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RESEARCH ARTICLE

MEASUREMENT OF THE GAP BETWEEN THE CURRENT CAPABILITIES OF THE PORT AND THE REQUIREMENTS OF ACTIVATING THE INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS) CODE

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ABSTRACT

After the repeated repercussions resulting from the breach of the security system of sea ports and the resulting loss of confidence in the most important component of the maritime transport system, namely ports and negative results that may penetrate between the components of the system and thus lead to the weakness of the system and thus the negative impact on the movement of international trade. The IMO has accelerated the implementation of several international conventions and codes for the safety of ports and ships such as ISPS and PFSO. It was necessary to work towards measuring the effectiveness of the port to measure the performance in terms of security and the extent of integration between the resources and possibilities of the port and facilities and between those international conventions and the application through maritime ports, which is aim at the current paper, which can answer the following questions:

- The extent to which the port applies to the international safety code
- Can the current capabilities of the port be able to meet the fluctuations of these codes?
- Is it possible to measure the gap between the current capabilities of the port and what is require beingimplement in accordance with those conventions.

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INTRODUCTION

The role of maritime transport is growing and it has a positive and negative impact on the foreign trade of all countries of the world. Beside that It also plays a vital role in parallel with the global economic growth and the more the state is interested in maritime transport facilities from commercial ships and port facilities, in addition to the training and development of national cadres, The World Maritime Organization (IMO) has made every effort to monitor the movements of maritime transport and shipping and anticipates gaps that could weaken the system of maritime transport. It can be argued that the operational burdens resulting from the strict application of the requirements of the Maritime Safety Code cannot be an obstacle to the preservation of the marine assets in the Kingdom and the erosion of safety procedures, especially in an area experiencing unrest in the shipping routes In any case, Saudi Arabia is one of the countries that have spent generously on maritime transport infrastructure. We do not believe that the returns from transport activities are equal to hopes of the decision makers, but the revenues can grow steadily over the next period in line with the vision of the Kingdom 2030.

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IMO members agreed to develop new measures relating to the security of ships and port facilities. Where the Safety Committee worked to expedite the development and adoption of appropriate security measures and prepare them for the Diplomatic Conference. Where the Diplomatic Conference on Maritime Security adopted new provisions of SOLAS 1974 and thus adopted the International Ship and Port Facility Security Code (ISPS CODE) in an effort to enhance maritime security. These provisions and the new Code have become the international framework through which vessels and port facilities can cooperate to detect and deter acts that threaten security. The Code includes rules and procedures for the security of ships and port facilities and provisions relating to maritime authorities or departments and local companies. The SOLAS Agreement therefore included the necessary amendments to Chapters V and XI of the SOLAS Convention, under which compliance with the provisions of the Code became mandatory on July 2004.

The amendments are summarize as follows: (SOLAS Amendments)

- Amendment in Chapter (V) on safety of navigation to meet the requirements of AIS and LRIT.

The amendment in Chapter XI in the procedures for improving maritime security and safety by dividing this chapter into two parts as follows:

Chapter 11: Section I relates to measures to improve maritime safety.

Chapter 11: Section II relates to the procedures for improving maritime security and the activation and issuance of the International Code for the Security of Ships and Port Facilities. It has become necessary to meet both the ship and port and abide by the following certificates:

IOPP: International Oil Pollution Prevention Certificate.
SOPP: Ship Oil Pollution Emergency Plan.
ISSC: International Ship Security Certificate.
SMC: safety management certificate.
ISSC: International Ship Security Certificate
SSO: SHIP SECURITY OFFICER.
BWM: Ballast Water Management.

The safety management certificate is in the number of five ship certificates

1-(TN) Tonnage Certificate.
2- (LLC) International Load Line Certificate.
3-(MFC) Certificate of Medical fitness.
4-(SMC) Safety management Certificate.
5-(Certificate of Registry

The cases in which a ship safety certificate may be issue in the ISM system are also specific; a safety management certificate may be issue in the following cases:

1. New ship
2. When changing the nationality of the shi
3. When the Maritime Company assumes the operation of a ship within its maritime fleet.

