

Port Security: Port State & Sub-National Developments

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MARINE LOG
MARITIME & PORT
SECURITY CONFERENCE
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Sub-National Developments

Around the world, sub-national entities are supplementing and/or acting in lieu of national Port State Control agencies by establishing and enforcing port security requirements that go beyond ISPS and it's in-country implementations.

TRENDS

- **GOING BEYOND PORT STATE AND INTERNATIONAL STANDARDS MIMIMA**
- **ADJUSTING REQUIREMENTS/PROCEDURES FOR LOCALIZED CHARACTERISTICS**
- **APPLYING EMS PRINICIPLES**
- **RAPID ADOPTION OF NEW TECHNOLOGY**
- **MOVING "CHOKE POINTS" OFF-SHORE**

FILLING THE GAPS

LOCALIZED CHARACTERISTICS:

- **OPERATIONAL CONSIDERATIONS**
- **LOGISTICAL CONSIDERATIONS**
- **SENSITIVE "RECEPTORS" PROXIMATE TO PORTS**

FILLING THE GAPS

NEED TO GO BEYOND:

- ***ISPS, SOLAS, LOSC REQUIREMENTS***
- **FEDERAL/NATIONAL REQUIREMENTS**
- **REGIONAL MOU REQUIREMENTS**

US STATES WITH LEGISLATION

Include:

- **CALIFORNIA**
- **NEW JERSEY**
- **MARYLAND**
- **MAINE**
- **GEORGIA**
- **MASSACHUSETTS (PENDING)**

WHERE IS THIS?



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Pointer 1°17'08.03" N 103°44'17.18" E

Streaming ||||| 100%

Eye alt 13.15 mi

SINGAPORE

30 Jun 2004 PORT MARINE CIRCULAR of the MARITIME AND PORT AUTHORITY OF SINGAPORE

“Harbour Craft Community”

**(A) HARBOUR CRAFT SECURITY CODE AND HARBOUR
CRAFT SECURITY LOG**

(B) Shipping Community

**REQUIREMENTS FOR SMALL VESSELS CALLING AT
SINGAPORE THAT ARE NOT REQUIRED TO COMPLY
WITH THE ISPS CODE – *self assessment cklist***

(C) COMPLETING THE ‘DECLARATION OF SECURITY’

SINGAPORE

- **HARBOUR CRAFT SECURITY CODE AND HARBOUR CRAFT SECURITY LOG**
- **SMALL VESSELS CALLING AT SINGAPORE THAT ARE NOT REQUIRED TO COMPLY WITH ISPS CODE**
are required to complete the
'Ship Self-Security Assessment Checklist'
- **DECLARATION OF SECURITY (DOS)**

CANADA

VANCOUVER

Continuous Reviews:

“The VPA continuously reviews security standards in consultation with its tenants, customers, labour and regulatory agencies. These standards reflect the local operational requirements for the secure movement of cargo and passengers during times of normal and elevated levels of security.”

VANCOUVER

Integration

“The VPA is committed to the safe and efficient movement of goods and passengers through the Port of Vancouver. The VPA and its partners continue to undertake innovative security initiatives and programs to safeguard the movement of cargo and passengers while enhancing port operations at Canada’s flagship port.”

CANADA

ST. JOHN'S

- > CONSTRUCTION SECURITY**
- > COMPUTER SECURITY**

MONTREAL

- > SEALS ON EMPTY CONTAINERS**

AUSTRALIA

PORT OF DAMPIER, WESTERN AUSTRALIA:

Procedure for obtaining a Security Identification Card :

- **Bona fide reason for wishing access to the Port**
- **Photographic identification**
- **Complete an *Induction***
- **Complete a short questionnaire and *achieve a level of competency (80%)***
- **Have photograph taken.**
- **Card will be issued**

