



**TESMA**

# **ISPS**

International Ship & Port facility Security

## Viewpoints from the bridge

**Captain Ralph Juhl**  
Director Safety & Quality  
TESMA Holding

**TANKEROperator Conference**

London, February 3-4, 2004

# Agenda

... safe and secure compliance



- 
- Introduction
  - The ISPS code
  - Complying with ISPS
  - Viewpoints from the bridge
  - Improving the ISPS code



- Introduction
  - History repeats itself?
  - a new fortress?
- The ISPS code
- Complying with ISPS
- Viewpoints from the bridge
- Improving the ISPS code

# Introduction

... history repeats itself?



- History
  - Piracy
  - Stowaways
  - Hijackingresolved through
  - Privateers
  - Armed vessels
  - Fortresses
- Today
  - Piracy
  - Stowaways
  - Hijacking & terrorismresolved through
  - International regulations
  - Legislation
  - Homeland protection

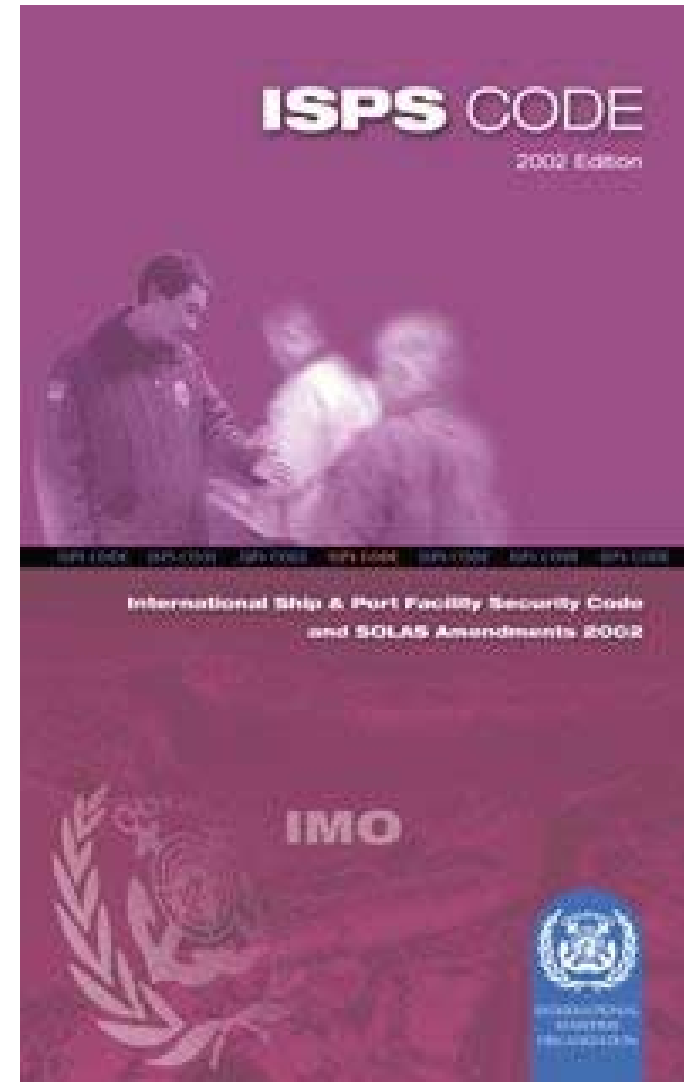


# Introduction

... a new fortress?



- 9/11 2001  
Attack on WTC New York
- December 2002  
IMO adopts the ISPS code
- April 2003  
ISPS code published
- July 1st, 2004  
ISPS code is effective
- The ISPS code is a fact
- **We must all comply**



# Introduction

... despair not!

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Assuming you have in place

- strong shipboard management team
- competent ship manager ashore

then the ISPS code is really about:

- **Additional administration;**  
most likely covering procedures already in place
- **Activation of authorities;**  
into new and more active capacities

