

Confidential

Final Report

The Study

on the Port Security Enhancement Program

of the Major Indonesian Public Ports

in the Republic of Indonesia

(Appendix)

August 2006

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LIST OF ABBREVIATIONS

ADPEL	Port Administration Office
AIS	Automatic Identification Systems
APEC	Asia-Pacific Economic Cooperation Conference
ASEAN	Association of Southeast Asian Nations
BAPPENAS	National Development Planning Agency
B/L	Bill of Lading
BJTI	Berlian Jasa Terminal Indonesia
BKPM	Investment Coordinating Board
BOT	Build-Operate-Transfer
BPS	Badan Pusat Statistik (Central Bureau of Statistics)
CCTV	Closed-circuit Television
CG	Contracting Government
CGI	Computer Graphic Interface
CKD	Complete Knock Down
CPI	Consumer Price Index
CPO	Crude, Palm and Oil
CSO	Company Security Officer
DA	Designated Authority
DGST	Directorate General of Sea Transportation
DNV	Det Norske Veritas
DoS	Declaration of Security
DT	Deep Tank
DWT	Dead Weight Tonnage
ETA	Estimated Time of Arrival
ETA	Education and Training Agency
ETD	Estimated Time of Departure
FLEET (SCGB)	Sea and coast guarding base (SCGB). SCGB is responsible for guarding activities, rescuing activities and reinforcing maritime laws and regulations in sea and coast waters.
G8	Group of Eight Countries
GAM	Gerakan Aceh Merdeka (Free Aceh Movement)
GDP	Gross Domestic Product
GOI	Government of the Republic of Indonesia
GOJ	Government of Japan
GRDP	Gross Regional Domestic Product
GRT, GT	Gross Tonnage
HBL	Horsburgh Lighthouse
HHWS	Highest High Water Spring
ICA	Immigration and Checkpoint Authority (Singapore)
ID	Identification Card
ILO	International Labour Organization. The UN specialized agency which seeks the promotion of social justice and internationally recognized human and labour rights.

IMB	International Maritime Bureau. A division of the International Chamber of Commerce. IMB's task is to prevent fraud in international trade and maritime transport, reduce the risk of piracy and assist law enforcement in protecting crews. It tracks cargoes and shipments and verifies their arrival at scheduled ports. IMB's regional office in Kuala Lumpur, Malaysia is also the home of the Piracy Reporting Centre which responds to acts of piracy and collects evidence for law enforcement agencies.
IPC	Indonesian Port Corporations
ISPS Code	International Ship and Port Facility Security Code -- The code is part of SOLAS and comes into effect on 1st July 2004. It provides a framework for cooperation between vessels and port facilities in terms of maritime security. Specific requirements incl
ISSC	International Ship Security Certificate
JICA	Japan International Cooperation Agency
JY	Japanese Yen
KAMPEL	Port Office
KL	Kuala Lumpur (Capital of Malaysia)
KM	Ministry of Communication Decree e.g. KM 62 Year 2001
KPLP	Sea and Coast Guard Unit
KPPP	Port Police (Kesatuan Palaksana Pengamanan Pelabuhan)
LLWS	Lowest Low Water Spring
LNG	Liquid Natural Gas
LOA	Length overall
LWS	Low Water Spring
MEH	Maritime Electronic Highway
METC	Pertamina Maritime Education & Training Centre
MLIT	Ministry of Land, Infrastructure and Transport
MLWS	Mean Low Water Spring
M/M	Men Month
MOC	Ministry of Communications
MPA	Maritime Port Authority (Singapore)
MSC Circular	Maritime Safety Committee Circular
MSE	Maritime Security Department
NavHaz	Navigation Hazards
O&M	Operation and Maintenance
PA System	Public Address System
PASO	Port Area Security Officer (Malaysia)
PASP	Port Area Security Plan (Malaysia)
PEB	Cargo Information for Export
PELINDO	Pelabuhan Indonesia (Indonesian Port Corporation)
PERSERO	Company or Share holder
PFSA	Port Facility Security Assessment
PFSO	Port Facility Security Officer
PFSP	Port Facility Security Plan
PIB	Cargo Information for Import
PLN	State Electric Company

PLO	Palestine Liberation Organization
POCC	Port Operations Control Center (Singapore)
POLAIR	Water Police
PSA	Port Security Assessment
PSC	Port Security Committee
PSO	Port Security Officer
PSP	Port Security Plan
PT.	Limited Company
PT. KAI	PT. Kereta Api Indonesia
ReCAAP	Regional Cooperation Agreement on Combating Piracy and Armed Robbery
RMSI	Regional Maritime Security Initiative
RORO vessel	Roll-on Roll-off vessel
Rp	Rupiah (Indonesian Currency)
RSO	Recognized Security Organization
SAFTI	Secure and Facilitated International
SATPAM	Private establishments engaged in all activities of environmental security and order, in the form of the provision of Satuan Pengaman (SATPAM : Private Civil Defence Forces).
SoCPF	Statement of Compliance of a Port Facility
SOLAS	International Convention for Safety of Life at Sea
SSO	Ship Security Officer
STET	ST Education & Training Pte Ltd
STRAITREP	Mandatory Ship Reporting System in the Straits of Malacca and Singapore - STRAITREP
TEU	Twenty-foot Equivalent Unit
TOT Course	Training Of Trainer
TPS	Terminal Petikemas Surabaya
UM	Unit of Measure
UNLCOS	United Nation Convention on the Law of the Sea
UPS	Uninterruptable Power Supply
US\$	United State Dollar
USA	United States of America
VAT	Value Added Tax
VTIS	Vessel Traffic Information System
VTS	Vessel Traffic Service
WPI	Wholesale Price Index
WW II	World War II

APPENDIX- I . SEMINARS AND WORKSHOPS

I-1 Seminars

Schedule of each seminar is shown in Table 1-1-1.

Table 1-1-1 Schedule of Seminars

1st Seminar				
Date		AM	PM	Place
7-Dec-05	Wed	JICA/APEC Joint Seminar on Port Security	JICA/APEC Joint Seminar on Port Security	Jakarta
8-Dec-05	Thu	JICA/APEC Joint Seminar on Port Security	JICA/APEC Joint Seminar on Port Security	Jakarta
12-Dec-05	Mon	JICA-DGST Seminar on Port Security	JICA-DGST Seminar on Port Security	Denpasar
2nd Seminar				
19-Jun-06	Mon	JICA-DGST Seminar on Implementation of Port Security Measures	JICA-DGST Seminar on Implementation of Port Security Measures	Denpasar
21-Jun-06	Wed	JICA-DGST Seminar on Implementation of Port Security Measures	JICA-DGST Seminar on Implementation of Port Security Measures	Jakarta

I-1-1 Seminar on port security in Jakarta

Program of JICA/APEC Joint Seminar on port security in Jakarta is shown in Table 1-1-2.

Table 1-1-2 Program of the Seminar in Jakarta

7-Dec-05	1st Day		
Time	Agenda	Lecturer	
09:30-09:45	Welcome Address and Opening Address		
09:45-10:00	Background, Objective and Introduction of JICA/APEC Seminar		
10:00-10:45	Policy and Current Issues of Port Security Measures in Indonesia	DGST	Ir. Soeharto
11:00-11:45	Maritime Security Policy Development in the World	JICA Advisory	Mr. Takao Kakei
11:45-12:30	Status of ISPS Code Implementation in the World and US Approach	USCG (Singapore)	Mr. Thomas
13:30-14:15	Port Security Policy and Measures in Japan	JICA Study Team	Mr. Akihito HIURA
14:15-14:40	Enhancing Port Security by IT in Japan	JICA Advisory	MR. Jun SAITO
14:55-15:30	Overview of the JICA Study and Grant project on the Port Security Enhancement Program in Indonesia	JICA Study Team	Mr. Kenji SASA
15:30-16:15	Progress and the Recommendation of JICA Study	JICA Study Team	Mr. Fabian KHOO

Table 1-1-2 Program of the Seminar in Jakarta (continued)

8-Dec-05		2nd Day	
Time	Agenda	Lecturer	
09:00-09:45	Implementing and Sustaining Port Security	DOTARS (Australia)	Mr. Bob EVANS
10:00-10:45	Case Study -Security Incident in Australian Port -	DOTARS (Australia)	Mr. Bob EVANS
10:45-12:00	Training, Drill and Exercise	STET (Singapore)	Mr. Lek Yong KEE
13:00-14:45	Ship Security Alert System (SSAS) Response Mechanism and the Utilization of Automatic	MPA (Singapore)	Mr. Fok Yong Henry
13:45-14:30	Water Area Security (How to secure approach channels and river ports in US)	USCG (Singapore)	Mr. Thomas GRIFFITTS
14:55-15:30	Tools and Guidelines for Security Assessment	STET (Singapore)	Mr. Lek Yong KEE
15:30-16:00	Towards Enhancing Port Security in the ASEAN and APEC Region	OCDI (Japan)	Mr. Hiromi KADO
16:00-16:30	Discussion and Summary		
16:30-16:40	Closing Address		

Presentation materials are attached in the following pages.

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| 2) Maritime Security Policy in the World | Page II - 4 |
| 3) Status of ISPS Code Implementation in the World and US Approach (What ISPS is and isn't) | Page II - 18 |
| 4) Port Security Policy and Measures in Japan | Page II - 26 |
| 5) Enhancing Port Security by IT in Japan | Page II - 38 |
| 6) Overview of the JICA Study and Grant Project on the Port Security Enhancement Program in Indonesia | Page II - 44 |
| 7) Progress and the Recommendation of the JICA Study | Page II - 52 |
| 8) Implementing and Sustaining Port Security (Capacity building) | Page II - 58 |
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| 12) Water Area Security (How to secure approach channels of river ports in US) | Page II - 86 |
| 13) Tools and Guidelines for Security Assessment | Page II - 89 |
| 14) Towards Enhancing Port Security in the ASEAN and APEC Region | Page II - 107 |

I-1-2 Seminar on port security in Denpasar

Program of JICA - DGST Seminar on port security in Denpasar is shown in Table 1-1-3.

Table 1-1-3 Program of the the Seminar in Denpasar

12-Dec-05 Time	Agenda	Lecturer	
09:30-09:40	Opening Address		
09:45-10:25	Policy and Current Issues of Port Security Measures in Indonesia	DGST	Capt. Purnama.
10:40-11:25	Maritime Security Policy Development in the World	JICA Advisory	Mr. Takao Kakei
11:25-12:10	Port Security Policy and Measures in Japan	JICA Study Team	Mr. Akihito HIURA
12:10-12:30	Enhancing Port Security by IT in Japan	JICA Advisory	Mr. Tatsuo OKAJIMA
13:30-14:15	Overview of the JICA Study and Grant Project on the Port Security Enhancement Program in Indonesia	JICA Study Team	Mr. Kenji SASA
14:15-15:00	Progress and the Recommendation of JICA Study	JICA Study Team	Mr. Fabian KHOO
15:20-16:00	Outline of Action Plan on Port Security	JICA Study Team	Mr. Kenji SASA
15:15-15:45	Towards Enhancing port Security in ASEAN Region	JICA Study Team	Mr. Hiromi KADO
15:45-16:15	Questions and Answers		
16:00-16:10	Closing Address		

Presentation materials are attached in the following pages.

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| 5) Overview of the JICA Study and Grant Project on the Port Security Enhancement Program in Indonesia | Page II - 44 |
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I-1-3 Seminar on implementation of port security measures in Denpasar

Program of JICA - DGST Seminar on implementation of port security measures in Denpasar is shown in Table 1-1-4.

Table 1-1-4 Program of the the Seminar in Denpasar

19-Jun-06 Time	Agenda	Lecturer	
09:30 - 09:40	Opening Address	DGST	Mr. Tri YUSWOYO Head of Subdit. Facili. Manag.
		JICA Office	Ms. Sulistiyo Wardani
09:40 - 10:20	Policy and Current Issues of Port Security Measures in Indonesia	DGST	Mr. Tri YUSWOYO
10:20 - 10:35	Coffee Break		
10:35 - 11:15	Outline of JICA Study on the Port Security Enhancement Program in Indonesia	JICA Study Team	Mr. Shuichi TSUDA
11:15 - 11:45	Outline of Port Security Improvement Strategy	JICA Study Team	Mr. Akihito HIURA
11:45 - 12:00	Questions and Answers		
12:00 - 13:00	Lunch		
13:00 - 13:40	Outline of Technical Standards on Port Security Facilities and Equipment	JICA Study Team	Mr. Isao SAKAI
13:40 - 14:20	Outline of Program for Improvement of Education and Training Organization	JICA Study Team	Mr. Fabian KHOO
14:20 - 14:50	Outline of Implementation Plan for Port Security Improvement Strategy	JICA Study Team	Mr. Kazuyuki YAMAGUCHI
14:50 - 15:05	Coffee Break		
15:05 - 15:40	Outline of Implementation of Exercises & Drills, DoS and Audit	OCDI	Mr. Hiromi KADO
15:40 - 16:00	Towards Enhancing Port & Maritime Security in the ASEAN Region	JICA Advisory	Mr. Tadashi ASAI
16:00 - 16:15	Questions and Answers		
16:15 - 16:20	Closing Address	JICA Study Team	Mr. Hisao OUCHI Team Leader
16:20 - 16:40	Certificate Presentation	DGST	

Presentation materials are attached in the following pages.

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| 2) Outline of JICA Study on the Port Security Enhancement Program in Indonesia | Page II - 113 |
| 3) Outline of Port Security Improvement Strategy | Page II - 120 |
| 4) Outline of Technical Standards on Port Security Facilities and Equipment | Page II - 125 |
| 5) Outline of Program for Improvement of Education and Training Organization | Page II - 136 |
| 6) Outline of Implementation Plan for Port Security Improvement Strategy | Page II - 140 |
| 7) Outline of Implementation of Exercises & Drills, DoS and Audit | Page II - 145 |
| 8) Towards Enhancing Port & Maritime Security in the ASEAN Region | Page II - 155 |

I-1-4 Seminar on implementation of port security measures in Jakarta

Program of JICA - DGST Seminar on implementation of port security measures in Jakarta is shown in Table 1-1-5.

Table 1-1-5 Program of the the Seminar in Jakarta

21-Jun-06 Time	Agenda	Lecturer	
09:30 - 09:40	Opening Address	DGST	Mr. Tri YUSWOYO Head of Subdit. Facili. Manag.
		JICA Office	Ms. Sulistiyo Wardani
09:40 - 10:20	Policy and Current Issues of Port Security Measures in Indonesia	DGST	Mr. Tri YUSWOYO
10:20 - 10:35	Coffee Break		
10:35 - 11:15	Outline of JICA Study on the Port Security Enhancement Program in Indonesia	JICA Study Team	Mr. Shuichi TSUDA
11:15 - 11:45	Outline of Port Security Improvement Strategy	JICA Study Team	Mr. Akihito HIURA
11:45 - 12:00	Questions and Answers		
12:00 - 13:00	Lunch		
13:00 - 13:40	Outline of Technical Standards on Port Security Facilities and Equipment	JICA Study Team	Mr. Isao SAKAI
13:40 - 14:20	Outline of Program for Improvement of Education and Training Organization	JICA Study Team	Mr. Fabian KHOO
14:20 - 14:50	Outline of Implementation Plan for Port Security Improvement Strategy	JICA Study Team	Mr. Kazuyuki YAMAGUCHI
14:50 - 15:05	Coffee Break		
15:05 - 15:40	Outline of Implementation of Exercises & Drills, DoS and Audit	OCDI	Mr. Hiromi KADO
15:40 - 16:00	Towards Enhancing Port & Maritime Security in the ASEAN Region	JICA Advisory	Mr. Tadashi ASAI
16:00 - 16:15	Questions and Answers		
16:15 - 16:20	Closing Address	JICA Study Team	Mr. Hisao OUCHI Team Leader
16:20 - 16:40	Certificate Presentation	DGST	

Presentation materials are attached in the following pages.

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- 8) Towards Enhancing Port & Maritime Security in the ASEAN Region Page II - 155

I-2 Workshops

Schedule of workshops are shown in Table N-1-1 and Table 1-2-1.

Table 1-2-1 Schedule of workshops

Date		AM	PM	Place
18-Jul-05	Mon	Workshop in PELINDO III	Workshop in PELINDO III	Surabaya
19-Jul-05	Tue	Training session on implementation and management of port facility security measures in PELINDO III	Training session on implementation and management of port facility security measures in PELINDO III	Surabaya
20-Jul-05	Wed	Training session on operation of monitoring system (JICA Grant Aids Project) in PELINDO III	Training session on operation of monitoring system (JICA Grant Aids Project) in PELINDO III	Surabaya
21-Jul-05	Thu	Workshop in PELINDO IV	Workshop in PELINDO IV	Manado
22-Jul-05	Fri	Training session on implementation and management of port facility security measures in PELINDO IV	Training session on implementation and management of port facility security measures in PELINDO IV	Manado
23-Jul-05	Sat			
24-Jul-05	Sun			
25-Jul-05	Mon	Workshop in PELINDO I	Workshop in PELINDO I	Medan
26-Jul-05	Tue	Training session on implementation and management of port facility security measures in PELINDO I	Training session on implementation and management of port facility security measures in PELINDO I	Medan
27-Jul-05	Wed			
28-Jul-05	Thu	Workshop in PELINDO II	Training session on operation of monitoring system (JICA Grant Aids Project) in PELINDO III	Bandung
29-Jul-05	Fri	Training session on implementation and management of port facility security measures in PELINDO II	Training session on implementation and management of port facility security measures in PELINDO II	Bandung
17-Jan-06	Tue	Workshop in PELINDO II	Workshop in PELINDO II	Jakarta
18-Jan-06	Wed			
19-Jan-06	Thu	Workshop in PELINDO I	Workshop in PELINDO I	Batam
20-Jan-06	Fri			
21-Jan-06	Sat			
22-Jan-06	Sun			
23-Jan-06	Mon	Workshop in PELINDO III	Workshop in PELINDO III	Surabaya
24-Jan-06	Tue			
25-Jan-06	Wed	Workshop in PELINDO IV	Workshop in PELINDO IV	Makassar

I-2-1 Workshop in PELINDO III

Program of the workshop in PELINDO III is shown in Table 1-2-2.

Table 1-2-2 Program of the Workshop in PELINDO III

18-Jul-05		1st Day	
Time	Agenda	Lecturer	
09:30-09:45	Opening Address		
09:45-10:30	The Policy and Current Issues of Port Security Measures in Indonesia	DGSC	Mr. Cholik Kirom
10:40-11:20	Introduction of Japanese Cases on Port Security Measures	JICA Study Team	Mr. Kazuyuki
11:40-12:20	Port Facility Security Assessment and Port Facility Security Plan for Benoa Port	JICA Study Team	Mr. Masaki Ono
14:00-14:50	Port Facility Security Assessment and Port Facility Security Plan for Banjarnasin Port	JICA Study Team	Mr. Nobuyuki
15:00-15:50	The issues on Implementation of Port Facility Security Measures in Tanjung Perak Port	JICA Study Team	Mr. Masaki Ono
19-Jul-05		2nd Day	
09:00-09:50	Overview of ISPS Code and Quiz	JICA Study Team	Mr. Fabian Khoo
10:00-10:50	Overview of Maritime Security Threats	JICA Study Team	Mr. Fabian Khoo
11:00-11:50	Risk Analysis & Vulnerability Assessment	JICA Study Team	Mr. Hiromi Kado
13:10-14:00	Role of IMO	JICA Study Team	Mr. Fabian Khoo
14:10-15:00	Implementation and Management of Port Facility Security Measures	JICA Study Team	Mr. Akihito Hiura
15:10-16:00	Security Self-assessment	JICA Study Team	Mr. Fabian Khoo
20-Jul-05		3rd Day	
Time	Agenda	Lecturer	
09:00-09:20	Introduction	PCI	Mr. Masahiko
09:20-09:50	Grouping and Confirming the Basic Role of Each	ditto	ditto
10:00-11:00	Desk Exercise taken along the Several Envisioned	ditto	ditto
11:10-11:40	Identified Enumerate of Issues	ditto	ditto
13:00-14:20	Consideration of Solutions to Issues	ditto	ditto
14:30-15:00	Sutrunarizing of Solutions	ditto	ditto
15:00-15:40	Preparation of Action Program	ditto	ditto
15:40-16:20	Desk Exercise taken along the above Action Program	ditto	ditto
16:20-16:30	Summary	ditto	ditto
16:30-16:50	Closing Address and Certificate Presentation	PELINDO UT	

Presentation materials are attached in the following pages.

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I-2-2 Workshop in PELINDO IV

Program of the workshop in PELINDO IV is shown in Table 1-2-3.

Table 1-2-3 Program of the Workshop in PELINDO IV

21-Jul-05		1st Day	
Time	Agenda	Lecturer	
09:30-09:45	Opening Address		
09:45-10:30	The Policy and Current Issues of Port Security Measures in Indonesia	DGSC	Mr. Cholik Kirom
10:40-11:30	Introduction of Japanese Cases on Port Security Measures	JICA Study Team	Mr. Kazuyuki
11:40-12:30	Port Facility Security Assessment and Port Facility Security Plan for Bitung Port	JICA Study Team	Mr. Akihito Hiura
14:00-14:50	Port Facility Security Assessment and Port Facility Security Plan for Samarinda Port	JICA Study Team	Mr. Kenji Sasa
15:00-15:50	The issues on Implementation of Port Facility Security Measures in Makassar Port	JICA Study Team	Mr. Hiromi Kado
22-Jul-05		2nd Day	
Time	Agenda	Lecturer	
09:00-09:50	Overview of ISPS Code and Quiz	JICA Study Team	Mr. Fabian Khoo
10:00-10:50	Overview of Maritime Security Threats	JICA Study Team	Mr. Fabian Khoo
11:00-11:50	Risk Analysis & Vulnerability Assessment	JICA Study Team	Mr. Hiromi Kado
13:10-14:00	Role of IMO	JICA Study Team	Mr. Fabian Khoo
14:10-15:0	Implementation and Management of Port Facility Security Measures	JICA Study Team	Mr. Akihito Hiura
15:10-16:00	Security Self-assessment	JICA Study Team	Mr. Fabian Khoo
16:0-16:30	Closing Address and Certificate Presentation	PELINDO	

Presentation materials are attached in the following pages.

1) Policy and Current Issues of Port Security Measures in Indonesia	Page II - 1
2) Implementation Policy of ISPS Code as IMO Standard	Page III - 1
3) Port Facility Security Assessment and Port Facility Security Plan for Bitung Port	Page III - 101

4) Port Facility Security Assessment and Port Facility Security Plan for Samarinda Port	Page III - 107
5) The issues on Implementation of Port Facility Security Measures in Makassar Port	Page III - 112
6) Training Session on Implementation and Management of Port Facility Security Measures	Page III - 7
7) Overview of Maritime Security Threats	Page III - 33
8) Risk Analysis and Vulnerability Assessment	Page III - 40
9) Role of IMO	Page III - 51
10) Implementation and Management of Port Facility Security Measures	Page III - 61
11) Guideline on Voluntary Self-Assessment by Contracting Government and Port Facilities	Page III - 66

I-2-3 Workshop in PELINDO I

Program of the workshop in PELINDO I is shown in Table 1-2-4.

Table 1-2-4 Program of the Workshop in PELINDO I

25-Jul-05		1st Day	
Time	Agenda	Lecturer	
09:30-09:15	Opening Address		
09:43-10:30	The Policy and Current Issues of Port Security Measures in Indones	DGSC	Mr.Cholik Kiron
10:50-11:30	Introduction of Japanese Cases on Port Security Measures	JICA Study Team	Mr. Akihito Hiura
11:40-12:30	Port Facility Security Assessment and Port Facility Security Plan for Pekanbaru Port	JICA Study Team	Mr. Akihito Hiura
14:00-14: 50	The issues on Implementation of Port Facility Security Measures in Belawan Port	JICA Study Team	Mr. Fabian Khoo
15:00-15:50	The issues on Implementation of Port Facility Security Measures in Dumai Port	JICA Study Team	Mr. Hiromi Kado
26-Jul-05		2nd Day	
Time	Agenda	Lecturer	
09:00-09:50	Overview of ISPS Code and Quiz	JICA Study Team	Mr. Fabian Khoo
10:00-10:50	Overview of Maritime Security Threats	JICA Study Team	Mr. Fabian Khoo
11:00-11:50	Risk Analysis & Vulnerability Assessment	JICA Study Team	Mr. Hiromi Kado
13:10-14:00	Role of IMO	JICA Study Team	Mr. Fabian Khoo
14:10-15:00	Implementation and Management of Port Facility Security Measure	JICA Study Team	Mr. Akihito Hiura
15:10-16:00	Security Self-assessment	JICA Study Team	Mr. Fabian Khoo
16:10-16:30	Closing Address and Certificate Presentation	PELINDO I	

Presentation materials are attached in the following pages.

1) Policy and Current Issues of Port Security Measures in Indonesia	Page II - 1
2) Implementation Policy of ISPS Code as IMO Standard	Page III - 1
3) Port Facility Security Assessment and Port Facility Security Plan for Pekanbaru Port	Page III - 117
4) The issues on Implementation of Port Facility Security Measures in Belawan Port	Page III - 123
5) The issues on Implementation of Port Facility Security Measures in Dumai Port	Page III - 127
6) Training Session on Implementation and Management of Port Facility Security Measures	Page III - 7
7) Overview of Maritime Security Threats	Page III - 33
8) Risk Analysis and Vulnerability Assessment	Page III - 40
9) Role of IMO	Page III - 51
10) Implementation and Management of Port Facility Security Measures	Page III - 61
11) Guideline on Voluntary Self-Assessment by Contracting Government and Port Facilities	Page III - 66

I-2-4 Workshop in PELINDO II

Program of the workshop in PELINDO II is shown in Table 1-2-5.

Table 1-2-5 Program of the Workshop in PELINDO II

28-Jul-05	1st Day	
Time	Agenda	Lecturer
09:00-09:15	Opening Address	
09:15-09:40	The Policy and Current Issues of Port Security Measures in Indonesia	DGSC Mr. Cholik Kirom
09:50-10:30	Introduction of Japanese Cases on Port Security Measures	JICA Study Team Mr. Akihito Hiura
10:40-11:30	The issues on Implementation of Port Facility Security Measures in Palembang Port	JICA Study Team Mr. Fabian Khoo
11:40-12:30	The issues on Implementation of Port Facility Security Measures in Tanjung Priok Port	JICA Study Team Mr. Hiromi Kado
	Training Session on Operation of Monitoring System in PELIN	PCI Mr. Masahiko Koshimizu
13:30-13:40	Introduction	
13:40-13:50	Grouping and Confirming the Basic Role of Each	
13:50-14:40	Desk Exercise taken along the Several Envisioned Identified Enumerate of Issues	
14:40-15:00	Consideration of Solutions to Issues	
15:00-15:50	Sununarizing of Solutions	
16:00-16:20	Preparation of Action Program	
16:20-16:50	Desk Exercise taken along the above Action Program	
16:50-17:20	Summary	

Table 1-2-5 Program of the Workshop in PELINDO II (continued)

29-Jul-05		2nd Day	
Time	Agenda	Lecturer	
09:00-09:50	Overview of ISPS Code and Quiz	JICA Study Team	Mr. Fabian Khoo
10:00-10:50	Overview of Maritime Security Threats	JICA Study Team	Mr. Fabian Khoo
11:00-11:50	Risk Analysis & Vulnerability Assessment	JICA Study Team	Mr. Hiromi Kado
13:10-14:00	Role of IMO	JICA Study Team	Mr. Fabian Khoo
14:10-15:00	Implementation and Management of Port Facility Security Measure	JICA Study Team	Mr. Akihito Hiura
15:10-16:00	Security Self-assessment	JICA Study Team	Mr. Fabian Khoo
16:10-16:30	Closing Address and Certificate Presentation	PELINDO II	

Presentation materials are attached in the following pages.

- | | |
|--|----------------|
| 1) Policy and Current Issues of Port Security Measures in Indonesia | Page II - 1 |
| 2) Implementation Policy of ISPS Code as IMO Standard | Page III - 1 |
| 3) Port Facility Security Assessment and Port Facility Security Plan for Palembang Port | Page III - 133 |
| 4) The issues on Implementation of Port Facility Security Measures in Tanjung Priok Port | Page III - 138 |
| 5) Training Session on Implementation and Management of Port Facility Security Measures | Page III - 7 |
| 6) Overview of Maritime Security Threats | Page III - 33 |
| 7) Risk Analysis and Vulnerability Assessment | Page III - 40 |
| 8) Role of IMO | Page III - 51 |
| 9) Implementation and Management of Port Facility Security Measures | Page III - 61 |
| 10) Guideline on Voluntary Self-Assessment by Contracting Government and Port Facilities | Page III - 66 |

I-2-5 Workshop in Jakarta

Program of the workshop in Jakarta is shown in Table 1-2-6.

Table1-2-6 Program of the Workshop in Jakarta

17-Jan-06 Time	Agenda	Lecturer
09:30-09:45	Opening Address	
09:45-10:15	The Current Issues of Port Security Measures in Indonesia	DGST Mr. Untong
10:30-11:10	Outline of Port Security Improvement Strategy	JICA Study Team Mr. Hiromi KADO
11:10-11:50	Outline of Port Security Facilities Development Standards	JICA Study Team Mr. Masaki ONO
13:00-14:00	Outline of Enhancement Program on Exercise, Drill and Training	JICA Study Team Mr. Fabian KHOO
14:00-14:40	Outline of Port Facility Security Assessment Manual	JICA Study Team Mr. Hiromi KADO
14:40-15:20	Outline of Port Facility Security Plan Manual	JICA Study Team Mr. Akihito HIURA
15:35-16:15	Outline of Action Plan on Port Security	JICA Study Team Mr. Kenji SASA
16:15-16:20	Closing Address	

Presentation materials are attached in the following pages.

- | | |
|---|----------------|
| 1) ISPS Code Implementation in Indonesia | Page III - 156 |
| 2) Implementasi ISPS Code di Indonesia | Page III - 166 |
| 3) Outline of Port Security Improvement Strategy | Page III - 176 |
| 4) Outline of Port Security Facilities Development Standards | Page III - 181 |
| 5) Outline of Enhancement Program on Exercise, Drill and Training | Page III - 191 |
| 6) Outline of Port Facility Security Assessment Manual | Page III - 202 |
| 7) Outline of Port Facility Security Plan Manual | Page III - 209 |
| 8) Outline of Action Plan on Port Security | Page III - 215 |

I-2-6 Workshop in Batam

Program of the workshop in Batam is shown in Table 1-2-7.

Table 1-2-7 Program of the Workshop in Batam

19-Jan-06 Time	Agenda	Lecturer	
09:30-09:45	Opening Address		
09:45-10:15	The Current Issues of Port Security Measures in Indonesia	DGST	Capt. Purnama.
10:35-11:15	Outline of Port Security Improvement Strategy	JICA Study Team	Mr. Hiromi KADO
11:15-11:55	Outline of Port Security Facilities Development Standards	JICA Study Team	Mr. Masaki ONO
13:00-14:00	Outline of Enhancement Program on Exercise, Drill and Training	JICA Study Team	Mr. Fabian KHOO
14:00-14:30	Outline of Port Facility Security Assessment Manual	JICA Study Team	Mr. Hiromi KADO
14:30-15:00	Outline of Port Facility Security Plan Manual	JICA Study Team	Mr. Akihito HIURA
15:20-16:00	Outline of Action Plan on Port Security	JICA Study Team	Mr. Kenji SASA
16:00-16:10	Closing Address		

Presentation materials are attached in the following pages.

- | | |
|---|----------------|
| 1) Implementasi ISPS Code di Indonesia | Page III - 166 |
| 2) Outline of Port Security Improvement Strategy | Page III - 176 |
| 3) Outline of Port Security Facilities Development Standards | Page III - 181 |
| 5) Outline of Enhancement Program on Exercise, Drill and Training | Page III - 191 |
| 5) Outline of Port Facility Security Assessment Manual | Page III - 202 |
| 6) Outline of Port Facility Security Plan Manual | Page III - 209 |
| 7) Outline of Action Plan on Port Security | Page III - 215 |

I-2-7 Workshop in Surabaya

Program of the workshop in Surabaya is shown in Table 1-2-8.

Table 1-2-8 Program of the Workshop in Surabaya

23-Jan-06 Time	Agenda	Lecturer	
09:00-09:15	Opening Address		
09:15-09:45	The Current Issues of Port Security Measures in Indonesia	DGST	Mr. Untong
09:45-10:25	Port Facility Security Assessment and Port Facility Security Plan for Cilacap Port	JICA Study Team	Mr. Akihito HIURA
10:40-11:20	Port Facility Security Assessment and Port Facility Security Plan for Tenau Port	JICA Study Team	Mr. Kenji SASA
11:20-12:00	Outline of Port Security Improvement Strategy	JICA Study Team	Mr. Hiromi KADO
13:00-13:40	Outline of Port Security Facilities Development Standards	JICA Study Team	Mr. Masaki ONO
13:40-14:40	Outline of Enhancement Program on Exercise, Drill and Training	JICA Study Team	Mr. Fabian KHOO
14:40-15:20	Outline of Port Facility Security Assessment Manual	JICA Study Team	Mr. Hiromi KADO
15:35-16:15	Outline of Port Facility Security Plan Manual	JICA Study Team	Mr. Akihito HIURA
16:15-16:45	Outline of Action Plan on Port Security	JICA Study Team	Mr. Kenji SASA
16:45-16:50	Closing Address		

Presentation materials are attached in the following pages.

- | | |
|---|----------------|
| 1) Implementasi ISPS Code di Indonesia | Page III - 166 |
| 2) Port Facility Security Assessment and Port Facility Security Plan for Cilacap Port | Page III - 221 |
| 3) Port Facility Security Assessment and Port Facility Security Plan for Tenau Port | Page III - 225 |
| 4) Outline of Port Security Improvement Strategy | Page III - 176 |
| 5) Outline of Port Security Facilities Development Standards | Page III - 181 |
| 6) Outline of Enhancement Program on Exercise, Drill and Training | Page III - 191 |
| 7) Outline of Port Facility Security Assessment Manual | Page III - 202 |
| 8) Outline of Port Facility Security Plan manual | Page III - 209 |
| 9) Outline of Action Plan on Port Security | Page III - 215 |

I-2-8 Workshop in Makassar

Programme of workshop in Makassar is shown in Table 1-2-9.

Table 1-2-9 Program of the Workshop in Makassar

25-Jan-06	Agenda	Lecturer	
Time			
09:00-09:15	Opening Address		
09:15-09:45	The Current Issues of Port Security Measures in Indonesia	DGST	Cap. Purnama,
09:45-10:25	Port Facility Security Assessment and Port Facility Security Plan for Balikpapan Port	JICA Study Team	Mr. Masaki ONO
10:40-11:20	Port Facility Security Assessment and Port Facility Security Plan for Kendari Port	JICA Study Team	Mr. Kazuyuki YAMAGUC
11:20-12:00	Outline of Port Security Improvement Strategy	JICA Study Team	Mr. Hiromi KADO
13:00-13:40	Outline of Port Security Facilities Development Standards	JICA Study Team	Mr. Masaki ONO
13:40-14:40	Outline of Enhancement Program on Exercise, Drill and Training	JICA Study Team	Mr. Fabian KHOO
14:40-15:20	Outline of Port Facility Security Assessment Manual	JICA Study Team	Mr. Hiromi KADO
15:35-16:15	Outline of Port Facility Security Plan Manual	JICA Study Team	Mr. Akihito HIURA
16:15-16:45	Outline of Action Plan on Port Security	JICA Study Team	Mr. Kenji SASA
16:45-16:50	Closing Address		

Presentation materials are attached in the following pages.