MOVING "CHOKE POINTS" OFF-SHORE

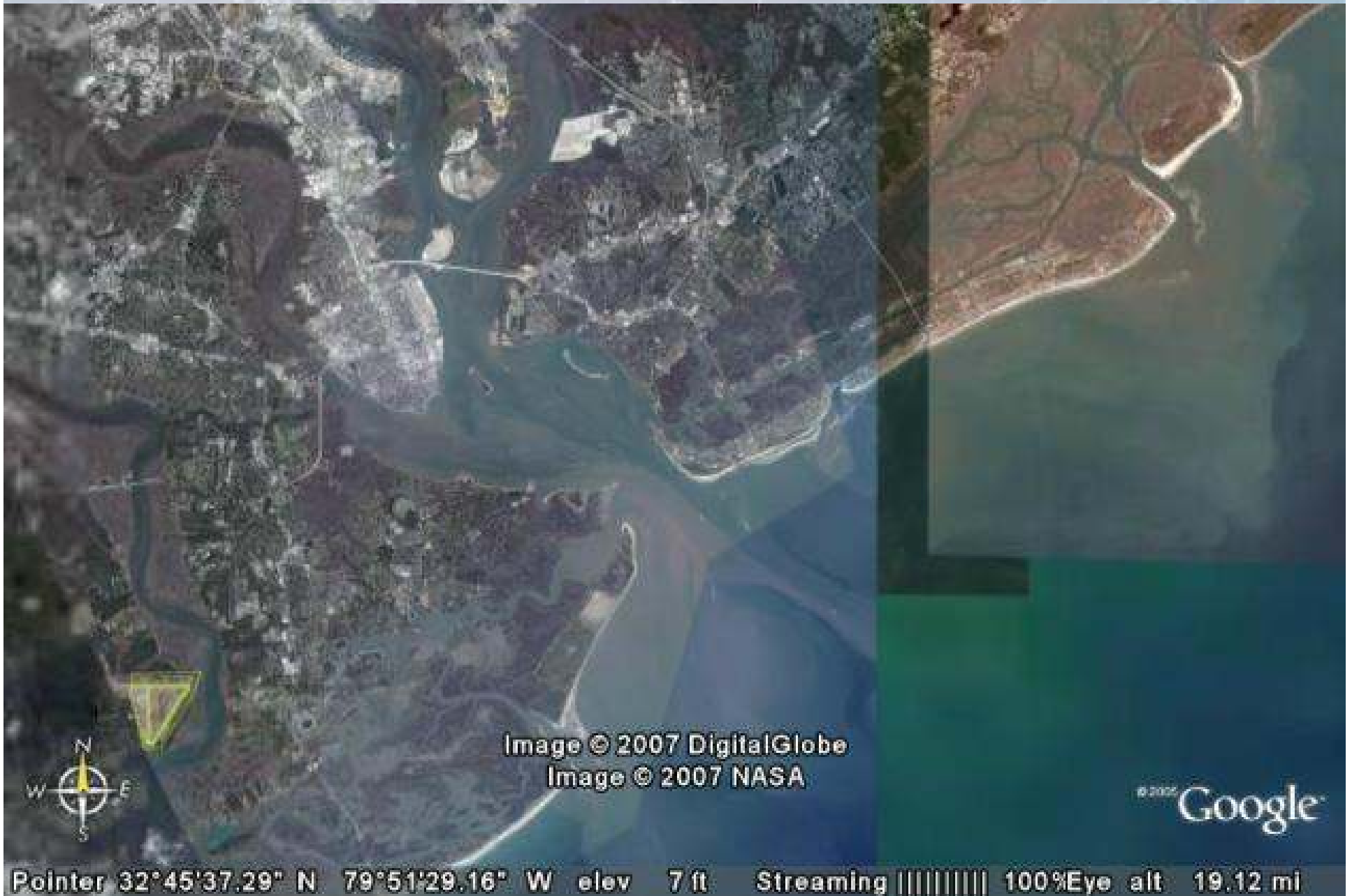
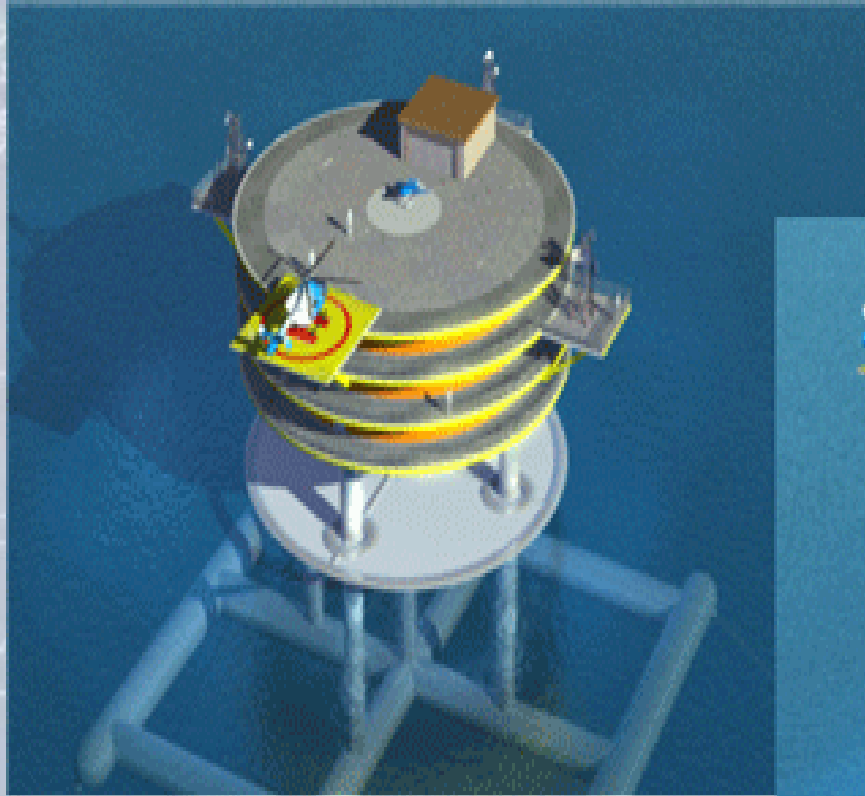