# Agenda

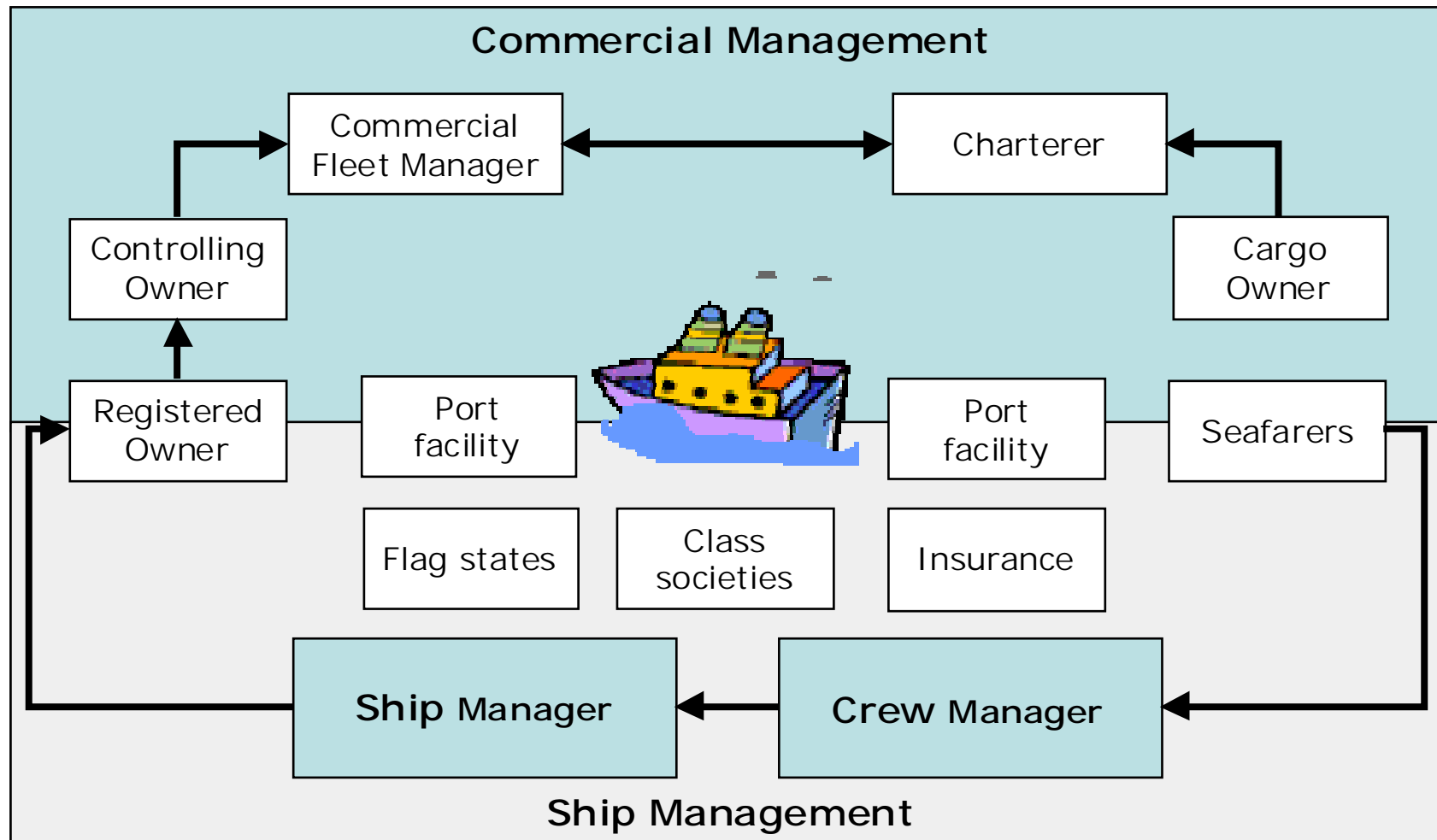
... the ISPS code



- Introduction
- The ISPS code
  - affected parties
  - abbreviations
  - modifications onboard
  - governmental requirements
  - ship manager requirements
  - guiding framework
  - at work
  - potential implications
- Complying with ISPS
- Viewpoints from the bridge
- Improving the ISPS code

# The I SPS code

... affected parties



# The ISPS code

## ... abbreviations



Abbreviation	Meaning
ASE	Annual Security Evaluation
CG / DA	Contracting Government / Designated Authority (interrelated)
CSR	Continuous Synopsis Record
CSO	Company Security Officer
DOC	Declaration of Security
ISPS	International Ship & Port facility Security
ISSC	International Ship Security Certificate
IISSC	Interim International Ship Security Certificate
RSO	Recognised Security Organisation
PFSP	Port Facility Security Plan
PFSO	Port Facility Security Officer
SSO	Ship Security Officer
SSA	Ship Security Assessment
SSP	Ship Security Plan
SL	Security Level
SoCPF	Statement of Compliance of a Port Facility

