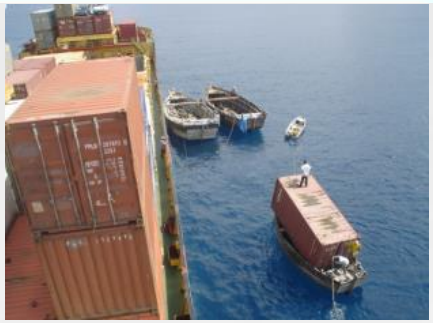
Ship Security

Maritime Administrations

European Maritime Safety Agency

Lisbon, 8 and 9 April 2014

OVERVIEW

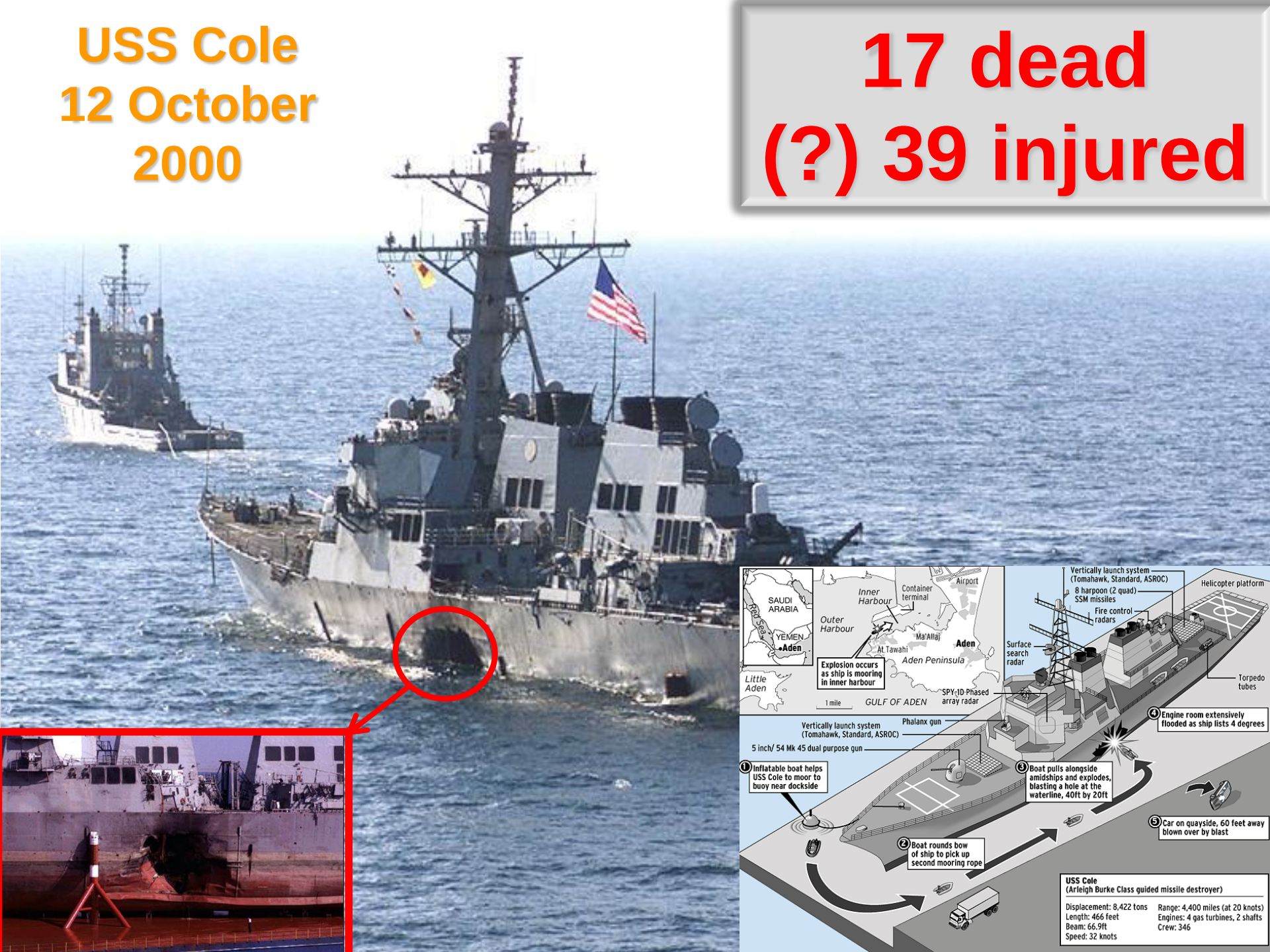


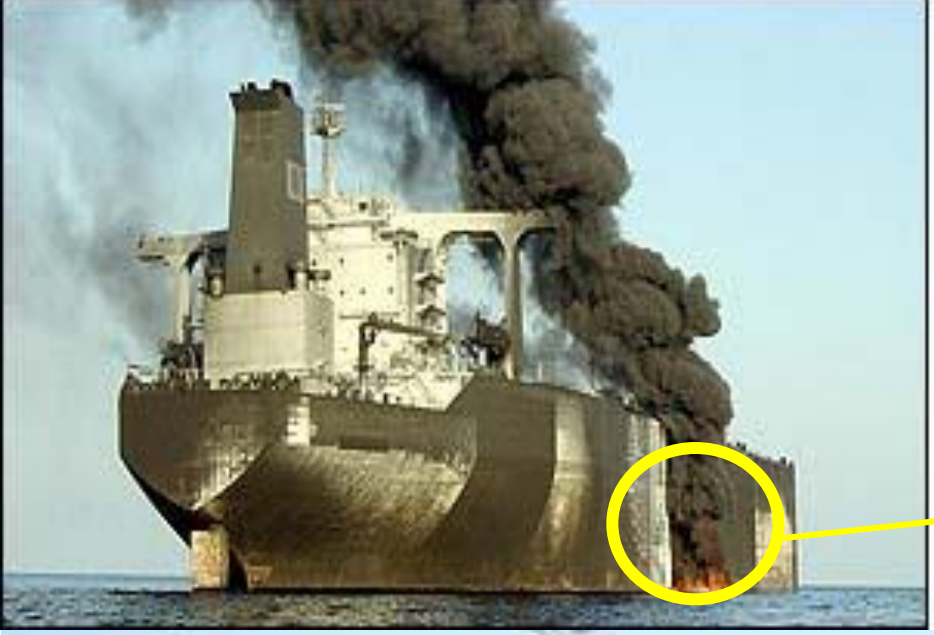
- EU Maritime security legislation and background behind ISPS Code
- Role, tasks and responsibilities of the Administrations
- Commission inspections