Image © 2007 DigitalGlobe
Image © 2007 NASA

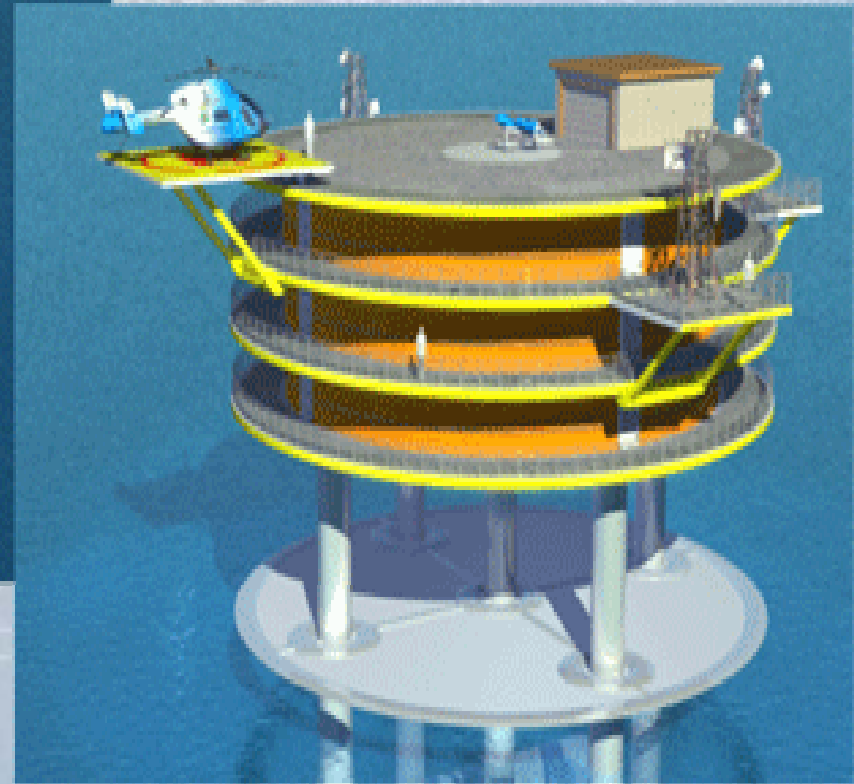
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Pointer 32°45'37.29" N 79°51'29.16" W elev 7 ft Streaming ||||| 100%Eye alt 19.12 mi