The main objectives of the ISPS Code are as follows:

1. Provide a security level for risk assessment.
2. Coordination and communication between ships and ports.
3. Meeting the levels of potential risks and threats in ships and ports
4. Prevent the entry of ships to ports and adjacent areas without security clearance to enter.
5. Prevent the introduction of illegal weapons and explosives into ships and ports
6. Develop security plans for ships and ports
7. Provide the means to operate alarms when security threats occur
8. Conduct security surveys, verification, control, control and control.
9. Conduct training and exercises to ensure that individuals understand the security plans and procedures
10. Prevent the introduction of illegal fire-fighting tools to ships and ports

It is the goal of the ISM system

The ISPS Code

1. Ensuring safety in the sea and making the ship a safe place to work
2. Avoid human injuries or loss of life and property
3. Avoid damage to the marine environment from pollution
4. Characterization of the employees of the company and crew of the ship
5. Improve the performance and skill of the company's employees and raise the efficiency of the operation of the ship
6. Develop preventive measures against all possible risks.

A new, comprehensive security regime for international shipping is set to come into force in July 2004, following the adoption by a weeklong Diplomatic Conference of a series of measures to strengthen maritime security, prevent, and suppress acts of terrorism against shipping. The Conference, held at the London headquarters of the International Maritime Organization (IMO) from 9 to 13 December, was of crucial significance not only to the international maritime community but the world community as a whole, given the pivotal role shipping plays in the conduct of world trade. The measures represent the culmination of just over a year's intense work by IMO's Maritime Safety Committee and its Intersessional Working Group since the terrorist atrocities in the United States in September 2001.

The Conference was attended by 108 Contracting Governments to the 1974 SOLAS Convention, observers from two IMO Member States and observers from the two IMO Associate Members. United Nations specialized agencies, intergovernmental organizations and non-governmental international organizations also sent observers to the Conference.

The Conference adopted a number of amendments to the 1974 Safety of Life at Sea Convention (SOLAS), the most far-reaching of which enshrines the new International Ship and Port Facility Security Code (ISPS Code). The Code contains detailed security-related requirements for Governments, port authorities and shipping companies in a mandatory section (Part A), together with a series of guidelines about how to meet these requirements in a second, non-mandatory section (Part B). The Conference also adopted a series of resolutions designed to add weight to the amendments, encourage the application of the measures to ships and port facilities not covered by the Code and pave the way for future work on the subject.

Speaking at the end of the conference, IMO Secretary-General William O'Neil told delegates, "You have also succeeded, through the interest the Conference has generated worldwide, in highlighting and promoting the need for the development of a security consciousness in all that we do to complement IMO's existing objectives of developing a safety culture and an environmental conscience." He strongly urged all parties concerned to start putting in place all the necessary legislative, administrative and operational provisions needed to give effect to the decisions of the Conference as soon as possible.

In a call for continued vigilance, he added, "In the meantime, all involved in the operation of ships and ports should continue to be aware of the potential dangers to shipping through acts of terrorism and the need to be extremely vigilant and alert to any security threat they might encounter in port, at offshore terminals or when underway at sea."

The Conference has been referred to in the United Nations General Assembly. At its current session, the General Assembly adopted a resolution on "Oceans and the law of the sea", which specifically welcomed initiatives at the International Maritime Organization to counter the threat to maritime security from terrorism and encouraged States fully to support this endeavor.

The International Ship and Port Facility Security Code

In essence, the Code takes the approach that ensuring the security of ships and port facilities is basically a risk management activity and that to determine what security measures are appropriate, an assessment of the risks must be made in each particular case.

The purpose of the Code is to provide a standardized, consistent framework for evaluating risk, enabling governments to offset changes in threat with changes in vulnerability for ships and port facilities.

To begin the process, each *Contracting Government* will conduct port facility security assessments. These will have three essential components:

They must *identify and evaluate important assets and infrastructures* that are

critical to the port facility as well as those areas or structures that, if damaged, could cause significant loss of life or damage to the port facility's economy or environment.

The assessment must *identify the actual threats* to those critical assets and infrastructure in order to priorities security measures.