World Trade Center
11 de Setembro 2001

USS Cole
12 October
2000

17 dead
(?) 39 injured



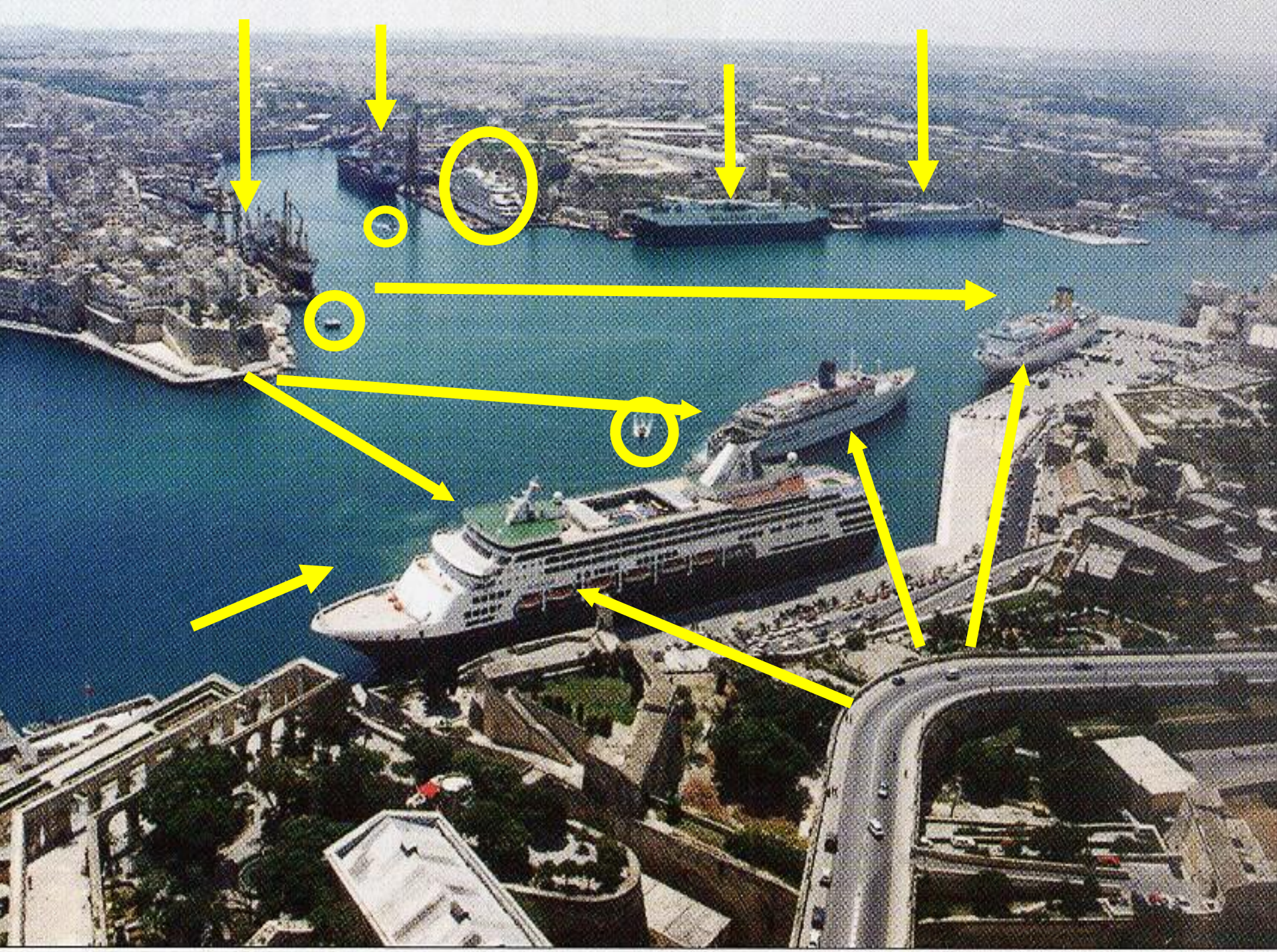


1 killed
12 injured

Limburg – October 2002

Madrid – 11 March 2004
191 killed
Approx. 1800 injured

London – 7 July 2005
52 killed
> 700 injured
Mirror
BLOODIED BUT UNBOWED
The Guardian
London's day of terror
THE TIMES
77
INDEPENDENT
ERROR COMES
D LONDON
Daily Mail
The Daily Telegraph
Al-Qa'eda bri
to the heart of London
LONDON
2012
CANDIDATE CITY
EXPRESS
ITONS
EVER
EATED
TERRORISTS
ATTACK
LONDON
MANY
DEAD
Evening
Standard



INTENTIONAL THREATS
Sabotage
Nuclear or Biologic attack
Terrorism
Stowaways
Bomb
Human traffic
Smuggling
Conflicts between passengers and crew
Political incidents
Theft
Illegal immigration
Piracy
Cyber attack
Vandalism

Loading of cargo
Access Control
NON-intentional Threats
Training / Familiarisation
Disclosure of sensitive information in public spaces
....

