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MEASURES TO ENHANCE MARITIME SECURITY

Updates on recent developments related to maritime security

Note by the Secretariat

SUMMARY

Executive summary: This document provides information on submission of security related information through the Maritime Security module of the Global Integrated Shipping Information System (GISIS), including the electronic transfer of information into and from the module, the global programme for Enhancement of Maritime Security and work under the UN global counter-terrorism coordination compact

Strategic direction, if applicable: 5

Output: 5.2

Action to be taken: Paragraph 20

Related documents: MSC 104/8; MSC 103/21, MSC 103/9, MSC 103/9/4; MSC.1/Circ.1603 and Circular Letter No.3338

Submission of security-related information for port facilities in GISIS

1 As first informed in document MSC 102/9, the Secretariat has initiated quarterly email reminders to the designated national points of contact of all SOLAS Contracting Governments on their obligations to submit maritime security-related information via the Maritime Security module of GISIS and to ensure that the information is continuously updated, as required by SOLAS regulation XI-2/13 (Communication of information), including organizational contact details as well as contact details for individual port facilities and dates of the latest review of Port Facility Security Plans (PFSPs).

2 Based on the information provided in GISIS, as of 30 June 2021, 22% of all ISPS Code approved port facilities globally require an update of the security-related information currently available, particularly regarding reviews or approvals of PFSPs at five-year intervals (SOLAS regulation XI-2/13.4). The number requiring an update has increased from 19% in March this year. The Secretariat will continue the practice of regularly sending out reminders to designated contact points.

3 SOLAS Contracting Governments have been invited to nominate national point(s) of contact responsible for managing and updating the information in the Maritime Security module. Circular Letter No.3338 provides further guidance on communication of information on maritime security through the nomination of a national point(s) of contact. Requests for assistance in updating information contained in the Maritime Security module can be directed to marsec@imo.org.

Guidance for the electronic transfer of information into and from the Maritime Security module of GISIS

4 MSC 101 approved MSC.1/Circ.1603 on *Guidance for the electronic transfer of information into and from the maritime security module of GISIS*, developed in order to further assist SOLAS Contracting Governments to submit maritime security-related information as required under the provisions of SOLAS regulation XI-2/13, and particularly those Governments who have approved many port facilities in their jurisdiction in accordance with the International Ship and Port Facility Security (ISPS) Code.

5 The new facility allows updating of information for several port facilities in a single electronic transaction and should contribute significantly to the reduction of administrative burden on behalf of the nominated national point(s) of contact. The Secretariat remains available to assist any Contracting Government that wants to test the new facility. Requests for assistance can be directed to marsec@imo.org.

6 Further to the offer from the EC during discussions on document MSC 103/9 (Secretariat) at MSC 103, the Secretariat has commenced consultations with the European Maritime Safety Agency (EMSA) on the development of web services to download information from the maritime security module of GISIS into the SafeSeaNet network. These consultations are currently at an early technical stage.

Efficient implementation of maritime security measures

7 IMO's global Enhancement of Maritime Security programme supports countries in enhancing security measures to protect ships and ports from threats posed by terrorism and other illicit acts, including piracy and armed robbery; smuggling of arms, explosives and drugs; and cyberattacks. The programme was developed pursuant to Conference resolution 5 of the SOLAS Diplomatic Conference held in London in 2002 to adopt SOLAS chapter XI-2 and the ISPS Code.

8 The programme is funded with a limited amount of TC funds, significantly supplemented by direct contributions to the International Maritime Security Trust (IMST) Fund. The United States has been a strong and consistent contributor to the programme through contributions to the IMST Fund, contributing US\$3.9 million over the last 10 years, with US\$325,000 provided in 2021. The Secretariat would like to acknowledge with thanks the continuing financial support of the United States. Member States are invited to consider making donations to the IMST Fund to support the continued delivery of global maritime security technical assistance.

9 The global security programme is among IMO's largest capacity-building initiatives. Despite the ongoing travel restrictions resulting from the COVID-19 pandemic impeding physical in-country delivery, a total of nine activities in 2021 to date have been virtually delivered in-house by the Secretariat and/or co-delivered virtually with development partners for the Designated Authority, port and ship security officials, managers and other related personnel, especially designed to review and enhance the implementation of effective maritime security measures.

10 These included the sponsorship, in partnership with the IMO Gender Programme, of 20 female candidates from developing countries and small island developing States who attended a virtual Maritime and Port Security course delivered by the Galilee International Management Institute (GIMI) in Nahalal, Israel. The training focused on key instruments including the maritime security measures in SOLAS chapter XI-2 and the ISPS Code, and the ILO/IMO Code of practice on security in ports. Topics addressed included the implementation of port facility security assessments, and the development of port security plans and procedures.

11 Six of the virtual activities under the global maritime security programme were delivered as part of the partnership with the Organization of American States (OAS) and the Regional Security System (RSS) in the Eastern Caribbean, which has the aim of developing national and regional maritime security strategies. The six workshops focused on national maritime security risk assessment and resulted in the creation of the first comprehensive National Maritime Security Risk Registers in the Eastern Caribbean region.

