



ISPS CODE IMPLEMENTATION JOINT INDUSTRY FEEDBACK REPORT

(For completion by master, company or ship security officer – see note on reverse)

***Ship Name:**

Ship Type:

Country visited:

Port:

Port Facility:

Ship's MARSEC level (on arrival)

***Date of arrival**

Nationalities of Officers/Crew:

Port ISPS Approved (Yes/No):

Port's MARSEC level (on Arrival):

Port State Inspection Authority Identification Provided (Yes/No):

***This information will not be passed on.**

Summary of security issues raised/problems/consequences:

Reports should be sent to the International Chamber of Shipping
(Attention: John Stawpert) by fax (+44 20 7417 8877) or e-mail
(john.stawpert@marisec.org)



ISPS CODE IMPLEMENTATION NOTES ON INDUSTRY FEEDBACK REPORT

There is concern that the “no tolerance” approach, which certain countries announced they will adopt following the coming into force of the security amendments to SOLAS and the ISPS Code on 1 July 2004, will result in delays and disruptions to ships calling at ports throughout the world, even if the ship itself holds a valid ISSC issued by its flag state.

Feedback on ISPS Code-related incidents affecting ships is essential if the industry is to identify and address problems which may arise. Companies, masters and/or security officers are invited to report any significant incidents related to port state actions or requirements in respect of security related matters which impact on the operations of ships. These may relate to:

- ISSC acceptance, additional information demands from port state inspector (e.g. Security plan disclosure, problems in respect of the Continuous Synopsis Record, records of training, drills, exercises)
- Port State Control attitude - Crew interrogation, availability of ID, use/display of firearms, aggressive attitude, abuse of powers, integrity, placing armed guards, refusal of access to shore facilities/shore leave, problems with specific crew nationalities
- MARSEC level incompatibility between ship and port facility/lightering vessel/FPSO-FSU
- Degree of liaison with/co-operation from Port Security (if contact details known and contact made)
- Problems over agreement on a Declaration of Security
- Excessive information demands before entering port, current and historical information (e.g. Port, Customs, Immigration)
- Problems caused by trading history (previous calls at non-compliant port facilities, previous ownership or flag)
- Access control issues – identification (requested/provided), manning access points, searching visitors, accompanying visitors, securing waterside access, access to ships for essential visitors
- Restricted areas – their establishment (on board and ashore), securing access to them (e.g. bridge, engine room, accommodation)
- Monitoring – deck patrols, landward and seaward monitoring, use of security equipment (e.g. AIS, Ship Security Alert System)
- Storing of any delivered spares and provisions – security measures used
- Cargo operations – supervision required, checking cargo integrity
- Perceived port security deficiencies
- Problems caused (delay, detention, refusal of entry or departure, additional inspections)
- Perceived ship security deficiencies – no chance given to correct.

Information on these and any other issues which might arise would be welcome – even reports of “no problems”. Reports from ships, based on the outline given here and overleaf, will enable the industry organisations to raise matters of concern with governments and with the International Maritime Organization (IMO). This report will be consolidated with others and its confidentiality will be maintained.