Understanding Security Threats

2.6. **Threat**. The likelihood that an unlawful act will be committed against a particular target, based on a perpetrator's intent and capability.

IMO/ILO Code of Practice on Security in Ports (Tripartite Meeting of Experts on Security, Safety and Health in Ports)

Threat has been defined as the perpetrator's intent and capability

As long as *intentions* and *capabilities* exist …

….security threats exist.

ADDRESSING ONE OF THE ELEMENTS WILL REDUCE THE RISK OF THREATS

UNCLOS

Article 100 – 107 – Dealing with piracy

- Article 100. Duty to cooperate in the repression of piracy
- Article 101. Definition of piracy
- Article 102. Piracy by a warship, government ship or government aircraft whose crew has mutinied
- Article 103. Definition of a pirate ship or aircraft
- Article 104. Retention or loss of the nationality of a pirate ship or aircraft
- Article 105. Seizure of a pirate ship or aircraft
- Article 106. Liability for seizure without adequate grounds
- Article 107. Ships and aircraft which are entitled to seize on account of piracy

Article 101
Definition of piracy

Piracy consists of any of the following acts:

(a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
  (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
  (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
(c) any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

Short Comings

- Base on private gain
- Ship versus ship – use of illegal acts or violence
- Legal limitation which does not cover terrorist attacks

SUA Convention

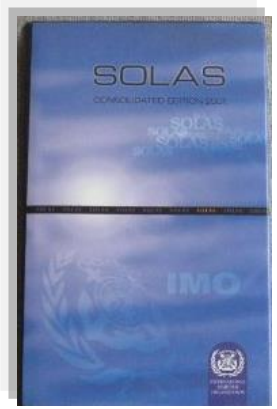
(Suppression of Unlawful Acts against the safety of maritime navigation)

- Provides procedures and actions to be taken by State ***following*** an attack

- Does not prescribe any preventive action but provides / extends jurisdiction and legal clarity about defences.

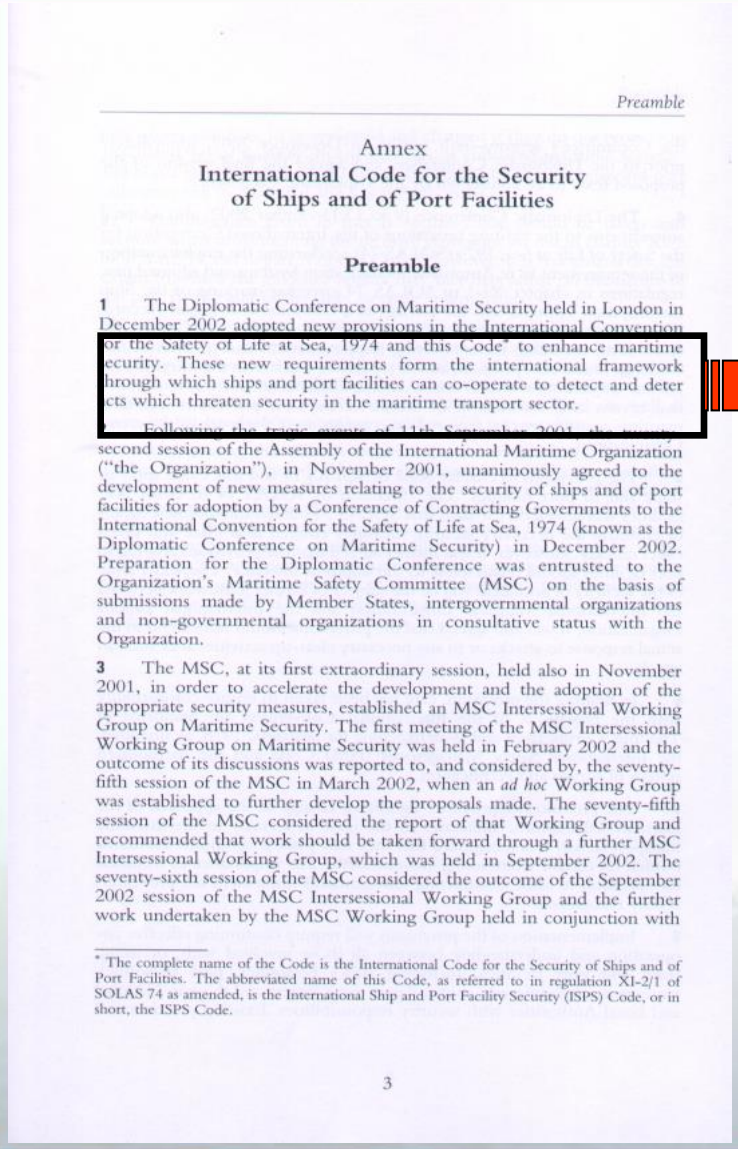
Maritime Security: Origins and subsequent developments

1. **US proposed an international security regime**
2. **International role by IMO -** 9/11 was the catalyst to address the matter
3. **SOLAS Convention with NEW ISPS Code. Why?**



Maritime Security: Origins and subsequent developments

4. SOLAS Convention relates to ships. What about the part ashore? Term "port facility" introduced – possible to extent of application within ports
5. IMO agreed new security regime in December 2002 – Chapter XI-2 and the ISPS Code
6. Enter into force on 1 July 2004



Preamble

Annex
International Code for the Security of Ships and of Port Facilities

Preamble

1 The Diplomatic Conference on Maritime Security held in London in December 2002 adopted new provisions in the International Convention for the Safety of Life at Sea, 1974 and this Code* to enhance maritime security. These new requirements form the international framework through which ships and port facilities can co-operate to detect and deter acts which threaten security in the maritime transport sector.