The assessment must *address vulnerability of the port facility* by identifying its Weaknesses in physical security, structural integrity, protection systems, procedural polices, Communications systems, transportation infrastructure, utilities, and other areas within a port facility that may be a likely target. Once this assessment has been complete, Contracting Government can accurately evaluate risk.

This risk management concept will be embody in the Code through a number of minimum functional security requirements for ships and port facilities.

For ships, these requirements will include:

- Ship security plans
- Ship security officers
- Company security officers
- Certain onboard equipment

For port facilities, the requirements will include:

- Port facility security plans
- Port facility security officers
- Certain security equipment

In addition the requirements for ships and for port facilities include:

- Monitoring and controlling access
- Monitoring the activities of people and cargo
- Ensuring security communications are readily available.

Because each ship (or class of ship) and each port facility present different risks, the method in which they will meet the specific requirements of this Code will be determined and eventually be approved by the Administration or Contracting Government, as the case may be.

In order to communicate the threat at a port facility or for a ship, the Contracting Government will set the appropriate security level. Security levels 1, 2, and 3 correspond to normal, medium, and high threat situations respectively. The security level creates a link between the ship and the port facility, since it triggers the implementation of appropriate security measures for the ship and for the port facility.

The preamble to the Code states that, as threat increases, the only logical counteraction is to reduce vulnerability. The Code provides several ways to reduce vulnerabilities. Ships will be subject to a system of survey, verification, certification and control to ensure that their security measures are implement. This system will be based on a considerably expanded control system as stipulated in the 1974 Convention for Safety of Life at Sea (SOLAS). Port facilities will also be required to report certain security related information to the Contracting Government concerned, which in turn will submit a list of approved port facility security plans, including location and contact details to IMO.

The Company and the Ship

Under the terms of the Code, shipping companies will be required to designate a Company Security Officer for the Company and a Ship Security Officer for each of its ships. The Company Security Officer's responsibilities include ensuring that a Ship Security Assessment is properly carried out, that Ship Security Plans are prepared and submitted for approval by (or on behalf of) the Administration and thereafter is placed on board each ship.

The Ship Security Plan should indicate the operational and physical security measures the ship itself should take to ensure it always operates at security level 1. The plan should also indicate the additional, or intensified, security measures the ship itself can take to move to and operate at security level 2 when instructed to do so. Furthermore, the plan should indicate the possible preparatory actions the ship could take to allow prompt response to instructions that may be issue to the ship at security level 3.

Ships will have to carry an International Ship Security Certificate indicating that they comply with the requirements of SOLAS chapter XI-2 and part A of the ISPS Code. When a ship is at a port or is proceeding to a port of Contracting Government, the Contracting Government has the right, under the provisions of regulation XI-2/9, to exercise various control and compliance measures with respect to that ship. The ship is subject to port State control inspections but such inspections will not normally extend to examination of the Ship Security Plan itself except in specific circumstances.

The ship may also, be subject to additional control measures if the Contracting Government exercising the control and compliance measures has reason to believe that the security of

the ship has, or the port facilities it has served have, been compromised.

The Port Facility

Each Contracting Government has to ensure completion of a Port Facility Security Assessment for each port facility within its territory that serves ships engaged on international voyages. The Port Facility Security Assessment is fundamentally a risk analysis of all aspects of a port facility's operation in order to determine which parts of it are more susceptible, and/or more likely, to be the subject of attack. Security risk is seen as a function of the threat of an attack coupled with the vulnerability of the target and the consequences of an attack.

On completion of the analysis, it will be possible to produce an overall assessment of the level of risk. The *Port Facility Security Assessment* will help determine which port facilities are required to appoint a Port Facility Security Officer and prepare a Port Facility Security Plan. This plan should indicate the operational and physical security measures the port facility should take to ensure that it always operates at security level 1. The plan should also indicate the additional, or intensified, security measures the port facility can take to move to and operate at security level 2 when instructed to do so. It should also indicate the possible preparatory actions the port facility could take to allow prompt response to the instructions that may be issue at security level 3.

Ships using port facilities may be subject to port State control inspections and additional control measures. The relevant authorities may request the provision of information regarding the ship, its cargo, passengers and ship's personnel prior to the ship's entry into port. There may be circumstances in which entry into port could be denied.

