSC in March 2002, when an *ad hoc* Working Group was established to further develop the proposals made. The seventy-fifth session of the MSC considered the report of that Working Group and recommended that work should be taken forward through a further MSC Intersessional Working Group, which was held in September 2002. The seventy-sixth session of the MSC considered the outcome of the September 2002 session of the MSC Intersessional Working Group and the further work undertaken by the MSC Working Group held in conjunction with

* The complete name of the Code is the International Code for the Security of Ships and of Port Facilities. The abbreviated name of this Code, as referred to in regulation XI-2/1 of SOLAS 74 as amended, is the International Ship and Port Facility Security (ISPS) Code, or in short, the ISPS Code.



...to detect
& deter acts
that threaten
security



International Ship &
Port Facility Security Code
Vessel's Components

- **Company Security Officer**
- **Ship Security Officer**
- **Ship Security Assessment**
- **Ship Security Plan**
- **Training, Drills & Exercises**
- **Verification & Certification**



Ship Security

- Threat Assessment and Threat Level
- Access Control and Restricted Area
- Security Duties and Roving Patrols
- Security Awareness and Vigilance



Ship Security

- Security Equipment & Systems
- Weapons of Mass Destruction
- Techniques used to circumvent security measures



Ship Security

- Emergency Preparedness & Contingency Procedures
- Crisis Management



Vulnerability Assessment & Risk Management

6 Steps to carrying out a Ship Security Assessment

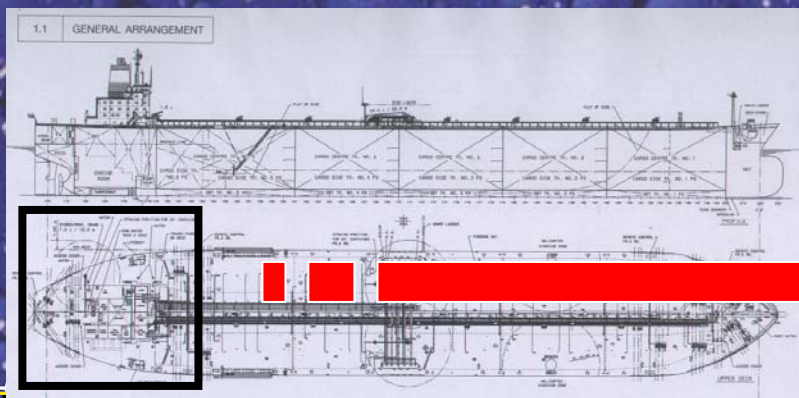
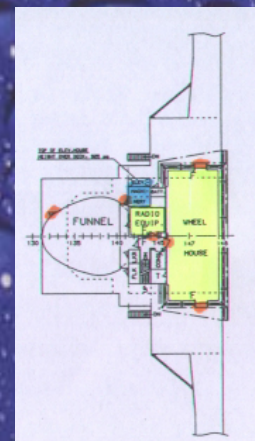
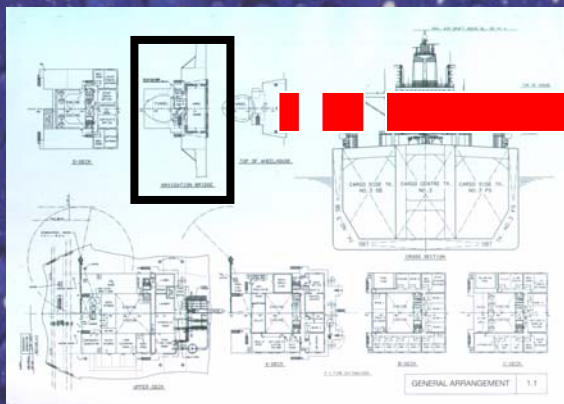
1. Look at the potential threats against ship specific
2. Consequence assessment
3. Vulnerability assessment
4. Mitigation
5. Implementation
6. Audit, Review and Improve

Vulnerability & Consequence Matrix

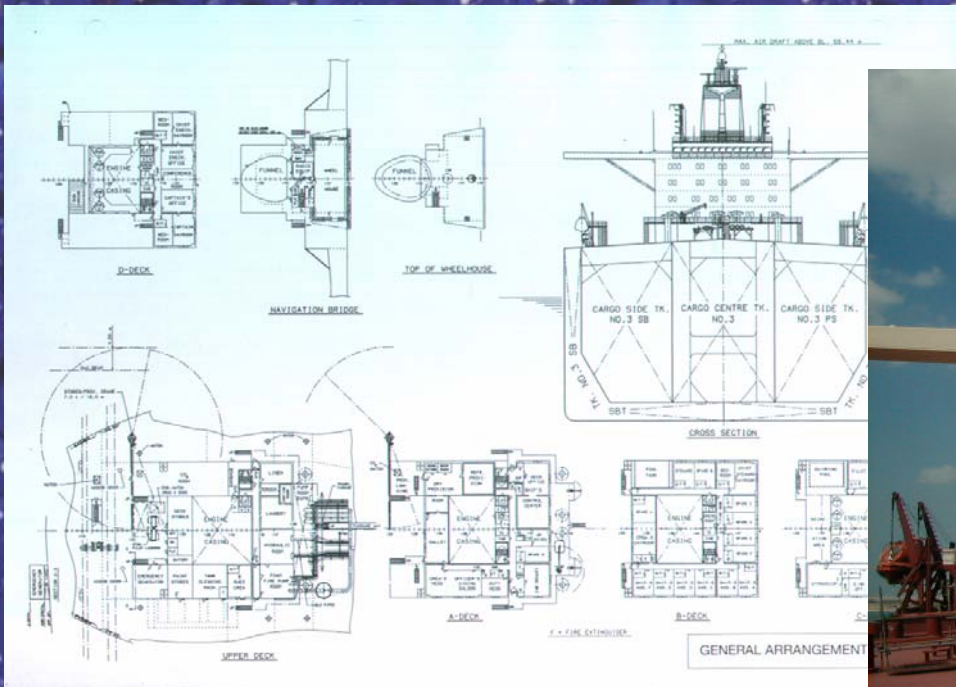
		Total Vulnerability Score		
		2	3-4	5-6
Consequence Score	3	Consider	Mitigate	Mitigate
	2	Document	Consider	Mitigate
	1	Document	Document	Consider



