

## PREVENTION AND SUPPRESSION OF ACTS OF TERRORISM AGAINST SHIPPING

### Port and Maritime Security

#### Guidance for the Development of Ship and Port Security Plans

#### Submitted by ICS and IAPH

##### SUMMARY

*Executive summary:* This paper outlines the need for ships and ports to work together in developing security plans and proposes a framework for the content of such plans.

*Action to be taken:* Paragraph 10

*Related documents:* MSC.75/ISWG papers and report

### 1. Introduction

Ports and ships have long been potential targets for criminals and now consideration also has to be given to the use of ships and their cargoes as potential terrorist weapons. There is consequently a need to re-assess existing ship and port security plans to address potential terrorist activities.

Since both ships and ports differ widely in their characteristics, layout and vulnerability, it is not practical to develop detailed and uniform standard comprehensive ship or port security plans. However, IAPH and ICS believe that it is possible to develop generic guidelines for ship operators and port facilities from which specific issues can be selected to address in respect of each port and ship, to a greater or lesser degree, threats applicable to them.

To be effective, it is very important that ship, port and port facility security plans can be dovetailed together to form a comprehensive set of security measures relevant to the specific location. This document provides guidance for the development of interrelated ship, port and port facility security plans.

### 2. Security Policy

Shipowners, port authorities and others involved in the port industry need to consider their own responsibilities with regard to security. To accomplish this, various steps need to be taken, such as

- to appoint and empower suitably senior staff members with overall responsibility for security within the port facility, shipping company and individual ship;
- to assess the security risks and to minimise the implications of any incident;
- to co-operate with the responsible authorities and to act on advice from those authorities;
- to promote security awareness amongst all employees;
- to give a commitment to provide appropriate security guidance and advice;
- to establish a reporting and recording system for incidents.

In all cases, the following issues need to be addressed:-

- responsibility for handling different types of incidents
- promulgation of information to other parties involved;
- issuing guidance or instructions to employees
- liaison with other authorities;
- methods of communication in different circumstances;
- plans for handling media interest;
- plans for informing and supporting the relatives/next of kin of persons involved.

The approach can be visualised as follows:

Awareness → Pre-planning → Preparation → Prevention → Resolution → Follow-up

### **3. Individual Ship and Port security plans**

Individual ship and port security plans should be developed in close co-operation with all the relevant industry stakeholders and authorities involved. Their main characteristics are that they should address either the ship or port as a whole as well as the individual components.

The security plan can be considered as

- defining appropriate scenarios;
- describing all measures that need to be taken to address those scenarios;
- describing the resources available to assist the application of those measures;
- describing the responsibilities of the different entities involved;
- providing contingency plans in the event of incidents occurring.

The plan should address all the elements of the security chain, from awareness initiatives to the actual organization of incident combating and subsequent policy review.

### **4. Port Security Plan**

It is essential that the overall co-ordination rests with a Port Security Committee in which all relevant authorities closely co-operate. Such authorities may differ from country to country, or even from port to port within a country, but they will almost always include the port authority, police and other law enforcement or security bodies, the justice department, customs authority, fire and other emergency services and the environmental department. It is also imperative that the Port Security Committee works closely together with port users and others located within the port environment.

Such co-operation is necessary for creating awareness and involvement and to mutually develop security toolkits.

### **5. The Port Facility Security Plan**

The overall Port Security Plan requires the active involvement of the local port industry. Through that co-operation generic guidance should be developed for individual port facilities., terminals, industries etc., so as to enable these to develop their own, custom-made Facility Security Plan. Such a plan should contain measures to increase the alertness of personnel, to counter criminal infiltration of the organization and to secure the company area and its installations. It should also pay attention to procedures in the event of incidents, information supply, communication and education and training of personnel.

## **6. The Ship/Port Interface**

An essential element in overall security is the liaison between the visiting ship and the port and the respective persons responsible for security.

Between them, the following issues need to be addressed:

a) The security of the immediate ship environs, quay side:

- mooring lines, linesmen and their means of transportation
- gangway, access control of people boarding, lighting
- traffic alongside the quay
- overhead equipment: cranes, other loading/discharging equipment
- other ?

b) The security of the immediate ship environs, water side:

- ships alongside: bunkers, water, supplies, ship/ship cargo transfer
- ship service providers, tugs
- other ?

