GUIDELINES ON MARITIME SECURITY LEVELS

Procedures for changing maritime security levels in Solomon Islands

Solomon Islands Maritime Authority

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Contents

INTRODUCTION

Solomon Islands is party to the International Maritime Organization (IMO) instruments related to maritime safety and security of ships and port facilities. Security laws of Solomon Islands domesticate those instruments and are implemented by the Solomon Islands Maritime Authority (SIMA) as Designated Authority (DA) on behalf of the Solomon Islands Government and by port facilities and ships operators.

These guidelines provide practical guidance on maritime security levels and procedures to change security levels depending on the level of security risk as required by the Chapter XI-2 of the International Convention on the Safety of Life At Sea (SOLAS), the International Ship and Port Security (ISPS) Code and the Maritime Safety Administration (Ship and Port Security) Regulations 2011.

The ISPS Code

What led to the development of the ISPS Code?

In November 2001, two months after the "9/11" attacks, IMO's 22nd Assembly adopted resolution A.924 (22) Review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and safety of ships, which called for a thorough review of all existing measures already adopted by IMO to combat acts of violence and crime at sea.

The Assembly agreed to hold a diplomatic conference on maritime security in December 2002, to adopt any new regulations that might be deemed necessary to enhance ship and port security and prevent shipping from becoming a target of international terrorism and it also agreed to a significant boost to the Organization's technical co-operation program £1.5 million, to help developing countries address maritime security issues.

What are the functional requirements of ISPS Code?

To achieve its objectives, this Code embodies several functional requirements. These include, but are not limited to:

1. Gathering and assessing information with respect to security threats and exchanging such information with appropriate Contracting Governments.
2. Requiring the maintenance of communication protocols for ship and port facilities.
3. Preventing unauthorized access to ships, port facilities and their restricted areas.
4. Preventing the introduction of unauthorized weapons, incendiary devices, or explosives to ships or port facilities.
5. Providing means for raising the alarm in reaction to security threats or security incidents.
6. Requiring ship and port facility security plans based upon security assessments and
7. Requiring training, drills, and exercises to ensure familiarity with security plans and procedures.

What is the certificate issued to a port and ship under the ISPS Code?

For Port – The certificate issued to a port facility under the ISPS Code is a "Statement of Compliance of a Port Facility."

For Ship – The certificate issued to a ship under the ISPS Code is an "International Ship Security Certificate (ISSC)"

SECURITY LEVELS

What are the maritime security levels?

Maritime Security Levels are:

Security Level 1: means the level for which minimum appropriate protective security measures shall be maintained.

Security Level 2: means the level for which appropriate additional protective security measures shall be maintained for a period because of heightened risk of a security incident.

Security Level 3: means the level for which further specific protective security measures shall be maintained for a limited period when a security incident is probable or imminent, although it may not be possible to identify the specific target.

Setting security level 3 should be an exceptional measure applying only when there is credible information that a security incident is probable or imminent.

Security level 3 should only be set for the duration of the identified security threat or actual security incident. While the security levels may change from security level 1, through security level 2 to security level 3, it is also possible that the security levels will change directly from security level 1 to security level 3.

Who is obliged to comply with the ISPS Code?

Only States Contracting Governments to SOLAS (Safety of Life at Sea) have a legal obligation to comply with the ISPS Code requirements and to submit information to IMO.

Solomon Islands is a Contracting Government to SOLAS and therefore have legal obligation to comply with the ISPS Code and to submit information to IMO.

What is the responsibility of a Contracting Government with regards to ISPS Code?

Contracting Governments shall set security levels and provide guidance for protection from security incidents. Higher security levels indicate greater likelihood of occurrence of a security incident. Factors to be considered in setting the appropriate security level include:

1. The degree that the threat information is credible.

2. The degree that the threat information is corroborated.
3. The degree that the threat information is specific or imminent; and
4. The potential consequences of such a security incident.

Contracting Governments, when they set security level 3, shall issue, as necessary, appropriate instructions and shall provide security-related information to the ships and port facilities that may be affected. Contracting Governments shall determine when a Declaration of Security is required by assessing the risk the ship/port interface or ship-to-ship activity poses to persons, property, or the environment.

CHANGING SECURITY LEVELS

Who has duties under security laws in Solomon Islands?

SIMA has the mandate to implement international agreements and laws on behalf of the Solomon Islands Government under the SIMA Act 2018 and is the Designated Authority under the ISPS Code and the Maritime Safety Administration (Ship and Port Security) Regulations 2011.

Port facilities through Port Facility Security Officers (PFSO), Shipping Agents, Company Security Officers (CSO), Ship Security Officers (SSOs) and security personnel have responsibilities under the ISPS Code and Maritime Safety Administration (Ship and Port Security) Regulations 2011.