- | | |
|--|----------------|
| 1) Implementasi ISPS Code di Indonesia | Page III - 166 |
| 2) Port Facility Security Assessment and Port Facility Security Plan for Balikpapan Port | Page III - 225 |
| 3) Port Facility Security Assessment and Port Facility Security Plan for Kendari Port | Page III - 240 |
| 4) Outline of Port Security Improvement Strategy | Page III - 176 |
| 5) Outline of Port Security Facilities Development Standards | Page III - 181 |
| 6) Outline of Enhancement Program on Exercise, Drill and Training | Page III - 191 |
| 7) Outline of Port Facility Security Assessment Manual | Page III - 202 |
| 8) Outline of Port Facility Security Plan Manual | Page III - 209 |
| 9) Outline of Action Plan on Port Security | Page III - 215 |



Presented by :

Ir. SOEHARTO
 Director of GUARD and RESCUE
 Directorate General of Sea Communication

**JICA-DGST Seminar
 On Port Security
 12 December 2005**

INTRODUCTION

Last incidents took place in the end of 2005 such as bomb Bali II and relevant event which be reported by newspaper and television, indication to us that security threat " terrorist" in future is possible happened, so thats means we should keep awareness and improving our effort to quaranty security on port facility and ship calling on such port.

The fact, on October 2005 Port of Tanjung Priok got bombs threat based on intelligence information.

SUBSTANCY OF ISPS CODE

**CONFERENCE OF CONTRACTING GOVERNMENT TO THE
 INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE SEA, 1974.**

LONDON, 9 TO 13 DECEMBER 2002


↓

II CONFERENCE RESOLUTION

RESOLUTION 1:

Adoption of amendments to the Annex to the International Convention for The **Safety of Life at Sea, 1974**

- > Amandement intered into force on July 1, 2004
- > Amandement for 2 chapter :
 - Ch. V. Safety of Navigation
Regulation 19 : AIS
 - Ch. XI – 1. Special measures to enhance Maritime Safety
Regulation 3 : Ship Identification Number
Regulation 5 : Countinuos Synopsis Record
 - Ch. XI – 2. Special measures to enhance Maritime security
13 Regulation
- > Secretary General of IMO should to deliver all convention resolution, Amandement + Annex to



RESOLUTION 2:

**ADOPTION OF INTERNATIONAL CODE
 for the
 Security Of Ships & Of Port Facilities**

Approval of ISPS Code draft
 Part A. Mandatory
 Part B. Recomendation

GOVERNMENT RESPONSIBILITY

- Declared Designated Authorities (DA)
- Appointed Recognised security organization (RSO)
- Security levels
- Approval Port Facility Security Assessment (PFSA) and Port Facility Security Plan (PFSP)
- Approval Ship Security Plans (SSP)
- Verification and certification
- Communication of information

7

SHIP SECURITY

Stage should be pass by one port facility to get Statement of Compliance (SoC)

- ✦ Appointed Company Security Officer (CSO) and Ship Security Officer (SSO)
- ✦ Conduct Ship Security Assessment (SSA)
- ✦ Review and approval SSA
- ✦ Develop Ship Security Plan (SSP)
- ✦ Review and approval SSP
- ✦ Implementation (Drill, exercise and Internal audit)
- ✦ Verification and certification

8

OTHERS REQUIREMENT SHOULD BE COMPLETED BY SHIP FOR GET ISSC

- Ship Identification Number (IMO Number)
- Automatic Identification System (AIS)
- Ship Security Alert System (SSAS)
- Continuous Synopsis Record (CSR)
- Related document; Declaration of Security (DoS), 10 last port, Pre-Arrival Notification Ship Security, Drill and exercises.

9

PORT FACILITY SECURITY

Stage should be pass by one port facility to get Statement of Compliance (SoC)

- ✦ Appointed Port Facility Security Officer (PFSO)
- ✦ Conduct Port Facility Security Assessment (PFSA)
- ✦ Review and approval PFSA
- ✦ Develop Port Facility Security Plan (PFSP)
- ✦ Review and approval PFSP
- ✦ Implementation (Drill, Exercise and Internal Audit)
- ✦ Verification and certification

10

POLICY FOR IMPLEMENTATION ISPS CODE IN INDONESIA

1. Minister Transportation Degree No. 33 Year 2003 regarding Implementation of ISPS Code in Indonesia, and
2. Minister Transportation Degree No. 03/2004 regarding Appointed Director General of Sea Transportation as Designated Authority

11

POLICY AND GUIDELINES ISSUED BY DGST FOR APPLYING THE CODE

- Director General of Sea Transportation Degree No. KL. 93/I/3-04 dated 12 February 2004 about Guidelines for Recognized Security Organization (RSO).
- Director General of Sea Transportation Degree No. KL. 93/2/1-04 dated 14 May 2004 about Appointing Director Guard and Rescue to responsibility ISPS Code implementation.
- Issuing periodically Circular Letter

12

PROGRESS REPORT

1. 191 Port Facility has get Statement of Compliance of Port Facility (SoCPF)
2. 405 ship has get International Ship Security Certificate (ISSC)

13

PROBLEMS ON IMPLEMENTATION

- Miss-understanding and miss-interpretation meaning of the code.
- Problems of human resources and funds
- Limited equipment, technology and system
- Characteristic and people behaviors

14

CORRECTIV ACTION FOR THE PROBLEMS

1. Instruct all ADPEL/KAKANPEL as PSC to identify, monitoring and report all problems which take place on port/port facility under his coordination.
2. Notice to all port facility which has get SoCPF for execution of Drill and exercise and also to improve insufficiency.
3. Preparing policy for future .
4. Improving cooperation with relevant parties; national, regional and also international .

15

THANK YOU

16

Keywords

- Why and what to do?

For secured maritime trade



How to balance trade-off between

- security effectiveness
- operational efficiency

JICA Seminar Depasar, 12 Dec
2005

Keywords

- How to do?
 - risk analysis
 - guidelines
 - model PFSP, template
 - standards and specifications

JICA Seminar Depasar, 12 Dec
2005

Keywords

- How to regulate?
 - convention
 - sovereignty
 - port-state control
 - legislation
 - law enforcement
 - audit

JICA Seminar Depasar, 12 Dec
2005

Keywords

- Continuous efforts in day to day operation
 - Audit
 - Check and improvement
 - Drill and exercise
 - Training

JICA Seminar Depasar, 12 Dec
2005

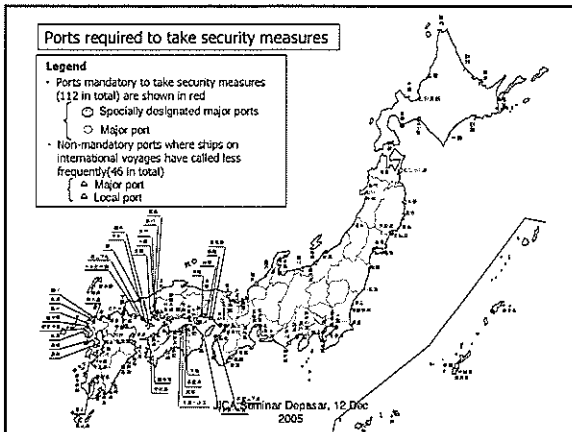
Main topics

- Implementation practice in Japan
- Implementation practice in EU countries
- Regional cooperation initiatives: G8, APEC
- Global Initiatives towards SCM security

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2005

Japanese Practice in ISPS Compliance - Lessons and Remaining Issues

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2005



PFSP Practice in Japan

Problems and Difficulties at Starting Point

- **Large scale exercise for All Japan**
1000+ facilities of 100+ Ports
- **Large scale investment required**
Open-type public quay with no fences/security equipment financing, designing, procurement and implementation whole process will be time exhausting
- **Short time for construction/installation works**
Time consuming process of budgeting and implementing in public investment procedures
- **Lack of expertise / lack of awareness**
Well organized coordination among relevant organizations required

JICA Seminar Denpasar, 12 Dec 2005

PFSP Practice in Japan

Running Race against Time; 1st Stage

- New Law/Regulation enacted on 23rd April , 2004
- Dedicated organization established in April 2004 for setting security level, approving & auditing PFSP
- Guidelines and Model PFSP circulated in Dec, 2003
- Financial assistance made by Central Gov. in Dec., 2003 ¥ 230 billion (or \$260 million) ; for protective and surveillance facilities of public sector
- Training Course for PFSP provided by NGO in series

JICA Seminar Denpasar, 12 Dec 2005

PFSP Practice in Japan

Legal Procedure and Schedule

- **Port Facility Security Assessment (PFSA)**
Provisional PFSA Jan. 2004 ; PFSA April 2004
- **Law/Regulations Promulgation** April 2004
- **PFSP Evaluation and Approval** May - June 2004
- **PFSP in Operation** 1st July 2004

JICA Seminar Denpasar, 12 Dec 2005

PFSP Practice in Japan

Orchestrated efforts; 1st stage

- 1st stage evaluation; acceptable by international context
- Good coordination between government and related parties including port authorities
 - determination of the central government
 - proper guidance and assistance given
 - how to mobilize parties to start before authorization
- NGO played an important role

JICA Seminar Denpasar, 12 Dec 2005

PFSP Practice in Japan

Implementation and Auditing; 2nd Stage

- Best way to maintain good practice?
- **Audit and feedback**
 - minor breaches/offences identified in the majority of complying ports
 - major breaches also identified in few ports
- **Drills and exercises in practical way**
 - multi-organizational cooperation required
 - on the job training than large scale demonstration
 - communication exercise
 - role-playing exercise (even in table-top exercise)

JICA Seminar Denpasar, 12 Dec 2005

PFSP Practice in Japan
For the Better Practice; 3rd Stage

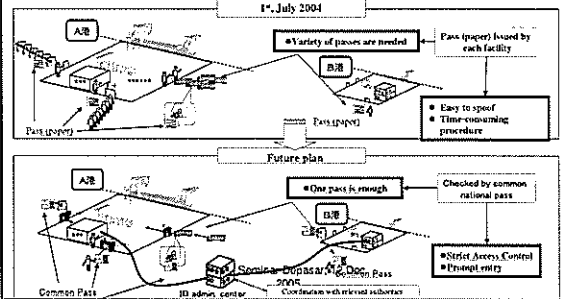
- R&D program for upgrading security operations and systems
 - upgrading access control system
 - surveillance system on waterways and navigation channels
- Cooperation program with regional countries
 - simultaneous efforts necessary for effectively achieve ISPS compliance in the region; by the nature of the framework
 - to meet the needs
 - capacity building cooperation towards regional action program

JICA Seminar Depasar, 12 Dec 2005

Upgrading of Access Control system of port facilities

Enhancing effectiveness of access control as well as efficiency of port operation

2005 ~ Establish Common national Access Control System utilizing IT

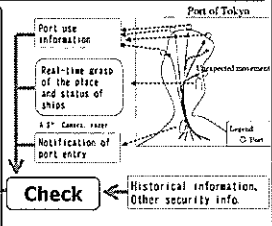


Enhancement of security measures at the sea area
~Enhancement of self-defense and coordination with the police agency~

Need to enhance the security measures at the sea area

Establishment of a management system for ships' movement (2005~)
Real-time grasp of the place and status (name, course, destination) of ships engaged in international voyages

- Severe Damage (Economic, Environmental) will occur when acts of terrorism are conducted in the bay area and in the narrow navigational channel
- Need to enhance the security measures in the bay area and navigational channel
- Establishment of the management system for ships' movement
Real-time grasp of the place and status of ships engaged in international voyages
- Early Detection of problematic ships and acts
 - Warning instruction for port management body
 - Reporting to the police agency
- Greater sophistication of port services provided by the port management bodies



Depasar, 12 Dec

PFSP Practice in Japan
For the Better Practice; 3rd Stage

- R&D program for upgrading security operations and systems
 - upgrading access control system
 - surveillance system on waterways and navigation channels
- Cooperation program with regional countries
 - simultaneous efforts necessary for effectively achieve ISPS compliance in the region; by the nature of the framework
 - to meet the needs
 - capacity building cooperation towards regional action program

JICA Seminar Depasar, 12 Dec 2005

ASEAN-Japan Maritime Transport Security Program

ASEAN-Japan 1st Seminar on Maritime Security and Combating Piracy (2003.12)
In response to the requests from ASEAN countries to hold training course for PFSSOs, Japan decided to hold Port Security Seminar in cooperation with Singapore.

- Indonesia - Japan Port Facility Security Seminar (2004.3)
- Philippines - Japan Port Facility Security Workshop (2004.4)
- Myanmar - Japan Port Facility Security Seminar (2004.5)
- Cambodia - Japan Port Facility Security Seminar (2004.5)
- Vietnam - Japan Port Facility Security Seminar (2004.6)

2004.7- SOLAS/ISPS entered into force

How to comply with SOLAS

ASEAN-Japan 2nd Seminar on Maritime Security and Combating Piracy (2005.3)

Exchange information on ISPS implementation in each country. Japan informed that JICA will hold a training course for port security officials of ASEAN countries.

- Thailand - Japan Port Facility Security Seminar (2005.7)

2005.10 JICA Training Course on Port Facility Security

How effectively implement SOLAS

ISPS Implementation in EU Ports

JICA Seminar Depasar, 12 Dec 2005

ISPS Implementation in EU ports

- Port Facilities subject to ISPS code: 3000+
800 ports in 23 countries
- Small portion of facilities in some countries were not fully compliant in time
irregular/occasional international traffic
lack of accordance between PFSP and actual measures
- Interim measures for non-compliant facilities
Declarations of security
restriction of ship calls by the Designated Authority

JICA Seminar Depasar, 12 Dec
2005

ISPS Implementation in EU ports

- Compliance checks
- verification by the national Coastal, Marine or Transport administration
- Periodical auditing
- review and upgrade of PFSP
- regular audit of security operation
- Response to identified failures
- time allowance for corrective measures
- cancellation of the approval

JICA Seminar Depasar, 12 Dec
2005

ISPS Implementation in EU ports

- Delays and problems after implementation
 - less significant than expected
 - disturbance
by construction works, by procurement
 - delays caused by new procedures
ship boarding constrained by SSP
 - refusal by ships to enter non-compliant port

JICA Seminar Depasar, 12 Dec
2005

ISPS Implementation in EU ports

- Problems between ship/port parties
 - no problem observed in half the countries
 - non-necessary DoS
 - flaws in tonnage measurement
 - lack of knowledge and interest in related authorities
 - deficiencies in communication and information flows

JICA Seminar Depasar, 12 Dec
2005

ISPS Implementation in EU ports

- Further actions
 - training courses for PFSP, security and port personnel
 - practical guidelines
 - regular meetings/task groups between ports and authorities

JICA Seminar Depasar, 12 Dec
2005

ISPS Implementation in EU ports

- Financing of security measures
 - no direct public funding
 - costs of implementation vary depending on the size and needs of the port
 - cost sharing approaches
 - 1) 100% operator = security surcharge
 - 2) 100% port authority = no surcharge
 - 3) combination of the above

JICA Seminar Depasar, 12 Dec
2005

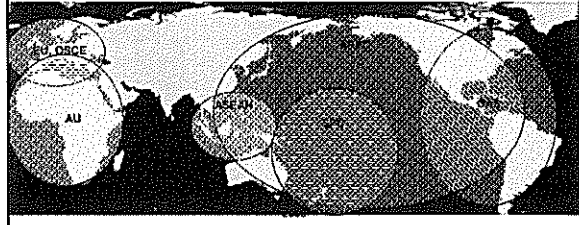
Regional Initiatives for Better Practice

- G8
- APEC
- Japan-ASEAN
- Others

JICA Seminar Depasar, 12 Dec 2005

Images of regional cooperation framework

- Physical proximity
 - Necessity to ensure the effectiveness of security measures of last calling ports
- Due to increasing volumes of Intra-regional trade with the development of ETA
 - Necessity to reduce the security gaps in the region
- To streamline capacity building efforts
 - If facing similar issues, similar solutions would be applicable.
- To learn from one another
 - Enable south-south cooperation
- To overcome the sovereignty issues of bilateral or unilateral approach



ASEAN-Japan Maritime Transport Security Program

ASEAN-Japan 1st Seminar on Maritime Security and Combating Piracy (2003.12)

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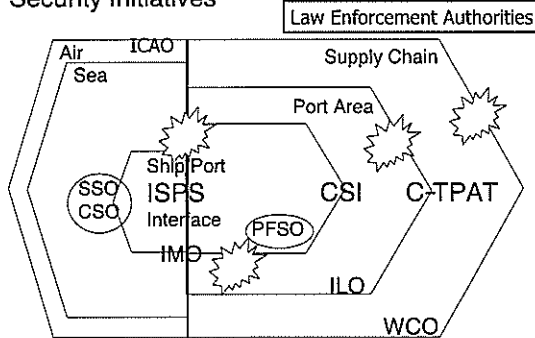
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JICA Seminar Depasar, 12 Dec 2005

Towards SCM Security

JICA Seminar Depasar, 12 Dec 2005

Security Initiatives



JICA Seminar Depasar, 12 Dec 2005

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Towards SCM security

- Towards SCM security

- WCO pillars

custom to custom CTPAT
custom to business

- USCG/ISO

ISO28001
Best practices in SCM security
management system for SCM security
ISO 28000
ISO28004

JICA Seminar Depasar, 12 Dec
2005

The End

JICA Seminar Depasar, 12 Dec
2005

Keywords

- Why and what to do?

For secured maritime trade



How to balance trade-off between

- security effectiveness
- operational efficiency

JICA/APEC Joint Seminar Jakarta,
07 Dec 2005

Keywords

- How to do?

- risk analysis

- guidelines

- model PFSP, template

- standards and specifications

JICA/APEC Joint Seminar Jakarta,
07 Dec 2005

Keywords

- How to regulate?

- convention

- sovereignty

- port-state control

- legislation

- law enforcement

- audit

JICA/APEC Joint Seminar Jakarta,
07 Dec 2005

Keywords

- Continuous efforts in day to day operation

- Audit

- Check and improvement

- Drill and exercise

- Training

JICA/APEC Joint Seminar Jakarta,
07 Dec 2005

Main topics

- Implementation practice in Japan

- Implementation practice in EU countries

- Regional cooperation initiatives: G8, APEC

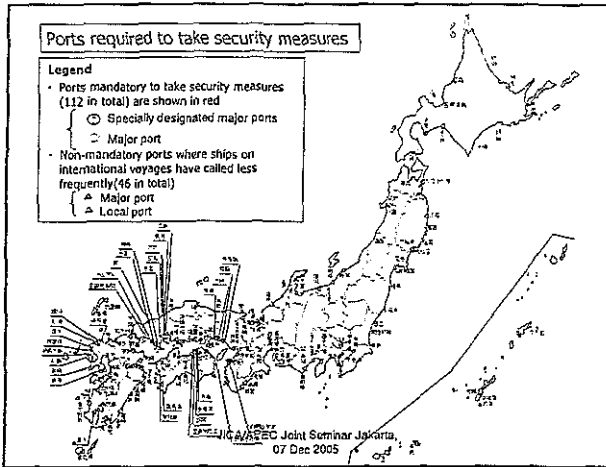
- Global Initiatives towards SCM security

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07 Dec 2005

Japanese Practice in ISPS Compliance

- Lessons and Remaining Issues

JICA/APEC Joint Seminar Jakarta,
07 Dec 2005



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Problems and Difficulties at Starting Point

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1000+ facilities of 100+ Ports
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JICA/APEC Joint Seminar Jakarta, 07 Dec 2005

Upgrading of Access Control system of port facilities

Enhancing effectiveness of access control as well as efficiency of port operation

2005 ~ Establish Common national Access Control System utilizing IT

1st July 2003

Present

- Easy to spoof
- Time-consuming procedure

Future plan

- One pass is enough
- Checked by common national pass
- Strict Access Control Example

Common Pass, ID admin. center, 07-Dec-2005, Coordination with relevant authorities

Enhancement of security measures at the sea area
~ Enhancement of self-defense and coordination with the police agency ~

Need to enhance the security measures at the sea area

Establishment of a management system for ships' movement (2005~)
Real-time grasp of the place and status (name, course, destination) of ships engaged in international voyages

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Need to enhance the security measures in the bay area and navigational channel

Establishment of the management system for ships' movement
Real-time grasp of the place and status of ships engaged in international voyages

Check

Historical information, Other security info.

Port use information, Real-time grasp of the place and status of ships, JIP, Coma, radar, Notification of port entry, Port of Tokyo, Suspicious vessel, Legend, Port

Early Detection of problematic ships and actions
→ Warning instruction for port management body
→ Reporting to the police agency

Greater sophistication of port services provided by the port management bodies

Seminar Jakarta, 2005

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JICA/APEC Joint Seminar Jakarta,
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JICA/APEC Joint Seminar Jakarta,
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JICA/APEC Joint Seminar Jakarta,
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JICA/APEC Joint Seminar Jakarta,
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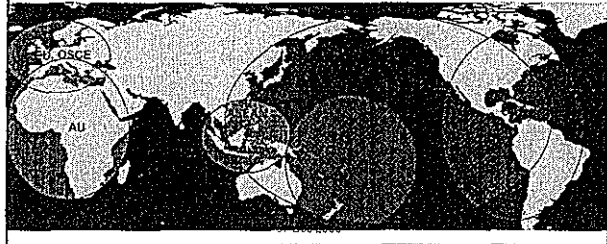
Regional Initiatives for Better Practice

- G8
- APEC
- Japan-ASEAN
- Others

JICA/APEC Joint Seminar Jakarta,
07 Dec 2005

Images of regional cooperation framework

- > Physical proximity
 - Necessity to ensure the effectiveness of security measures of last calling ports
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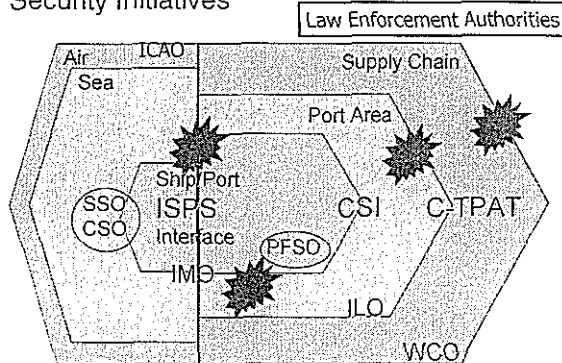
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Towards SCM Security

JICA/APEC Joint Seminar Jakarta,
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Security Initiatives



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07 Dec 2005

Towards SCM security

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- WCO pillars

custom to custom
custom to business

CTPAT

- USCG/ISO

ISO28001

Best practices in SCM security

management system for SCM security

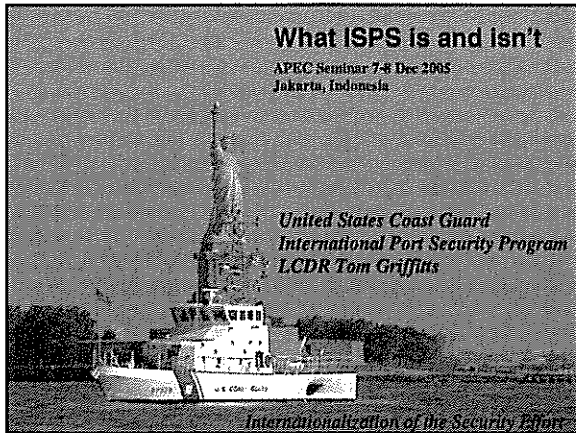
ISO 28000

ISO28004

JICA/APEC Joint Seminar Jakarta,
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The End

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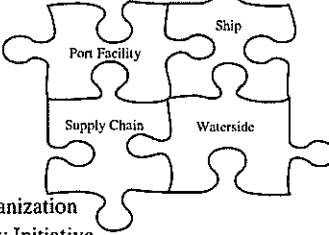


What is ISPS...?

- An important piece of the maritime security puzzle
- A MINIMUM security standard to:
 - Protect ships
 - Protect the ship/port interface
- The only obligatory international security standard (for ships/ports to which it applies)
- A flexible, risk based approach to security





The Maritime Security Puzzle



- ISPS
- CSI
- C-TPAT
- STAR Initiative
- Coordinated Patrols
- World Customs Organization
- Proliferation Security Initiative
- International Maritime Bureau
- ILO Code of Practice for Security in Ports


What ISPS Isn't Going to do...

- Address all security risks
- Prevent all types of piracy/robbery
- Stop all types of attack on facilities
- Effectively address smuggling in containers
- Prevent all:
 - Stowaways
 - Smuggling
 - Alien-smuggling


Properly Implemented ISPS Should...

- Reduce thefts from ships at an ISPS facility
- Reduce thefts from ISPS facilities
- Make it more difficult to introduce weapons or explosives on ships
- Better secure the ship/port interface portion of the supply chain



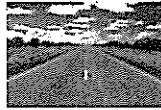
Barriers to Effective ISPS Implementation

- In-effective Regulatory Oversight
- Lack of Governmental/Industry support
- Poor Inter-agency Coordination
- Corruption
- Lack of Resources



Effective Regulatory Oversight

- Enabling laws and regulations
- Culture of partnership with industry
- Authority for auditors:
 - Ability to adversely impact operations
 - Ability to enforce penalties for non-compliance
- Method to ensure continual compliance
 - Random visits
 - Scheduled visits
 - Drills and exercises



Government and Industry Support

- Articulate why security is important
- Cooperation & involvement in developing regulations
 - Bottom up requirements more effective
 - Builds consensus and support
- Risk based approach reduces extraneous requirements
- Seek out means to intertwine security and business efficiencies



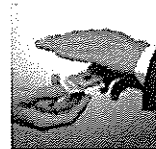
Inter-Agency Coordination

- Difficult to achieve
- Clearly established responsibilities
- Clearly identify threat and reason for cooperation
- Mission focus
- Incident Command System



Corruption

- Can be overcome and has been
- Corruption can adversely impact:
 - Access control
 - Cargo control
 - Regulatory oversight



Limited Resources

- Can be a barrier
- Under utilized resources
- Many low cost solutions to security
- High tech solutions not necessarily required
- Combine security and business efficiency
- Plan for security during construction and design of ports/ships



US Regulatory Approach

- Law
 - Passed by Congress
 - Often very broad and general
- Regulation
 - Should be specific
- Policy
 - Very specific

US Laws

- Passed by Congress
- Signed by President
- General guidelines to responsible agency
- Enforcement penalties

US Regulations

- Published as a proposed or interim rule
 - Period for comments
 - Requires pre-amble explaining why
- Comments are incorporated
- Regulation is published again
 - Can be interim rule or can be final rule
- Expands on laws
 - Applicability
 - Requirements
 - Procedures for alternatives

US Policy

- Amplifying information for regulations
- Approved by USCG
- Doesn't have force of law or regulation
- Distributed over the internet
- Navigation and Inspection Circulars
- Maritime Security Directives
- Internal guidance via:
 - Manuals
 - Instructions
 - Messages (similar to e-mail, but has official standing)

Maritime Security

- Measures must be risk based
- Can be achieved only through collective efforts
 - Inter-agency
 - Local, Regional, Nationally
 - Internationally
- Will never achieve 100% security;
 - not an excuse for failure, just reality



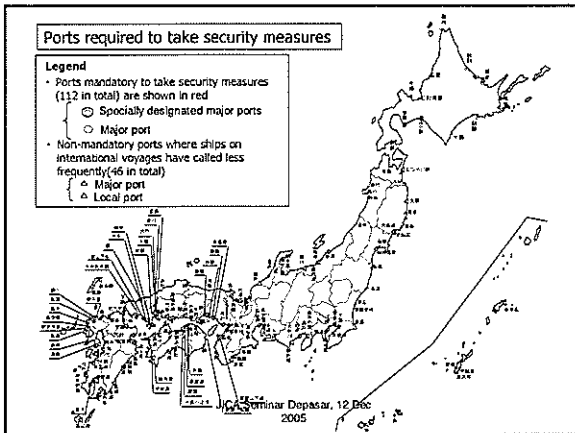
Semper Paratus. Always Ready.

Lieutenant Commander Tom Griffiths
Asia-Pacific Port Security Liaison Officer
U.S. Coast Guard Activities Far East
Phone: 65-6750-2005/2340
E-Mail: tagriffitts@d14.uscg.mil
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Homeland
Security





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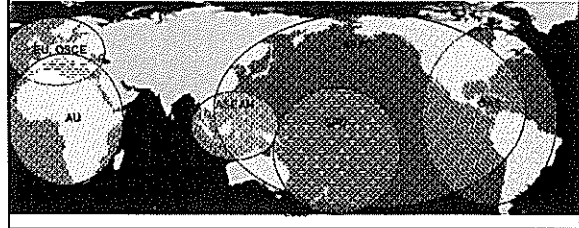
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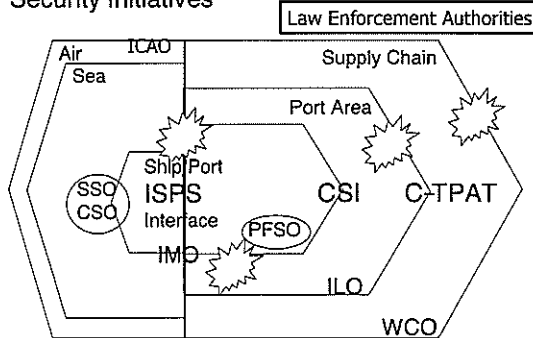
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JICA Seminar Depasar, 12 Dec 2005

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JICA Seminar Depasar, 12 Dec
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The End

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JICA - DGST Seminar on Port Security

Port Security Policy and Measures in Japan

Hotel Samudra Beach - Bali, Indonesia

JICA - DGST Seminar on Port Security

1. Treatment of SOLAS Convention in Japan

- Execution of port security in Japan in line with international trends such as SOLAS convention

↓

- Ports to be covered over 100 ports, 1000 berths
- Dec. 2003 formulation of guideline for port facility security
- Jan. 2004 Carrying out of Port Facility Security Assessment
- Apr. 2004 Review of port facility security law
- May 2004 amendment of guideline

- Submitted a list of ports prepared Port Facility Security Plan by July, 2004 to IMO

Hotel Samudra Beach - Bali, Indonesia

JICA - DGST Seminar on Port Security

Hierarchies of the ports

- Special Important Ports (23)
- Important Ports (105)
- Provincial Ports (960)
- Fishery Ports (2,927)

Hotel Samudra Beach - Bali, Indonesia

JICA - DGST Seminar on Port Security

Special Important Ports and Important Ports

Hotel Samudra Beach - Bali, Indonesia

JICA - DGST Seminar on Port Security

2. Basic Concept of Japanese Guideline

		Japanese Guideline
Standard	Handling of Terrorist	• Deterrence by detection and alert • Minimize the damage by informing ship and container yard of the enforced terrorism
	Fence	• Height over 2400mm • Outrigger 30deg. L=over 450mm • Net fence over 3.2mm 50mm mesh
	Monitoring	• In principle, constantly monitor the CCTV • Constantly monitor the restricted area and boundary by CCTV • Alert the suspicious person, if the person does not come to heed, inform the police
	Lighting System	• Secure illuminance to enable watching or monitoring by CCTV is secured

Hotel Samudra Beach - Bali, Indonesia

JICA - DGST Seminar on Port Security

3. Contents of the guideline (abridgment)

- (1) International port facilities required to implement security measures
- (2) Establishment and management of restricted area
- (3) Entry/Exit control in restricted area
- (4) Monitoring the area
- (5) Specification of the facilities
- (6) PFSO
- (7) PFSP
- (8) Water area


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(1) Port facilities required to implement security measures

- a) International wharves at international ports
- b) Water area of international important ports

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(2) Establishment and management of restricted area

- a) Objectives of establishing a restricted area
- b) Considering the current state of use
- c) Measures for multiple facilities operating as a single unit

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(3) Entry/Exit control in restricted area

- a) Objective of controlling entry and exit of people and vehicles
- b) Entry/exit control procedures

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(4) Monitoring the area

- a) Objectives of monitoring the area

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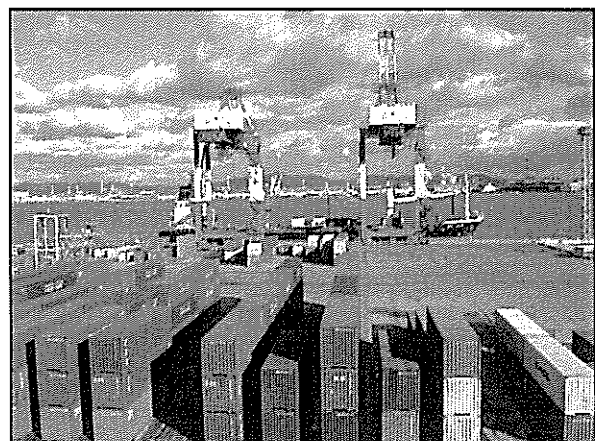


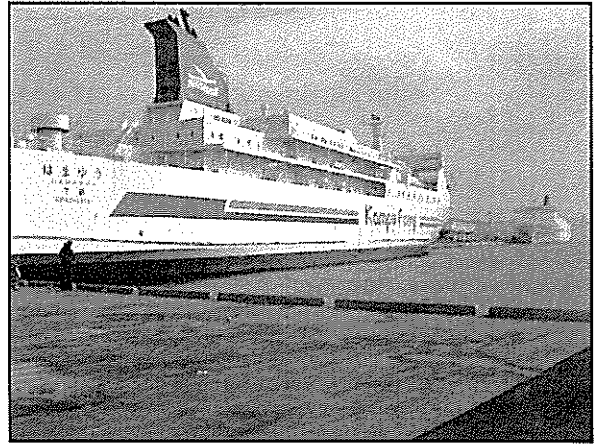
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(5) Specification of the facilities


- a) Classification of the port facilities
 - Container/RORO
 - Passenger
 - Hazardous materials
 - General cargo

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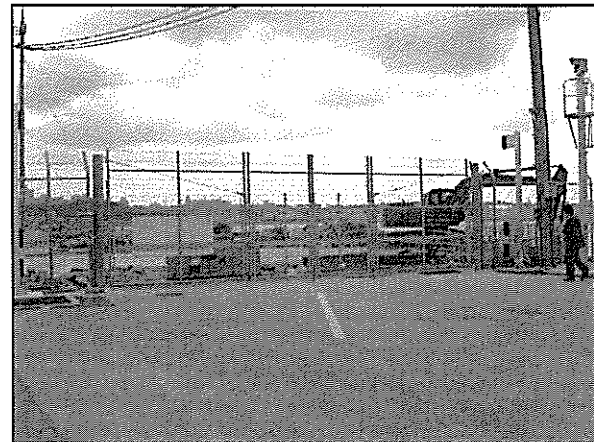
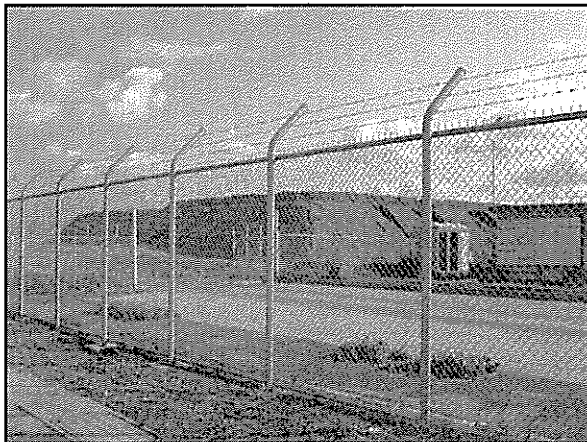


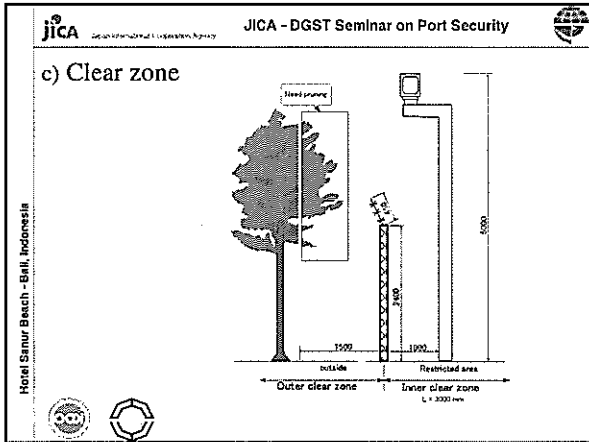

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b) Fence

- Purpose of installation
 - * Psychological deterrent to intruders
 - * Delaying for a certain time of intrusion
- Specification
 - * Height
 - * Structural design
 - * Strength

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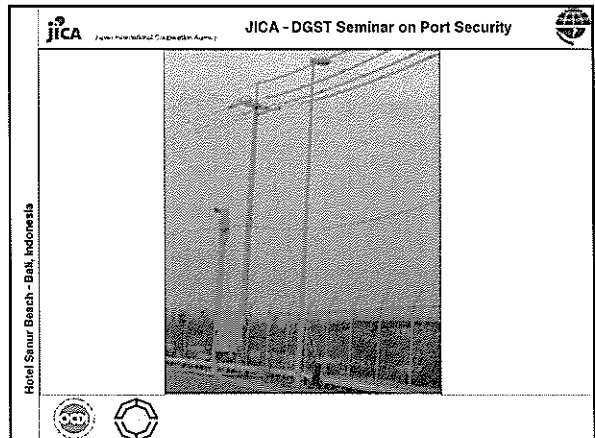


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d) Security light

- Objectives of installation
- Standard measures

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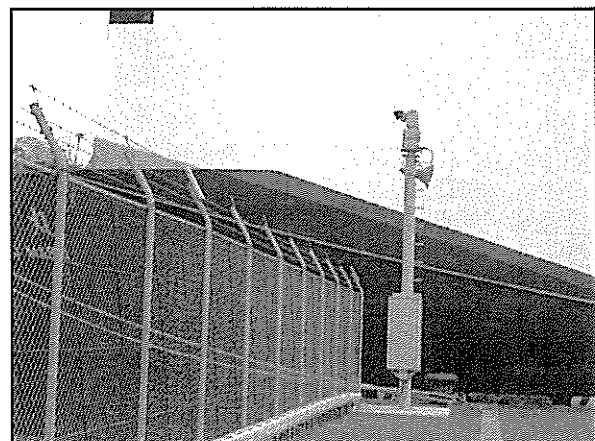


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e) Monitoring equipment

- Necessity of installing monitoring equipment
 - *Container/RoRo
 - *International passenger
- Functional interrelationship among light, CCTV and sensor

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(6) Port Facility Security Officer

- a) General provisions
- b) Qualification
- c) Procedures for appointment
- d) Duties

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(7) Port Facility Security Plan

- a) Formulator
- b) Contents
- c) Approval and alteration
- d) Revocation of approval

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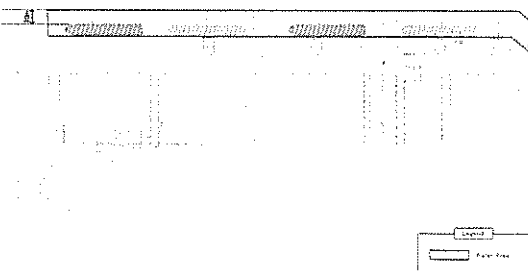
(8) Water area

- a) Designation of water area security officer
- b) Establishment and management of restricted area
- c) Formulation of security plan


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4. Japanese law

“Law on ensuring the security of ships on international voyages and of international port facilities”

- PFSO
- PFSP
- Training, drills and exercises
- Guideline
- Water area
- SSO, SSP etc.