MOVING “CHOKE POINTS” OFF-SHORE

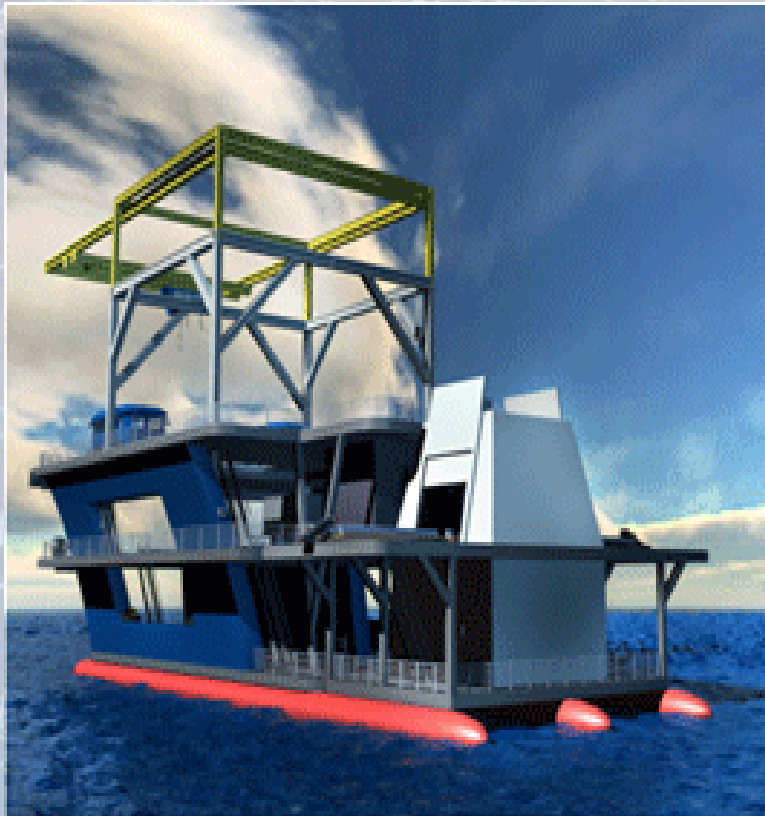


SEA SENTINEL™

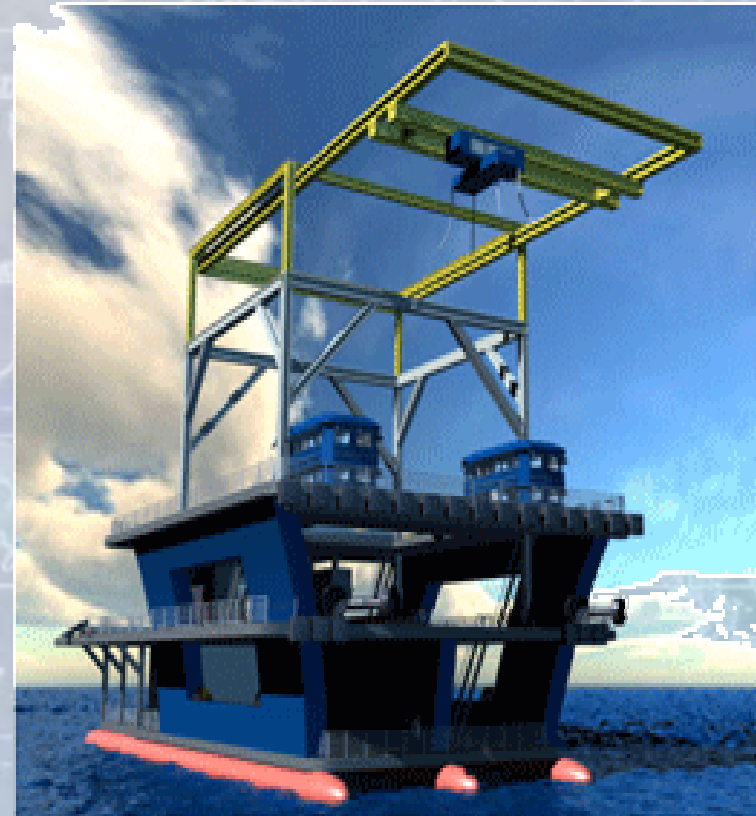


MOVING “CHOKE POINTS” OFF-SHORE

Sea Handler™



Rear View



Front View

WHERE WE'RE HEADED

- **SECURITY INTEGRATION**
- **CONTINUED/INCREASED
SUB-NATIONAL STANDARDS &
PRACTICES**
- **RAPID TECHNOLOGY ADOPTION**
- **BETTER INFORMATION SHARING**

ON VIGILANCE

The condition upon which God hath given liberty to man is eternal vigilance; which condition if he break, servitude is at once the consequence of his crime, and the punishment of his guilt.

John Philpot Curran (1750–1817)

Success comes through vigilance, energy, wise counsel.

Gaius Sallustius Crispus (c. 86–35/34 B.C.)