

Container security: challenges for seaports

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International Maritime Organization

IMO :

- A specialized agency of the UN with 169 Member States and three Associate Members,
- IMO's main task has been to develop and maintain a comprehensive regulatory framework for shipping and its remit today includes safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping

IMO gives high priority..

- to the security of ships and port facilities .. the complementary issue of facilitating international maritime traffic; reflecting the need for the maritime community as a whole, to sustain efforts to enhance, and
- improve security in all aspects of ship and port operations while, at the same time, ensuring that the flow of seaborne trade continues to be smooth and efficient and is not unduly impeded.

the International Ship and Port Facility Code

- chapter XI-2 of the 1974 SOLAS Convention and the ISPS Code entered into force on 1 July 2004.
- today the measures apply to 159 States, the combined merchant fleets of which constitute over 99 % of the gross tonnage of the world's merchant fleet and the number of port facilities involved is in excess of 10,000.

SOLAS Conference resolution 9..

- recognized the inter-modal and international nature of the movement of closed cargo transport units (closed CTU) and the need to ensure security throughout the supply chain
- invited the WCO to consider urgently measures to enhance security throughout international movements of closed CTUs

The objectives of the ISPS Code..

- to establish an international framework involving co-operation between Contracting Governments, Government agencies, local administrations and the shipping and port industries to detect security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade

Joint MSC/FAL circular 1 ...

- SOLAS chapter XI-2 and the ISPS Code sufficiently set out the requirements on ships and port facilities with respect to the security and facilitation of the movement of closed cargo transport units and of freight containers transported by ships, taking into account the appropriate references in the ISPS Code;
- the WCO has primacy over supply chain security, with IMO's role being limited to those aspects related to ships and port facilities;

and...

- port facilities, ships not responsible for maintaining the physical integrity of closed cargo transport units and of freight containers other than those in their custody;
- SAFE Framework of Standards, to be taken into account in respect to the FAL Convention, SOLAS chapter XI-2 and the ISPS Code; and
- communication, co-ordination and co-operation at both national and local levels, between ships, port facilities, Customs and other competent authorities are of the utmost importance.

although the global security net ...

- which chapter XI-2 and the ISPS Code aim at, has been established, there is a need to strengthen it further and to ensure its continued robustness on a long-term basis.
- in today's world, security is an element of good business practices and there are commercial advantages to have adequate security measures in places

in 2010, Facilitation Committee begins..

- a comprehensive revision of the Convention on Facilitation of International Maritime Traffic, 1965,.. holistic review to adequately respond to the current and emerging needs of international trade.
- building closer links between measures to enhance maritime security and facilitation of maritime traffic .. the Maritime Safety and the Facilitation Committees will be working together and in parallel on a number of issues during the next few years.

the 2002 SOLAS Conference, ...

- invited IMO for impact assessment of proposals to implement the long-range identification and tracking of ships (LRIT), ...
- to develop and adopt appropriate performance standards and guidelines for LRIT systems

LRIT applies to...

- passenger ships, including high- speed passenger craft;
- cargo ships, including high-speed craft, of 300 gross tonnage and upwards; and
- mobile offshore drilling units.

LRIT information:

Ships shall automatically transmit the following LRIT information:

- the identity of the ship;
- the position of the ship (latitude and longitude); and
- the date and time of the position provided.