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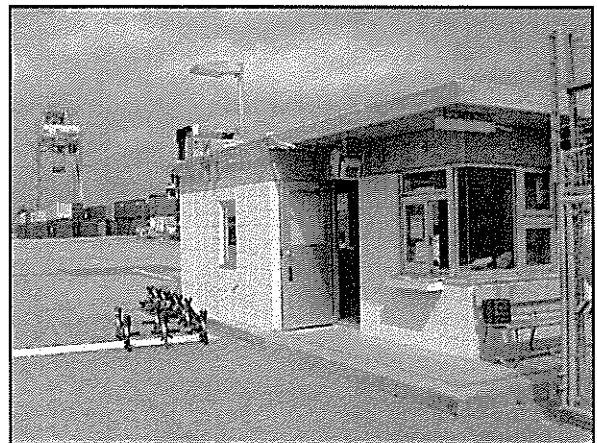
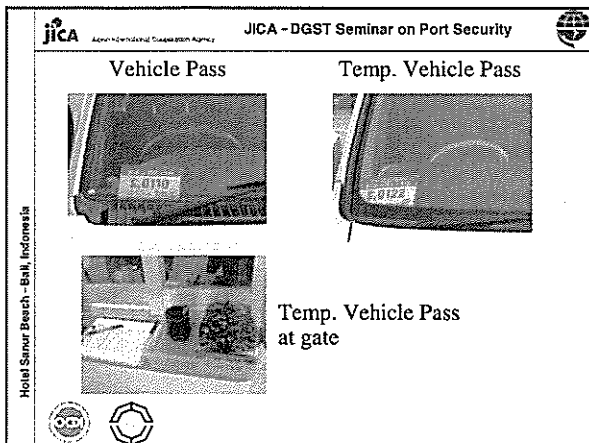
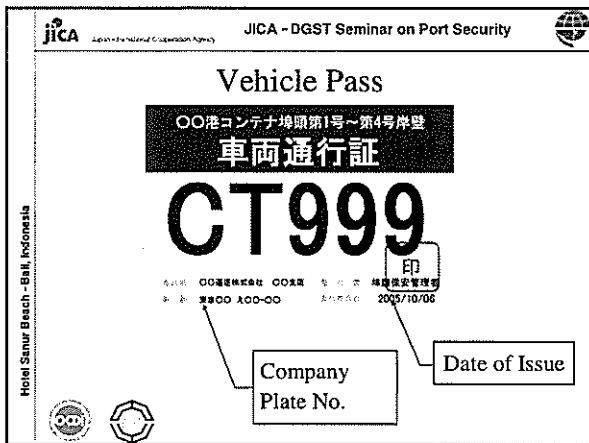
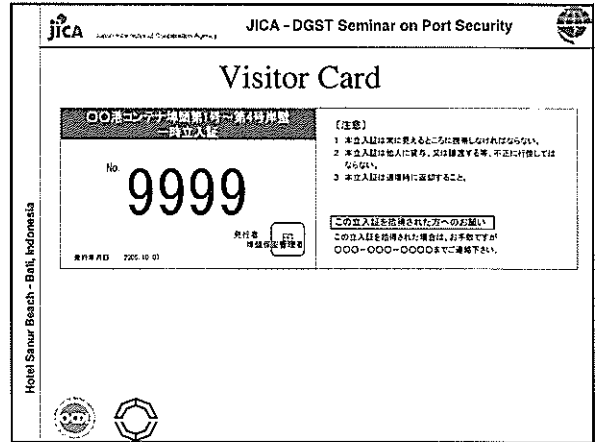
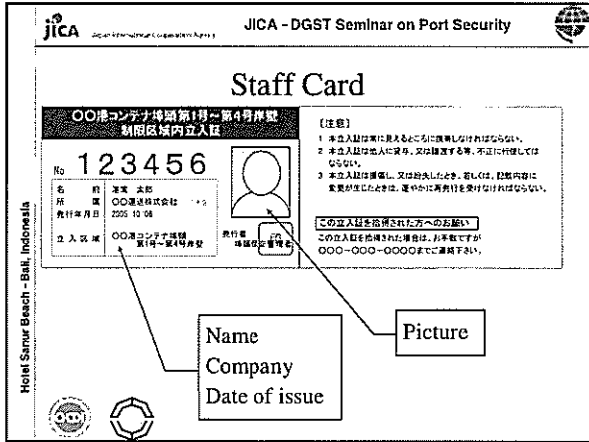
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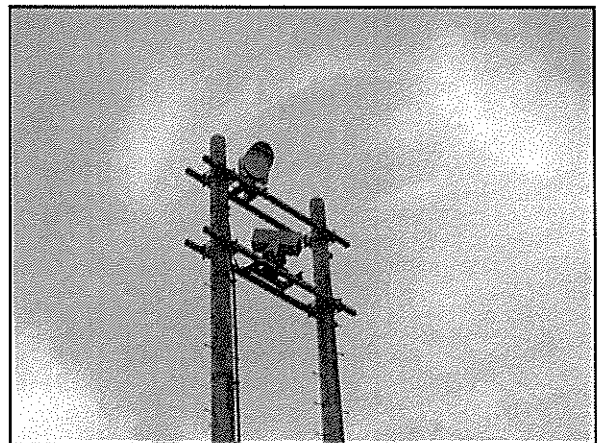
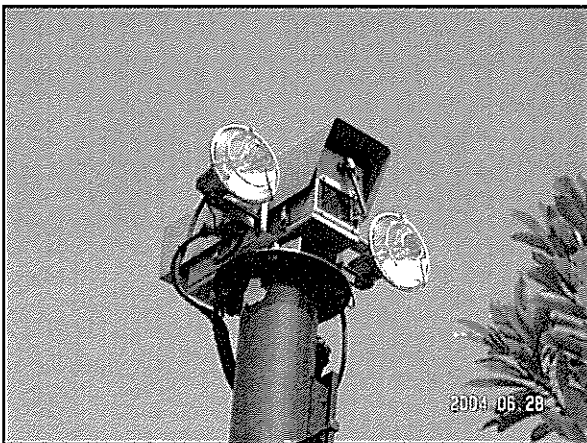
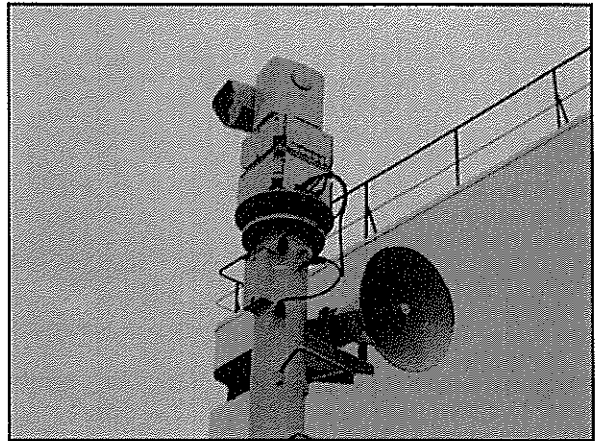
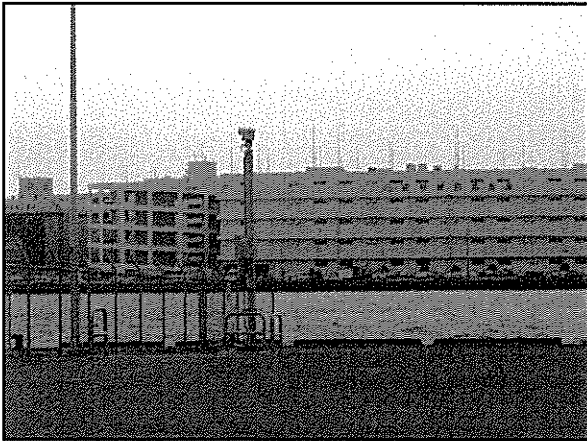
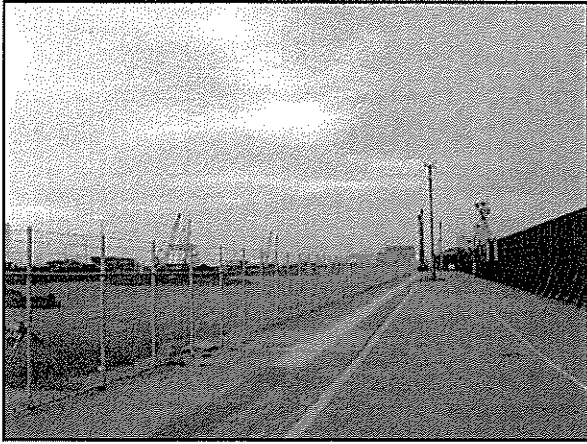
5. Access control

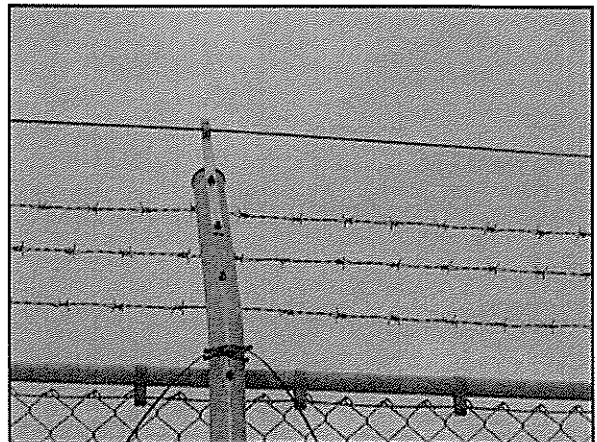
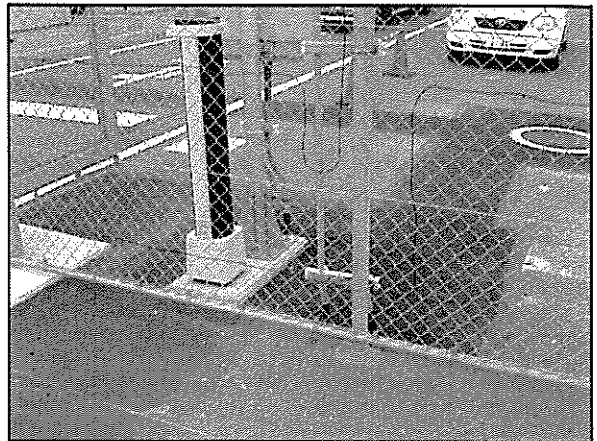
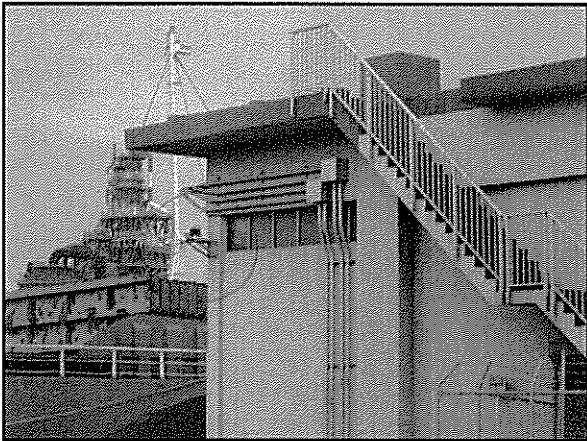
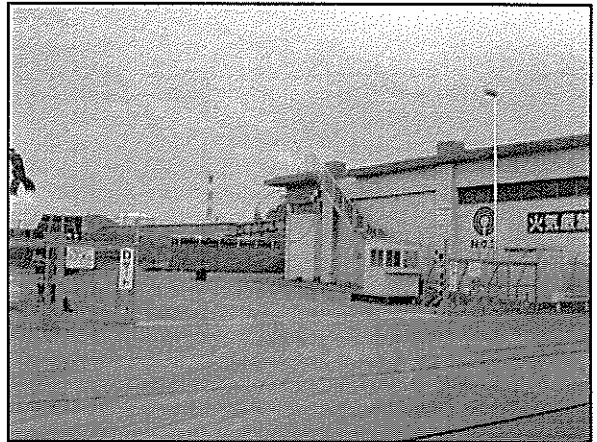
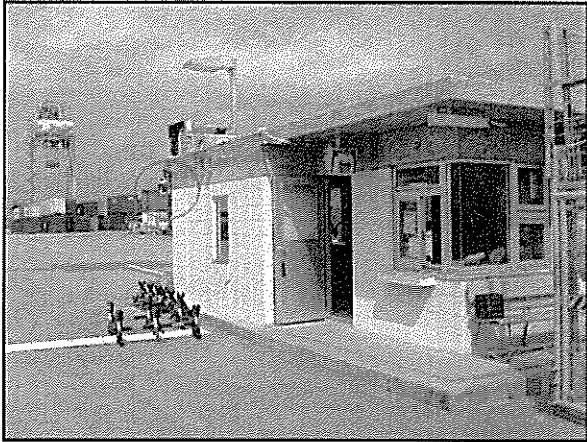
- Adoption of ID card for personnel
- Issue staff card and provide visitor card
- Adoption of vehicle pass

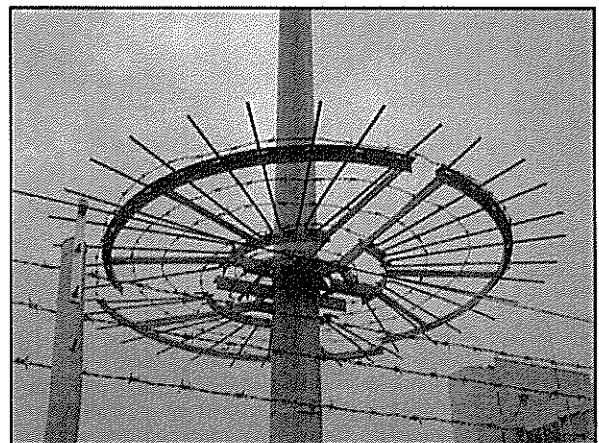
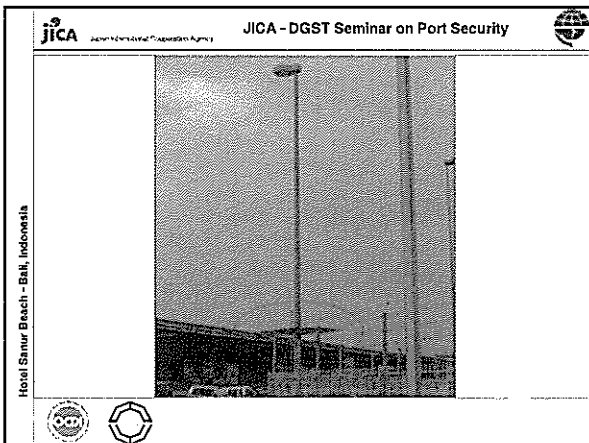
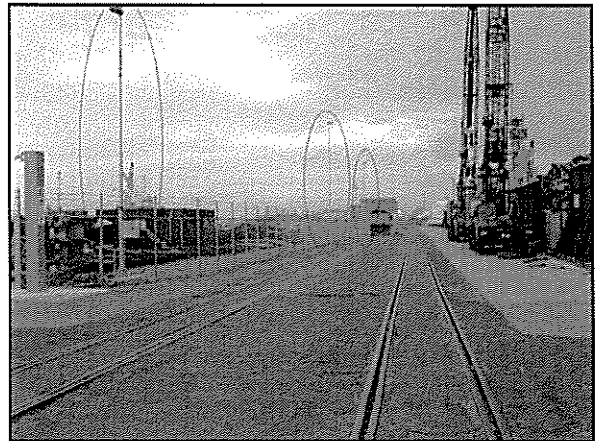
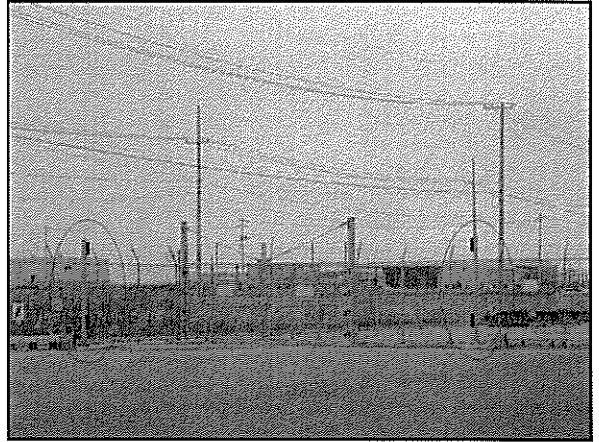
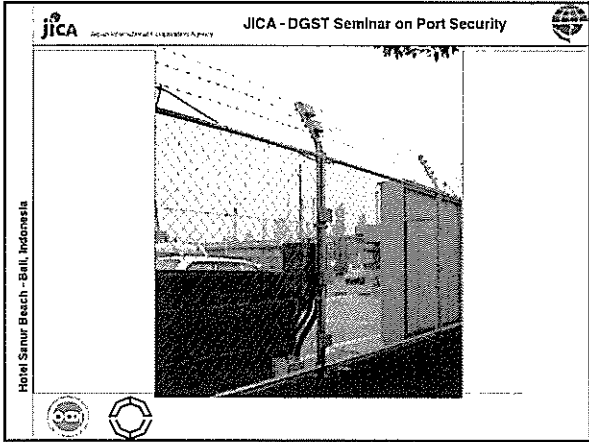
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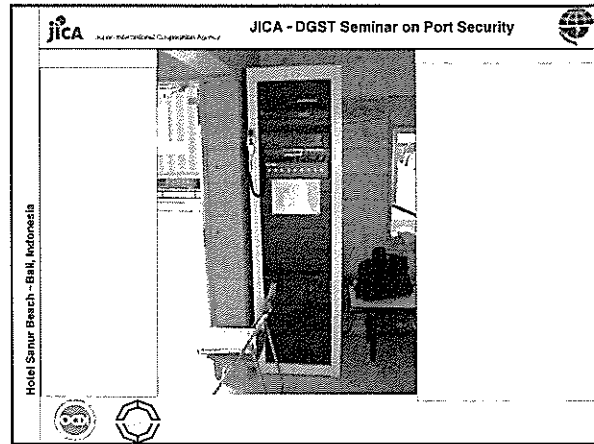
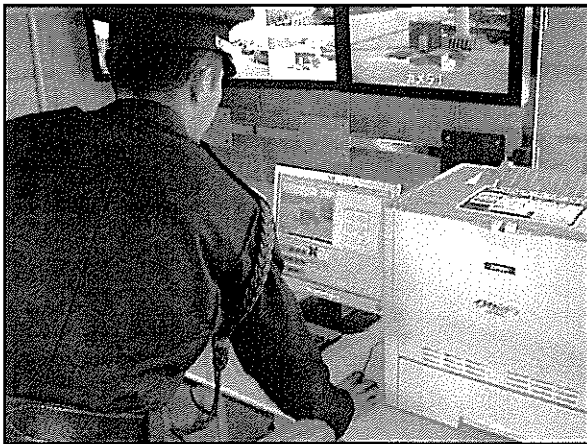
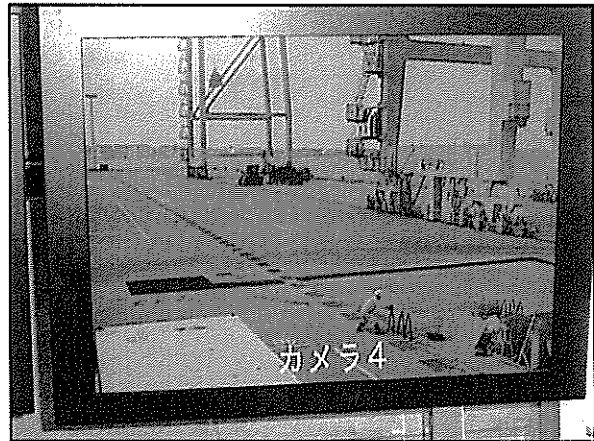
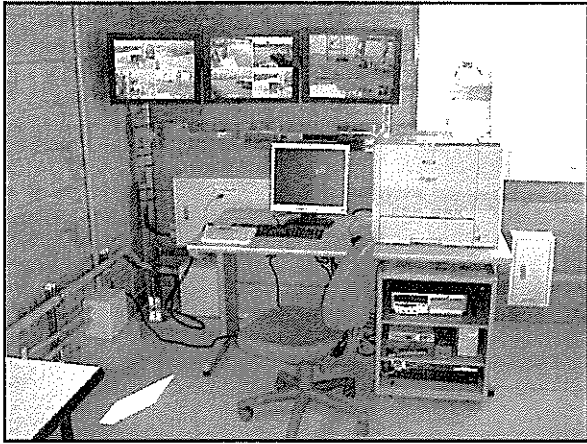


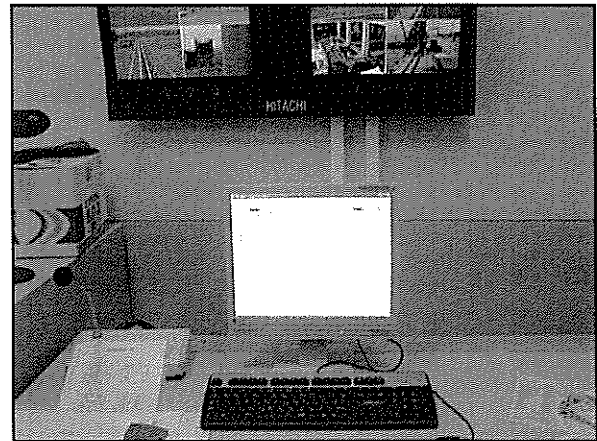
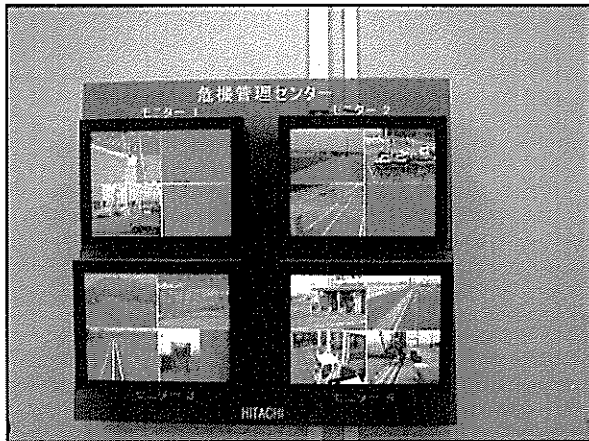
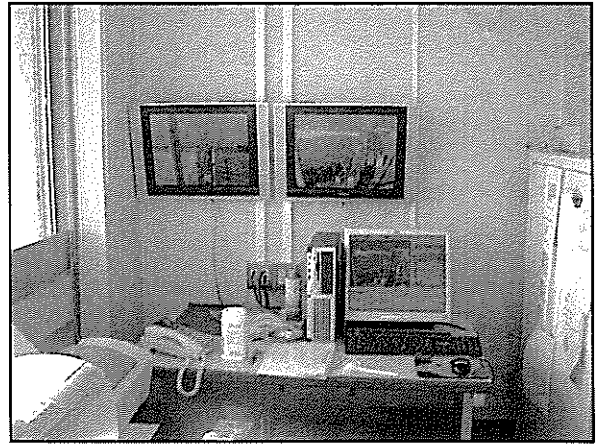
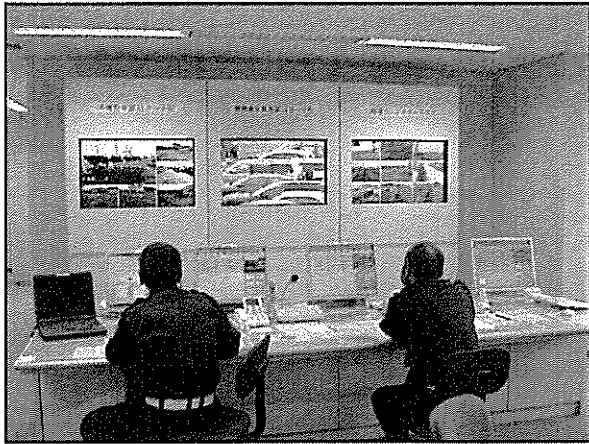















 Japan International Cooperation Agency **JICA - DGST Seminar on Port Security** 

Hotel Sasur Beach - Bali, Indonesia



Thank You

Enhancing Port Logistics Security by IT

Introduction of Japanese Policies on Port Security



Jun F. Saito
Ministry of Land, Infrastructure and Transport, Japan

Contents

1. Current state of international container trade

- 1) Investment action of Japanese Company, Progress of horizontal labor specialization
- 2) Progress of supply chain management

2. Increase of threat of security

- 1) Needs of improving security
- 2) International approach, approaches in each country
- 3) Decrease of efficiency by improving security

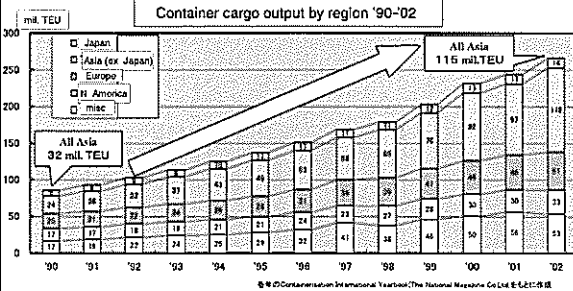
3. Realizing Secure and Efficient Container Distribution

- 1) Approach of Japan
- 2) Safety of ships, ports and other distribution facilities
- 3) Use of Electronic Tags for Container Management

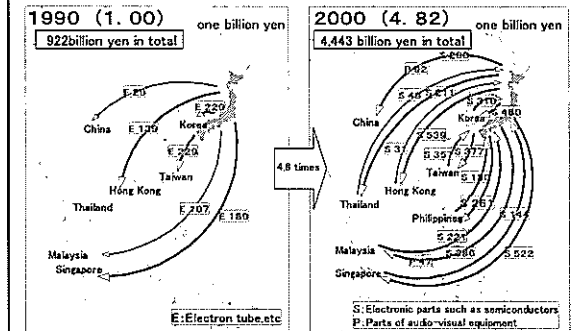
4. Harmonization with the international community

Container in Japan - Rapid growth of Asia and Stable growth of Japan

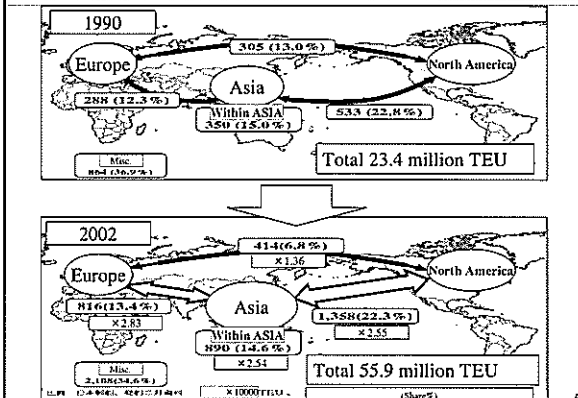
Container cargos in Asia increased 3.6 times last decade (115 mil. TEU in 2002) while those of Japan increased 1.5 times.



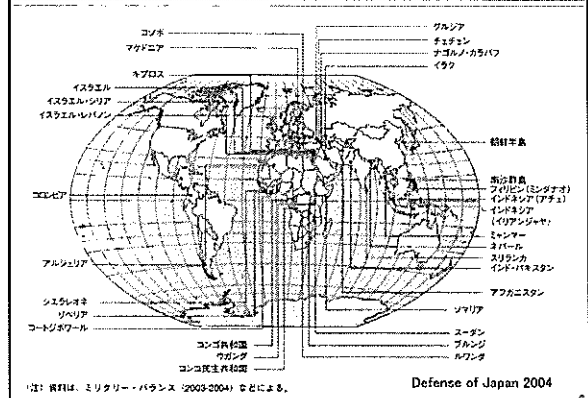
Amount of Trade of Electronic Parts with the east Asian major power

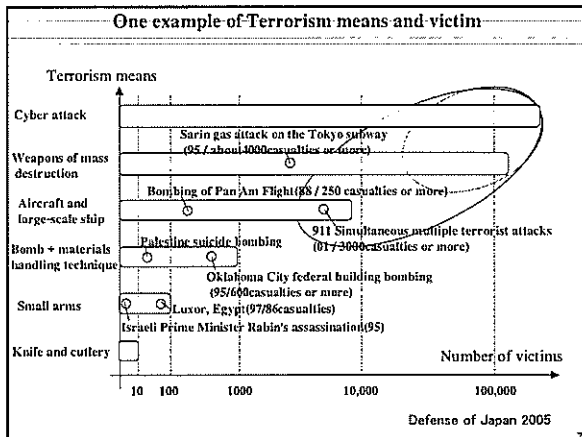


Increase of sea container transportation in the world



Complex and Diverse Regional Conflicts





International trend of logistics security

<Background>

- **Outbreak of indiscriminate terrorism**
 - 2001.9.11 Simultaneous multiple terrorist attacks
 - 2002. 10 Terrorist Bombing in Bali, Indonesia
- **Common recognition of terrorism**
 - 2002.6.26
「Cooperative G8 Action on Transport Security」
Cooperative actions to promote greater security of land, sea and air transport while facilitating the cost-effective and efficient flow of people, cargo, and vehicles for legitimate economic and social purposes
 - 2002.10.26
APEC Leaders Meeting「Statement on Fighting Terrorism and Promoting Growth」
Implementing a container security regime, provision of advance electronic information on container content, the common standards for electronic customs reporting

International trend of logistics security

<Background>

- **Outbreak of indiscriminate terrorism**
 - 2001.9.11 Simultaneous multiple terrorist attacks
 - 2002. 10 Terrorist Bombing in Bali, Indonesia
- **Common recognition of Anti-terrorism**
 - 2002.6.26
「Cooperative G8 Action on Transport Security」
 - 2002.10.26
APEC Leaders Meeting
「Statement on Fighting Terrorism and Promoting Growth」

Approach of international organization

- IMO : International Maritime Organization
 - SOLAS revision
 - FAL Convention
- IATA : International Air Transport Association
- WCO : World Custom Organization

Approach in each country and various places

- The United States : Container security program
- EEU : Authorized trader system
- Australia : Customs ICS(Integrated Cargo System)
- Hong Kong : Trade Link

Research and study by international organization.

IMO (International Maritime Organization)

IMO-Facilitation Committee (FAL) 30th session (Jan 2003)

- The **cooperation** of the custom and the immigration control authorities is advisable
- The use of the **risk analysis** technology like the profiling etc. is profitable.
- Detailed study of **WCO data requirements** for a cargo report along with IMO FAL Forms (1 to 7), the IMO Compendium on Facilitation and Electronic Business and the security related documentation requirements to facilitate international trade and support measures to enhance maritime security

Research and study by international organization.