Which types of ships are covered under the ISPS Code?

The following types of ships engaged on international voyages are covered under the ISPS Code.

- Passenger ships including high-speed passenger craft.
- Cargo ships including high-speed craft, of 500GRT and upwards.
- Mobile offshore drilling units; and
- Port facilities serving such ships engaged in international voyages.

What are the duties and responsibilities of an SSO?

- Maintaining the SSP (ship security plan) and its amendments.
- Undertaking regular security inspections of ships to ensure adequate security measures are taken.
- Co-ordinating security aspects of handling of cargo, ship's stores etc. with shipboard personals and port authorities.
- Proposing modifications to the SSP
- Reporting any deficiencies to CSO (Company Security Officers) during audits or inspections.
- Enhancing security awareness and vigilance on board.
- Ensuring adequate training provided to shipboard personals.
- Reporting all security incidents.
- Co-ordinating implementation of the SSP with CSO and PFSO (Port Facility Security Officer); and
- Ensuring that security equipment is properly operated, tested, calibrated, and maintained.

What are the duties and responsibilities of a CSO?

- Advising the level of threats likely to be encountered by the ship, using appropriate security assessments and other relevant information.
- Ensuring that ship security assessments are carried out.
- Ensuring the development, the submission for approval, and thereafter the implementation and maintenance of the ship security plan,
- Ensuring that the ship security plan is modified, as appropriate, to correct deficiencies and satisfy the security requirements of the individual ship,
- Arranging internal audits and reviews of security activities.
- Arranging for the initial and subsequent verifications of the ship by the Administration or the recognized security organization,
- Ensuring that deficiencies and non-conformities identified during internal audits, periodic reviews, security inspections and verifications of compliance are promptly addressed and dealt with,
- Ensuring security awareness and vigilance,
- Ensuring adequate training for personnel responsible for the security of the ship.
- Ensuring effective communication and cooperation between the ship security officer and the relevant port facility security officers,
- Ensuring consistency between security requirements and safety requirements,
- Ensuring that, if sister-ship or fleet security plans are used, the plan for each ships reflects the ship-specific information's accurately and,
- Ensuring that any alternative or equivalent arrangements approved for a particular ship or group of ships are implemented and maintained.

What are the duties and responsibilities of a PFSO?

- Conducting an initial comprehensive security survey of the port facility, considering the relevant port facility security assessment,
- Ensuring the development and maintenance of the port facility security plan.
- Implementing and exercising the port facility security plan.
- Undertaking regular security inspections of the port facility to ensure the continuation of appropriate security measures,
- Recommending and incorporating, as appropriate, modifications to the port facility security plan to correct deficiencies and to update the plan to consider relevant changes to the port facility,
- Enhancing security awareness and vigilance of the port facility personnel,
- Ensuring adequate training has been provided to personnel responsible for the security of the port facility,
- Reporting to the relevant authorities and maintaining records of occurrences which threaten the security of the port facility,
- Coordinating implementation of the port facility security plan with the appropriate Company and ship security officer(s).
- Coordinating with security services, as appropriate,
- Ensuring that standards for personnels responsible for security of the port are met,

- Ensuring that security equipment is properly operated, tested, calibrated, and maintained, if any, and,
- Assisting ship security officers in confirming the identity of those seeking to board the ship when requested.

Which steps are taken to change a Security Level?

- A security threat or incident is identified by SIMA as the DA or a ship or a port facility that may arise in a port facility or on a vessel at berth, at anchorage and while maneuvering.
- Appropriate additional protective security measures can be implemented by a port facility or a ship and information is communicated to SIMA.
- After assessment, SIMA assesses the threat or incident and communicates with the Maritime Security Committee to propose a change in the Security Level if needed.
- Upon advice from the Maritime Security Committee, SIMA decides and communicates on the change of Security Level by means of formal decision, security circular and other means of communication.
- The port facilities and ships change their security levels accordingly and communicate on measures through the Declaration of Security (DoS).
- Communication is maintained between SIMA and PFSOs and between PFSOs and SSOs to maintain the security levels as instructed by SIMA.
- Change between security levels are decided by SIMA and can include change from Security Level 1 to 3 directly, can be restricted to a specific area or implemented at the national level and include downgrading security level to come back to security level 1 which is the normal security level.
- Any change of security level follows the above steps.

What do stakeholders do when there is a change in security level?

- PFSOs apply security measures in their approved Port Facility Security Plan (PFSP) corresponding to the new security level; additional measures can be taken but must be communicated to SIMA.

- SSOs apply security measures in their approved Ship Security Plan (SSP) corresponding to the security level in the port facility and communicate with the PFSO using the DoS; additional measures can be taken but must be communicated in the DoS.

- Shipping agents facilitate communication of information and transmission of DoS without delay and provide support to the ship.