Following the tragic events of 11th September 2001, the twenty-second session of the Assembly of the International Maritime Organization ("the Organization"), in November 2001, unanimously agreed to the development of new measures relating to the security of ships and of port facilities for adoption by a Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (known as the Diplomatic Conference on Maritime Security) in December 2002. Preparation for the Diplomatic Conference was entrusted to the Organization's Maritime Safety Committee (MSC) on the basis of submissions made by Member States, intergovernmental organizations and non-governmental organizations in consultative status with the Organization.

3 The MSC, at its first extraordinary session, held also in November 2001, in order to accelerate the development and the adoption of the appropriate security measures, established an MSC Intersessional Working Group on Maritime Security. The first meeting of the MSC Intersessional Working Group on Maritime Security was held in February 2002 and the outcome of its discussions was reported to, and considered by, the seventy-fifth session of the MSC in March 2002, when an *ad hoc* Working Group was established to further develop the proposals made. The seventy-fifth session of the MSC considered the report of that Working Group and recommended that work should be taken forward through a further MSC Intersessional Working Group, which was held in September 2002. The seventy-sixth session of the MSC considered the outcome of the September 2002 session of the MSC Intersessional Working Group and the further work undertaken by the MSC Working Group held in conjunction with

* The complete name of the Code is the International Code for the Security of Ships and of Port Facilities. The abbreviated name of this Code, as referred to in regulation XI-2/1 of SOLAS 74 as amended, is the International Ship and Port Facility Security (ISPS) Code, or in short, the ISPS Code.

3

"…international framework through which ships and port facilities can co-operate to detect and deter acts which threaten security in the maritime transport sector."

International Ship & Port Facility Security ISPS Code
Main Principles

- Applicable for ships international voyages & port facilities
- ISPS Code is **based on** reducing vulnerability in a **PREVENTIVE** manner and on a policy of deterrence
- Intended to help **protect** the ship and port facilities against any unlawful acts, whether the wilful planting of a bomb or the theft of a tool box – (THREATS - piracy, sabotage, smuggling, stowaways)
- **Based on Management Principles** – Risk Assessment – Plan – Implement -> PLAN –> DO –> CHECK -> ACT
- Managing security – **Continuous evaluation** and updates to ensure a cost-effective & response-effective system
- **Minimum International Standards for Maritime Security**

ISPS Code

the Committee's seventy-sixth session in December 2002, immediately prior to the Diplomatic Conference, and agreed the final version of the proposed texts to be considered by the Diplomatic Conference.

4 The Diplomatic Conference (9 to 13 December 2002) also adopted amendments to the existing provisions of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) accelerating the implementation of the requirement to fit Automatic Identification Systems and adopted new regulations in chapter XI-1 of SOLAS 74 covering marking of the Ship Identification Number and the carriage of a Continuous Synopsis Record. The Diplomatic Conference also adopted a number of Conference resolutions, including those covering implementation and revision of this Code, technical co-operation, and co-operative work with the International Labour Organization and World Customs Organization. It was recognized that review and amendment of certain of the new provisions regarding maritime security may be required on completion of the work of these two Organizations.

5 The provisions of chapter XI-2 of SOLAS 74 and this Code apply to ships and to port facilities. The extension of SOLAS 74 to cover port facilities was agreed on the basis that SOLAS 74 offered the speediest means of ensuring the necessary security measures entered into force and given effect quickly. However, it was further agreed that the provisions relating to port facilities should relate solely to the ship/port interface. The wider issue of the security of port areas will be the subject of further joint work between the International Maritime Organization and the International Labour Organization. It was also agreed that the provisions should not extend to the actual response to attacks or to any necessary clear-up activities after such an attack.

6 In drafting the provision, care has been taken to ensure compatibility with the provisions of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, the International Safety Management (ISM) Code and the harmonized system of survey and certification.

7 The provisions represent a significant change in the approach of the international maritime industries to the issue of security in the maritime transport sector. It is recognized that they may place a significant additional burden on certain Contracting Governments. The importance of technical co-operation to assist Contracting Governments implement the provisions is fully recognized.

8 Implementation of the provisions will require continuing effective co-operation and understanding between all those involved with, or using, ships and port facilities, including ship's personnel, port personnel, passengers, cargo interests, ship and port management and those in National and Local Authorities with security responsibilities. Existing practices and

"…it was also agreed that the provisions <u>should not</u> extend to the actual response to attacks or to any necessary clear-up activities after such an attack."

Implementation in the EU

- **EC participated as observer in the IMO**
- Commission tabled in May 2003 a Communication on enhancing maritime security
- **Draft of EU Regulation -** to deliver harmonised interpretation and implementation of SOLAS/ISPS by the Member States
- **Regulation 725/2004** came into force on 19 May 2004
- Direct effect to SOLAS Chapter XI-2 and ISPS Code in Member States' National Laws;

Implementation in the EU

- In addition, extends SOLAS/ISPS to Member States' domestic shipping;
- **Also:**
  - certain elements of the guidance of part B of the ISPS Code mandatory;
  - Requires that all ships submit security information prior to entry into an EU port;
  - Requires the Commission to conducts inspections in the Member States;
- EMSA has been tasked to assist the Commission with its inspections

EU legislative Acts – Maritime Security

- **Regulation (EC) No 725/2004** of 31 March 2004 on enhancing ship & port facility security (implements SOLAS XI-2 & ISPS Code)

- **Commission Decision of 23 January 2009** amending Regulation (EC) No 725/2004 (IMO Company ID number required on ISSC)