WCO (World Custom Organization)

WCO general meeting (June, 2003)

- **Decision of data element of 27 necessary to specify high risk freight**
- **Guideline by prior, electronic declaration etc. of customs clearance data (ACI guideline)**
 - ✓ Manifest declaration for customs of importing , exporting and transportation person
 - ✓ Information exchange concerning prior manifest and risk judgment
 - ✓ Authorized Trader

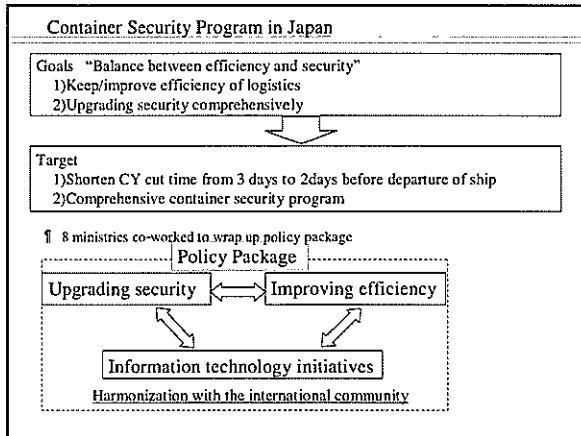
Container security program of the United States

<Import container of the United States>

- 90 percent of the global trade is a containerized cargo
- 16 million import containers are in the United States mainland every year. The number of containers transported by sea is 5.7 million every year.
 - The risk that Weapons of mass destruction (nuclear weapon and anthrax, etc) are brought in with the container is large.
 - The indiscriminate terrorism aims at the point where which the security level is lower, and shock is bigger.

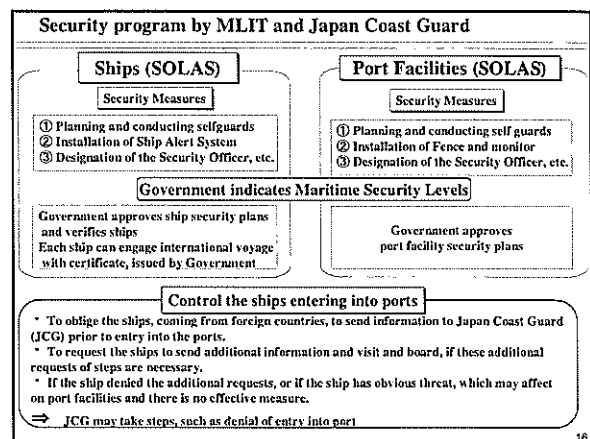
- CSI (Container Security Initiative)
- CT-PAT (Customs-Trade Partnership Against Terrorism)
- US Customs 24 Hour Manifest Rule : Trade Act Revision

ACE (Automated Commercial Environment) → Thorough information management

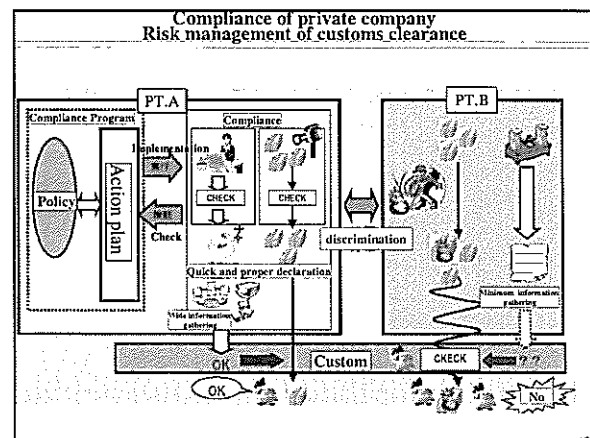


- ### Basic direction for the future
1. Framework for international cooperation on initiatives such as the development of global standards for logistics security.
 2. Container cargo management systems tailored to compliance initiatives being undertaken by operators, and encourage simultaneous security and efficiency improvements.
 3. Support structures and government-industry cooperation frameworks for initiatives aimed at improving security and efficiency.
 4. Use preliminary validation trials to demonstrate the efficacy of new strategies in the real world.
 5. Create an environment designed to maximize the benefits of IT.

- ### Concrete Policies
- #### Upgrading Security
- (1) Information gathering structure
 - (2) Safety of ships, ports and other distribution facilities (SOLAS)
 - (3) Coordinated compliance strategies
 Compliance by distribution operators
 Compliance by importers and exporters
 - (4) Dealing with the security requirements of the USA



- ### Concrete Policies
- #### Improving efficiency
- (1) Operational efficiency
 - (2) Simplification of Admin. Process
 - Ratification of the FAL Convention
 - BPR
 - (3) Utilization of IT
 - next generation single window systems
 - Promotion of IT
 - (4) Coordinated compliance strategies

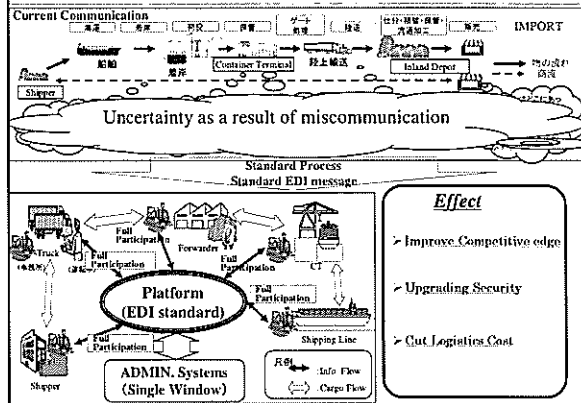


Concrete Policies

Information technology initiatives

- (1) Promotion of EDI
(Japan Information Platform for Port Logistics)
- (2) Next-generation Single-window systems
- (3) Use of RFID and other advanced IT applications for container management and security

Necessity of EDI standard for port logistics

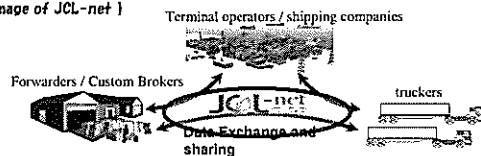


Launch of JCL-net

[Purpose]

- Solve problem of congestion at gates of container terminals
- Improve efficiency of port logistics
- Exchange information electronically and seamlessly among all players in container transportation
- Improve efficiency of container pick-up and delivery operations
- Improve security by notifying driver-ID information to container terminals which is used to check drivers and trucks at a gate.

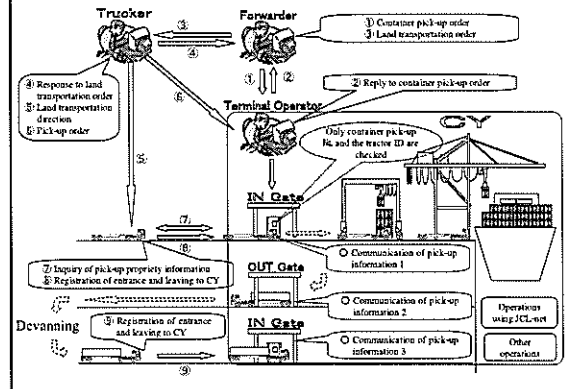
[Image of JCL-net]



[Schedule]

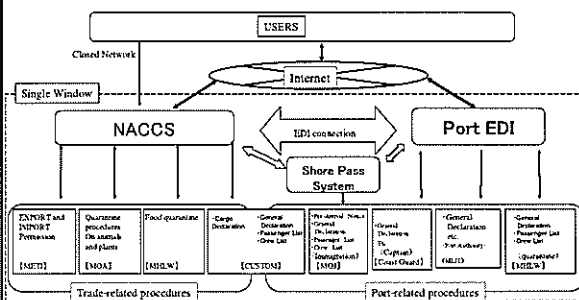
- 2005.3 Start Pilot Program
- 2006.4 Launch service

The import operating model using JCL-net (Container pick-up and empty van drop-off)

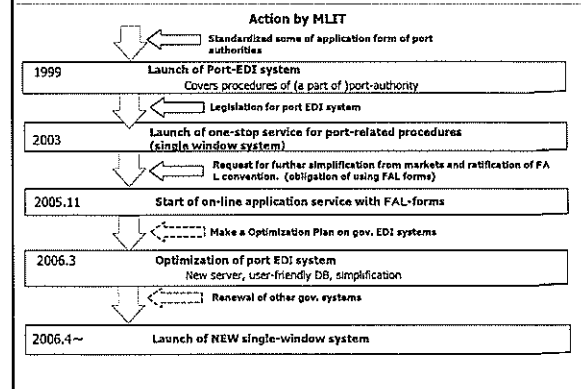


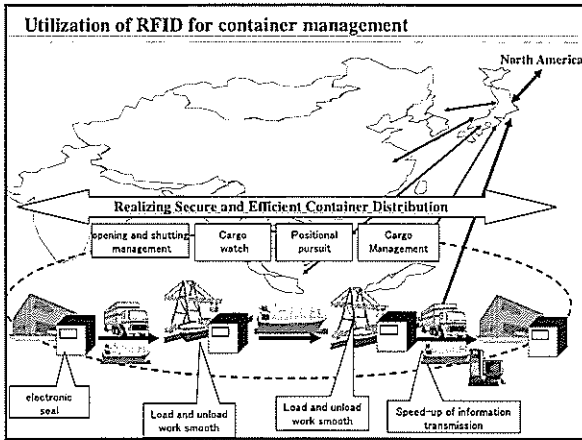
Current Single window system

2003 Start of Single-window system (connection of Port-EDI system, Sea-NACCS (clearance system), Shore-Pass system and so on.

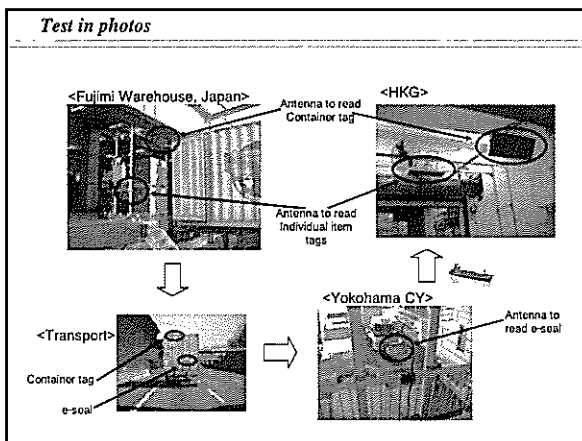
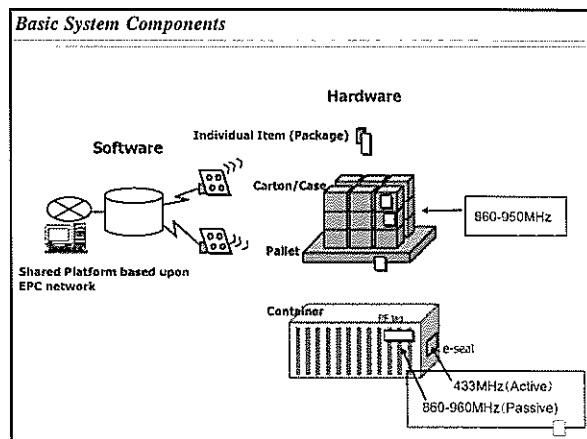
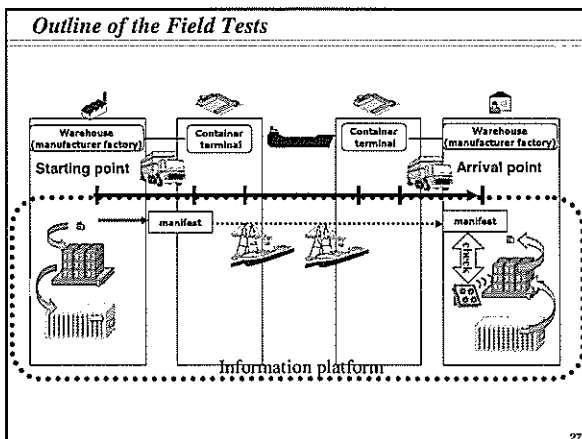


History of Single window system for port-related procedures





- ### Outline of the Field Tests
- Contribution to more sophisticated SCM and logistics services
 - Attaching RFID tags to transportation units (container, pallet, case, etc.) to enable data linkage of different units
 - ⇒ Owner: secure "Visibility" of the goods
 - ⇒ Consignee: more efficient, quick, accurate handling of cargos
 - Compliance to National Trade Security
 - Measure for container Security by attaching e-seal
 - Promoting business process improvement across the business industry
 - Field Test in 5 Different Tradelanes of Export/Import from/to Japan
 - Detected at points in supply chain in warehouses, container yards
 - RFID tags were attached to containers, pallets, case/cartons
 - Testing e-seal (433MHz active) and RFID UHF 950-956MHz (passive)



Test of e-seal tampering

After stuffing and sealing at shipping warehouse, the container was opened without authorization. The tampering was successfully detected at the Yokohama CY, the next check point after the warehouse.

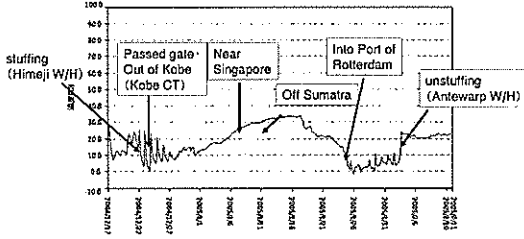
Container No.

Seal No.

Tampered after sealing at warehouse - Detected as "Tampered" at the next check point, Yokohama CY

Sensor-logging

- Condition: Once every 5 min. throughout the period from stuffing to unstuffing.
- Observed: Temperature, humidity, illuminance, degree of shock inside
- Objective: Monitor the environment inside container and detect tampering



<Temperature measured in the 1st test>
2005/10/1 2005/10/15 2005/10/29 2005/11/12 2005/11/26 2005/12/10 2005/12/24 2006/1/7 2006/1/21 2006/2/4 2006/2/18 2006/3/4 2006/3/18 2006/4/1 2006/4/15 2006/4/29 2006/5/13 2006/5/27 2006/6/10 2006/6/24 2006/7/8 2006/7/22 2006/8/5 2006/8/19 2006/9/2 2006/9/16 2006/9/30 2006/10/14 2006/10/28 2006/11/11 2006/11/25 2006/12/9 2006/12/23 2007/1/6 2007/1/20 2007/2/3 2007/2/17 2007/3/3 2007/3/17 2007/3/31 2007/4/14 2007/4/28 2007/5/11 2007/5/25 2007/6/8 2007/6/22 2007/7/6 2007/7/20 2007/8/3 2007/8/17 2007/8/31 2007/9/14 2007/9/28 2007/10/11 2007/10/25 2007/11/8 2007/11/22 2007/12/6 2007/12/20 2008/1/3 2008/1/17 2008/1/31 2008/2/14 2008/2/28 2008/3/13 2008/3/27 2008/4/10 2008/4/24 2008/5/8 2008/5/22 2008/6/5 2008/6/19 2008/7/3 2008/7/17 2008/7/31 2008/8/14 2008/8/28 2008/9/11 2008/9/25 2008/10/9 2008/10/23 2008/11/6 2008/11/20 2008/12/4 2008/12/18 2009/1/1 2009/1/15 2009/1/29 2009/2/12 2009/2/26 2009/3/11 2009/3/25 2009/4/8 2009/4/22 2009/5/6 2009/5/20 2009/6/3 2009/6/17 2009/6/31 2009/7/15 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Overview of the JICA Study and Grant project on the Port Security Enhancement program in Indonesia

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Background of the Study

Threat of Terrorism since 9.11.2001

4 Terrible Terrors in Indonesia (Bali, Marriot, Aus Embassy)

↓

Indonesia is an important key and prior country for port security

↑

Japan Stated ASEAN Port security Cooperation at G8, APEC and ASEAN.

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Past JAPAN's Cooperation to Indonesia and the other ASEAN Countries

1) Urgent Grant Aid to 3 Major Ports, Tanjung Priok, Tanjung Perak and Batam in INDONESIA (Study in 2003)
X-ray, Explosive Detector, Metal Detector and CCTV have installed

2) Port Security Development Study (2005.4-2006.6)
Implement for Security System Empowerment and Capacity Building

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3) Seminar and Workshop

- 2004.3 Indonesia Facilitating introduction of Amended SOLAS
- 2004.6 Philippine Discussion about Compliance with ISPS in each Country
- 2004.6 Vietnam
- 2004.7 Myanmar
- 2004.7 Cambodia
- 2005.7 Thailand
- 2005.11 Myanmar
- 2005.12 Indonesia JICA/APEC Joint Seminar on Port Security

4) Study in ASEAN Countries(2004-)
MLIT (Ministry of Land, Infrastructure and Transportation), Port Association surveys ASEAN's Port Security system, administration etc.

5) Port Security Group Training
MLIT and JICA hold Group Training in JAPAN at 2005.10

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Outline of the Study

Study Scale about 81MM
Period 2005.4~2006.6
Three works in Indonesia
Five works in Japan
Sites Indonesian 26 Ports

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Schedule of the Study

Year	FY 2005												FY 2006				
	Month	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7
Study																	
Works in Indonesia																	
Works in Japan																	
Reports																	

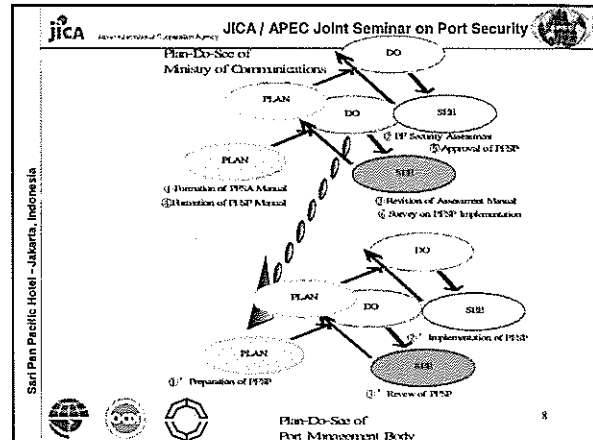
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Key Policy priorities

- (1) Creating an Indonesia that is safe and peaceful fighting terrorism**
- (2) Establishing justice and democracy for all**
- (3) Improving Prosperity**
Higher and sustainable economic growth and direct interventions
Issues: Insufficient or high cost utilities and logistics
Under-investment in infrastructure

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Frame work of the study

Objective of the study

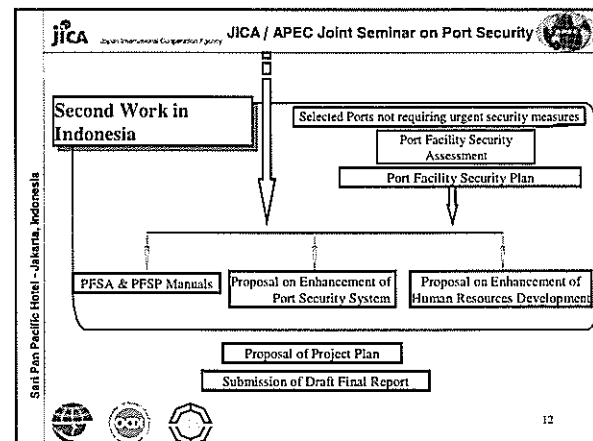
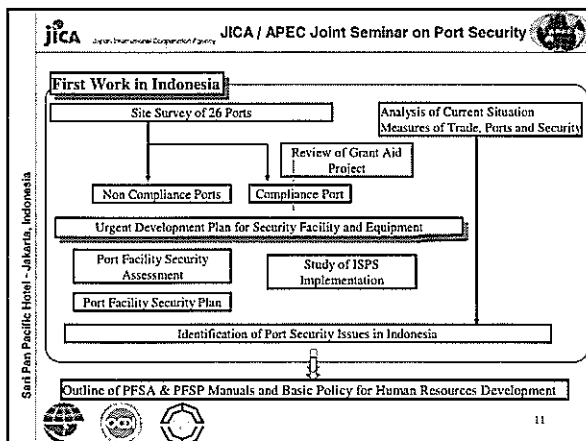
- Study of implementation of the ISPS Code
- Draft PFSA's & PFSPs
- Manuals of PFSA & PFSP
- Development Plan for security facilities and equipments
- Development program for training

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- To prepare PFSP of selected ports
- To make a study on implementation of ISPS Code
- To formulate the manuals of PFSA & PFSP
- To formulate development plans on facilities, equipment and personnel training necessary for the establishment of the security system
- To prepare human resource development program for ensuring security system
- To recommend measures to strengthen the port security system

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First works in Japan

- (1) Review of related data and information
- (2) Basic policy, methodology, schedule, procedure of the Study, system and technology transfer method
- (3) Selection of ports for security measures
- (4) Preparation of Inception Report

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First works in Indonesia

- (1) Steering committee meeting on Inception Report
- (2) Analysis of socioeconomic indicators and trade structure
- (3) Review of on-going grant aid projects
- (4) Study of the implementation of ISPS Code in 12 ports for which statement of compliance have been already issued.

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First work in Indonesia

- (5) Identification and analysis of current issues related to maritime and port security
 - Maritime and port security measures
 - Rules and notices
 - Maritime and port security in neighboring countries and the world

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First work in Indonesia

- (6) Identification of current issues related to educational and training organizations
- (7) Analysis of the current situation and future plans of study ports
 - International cargo and passenger handling facilities
 - Port management system and port activities
 - System and structure of related organizations

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First work in Indonesia

- (8) Drafting Port Facility Security Assessment (PFSA) of 14 ports
 - Analysis of the existing port security equipment and system
 - Identification and evaluation of important facilities to be protected
 - Evaluation of risk, possible security incident scenarios and likelihood of occurrence
 - Vulnerability assessment
 - Analysis of port security issues and proposal of countermeasures

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First works in Indonesia

- (9) Drafting of PFSPs for selected ports requiring urgent security measures
- (10) Feasibility Study on port equipment and system in ports requiring urgent security measures
 - Basic design
 - Phased development plan
 - Cost estimate including management cost
 - Urgent security equipment package
 - Economic and financial analysis

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First works in Indonesia

- (11) Identification of port security issues in Indonesia
- (12) Workshops for port security personnel
- (13) Presentation and discussion on Progress Report (1) in the steering committee meeting

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Second works in Japan

- (1) Analysis of above items (1) ~ (6) in First works in Indonesia
- (2) Collection of the latest information on port security in Japan and formulation of the basic policy for making PFSP

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Third works in Japan

- (1) Basic policy of port security improvement strategy in international public ports
- (2) Outline of PFSA and PFSP manuals
- (3) Preparation of Interim Report

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Second works in Indonesia

- (1) Presentation and discussion on Interim Report in the steering committee meeting
- (2) Seminars on port security
- (3) Drafting of PFSPs for selected ports not requiring urgent security measures
- (4) Feasibility Study on port equipment and system in selected ports not requiring urgent security measures
- (5) Workshops for port security personnel

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Second works in Indonesia

- (7) Recommendations on program for improvement of educational and training organizations
- (8) Implementation plan for port security improvement strategy in international public ports

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jica Japan International Cooperation Agency JICA / APEC Joint Seminar on Port Security

Second works in Indonesia

- (9) Presentation and discussion on Progress Report (2) in the steering committee meeting

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JICA / APEC Joint Seminar on Port Security

Fourth works in Japan
 (1) Proposals and recommendations
 (2) Preparation of Draft Final Report

Third works in Indonesia
 (1) Presentation and discussion on Draft Final Report in the steering committee meeting
 (2) Seminars on port security

Fifth works in Japan
 (1) Preparation of Final Report

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JICA / APEC Joint Seminar on Port Security

Technology Transfer

Seminars on port security
 • Two times in Jakarta and Denpasar

Workshops for port security personnel
 • Two times in each PELINDO head office

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JICA / APEC Joint Seminar on Port Security

Technology Transfer

Counterpart Training

Active Participation of the Indonesian Counterparts

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JICA / APEC Joint Seminar on Port Security

Site survey

- PFSA: 4 selected ports (Maluku, Papua)
 Ambon, Sorong, Biak, Jayapura::by RSO
- PFSA+PFSP: 10 selected ports
 Pekanbaru, Cilacap, Benoa, Kupang, Banjarmasin, Samarinda, Balikpapan, Bitung, Kendari, Makassar
- Study on implementation of ISPS Code in 12 ports having statement of compliance
- Urgent Development Plan:
 Belawan, Dumai, Palembang, Banjarmasin, Samarinda, Bitung

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PELINDO I Belawan
 Dumai
 Pekanbaru
 Tanjung Pinang

BDA Batam

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PELINDO II

- Terk Bayur
- Palembang
- Panjang
- Tanjung Priok
- Pontianak
- Banten/Bojonegara

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PELINDO III

- Cilacap
- Tanjung Emas
- Tanjung Perak
- Benoa
- Kupan
- Banjarmasin

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PELINDO IV

- Samarinda
- Balikpapan
- Bitung
- Kendary
- Makassar
- Ambon
- Sorong
- Biak
- Jayapura

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Output Image 1

Preparation for PFSA & PFSP Implementation Enforcement

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Installation and renewal plan for Security Facilities and equipment

- Physical Barrier Including fence
- Entrance gate
- Entrance control device
- Security screening device
- Security lighting installations
- Monitoring device
- Communication device
- Emergency report system


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Output Image 2

Manual for PFSA and PFSP Manuals

- **Unification of Forms**
Reduction of Time and Cost
Elimination of Omissions
- **Procedure Manual**



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Output Image 3

Training System Improvement

- **Training**: to obtain knowledge
- **Drills**: to test individual elements regularly
- **Exercise**: to test communication coordination, resource availability and response

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Grant and Cooperation Project

Threat of Terrorism since 9.11.2001

4 Terrible Terrors in Indonesia
(Bali, Marriot, Aus Embassy)


↓

Indonesia is an important key and prior country for port security

↑

Japan Stated ASEAN Port security Cooperation at G8, APEC and ASEAN.

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Out line of Grant and Cooperation Project

- **Security enhancement for Tanjung Priok Port, Tanjung Perak port and Batam Port**
- **Installation of X-ray system, Metal Detector, Explosive Detector, CCTV camera and so on.**

Capacity Building

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Implementation of Grant and Cooperation Project

Progress of the work

- **Contracts of an installation work in January 17th 2005**
- **The construction work finished in October 2005.**
- **Now Last Workshop is taking place in Tanjung Priok, Tanjung Perak and Batam.**

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Observation Issues

- **Some Wiring Route and Camara Base installation in private lands**
- **Objection on installation after starting the work**
- **Many restrictions imposed on the work**
- **Many kinds of buried objects in construction sites**

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Items to be Considered

- *Cost for site purchase, compensation and other required expenses*
- *Mutual agreement on installation sites, route and method with relevant agencies*
- *Prior confirmation and coordination is important to avoid obstructing cargo handling in a port*
- *etc*

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Terima Kasih



Arigato Gozaimashita

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The Study on the Port Security Enhancement Program of Major Indonesian Public Ports in the Republic of Indonesia

Fabian KHOO
JICA Study Team

JICA / APEC Joint Seminar on Port Security

Progress & Recommendation

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Introduction

Background

- Requested by GOI to GOJ for study
- Agreed scope of work & minutes of meeting by JICA and DGST, Ministry of Communication
- JICA Study team started in April 05

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JICA Study Team

Experts	Assignment
Mr. Hisan OUCHI	Team Leader / Port Planning
Mr. Hiromi KADO	Sub-team Leader / Vulnerability Assessment
Mr. Akihito HIURA	Sub-team Leader / Port Facility Security Planning
Mr. Kenji SASA	Port Management and Administrative Structure
Mr. Masaki ONO	Port Security Operation
Mr. Masami TSUNEMATSU	Port Security Equipment
Mr. Kazuyuki YAMAGUCHI	Financial and Economic Analysis
Mr. Nobuyuki HNUMA	Port Facility Design
Mr. Kiyohito YAMAZAKI	Cost Estimation
Mr. Charles Fabian KHOO	Education and Training for Security Personnel
Mr. Shane REID	Coordination

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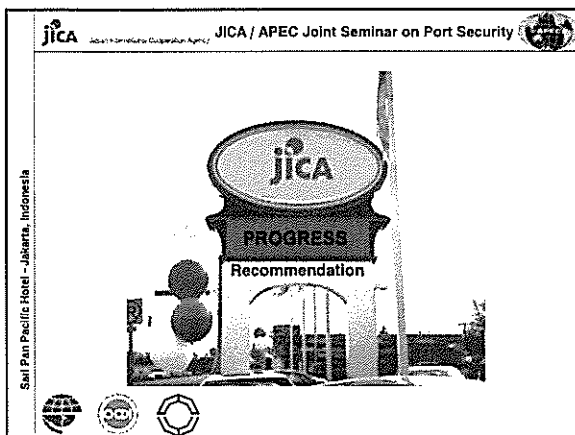
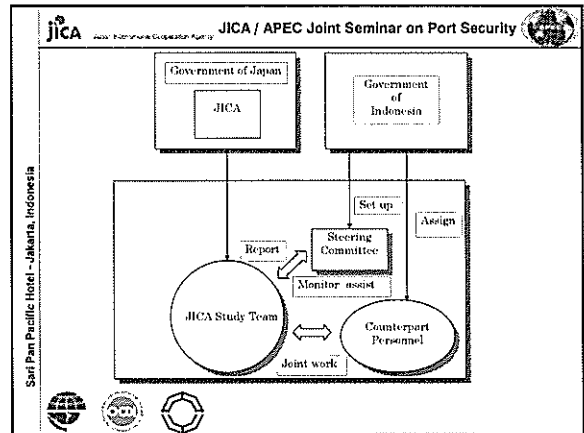
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26 Study Port in Indonesia

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Objectives of the study

1. Study of implementation of the ISPS Code
2. Drafting of PFSA's & PFSPs
3. Drafting of Guidelines for PFSA & PFSP
4. Formulate development plan for security facilities and Equipment
5. Recommendation on program for improvement of education and training organization
6. Improvement Plan for port security improvement strategy



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Schedule of the Study

Year	FY 2005							FY 2006									
	Month	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7
Study																	
Works in Indonesia																	
Works in Japan																	
Reports																	

Ic/R - Inception Report
 P₁/R(1) - Progress Report 1
 P₂/R(2) - Progress Report 2
 D₁/R - Draft Final
 F/R - Final Report

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Study of implementation of the ISPS Code

- Team conducted site surveys on 22 study ports (12+10)
- RSO conducted on 4 other study port
- 12 port facility ISPS Code Compliant
- 14 port facility – in progress

Progress Report

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Port Management Body	Port	Comply with ISPS	PFSA	PFSP	Urgent Security Measures
PELINDO I	Belawan	●			●
	Dumai	●			●
	Pekanbaru	●	○	○	
BDA	Tanjung Pinang	●			
	Batam	●			
PELINDO II	Teruk Bayur	●			
	Palembang	●			●
	Panjang	●			
	Tanjung Priok	●			
	Pontianak	●			
PELINDO III	Banten/Bojonegara	●			
	Cilacap	●	○	○	
	Tanjung Emas	●			

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Port Management Body	Port	Comply with ISPS	PFSA	PFSP	Urgent Security Measures
PELINDO III	Tanjung Perak	●			
	Benoa		○	○	
	Kupang		○	○	
	Banjarmasin	●	●	●	●
PELINDO IV	Samarinda		●	●	●
	Balikpapan		○	○	
	Bitung		●	●	●
	Kendari		○	○	
	Makassar	▲	○	○	●
	Ambon		○	○	
	Sorong		○	○	
	Jayapura		○	○	

Port that comply with ISPS Code

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	Gate	Fence	MD, X-ray	CCTV	Light	PA, others	Access control	Clear zone	Others
1	x	x	x			x	x		
2	x	x	x				x		
3		x	x		x	x	x		
4		x(m)			x		x		x
5				x				x	
6	x	x					x		
7		x							x
8	x	x(m)							x
9							x	x	
10		x		x					
11		x						x	x
12		x(m)							x

Port that comply with ISPS Code

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	Gate	Fence	MD, X-ray	CCTV	Light	PA, others	Access control	Clear zone	Others
1	x	x			x				
2	x	x					x		x
3	x (E)	x		x			x		
4		x		x	x		x		
5		x		x			x		
6	x	x			x		x		x
7	x (E)	x					x	x	
8	x	x					x	x	
9	x (E)				x	x	x		x
10	x	x	x	x			x		
11		x			x		x		x
12							x		x
13	x (E)	x					x		x
14	x (E)						x	x	x

Port yet to comply with ISPS Code

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Study Port – Summary F/R

- Access control
- Restricted area
- Repair to damaged perimeter barrier
- Separation between international and domestic berth
- Use of X-ray scanner, walkthrough and handheld metal detector
- CCTV, Lightings and Public Address System

Recommendation

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Workshops Conducted

- Pelindo III: July 18-20 Surabaya
- Pelindo IV: July 21-22 Manado
- Pelindo I : July 25-26 Medan
- Pelindo II : July 28-29 Bandung

Progress Report

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Drafting of PFSA's & PFSPs

- PFSA will be done for 4 port facility
- PFSA and PFSP will be done for 10 port facility; 3 submitted

Progress Report

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Findings & Recommendation

Progress Report

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3. Drafting of Guidelines for PFSA & PFSP

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Development Plan

- security facilities
- security equipments

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Urgent Security Development Plan

1. Belawan
2. Dumai
3. Palembang
4. Banjarmasin
5. Samarinda
6. Bitung
7. Makassar

Recommendation

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Study Port – Findings & Recommendation

1. Belawan

- Repair of fence and gates
- Implementation of check by X-ray scanner, portal metal detector and handy metal detector
- Implementation of strict access control
- Installation of CCTV cameras and lighting
- Installation of Public Address System

Recommendation

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Urgent Security Development Plan

2. Dumai

1. Install fences surrounding restricted area and emergency gate of general cargo wharf be
2. X-ray scanner for baggage,
3. walk-through metal detector,
4. CCTV inside of the new passenger terminal

Recommendation


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Urgent Security Development Plan

3. Palembang

1. Repair of fence and gates
2. Implementation of strict access control
3. Installation of CCTV cameras and lighting
4. Installation of Public Address System

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Progress Report


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Urgent Security Development Plan

4. Banjarmasin

1. Establishment of restricted area
2. Access control at gates
3. Installation of security equipment (fence, gate, lighting, public address system)

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Progress Report


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Urgent Security Development Plan

5. Samarinda

1. Separate wharf and cargo handling area for international vessels by movable fence,
2. conduct control and patrols of the restricted port area only when an international vessel berths at a wharf and unloads cargo.
3. Monitor water area adjacent to a wharf

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Progress Report


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Urgent Security Development Plan

6. Bitung

1. temporary fence be installed,
2. security guards be appropriately deployed,
3. establish port security procedures during international vessel call
4. increase lighting on some part of the area

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Progress Report


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Urgent Security Development Plan

7. Makassar

1. Installation of fences
2. CCTV cameras
3. Monitoring of container yard.


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Progress Report

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Development Program for Training



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Progress Report





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Workshops to be Conducted

- **Pelindo II** : Jan 17 Jakarta
- **Pelindo I** : Jan 19 Medan
- **Pelindo III**: Jan 23 Surabaya
- **Pelindo IV**: Jan 25 Ujung Pandang

Progress Report











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Education and Training




1. Identify current issues
2. Drafting of basic policy for enhancing of ETA
3. Investigation of existing curriculum
4. Security equipments
5. Restructuring curriculum
6. Recommendation for improvements