Note: not a complete listing

# The I SPS code

## ... modifications onboard



- **Ships identification number (IMO number)**
  - Permanently marked plainly visible both inside and outside
  - Latest at first dry docking after 1st July 2004
- **Automatic Identification System (AIS)**
  - Applicable to all ships greater than 300 GT
  - Latest by first safety equipment survey after 1st of July 2004, or before 31th of December 04

Passenger ships, tankers and ships above 50,000 GT are already required to fit the equipment by these dates

- **Ship Security Alarm System (SSAS)**
  - Applicable to all passenger ships, oil- and chemical-tankers, gas- and bulk-carriers and HS crafts above 500 GT
  - Latest by first radio survey after 1st of July 2004
  - All other ships no later than the first radio survey after 1st of July 06

# The I SPS code

## ... governmental requirements

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- Authorities
  - Appoint **DA** (homeland security)
  - Appoint **RSO**, if needed
- Accountabilities as flag state
  - Approve and certify all ships with **ISSC**
  - Issue and maintain **CSR** for ships in registry
  - Decide **SL** for all ships
  - Decide **SL** for all “serviced” port (and facilities)
  - Setup response plans for receiving **SSAS** signals
  - Determine when **DOS** shall be issued
- Accountabilities as “homeland”
  - Approve and certify all port facilities with **SoCPF**
  - Decide **SL** for all ports (and facilities)
  - Decide **SL** for all “visiting” flag states
  - Setup response plans for received **SSAS** signals
  - Determine when **DOS** shall be issued
  - Determine actions for foreign ships complying and vessels coming from non-convention countries

# The I SPS code

## ... ship manager requirements

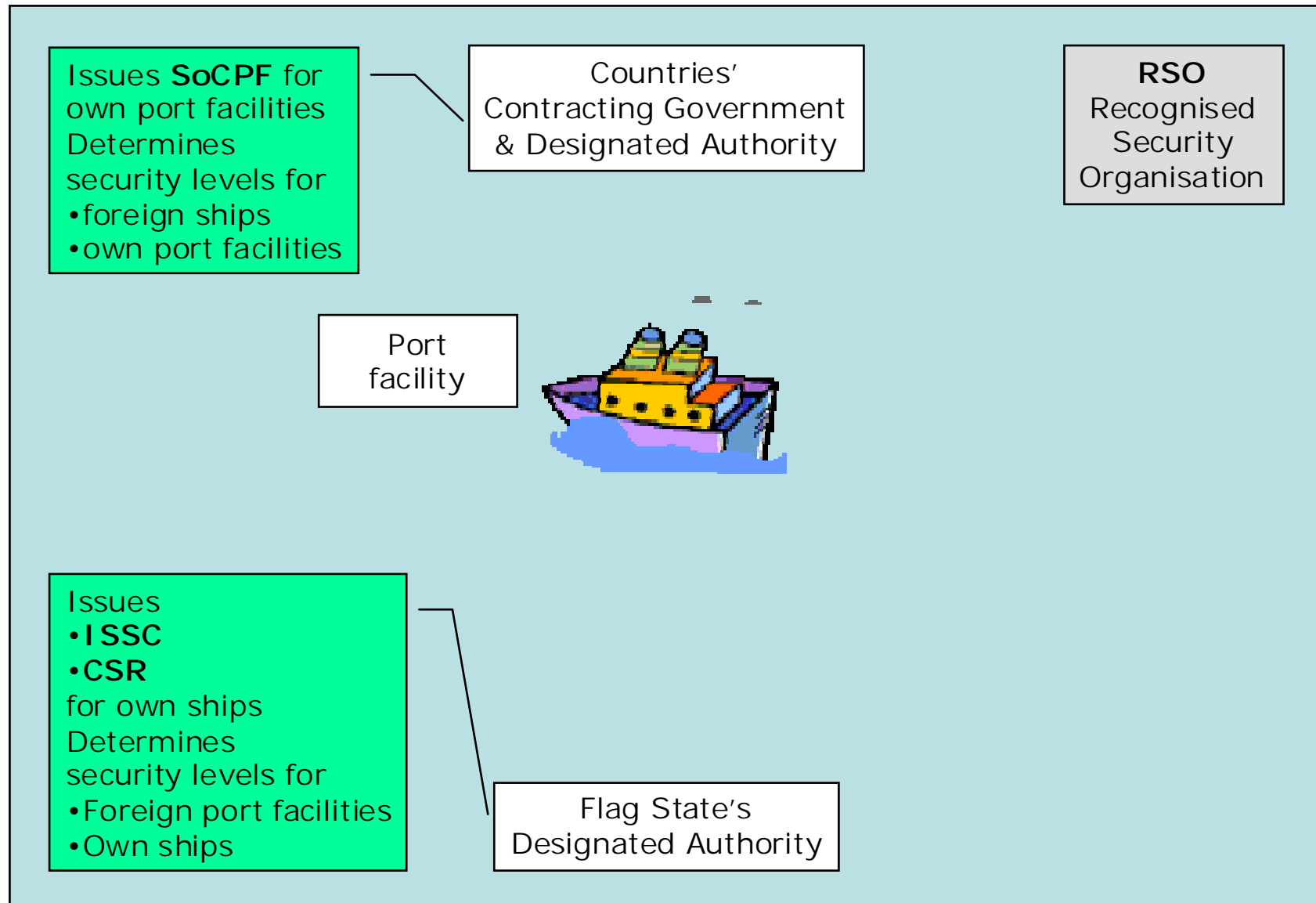
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- Authority
  - Flag state is the **DA**
  - Flag state may have appointed one or more **RSO**
- Proof of compliance
  - Flag state issues **ISSC**
- Process for achieving proof of compliance, the **ISSC**
  - Appoint and train **CSO**
  - Appoint and train **SSO**
  - Perform **SSA**
  - Make technical modifications (**IMO No**, **ASI**, **SSAS**)
  - Prepare **SSP** for approval by flag state (**RSO**)
  - Implement **SSP** onboard
  - Facilitate flag state (**RSO**) audit
- Continuous processes to retain **ISSC**
  - Train and exercise security matters (evaluate and record)
  - **ASE** (Masters review)
  - Carry out annual onboard verification (audit)
  - Pass external intermediate and re-newel audits