- **Commission Regulation (EC) No 324/2008** of 9 April 2008 (Commission inspections)

- **Directive 2005/65/EC** of the European Parliament and of the Council of 26 October 2005 on enhancing port security

Regulation (EC) No. 725/2004
Enhancing ship and port facility security

*"Intentional unlawful acts and especially terrorism are among the greatest **threats** to the ideals of democracy and freedom and to the values of peace, which are the very essence of the European Union"*

1st Recital Regulation (EC) No 725/2004

*"The security of the European Community shipping and of citizens using it and of the environment in the face of **threats** of intentional unlawful acts such as acts of **terrorism**, acts of **piracy** or similar, should be ensured at all times"*

2nd Recital Regulation (EC) No 725/2004

Regulation (EC) No. 725/2004

17 Recital

15 Articles

Annex I – SOLAS 74, as amended, Chapter XI-2

Annex II – ISPS Code, Part A , mandatory

Annex III – ISPS Code, Part B, mandatory for paragraphs listed in Article 3.5

Regulation (EC) No. 725/2004

Article 1 **Outlines the objectives of the regulation**

1. Introduce and implement Community measures

2. Harmonised interpretation and implementation

   (SOLAS amendments including ISPS Code)

Regulation (EC) No. 725/2004

Article 3 Scope

1. International Shipping 1 July 2004

2. Domestic shipping 1 July 2005
   (Chap.XI-2 of SOLAS and Part A of ISPS Code to Class A passenger ships (Art.4 of Council Directive 98/18/EC) including port facilities serving Class A passenger ships)

3. Extent of application 1 July 2007
   (other domestic shipping, their companies and the port facilities serving them)
   - Mandatory security risk assessment
   - Periodic review - no more than 5 years! (… by 1 July 2012 … 1 July 2017…)

5. Paragraphs of part B - Mandatory

Reg. 725/2004 Article 3(5)

- 1.12 (revision of ships security plans)
- 1.16 (port facility security assessment)
- 4.1 (protection of the confidentiality of security plans and assessments)
- 4.4 (recognised security organisations)
- 4.5 (minimum competencies of recognised security organisations)
- 4.8 (setting security levels)
- 4.14, 4.15, 4.16 (contact points and information on port facility security plans)
- 4.18 (identification documents)
- 4.24 (ships' application of security measures recommended by the State in whose territorial waters they are sailing)
- 4.28 (manning level)
- 4.41 (communication of information when entry into port is denied or the ship is expelled from port)
- 4.45 (ships from a State which is not party to the Convention)
- 6.1 (company's' obligation to provide master with information on ship's operators)
- 8.3 to 8.10 (minimum standards for the ship security assessment)
- 9.2 (minimum standards for the ship security plan)
- 9.4 (independence of recognised security organisations)
- 13.6 and 13.7 (frequency of security drills and exercises for ship's crews and for CSO and SSO's)
- 15.3 to 15.4 (minimum standards for the port facility security assessment)
- 16.3 to 16.8 (minimum standards for the port facility security plan)
- 18.5 and 18.6 (frequency of security drills and exercises in PF's and for PFSO's)

Regulation (EC) No. 725/2004

Article 3 Scope

Enforcing SOLAS Chapter XI-2 regulation 13

(security related information to be relayed to IMO)

<u>Informing</u> the IMO, Commission and MS's:

24hrs

1. **Details of the names & contact details of the officials**
2. **On security concerns** (B/4.16) **and if any ship has been <u>expelled</u> or <u>refused entry</u>** (B/4.41)
3. **List of port facilities identified by MS's – occasionally serve international voyages!**

Regulation (EC) No. 725/2004

Article 6 — Provision of security information

"…The competent authority for maritime security of that Member State shall require that information referred to in paragraph 2.1 of regulation 9 (Ships intending to enter a port of another Contracting Government) of the special measures to enhance maritime security of the SOLAS Convention be provided. The said authority shall analyse, as far as necessary, the information provided for in paragraph 2 of that SOLAS regulation"

Regulation (EC) No. 725/2004

Article 7 — Exemption from the provision of security information

Art. 7(1). Member States may exempt schedule services performed between port facilities located on their territory … where following conditions are met:

(a) The company keeps and updates a list of the ships,

(b) for each voyage (…) is kept available for the competent authority for maritime security upon request (…) 24 hours a day and without delay,

Art. 7(2). Between two or more Member States, any of the MS's may request of the other Member States

Art. 7(3). Member States shall periodic check the conditions

Art. 7(4). Member States shall draw up a list of companies and ships (…) communicate to Commission and Member State concerned

Regulation (EC) No. 725/2004

Article 8 — Security checks in Member State ports

*"**Certificate verification**, as defined in paragraph 1.1 of regulation 9 (Control of ships in port) (…) **shall be carried out** in the port either by the **competent authority for maritime security** (…) or by the inspectors defined in Article 2(5) of Directive 95/21/EC", e.g., **PSCOs**.*

(Replaced by Directive 2009/16 , 17 June 2009 and started being applied from 1 January 2011)

SOLAS regulation XI-2/9 - CONTROL AND COMPLIANCE MEASURES

1. Control of ships already in port;
2. Control of ships intending to enter a port of another CG;
3. Additional provisions to both [Recital (13), Reg.725/2004]

What happen, when an officer has clear grounds for believing that a ship is not in compliance with SOLAS and the ISPS Code?

