Port Security
International, US and EU Development

Guido Van Meel

- International Maritime Organisation

- World Customs Organisation

- International Labour Organisation

- Background

- Initiatives as a result of 11 September's attacks

- EU Submission to IMO

- Position on CSI

- EU measures

- Maritime Safety Committee developed an "International Ship and Port Facility Security Code (ISPS-code)

- Incorporated in an existing convention the SOLAS Convention (in order to speed up procedures)

- Will come into force 1.7.2004

- In order to address cargo security in particular cargo documentation and information WCO will take initiatives to enhance security throughout the international trade supply chain.

- Set up an "expert international Task Force" to standardise information essential to customs administrations in identifying high-risk cargo.

- Developing new international guidelines to provide advance electronic transmission of customs data.

- Developing guidelines for establishing partnerships with private industry in order to increase supply chain security and facilitate the flow of international trade.

- IMO invited ILO to set up a joint IMO/ILO working group

- The working group would address the issue of security in port areas and <u>verifiable identification</u> of those working in these areas or having access to such areas

- 27.4.1999 establishment of the "Interagency Commission on Crime and Security in US Seaports"
- Recommendations to improve seaport security
- General lack of adequate security focussing on :
  - Crime
  - Cargo theft
  - Operation conditions
  - Focus was not on terrorism

- Senator Hollings introduced his Bill "Port and Maritime Security" adopted December 20, 2001
  - Port vulnerability assessments
  - Local port security committees
  - Maritime security plan
  - Controlled access areas
  - International port security (black list)
  - Funding

- Maritime Transportation Security Act November 14, 2002.
  - US Coast Guard shall conduct vulnerability assessments of US ports
  - The background of port workers and seafarers shall be checked and they should carry transportation security cards issued by the Federal Government

- The Bill also contains several provisions to improve the security of containers
  - A cargo tracking, identification and screening system must be maintained for containers shipped to and from the US
  - Performance standards must be established to enhance the physical security standards for container seals and locks.

- Creation of a new Department for Homeland security
  - Federal Emergency Management Agency
  - Border Patrol
  - Customs
  - Coast Guard

- C-TPAT (Customs' Trade Partnership against Terrorism) is a voluntary program

  – Self-assessment of supply chain security

  – Implement a program to enhance security in accordance with C-TPAT guidelines

- CSI Container Security Initiative close agreements with custom administrations in other countries (20 MEGA Ports) purpose :
  - Information collection
  - Pre-screening
  - Cargo inspection

- Establishing security criteria for high-risk containers

- Pre-screen containers at the earliest possible point

- Use technology to quickly pre-screen and inspect high risk containers

- Develop secure and smart containers

- CSI agreements have been concluded with
  - Canada
  - Singapore
  - Belgium (Antwerp)
  - The Netherlands (Rotterdam)
  - France (Le Havre and Marseilles)
  - UK (Felixtowe, Liverpool, London, …)
  - Spain
  - Germany (Bremen, Hamburg)
  - Italy (Genua, La Spezia, …)

- CSI
Commissioners Lamy, Bolkenstein and De Palacio prefer a multilateral approach rather than a bilateral one.

   Mid november the USA and the EU have signed a customs agreement on security.

- Regulation which would transpose the ISPS-ode into EU-legislation. Council and EU Parliament have adopted this Regulation.

- Aim was to ensure a uniform implementation of the IMO-regulations throughout the EU.

- Transposition of the mandatory part A of the ISPS Code + recommendations of Part B

- Possibility of bi- or multilateral security agreements (promotion of Short Sea Shipping)

- Ports that only occasionally handle international traffic would not be required to apply the IMO security measures on a <u>continuous basis</u>

- National authority responsible for ship and port facility must be nominated before 1 January 2004

- Security assessment of ships – port facilities must be carried out before 1 July 2004

- Ship –company- and port facility security officers must be nominated before 1 July 2004

- Ship and port facility security plans must be approved before 1 July 2004

The Commission asked ICF consulting to carry out on impact study

- the ICF-team has visited the ports of Antwerp – Flushing and Dover

- Aim was to get more information on the actual security level in European ports

- Estimate the financial impact for the all European port sector if ports have to implement the ISPS code.

- Transposing the changes to the SOLAS Convention and ISPS Code in Community law

- EU-Directive on port security

- A legislative proposal on identification of seafares (second semester 2003)

- Measures to improve security of the entire logistical chain

- International ship security certificates must be delivered before 1 June 2004

In preparation

but following factors will be included in the Directive

- identification and differentation of cargo flows, passenger and port workers

- Restricted areas should be identified on the basis of the risks presented by the installations they contain

- APPROPIATE AND EFFICIENT control measures at the entry of the port area