Responsibilities of Contracting Governments

Contracting Governments have various responsibilities, including setting the applicable security level, approving the Ship Security Plan and relevant amendments to a previously approved plan, verifying the compliance of ships with the provisions of SOLAS chapter XI-2 and part A of the ISPS Code and issuing the International Ship Security Certificate, determining which port facilities located within their territory are required to designate a Port Facility Security Officer, ensuring completion and approval of the Port Facility Security Assessment and the Port Facility Security Plan and any subsequent amendments, and exercising control and compliance measures. It is also responsible for communicating information to the International Maritime Organization and to the shipping and port industries.

Contracting Governments can designate, or establish, Designated Authorities within Government to undertake their security duties and allow Recognised Security Organisations (RSO's)to carry out certain work with respect to port facilities, but the final decision on the acceptance and approval of this work should be made by the Contracting Government or the Designated Authority.

Amendments to SOLAS

The Conference adopted a series of Amendments to the *1974 SOLAS Convention*, aimed at enhancing maritime security on board ships and at ship/port interface areas. Among other things, these amendments create a new SOLAS chapter dealing specifically with maritime security, which in turn contains the mandatory requirement for ships to comply with the ISPS Code.

Modifications to Chapter V(Safety of Navigation) contain a new timetable for the fitting of Automatic Information Systems (AIS). Ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 50,000 gross tonnage, will be required to fit AIS not later than the first safety equipment survey after 1 July 2004 or by 31 December 2004, whichever occurs earlier. Ships fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.

The existing SOLAS Chapter XI (Special measures to enhance maritime safety) has been renumbered *as* Chapter XI-1. Regulation XI-1/3 is modified to require ships' identification numbers to be permanently marked in a visible place either on the ship's hull or superstructure. Passenger ships should carry the marking on a horizontal surface visible from the air. Ships should also be marked with their ID numbers internally.

A new regulation XI-I/5requires ships to be issue with a Continuous Synopsis Record (CSR), which is intended to provide an on-board record of the history of the ship. the CSR shall be issue by the Administration and shall contain information such as the name of the ship and of the State whose flag the ship is entitled to fly, the date on which the ship was registered with that State, the ship's identification number, the port at which the ship is registered and the name of the registered owner(s) and their registered address. Any changes shall be recorded in the CSR so as to provide updated and current information together with the history of the changes.

A brand-new Chapter XI-2 (Special measures to enhance maritime security) was added after the renumbered Chapter XI-1.

This chapter applies to passenger ships and cargo ships of 500 gross tonnage and upwards, including high-speed craft, mobile offshore drilling units and port facilities serving such ships engaged on international voyages.

RegulationXI-*2/3* of the new chapter enshrines the International Ship and Port Facilities Security Code (ISPS Code). Part A of this Code will become mandatory and part B contains guidance as to how best to comply with the mandatory requirements.

The regulation requires Administrations to set security levels and ensure the provision of security level information to ships entitled to fly their flag. Prior to entering a port, or whilst in a port, within the territory of a Contracting Government, a ship shall comply with the requirements for the security level set by that Contracting Government, if that security level is higher than the security level set by the Administration for that ship.

Regulation Xl-2/4 confirms the role of the Master in exercising his professional judgement over decisions necessary to maintain the security of the ship. It says he shall not be constrained by the Company, the charterer or any other person in this respect.

RegulationXl-2/5requires all ships to be provided with a ship security alert system, according to a strict timetable that will see most vessels fitted by 2004 and the remainder by 2006. When activated the ship security alert system shall initiate and transmit a ship-to-shore security alert to a competent authority designated by the Administration, identifying the ship, its location and indicating that the security of the ship is under threat or it has been compromise. The system will not raise any alarm on-board the ship. The ship security alert system shall be capable of being activate from the navigation bridge and in at least one other location.

Regulation XI-2/6 covers requirements for port facilities, providing among other things for Contracting Governments to ensure that port facility security assessments are carried out and that port facility security plans are developed, implemented and reviewed in accordance with the ISPS Code.
6.12 Other regulations in this chapter cover the provision of information to IMO, the control of ships in port, (including measures such as the delay, detention, restriction of operations including movement within the port, or expulsion of a ship from port), and the specific responsibility of Companies.