Clear Grounds (ISPS Code, B/4.32), …

means **evidence** or **reliable information** that the security system and any associated security equipment of the ship does not correspond with the requirements of SOLAS chapter XI-2 or part A of the ISPS Code (…)

If clear grounds (ISPS Code B/4.33)…

…control measures: additional inspections or detention

Duly Authorised Officers (DAO), **means an official of the Contracting Government duly authorised by that Government to carry out control and compliance measures in accordance with SOLAS regulation XI-2/9.**

(MSC/Circ. 1191 (30.05.2006), MSC/Circ. 1133 (14.12.2004), MSC/Circ. 1111 (07.06.2004)

Clear Grounds (ISPS B/4.33):

1. **Evidence** - **ISSC** or the **Interim ISSC** - **not valid** or **expired** (B/4.33.1);

2. **Evidence** or **reliable information** - serious **deficiencies** exist in the **security equipment**, **documentation** or **arrangements** (B/4.33.2);

3. **A report** or **complaint** - indicating that the **ship does not comply** (B/4.33.3);

4. **Evidence** or **observation** by DAO - **master or ship's personnel are not familiar** with essential shipboard security procedures or cannot carry out drills (B/4.33.4);

5. **Evidence** or **observation** by DAO - **key members of the ship's personnel** are **not able** to **communicate** on security issues (B/4.33.5);

Clear Grounds (cont.):

6. **Evidence** or **reliable information -** embarked persons, or stores or goods at a port facility or from another ship where **either** the **port facility** or **the other ship** is in **violation of chapter XI-2 or part A** of the ISPS Code, and the ship in question has **not completed a Declaration of Security**, nor taken appropriate, special or additional security measures or has not maintained appropriate ship security procedures (B/4.33.6);

7. **Evidence** or **reliable information -** ship has embarked persons, or stores or goods at a port facility or from another source (e.g., another ship or helicopter transfer) where **either** the port facility or the other source is not required to comply with chapter XI-2 or part A of the ISPS Code, and **the ship has not taken appropriate**, special or additional security measures **or has not maintained** appropriate security procedures (B/4.33.7); and

8. **Subsequent**, **consecutively** issued **Interim ISSC**

Regulation (EC) No. 725/2004

Article 9 — Implementation and conformity checking

9(1) – MS shall carry **administrative** and **control tasks +** ensure that **all necessary means are allocated** and **effectively provided**

9(2) – Designate a **focal point**

9(3) – Obligation of Members States to develop a **national programme** (implementation process) (Doc. 0305 [Art. 4(2a) Commission Regulation 324/2008]

9(4) – Commission inspections, including inspections of a suitable sample of port facilities and relevant companies, to monitor the application **by Member States** of this Regulation.

Monitoring reports – outcome of MS national inspections (Doc. 1707 final) [Art. 4(2b) Commission Regulation 324/2008]

Regulation (EC) No. 725/2004

Article 10 — MARSEC Committee

- Tasks
  - Integration of amendments to the international instruments
  - Definition of harmonised procedures
  - Define, as appropriate, a common position

Article 11 — MARSEC Committee

- Appointment

Regulation (EC) No. 725/2004

Article 14 Sanctions

*"Member States **shall** ensure that **effective**, **proportionate** and **dissuasive** sanctions for breaching the provisions of this Regulation are introduced."*

What sanction system do you have in place for breaching maritime security?