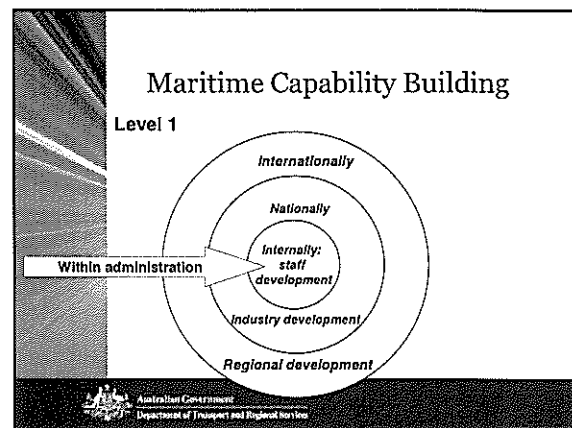
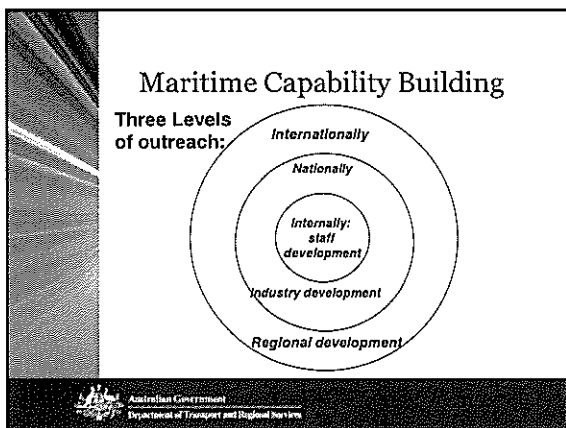
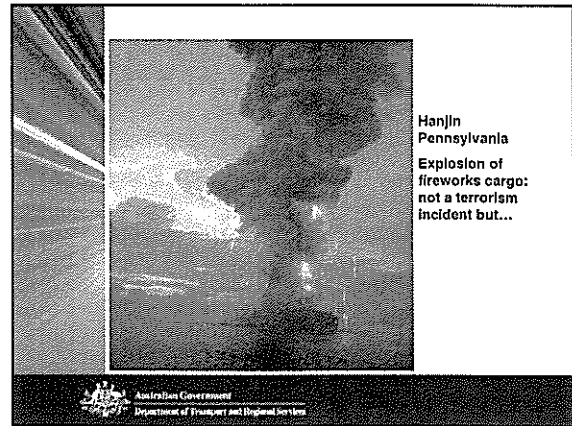
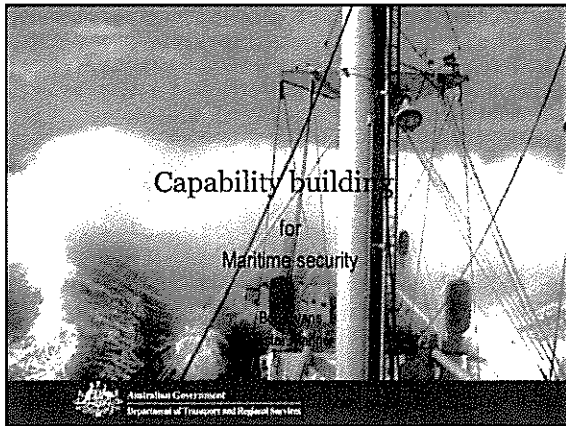





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Thank you

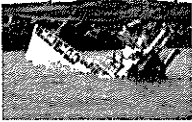


-
- Maritime Capability Building
- Internally: three levels
 - Maritime professionals in Administration
 - Knowledge base, mentoring, technical assistance, auditing and inspections
 - Awareness and skill building internally
 - Training in maritime matters
 - Enabling
 - Technical input into SOP's, networking, issues awareness, work practices
- Australian Government
Department of Transport and Regional Services

-
- Maritime Capability Building
- Maritime professionals in Administration
 - Mariners in regional offices
 - Technical resource, networking, mentoring, auditing, inspections
 - Mariners in Head Office
 - Technical resource, networking, awareness programs
- Australian Government
Department of Transport and Regional Services

Maritime Capability Building

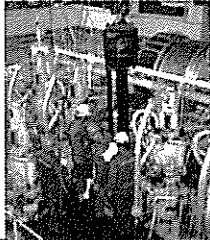
- Awareness and skill building internally
 - Needs analysis, training
 - Seminars, resource material, scenario building, exercises
 - Technical resource



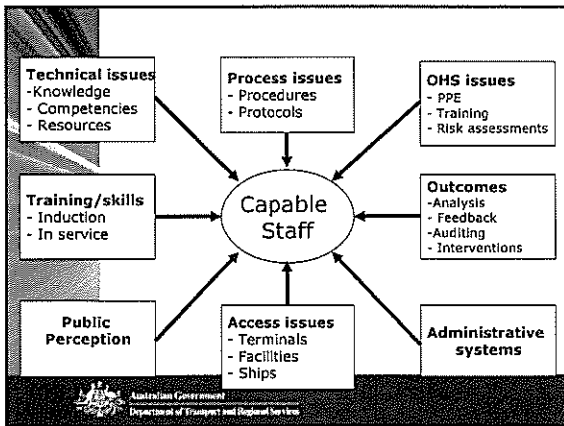
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Maritime Capability Building

- How?
 - Technical input into Operating Procedure's, networking, issues awareness, work practices

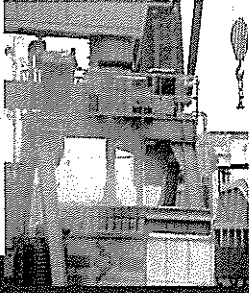


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Capability Elements

- **Technical issues**
 - Knowledge base
 - Ports, terminals and on merchant ships (operations)
 - Shipping and logistics (business, finance, documentation, insurance)
 - Maritime administration (Conventions, registration, PSC)



Australian Government
Department of Transport and Regional Services

Capability Elements

- **Technical issues**
 - Ship and cargo types
 - Maritime regulatory environments
 - National Transport Security Act and ISPS Code
 - Inspector Training
 - Auditing skills
 - Risk management skills

Australian Government
Department of Transport and Regional Services


Capability Elements

- **Technical issues**
- **Resources**
 - Information/intelligence
 - Communications
 - Systems
 - Procedures
 - Personnel

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Capability Elements



- *Training and skills issues*
- Needs analysis
 - Job specifications against realities, skills identification
- Skills acquisition
 - Induction, initial training
- Skills enhancement
 - Ongoing training and development program (Skills maintenance)
 - Refresher training, exercises



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Department of Transport and Regional Services

Capability Elements


- *OHS issues:*
- Training - Duty of care, personal safety, workplace environmental awareness
- PPE - Use and supply, appropriate equipment, procurement/ replacement/maintenance
- Risk assessments - Generic risk assessments for tasks - OHS obligations
- Fitness for task - Physical ability, medical conditions, restrictions
- Processes - Incident/accident reporting, site safety inductions

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Department of Transport and Regional Services

Capability Elements


- *Perceptions*
- Corporate image
 - High level of public interaction; professional image; recognizable presence
- ID systems
 - Clearance levels for actions and information



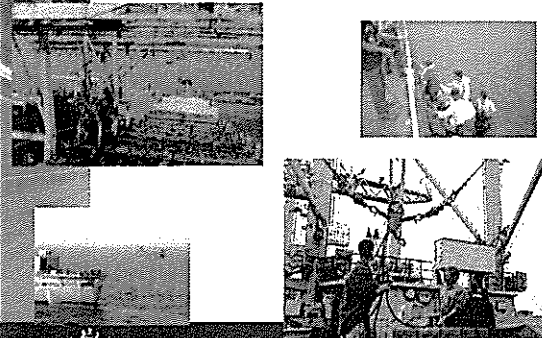

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Capability Elements

- *Access issues*
- Terminals/Ports
 - Safety briefings /contacts / security staff
- Facilities
 - Safety briefings/ contacts/ security staff
- Ships
 - Hazardous spaces and onboard dangers
 - Use of boats and helicopters




Australian Government
Department of Transport and Regional Services

Australian Government
Department of Transport and Regional Services

Capability Elements


- *Process issues*
- Instructions to Maritime Transport Regulators
 - Consistency
 - Impartiality
 - Accountability
 - Relevance



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Capability Elements

- *Outcomes analysis*
 - Trends
 - Feedback
 - Auditing



Capability Elements

- *Administrative systems*
- ISPS code
- Legislation, National Transport Security Act
- Procedures
- Powers and limitations



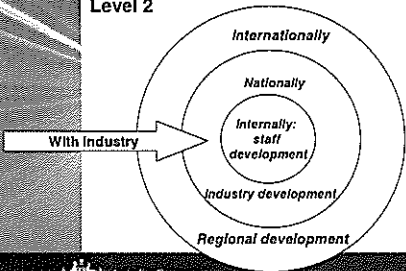

GOAL

A secure shipping environment





Maritime Capability Building

Level 2


Nationally

- Working with industry
 - Industry know about shipping and ports, that's their business
 - They also have an understanding of security to a certain level
 - Ports have to deal with theft, vandalism etc
 - Passenger terminals understand crowd control
 - What is often missing is the wider picture; the understanding of threat assessment and security assessments



Nationally

- Working with industry
 - Industry needs confidence the administration has the necessary expertise
 - The goal is to achieve *compliance by consensus*, a partnership between industry and Government to achieve optimum security outcomes
 - Is there a need to enhance the capability of police, immigration, customs and port security officials to deal with security issues



Nationally

- Working with industry
 - To do this requires the establishment of effective communications; a free, two-way exchange of information and advice
 - It requires a program of audits that is layered; designed to:
 - Verify the degree of compliance and remedy defects
 - Target particular elements in concentrated campaigns
 - Maintain relationships by applying fair and consistent audit processes

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Department of Transport and Regional Services

Maritime Capability Building

Level 3

Australian Government
Department of Transport and Regional Services

Internationally

- Security cannot be seen as a National problem in isolation
- The nature of shipping requires that a coordinated approach with regional partners is adopted.
- Regional cooperation will assist in ensuring success
- The critical element is open communications

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Department of Transport and Regional Services

The Maritime Sector in the Asia/Pacific region

- Asia/Pacific region is highly dependent on maritime trade.
- Maritime security is assuming even greater importance in the region.
- The high level of piracy is a regional concern.

Australian Government
Department of Transport and Regional Services

Regional Capacity Building

- Symposium of Maritime Experts to assist in the implementation of the Secure Trade in the APEC region (STAR) initiative.
- OTS in conjunction with AusAid and the Australian Customs Service, is participating in capacity building in various APEC economies, assisting them to meet the requirements of the IMO ISPS Code
- Other economies have similar programs to assist with the regional security effort

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Department of Transport and Regional Services

Regional Capacity Building

- Programs are under way to address:
 - The global maritime security framework
 - security risk management processes – theory and practice of security assessments;
 - practical maritime security planning – including standard measures and procedures; and
 - managing customs and border risks – such as identification of high risk cargo, targeting and profiling.

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Department of Transport and Regional Services

STAR Initiative

- An initiative to enhance secure trade in the APEC region (STAR).
- APEC economies are working together to protect cargo, ships on international voyages, international aviation and people in transit.



Cruise ship Superstar


 Australian Government
 Department of Transport and Regional Services

STAR Initiative

- Other Star projects include :
 - common standards for electronic customs reporting systems - to provide data to target high risk shipments and facilitate trade.
 - container security regimes – such as advance electronic customs information flagging high risk containers.
 - projects on intelligent transportation systems for logistics chains – seals and sensors; track and trace technology; in transit integrity of containers.
 - the development of more secure travel documents for passengers and crew


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APEC Initiatives




Asia-Pacific
Economic Cooperation

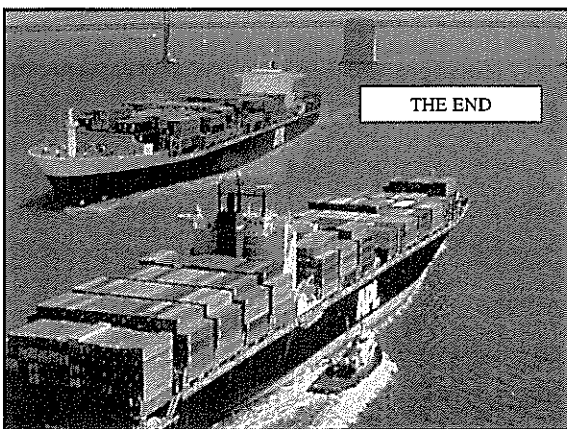
- Counter terrorism assistance packages for some economies (3-year funding packages)
- Regional Trade and Financial Security Fund (RTFSF) to support counter terrorism capacity building - addressing port security measures, money laundering and terrorist financing
- Advanced passenger information (API) and Regional movement alert systems.

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Summary

- Effective maritime security requires:
 - Capable staff
 - Well trained and knowledgeable
 - National awareness
 - Committed industries
 - Effective communications
 - Robust inspection and audit systems
 - International cooperation
 - Communications and exchange
 - Mutual assistance

 Australian Government
 Department of Transport and Regional Services



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**QE2:
A case study in security administration**

D J Harrod FNI

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Passenger terminal

Auto care

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INCIDENT

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At 2135 hours on the evening of Thursday the 17th February 2005 the ship security officer on board the Queen Elizabeth 2 reported a breach of port security and that four persons had gained access to the ship through a gun port door in the side of the ship.

The four offenders (two men and two women) had apparently scaled the perimeter security fence line at the western end of F berth and gained entry to the wharf face through the Auto Care compound. The gate from the compound on to the wharf face had been left unlocked.

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Once on to the berth face one of the group "stole" a fork lift and used it to go on a joy ride along the berth face.

The four persons then approached the side of the Queen Elizabeth 2 and forced their way past one of the ships crew who was located at the gun port door and thereby gained entry to the ship.

When on board the ship the four offenders made their way up to the accommodation part of the ship and ordered drinks at the bar.

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At this point the ship's security apprehended the offenders and handed them over to Customs who were on board the ship. Customs then escorted the offenders out of the Passenger Terminal on to the main Victoria Quay Road. Customs then let the four offenders go.

At 2215 hours, East India Port Services officers had by this time responded to the incident and had engaged the main offender in conversation. The offender was quite vocal and challenged the Port Services Officers "to do something about it". By this time, East India Police had arrived and met with the ship security officers.

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The ship security officers directed the police to where Port Services were in conversation with the main offender.

The actions of the offender prior to the arrival of the police and during questioning by the police, left the police with no option but to arrest the person concerned and take him into custody. The person was subsequently charged with a series of offences under the Western Australian Criminal Code.


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At 0300 hours on the morning of Friday the 18th February, the three other offenders reported to the East India Police Station and were charged with unauthorised entry under the Maritime Transport Security Regulations of 2004.

Later that day, East India Detectives interviewed the crew of the Queen Elizabeth 2 and obtained written statements which will be used when the offenders are brought to court.

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EVENTS LEADING TO THE INCIDENT



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- The Queen Elizabeth 2 berthed at F berth Victoria Quay at 0800 hours on the morning of Thursday the 17th February. Due to a change in plans, the vessel's programme had been changed and the vessel would now be staying overnight in East India and not departing that evening which was the usual programme for the vessel.
- The ship was met on arrival by the East India Port Security Officer and the port and the ship entered in to a Declaration of Security. This was done even although there was no requirement to do so. The DOS is registered and on file at the port.

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- Passengers departing the vessel were to be cleared during the morning and all joining passengers would board during the afternoon. The passenger terminal would remain open to the public until 1900 hours and then would be closed to everyone except passengers, ship's crew and official personnel.
- Later in the day, the Western Australian Security Police requested the port facilitate a meeting between the ship and the police to discuss security arrangements. This was done. The police and the ship security officer spent one and a half hours discussing arrangements and the state security police offered to provide additional security patrols at three to four hour intervals.
- These patrols were to be carried out by the Tactical Response Group and were in addition to the patrols carried out by the East India Police and the Private security firms engaged by the ship.

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CHANGES TO AGREED SECURITY ARRANGEMENTS

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Sometime during the morning of the 17th, the ship requested a change in security arrangements regarding the loading of passenger baggage. The original arrangements were for the baggage to be received on the lower level of the passenger terminal, x-rayed then transited to the upper level of the terminal via the conveyor belt system. The ship decided that it would be easier to handle the baggage through a gun port door on the side of the ship rather than take the baggage to the upper level.

In addition to this, one of the maintenance doors at the side of the baggage area in the main part of the building was left open to allow the ship's providers and ship's crew direct access on to the wharf area from inside the terminal.

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It had been agreed with the ship that all gun port doors were to be closed and secured at 1800 hours however at sometime during the afternoon, the ship developed problems with the pump being used to discharge the effluent from the ship's holding tanks through one of the gun port doors and into the disposal company trucks on the wharf. This meant that the discharge operation would not be completed by the scheduled time of 1800 hours and the ship requested approval to continue the discharge until completion which was expected to be approximately 2200 hours.

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Due to the fact that there were two cruise ships in port at the time, Auto Care had to rearrange their vehicle detailing operations. This resulted in the security gate from their compound out on to the berth face being left closed but unlocked overnight; a staff member was working on E berth, but transiting in and out of the shed through the "dummy locked" gate.

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FACTORS CONTRIBUTING TO THE INCIDENT

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East India Port Services. Due to operational problems which included Westerns stevedores damaging the security access gate at the No 1 and 2 berths and problems with security fencing at No 11 and 12 berths all port security officers except the Victoria Quay patrolman were fully engaged on North Wharf. The Victoria Quay patrol man was at the Safety Centre on Victoria Quay Road. In addition to the problems being experienced over north, the road and rail modifications taking place meant that it took East India Ports Services Team Leader over 15 minutes to respond to the emergency call.


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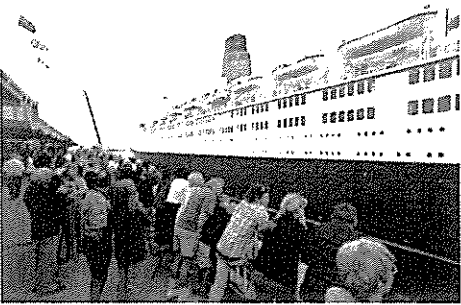

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Security Perimeter Fencing. D shed, F shed and G sheds are located on raised areas and offer a potential platform for would be intruders. It is quite evident from this incident that the security perimeter fencing at the west end of F shed and E shed need to be heightened and reinforced to mitigate the ability of someone gaining access to the port area using the handrails on the steps up to the raised area.



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Auto Care. Due to two vessels being at the passenger terminal at the same time, Auto Care had to rearrange their operational requirements to accommodate the two ships being there. This meant they had to use the security gate between their compound and the wharf area. At the time of the incident's were still carrying out work at their facility and on E berth which meant the gate was closed, but still unlocked and unmanned. This allowed the offenders to gain access to an area that would not normally have been unlocked. If the gate had been locked it would have resulted in the offenders having to attempt to climb over a second fence line to gain access to the berth face.



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Ships Gun Port Doors. Due to unforeseen circumstances the ship required one of the gun port doors to be left open for operational needs. It also appears that the ship's crew were not manning the gun port door as would be expected but had gone off on to the wharf to assist the Disposal company personnel with the discharge hose connection on top of the Disposal company truck.



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Private Security Arrangements. The agreed procedure was that once all baggage was loaded on to the vessel the private security company who were engaged to operate the x-ray equipment would close down their operations and leave. This was done according to plan. A second security company which was engaged by the ship to provide security at the entry point to the ship was required to provide security at the baggage x-ray area and on the upper level of the passenger terminal until 1900 hours. After this time, the terminal was to be closed down to the members of the public. Security would then be scaled down to one security officer at the main entrance to the passenger terminal. This officer would only allow passengers, ship's crew and official personnel to enter the building. There was no thought given to additional security being used on the berth face even although the gun port door was still open.




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An additional factor was that the security person manning the main entry to the building after 1900 hours was located INSIDE of the passenger terminal and not OUTSIDE of the terminal. This meant that the officer was not in a position to see the offenders climbing over the fence at the west end of the terminal.




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
Forklift Operations; While not a contributing factor to the incident, the fact that the stevedore had left the keys in the forklift was a matter of concern. This was probably done because the ship was required to take additional stores the following day and it was "easier" to leave the forklift there than remove it. It was also easier to leave the keys in the forklift because it may not be the same people who stevedored the ship the following day.






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Access from the Terminal to the Berth face: Again this issue did not contribute to the incident in question but it did highlight a deficiency in the port security plan and the DOS between the port and the ship. The fact that the ships provedore and ships crew wished to use the side doors to access the berth face required approval from the port security officer and the ship security officer before it was allowed to happen. It was also done without a security guard being placed at the door to monitor who was allowed through.






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Auto Care Personnel; One of Auto Care staff actually saw the offenders climbing on the security fence at the west end of the passenger terminal, when he was in the E berth stacking area. He did not see any person go over the fence, and says he assumed they were (like others) photographing the QE2. There is no record of the employee notifying security of the potential breach in security.






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East India Police. It has been suggested that one of the reasons the East India Police did not respond to the incident as quickly as could be expected under the circumstances was due to the fact that neither the port personnel or the police were aware of the potential implications of a breach of the Maritime Transport Security Plan. On investigation, it is quite clear that the East India Ports personnel on duty that night were aware of the implications and acted accordingly where as the East India Police may have had several incidents happening at the same time and were required to prioritise their response accordingly. This issue if it does exist needs to be addressed.






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East India Ports Security Cameras; The delays in installing the systems in the new Port Security Centre was a major contributing factor in not detecting a breach of the port security fence line. One of the cameras is installed adjacent to where the incident took place however the cameras are not operational at this point in time.

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IMPROVEMENT ACTIONS.






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Port Security Plan. Whenever a Declaration of Security (D.O.S.) is entered into between two parties, the agreed actions must not be varied without the express approval of the ship security officer and the port security officer, and only these two persons are authorised to approve a change to the D.O.S.

Remedial action:

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Port Services. Victoria Quay Patrol to remain on Victoria Quay the whole time there is a D.O.S. in place between the port and a ship berthed on Victoria Quay.

Remedial action:

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Private Security. It was quite clear from the way the scenario developed on the day that allowing more than one security firm to be involved has the potential to lead to confusion and misunderstanding between the parties with regards to responsibilities.

Remedial action 1:

Remedial action 2:

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Stevedore Company; Any stevedoring company engaged by the ship owner must ensure that no vehicles are left unattended at any time and must never be left with the keys in the ignition.

Remedial action:

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Police; East India Ports will ensure that representatives of the East India Police Force and the Western Australian Security Police Force are invited to attend all pre visit meetings with the ship agent and owner and that all security arrangements are clearly documented and understood by all parties before the ship arrives.

Remedial action 1:

Remedial action :

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Auto Care Security Gates; Auto Care left the gate unlocked between their compound and the berth face. This allowed the offenders free access to the berth face once they had bypassed the outer security perimeter fence line.

Remedial action:

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Auto Care Reporting of Incidents; An Auto Care employee observed the offenders climbing on the security perimeter fence.

Remedial action:

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East India Ports Security Cameras; It was by good fortune that the East India Detectives investigating the incident were allowed access to the Australian Customs security camera recording of the incident. The recording clearly showed the offenders forcing their way on board the ship through the gun port door.

Remedial action:

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Security Fence line; The existing security fence line as exists, does not and cannot stop a determined person or persons from gaining access to the port area. East India Ports personnel must review the current arrangements and identify areas that need improving. Two area of concern are the raised wharf area at D, F and G berths and the ability of offenders to use handrails, posts etc to gain access over the fence. A second area of concerns is the bottom part of the security fence which in some places can be lifted off the ground to allow people to crawl underneath.

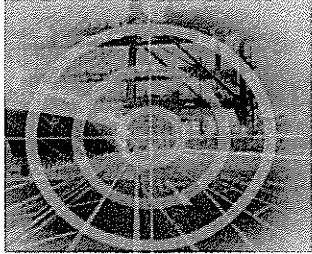
Remedial action:

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Enhancing Security Through Exercises, Drills & Training



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Introduction

It is important that ships/port facilities introduce and implement the policy for raising security awareness

Security Policy
 "It is the responsibility of every individual Onboard the ships and within the port facility to be vigilant against security threats and security-related activity"



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Raising Security Awareness

- Contracting Government
- Port Authority
- Port Security Officer
- Security Services
- Employers
- Workers' Representatives
- Port Facility Security Officers
- People working in the port
- Port Security Advisory Committee

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Raising Security Awareness


Contracting Government

- Inform the public about:
 - Government's Security Policy
 - Threat levels
 - Measures that can be taken
- Request public vigilance

Homeland Security





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Exercises Drills and Training

EXERCISES
 Usually large scale and comprehensive training events
 Involve two or more parties / organizations
 Tests issues on
 Command and Control
 Communications
 Coordination
 Resource availability and allocation
 Responses

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Exercises Drills and Training

EXERCISES

- More elaborate control organization
- Scenario-based
- Includes participation of two or more of :
 PSO, PFSO
 Relevant Authorities of Contracting Governments

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Exercises Drills and Training

EXERCISES

- Requires longer planning period
- Conducted as:
 - Practical with deployment of assets
 - Table-top discussions
 - Simulation-based activities



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Exercises Drills and Training

EXERCISES

- Forming the Exercise Planning and Control Team (EPCT)
 - Plan the Exercise Programme
 - Control the Exercise



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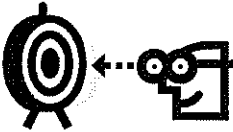
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Exercises Drills and Training


EXERCISES

Exercise Planning

- Determine the Aim of the Exercise
 - Provides focus for planning and conduct of the Exercise



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Exercises Drills and Training

EXERCISES

Exercise Planning

- Set the Exercise Objectives
- Emphasize the Exercise Intent
- Resource availability, allocation & requirements
- Time available
- Types and Level of exercise play

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EXERCISES

Identify Required Attainments

- Consider performance outcome of the participants.
- Provide Checklists for evaluating required attainments.
- Include qualitative and quantitative measurements.

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Exercises Drills and Training

EXERCISES

Selecting the Scenario

- Must meet stated objectives
- Realistic to overall environment setting
- Potential to escalate with added issues for players
- Refer to list of nine security threat scenario in Part B, Section 15.1 of the ISPS Code

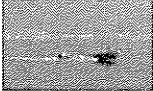

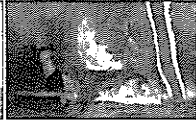
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Exercises Drills and Training

1. Damage to, or destruction of, the port facility or of the ship, e.g. by explosive devices, arson, sabotage, or vandalism;

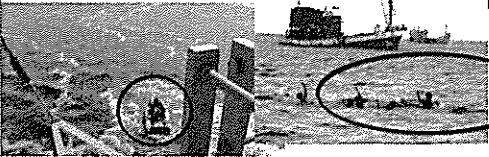

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2. Hijacking or seizure of the ship or of persons on board;




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3. Tampering with cargo, essential ship equipment or systems or ship's stores;





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4. Unauthorised access or use including presence of stowaways.




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5. Smuggling weapons or equipment, including weapons of mass destruction;




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6. Use of ship to carry those intending to cause a security incident and their equipment;

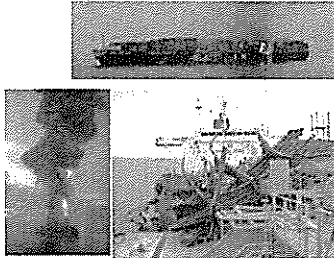
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7. Use of ship itself as a weapon or as a means to cause damage or destruction;




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8. Blockage; of port entrances, locks, approaches etc;






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9. Nuclear, biological and chemical attack.

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Exercises Drills and Training

EXERCISES
Developing the Exercise Narrative

- Opening Narrative with 1-2 phases of escalation
- Sets the Start State for the Exercise
- Do not describe response(s) to the event
- Subsequent narratives provided to:
 - Take stock of the existing situation
 - Shift the exercise play to jump to another level, time frame, or focus

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Exercises Drills and Training

EXERCISES
Determine the Exercise Time-Table

Table-top exercise
 within a few hours, or 1 or 2 days, if necessary

Deployment Exercise
 may be within a few hours. Deployment exercises over several days involves extensive administrative and logistics planning and resources

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Exercises Drills and Training

EXERCISES
Develop Injects / Master Event List (MEL)
Injects to generate the required response


Example Scenario:
 "Damage to, or destruction of, the ship or of a port facility"

Injects to test the effectiveness of:

- Access Control Measures
- Command, control, co-ordination and communications of the responses

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Develop Injects / Master Event List (MEL)

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MASTER EVENT LIST - TIMELINE

SERIAL	TIME	EVENT	EXPECTED RESPONSE/REMARKS	CONDUCTED BY	RECOMMENDED PARTICIPANTS
AP01	0930D	Brief to Senior Management on Indonesian Concept of SPS Implementation	Discussion	STET	Management
AP02	1000D - 1030D	Introduction and briefing on the Aim, Objectives and Required Attachments of the Ex-Drill to Participants	Also for participants to understand the objectives of the Ex-Drill and the requirements expected of them	STET and PFSO	STET, PFSO, Head of Security, security staff
AP03	1030D - 1100D (45min) 1.5 hrs	Table-top Exercise and Drills	Per the Start State and injects as per the attached	STET Controllers	All participants
		Commencement of Access Control Drill	Personnel to meet their tables to vacate Access Control as per their approved PFSO. Additional security watch personnel may double up to observe and provide critique at the drill	STET Controllers	STET, PFSO, Head of Security, Security Staff
		A. Attempt to vacillate on Facility	Security staff to report, and challenge (even though the person conducting surveillance is outside the facility area).	STET supported by PFSO	Head of Security, Security Staff
		B. Store delivery from a non-authorized source	Security staff to prevent ingress, check items, and if contraband found, to take appropriate action	STET supported by PFSO	Head of Security, Security Staff
		C. Threat condition increases, Level 2 declared	Security staff implement Level 2 measures	STET supported by PFSO	Head of Security, security staff

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EXERCISES

Inject Planning Considerations:

- > Dynamics of exercise play
- > Test the validity of existing (or lack of) plans and processes
- > Not to cause complete destruction of, or overwhelm the responder's capabilities
- > Draw participants through sequence of events to unfold during a response

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EXERCISES

Injects Planning Considerations:

- > Be realistic – Controllers should not be seen as "playing-god"
- > Avoid wasting exercise opportunities – Inform participants of the plans and processes to be evaluated

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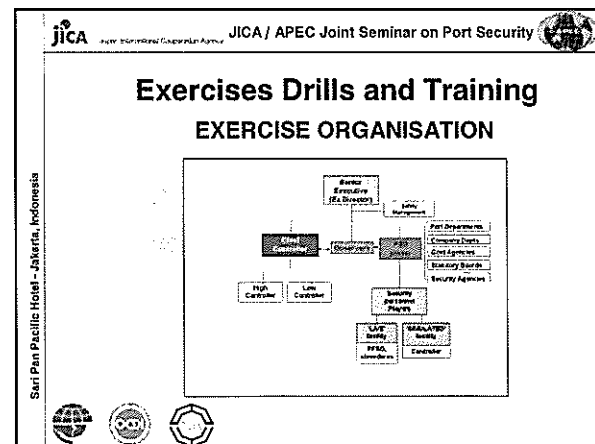
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EXERCISES

Set-up the Exercise Organization

- > Exercise Director - Senior or Top Executive
- > Chief Controller - Chairman of the EPCT
- > Controllers / Players - EPCT Members / Department Managers/Key Appointment Holders

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Exercises Drills and Training

Identify Participants / Organize Control Staff:
Determine extent of the Participant List



- Internal and invited Players
- Actual and "simulated" Players
- High and Low Controllers
- Observers

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Exercises Drills and Training

Conduct of the Exercise

Based on selected scenario and pre-planned injects
Players - Low Controller and High Controller interactions






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EXERCISES

Exercise Players
PSO, PFSO, CSO, SSO
Personnel with security duties
Live / Simulated port/port facility
Operations, technical, logistics, marketing, and media representatives

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Exercise Control and Safety Management

Where necessary and should the situation warrants, that safety issues might be compromised, the President Director may declare an **"Exercise Hold"**, pending the outcome of the state (example foul weather, shipboard accident, ambiguity arise).

When it is assessed that the issues have been clarified or status is correct, he will declare **"Exercise Resume"**.

However, should the situation regress beyond the control, and it is deemed that the exercise can no longer continue, the President Director may declare an **"Exercise Abort"**.

Upon completion of the Maritime Security Exercise, the President Director will declare **"Exercise End"**.



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EXERCISES

Post-Exercise Debrief and Reports

- Most important activity
- Involve as many participants as possible
- Draw comments, lessons learnt and recommendations on:
 - Exercise aim, objectives, scope and attainments
 - Exercise conduct
 - Deficiencies in the Plan
 - Participants' performance
- File the Report and pursue Follow-up Actions

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Exercises Drills and Training

EXAMPLE OF AN ADVANCED EXERCISE

A deployment exercise to test the PORT BUNGLER Security Plan, progressing from Level 2 to Level 3, involving the Police, Coast Guard Homeland Defense Force, and Hospital.

Scenario: A terrorist attack from the sea using a stolen harbour craft laden with explosive against a container vessel loading chemicals at the facility. A simultaneous bomb truck attack on a storage facility.




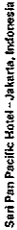

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Exercises Drills and Training

Features of DRILLS

- Limited to specific procedures
- Conducted frequently to ensure proficiency
- Usually intra-Organisation/Agencies
- Uncomplicated management
- Live activities


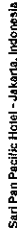





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Exercises Drills and Training

DRILLS Objectives

- Maintain a high level of readiness
- Practice hands-on skills
- Test equipment
- Test procedures

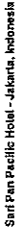





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Exercises Drills and Training

Planning of a Drill

- Determine type of drill to be undertaken
- Determine objectives – procedures and/or elements of plan to be tested / practiced
- Develop drill with principal supervisors
- Identify & list the elements (e.g. bomb search, evacuation, mustering and headcount, reporting headcount)


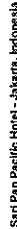




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Exercises Drills and Training

Planning

- Determine if evaluators are required
- Select date and time of drill
- Notify participants









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Exercises Drills and Training

Conduct of a Drill

- Brief all participants on drill parameters and special instructions (e.g. Bomb Search)
- Ensure participants have clear understanding of expectations
- Announce simulated events to facilitate the drill
- Safety and non-exercise conditions to be specified
- Determine end point of drill


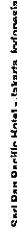






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Exercises Drills and Training

Drill Critique

- Collate notes
- Conduct debrief with all participants for feedback & lessons learnt
- Identify and correct personnel errors
- Record the conduct of the drill
- Follow-up on recommendations for improvements to procedures and/or equipment

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Training needs to be provided for every level

- Government
- Port Authority
- Security Services
- Management
- Workforce
- Workers' Representatives (Unions)

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TRAINING PLAN

- The purpose of a training plan is to provide a structured guide for the trainer / instructor to:
 - Maintain focus on the lesson objectives and required attainments

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TRAINING PLAN

- The purpose of a training plan is to provide a structured guide for the trainer / instructor to:
 - Plan and prepare for his lesson / training
 - Directs the trainer to the right reference & resource
 - Make available the training aids needed
 - Conduct the lesson based on the scope, recommended delivery method and the time allocated

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TRAINING PLAN

Components

1. Topic Title
2. Objectives
3. Required Attainments
4. Method of Instruction
5. Resources / References
6. Training Aids / Means
7. Scope
8. Time Allocated
9. Execution

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TRAINING PLAN

Topic Title: Simply state the topic title.
 Example : **"Search Methods"**

Objective(s): Statement (s) to indicate the objective (s) of the lesson, emphasizing the transfer of Knowledge, Skills and Attitudes (KSA).
 Example: **"To impart to stevedores the knowledge of the various search methods and their associated equipment."**

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TRAINING PLAN

Required Attainments:

- Similar to the objective statement
- Emphasis is on the "recipient" of the KSA
- Specify recipients' required attainment(s) at the end of the lesson / training.
- Start off with "At the end of the lesson, participants will be able to ...(action verb)....."
- Use of action verbs to depict the learning level
- May include expected performance standards

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TRAINING PLAN


Required Attainments:

Example: At the end of the lesson, participants will be able to:

1. State the limitations of search.
2. Apply the techniques of personnel search.
3. Apply the techniques of a vehicle search.
4. Conduct a search.