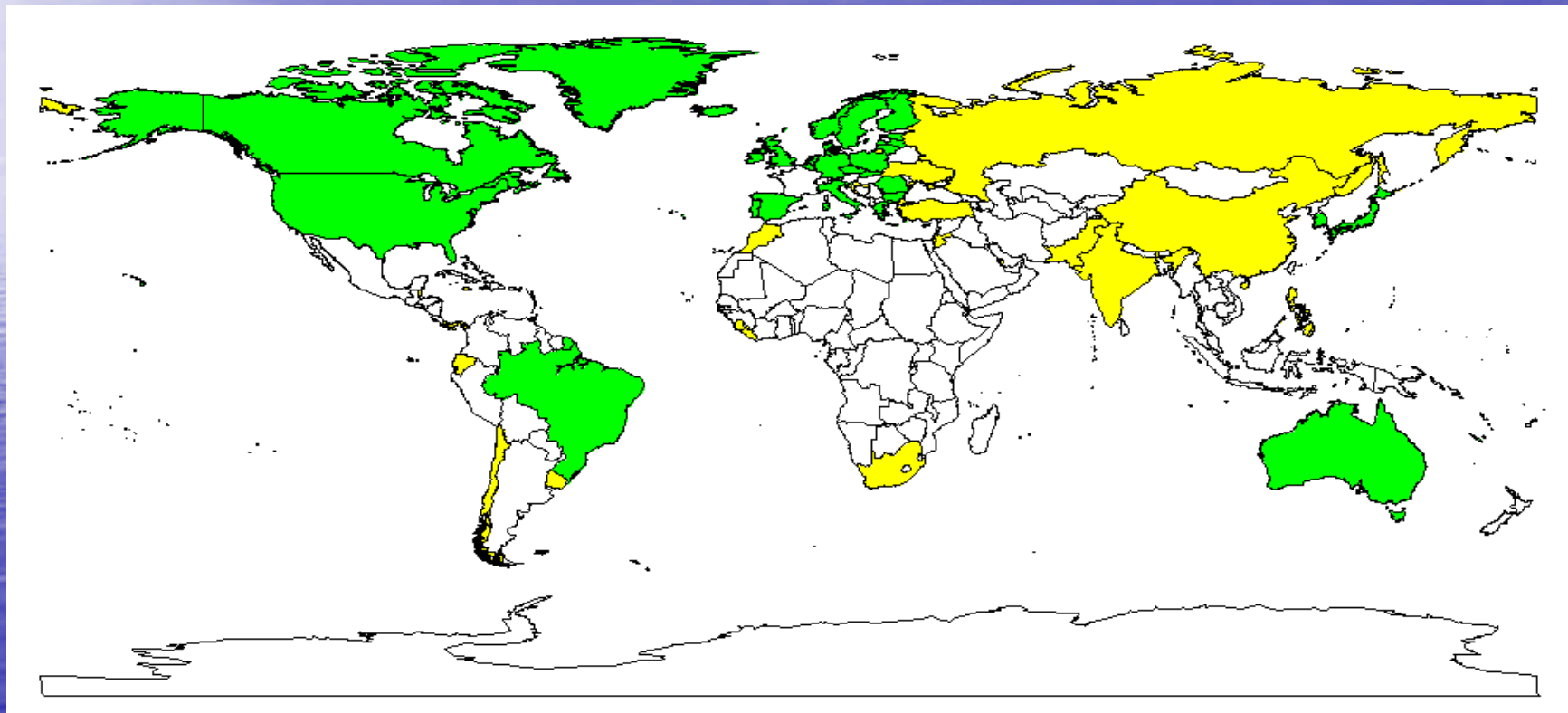
In summary Contracting Governments entitled to LRIT information...

- *as flag State*: ships entitled to fly its flag, irrespective of where the ship may be located;
- *as port State*: ships which have indicated their intentions to enter a port facility or a place under the jurisdiction of the Contracting Government;
- *as coastal State*: ships navigating within a distance not exceeding 1,000nm of its coast.
- *SAR services*, LRIT information free of charge

LRIT status (as at 1/09/09)...

- 64 LRIT Data Centres are being established, 23 are in production, 19 are undergoing developmental or integration testing
- 1 Cooperative LRIT Data Centre serving the 27 Contracting Governments of the European Union
- the International Data Exchange has been established by the United States on an interim basis; and
- the Data Distribution Plan and the Public Key Infrastructure have been established by IMO

LRIT..Status of implementation



Piracy, Somalia & Gulf of Aden

- in 2008 > 600 seafarers were captured and held hostage by pirates off the coast of Somalia and in the Gulf of Aden, 43 ships hijacked and more than 115 direct attacks on, or suspicious approaches to, other ships.
- in August 2009, the number of attacks in the area off Somalia have increased 270%, compared with the same period in 2008.

Djibouti Code of Conduct...

Adopted by 17 regional States....

- Implement national legislation;
- Establish law enforcement / coast guard capability and functions;
- Develop capacity through training and other technical assistance; and
- Improve maritime situational awareness

Internationally Recommended Transit Corridor (IRTC) ...

- ships in transit are recommended to conduct their passage through the IRTC in groups based on planned transit speeds.
- the primary contact point for ships transiting the area is the UK Maritime Trade operations centre in Dubai and there are four other secondary points of contact for the corridor.

Administrations should aim at

- ships' reporting, investigating attacks, technical and practical assistance to developing nations to improve security in their ports and waters and enact relevant legislation;
- shipowners to install effective security equipment (e.g. motion detection equipment, acoustic devices, CCTV, alarms etc);
- shipmasters should take all necessary avoidance, evasion and defensive measures promulgated by IMO and the shipping industry et al

IMO Assembly resolution A.989(25)

- *“The challenge for IMO is to promote the effective implementation of the security measures, and to instil a security consciousness in ship and port facility operations, at the same time ensuring that the right balance is struck in trade facilitation and that the flow of seaborne trade continues to be smooth and efficient.”*

- *THANK YOU* -