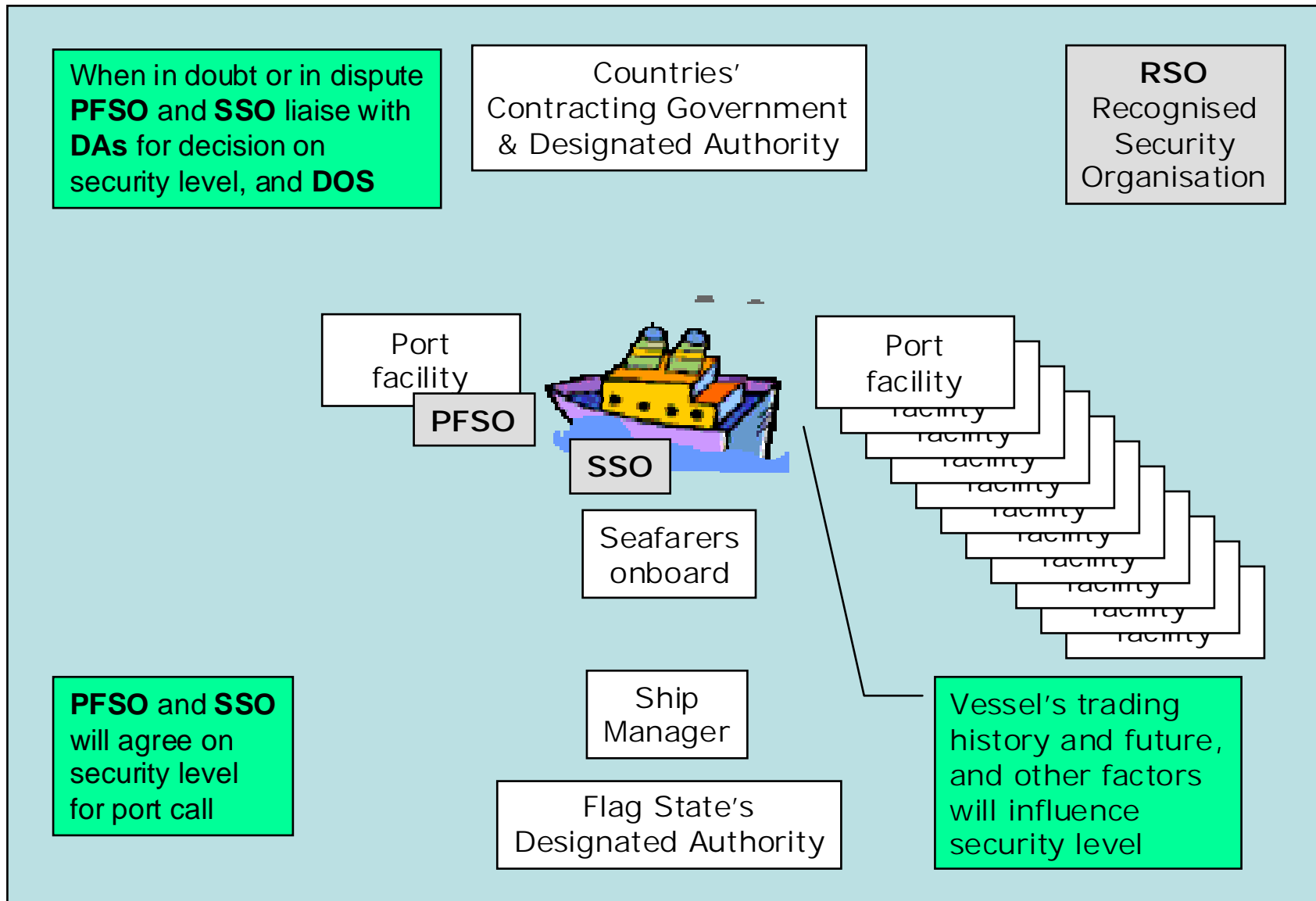
# The I SPS code

... the guiding framework



# The I SPS code

... at work



# The I SPS code

... implications



## Valdez at New Years 2003/4

- Terminal shut for two days for undefined security reasons
- Three tankers ordered to stop operations and leave vicinity, including
  - Kenai  
125,000 DWT  
built 1979
  - Polar Alaska  
188,000 DWT  
built 1979
  - Marine Columbia  
125,000 DWT  
built 1974
- Armed guards, roadblocks, fighter aircrafts

source: TradeWinds Jan-5-04



# Agenda

... complying with ISPS

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- Introduction
- The ISPS code
- Complying with ISPS
  - TESMA situation
  - approach and deadlines
  - achievements / status
  - advice
- Viewpoints from the bridge
- Improving the ISPS code

# Complying with ISPS

## ... TESMA situation



- 70 ships
  - 53 Tankers:
    - 5 VLCCs, 1 FSO, 15 Product tankers (MR-LR1), 14 Chemical tankers
    - 9 LPGs
    - 9 OBOs (trading dry and wet)
  - 17 Dry cargo ships:
    - 3 Bulk carriers
    - 13 General cargo / container / Ro-Ro / reefer ships
    - 1 Passenger ship
- Technical Competence Centres in
  - Copenhagen – 33 ships
  - Singapore – 22 ships
  - Tallinn – 13 ships
  - Mumbai – 2 ships
