

INTERNATIONAL MARITIME
ORGANIZATION



INTERNATIONAL LABOUR
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Code of practice on security in ports

Tripartite Meeting of Experts on Security, Safety
and Health in Ports

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Preface

The Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (2002 SOLAS Conference) (London, 9-13 December 2002), adopted amendments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS). Amendments to SOLAS include a new Chapter XI-2 on special measures to enhance maritime security. Chapter XI-2 of SOLAS is supplemented by the International Ship and Port Facility Security (ISPS) Code, which contains, inter alia, requirements that relate to the security of the ship and to the immediate ship/port interface. The overall security of port areas was left to further joint work between the International Labour Organization and the International Maritime Organization (IMO). Resolution No. 8, adopted by the 2002 SOLAS Conference entitled: “Enhancement of security in cooperation with the International Labour Organization (seafarers’ identity documents and work on the wider issue of port security)”, required the two additional elements shown in the brackets to be addressed. This code of practice is the product of this cooperation.

The ILO adopted at its 91st Session in June 2003 the Seafarers’ Identity Documents Convention (Revised), 2003 (No. 185). The Convention provides for a uniform and global identity document that will permit the positive verifiable identification of the seafarer.

The Governing Body of the ILO at its 286th Session in March 2003, and the Maritime Safety Committee of the IMO at its 77th Session in May-June 2003, established a working group of interested parties to draft a code of practice relating to security in ports. This draft was completed by the joint IMO/ILO working group in July 2003. The Governing Body of the ILO also agreed that the output of this working group should be formalized at a meeting of experts to be held in 2003 and adopted at that meeting. The working group consisted of representatives from employers, workers and governments along with other organizations with a proper interest in the development of the subject. A draft text was circulated to member States for comments in October 2003, before the meeting of experts, and those comments were collated and summarized for the experts in December 2003.

This code of practice is not a legally binding instrument and is not intended to replace national laws and regulations. It is not intended to affect the fundamental principles and rights of workers provided by ILO instruments or the facilitation of workers’ organizations’ access to ports, terminals and vessels.

The practical recommendations contained in this code have been designed to provide guidance to all those responsible for addressing the issue of security in ports. This code will assist in the identification of the roles and responsibilities of governments, employers and workers. The code provides a proactive approach to security in ports and follows, where practicable, the practice and principles identified in SOLAS Chapter XI-2 and the ISPS Code.

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Abbreviations

COP	code of practice
ILO	International Labour Organization
IMO	International Maritime Organization
ISPS	international ship and port facility security
PFSO	port facility security officer
PFSP	port facility security plan
PSA	port security assessment
PSAC	port security advisory committee
PSO	port security officer
PSP	port security plan
PT	potential target
SOLAS	International Convention for the Safety of Life at Sea, 1974, as amended
TRAM	threat and risk analysis matrix

1. Introduction

1.1. The objective of this code of practice (COP) on security in ports is to enable governments, employers, workers and other stakeholders to reduce the risk to ports from the threat posed by unlawful acts. The COP provides a guidance framework to develop and implement a port security strategy appropriate to identified threats to security.

1.2. The COP on security in ports is part of an integrated approach to port-related security, safety and health issues where security fits into existing health and safety guidance documents.

1.3. This COP is intended to promote a common approach to port security amongst member States.

1.4. This COP is intended to be compatible with the provisions of SOLAS, the ISPS Code and resolutions adopted by the 2002 SOLAS Conference. Where terms used in this COP differ from those contained in the ISPS Code, they are specified.

1.5. This COP is not intended to replace the ISPS Code. It extends the consideration of port security beyond the area of the port facility into the whole port.

1.6. The measures proposed within this COP will apply to the entire port, including port facilities, as defined in the ISPS Code; however, they should not replace the security measures in place within the port facility. The PSA and PSP should take into account the security measures in place within the port facilities, paying specific attention to the relationship between each port facility and the rest of the port.

1.7. This COP provides a method of identifying potential weaknesses in a port's security and outline security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic and maritime operations by:

1.7.1. Recommending that a security assessment is carried out by an appropriate authority in each port.

1.7.2. Recommending that a port security advisory committee be formed.

1.7.3. Recommending that a security plan be produced covering the issues identified in the assessment and identifying appropriate security measures to be implemented.

1.7.4. Applying security guidelines to all areas and functions of the port, and those working in, having business with and requiring access to the port or transiting through the port. This includes port workers and other port personnel, seafarers, passengers and passengers' baggage, cargo, material and stores, vehicles and equipment originating from within and outside the port area.

1.7.5. Promoting security awareness in the port and the training of personnel appropriate to their roles and responsibilities.

1.7.6. Maximizing the effectiveness of security measures through systematic drills, exercises, tests and audits of security procedures to identify and correct non-compliance, failures and weaknesses.

1.8. The port security guidelines in this COP may also form a basis for security in domestic ports and maritime operations.

1.9. The COP should be aligned with member States' security and safety strategies. Nothing in this document is intended to prejudice the rights or obligations of States under international law or to compromise the responsibility of national and local security organizations or other authorities and agencies to protect the safety and rights of people, property and operations within their area of jurisdiction.

1.10. This COP is not intended to affect the fundamental principles and rights of workers provided by ILO instruments or the facilitation of workers' organizations' access to ports, terminals and vessels.

1.11. This COP does not affect obligations to comply with applicable national laws, regulations and rules.

试用水印