Resolutions adopted by the conference

The conference adopted 11 resolutions, the main points of which are outlined below. The full text of each is available on request.

Resolution 1 (Adoption of amendments to the annex to the international convention for the Safety of Life at Sea, 1974, as amended), determines that the amendments shall be deemed to have been accepted on 1 January 2004 (unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments) and that the amendments would then enter into force on 1 July 2004.

Resolution 2 (Adoption of the International Ship and Port Facility Security (ISPS) Code) adopts the International Ship and Port Facility Security (ISPS) Code, and invites Contracting Governments to the Convention to note that the ISPS Code will take effect on 1 July 2004 upon entry into force of the new chapter XI-2 of the Convention.

Resolution 3 (Further work by the International Maritime Organization pertaining to the enhancement of maritime security) invites the International Maritime Organization to develop, as a matter of urgency, training guidance such as model courses for ship security officers, company security officers and port facility security officers; performance standards for ship security alarms; performance standards and guidelines for long-range ship identification and tracking systems, guidelines on control of ships; and guidelines on "Recognized security organizations", and to adopt them in time before the entry into force of the amendments to the Convention adopted by the Conference.

Resolution 4 (Future amendments to Chapters XI-1 and XI-2 of the 1974 SOLAS Convention on special measures to enhance maritime safety and security) recommends that future amendments to the provisions of chapters XI-1 and XI-2 of the Convention should be adopt by either the Maritime Safety Committee of the International Maritime Organization or by a Conference of Contracting Governments to the Convention.

Resolution 5 (Promotion of technical co-operation and assistance) strongly urges Contracting Governments to the Convention and Member States of the Organization to provide, in co-operation with the Organization, assistance to those States which have difficulty in meeting the requirements of the adopted amendments; and to use the Integrated Technical Co-operation Program of the Organization as one of the main instruments to obtain assistance in advancing effective implementation of, and compliance with, the adopted amendments It also requests the Secretary-General of the Organization to make adequate provision, within the Integrated Technical Co-operation Program, to strengthen further the assistance that is already being provided and to ensure that the Organization is able to address the future needs of developing countries for continued education and training and the improvement of their maritime and port security infrastructure and measures; and invites donors, international organizations and the shipping and port industry to contribute financial, human and/or in-kind resources to the Integrated Technical Co-operation Program of the Organization for its maritime and port security activities. It also invites the Secretary-General to give early consideration to establishing a Maritime Security Trust Fund for the purpose of providing a dedicated source of financial support for maritime security technical co-operation activities and, in particular, for providing support for national initiatives in developing countries to strengthen their maritime security infrastructure and measures.

Resolution 6 (Early implementation of the special measures to enhance maritime security) refers to the difficulties experienced during implementation of the International Safety Management (ISM) Code and draws the attention of Contracting Governments and the industry to the fact that chapter XI-2 of the Convention does not provide for any extension of the implementation dates for the introduction of the special measures concerned to enhance maritime security. It urges Contracting Governments to take, as a matter of high priority, anyaction needed to finalize as soon as possible any legislative or administrative arrangements, which are required at the national level, to give effect to the requirements of the adopted amendments to the Convention relating to the certification of ships entitled to fly their flag or port facilities situated in their territory. It also recommends that Contracting Governments and Administrations concerned designate dates, in advance of the application date of July 2004by which requests for certification should be submitted in order to allow for completion of the certification process and for companies and port facilities to rectify any non-compliance. It also recommends that Contracting Governments and the industry should take early appropriate action to ensure that all necessary infrastructure is in place in time for the effective implementation of the adopted measures to enhance maritime security on board ships and ashore.

Resolution 7 (Establishment of appropriate measures to enhance the security of ships, port facilities, mobile offshore drilling units on location and fixed and floating platforms not covered by chapter XI-2 of the 1974 SOLAS Convention) invites Contracting Governments to establish, as they might

consider necessary, appropriate measures to enhance the security of ships and of port facilities other than those covered by chapter XI-2 of the Convention; it also encourages Contracting Governments to establish and disseminate, in an appropriate manner, information to facilitate contact and liaison between company and ship security officers and the authorities responsible for the security of port facilities not covered by Chapter XI-2, prior to a ship entering, or anchoring off, such a port.

