

Maritime Security

Ship Security

Aris Klempetsanis/ Senior Project Officer

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“Ships shall comply with the relevant requirements of SOLAS chapter XI-2 and of part A of the ISPS Code, taking into account the guidance given in part B of the ISPS Code, and such compliance shall be verified and certified as provided for in part A of the ISPS Code”

SOLAS Regulation XI-2/4

EMSA European Maritime Safety Agency



- Ship Security Assessment;
- Ship Security Plan;
- Verifications
 - Initial, Intermediate, Renewal, Additional
 - ISSC
- Ship Security Officer.

The SSA is an essential and integral part of the process of developing and updating the ship security plan.

The CSO must ensure that the SSA is carried out:

- by persons with appropriate skills to evaluate the security of a ship:
- in accordance with Section A/8, and
- taking into account the guidance given in part B of the ISPS Code.

The ship security assessment must include an on-scene security survey and, at least, the following elements:

- Identification of existing security measures, procedures and operations;
- Identification and evaluation of key ship board operations that it is important to protect;



- Identification of possible threats to the key ship board operations and the likelihood of their occurrence, in order to establish and prioritise security measures; and
- Identification of weaknesses, including human factors in the infrastructure, policies and procedures.

The ship security assessment must be documented, reviewed, accepted and retained by the Company.

The SSA of a specific ship may be carried out by a RSO, provided that the RSO will not be involved in the preparation or review and approval of ship security plan for the same ship.

CSO means the person designated by the Company for ensuring that:

- A ship security assessment is carried out;
- A ship 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.

The background of the slide is a faded, light blue image of a ship's anchor. The anchor is a traditional fluke anchor, with two flukes and a crown. It is shown from a side-on perspective, with the rope of the anchor line visible. The image is semi-transparent, allowing the text to be clearly visible over it.

Duties and responsibilities: ISPS A/11

ISPS A/9.1

Each ship shall carry on board a ship security plan approved by the Administration.

- The plan shall make provisions for the three security levels as defined in Part A of the Code.



- The Administration may entrust the approval of SSP to an RSO provided that has not been involved in either the preparation of the ship security assessment or of the ship security plan;
- The SSP makes provisions for the three security levels as defined in Part A of the ISPS Code;
- Is developed taking into account the guidance given in part B of the ISPS Code;



- The SSP must be submitted for approval **accompanied by the SSA** on the basis of which has been developed.
- Is written in the working language or languages of the ship.



- Is protected from unauthorized access or disclosure;
- May be kept in an electronic format;
- Is internally audited and evaluated by personnel, **who is independent of the activities being audited;**

The Administration shall determine which changes to an approved SSP or to any security equipment specified in an approved plan shall not be implemented unless the relevant amendments to the plan are approved by the Administration.

The SSP is **not subject to inspection** by officers duly authorized (DAO) by a Contracting Government to carry out control and compliance measures.

Exemption for limited access!

ISPS A/9.4

Minimum requirements for the SSP

A grayscale photograph of a ship's rigging system, showing thick ropes and metal pulleys. The image is slightly blurred, with the text overlaid in the center.

ISPS A/9.4

Minimum requirements for the SSP

The SSP shall address, at least, the following:

- Measures designed to prevent weapons, dangerous substances and devices from being taken on board the ship;
- Identification of the restricted areas and measures for the prevention of unauthorized access to them;
- Measures for the prevention of unauthorized access to the ship;



- Procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the ship or ship/port interface;
- Procedures for responding to any security instructions Contracting Governments may give at security level 3;
- Procedures for evacuation in case of security threats or breaches of security;



- Duties of shipboard personnel assigned security responsibilities and of other shipboard personnel on security aspects;
- Procedures for auditing the security activities;
- Procedures for training, drills and exercises associated with the plan;



- Procedures for interfacing with port facility security activities;
- Procedures for the periodic review of the plan and for updating;
- Procedures for reporting security incidents;



- Identification of the ship security officer;
- Identification of the company security officer including 24-hour contact details;
- Procedures to ensure the inspection, testing, calibration, and maintenance of any security equipment provided on board;



- Frequency for testing or calibration of any security equipment provided on board;
- Identification of the locations where the SSAS activation points are provided; and
- Procedures, instructions and guidance on the use of the ship security alert system, including the testing, activation, deactivation and resetting and to limit false alerts.

Records of the following activities addressed in SSP must be kept on board:

- Training, drills and exercises;
- Security threats and security incidents;
- Breaches of security;
- Changes in security level;
- Communications relating to the direct security of the ship such as specific threats to the ship or to port facilities the ship is, or has been;



- Internal audits and reviews of security activities;
- Periodic review of the ship security assessment;
- Periodic review of the ship security plan;
- Implementation of any amendments to the plan; and
- Maintenance, calibration and testing of any security equipment provided on board including testing of the ship security alert system.