- Crew Management Centres (including training facilities) in
  - Baltics
  - India
  - Philippinesdeploying some 3,000 seafarers
- Global Management Centre in Copenhagen & Oslo

# Complying with ISPS

## ... approach and deadlines

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- Global guidelines
  - CSOs; Safety & Quality Managers
  - SSOs; 2nd Engineer
  - Framework SSA; completed May-03
  - Framework SSP; completed Aug-03
- Training & education
  - Masters and SSOs; commenced Jun-03 and ongoing
  - CSOs; completed Sep-03
  - All shore staff received CSO education; Oct-03
  - Presentations at Officers' conferences; ongoing
- Attaining ISSC
  - Conduct SSA, Master, SSO and CSO; completed Nov-03
  - Complete SSP, Master, SSO and CSO; complete by Dec-03
  - Implement SSP onboard and ashore for 1-2 months, complete by Mar-04
  - RSO audit; complete by Mar-04

# Complying with ISPS

## ... achievements and status



- MT SAMCO awarded ISSC on 18th October 2003
  - 259,999 DWT built 1989
  - Bahamas flag
  - ABS classed
  - ABS as RSO for Bahamas
  - TESMA Singapore as ship manager
- Today
  - 5 ships fully certified
  - 43 ships with approved SSP
  - 12 ships with SSP ready for approval
  - remaining 10 ships will meet established deadline of Mar-04