Resolution 8 (Enhancement of security in co-operation with the International Labour Organization) invites the ILO to continue the development of a Seafarers' Identity Document as a matter of urgency, which should cover, among other things, a document for professional purposes; a verifiable security document, and a certification information document, and invites IMO and the ILO to establish a joint ILO/IMO Working Group to undertake more detailed work on comprehensive port security requirements.

Resolution 9 (Enhancement of security in co-operation with the World Customs Organization) invites the WCO to consider urgently measures to enhance security throughout international closed CTU movements and requests the Secretary-General of IMO to contribute expertise relating to maritime traffic to the discussions at the WCO.

Resolution 10 (Early implementation of long-range ships' identification and tracking) recallsthat long-range identification and tracking of ships at sea is a measure that fully contributes tothe enhancement of the maritime and coastal States security and notes that Inmarsat C polling is currently an appropriate system for long-range identification and tracking of ships. It urges Governments to take, as a matter of high priority, any action needed at national level to give effect to implementing and beginning the long-range identification and tracking of ships and invites Contracting Governments to encourage ships entitled to fly the flag of their State to take the necessary measures so that they are prepared to respond automatically to Inmarsat C polling, or to other available systems. It also requests Governments to consider all aspects related to the introduction of long-range identification and tracking of ships, including its potential for misuse as an aid to ship targeting and the need for confidentiality in respect ofthe information so gathered.

R***esolution 11*** (Human element-related aspects and shore leave for seafarers) urges Governments to take the human element, the need to afford special protection to seafarers and the critical importance of shore leave into account when implementing the provisions of chapter XI-2 of the Convention and the International Ship and Port Facility Security (ISPS) Code. It also encourages Governments, Member States of IMO and non-governmental organizations with consultative status at the Organization to report to the Organization any instances where the human element has been adversely impacted by the implementation of the provisions of chapter XI-2 of the Convention or the Code. It also requests the IMO Secretary-General to bring to the attention of the Maritime Safety Committee and the Facilitation Committee of the Organization, any human element related problems, which have been communicated to the Organization as a result of the implementation of chapter XI-2 of the Convention or the Code.

Objectives of ISPS Code

1. Application of the provisions of Chapter XI-2 of the 1974 SOLAS Agreement and the provisions of this Code to ships and port facilities.
2. The establishment of an international framework within which cooperation between the Contracting Governments and all concerned parties shall take place.
3. Define the roles and responsibilities of the contracting governments and all relevant stakeholders.
4. Ensure timely and good collection and exchange of security-related information.
5. Ensure that adequate measures are appropriate in the field of maritime security.
6. Develop a methodology for conducting security assessments to ensure that plans and procedures were established to respond to changing security levels.

Practical Requirements to Achieve ISPS Objectives

1. Collect and evaluate information on security threats and share such information with the relevant contracting governments.
2. The obligation to update the protocols governing the communications of ships and port facilities.
3. Preventing unauthorized persons from entering ships, port facilities, and the subsequent areas that are not allowed to enter except for specific individuals.
4. Prevent the introduction of illegal weapons, incendiary devices or explosives into ships.
5. Provide means to raise the level of warning in response to threats or security incidents.
6. The obligation to prepare security plans for ships and port facilities based on security assessments.
7. Compelling exercises and exercises to ensure that security plans and procedures are accommodated.

The Code Applies To The Following

1. Types Of Ships Engaged In International Voyages:
2. Passenger ships including high-speed passenger ships
3. Cargo ships, including high-speed vessels with a total tonnage of 500 tons or more.
4. Mobile Offshore Drilling Units
5. Port Facilities Receives Ships Engaged In International Voyages.

Components of the security plan

Port Facility: Sites are those designated by the Government or the relevant government authority in which the interaction between the ship and the port facility occurs when individuals, goods or equipment move between the port and ship facility services, including areas such as berths, berths and access routes from the sea.