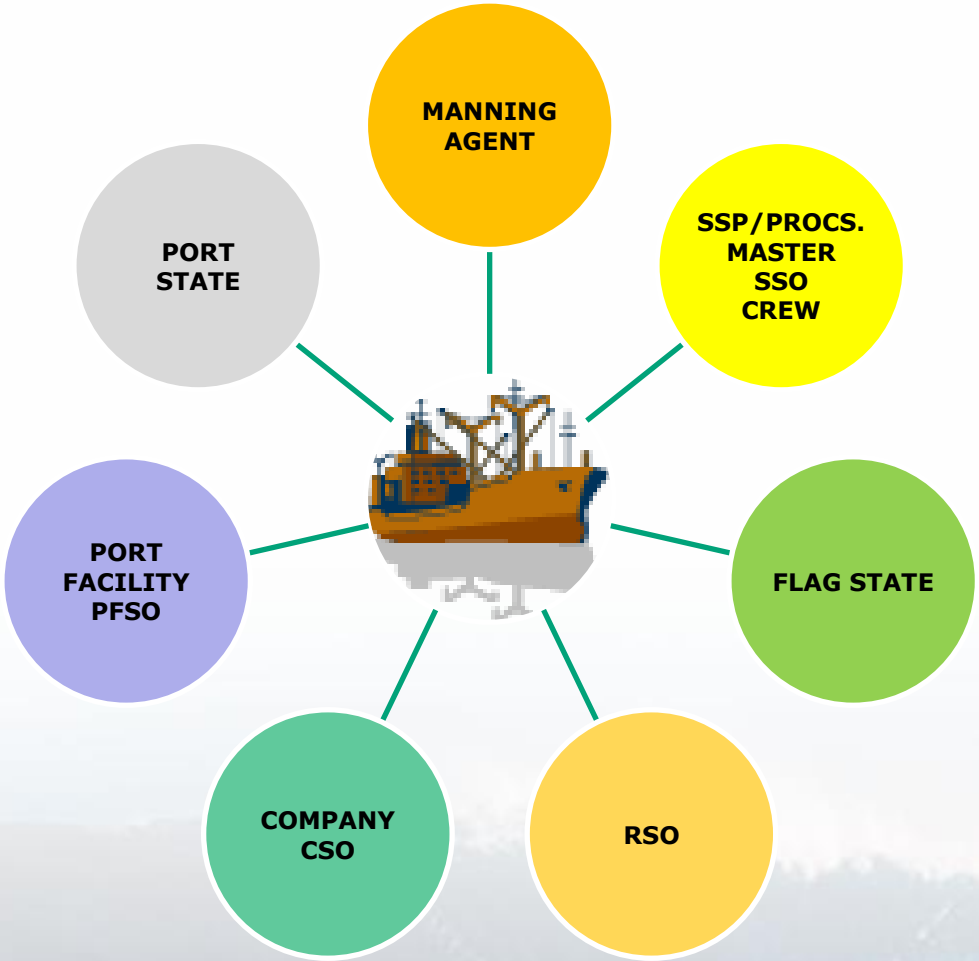
Discussion…

Overview

1. EU Maritime security legislation and background behind ISPS Code

2. **Role, tasks and responsibilities of the Administrations**

3. Commission inspections


MANNING AGENT
SSP/PROCS. MASTER SSO CREW
FLAG STATE
RSO
COMPANY CSO
PORT FACILITY PFSO
PORT STATE

SECURITY COURSES

Key tasks…

1. **Designating** responsible national authorities (Art.2)
2. **Deciding** scope of application to domestic ships
3. **Notifying** information to COM, IMO and EU Member States
4. **Decide** national requirements for security regime
5. **Responding** to external events/requests
6. **Setting** and **notifying** changes to Security Levels
7. **Verification** of SSPs and **Certification** of ships
8. **National programme**

Instructions to ships:

- **Changes to SSPs** requiring prior approval (A/9.5)
- When a Declaration of Security (DoS) should be requested by ships – based on **risk assessment** (A/5.1)
- The **minimum period** a DoS must be retained on board (A/5.7)
- The **period** for retention of **records** on board (A/10.1)
- To ensure that appropriate **measures** against **unauthorised disclosure** of SSA & SSP (B/4.1)
- Establish **safe manning** levels considering security workload of crew **(B/4.28 - Mandatory under Reg.725/Article 3.5)**

Respond to external events:

1. **Set SL and provide ships entitled to fly their flag with info on the SL and guidance for protection from security incidents** (Reg. XI-2/3.1 and ISPS Code A/4.1 & 7.9)
2. **Notify changes to flag ships based on intelligence about the likelihood of a security incident** (ISPS Code A/4.1)
3. **Notify port State when SL2 or SL3 are set** (ISPS Code A/7.8)
4. **Give instructions on security measures at SL3** (ISPS Code A/4.2)
5. **Notify the State (s) in the vicinity of which the ship is presently operating if SSAS is activated** (SOLAS XI-2/6.6)

Verification and Certification of ships

1. **Specify** the period of validity (max. 5 years) for ISSCs (A/19.3.1)
2. **Specify**, but not exceeding 5 years, a renewal verification interval (A/19.1.1.2)
3. **Carry out**:

   Initial verifications to ensure **full compliance** with the security requirements and SSPs (A/19.1.1.1)

   Renewal verifications - **full compliance** (A/19.1.1.2)

   Intermediate verifications – it remains satisfactory (A/19.1.1.3)

   Additional verifications (A/19.1.1.4)

   Or delegate these tasks to RSOs (A/19.1.2 & 19.2.2)

Verification and Certification of ships

- **Extending the validity of individual ISSCs**?

  In which situations…

  1. **ISSC validity < 5 years** (A/19.3.3)
  2. Renewal verification carried out but new **ISSC cannot be issued** **or** **placed on board** before expiry of the existing certificate (A/19.3.4)
  3. To allow a ship to reach port if **ISSC expires when at sea** (A/19.3.5)
  4. Extend for grace period of to **1 month** - **ship engaged on short voyages** (A/19.3.6)
- Send or receive copies of and information relating to the ISSC of a **ship flagging out/in** respectively (A/19.3.9.1)
- **To judge** whether an **interim ISSC** certificate is requested to avoid full compliance with Chapter XI-2 and part A of the ISPS Code (A/19.4.5)

Oversight regimes

- Oversee implementation by industry and other bodies appointed to carry out tasks on their behalf:
  - **Test** the **effectiveness of SSPs** (ISPS Code A/4.4)

What have you done as Administration?

- Carry out checks to **guarantee the completeness** and efficiency of **verifications** – flag State control (ISPS Code A/19.1.3)
  - **Must be done even if verification and certification is delegated to RSOs**
  - Includes monitoring and verification of RSOs

Have you delegate security tasks to RSOs?

If yes, how do you oversee the work of the RSOs?

Delegation of tasks to RSOs…

RSOs <u>may</u> be delegated the following tasks:

- **Carry** out the SSA(A/8.3)
- **Review** and **approve** SSP's, or of amendments to a previously approved plan (A/9.2)
  - but preparation must be by a different RSO (A/9.2.1)
- **Carry** out **verifications** of ships (A/19.1.2)
- **Issue ISSC's** (A/19.2.2)
- **Endorsement** of ISSC (A/19.3.4)
- **Issue Interim** ISSC (A/19.4.3)

Appointment of RSOs

Administrations must:

- Lay down **criteria** on which to base appointment
- **Verify** applicants meet the criteria before appointment
- **Specify** any national requirements or guidance (e.g. security threats) to be taken into account in SSAs and SSPs
- **Verify** RSOs continue to meet the criteria for their appointment – national inspections of RSOs
- **Verify** the quality of RSOs' work - flag State inspections/verifications of ships
- **Specify** frequency and scope of additional verifications
- Fully **guarantee** the completeness and efficiency of the verification (A/19.1.3)

National Programme

Reg. 725/2004 Article 9.3

"Each Member State shall adopt a national programme for the implementation of this Regulation"

- Allocation of responsibilities within Administration
- Administration oversight regimes for ships, companies, RSOs - flag State control
- Instructions and guidance to companies, ships and RSOs in respect of ship security
  - for SSPs, DoS, records, verifications etc.
  - contact points for security advice, SSAS etc.
- Scope of application to domestic traffic

