OECD WORKSHOP ON MARITIME TRANSPORT

INTERNATIONAL REGULATIONS ON MARITIME SECURITY
RECENT MARITIME SECURITY INITIATIVES AND THEIR POTENTIAL IMPACT ON PORTS

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The International Ship and Port Facility Security Code

Purpose

Provide a standardized, consistent framework for evaluating risk, enabling governments to offset changes in threat with changes in vulnerability for ships and port facilities

Lay down minimum functional security requirements for ships and port facilities
Ships

Security plan
Security officers
Company security officers
Certain onboard equipment

Port facilities

Security plans
Security officers
Certain security equipment
Moreover ships and port facilities

Monitor and control access

Monitor the activities of people and cargo

Ensure security communications are readily available

Contracting Government

Sets the appropriate security level

Security levels

1 normal situation

2 medium threat

3 high threat
Security Level

Ensures link between the ship and the port facility

Triggers the implementation of appropriate security measures

Ships

To ensure that security measures are implemented subject to system of

Survey

Verification

Certification and

Control
Contracting Government

Ensures completion of a Port Facility Security Assessment for each port facility within its territory

Submits a list of approved port facility security plans, including location and contact details to IMO

Port Facility Security Assessment

Will help to determine which port facilities are required to appoint a Port Facility Security Officer and prepare a Port Facility Security Plan
Port facilities

Report certain security related information to the Contracting Government concerned

Legal provisions

New Chapter XI-2 added to SOLAS 74

Special measures to enhance maritime security

A new Chapter XI-2 containing special measures to enhance maritime security is added after the existing and renumbered Chapter XI-1 concerned with safety issues
Regulation XI-2 / 3

International Ship and Port Facilities Security Code (ISPS Code)

Part A of this Code will become mandatory

Part B contains guidance as to how best to comply with the mandatory requirements

Regulation XI-2 / 6

Requirements for port facilities, providing among other Contracting Governments to ensure that

Port facility security assessments are carried out

Port facility security plans are
developed, implemented and reviewed

in accordance with the ISPS Code
Conference resolution 8

Enhancement of security in co-operation with the International Labour Organization

ILO to continue the development of a Seafarers’ Identity Document

IMO and ILO to establish joint ILO / IMO Working Group to undertake more detailed work on comprehensive port security requirements

ILO / IMO Working Group

Time table

13 & 14 February 2003 Informal ILO meeting Madrid

May 2003 Draft text ready for submission to IMO/MSC 77

June 2003 Draft text ready for ILO translation

December 2003 ILO Meeting of Experts
ILO / IMO Working Group

Time table (cont.)

March 2004  ILO Governing Body approval
May 2004  IMO/MSC 78 approval
June 2004  International IMO ILO Port Safety and Security Code published
1 July 2004  ENTRY INTO FORCE OF SOLAS AMENDMENTS

Development and implementation of port security plans

Accelerated build up of security knowledge base
Close cooperation between national authorities and port authorities and port facility operators
Exchange of information between all involved
Funds for realization
Developing countries
Thank you
Recent maritime security initiatives and their potential impact on ports

P.C. van der Kluit
Managing Director
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Container Security Initiative, CSI

- Agreement between US Customs and foreign states
- Containers for the US are checked in the port of origin
- US Customs officers are stationed in the ports of origin and work with their foreign colleagues
- High risk containers are identified and checked (X-ray etc.)
- Impact on ports?
CSI, impact on ports

- Potential commercial disadvantage for ports not participating
- Containers may be delayed
- Insufficient funds for ports in developing countries
- Costly scanning equipment

Security in the logistic chain, C-TPAT

- US Customs-Trade Partnership Against Terrorism
- Joint government-business initiative to enhance security of the logistic chain
- Close co-operation between Customs and owners of the supply chain: importers, carriers etc.
- Benefits for participants: fewer inspections, less delays
- Impact on ports?
C-TPAT, impact on ports

- Only information from USA available
- Increased reliability
- Number of participants on the rise
- November 2002: 1115 companies in total
- 764 importers
- 252 customs brokers/freight forwarders
- 99 carriers

US Customs 24-hour rule

- Cargo manifests to be with US Customs 24 hours before cargo is loaded on board
- Impact on ports?
24-hour rule, impact on ports

- Varying reactions, positive and negative
- Loss of flexibility of operations
- No problem for the professional
- Potential delays
- 78 protests in total
- Rule took effect 2 December 2002
- No strict enforcement during first 60 days

USA: Hollings-Graham Port Security Bill S1214

- Vessels in US waters to have AIS (Automatic Identification Systems)
- Vessels passing through US waters to have long range tracking systems
- Secretary of Transport may audit foreign ports on their security measures
- Ships from ports with insufficient security measures may be refused entry into US ports
- Impact on (non-US) ports?
Bill S1214, impact on (non-US) ports

- Non complying ports could end up on black list
- Ports in developing countries
- Commercial, economic impact
- AIS on board requires suitable systems in ports
- Accelerated introduction of AIS criticised

Thank you