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TRAINING PLAN

Methods of Instruction:

- There are various modes of delivery.
- Select the most effective method for the subject.



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Examples: Lecture, Demonstration, Discussions, Case studies, Project work, Role-play, Simulation games, Practical, Exercise

In the case of Search Methods, some effective methods to consider are:

1. Briefing / Discussion
2. Demonstration / Role play

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TRAINING PLAN

Resources / References:

Material needed for the lesson – Books, Operating Manuals, Handouts, Professional articles, etc.

Example: Search SOP, Access Control SOP

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TRAINING PLAN

Training Aids and Means:

Select the most effective training aids that can best support the lesson – e.g. computer / projector for PPT presentation, flip charts, videos and VCD player.

Example: For Search Methods, a video on a search being carried out.

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TRAINING PLAN


Scope:

To facilitate understanding, scope the lecture / training according to:

- Sub-topics / events
- Logical progression

Scope the training / lessons on established Standard Operating Procedures is usually not difficult as SOPs are generally well structured in logical sequence.


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TRAINING PLAN

Scope:
Example: For Search Methods,



1. Introduction
2. Right of search
3. Personnel search
4. Vehicle search

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TRAINING PLAN

Time allocated:

Determine overall time required by summing up each of the sub-topics / sub-sections of the scope. Based on:

- Extent of contents to be imparted
- How simple or in-depth the contents are
- Participants' language proficiency

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TRAINING PLAN

Execution:

- This section deals with the breakdown of the lesson sub-topics from the "Scope".
- It guides the trainer in apportioning the time allocation for each sub-topic.

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TRAINING PLAN

Example:

Introduction: (10 minutes)
State why Searches are required (Slide 1)
State the importance of a physical search (Slide 2)

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TRAINING PLAN


Main topic: (30 minutes)

- Describe the rights of a search team (Slides 3 – 9)
- Explain the methods of conducting a personnel search (Slide 10 – 15)
- Explain the methods of conducting a vehicle search (Slides 16 – 25)
- Show training video "Vehicle search" (VHS tape no 1)
- Discuss how to conduct a ship search (Discussion and Presentation)

Conclusion: (5 minutes)

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24 The Straits Times INTERACTIVE




Heavily armed police officers board the APL Japan to search for 'explosives'.

A TIGHT cordon was thrown around a container ship in port yesterday as crack police officers and Singapore Armed Forces (SAF) bomb disposal experts stormed the vessel to defuse an explosive device as part of a major maritime security drill. The army, navy, police, coast guard, the port authorities, and the shipping community were involved in the exercise, which showed how security forces would deal with terrorist incidents at the Brani Container Terminal. Over 200 men and several patrol craft went into action during the six-hour drill yesterday morning. The Maritime and Port Authority of Singapore (MPA) said that the drill was the first such joint exercise. More will be held each year as part of the national effort to boost maritime security. Future exercises will be made more realistic with unscripted scenarios. In yesterday's drill, two scenarios were played out aboard the APL Japan. The ship is owned by APL, a subsidiary of Neptune Orient Lines.

The first scenario involved a weapon favoured by terrorist groups – an improvised explosive device rigged to cause maximum damage. The port police cordoned off the wharf next to the ship while its crew was evacuated. Container trucks and stevedores, who were engaged in loading and unloading cargo, were also moved to a safe area.

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Security Drill onboard APL Japan



As an added precaution, four mobile 10-storey high quayside cranes which were serving the APL Japan were driven away.

The wail of sirens heralded the arrival of SAF explosive ordnance disposal specialists as well as police officers, who searched the ship - a painstaking task because the huge ship can carry around 5,000 20-foot long containers.

But as soon as the 'explosive device' was neutralised by the bomb disposal experts, a second threat surfaced - a high-speed craft was approaching the APL Japan.


Before it could get close, patrol craft from the MPA, the police coast guard and a Navy patrol vessel, RSS Freedom, intercepted the intruder and escorted it away at gun-point.

[Singapore] Members from PSA Security (AETOS), Special Ops Commandos and Explosive Ordnance Division sweeping a cargo ship in a Port Facility

The exercise put into practice the contingency plans the authorities have drawn up in response to the International Maritime Organisation's (IMO) call for ports and ship owners worldwide to implement the International Ship and Port Security Code by July 1.

MPA's chief executive, Rear Admiral (NS) Lui Tuck Yew, said: 'We want to try to expand such exercises to other terminals and other shipping lines. This exercise is only the start of more to come.'

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Exercises Drills and Training

Summary

This module has covered the requirements and techniques for the planning and conduct of:

- Security Exercises
- Security Drills
- Security Training

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Exercises Drills and Training

Questions and Answers

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Ship Security Alert System (SSAS) response mechanism and the utilization of the Automatic Identification System (AIS)

Jakarta, Indonesia
8 Dec 2005

Capt Henry Heng, Controller
Maritime Security Department
Maritime and Port Authority of Singapore

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Scope of Presentation

- SOLAS Chapter XI-2/6 requirements
- SSAS requirements for Singapore-Flagged Ships
- Handling of Ship Security Alerts
- SSAS Flowchart
- Overview of AIS
 - SOLAS requirements, Benefits , Integration with radar, Various information available
- Conclusion

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SOLAS Chapter XI-2/6
Defines the mandatory requirements and guidance for SSAS systems:

- Provide at least 2 alert activation points, one to be on bridge
- Allow covert activation
- Not raise alert on board nor to other ships

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SSAS's Requirements for Singapore-Flagged Ships

- Security Alerts also to be directed to the Port Operations Control Centre (POCC)
- 24-hr contact numbers of CSOs
- Conduct regular tests with POCC
- No objection for 3rd party to receive security alerts

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Handling of Ship Security Alerts

- Response Plans and SOPs
- Alerting of Local Security Agencies
- Verifying and Classification of Security Alerts
- Security Alerts received outside territorial waters (informing Coastal Stations via MRCC)

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SHIP SECURITY ALERT SYSTEM (SSAS) FLOW DIAGRAM

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SHIP SECURITY ALERT SYSTEM (SSAS) FLOW DIAGRAM

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Overview of the Automatic Identification System (AIS)

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SOLAS Chapter V, Reg 19.2.4

- Purpose
 - Collision Avoidance
 - VTS Tool
 - Means for Ship's Identification
- Applicability
 - New Ships (1 Jul 02)
 - All passenger ships / tankers (1 Jul 03)
 - All ships 300 GT and above (31 Dec 04)

[Domestic Voyages – All ships 500 GT and above (1 Jul 08)]

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What is AIS ?

"AIS is an autonomous and continuous broadcast system, operating in the VHF maritime mobile band. It is capable of exchanging information such as vessel identification, position, course, speed, etc. between ships, between ship and shore and through information broadcasts. The system can provide many benefits, including increased situational awareness, improved navigational safety and automatic reporting in areas of mandatory and voluntary reporting schemes."

from IALA website

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What is the benefits of AIS?

- Automatic Identification of ships within VHF range
- Awareness of vessels behind islands or river bends
- Information about change in course, heading and speed of ships in real time
- Short message communication
- Binary messages for new applications

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Benefits of AIS (cont'd)

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AIS as a supplement to Radar

A radar is an excellent tool to track vessels, but it has its limitations....

- Difficult to detect a change of course in real time. Heading information not instantly available
- Limited tracking capabilities in narrow and congested waters
- No information on the identity of the target

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Integration of AIS with radar

- Automatic identification and positioning of vessels
- Automatic update of call sign, name, size and destination
- Real-time navigational information (Heading, Rate of Turn, Speed and course over ground)
- Continuous target tracking at adverse weather conditions (Rain, Snow, Ice ...)

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The AIS transponder

```

    graph LR
      GPS[GPS Receiver] --- Comm[Comm. Processor]
      Comm --- VHF[VHF Data radio]
      VHF --- Antenna[Antenna]
  
```

GPS Receiver <ul style="list-style-type: none"> • Synchronization • Position • Speed Over Ground • Course Over Ground 	Comm. Processor <ul style="list-style-type: none"> • Access VHF data link • Pack information • Unpack information • Control 	Radio Unit <ul style="list-style-type: none"> • Transmit Data • Receive Data
--	--	---

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Dynamic Information

- Ship's Position (Lat / Long)
- Time in UTC
- Course over Ground
- Speed over Ground
- Heading
- Rate of Turn
- Navigational Status

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Static Information

- IMO Number
- Ship Call Sign & Name
- Type of Ship
- Length & Beam of Ship
- Location of GPS Antenna on Ship

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Voyage Related Information

- Ship's Draft
- Type of Cargo on board
- Destination and ETA

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Safety Related Messages




- Height of Ship
- Location from
- Location to
- Start Time of Ship's Movement
- End Time of Ship's Movement
- Anchored Position
- ETD of Anchorage
- Purpose of Stay
- Movements Reference Number
- Next Port / Last Port



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Conclusion

- Coordination between government agencies and industry necessary for ensuring effective implementation of security measures
- Singapore will continue to work with like-minded countries to share information and expertise to deal with maritime terrorism

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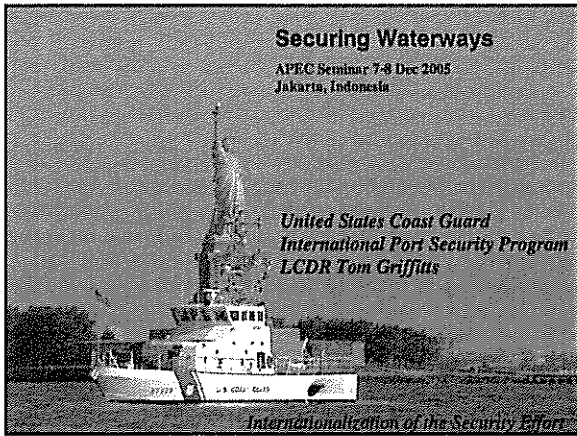
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End of Presentation

Thank You !

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Challenges to Securing Waters


- Large areas
- Limited Resources
 - Number of platforms
 - Adequate speed/armament
 - Fuel, maintenance, personnel, training
- Operating Environment
- Response Time
 - Long distances
 - 12 NM from shore @ 12 knots = not much time
- Distinguishing Hostile/Non-hostile users

U.S. Methods to Better Secure U.S. Waters

- Efforts aimed to deter, detect and disrupt
- Maritime Domain Awareness/Intelligence
- Interagency Coordination
 - Area Maritime Security Committee
 - Integrated Command System
- Regulatory Approach
 - Port State Control
- Physical deployment
 - Security Boardings & Patrols

Maritime Domain Awareness

- Captain of the Port Advanced Technology Integration Program
 - Port & Coastal Surveillance
 - Common Operating Picture
 - Blue Force Tracking
- Underwater Port Security Program
 - Integrated Anti-Swimmer System
- R&D on-going efforts
 - Underwater Loudhailer
 - Non-lethal interdiction technologies
 - 3D U/W Imager for inspections

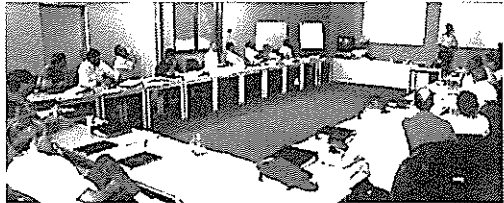


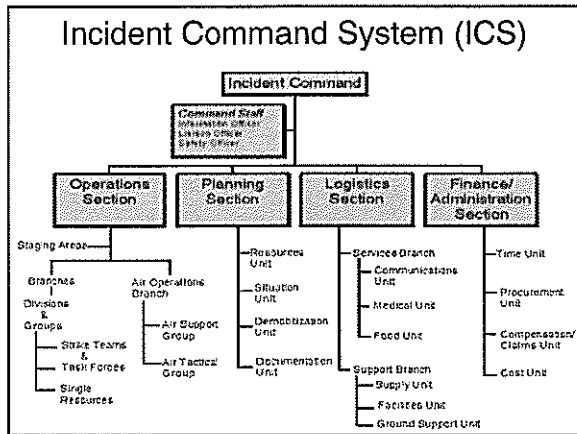
Intelligence/Information Fusion

- Field Intelligence Support Teams
 - Small Teams
 - Intimately familiar with local maritime environment
- Maritime Intelligence Fusion Centers
 - Located with Command Centers
 - Pacific Area (Alameda, CA)
 - Atlantic Area (Hampton Roads, VA)
 - Track Suspicious Contacts
 - Data Analysis
- Dissemination
 - Federal, State, and Local Governments
 - Private Industry
 - International Partners

Area Maritime Security Committees

- Address overall Port Security
- Multi-agency
- Government (Customs, Immigration, Local, FBI)
- Industry
- Public
- Write/Update PFSP (AMSC)
- Conduct exercises
- Forum for discussion





Aggressive ISPS Port State Control Examinations

- Security Focus
 - Observations of security practices in place
 - Certificates/Documents as they relate to the ISPS Code
 - ISSC accepted as valid unless there are clear grounds that ship is not in compliance
- Every vsl examined at least once
- Targeting Matrix
 - Flag
 - Class
 - RSO
 - Ship management/charters
 - Last 5 ports of call

Maritime Safety and Security Teams (MSSTs)

- Maritime interdiction and law enforcement
- Anti-terrorism/Force Protection
- Weapons of Mass Destruction Detection
- Vertical Insertion (Fast Roping)
- Commercial Port Protection/Anti-sabotage
- Underwater Port Security
- Canine Handling Teams (Explosives Detection)
- Boat tactics
- Non Compliant Boarding capability

Vessel Boarding & Security Teams

- Armed CG Officers
- Intimate knowledge of vessels
- Ensure vsl under positive control of crew
- Control key areas of vessel
- Defensive in nature

Vessel Escorts

- Limited resources
- Risk based allocation of resources

- Employ random measures
- Coordination with other agencies

Harbor Patrols

- Shore side and waterside
- Multi-mission
 - Security
 - Safety
 - Environmental Protection
 - Law Enforcement
- Random Routes, Times and Frequency
- Gets people on the ground...can't prevent from a desk
- Training

Conclusion

- Risk & Intel based allocation of resources
- Efforts coordinated within USCG
- Inter-agency cooperation

Semper Paratus. Always Ready.

Lieutenant Commander Tom Griffiths
Asia-Pacific Port Security Liaison Officer
U.S. Coast Guard Activities Far East
Phone: 65-6750-2005/2340
E-Mail: tagriffits@d14.uscg.mil
Web site: www.uscg.mil



Homeland
Security



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SCOPE

- MSC/Circular 1097
- MSC/Circular 1111
- MSC/Circular 1131
- MSC/Circular 1132
- MSC/Circular 1156

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IMO ISPS Code Update


- SOLAS Amendment (2002)
- ISPS Code (2002)
- MSC/Circ.1097(6 Jun 2003)
- MSC/Circ.1111(7 Jun 2004)
- ISPS Implementation (1 Jul 2004)
- MSC/Circ.1131(14 Dec 2004)
- MSC/Circ.1132 (14 Dec 2004)
- MSC/Circ.1156 (23 May 2005)

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MSC Circular 1097 (6 Jun 2003)

Maritime Safety Committee at its 77 session (28 May to 6 Jun 2003) approved the guideline relating to the implementation of SOLAS Chapter XI-2 and the ISPS Code

MSC Circular 1097 was promulgated




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MSC Circular 1097 (6 Jun 2003)

Floating Production, Storage and Offloading units (FPSO) & Floating Storage Units (FSU)

Not required to comply with the provisions of the ISPS Code, BUT they should have some security procedures in place to prevent "contamination" of ships and port facilities subject to the ISPS Code




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MSC Circular 1097 (6 Jun 2003)

Floating Production, Storage and Offloading units (FPSO) & Floating Storage Units (FSU)

Such units, when attached to a fixed platform, should be covered by the security regime in force for the platform.

Such units, when engaged in periodic short voyages between the platform and the coastal State, should not be considered to be ships engaged on international voya




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MSC Circular 1097 (6 Jun 2003)

Single Buoy Mooring (SBM)

Single buoy moorings (SBMs), attached to an offshore facility would be covered by that facility's security regime and if it was connected to a port facility it would be covered by the port facility security plan (PFSP).




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MSC Circular 1111
(7 Jun 2004)

Maritime Safety Committee at its 78 session (12 to 21 May 2004) approved the guideline relating to the implementation of SOLAS Chapter XI-2 and the ISPS Code

MSC Circular 1111 was promulgated



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MSC Circular 1111
(7 Jun 2004)

PFSO is to contact authority when he/she becomes aware of the intended arrival of ship:

- Which has been in a port non-contracting government
- To which the ISPS Code does not apply



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MSC Circular 1111
(7 Jun 2004)


The designation of shipyard as Port Facility is to be considered by Contracting Government

If a shipyard is designated as a port facility:

- A PFSO shall be appointed
- PFSA & PFSP to be approved by Contracting Government



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MSC Circular 1111
(7 Jun 2004)

- Ship under construction
the security of the ship is the responsibility of the shipyard
- ship will have to comply with the provisions of its interim ISSC and there may be a need for DoS between ship and shipyard.
- Ships under conversion or repair
the security responsibility depends on ship's personnel remain onboard and ISSC
- Ship on sea trials - Administration

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MSC Circular 1111
(7 Jun 2004)

Ships interfacing with FPSO & FSU is deemed to be equivalent to interfacing with non-SOLAS ship and include DoS.

Contracting Government shall decide the appropriate security measures and procedures to be adopted by FPSO & FSU operating as part of offshore oil production facilities.

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MSC Circular 1111
(7 Jun 2004)

Contracting Governments to establish, as they may consider necessary, and to disseminate, as they deem fit, appropriate measures to enhance the security of ships and of port facilities other than those covered by SOLAS chapter XI-2, which covers both FPSOs and FSUs and Contracting Governments will be aware of the need to avoid contamination of SOLAS ships interfacing with such non-SOLAS ships.

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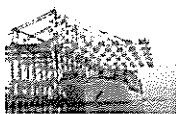


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MSC Circular 1131
(14 Dec 2004)

Maritime Safety Committee at its 79 session (1 to 10 Dec 2004) approved the guideline on voluntary self-assessment by Contracting Government and Port Facilities

MSC Circular 1131 was promulgated



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MSC Circular 1131
(14 Dec 2004)


A method of self-assessing the effectiveness

A tool of allowing port facilities to self-assess the continuing effectiveness

Anyone undertaking the self-assessment should, at least, have knowledge of:

- The requirements of SOLAS Chapter XI-2 & ISPS Code
- General security principles
- The operation of port facilities

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MSC Circular 1131
(14 Dec 2004)

Voluntary Self-Assessment Questionnaire for Contracting Government:

Implementation process

- PFSA
- PFSP
- Security levels
- Declaration of security
- Delegation of tasks & duties

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MSC Circular 1131
(14 Dec 2004)

Voluntary Self-Assessment Tool for Port Facility Security:

Port Facility Overview

- Ensuring the performance of port facility security duties (A/14.2.1 & A/14.3)
- Controlling access to the port facility (A/14.2.2, A/14.2.1, A/14.3, B/16.10, B/16.12, B/16.14 B/16.17 & B/16.19.1)
- Monitoring of the port facility including anchoring and berthing area (A/14.2.3, A/14.3, B/16.49, B/16.50, B/16.51 & B/16.53)

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MSC Circular 1131
(14 Dec 2004)

Voluntary Self-Assessment Tool for Port Facility Security:

- Monitoring of restricted areas (A/14.2.4 & A/14.3, B/16.21, B/16.22, B/16.23, B/16.24, B/16.27 & B/16.28)
- Supervising the handling of Cargo (A/14.2.5, A/14.3, B/16.30, B/16.31, B/16.32 & B/16.33)
- Supervising the handling of ship's stores (A/14.2.6, A/14.3, B/16.38, B/16.40 & B/16.4)

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MSC Circular 1131
(14 Dec 2004)


Voluntary Self-Assessment Tool for Port Facility Security:

- Ensuring security communication is readily available (A/14.2.7 & A/14.3, B/16.8.4 & B/16.8.5)
- Training, Drills & Exercise (A/18.1, B/18.2, B/18.3 & B/18.6)

Recommendations

Outcome of Voluntary Self-Assessment

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Voluntary self-assessment

It is suggested that Contracting Governments self-assess their processes post-implementation and thereafter at least on a five yearly basis

Port facilities should self-assess, at least annually.

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Voluntary self-assessment

Anyone undertaking the self-assessment should, at least, have knowledge of:

- the requirements of SOLAS Chapter XI-2 and the ISPS Code;
- general security principles, and
- the operation of port facilities

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Voluntary self-assessment questionnaire for Contracting Governments

The questionnaire is intended to aid those conducting the voluntary self-assessment to document the Contracting Government's strategy in its implementation of the provisions in SOLAS Chapter XI-2 and the ISPS Code relating to port facility security

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Voluntary self-assessment questionnaire for Contracting Governments

The questionnaire has six (6) sections:

- the Implementation process
- Port Facility Security Assessment (PFSA)
- Port Facility Security Plan (PFSP)
- Security Levels
- Declaration of Security (DOS)
- Delegation of Tasks and Duties

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Voluntary self-assessment questionnaire for Contracting Governments

Implementation Process (10)

- Who is the Designated Authority? (SOLAS regulation XI-2/1.11)
- What is the national legislative basis for the implementation of the ISPS Code? (SOLAS regulations XI-2/2 and XI-2/10)
- What guidance to industry was released to implement the ISPS Code? (SOLAS regulations XI-2/2 and XI-2/10)

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- What are the means of communication with port facilities regarding ISPS Code implementation? (SOLAS regulations XI-2/3 and XI-2/10)
- What processes are in place to document initial and subsequent compliance with the ISPS Code? (SOLAS regulation XI-2/10.2)
- What is the Contracting Government's definition of a Port Facility? (SOLAS regulation XI-2/1.1)

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What are the procedures used to determine the extent to which port facilities are required to comply with the ISPS Code, with particular reference to those port facilities that occasionally serve ships on international voyages? (SOLAS regulations XI-2/1, XI-2/2.2)

Has the Contracting Government concluded in writing bi-lateral or multi-lateral agreements with other Contracting Governments on alternative security agreements? (SOLAS regulation XI-2/11.1)

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- Has the Contracting Government allowed a port facility or group of port facilities to implement equivalent security arrangements? (SOLAS regulation XI-2/12.1)
- Who has the responsibility for notifying and updating the IMO with information in accordance with SOLAS regulation XI-2/13? (SOLAS regulation XI-2/13)

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Port Facility Security Assessments (PFSAs) (9)

Who conducts PFSAs? (SOLAS regulation XI-2/10.2.1, ISPS Code sections A/15.2 and 15.2.1)

How are PFSAs conducted and approved? (ISPS Code sections A/15.2 and 15.2.1)

What minimum skills are required for persons conducting PFSAs? (ISPS Code section A/15.3)

Are PFSAs used for each Port Facility Security Plan? (ISPS Code section A/15.1)

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Do single PFSAs cover more than one port facility? (ISPS Code section A/15.6)

Who is responsible for informing the IMO if the single PFSAs covers more than one port facility? (ISPS Code section A/15.6)

What national guidance has been developed to assist with the completion of PFSAs? (SOLAS regulation XI-2/10.2.1)

What procedures are in place for determining when re-assessment takes place? (ISPS Code section A/15.4)

What procedures are in place for protecting the PFSAs from unauthorized access or disclosure? (ISPS Code section A/15.7)

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Port Facility Security Plans (PFSPs) (5)

- How are Port Facility Security Officers designated? (ISPS Code section A/17.1)
- What are the minimum training requirements that have been set by the contracting government for PFSOs? (ISPS Code section A/18.1)

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- Are procedures used to determine the individuals/organizations responsible for the preparation of the PFSP? If yes, please describe.
- Are procedures in place to protect PFSPs from unauthorized access? (ISPS Code sections A/16.7 and A/16.8)
- What procedures are in place for approval and subsequent amendments of the PFSPs? (ISPS Code section A/16.6)

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Security Levels (4)

Who is the authority responsible for setting the security level for port facilities? (SOLAS regulation XI-2/3.2)

What are the procedures for communicating security levels to port facilities by the responsible authority? (SOLAS regulation XI-2/3.2)

What are the procedures for communicating port facilities' security levels to ships? (SOLAS regulations XI-2/4.3 and XI-2/7.1)

What are the contact points and procedures for receiving ships' security level information in the Contracting Government and for notifying ships of contact details? (SOLAS regulation XI-2/7.2)

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Declaration of Security (2)

What procedures are used to determine when a Declaration of Security is required? (SOLAS regulation XI-2/10.3, ISPS Code section A/5.1)

What is the minimum time frame that a Declaration of Security is required to be retained? (ISPS Code section A/5.6)

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Voluntary self-assessment questionnaire for Contracting Governments

Delegation of Tasks and Duties (2)

What tasks and duties have the contracting government delegated to Recognized Security Organizations (RSOs) or others? (ISPS Code section A/4.3)

To whom have these tasks and duties been delegated? What oversight procedures are in place? (SOLAS regulation XI-2/13.2)

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Voluntary self-assessment tool for Port Facility security

The self-assessment tool can be used to examine the status of ISPS Code implementation

The tool will help identify any aspects of the ISPS Code that the port facility/port facility security officer or SOLAS Contracting Government (Designated Authority) can address to enhance the ISPS Code Implementation process

If amendment is to the approved Port Facility Security Plan is needed the changes may have to be submitted to the Designated Authority for its approval

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Voluntary self-assessment tool for Port Facility security

Port Facility Overview

- Name of port facility
- Name of operator/authority
- Name of Port, if applicable
- Name of PFSO
- Average number of SOLAS vessels handled per annum

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Particular characteristics of the Port Facility which may increase the likelihood of being a target of a security incident

- Passenger ships
- Ro-ro / container terminal
- Explosives
- Oil / gas refinery / terminal
- LPG, LNG or petrol storage
- Other dangerous goods
- Near military installation
- Military vessels
- Embarkation of military personnel or cargo
- Other (describe)

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Voluntary self-assessment tool for Port Facility security

There are nine (9) sections:

1. Ensuring the performance of port facility security duties;
2. Controlling access to the port facility;
3. Monitoring of the port facility, including anchoring and berthing area(s);
4. Monitoring of restricted areas;
5. Supervising the handling of cargo;
6. Supervising the handling of ship's stores;
7. Ensuring security communication is readily available;
8. Training, drills and exercises, and
9. Miscellaneous

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Each section has sub-sections relating to:

- the mandatory requirements in Part A of the ISPS Code, and
- the guidance provided in Part B of the Code.

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Yes No Other

Pose question

Add comment

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1. Ensuring the performance of port facility security duties (ISPS Code sections A/14.2.1 and A/14.3) Part A (4)

Does the port facility's means of ensuring the performance of all security duties meet the requirements set out in the PFSP for security level 1 and 2? (ISPS Code section A/14.2.1)

Has the port facility established measures to prevent weapons or any other dangerous substances and devices intended for use against persons, ships, or the port, from entering the facility? (ISPS Code section A/16.3.1)

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Has the port facility established evacuation procedures in case of security threats or breaches of security? (ISPS Code section A/16.3.5)

Has the port facility established procedures for response to an activation of a ship security alert system? (ISPS Code section A/16.3.14)

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Organization of Port Facility Security Duties (ISPS Code paragraph B/16.8) Part B (14)


Has the port facility established the role and structure of the security organization? (ISPS Code paragraph B/16.8.1)

Has the port facility established the duties and responsibilities for personnel with security roles? (ISPS Code paragraph B/16.8.2)

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- Has the port facility established the training requirements for personnel with security roles? (ISPS Code sections A18.1, A/18.2, A/18.3 and paragraph B/16.8.2)
- Has the port facility established the performance measures needed to assess the individual effectiveness of personnel with security roles? (ISPS Code paragraph B/16.8.2)




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- Has the port facility established their security organization's link with other national or local authorities with security responsibilities? (ISPS Code paragraph B/16.8.3)
- Has the port facility established procedures and practices to protect security-sensitive information held in paper or electronic format? (ISPS Code paragraph B/16.8.6)
- Has the port facility established procedures to assess the continuing effectiveness of security measures and procedures? (ISPS Code paragraph B/16.8.7)



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- Has the port facility established procedures to assess security equipment, to include identification of, and response to, equipment failure or malfunction? (ISPS Code paragraph B/16.8.7)
- Has the port facility established procedures governing submission and assessment of reports relating to possible breaches of security or security concerns? (ISPS Code paragraph B/16.8.8)




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- Has the port facility established procedures to maintain and update records of dangerous goods and hazardous substances, including their location within the port facility? (ISPS Code paragraph B/16.8.11)
- Has the port facility established a means of alerting and obtaining the services of waterside patrols and search teams, to include bomb and underwater specialists? (ISPS Code paragraph B/16.8.12)
- Has the port facility established procedures for assisting, when requested, Ship Security Officers in confirming the identity of those seeking to board the ship? (ISPS Code paragraph B/16.8.13)



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- Has the port facility established the procedures for facilitating shore leave for ship's crew members or personnel changes? (ISPS Code paragraph B/16.8.14)
- Has the port facility established the procedures for facilitating visitor access to the ship, to include representatives of seafarers' welfare and labour organizations? (ISPS Code paragraph B/16.8.14)




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2. Controlling access to the port facility (ISPS Code sections A/14.2.1, A/14.2.2 and A/14.3) Part A (2)

- Does the port facility's means of controlling access to the port facility meet the requirements set out in the PFSP for security level 1 and 2?
- Does the port facility's means of controlling access to the port facility meet the requirements set out in the PFSP for security level 1 and 2?



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Establish Facility Security Measures (ISPS Code paragraphs B/16.10 and B/16.19.1) Part B (4)

Has the port facility identified the appropriate location(s) where security measures can be applied to restrict or prohibit access. These should include all access points identified in the PFSP at security level 1 and 2? (ISPS Code paragraphs B/16.11, B/16.19.1)

Does the port facility specify the type of restrictions or prohibitions, and the means of enforcement to be applied at all access points identified in the PFSP at security level 1 and 2? (ISPS Code paragraphs B/16.11 B/16.19.2, B/16.19.3)

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- Has the port facility established measures to increase the frequency of searches of people, personal effects, and vehicles at security level 2? (ISPS Code paragraph B/16.19.4)
- Has the port facility established measures to deny access to visitors who are unable to provide verifiable justification for seeking access to the port facility at security level 2 (ISPS Code paragraph B/16.19.5)

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Establish Security Measures for Individuals (ISPS Code paragraph B/16.12) Part B (10)

Has the port facility established the means of identification required to access and remain unchallenged within the port facility? (ISPS Code paragraph B/16.12)

Does the port facility have the means to differentiate the identification of permanent, temporary, and visiting individuals? (ISPS Code paragraph B/16.12)

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- Does the port facility have the means to verify the identity and legitimacy of passenger boarding passes, tickets, etc? (ISPS Code paragraph B/16.12)
- Has the port facility established provisions to ensure that the identification systems are regularly updated? (ISPS Code paragraph B/16.12)

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Has the port facility established provisions to facilitate disciplinary action against those whom abuse the identification system procedures? (ISPS Code paragraph B/16.12)

Has the port facility created procedures to deny access and report all individuals who are unwilling or unable to establish their identity or purpose for visit to the PFSP and to the national or local authorities? (ISPS Code paragraph B/16.13) Part B - Search Locations (ISPS Code paragraph B/16.14)

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- Has the port facility identified a location(s) for searches of persons, personal effects, and vehicles that facilitates continuous operation, regardless of prevailing weather conditions? (ISPS Code paragraph B/16.14)
- Does the port facility have procedures established to directly transfer persons, personal effects, or vehicles subjected to search to the restricted holding, embarkation, or vehicle loading area? (ISPS Code paragraph B/16.14)

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Has the port facility established separate locations for embarking and disembarking passengers, ship's personnel, and their effects to ensure that unchecked persons do not come in contact with checked persons? (ISPS Code paragraph B/16.15)

Does the PFSP establish the frequency of application of all access controls? (ISPS Code paragraph B/16.16)

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Establish Control Points (ISPS Code paragraph B/16.17) Part B (2)

Does the PFSP establish control points for restricted areas bounded by fencing or other barriers to a standard which is approved by the national government? (ISPS Code paragraph B/16.17.1)

Does the PFSP establish the identification of and procedures to control access points not in regular use which should be permanently closed and locked? (ISPS Code paragraph B/16.17.7)

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3. Monitoring of the port facility, including anchoring and berthing area(s) (ISPS Code sections A/14.2.3 and A/14.3) Part A (1)

Does the facility's means of monitoring the port facility, including berthing and anchorage area(s) meet the requirements set out in the PFSP for security level 1 and 2?