# Complying with ISPS

## ... the International Ship Security Certificate



CERTIFICATE No. 116389

**INTERNATIONAL SHIP SECURITY CERTIFICATE**  
 ISSUED UNDER THE PROVISIONS OF THE INTERNATIONAL CODE  
 FOR THE SECURITY OF SHIPS AND OF PORT FACILITIES (ISPS CODE)  
 under the authority of the Government of

**THE COMMONWEALTH OF THE BAHAMAS**  
(name of state)

by the **AMERICAN BUREAU OF SHIPPING**


Name of Ship: SAMCO  
 Distinctive Number or Letters: C6HH8  
 Port of Registry: NASSAU  
 Type of Ship<sup>1</sup>: OIL TANKER  
 Gross Tonnage: 142647  
 IMO Number: 8616518  
 Name and Address of Company: TESMA SINGAPORE PTE LTD  
30 OLD TOH TUCK ROAD  
#05-04 SEMBAWANG KIMSTRANS LOGISTICS CENTRE  
SINGAPORE 597654  
(see paragraph 1.1.2 of the ISM Code)

**THIS IS TO CERTIFY THAT:**

- the security system and any associated security equipment of the ship have been verified in accordance with section 19.1 of part A of the ISPS Code;
- the verification showed that the security system and any associated security equipment of the ship is in all respects satisfactory and that the ship complies with the applicable requirements of chapter XI-2 of the Convention and part A of the ISPS Code;
- the ship is provided with an approved Ship Security Plan.

This Certificate is valid until 17 OCTOBER 2008, subject to periodical verification in accordance with section 19.1.1 of part A of the ISPS Code.

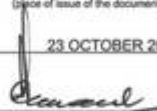
Completion date of the verification on which this certificate is based: 18 OCTOBER 2003  
(ddmm/yyyy)



**ABS**

Issued at: SINGAPORE  
(place of issue of the document)

Date of Issue: 23 OCTOBER 2003

  
(Signature of the duly authorized official issuing the certificate)  
**CAPT HEMANT JUNEJA**

<sup>1</sup> Insert the type of ship from among the following: Passenger Ship; Passenger High Speed Craft; Cargo High Speed Craft; Bulk Carrier; Oil Tanker; Chemical Tanker; Gas Carrier; Mobile Offshore Drilling Unit; Other Cargo Ship  
 ISCC  
 Revision 0

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# Complying with ISPS

... advice on approach and preparations

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- Approach
  - Be very **pragmatic**; SMS may cover most already
  - **Do not jeopardise** common **safety for security**
  - **Align ISPS and SMS**; avoid duplication and conflicts
  - **Use Class** if also appointed RSO by flag state
  - Create **awareness** of ISPS with all personnel
  - **Emphasise necessity** with seafarers; irrespective of “doubts”
  - Be very thorough, and **keep clean records**
  - Be **ready at any time** for audit; surveyors are in demand
- Preparations onboard
  - Post security level notice in close proximity to muster lists
  - Post signs / placards at restricted areas
  - Perform weekly training and drills on specific duties at various security levels
  - Maintain accounts for all keys for lockable compartments
  - Maintain good and clean security records
  - Ensure awareness, in particular of own duties

# Complying with ISPS

... advice on ISPS audit onboard

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- Do not allow auditor
  - onboard without complete security check
  - to walk unaccompanied whilst onboard
- Ensure ships crew is clearly identifiable
- Crew will be interviewed in
  - security levels
  - duties, normal and additional, at various security levels
  - restricted areas
  - access control
  - cargo handling
  - passengers
  - visitors
  - baggage
  - delivery of spares and stores

# Complying with ISPS

... advice on issues being raised by auditors



- How to deal with security information, including confidential part of SSP
- What is the CSR
- What type of communication is to take place between Ship, CSO, PFSO and RSO
- What are the flag state contacts
- When shall a DOS be made
- What are the interface actions with a SoCPF
- What to look for during security patrols
- How is a security breach reported
- How to verify that joining crew is actually the seaman, and not an imposer

# Agenda



... viewpoints from the bridge

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- Introduction
- The ISPS code
- Complying with ISPS
- Viewpoints from the bridge
  - security checks
  - smaller ships
  - setting security level
  - administration
  - emergency response
  - commercial
- Improving the ISPS code

# Viewpoints from the bridge

## ... security check

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- The security duties onboard include
  - access control at gangway
    - possibly hired armed guards at higher security levels
  - security check of visitors at gangway
    - verification of identity and purpose onboard
    - search of properties; bags, parcels
    - search of persons; eventually full body search
- Viewpoints:
  - Seafarers are not educated to perform such searches
    - How can we distinguish a computer from a bomb?
  - Seafarers are of different nationalities, mostly male
    - How will visitors react to being search by a Filipino AB?
    - How will female visitor react to person search by male seafarer?
    - Are there any human rights offended?