The above records:

- Must be kept in the working language or languages of the ship;
- Must be protected from unauthorized access or disclosure;
- Must be kept on board for at least the minimum period specified by the Administration.

- Records should be available to DAO of Contracting Governments to verify that the provisions of ship security plans are being implemented.
- Records may be kept in any format but should be protected from unauthorised access or disclosure.

ISPS/A 4.4

Contracting Governments shall, to the extent they consider appropriate, test the effectiveness of the ship security plans or of amendments to such plans, they have approved, or, of plans which have been approved on their behalf (by RSOs).

[illegible]



- **INITIAL**
- **INTERMEDIATE**
- **RENEWAL**
- **ADDITIONAL**

Initial verification:

Shall include a complete verification of the security system and any associated security equipment covered by the relevant provisions of chapter XI-2, of Part A of the Code **and of the approved ship security plan.**

Renewal verification:

At intervals specified by the Administration, but not exceeding five years. This verification shall ensure that the security system and any associated security equipment of the ship fully complies with the applicable requirements of chapter XI-2, Part A of the Code **and the approved ship security plan**, is in satisfactory condition and fit for the service for which the ship is intended.

Intermediate verification:

At least one intermediate verification.

If only one intermediate verification is carried out it shall take place between the second and third anniversary date of the certificate, and shall be endorsed on the certificate.

- An ISSC shall be issued, after the initial or renewal verification by the Administration or by an RSO acting on behalf of the Administration.
- ISSC shall be issued for a period specified by the Administration which shall not exceed five years.
- Duration and validity ISPS A/19.3

**ISSC ceases to be valid in the
following cases:**

(ISPS A/19.3.8)

- If the relevant verifications are not completed within the periods specified by ISPS Code (Initial, intermediate, renewal);
- If the Certificate is not endorsed in accordance with section 19.1.1.3 and 19.3.7.1, if applicable;

- Transfer of a ship to the flag of a Contracting Government from a State which is not a Contracting Government; or
- A Company assuming the responsibility for the operation of a ship not previously operated by that Company until the Certificate referred to in section ISPS A/19.2 is issued (full term ISSC).

1. A ship without a Certificate, on delivery or prior to its entry or re-entry into service;
2. Transfer of a ship from the flag of a Contracting Government to the flag of another Contracting Government;
3. Transfer of a ship to the flag of a Contracting Government from a State which is not a Contracting Government; or
4. A Company assuming the responsibility for the operation of a ship not previously operated by that Company until the Certificate referred to in section ISPS A/19.2 is issued (full term ISSC).

Conditions:

- SSA completed;
- The SSP has been submitted for approval (a copy on board);
- SSAS;
- The CSO has ensured implementation of the SSP on board.

ISPS A/19.4.

Ship Security Officer (SSO)



Ship security officer means 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 and liaison with the company security officer and port facility security officers;

(ISPS A/12.2)

Duties and responsibilities of the SSO

Undertaking regular security inspections of the ship to ensure that appropriate security measures are maintained;

Maintaining and supervising the implementation of the ship security plan, including any amendments to the plan;

Coordinating the security aspects of the handling of cargo and ship's stores with other shipboard personnel and with the relevant port facility security officers;

Proposing modifications to the ship security plan;

Reporting to the company security officer any deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance and implementing any corrective actions;

Enhancing security awareness and vigilance on board;

Ensuring that adequate training has been provided to shipboard personnel, as appropriate;

Reporting all security incidents;

Coordinating implementation of the ship security plan with the company security officer and the relevant port facility security officer; and

Ensuring that security equipment is properly operated, tested, calibrated and maintained, if any.



- **Drills**

- Every 3 months
- Change 25% of the crew

- **Exercises**

- CSO's responsibility
- Every calendar year

- The CSO and appropriate shore-based Company personnel;
- The SSO; and
- Shipboard personnel having specific security duties,

Should have knowledge and receive training, taking into account the guidance in part B/13.

Minimum Requirements for Security training:

- SSO;
- Seafarers with Designated Security Duties;
- Seafarers employed or engaged in any capacity on board a ship.







The SSO must comply with the training requirements specified in table **A-VI/5** of the STCW Convention and shall hold a COP issued by or under the approval of a party.



- Seafarers designated to perform security-related duties, shall be appropriately trained.
- The training shall meet the standards given in table **A-VI/6-2** of the STCW Code.



Seafarers employed or engaged in any capacity on board a ship are required to complete a security-awareness training meeting the competence standards given in table **A-VI/6-1** of the STCW Code.



Seafarers who have completed such training shall hold a COP issued by an approved training provider.





Questions?

Aristeidis.klempetsanis@emsa.europa.eu

Aristeidis.Klempetsanis@emsa.europa.eu

 [twitter@emsa_lisbon](https://twitter.com/emsa_lisbon)

 [facebook@emsa.lisbon](https://facebook.com/emsa.lisbon)