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Scope of Security Monitoring (ISPS Code paragraph B/16.49) Part B (6)

Does the port facility have the capability to continuously monitor on land and water the port facility and its nearby approaches? (ISPS Code paragraph B/16.49)

Which of the following means are employed to monitor the port facility and nearby approaches? (ISPS Code paragraph B/16.49):

- Patrols by security guards
- Patrols by security vehicles
- Patrols by watercraft
- Automatic intrusion-detection devices
- Surveillance equipment

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- If automatic intrusion-detection devices are employed, do they activate an audible and/or visual alarm(s) at a location(s) that is continuously monitored? (ISPS Code paragraph B/16.50)
- Does the PFSP establish procedures and equipment needed at each security level? (ISPS Code paragraph B/16.51)

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Has the port facility established measures to increase the security measures at security level 1 and 2 (ISPS Code paragraphs B/16.51, B/16.53.1, B/16.53.2 and B/16.53.3):

- Increase intensity and coverage of lighting and surveillance equipment
- Increase frequency of foot, vehicle & waterborne patrols
- Assign additional personnel
- Surveillance

Does the PFSP establish procedures and equipment necessary to ensure that monitoring equipment will be able to perform continually, including consideration of the possible effects of weather or power disruptions? (ISPS Code paragraph B/16.51)


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Illumination at Port Facility (ISPS Code section A/14.3 and paragraph B/16.49.1) Part B (1)

Does the port facility have adequate illumination, to allow for detection of unauthorized persons at or approaching access points, the perimeter, restricted areas and ships, at all times including the night hours and periods of limited visibility? (ISPS Code paragraph B/16.49.1)




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4. Monitoring of restricted areas (ISPS Code sections A/14.2.4 and A/14.3) Part A (1)

Does the port facility's means of limiting and monitoring access to restricted areas meet the requirements of the PFSP for security level 1 and 2? (ISPS Code sections A/14.2.4 and A/14.3)



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Establishment of Restricted Areas (ISPS Code paragraph B/16.21) Part B (2)

Are restricted areas identified within the port facility? (ISPS Code paragraph B/16.21)

Which of the following elements are identified for restricted areas in the PFSP? (ISPS Code paragraph B/16.21):

- Extent of area
- Times of application
- Security measures to control access to areas
- Security measures to control activities within areas
- Measures to ensure restricted areas are swept before and after establishment



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Security Measures (ISPS Code paragraph B/16.22) Part B (10)

Are restricted areas clearly marked, indicating that access to the area is restricted and that unauthorized presence constitutes a breach of security? (ISPS Code paragraph B/16.23)

Are measures established to control access by individuals to restricted areas? (ISPS Code paragraph B/16.22.1)




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- Does the port facility have the means to ensure that passengers do not have unsupervised access to restricted areas? (ISPS Code paragraph B/16.12)
- Are measures established to control the entry, parking, loading, and unloading of vehicles? (ISPS Code paragraph B/16.22.2)
- Are measures established to control movement and storage of cargo and ship's stores? (ISPS Code paragraph B/16.22.3)




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Are measures established to control unaccompanied baggage or personal effects? (ISPS Code paragraph B/16.22.4)


If automatic intrusion-detection devices are installed, do they alert a control centre capable of responding to the alarm? (ISPS Code paragraph B/16.24)



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- Which of the following security measures are utilized to control access to restricted areas? (ISPS Code paragraph B/16.27):
- Permanent or temporary barriers to surround restricted area
- Access points controlled by security guards when in use
- Access points that can be locked or barred when not in use
- Use of passes to indicate a person's authorization for access
- Marking of vehicles that are allowed access
- Use of guards and patrols
- Use of automatic intrusion-detection devices or surveillance equipment and systems
- Control of vessel movement in vicinity of ships using port facility




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Has the port facility established measures to enhance the security of restricted areas for security level 2? (ISPS Code paragraph B/16.28):


- Enhance barriers
- Reduce access points
- Enhance control of access points
- Restrict parking
- Control movement within
- Continuously monitor
- Enhance frequency of patrols
- Limiting access to spaces adjacent to ship



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- Has the port facility established measures to enhance the effectiveness of barriers, reduce access points, and enhance access control for restricted areas at security level 2 (ISPS Code paragraph B/16.28)




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5. Supervising the Handling of Cargo (ISPS Code sections A/14.2.5 and A/14.3 Part A (1))

Does the port facility's means of supervising the handling of cargo meet the requirements identified in the PFSP for security level 1 and 2?




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Prevent Tampering (ISPS Code paragraph B/16.30.1) Part B (6)


Are measures employed to routinely monitor the integrity of cargo, including the checking of seals, upon entry to the port facility and whilst stored in the port facility at security level 1 and 2? (ISPS Code paragraph B/16.32.1)



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- Are measures employed to routinely monitor cargo transport units prior to and during cargo handling operations? (ISPS Code paragraph B/16.32.1)
- Which of the following means are employed to conduct cargo checking? (ISPS Code paragraph B/16.33):
- Visual exam
- Physical exam
- Scanning or detection equipment
- Other mechanical means
- Dogs



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Are restricted areas designated to perform inspections of cargo transport units if a container seal appears to have been compromised? (ISPS Code paragraph B/16.32.4)

Has the port facility established measures to intensify checks to ensure that only documented cargo enters the facility, and if necessary, is only stored on a temporary basis at security level 2? (ISPS Code paragraph B/16.35.2)

Has the port facility established measures to intensify vehicle searches, the frequency and detail of examining cargo seals, and other tampering prevention methods at security level 2? (ISPS Code paragraph B/16.35.3)

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Preventing the Acceptance of Unauthorized Cargo (ISPS Code paragraph B/16.30.2) Part B (2)

Are cargo delivery orders or equivalent cargo documentation verified before acceptance? (ISPS Code paragraph B/16.32.2)

Are procedures utilized to randomly or selectively search vehicles at facility access points? (ISPS Code paragraph B/16.32.3)

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Inventory Control (ISPS Code paragraph B/16.31) Part B (2)

Are inventory control procedures employed at facility access points? (ISPS Code paragraph B/16.31)

Are means of identification used to determine whether cargo inside the port facility awaiting loading has been either checked and accepted or temporarily stored in a restricted area? (ISPS Code paragraph B/16.31)

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6. Supervising the handling of ship's stores (ISPS Code sections A/14.2.6 and A/14.3) Part A (1)

Does the port facility's means of supervising the handling of ship's stores meet the requirements identified in the PFSP at security level 1 and 2? (ISPS Code section A/14.2.6)

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Ship's Stores Security Measures (ISPS Code paragraph B/16.38) Part B (10)

Are ship's stores examined to ensure package integrity at security level 1 and 2? (ISPS Code paragraphs B/16.38.1 and B/16.42.1)

Are procedures established to ensure that no ship's stores are accepted into the port facility without checking at security level 1 and 2? (ISPS Code paragraphs B/16.38.2 and B/16.42.2)

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- Which of the following means are employed to inspect ship's stores? (ISPS Code paragraph B/16.41):
- Visual exam
- Physical exam
- Scanning or detection equipment
- Other mechanical means
- Dogs
- Are procedures established to prevent the tampering of ship's stores? (ISPS Code paragraph B/16.38.3)

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Are ship's stores deliveries preceded with an advanced notification of load composition, driver information, and vehicle registration? (ISPS Code paragraph B/16.40.2)

Are unscheduled deliveries of ship's stores declined access to the port facility? (ISPS Code paragraph B/16.38.4)

Are there procedures in place to prevent ships' stores being accepted unless ordered? Are manifests and order documentation validated prior to allowing them into the port facility at security level 1 and 2? (ISPS Code paragraph B/16.38.4)

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- Are searches of vehicles delivering ship's stores performed prior to entry into the port facility? (ISPS Code paragraph B/16.38.5)
- Are there procedures in place to prevent ships' stores being accepted unless ordered? Are manifests and order documentation validated prior to allowing them into the port facility at security level 1 and 2? (ISPS Code paragraph B/16.38.4)
- Are searches of vehicles delivering ship's stores performed prior to entry into the port facility? (ISPS Code paragraph B/16.38.5)

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Are escorts provided for ship's stores delivery vehicles within the port facility at security level 1 and 2? (ISPS Code paragraphs B/16.38.6 and B/16.42.4)

Does the port facility increase the use of scanning/detection equipment mechanical devices, or dogs at security level 2? (ISPS Code paragraph B/16.14.2)

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7. Ensuring security communication is readily available (ISPS Code sections A/14.2.7 and A/14.3) Part A (1)

Do the port facility's communication equipment and procedures meet the requirements identified in the PFSP at security level 1 and 2? (ISPS Code section A/14.2.7)

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Effectiveness of Communication Equipment and Procedures (ISPS Code paragraph B/16.8.4) Part B (5)

Is the port facility equipped with auxiliary communication systems for both internal and external communications that are readily available regardless of security level, weather conditions or power disruptions at security level 1 and 2? (ISPS Code paragraph B/16.8.4)

Are security personnel trained on communication equipment to ensure efficiency? (ISPS Code paragraph B/16.8.4)

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Voluntary self-assessment tool for Port Facility security

- Are telephone numbers for key personnel accurate and routinely validated? (ISPS Code paragraph B/16.8.4)
- Are procedures in place to ensure that port facility communication systems and equipment are serviced and maintained? (ISPS Code paragraph B/16.8.4)
- Has the port facility established procedures and means for the PFSO to effectively disseminate changes in the security level at the port facility or with a vessel interfacing with the port? (ISPS Code paragraph B/16.8.4)

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Protection of Communication Equipment and Facilities (ISPS Code paragraph B/16.8.5) Part B (2)

Are security procedures established to protect radio, telecommunication equipment and infrastructure, and computer systems? (ISPS Code paragraph B/16.8.5)

Are entry control procedures established to restrict access of communication facilities and infrastructure? (ISPS Code paragraph B/16.8.5)

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8. Training, Drills and Exercises (ISPS Code section A/18) Part A (2)

Has the PFSP and appropriate port facility security personnel received sufficient training to perform their assigned duties as identified in the PFSP? (ISPS Code sections A/18.1 and A/18.2)

Has the port facility implemented drills and exercises? (ISPS Code sections A/18.3 and A/18.4)

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Training, drills, and exercises on port facility security (paragraphs B/18.1, B/18.2, B/18.3, and B/18.6) Part B (2)

Are the PFSP, personnel with security duties and all other port facility personnel familiar with the relevant provisions of the PFSP and have they received the appropriate levels of training? (paragraphs B/18.1, B/18.2 and B/18.3)

Are security drills conducted at least every three months and security exercises conducted at least once each calendar year with no more than 18 months between the exercises? (ISPS Code paragraphs B/18.5 and B/18.6)

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9. Miscellaneous

Has the port facility established procedures and adopted measures with respect to ships operating at a higher security level than the port facility? (ISPS Code paragraphs B/18.5 and B/18.6)

Has the port facility established procedures and adopted measures which can be applied when:

- It is interfacing with a ship which has been at a port of a State which is not a Contracting Government
- It is interfacing with a ship to which the ISPS Code does not apply
- service vessels covered by the PFSP are interfacing with fixed or floating platforms or mobile offshore drilling units on location

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Recommendations

Recommendations for action should be prepared for each of the nine sections.

The analysis of each section should record any deficiencies that have been identified and indicate how they could be mitigated.

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- Outcome of the voluntary self-assessment
- The findings of the voluntary self-assessment and any other issues arising from the self-assessment should be summarized.
- The "Outcome of the Voluntary Self-Assessment" box should be used to provide a brief record of the self-assessment process and with the comments in the "Recommendations" boxes will form the basis for future security planning. A schedule for the implementation of recommendations should be included

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Voluntary self-assessment tool for Port Facility security

The results may involve changes in security measures and procedures which can be implemented by the port facility itself

Depending on the Designated Authority's policy on amendments of an approved Port Facility Security Plan (PFSP) changes to the PFSP may have to be submitted to it for approval.

Prior to the submission of amendments to an approved PFSP the Designated Authority may require the preparation, submission and approval of a revised Port Facility Security Assessment (PFSA)

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MSC Circular 1132
(14 Dec 2004)

Maritime Safety Committee at its 79 session (1 to 10 Dec 2004) approved the guideline on voluntary self-assessment by Contracting Government and Port Facilities

MSC Circular 1132 was promulgated

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MSC Circular 1132
(14 Dec 2004)

Setting of Security Level

A Contracting Government can set the same security level to apply to all its ports and port facilities or apply different security levels to a specific port or port facility, to a group of ports or port facilities or to part of a port or a port facility.

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MSC Circular 1132
(14 Dec 2004)

Setting of Security Level

Notwithstanding the set security level applying to a port facility, if a threat emerges or an incident occurs the port facility will have to respond to the security threat or incident as it develops, in accordance with the port facility security plan, without waiting for the Contracting Government to set a higher security level. The port facility should report the threat or incident, and the action taken, to the Contracting Government at the earliest practicable opportunity.

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MSC Circular 1132
(14 Dec 2004)

Declaration of Security

The practice of requiring or responding to requests for a DoS should be set out in the Port Facility Security Plan (PFSP)

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MSC Circular 1132
(14 Dec 2004)

Declaration of Security

A ship has to comply with a request from a port facility to complete a DoS, a port facility does not have to comply with a request for the completion of a DoS from a ship, though a request from a ship to complete a DoS has to be acknowledged by the port facility.

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MSC Circular 1132
(14 Dec 2004)

Control of Access

- Control of access by shore based personnel to ships when in port should be regulated under the provisions of the respective PFSP
- In general every effort should be made to facilitate such access unless there are specific security-related reasons specified in the PFSP for not doing so.

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MSC Circular 1132
(14 Dec 2004)

Identification

Stevedores and other port workers should carry identification issued by the port facility or a local authority responsible for the engagement or employment of stevedores.

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MSC Circular 1132
(14 Dec 2004)

Reading of draught marks and safety-related inspections

Such arrangements will require co-ordination between the PFSO and the relevant control authorities and there should be a presumption that they will be facilitated unless a specific security threat exists at the port facility.

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MSC Circular 1132
(14 Dec 2004)

Lifeboat and evacuation drills and exercises

If Lifeboat and evacuation drills and exercises are planned when the ship is in port, the arrangements to allow them to be undertaken should be agreed in advance by the ship, the PFSO or control authorities. There should be a presumption that such drills or exercises will be facilitated unless a specific security threat exists.

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MSC Circular 1156
(23 May 2005)

The Committee, at its eightieth session (11 to 20 May 2005), in an effort to assist those concerned with the matter, approved the Guidance on the access of public authorities, emergency response services and pilots on board ships to which SOLAS chapter XI-2 and the ISPS Code apply.

MSC Circular 1156 was promulgated.

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MSC Circular 1156
(23 May 2005)

Public Authorities

- With appropriate identification documents, which should include a photograph of the holder, where appropriate, to
- Entitle them to enter port facilities when performing their official duties and to have procedures whereby the authenticity of such documents might be verified.
- Public authorities properly identified and acting in the course of their duties should not be subject to searches



MSC Circular 1156 (23 May 2005)

Emergency Response Services

- Emergency response services need to show only the identity document of the person-in-charge of the team responding to the incident, where practicable.
- properly identified emergency response personnel who are responding to an emergency, for example fire, should not be subject to search



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Towards Enhancing Port & Maritime Security in the ASEAN and APEC Region

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MLIT-Japan 1

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Why ASEAN-Japan need to cooperate on maritime security?

The weak points of SOLAS/ISPS
Where no external audit scheme exists for security measures, unless every country implement and maintain effective security measures at their ports and on their ships, our trade network can not be secured.

- Ensure that terrorists or dangerous substances do not infiltrate ships or cargo bound for overseas!
- Ensure that terrorists or dangerous substances do not infiltrate ships on the sea
- Government checks conformity with the ISPS and issues certificates to its flag ships.
- Government approves port facility security plans of its ports.

A/J Maritime Transport Security Program

- Improve maritime security in ASEAN-Japan region by exchanging information, experiences & best practices on security policy
- Promote cooperation on capacity building
- Discuss necessary initiatives enhancing maritime security and recommend them to STOM Maritime Transport WG, if necessary

Protect Japanese port facilities etc. against sabotage by terrorists!

Check the validity of ship certificates by Port State Control

Plan and implement security measures at port facilities

Trade partners may be in danger if one port does not implement effective security measures

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Enhancing security of our ports leads to mutually benefits

ASEAN and Japan are major trade partners to each other. Thus, enhancing security of Japanese ports leads to the security of ASEAN and vice versa.

Export of ASEAN (Value)

(2003)

Import of ASEAN (Value)

(2003)

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In January 2002, Japan's Prime Minister Junichiro KOIZUMI delivered a speech in Singapore.

- A new ASEAN-Japan relationship based on a spirit of "sincere and open partnership".
- This new relationship would enhance the cooperative partnership towards the future based on the concept of "acting together and advancing together"

MLIT-Japan proposed to develop a new cooperation framework on the field of transport in 13th ASEAN STOM, held in Yogyakarta on 30 April – 1 May 2002.

MLIT-Japan 4

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ASEAN-Japan Transport Partnership Projects

Currently, 21 projects are in progress among them, 7 projects are maritime & port projects

- > AJMT-1 ASEAN-Japan Seafarers Policy Cooperation
- > AJMT-2 ASEAN-Japan Maritime Transport Security Program
- > AJMT-3 ASEAN-Japan Cruise Promotion Project
- > AJMT-4 ASEAN-Japan High-Speed Maritime Network
- > AJMT-5 ASEAN "Mega-Float" Promotion Project
- > AJMT-6 ASEAN-Japan Port Technology Joint Research Project
- > AJMT-7 ASEAN-Japan Cooperation on Coast Guard Development

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ASEAN-Japan Maritime Transport Security Program

ASEAN-Japan 1st Seminar on Maritime Security and Combating Piracy (2003.12)
In response to the requests from ASEAN countries to hold training course for PFSOs, Japan decided to hold Port Security Seminar in cooperation with Singapore.

- Indonesia - Japan Port Facility Security Seminar (2004.3)
- Philippines - Japan Port Facility Security Workshop (2004.4)
- Myanmar - Japan Port Facility Security Seminar (2004.5)
- Cambodia - Japan Port Facility Security Seminar (2004.5)
- Vietnam - Japan Port Facility Security Seminar (2004.6)

2004.7- SOLAS/ISPS entered into force

ASEAN-Japan 2nd Seminar on Maritime Security and Combating Piracy (2005.3)
Exchange information on ISPS implementation in each country. Japan informed that JICA will hold a training course for port security officials of ASEAN countries.

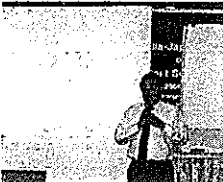
- Thailand - Japan Port Facility Security Seminar (2005.7)

2005.10 JICA Training Course on Port Facility Security

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JICA JICA/APEC Seminar on Port Security

Technical Cooperation on Port Security

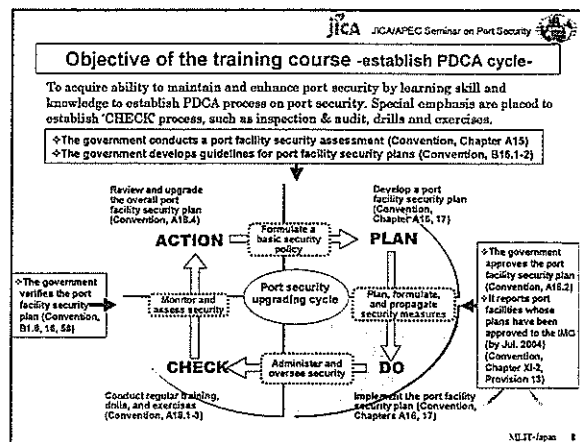


**Seminar in Cambodia
Phnom Penh, May 28th, 2004**

**Study for Port Security
Enhancement Program in
Indonesia started from
Apr.2005**



MLIT-Japan 7



JICA JICA/APEC Seminar on Port Security

JICA Seminar on Port Facility Security

- One-month JICA training course for ASEAN countries in Yokohama, Japan -

- Schedule:** October 2, 2005 – October 28, 2005
- Venue:** JICA Yokohama Centre, Japan
- Invited Countries:** (ODA recipient countries)
Cambodia, Indonesia, Malaysia, Myanmar, Philippines, Thailand, and Vietnam (Singapore will join as lecturers)
- Curriculum**
 - 1st week: Basic knowledge**
Basic knowledge on ISPS, security regime and initiative under IMO and major countries including Japan, security threat and terrorist activity
 - 2nd week: Site visit**
Site visit to various types of port facilities at Nagoya, Kitakyusyu and Hakata ports
 - 3rd week: ASEAN-Japan Port Security Workshop and Policy Dialog**
Hold practical Workshop with lecturers from Singapore. On the last day of the WS, hold a policy dialog to discuss further initiatives enhancing port security in the region.
 - 4th week: Application**
Interactive exercises on PFSA, PFSP and Audits

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JICA JICA/APEC Seminar on Port Security

ASEAN-Japan Maritime Transport Security Program (proposal)

- ◆ **1st Stage** (until 2004.7: "Plan" stage):
One-day seminars in ASEAN countries on how to comply with the SOLAS
- ◆ **2nd Stage** (2004.7- 2005: "Do" stage):
 - One-month training course in Japan on how to practically implement and maintain compliance with ISPS code.
 - Each country identifies its remaining issues and make its plan and goal to solve them such as by utilizing IMO self-assessment tool.
 - Based on each country's plan, formulate a regional action plan aiming at enhancing maritime & port security in ASEAN-Japan region.
- ◆ **3rd Stage** (2006-2008: "Check & Action" stage):
- Japan assists ASEAN countries in implementing the action plan, such as by holding training course and workshops, developing PFSA & PFSP guidance and conducting joint international security communication exercise, etc.

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ASEAN-Japan Regional Action Plan on Port Security (RAP)

- **CONTENTS:** Individual country's action plan + Collective action plan under ASEAN-Japan Maritime Security Program
- **OBJECTIVE:** Enhance maritime security in the region through individual and collective efforts
- **GOAL:** Establish PDCA (Plan-Do-Check-Action) cycle to enable effective and continuous implementation of security measures in each country
- **PERIOD:** 2006-2009 (to review & if necessary, upgrade PFSP by July 2009)
- **NATURE:** Voluntary participation, non-binding and open plan, basically unclassified

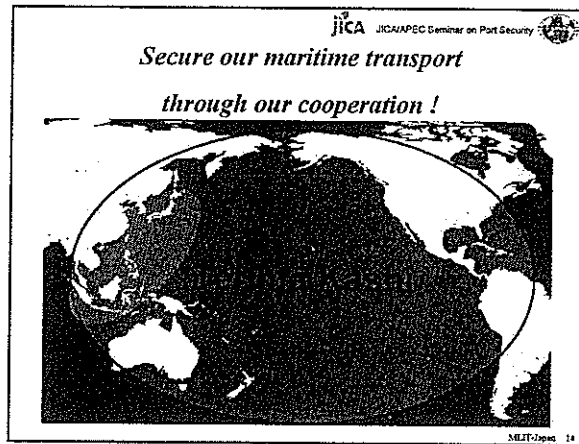
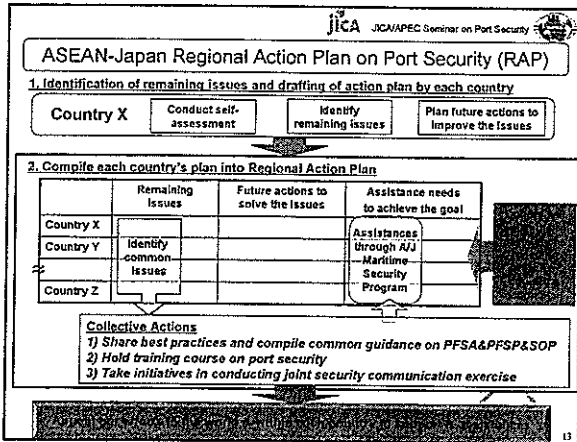
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Typical remaining issues on port security (examples)

- 1. Effective & continuous implementation of security measures (establishment of PDCA cycle)**
 - Review and improve risk assessments and Security plans
 - Improve and update national guidelines for PFSA, PFSP and Standard Operating Procedure (SOP)
 - Conduct inspection or audit on the implementation status of port facility security measures
 - Conduct joint-patrol, joint-training and exercises in cooperation with relevant agencies
 - Evaluate security vs. efficiency in order to balance them and maintain the sustainability of port security
- 2. Cooperation with relevant agencies**
 - Improve security information gathering and analyzing scheme to assess the risks and to determine security level
 - Develop patrolling scheme in cooperation with law enforcement agencies (such as waterway patrol)
- 3. Stakeholder management**
 - Promulgate port security policy, discipline, security measures and security awareness to the industry
 - Continue efforts on public relation to neighborhood and citizens
- 4. Capacity building**
 - Continue providing training courses to the relevant staff (including English-speaking ability of PFSAOs)
- 5. Upgrading of security equipment**
 - Increase capability of surveillance and tracking system to control vessels in and out of ports
 - Utilize IT to enhance security and efficiency of the logistic (such as intelligent gates system)
- 6. Regional and international cooperation**
 - Exchange and update information on port and maritime security
 - Pursue regional and international cooperate in fighting against terrorism
 - Cooperate in capacity building of institution and personnel

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POLICY AND CURRENT ISSUES OF PORT SECURITY

BY DIRECTOR OF SEA AND COASTGUARD

**ON JICA - DGST SEMINAR ON IMPLEMENTATION OF PORT
SECURITY MEASURES**

JAKARTA , 21 JUNE 2006.

Distinguished Representative Japan Embassy, US Embassy and Australia Embassy.

Distinguished Resident Representative JICA Indonesia – Mr. Takeuci,

Distinguished Guest Mr. Paul – Team Leader US Coastguard

Distinguished Guest, Mr. Andrew – Transport Attaché

Distinguished guest, participants, Ladies and gentlemen, Good morning.

It is a great pleasure for me to welcome and address you at this seminar, which has been convened by the JICA Study Team.

I would like to express my deep appreciation and thanks to the JICA Study Team in conducting this seminar.

The Government of Indonesia is very concerned to the security and safety of ships, offshore, and ports, and is therefore the Policy of the Government of Indonesia is committed to prevent and to combat any kinds of maritime crime, including : act of Piracy and Armed robbery against ships, and acts of terrorism in Indonesian territory, including in Ports.

The Government of Indonesia, starting from 1st July 2004, implemented the Mandatory Requirement regarding the Provision of Chapter XI - 2 of the International Convention for the Safety of Life at Sea. (SOLAS), 1974 as amended (International Ship and Port Facility Security Code / ISPS Code).

This Code applies to :

- 1 . The following types of ships engaged on international voyages:
 - passenger ships, including high-speed passenger craft;
 - cargo ships, including high-speed craft, of 500 gross tonnage and upwards; and
 - mobile offshore drilling units; and
2. Port facilities serving such ships engaged-on international voyages.

Since implementing the ISPS code (since 1st July 2004), the Department of Transportation / the Directorate General of Sea Transportation took actions among others :

- 1 Enacted the national regulations in the forms of Ministerial decree, Director General decree ;
- 2 Appointed the Recognized Security Organization (called RSO) (total number is 26) ;
- 3 Approved Port Facility Security Assessment (PFSA) ,
- 4 Approved Port Facility Security Plan (PFSP) ;
- 5 Approved Ship Security Plan (SSP) ;
- 6 Establishment of Port Security Committee (PSC) with national institutions, such as Police, Military, and local Government.
- 7 Verification ; and Certification

As developing country, the Government of Indonesia is facing difficulties in implementing the new provision of ISPS Code, among others because of :

- 1 So many ports opened for international trade,
- 2 Lack of expertise,
- 3 Limiting of financial to provide equipments and facilities,
- 4 To change the culture of personnel which involve in port security,

EFFORTS AND CO-OPERATIONS TO ENHANCE PORT SECURITY

Directorate General of Sea and Transportation is continuing to take Efforts And Co-operations To Enhance Port Security.

- 1 The Government of Indonesia is taking effort to continue to provides Equipments and Facilities of 9 Public Ports Facilities to comply ISPS Code (Pekanbaru, Banjarmasin, Samarinda, Bena, Ambon, Kupang, Blak, Kendari, Jayapura)
- 2 To enhance port security, in co-operation with JICA, to provide security equipments : X rays and CCTV for Port of Tg Priok - Jakarta, Tg Perak -Surabaya, and Batam (2005 finished).
3. To enhance port security, in co-operation with JICA - Japan, for Study on Enhancing Port Security in 26 Major Ports (Belawan, Dumai, Pekan baru, Tg Pinang, Balam, Teluk bayur , Palembang, Panjang, Tg Priok, Pontianak, Banten, Cilacap, Tg Emas Semarang, Tg Perak, Bena, Kupang, Banjarmasin, Samarinda, Balikpapan, Bitung, Kendari Makassar, Ambon, Sorong, Blak, and Jayapura).
The result of study will be followed by assistance through soft loan.

- 4 To enhance port security, in co-operation with Department of Energy of USA, to provide Nuclear screening for port of Tg Priok (in the process)
- 5 To enhance port security, in co-operation with US Trade Development Agency (USTDA) to provide a Study on Information Technology and telecommunication in Port of Tg Priok (Starting from December 2005)
- 6 To enhance port security, in co-operation with JICA, by providing an expert from Japan Coastguard , permanent stay in Jakarta during two years period (starting from June 2005).
- 7 To enhance port security, in co-operation with Department of Transportation- Australia (DOTARS), in conducting Training and Seminar on ISPS Code - Jakarta (August 2004).
- 8 Cooperation with MPA Singapore, in conducting Training on ISPSA Code, - Surabaya , (December 2004).

- 9 To enhance port security, in cooperation with US Coastguard, with the steps are :

- a. Visit of Vice Commandant of US Coastguard to Jakarta, 2005.
- b. Dispatched of Team of US Coastguard , September 2005, to five Ports of : Tg. Priok - Jakarta, Tg Perak Surabaya, Balikpapan, Banjarmasin, Dumai.
- c. Dispatched of Team US Coastguard, Jakarta March 2006 , for Professional Exchange on Port security with 13 Indonesian Experts .
- d. Dispatched of Team US Coastguard , Jakarta May 2006 , visited Port of Tg Priok.

- e. Team of US Coastguard will visit 4 Ports of Tg Priok, Tg Emas Semarang, Bontang, Dumai, during 19 - 30 June 2006, for last assessment to finalize the compliance of Indonesian ports to ISPS Code requirements.

The compliance of Indonesian ports will be affected to the policy of the US Coastguard
Cargoes and ships from non compliance ports countries will be refused to enter or will be re -inspected by US Coastguard when entering USA' ports/ territory.

The Government of USA will issue the circular letter to order the US Flag ships to increase, higher security level, when entering non compliance ports.

- f. Team of Experts of US Coastguard will conduct 3 weeks Boarding Officer Training at Sea and Coastguard Base of Jakarta, starting from 12 June 2006, but-training is postponed by US Embassy (informal information is due to approval of participants by the US Government).

10. To co-operate with DOTAR Australia, as follow up action of the Ministerial Meeting- Tokyo - 2006 , in the field of capacity building (in the process)

PORT FACILITIES AND SHIPS COMPLIED TO ISPS CODE are :

1. The total port facilities which has been comply to the ISPS code is 210 (26 Public ports Facilities and 184 Special Ports) .
2. The total number of Indonesian flag ships which has been comply to ISPS Code are 465.

To maintain the operational of the implementation of ISPS Code at any time, among other for :

- 1. PORT FACILITY SECURITY ORGANIZATION**
 - a. Training requirement / documentation
 - b. Response procedures to security threats or breaches of security
 - c. Drill and exercises
 - d. Who has arrest / detain authority
 - e. Relationship with outside agencies
- 2. ACCESS CONTROL**
 - a. Physical security (i.e. Fencing , gates, guards , etc)
 - b. Personnel access is controlled (i.e. access, cards, short term, permanent, etc)
 - c. Vendor access control
 - d. Container / cargo access control
 - e. Passenger embarkation / disembarkation security procedures for passengers and luggage (if applicable)
 - f. Crew procedures (leave,, crew change)
 - g. Restricted areas

- 3. CARGO CONTROLS**
 - Dangerous goods
 - Containers
 - Documentation.
- 4. SHIP'S STORES CONTROLS**
- 5. MONITORING THE FACILITY (INCLUDING ANCHORAGE , WATER SIDE, RESTRICTED AREAS)**
 - CCTV
 - Who conducts monitoring
 - Restricted Areas
 - Alarms
- 6. COMMUNICATIONS**
 - Within port
 - To designated authority

The Government of Indonesia committed to implement ISPS Code requirement consistently, and therefore took any kind of actions nationally and internationally to solve the difficulties facing by the State Owned Ports.

The Government of Indonesia extend the appreciation and gratitude to the Government of Japan for assistance and good cooperation in promoting the port security in Indonesia.

The Government of Japan should consider the follow up action to be taken for the implementation of ISPS Code in Indonesia, through the grant aid or soft loan from the Government of Indonesia.

That is my remark, thank you for your attention.

