



Vessel Security

International Ship and Port Facility Security Code (ISPS)

Maritime Transportation Security Act (MTSA)

Who do security regulations apply to?

- 33CFR101 applies to all vessels and facilities that impact or travel upon the marine transportation system...including commercial vessels.
- ISPS Code is applicable to vessels on an international voyage over 500 GT, or a passenger vessel on an international voyage with greater than 12 passengers.





ISPS Code and the Maritime Transportation Security Act

- Since ISPS Code applies to vessels over 500 GT and MTSA applies to vessels over 100 GT, there is a gap in applicability for vessels of 100-499 GT with these regulations.
- If they fall within that gap, vessels have a choice to get an ISSC from their Flag state or submit a security plan to the Coast Guard for approval and comply with 33 CFR 104.

Declaration of Security

- According to ISPS Code, Contracting Governments shall determine when a D.O.S. is required by assessing the risk the ship/port interface poses to persons, property or the environment. ISPS Code Part A 5.1
- The D.O.S. shall address the security requirements that could be shared between a port facility and a ship (or between ships) and shall state the responsibility for each. ISPS Code Part A 5.5

DECLARATION OF SECURITY BETWEEN A SHIP AND A PORT FACILITY

Name of Ship	
Port of Registry	
IMO Number	
Name of Port Facility	

This Declaration of Security is valid from until ,
for the following activities (list the activities with relevant details) under the following
security levels

Security level(s) for the ship	
Security level(s) for the port facility	

The port facility and ship agree to the following security measures and responsibilities to
ensure compliance with the requirements of Part A of the International Code for the
Security of Ships and of Port Facilities.

ACTIVITY	The affixing of the initials of the SSO of PFSSO under these columns indicates that the activity will be done, in accordance with relevant approved plan by	
	PORT FACILITY	SHIP
Ensuring the performance of all security duties		
Monitoring restricted areas to ensure that only authorized personnel have access		
Controlling access to the port facility Controlling access to the ship		
Monitoring of the port facility, including berthing areas and areas surrounding the ship		
Monitoring of the ship, including berthing areas and areas surrounding the ship		
Handling of cargo		
Delivery of ship's stores		
Handling unaccompanied baggage		
Controlling the embarkation of persons and their effects		
Ensuring that security communication is readily available between the ship and port facility		


This form of Declaration of Security is for use between a ship and a port facility. If the
Declaration of Security is to cover two ships this model should be appropriately
modified.

DOS Continued

- 33 CFR 104.255 says that the DOS is required based off the MARSEC level.
- MARSEC 1: DOS req'd for cruise ships and manned vessels carrying Certain Dangerous Cargo in bulk.
- MARSEC 2 and 3: DOS req'd for all manned vessels.
- At MARSEC 3: A new DOS is req'd everyday.
- The COTP may require a DOS at any time.

Ship Security Measures (ISPS)

- At Security Level I:
 - Ensure performance of all ship security duties
 - Control access to the ship
 - Control the embarkation of persons and their effects
 - Monitor restricted areas to ensure that only authorized persons have access
 - Monitor deck areas and areas surrounding the ship
 - Supervise the handling of cargo and ship's stores
 - Ensure the security communication is readily available


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- **At Security Level 2:**
 - Additional measures, outlined in the Ship Security Plan, shall be implemented
 - **At Security Level 2:**
 - Further specific protective measures, specified in the Ship Security Plan, shall be implemented for the measures specified at security level 1.

Ship Security Plan



- According to ISPS Part A 9, each ship shall carry on board a ship security plan approved by the Administration.
- This plan shall make provisions for the three security levels just mentioned.

- The plan should be written in the **working language** of the crew, and translated into **English, French or Spanish**.
- The plan should include:
 - Measures to prevent **weapons** or dangerous substances on the ship
 - ID of **restricted areas**
 - Procedures for **responding to security threats**
 - Measures for preventing **unauthorized access** to the ship
 - Procedures for evacuation in case of **security threats/breaches of security**

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- **Duties of shipboard personnel** assigned security responsibilities
 - Procedures for **training, drills, and exercises**
 - Procedures for interfacing with **port facilities**
 - ID of the **Ship Security Officer**
 - ID of the **Company Security Officer**
 - Info about **security equipment** onboard-testing, calibration, etc
 - ID of the location where ship **security alert system** activation points are provided

Conditions of Entry

- The MTSA mandated that the Coast Guard evaluate the effectiveness of anti-terrorism measures in foreign ports and also provided for the imposition of conditions of entry on vessels arriving to the U.S. from countries that do not maintain adequate anti-terrorism measures.





The following countries have ports that are not maintaining effective anti-terrorism measures:

- Comoros
- Cote d'Ivoire
- Cambodia
- Cameroon
- The Republic of Congo
- Equatorial Guinea
- Guinea-Bissau
- Indonesia
- Iran
- Liberia
- Madagascar
- Sao Tome and Principe
- Syria
- Timor-Leste
- Venezuela

What does the CG look for on a COE boarding?



- Implementation of measures equivalent to Security Level 2.
- Access points were guarded
- Attempt to execute a Declaration of Security
- Log all security actions in the ship's log
- Report actions taken to the cognizant U.S. Coast Guard Captain of the Port before arrival in the U.S.

Stowaways:

- Should be reported either by:
 - Notice of Arrival
 - Reports in 33 CFR 101.305 b
 - To Customs and Border Protection
- Master should report the following:
 - The results of a sweep to check for additional stowaways, and
 - That all critical safety and environmental protection systems are operating properly.



Procedures for Stowaways:

- The vessel should take measures to ensure that the stowaway remains onboard the vessel, and report those measures to the Coast Guard.
- From there, a boarding would be conducted and follow on procedures would be determined at that time.



Conclusion

- Remember- security is important and it takes everyone's awareness and dedication!
- For questions, contact Port State Control Division, Sector Miami @ 305-535-8725