# Viewpoints from the bridge

... smaller ships

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- Situation:
  - Ships trading internationally, down to 500 GT, have to comply with the code
  - Often the manning is at only 5-6 seafarers, including the cook, who may be craftsmen with no extensive education
  - These ships are often calling at port facilities in city centres
  - The cost is proportionally much larger e.g. gangway guard
- Viewpoints:
  - Who will watch the access to the ship while opening hatches?
  - Who will do all the administration?
  - Will the ISPS code affect the smaller ports negatively?
  - Will the ISPS code affect short-sea and river operations?
  - What about smaller crafts which will have greater access to downtown areas ... are they not as big, if not a bigger threat, compared to an LNG carrier docking miles away?

# Viewpoints from the bridge

## ... setting security level – part 1



- Situation:
  - Flag state has set security level 1 for all ships, irrespective of ports of call
  - Ship is on a voyage towards USA
  - Trading history includes ports in North Europe, Middle East, and West Africa.
  - All previous port calls have been at security level 1 as advised by the local PFSO
  - Arrival at USA:
    - PFSO informs the ship is considered a “security breach” since USA’s DA is of opinion two ports in West Africa and Middle East ought to have warranted security level 2
    - USCG will inspect the ship to ensure it is sufficiently secure, or to possibly increase security level
- Viewpoints:
  - Who at flag state will make decision?
  - How long will the deliberation be?
  - Who is to take accountability for
    - the delay incurred?
    - additional costs in case security level increased?
  - What does the charter party say?

# Viewpoints from the bridge

## ... setting security level – part 2

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- Situation:
  - Flag state has set security level 1 for all ships, irrespective of ports of call
  - Ship is in a Transatlantic trade, and en-route to USA
  - Due to tense situation in the Middle East, the flag state has decided to
    - Increase to security level 2
    - Maintain its non-differentiation between ports
  - Ship is obliged to follow flag state, and declare security level 2 to the PFSO at the US port of call
- Viewpoints:
  - What will happen if I declare security level 2?
  - Will the Americans take offence?
  - Can it emerge into a political situation?
  - Who will pay for additional costs incurred due to potential delay of ship, work carried out onboard, and at port facility?

# Viewpoints from the bridge

## ... administration



- Situation:
  - All security related work has to be logged in the “security log”, or an appropriate form
  - This includes, but is not limited to, the following:
    - SSA, SSP, CSR, ISSC, Annual review, Internal audit, External audit
    - Education, drills, evaluation, shore information
    - Port security information for last 10 ports
    - Ship security check list, ship-shore check list, gangway and search log book, stores and provision search log book, key plan and log book, security breach reporting
    - Maintenance of security equipment
  
- Viewpoints:
  - I certainly hope this additional administration will deter terrorism!
  - I wonder if not the flag state will demand that I must have an administration officer onboard
  - I really can see how our task based Electronic Document and Management System will support our ISPS work

# Viewpoints from the bridge

## ... emergency response

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- Situation:
  - Ship is in international waters between England, Norway, Denmark and Germany (it could also be in the Caribbean sea or Malacca Straits or any other place)
  - The SSAS has been activated, in earnest or by mistake
  - The SSAS signal, identifying ship and position, will be received at flag state administration
- Viewpoints:
  - What happens now?
    - Who at the flag state will take what actions?
    - Which of the above countries' "homeland" security forces will attend the ship?
    - How will they handle the situation?
    - How will parties ascertain the alarm is true?
    - What if the alarm is false?
    - Does my flag state have an agreement in place with any of the countries?
    - Who will guarantee payment of costs?
    - Who will eventually pay the costs?
    - Will I get a place of refuge? (Erika, Castor, Prestige)
  - Do I dare to activate the SSAS?