12 The programme continues to study the possibilities and suitability of virtual conversion of maritime security training courses, or elements thereof, and also continues to expand the range of training offered under the programme to specifically target new and emerging threats and risks to maritime security. This includes work to finalize new training courses on such issues as Unmanned Aerial Vehicles (UAVs) in the vicinity of ports, passenger screening practices, as well as cyber risk faced by the maritime and port sector.

13 The Secretariat has updated the IMO Guide to Maritime Security and the ISPS Code 2012 Edition, including guidance from the various MSC and MSC-FAL circulars issued since the first publication of the Guide, e.g. guidelines on maritime cyber risk management, and updated web links throughout the document. The provisional publication schedule for the revised Guide is September for the digital version and November 2021 for the printed version (both revised versions will initially be in English with other language versions to follow).

14 While IMO will continue to deliver courses related to the effective implementation of SOLAS chapter XI-2 and the ISPS Code, i.e. Port Facility Security Officer training and training in security drills and exercises, the programme has also developed an extensive package of technical assistance related to strategic level maritime security. This recognizes the need for a strategic approach to maritime security which includes the development of national maritime security committees, national maritime security risk registers and national maritime security strategies. This strategic level approach, coupled with the operational level, will deliver the "whole of government" approach to maritime security, avoiding silo mentality and maximizing all government resources to combat diverse maritime and port security risks.

15 As informed in document MSC 103/9 (Secretariat), in 2020 IMO signed a UN to UN Agreement with the UN Office on Drugs and Crime (UNODC) under which IMO will be an implementing partner of a four-year EU funded project on "Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean", and in the beginning of 2021, IMO signed a similar agreement for another project focused in the Red Sea, also funded by the EU. The inception phase of the Port Security and Safety of Navigation project has now been completed and in the first year of implementation, the Secretariat is focused on three key activities, namely the identification of gaps in national legislation implementing IMO technical instruments and recommendations to address these; the provision of assistance to meet port state control requirements; and the establishment or enhancement of National Maritime Security Committees (three virtual workshops, for Kenya, Mozambique and Namibia have been delivered by the Secretariat as part of the latter activity). The inception phase for the Red Sea project is due to complete by the end of August 2021.

16 As requested by the Committee during discussions on document MSC 103/9/4 (WCO) at MSC 103, the Secretariat attended the WCO Cruise Ship Workshop with custom administrations which took place from 5 to 9 July 2021 (both Maritime Security and FAL Sections attended the workshop. The initiative is primarily a FAL matter, but coordination is maintained to monitor any implications for maritime security). The workshop met as part of the WCO-led initiative relating to passenger facilitation and control in the maritime environment in general, and for cruise ships and ferries in particular, with a view to developing Advanced Passenger Information (API) and Passenger Name Record (PNR) data standards and transmission methodology. The workshop discussed the development of a Compendium of Best Practices for Cruise Ship Processing for Customs use, as well as elements that could be included in an API and PNR data standard including bio security requirements related to the COVID-19 pandemic. A meeting with industry representatives to discuss these developments was scheduled for August 2021.

17 Requests from SOLAS Contracting Governments for technical assistance on maritime security-related activities under the ITCP should be addressed to IMO's Director, Technical Cooperation Division, with the Head, Maritime Security, Maritime Safety Division, in copy.

United Nations global counter-terrorism coordination compact

18 The special measures to enhance maritime security contained in SOLAS (chapter XI-2 and regulation V/19-1) and the ISPS Code together with the SUA treaties constitute IMO's principal maritime security measures that form the maritime component of the United Nation's international counter-terrorism instruments.

19 IMO's mandate in promoting maritime and port security, and the Organization's related comprehensive technical assistance programmes, continue to be represented by the Secretariat through its participation in UN global counter-terrorism coordination compact working groups, principally the Counter-Terrorism Compact Working Group on Border Management and Law Enforcement Relating to Counter-Terrorism and the Counter-Terrorism Compact Working Group on Emerging Threats and Critical Infrastructure Protection. In addition, the Secretariat continues to deliver the maritime and port security elements of the comprehensive visits of the UN Counter-Terrorism Committee, conducted on the Committee's behalf by the Counter-Terrorism Committee Executive Directorate (CTED), with a view to monitoring, promoting and facilitating the implementation by Member States of relevant Security Council resolutions and identifying related effective practices and technical assistance needs. The most recent comprehensive visit in which the Secretariat participated (conducted virtually due to the ongoing travel restrictions imposed by the COVID-19 pandemic) was to Benin in early July.

Action requested of the Committee

20 The Committee is invited to note the information provided in this document in general and, in particular, to:

- .1 encourage SOLAS Contracting Governments to:
 - .1 review and update the information contained in the Maritime Security module of GISIS, in particular that related to port facility security plans;
 - .2 consider using the new option for electronic transfer of information into and from the Maritime Security module of GSIS so as to reduce the administrative burden on behalf of the nominated national point(s) of contact;

- .3 develop effective maritime security governance structures, including national maritime security committees and strategies, and to strengthen these where they already exist;
 - .4 continue to effectively implement, in partnership with industry, IMO security measures, including SOLAS chapter XI-2 and the ISPS Code, taking into account new and emerging security threats, and to request IMO's technical assistance, as appropriate; and
 - .5 consider donating to the IMST Fund to support the continued delivery of technical assistance under the global programme for the Enhancement of Maritime Security.
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