Overview

1. EU Maritime Security Legislation and background behind ISPS Code

2. Role, tasks and responsibilities of the Administrations

3. Commission inspections

COMMISSION REGULATION (EC) No 324/2008 of 9 April 2008

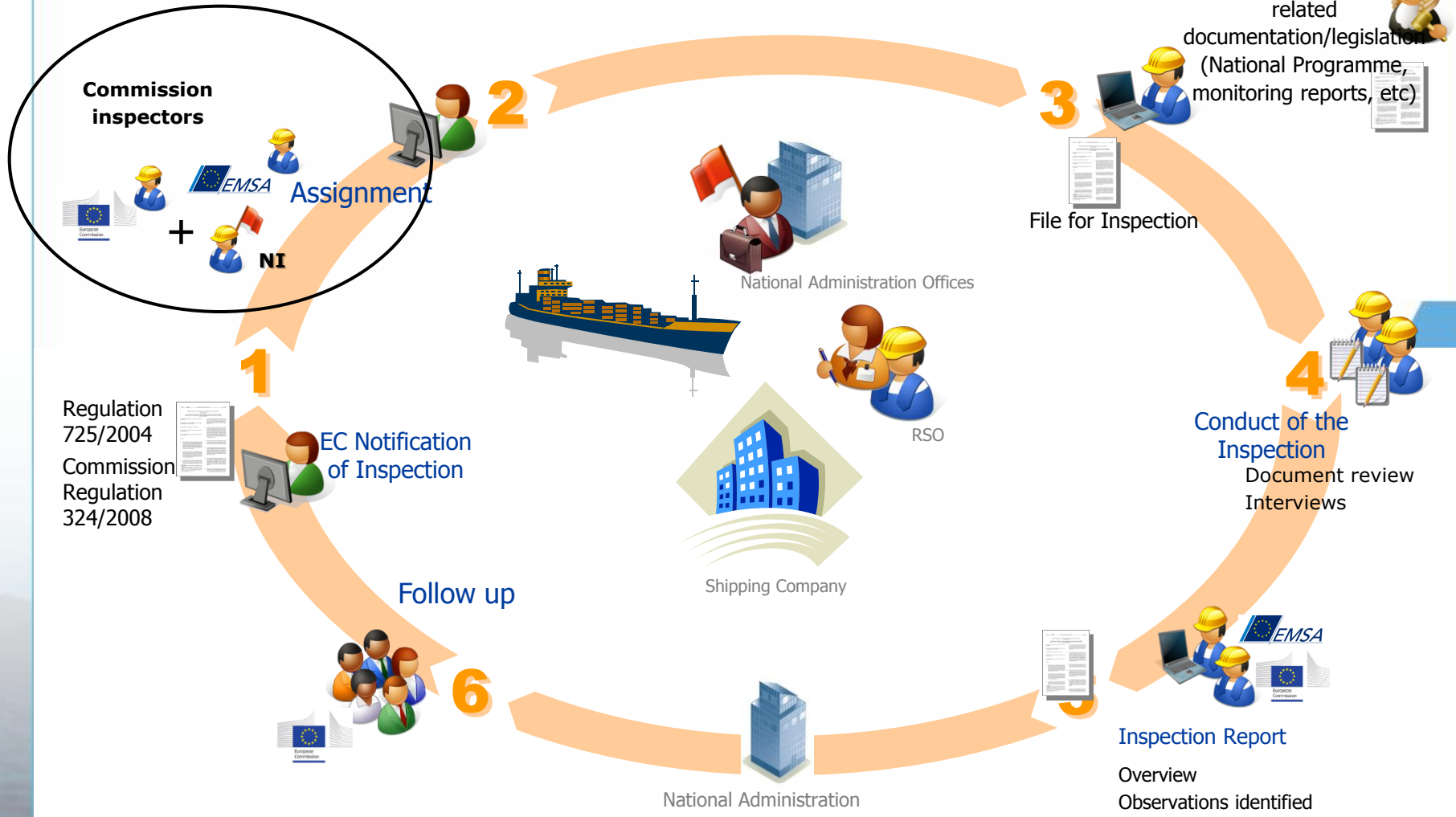
laying down revised procedures for conducting Commission inspections in the field of maritime security

- Purpose of inspections is to **monitor the application by Member States of Regulation (EC) 725/2004**
- Member States have an obligation to **co-operate** with the Commission prior to and during inspections

Co-operation with Commission inspections

- **Ensure** that Commission inspectors can exercise their authority to inspect
- Complete pre-inspection questionnaires (when necessary/requested)
- **Ensure** full access to relevant documents:
  - National programme
  - Monitoring reports
  - SSA and SSP
  - ISSC, …
- **Facilitate** inspections on board flag ships

Monitor the application of Regulation (EC) No.725/2004 at the level of each MS



Maritime Security

Ships in the port

Focal Point
24hrs in advance
(Flag, IMO No.)

EMSA C.2.1 and C.2.2
SafeSeaNet
Maritime Support Services

SafeSeaNet

Ships
Shipping Companies

EMSA B.3.1
Port State Control
(Directive 2009/16/EC)

THETIS

equasis

Lloyd's Register Fairplay

Commission inspections

RSO/RO
performance

Commission inspections

EMSA B.1.1
Visits to Member States
(Directive 2009/15/EC)

EMSA B.2.2
Classification Societies
(Regulation 391/2009)

Inspection History

Ship Security
Training & Certificates

EMSA B.1.2
Training of Seafarers

Other MOUs

Tokyo MOU

Paris MOU on Port State Control

Conclusion

Administrations must *have in place the* ***structures***, ***procedures*** *and* ***personnel*** *to ensure that the security responsibilities allocated to them can be carried out effectively, comprehensively and in a timely manner.*

"A EU security system needs...
...EU implementation"

THANK YOU !

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