# Viewpoints from the bridge

... commercial



- Situation:
  - Charter party clauses are being developed as we speak
  - Clauses take either party's side
    - Owner pays all
    - Charterer pays all
  - The cargoes carried determine the ship's trading pattern, and this may not be controlled by owner
  - Ship trading history will influence security measures
  - We believe BIMCO's standard, adapted by INTERTANKO, provides a pragmatic, practical and balanced situation
  
- Viewpoints:
  - A balanced solution has to be found
  - Commercial entities must predict security measures to make judgement on total costs
  - I see a lot of record keeping;  
similar to a new WorldScale or distance table ...

# Viewpoints from the bridge

... is this what we face?



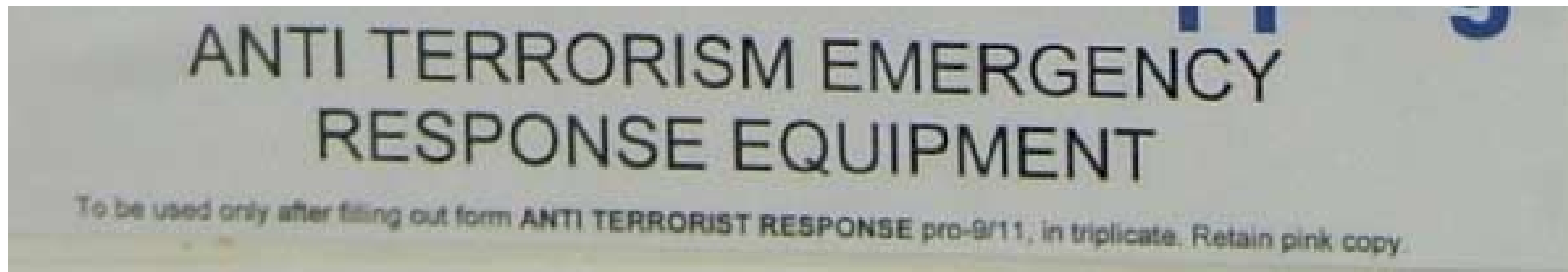
# Viewpoints from the bridge

... the approach down under!?



# Viewpoints from the bridge

... administration in action



The small important letters:

To be used only **after** filling out form  
**ANTI TERRORIST RESPONSE** pro-9/11,  
in triplicate.  
Retain pink copy

# Agenda

... improving the ISPS code



- Introduction
- The ISPS code
- Complying with ISPS
- Viewpoints from the bridge
- Improving the ISPS code
  - conflicting interests
  - additional abbreviations?

# Improving the ISPS code

... conflicting interests

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- Terrorism is deterred with the ISPS code
- The ISPS code is causing additional procedures and significant administration
- The ISPS codes “activates” authorities to an extent never practiced before
- Improving the ISPS code requires the industry to make a choice between
  - secrecy and
  - transparencywhere it is transparency that can render significant efficiency gains
- However, transparency
  - may compromise security e.g. AIS
  - is not exactly a norm in the industry
  - will require coordinated effort

# The I SPS code

... additional abbreviations



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Abbreviation	Meaning
ICG	International Coast Guard
ISPSR	International Ship and Port facility Security Registry
ISMR	International Ship Movement Registry

# Improving the ISPS code

... ICG



- ICG – International Coast Guard
  - Recognised global authority; possibly regional authorities
  - Accountability
    - Conduct security inspection, onboard and ashore
    - Track & trace merchant fleet via AIS
    - Emergency Response Teams for SSAS alarms

# Improving the ISPS code

... ISPSR



- ISPSR – International Ship & Port facility Security Registry
  - Recognised global authority, or Designated Authorities
  - Features of on-line database
    - Retain records on Security Levels
      - From flag state perspective
      - From “homeland” perspective
    - Retain records on Certification
      - ISSC and SoCPF
      - CSR

# Improving the ISPS code

... ISMR



- ISMR – International Ship Movement Registry
  - On-line database
  - Features
    - Retain records on ships trading history
    - Capture data from AIS devices

# Thank You

**Captain Ralph Juhl**  
Director Safety & Quality  
TESMA Holding

[www.tesma.net](http://www.tesma.net) – [tesma@tesma.net](mailto:tesma@tesma.net)

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# Thank You

**Captain Ralph Juhl**  
Director Safety & Quality  
TESMA Holding



[www.tesma.net](http://www.tesma.net) – [tesma@tesma.net](mailto:tesma@tesma.net)

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