Jakarta, 21 - JUNI - 2006
DIRECTOR OF SEA AND COASTGUARD
SOEHARTO

Outline of JICA Study on the Port Security Enhancement Program in Indonesia

June 2006
JICA study team
Shuichi TSUDA

1. Necessity of Port Security

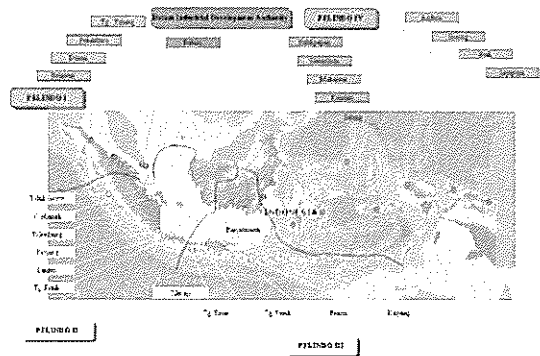
- Threat of terrorism
 - Adoption of the revised SOLAS Convention adopted in December 2002 became effective in July 2004
 - Threat of terrorism in Indonesia
 - Enhancing security of international trade ports in Indonesia
- indispensable for the development of the economy and society

2. Framework of the study

- Objectives of the study
- For ensuring effective security measures for major Indonesian public ports engaged in international trade

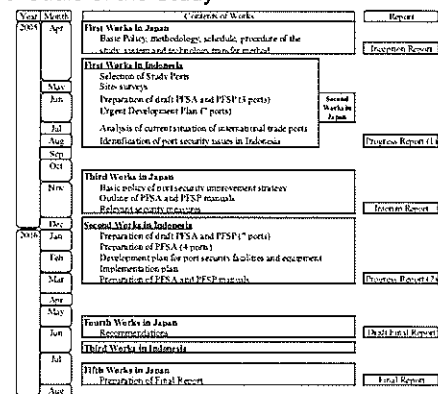
- (1) To conduct PFSA and prepare PFSP for ISPS non-compliant ports and to make a study on implementation of the ISPS Code for ISPS compliant ports
- (2) To prepare PFSA & PFSP manuals
- (3) To formulate the development plan for facilities, equipment and personnel training
- (4) To prepare and recommend a human resource development program
- (5) To recommend measures to strengthen the port security system in Indonesia

■ 26 Study Ports



Port Management Body	Port	Province	Comply with ISPS Code	PFSA	PFSP	Urgent Security Measures	Development Plan
PELINDO I	Belawan	North Sumatra	○				○
	Dampas	Riau	○				○
	Pekanbaru	Riau	○	○	○		○
BDA	Tanjung Pinang	Riau	○				○
	Batam	Riau	○				○
PELINDO II	Terak Bayur	West Sumatra	○				○
	Palmbeang	South Sumatra	○				○
	Pangkal	Lampung	○				○
	Tanjung Priok	DKI Jakarta	○				○
	Pontianak	West Kalimantan	○				○
PELINDO III	Banten Botongara	Banten	○				○
	Giliman	West Java	○	○	○		○
	Tanjung Emas	Central Java	○				○
	Tanjung Perak	East Java	○				○
PELINDO IV	Benoa	Bali		○	○		○
	Kayung	East Nusa Tenggara		○	○		○
	Hankaraman	South Kalimantan		○	○	○	○
	Samarinda	East Kalimantan		○	○	○	○
	Balikpapan	East Kalimantan		○	○	○	○
	Bitung	North Sulawesi		○	○	○	○
PELINDO V	Kendari	South Sulawesi		○	○	○	○
	Makassar	South Sulawesi		○	○	○	○
	Amboin	Maluku		○			○
	Sorong	Papua		○			○
	Blak	Papua		○			○
	Jayapura	Papua		○			○

■ Schedule of the Study



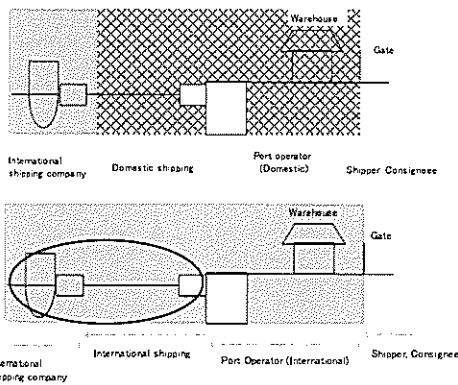
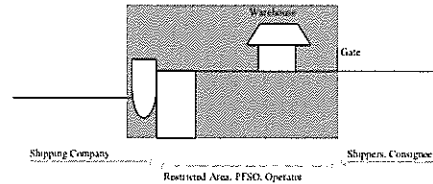
3. Present Situation on Port Security

(1) System and Organization

- Designated Authority=DGST
- Establishment of PSC, Appointment of PSO and PFSO
- Conduct of PFSA and formulation of PFSP
- Implementation of port security measures
- Audit (December, 2006)

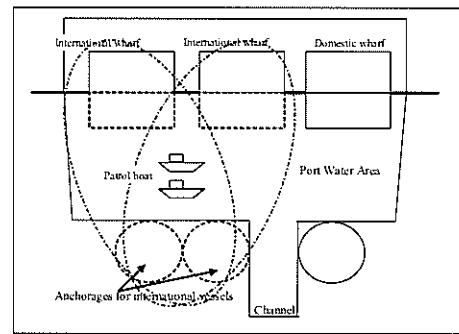
(2) Issues on Port Security

- River Port
 - + Restriction of water depth
 - + Cargo handling at an anchorage
 - + Security measures have to be applied to the anchorage as an "interface"



Water area security

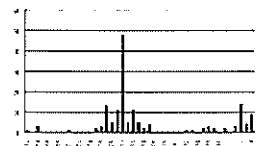
Alternative-1



Patrol boat

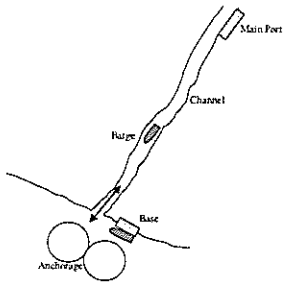
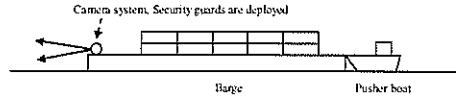
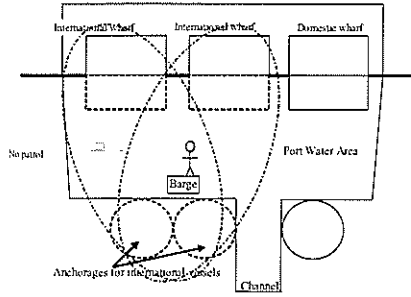
Port Operation	ADPH Class	Province	Name of Port	Class of Ground & Rescue class					Total
				I	II	III	IV	V	
1	II	North Sumatra	Belawan	1	1	1	1	1	5
2	I	Sumatra	Padang	1	1	1	1	1	5
3	II	Sumatra	Padang	1	1	1	1	1	5
4	II	Sumatra	Padang	1	1	1	1	1	5
5	II	Sumatra	Padang	1	1	1	1	1	5
6	I	West Sumatra	Teluk Bayur	1	1	1	1	1	5
7	I	South Sumatra	Pallemare	1	1	1	1	1	5
8	I	Sumatra	Padang	1	1	1	1	1	5
9	I	Sumatra	Padang	1	1	1	1	1	5
10	I	West Kalimantan	Pontianak	1	1	1	1	1	5
11	I	Sumatra	Padang	1	1	1	1	1	5
12	II	West Java	Padang	1	1	1	1	1	5
13	I	Central Java	Padang	1	1	1	1	1	5
14	I	West Java	Padang	1	1	1	1	1	5
15	II	East Java	Padang	1	1	1	1	1	5
16	II	East Java	Padang	1	1	1	1	1	5
17	I	South Kalimantan	Padang	1	1	1	1	1	5
18	II	East Kalimantan	Padang	1	1	1	1	1	5
19	I	East Kalimantan	Padang	1	1	1	1	1	5
20	I	North Kalimantan	Padang	1	1	1	1	1	5
21	II	South Kalimantan	Padang	1	1	1	1	1	5
22	I	North Kalimantan	Padang	1	1	1	1	1	5
23	I	North Kalimantan	Padang	1	1	1	1	1	5
24	II	North Kalimantan	Padang	1	1	1	1	1	5
25	II	North Kalimantan	Padang	1	1	1	1	1	5
26	II	North Kalimantan	Padang	1	1	1	1	1	5
27	II	North Kalimantan	Padang	1	1	1	1	1	5
28	II	North Kalimantan	Padang	1	1	1	1	1	5
29	II	North Kalimantan	Padang	1	1	1	1	1	5
30	II	North Kalimantan	Padang	1	1	1	1	1	5
31	II	North Kalimantan	Padang	1	1	1	1	1	5
32	II	North Kalimantan	Padang	1	1	1	1	1	5
33	II	North Kalimantan	Padang	1	1	1	1	1	5
34	II	North Kalimantan	Padang	1	1	1	1	1	5
35	II	North Kalimantan	Padang	1	1	1	1	1	5
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78	II	North Kalimantan	Padang	1	1	1	1	1	5
79	II	North Kalimantan	Padang	1	1	1	1	1	5
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81	II	North Kalimantan	Padang	1	1	1	1	1	5
82	II	North Kalimantan	Padang	1	1	1	1	1	5
83	II	North Kalimantan	Padang	1	1	1	1	1	5
84	II	North Kalimantan	Padang	1	1	1	1	1	5
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97	II	North Kalimantan	Padang	1	1	1	1	1	5
98	II	North Kalimantan	Padang	1	1	1	1	1	5
99	II	North Kalimantan	Padang	1	1	1	1	1	5
100	II	North Kalimantan	Padang	1	1	1	1	1	5

- Some international ports have no patrol boat.
- Many patrol boats are aged.
- Budget for fuel of patrol boats is insufficient.



CLASS	Running Hours
I	2,000hrs/y
II	1,500hrs/y
III	900hrs/y
IV	600hrs/y
V	500hrs/y

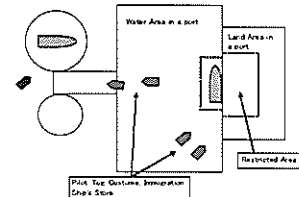
Alternative-2



- A base for patrol boats is built around the river mouth area.
- A channel and anchorages are patrolled by a patrol boat at least once a day.
- At least one security guard boards a barge carrying international cargo.

Interface with small vessels in a port

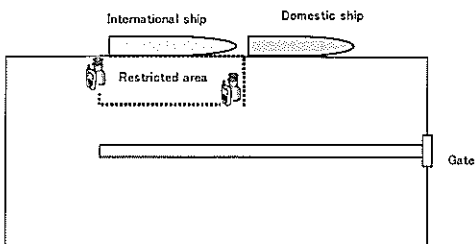
- Pilot boat
- Administrative boat (Customs, Immigration)
- Tug boat
- Barge and small vessel for lightering
- Bunkering boat
- Ship's store supply boat



It is proposed that these vessels inform KPLP before approaching an international ship.

Mixed use of wharves

- Designation of Restricted Area
- Installation of movable fence and deployment of security guards
- Monitoring and patrol



DoS for ISPS noncompliant port

- Pre-arrival Notification to KPLP
- DoS is requested from an international ship
- Preparation for port security measures
- DoS is completed
- Security measures are conducted

A system has to be established to receive an international ship in ISPS noncompliant ports.

- PSO has to understand the ISPS Code including DoS procedure.
- A system to coordinate with a port management body has to be established.
- Necessary security equipment has to be prepared.

(3) Present port security measures

ISPS compliant ports

	Gate	Fence	Metal-detector, X-ray	CCTV	Lighting	Communication	PA	Access control	Clear zone	Patrol	Others
Belawan	x	x	x			x	x	x			
Dumai	x	x	x					x			
Tg. Pinang	x	x	x		x	x	x	x			
Batu		x(m)			x			x			x
Toluk Bayur				x					x		
Palembang	x	x						x			
Paniga		x									x
Tg. Pinak	x	x(m)							x		x
Pusat								x	x		
Banua		x		x							x
Tg. Emas		x							x		x
Tg. Pinak		x(m)									x

- Issues are found on access control, fence and gate
- Other issues are the mixing of embarking and disembarking passengers and parking of unauthorized vehicles

ISPS noncompliant ports

	Gate	Fence	Metal-detector, X-ray	CCTV	Lighting	Communication	PA	Access control	Separation of cargo	Patrol	Others
Pekalongan	x	x			x						
Cilegon	x	x						x			x
Benoa	x (el)	x			x				x		
Samarang	x	x			x						
Harambee	x	x			x						
Samarinda	x	x			x				x		x
Baliyaran	x (el)	x							x	x	
Binne	x	x							x	x	
Kendari	x (el)	x			x	x	x	x	x		x
Makassar	x	x	x	x	x						x
Ambon	x	x									x
Seone											x
Bak	x (el)	x							x		x
Harau	x (el)								x	x	x

- Insufficient or no access control is conducted.
- Security facilities and equipment are poor.

4. Port Security Improvement Strategy

(1) Comprehensive Security Measures

- Increasing awareness about port security
- Making clear the responsibility
- Enlightening residents and stakeholders
- Introduction of optimum transport security system
- Cooperation with other relevant organizations
- Appropriate education and training
- Sharing of latest security information
- Security of information on international cargo
- Formulation of Implementation Plan on port security improvement strategy

(2) Implementation of PFSA & PFSP

- All port facilities receiving international ships in International Hub Ports and International Ports
- Port facilities receiving international ships in National Ports which satisfy the following conditions:
 - +International cargo ship: more than 12 ships/year
 - +International passenger ship: more than 1 ship/year

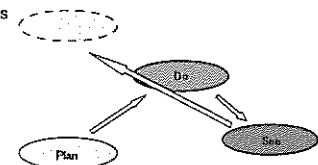
For other facilities which do not satisfy the above conditions, DoS is completed.

(3) Prioritization on Implementation of Port Security Measures

- Grouping of port facilities
 - Group A: Strict security measures are needed.
 - Container berth, Passenger berth
 - Hazardous material berth
 - Group B: Other facilities
 - Prioritization on port security measures
 - 1st priority: Group A
 - 2nd priority: Group B
- Considering the number of int'l ship calls and situation of port use conditions

5. For realization of self-sustaining Port Security Development

- Supporting tools
 - Technical Standards on Port Security Facilities and equipment (including their interpretations and implementation examples)
 - PFSA and PFSP Manuals
 - Standard Specifications for Port Security Facilities and Equipment
 - Port Security Regulations
 - Procedures of Drills and Exercises



- Whether port security facilities and equipment are appropriate or not?
 - Technical Standards
 - Standard Specifications
- Whether port security measures are properly implemented according to PFSP or not?
 - Full understanding of the ISPS Code and PFSA & PFSP
 - PFSA & PFSP manuals
 - Training, drills and exercises
 - Audit
- Whether DGST has a governing regulation on supervising port security measures or not?
 - Port security regulations

Technical Standards

[Functional Requirements]

1. Sufficient height to prevent any person from intruding

[Standard Specifications]

1. Effective height of 2400mm or over for Group A facilities

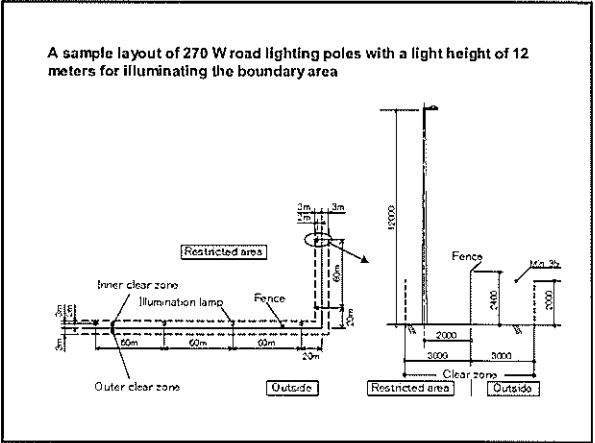
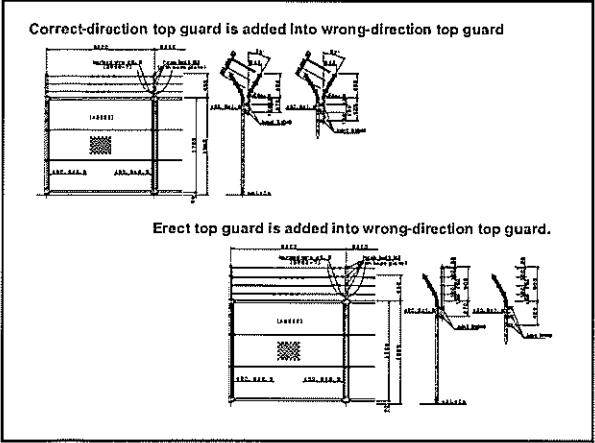
[Interpretations]

1. The effective height has been determined based on cases from other countries.

[References]

1. Examples of overseas ports
2. Examples of fixed fence

Figures and Photos are attached.



PFSA and PFSP Manuals

Manuals are composed of Standard Forms and their explanations.
[PFSP Manual]

Example:

B. Application

The Plan applies to Wharf XXXX at (Name of the Port) (hereinafter referred as "the Facility). The structure and layout of the Facility to which this Plan applies are as follows.

a) Description of the Facility

- 1) Name of the Port XXXXXXXXXXXX
- 2) Name of the Facility YYYYYYYYYYYY
- 3) Address ZZZZZZZZZZZZ

- 6. Basic Policy on Port Security System**
- DGST
 - Organization buildup, management of security information, communication with PSC, distribution of latest security information
 - PSC
 - Confirmation of each member's role and responsibility, effective communication system
 - KPLP
 - A central role in port security using its close relations with DGST, responsible organization for water area security
 - PELINDO
 - Support of PFSOs

7. Improvement Program of Education and Training Organizations

- It is proposed that the DA (DGST) administrate:
 - + All ISPS legislated Course Syllabi
 - + All trainers for ISPS Courses
 establish procedures and process to audit the competency of trainers
- ISPS trainers need to be updated on current developments.

Proposed training courses and their schedule

No	Courses	Unit	Qty	2016				2017					
				1	2	3	4	1	2	3	4		
1	ISPS Auditor Training for Port Facility	6	138					←	→				
2	Training, Drills and Exercises	25	NA					←	→				
3	Maritime Security Training of Trainers	1	28							○			
4	Port Facility Security Officer Course	1	30								○		
5	Port Facility Security Awareness Course	1	26									○	
6	Facility Security Management in Port Area	3	78							←	→		
7	ILO Code of Practice for Port Security including Supply Chain Security	8	202							←	→		
8	Branch Incident Management for Non Security Personnel Working in Port	4	81								←	→	
9	Port State Control Course	5	128								←	→	

Training Plan for Key Appointment Holder (Example: PSO)

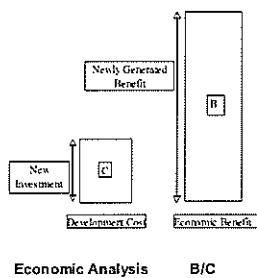
Appointment Holder	Training Program	Priority
Port Security Officer (PSO)	ISPS Auditor Training for Port Facility	High (1-3 months)
	ILO-IMO Code of Practice on Security in Ports	High (1-3 months)
	Training, Drills and Exercise	High (1-3 months)
	Maritime Security Training of Trainers	Medium (3-6 months)
	Port Facility Security Officer Course	Medium (3-6 months)
	Facility Security Management in Port Area	Low (6-12 months)
	Port State Control Officer Course	Low (6-12 months)

8. Port Security Development Plan

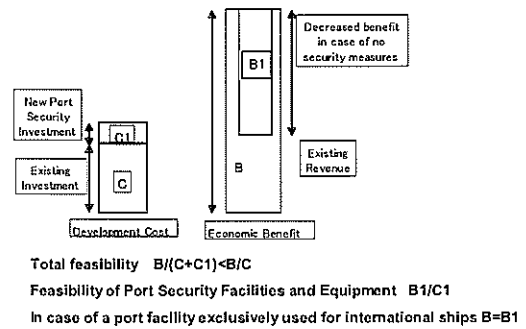
Name of Port	Gate and Fence		CC TV Camera System	Entry System	Lighting System	Communication System	Hand Hole Warning	Miscellaneous	Patrol Boat
	New	Repair							
1. Belawan	●	●	●	●	●	●	●	●	●
2. Bontol	●	●	●	●	●	●	●	●	●
3. Pekanbaru	●	●	●	●	●	●	●	●	●
4. La Fosse	●	●	●	●	●	●	●	●	●
5. Hanoi	●	●	●	●	●	●	●	●	●
6. Teluk Bayur	●	●	●	●	●	●	●	●	●
7. Palembang	●	●	●	●	●	●	●	●	●
8. Batam	●	●	●	●	●	●	●	●	●
9. La Fosse	●	●	●	●	●	●	●	●	●
10. Pangkajene	●	●	●	●	●	●	●	●	●
11. Hanoi	●	●	●	●	●	●	●	●	●
12. Cilacap	●	●	●	●	●	●	●	●	●
13. La Fosse	●	●	●	●	●	●	●	●	●
14. Hanoi	●	●	●	●	●	●	●	●	●
15. Hanoi	●	●	●	●	●	●	●	●	●
16. Lampung	●	●	●	●	●	●	●	●	●
17. Banjarmasin	●	●	●	●	●	●	●	●	●
18. Samarinda	●	●	●	●	●	●	●	●	●
19. Balikpapan	●	●	●	●	●	●	●	●	●
20. Hanoi	●	●	●	●	●	●	●	●	●
21. Kediri	●	●	●	●	●	●	●	●	●
22. Makassar	●	●	●	●	●	●	●	●	●

9. Feasibility Study

Ordinary case



In the case of Port Security Facilities and Equipment



10. Recommendations

☒ General

- To conduct training, drills and exercises in an honest way
- To randomly review the existing security measures and improve them as necessary for establishing "Plan-do-see" system
- To contribute to the realization of a secure world

☒ Establishment of port security system

- All foreign trade ports should comply with the ISPS Code as soon as possible.
- Port security facilities and equipment should be developed by using various financial sources.
- The technical standards and manuals proposed by the Study Team should be utilized.

☒ Build-up of system

- To strengthen the organization assigned to port security in DGST
- To improve the office for security officials
- To receive technical guidance from foreign port security experts

☒ Concretization of responsibility

- The responsible person at each security level makes a judgment on security measures. (Security level 1 - PFSO, Security level 2 - PSO, Security level 3 - PSC Chairman)
- ADPEL should make efforts to increase the budget for port security.

☒ Growth of security awareness

- High-ranking official of MOT, Ministry of Finance and BAPENAS
- Residents and stake holders
- It is important to grasp and analyze the port security incidents to prepare effective security measures.

☒ Introduction of new security measures

- DGST should encourage shipping companies and operators to positively introduce new security equipment and system.
- AIS should be placed in many foreign trade ports.
- Port operators should adopt strict information control and DGST should encourage moral improvement of persons involved in information handling.

☒ Development of port security facilities and equipment

Thank you very much for your attention

Outline of Port Security Improvement Strategy

JICA Study Team on the Port Security Enhancement Program of the Major Indonesian Public Ports

1. Chronology after Amendment to ISPS Code

- 01/07/04 Amended ISPS Code comes into effect
- 01/03/05 Return of Malacca Pirates
After tsunami disaster, 4 pirates attacked Malaysian tug boat
- 14/03/05 Japanese flag-flying tug boat was attacked and 3 crew were Kidnapped at Malacca Straits
- 01/04/05 Panamanian flag-flying cargo ship was attacked by pirates at Malacca Straits
- 26/04/05 Batam police dept. arrested 7 sea-jacking pirates near Riau Islands
- 07/07/05 Synchronized suicide bombing attack in London subway stations and bus

- 02/07/05 Panamanian maritime bureau raised the security level from 1 to 2 for those Panamanian flag-flying ships in British waters
- 02/07/05 The security level of Liberian flag-flying ships within territorial waters of England, France and Spain were raised from 1 to 2
- 01/10/05 Synchronized suicide bombing attack in Bali
- 06/11/05 Bahaman flag-flying cruise ship was attacked near Somalia
- 09/11/05 Synchronized bombing attack of Western 3 hotels in Amman, Jordan
- 19/12/05 Dominican chemical tanker was sea-jacked in Malacca straits
- 21/03/06 Panamanian cargo ship was attacked by pirates at Gelasa Straits
- 07/04/06 Korean fishing ship was attacked by armed group in Indian Ocean off Somalia

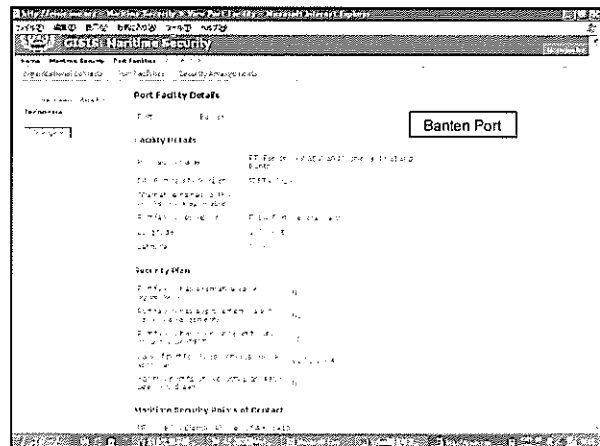
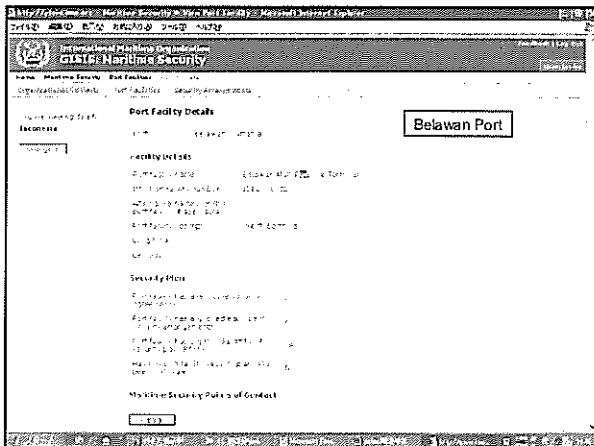
2. Future Issues of Port Facility Security

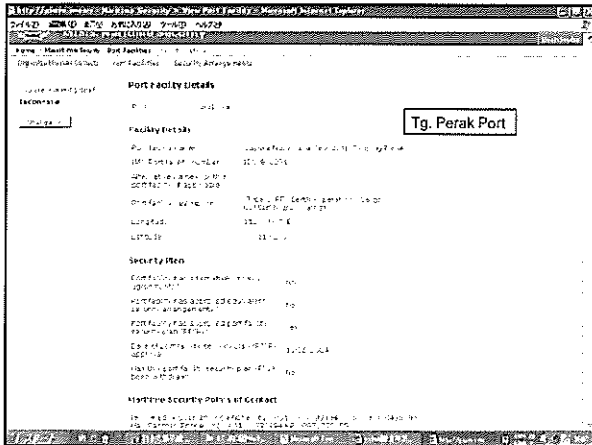
a) Approval of PFSP

Still many ports have not formulated PFSP
after approval of PFSP
↓
register to IMO

Click IMO homepage

<https://www2.imo.org/ISPSCode/ISPSInformation.aspx>





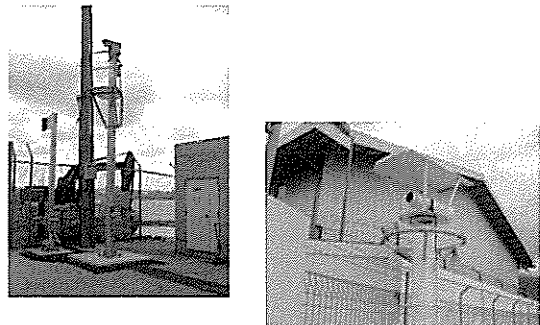
b) Implementation of Security Measures

- Restricted Area setting
- Conduct Access Control
- Conduct } } Monitoring Security
 - Personal
 - Mechanical

c) Mechanical Security Measures

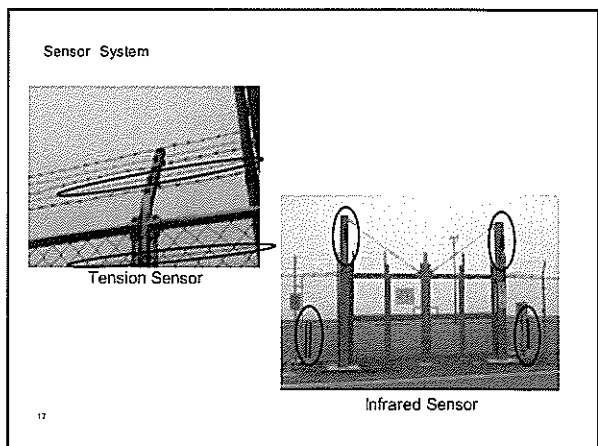
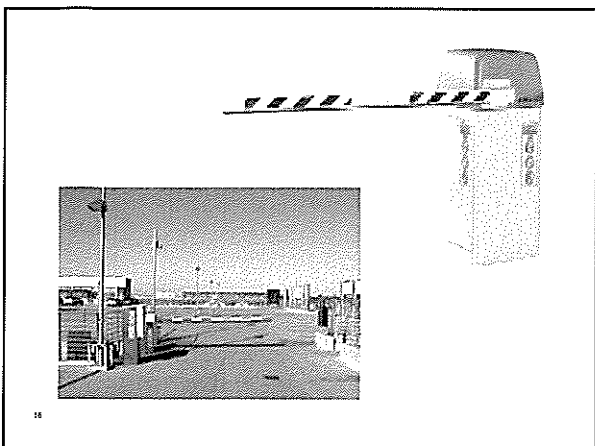
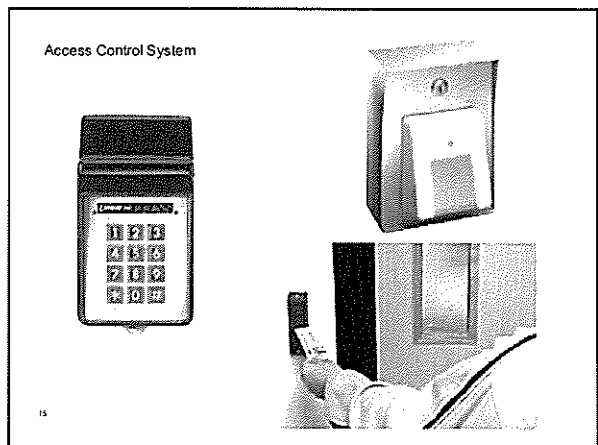
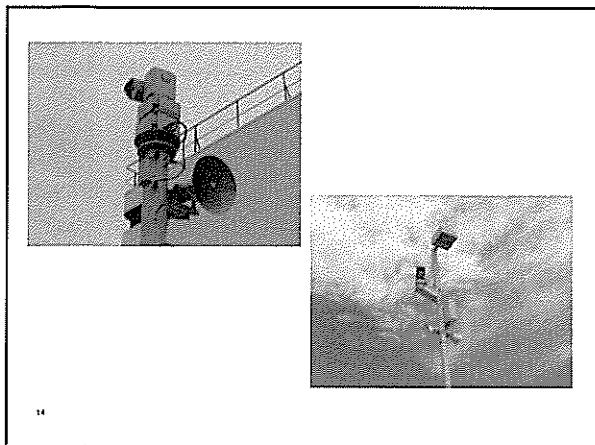
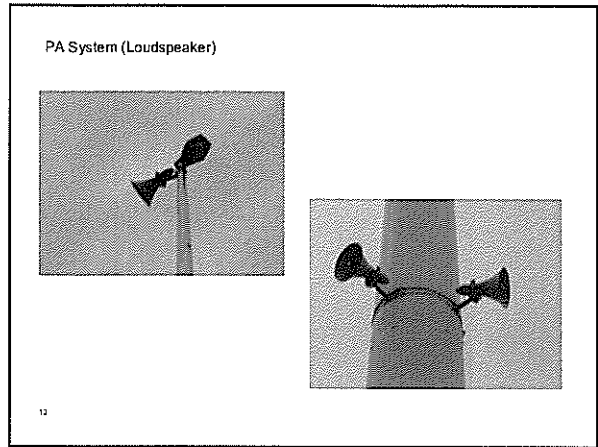
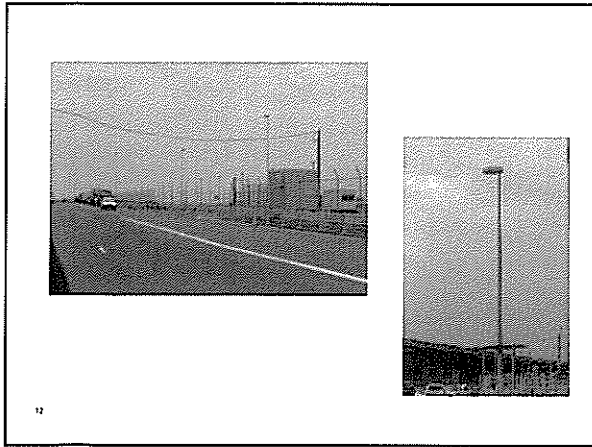
- CCTV System
- Security Light
- PA System (Loudspeaker)
- Access Control System
- Sensor System
- X-ray System for Hand Luggage
- X-ray System for Container

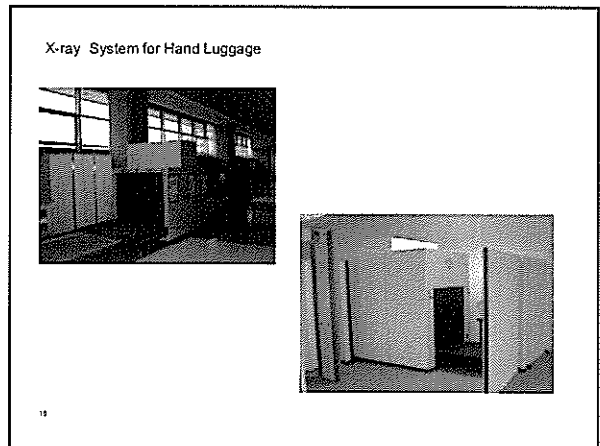
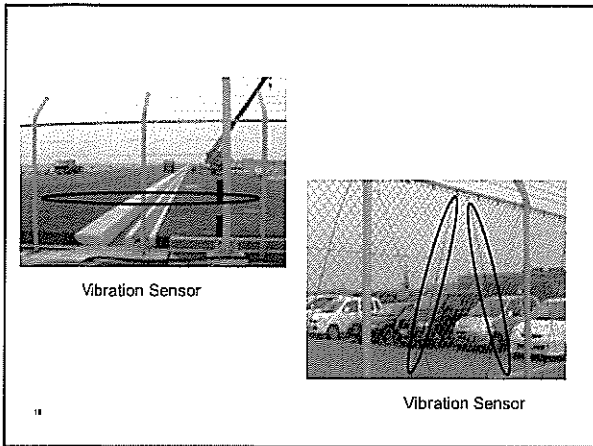
CCTV System



Security Light







3. Preparation of Supporting Tools

(1) Formulation of Technical Standard and Standard Specification

specify by performance
↓
need guideline

Ex. Height and structure of fence and gate
Brightness of security light
Performance of CCTV

(2) PFSA and PFSP Manuals

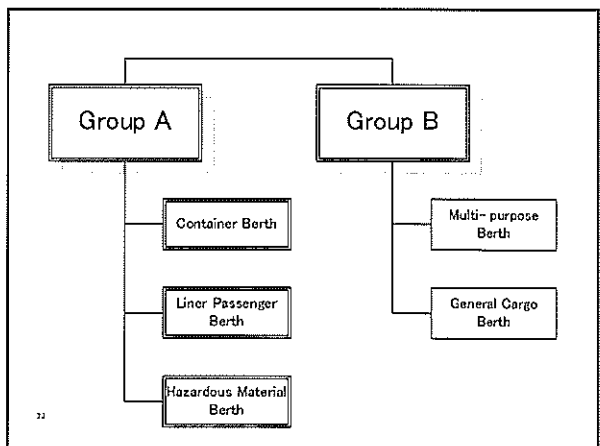
- To fulfill the requirement of ISPS Code
- Easy to make and easy to check
- Customizable
- Practical procedures
access control
monitoring
maintenance etc.

4. Our Proposal --- Grouping of Port Facilities

Risk of destructive act occurrence = Seriousness of the impact X Possibility of destructive act occurrence

Container
Passenger Ship
Hazardous Material } Higher Risk

General Cargo → Lower Risk



Group A

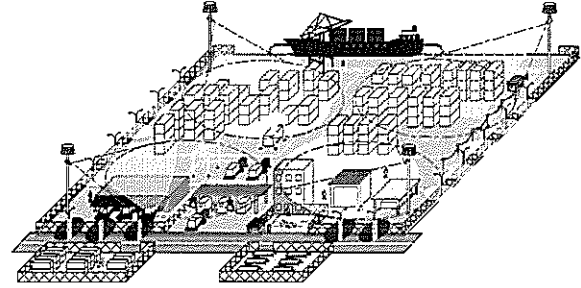
- Strict security measures are required
- Fence, Security Light and Mechanical Monitoring Security
- Shorter interval time for patrolling

Group B

- Fence, Security Light and Personal Monitoring Security

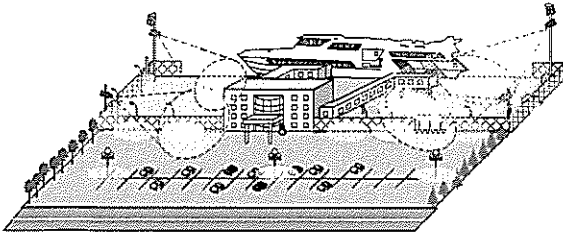
24

Group A Container Berth



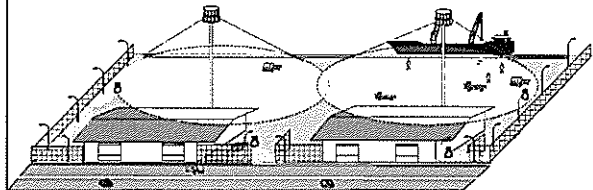
25

Group A Liner Passenger Berth



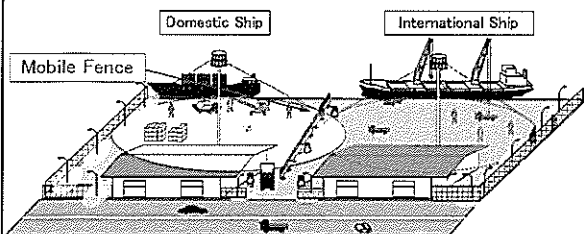
26

Group B General Cargo Berth



27

Group B Multi-purpose Berth mixed with domestic ships



28

Thank You

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