Ship Security Assessment



On Scene Survey



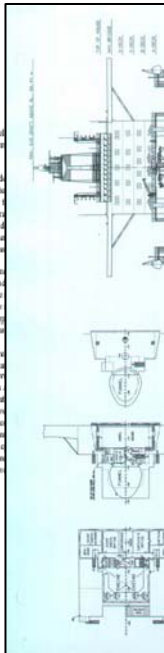
Security Plan

This Navigation and Vessel performing security assessment measures and procedures.

Commercial vessels provide interests of the United States responsibility for ensuring these guidelines are a vessel security interests. The guidelines responsibility but help the transportation for their part.

While the guidance contain Guard and other federal requirements, the guidance regulations itself. Thus, it is requirements of general app Federal agencies, the States

These guidelines were developed measures that are appropriate sea gas, owners and/or operators measures recommended in demonstrate that an alternate protection. Additionally, vessel specific protective measures specific vessels (due to vessel hull for owners and/or and/or vulnerability, a vessel specific activity or objective



Appendix A to Enclosure (1) to NVIC 10-02

Appendix A to Enclosure (1) to NVIC 10-02

Out

This appendix provides implemented by a vessel. The guidance is the Inspection (Circular position as proposed being discussed for and Port Facilities.

As discussed in Enc demonstrate that a necessary or not a

When protective is select the appropriate vessel to achieve. However, a vessel is indicated with a "Y" area. This may be measures in table 2, passive protective is of security personnel protection for a specific


Security measures is and responsible for studies that make a normal and over

Division 10-100

1.1 Vessels may responsibility of

- .1 high
- .2 occur
- .3 add

1.2 The following procedures for area



SECURITY PLAN

Table 6

Protective Measure	MARSEC 1	
	1	2
Verify non-containerized cargo against the manifest*	YES*	ALL
Verify the container identification numbers of loaded containers against the manifest*	ALL	ALL
Verify the container identification numbers of empty containers against the manifest*	YES*	ALL
Inspect vessel's stowage and provisions	YES*	YES*

*This may be accomplished by random verification, such as 25-50% of cargo.
 *Increase the frequency and detail of inspection, such as 25-50%.
 *Companies are encouraged to participate in the U.S. Customs Service program "Customs Trade Partnership Against Terrorism" (C-TPAT).

- 1.08 Verification and inspection of cargo and vessel's stores may be accomplished
- .1 visual and physical examination;
 - .2 using scanning/detection equipment, mechanical device, or other
 - .3 coordinating with the shipper or other responsible party through established agreement and procedure.

At heightened MARSEC level, the detail of the above methods may be increased commensurate to the threat.

Division 10-100

- 1.09 Vessels normally ensure that means of communication to report acts that the security of the vessel are:
- .1 maintained and operable;
 - .2 readily available;
 - .3 able to communicate within the vessel, to the waterfront facility, appropriate law enforcement personnel; and
 - .4 able to relay essential information related to the nature and extent of threat.

1.20 At heightened MARSEC level, vessels may enhance their means of communication to report acts threatening the security of the vessel as provided following table.

Table 7

Protective Measure	MARSEC Level	
	1	2
Perform regular communications checks	Optional	YES
Provide a backup means of communication	Optional	YES

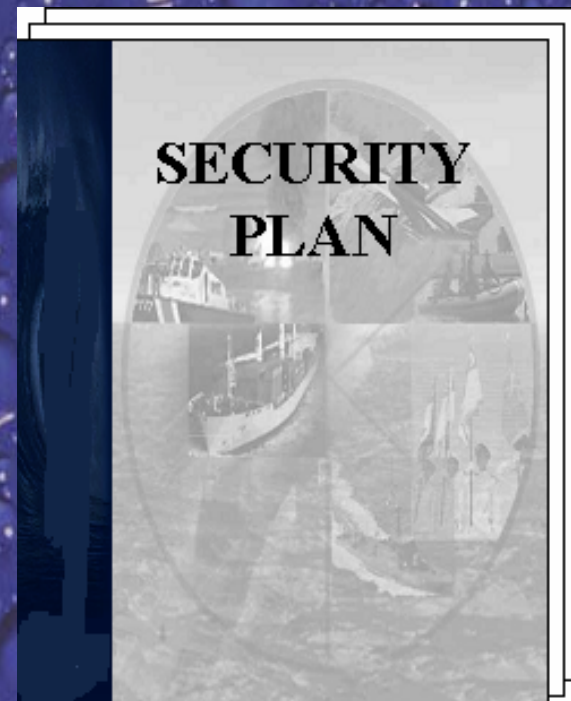
*Provide a redundant and multiple means of communication.



Port Facility Security Assessment



Port Facility Security Assessment & Plan



**DO YOU HAVE
ANY QUESTIONS?**