## **7. Ship Security Plans**

The development of ship security plans needs to be considered in respect of each individual vessel. The essential focus is the protection of the perimeter of the ship from unauthorised access and, within the vessel itself, the identification and protection of secure areas, vulnerable points and essential services.

## **8. Essential elements of a security plan**

A number of essential elements should be addressed:

- Security awareness among all relevant partners, authorities, private enterprise and employees
- Vulnerability assessment
- Knowledge, experience in security matters
- Co-operation
- Information management
- Communication

### **8.1. Awareness**

In the introductory paragraphs it is accepted that both ports and ships are susceptible to criminal activities, including acts of terrorism. However, experience shows that in general, the possibility of serious criminal activity is seldom recognised as such by an individual ship operator or port. It is necessary, therefore, to develop programmes aimed at creating awareness by identifying various potential threats and their impact, in both human and economic terms.

### **8.2. Vulnerability assessment**

Measures described in individual ship or port security plans should be directed at those areas where they are likely to have the maximum effect. For an effective security approach it is therefore essential that risk analyses are conducted both at overall as well as an individual level. Weak spots, both in a physical sense as well as in an organizational sense should be

revealed through the analysis process. Vulnerability assessments should be carried out at regular intervals.

### **8.3. Knowledge and experience**

Knowledge and experience in security issues are essential elements for a successful approach. These elements are usually not available at individual company level. By establishing a network in which all relevant authorities participate, this deficiency can be addressed. Such a network may serve as a central platform for addressing complex security issues and could also facilitate education and training of port facility personnel. Care needs to be taken to secure the integrity of the information handled through the network.

### **8.4. Co-operation**

Port and ship security is a complex issue which requires close and intensive co-operation between all the actors involved. This will range from local co-operation between the port industry, port users and authorities to international co-operation between authorities and ports, port organizations and the shipping industry.

Co-operation between the port users and service providers in the port is essential. Port users include visiting ships, passengers boarding and disembarking and cargo or stores deliverers and collectors. Service providers are often the first to personally contact the ship and its crew. Pilots, tug boat companies, linesmen and suppliers of other services such as stevedores, and those providing other services to ships such as drinking water and bunkers, should be aware of the potential threats and of ways of handling such situations.

### **8.5. Information management**

An effective security system requires high quality information and information exchange. Accurate and timely information is crucial for the identification of potential threats and for taking the proper counter measures. It is necessary to lay the prime responsibility for information collection, interpretation and dissemination with an identified and experienced organization such as the police or other security organisations. This focal point should maintain close contact with relevant national authorities as well as local parties in the port area, both authorities and industry. In the case of ships, the flag state has responsibilities here.

### **8.6. Communication**

Proper and unambiguous information to all relevant parties, including the population in areas adjacent to the port, and the personnel involved with the ship, is of importance in order to create a firm basis for the measures to be taken. A communication plan should therefore be part of the port, ship operator or ship security plan. At regular intervals all relevant parties should be informed about security projects without endangering the integrity of these plans by disclosing sensitive details.

## **9. Preventive measures**

Preventive measures must be taken on the basis of local circumstances. They should be aimed at protection of the ship, the port and its industrial complex as well as persons on board (passengers and crew) and ashore (port personnel and others potentially affected).

Issues to be considered include

- Briefing the personnel involved

- Access control, personal identification and authorisation
- Liaison with port security
- Threat assessment in respect of stowaways, drug trafficking, terrorism, other unlawful activity, civil unrest
- The identification and protection of secure areas
- The identification and protection of vulnerable areas/facilities or essential services
- Lighting arrangements
- Alarm systems
- The provision and role of security personnel
- Contingency plans in the event of unauthorised boarding, bomb threat, suspicious packages
- Searching – for stowaway, drugs, explosive devices
- Notification to authorities and others
- Ship to shore communications
- Reporting procedures
- Reaction to incidents
- Training of personnel
- The provision of security equipment

#### **10. Action to be taken**

The Committee is requested to note the views of IAPH and ICS on the concept of developing generic ship, port, and port facility security plans and to endorse this approach.