Port Security Plan: She is the main security plan of the port to ensure the implementation of certain procedures for the protection of ports, ships, goods and people on board the risks of security incidents inside the port and in accordance with the requirements of local laws and international conventions.

Port Facility Security Officer (PFSO): The person appointed by the port facility is responsible for the development,

implementation, review and maintenance of the port facility security plan, contacting and coordination with port security and vessel security officer.

Ship Security Officer (SSO): Is the person on board the ship and responsible to the master for the security of the ship, including the implementation and maintenance of the ship's security plan and contact the port security officer and port security officer.

Security incident: Any deliberate and suspicious act that threatens the security of the port or the security of the ship, its crews, passengers, warehouses and goods

Security Level: Is the degree of risk involved in attempting to execute or carry out a security incident and included the following levels:

1. Security Level: Is the level that requires maintaining the minimum appropriate preventive security measures at all times.
2. Security Level: Is the level that requires the maintenance of appropriate additional preventive security measures for a period as a result of increased risk of a security incident.
3. Security Level: Is the level that requires special preventive security measures to be maintained for a period of time when a security incident is likely to occur or when a security incident is about to occur (although it may not be possible to determine the target)

Security Policy: Security policy should include international treaties, laws and recommendations as a minimum policy, including state legislation and laws. The security policy includes many procedures, guidelines and measures implemented by the security, which ensure protection for workers, visitors, ships and goods from the danger of terrorist organizations and all illegal acts

Security Survey: The purpose of the field security survey is to gather and identify the necessary data needed to produce the security assessment report, and the security screening process is one of the basic steps of the security assessment process.

Security assessment: Security assessment is an integral part of the security plan development and updating process, the security assessment is carry out by persons with the necessary skills, taking into consideration that this assessment is periodically updated according to the major changes that occur. The assistance of experts in the field of threats, etc.).

Security Plan: The purpose of the plan is to detect and assess security threats, to take preventive measures against security incidents affecting ships operating in the international maritime area and to deal with port facilities within the international framework defined by the International Ship and Port Facility Security(ISPS code) With procedures to respond to changing security levels, provide guidance to the security officer on security awareness, and prevent a security breach by laying down the bases and rules to ensure that illegal acts and activities that may endanger the security and safety of workers, visitors and ships are eliminated.

Statement of Compliance of Aport Facility: A compliance certificate shall be issue for all ports dealing with vessels to which international treaties apply after reviewing and studying security assessment and plans and undertaking a visit to the port or facility

New security systems

Ship Automatic Identification System (AIS): Is a system consisting of a VHF device. Any other ship, ground station or aircraft can identify the vessel through this device and obtain its data automatically. In accordance with international conventions, the automated contact system must provide ground stations, other ships and aircraft with the following information:

Static information, dynamic information, trip information, time-related information and ETA

Ship Security Alert System (SSAS): All ships shall be provide with a security warning system for the ship. When this system is in operation, it shall send a security warning from the ship to the competent authority assigned by the Maritime Administration to receive such warning. Upon the appearance of the warning at the competent authority, the ship concerned is threatened or at risk. The identification and location of the ship, and the security warning system must be able to operate from the command room and at least another location.

Long Distance Learning and Tracking System: This system provides information on ships for the purposes of improving maritime security and protecting the marine environment, the system entered into force on January 2008. Ships will automatically send information including:

The location of the ship (latitude and longitude), the time and date of that vessel, and this information is usually send four times a day, and this rate may be changed in accordance with the request of the flag State

The role of the Saudi's Ports Authority: Since the Saudi's Ports Authority is the sovereign and supervising authority on all commercial and oil ports. Therefore, it plays its role in the application of maritime laws and regulations and the international treaties in force in this regard. Since the Kingdom is a contracting party to the International Convention for the Safety of Life at Sea 1974, It shall have the obligation to fulfill its responsibilities and obligations with respect to the full and effective implementation and application of the new texts adopted by the Organization concerning the International Ship and Port Facility Security Code (ISPS) Beer and the adoption of security assessments of oil and commercial ports and carry out its visits, using approaching the relevant and related to the International Code for the security of ships and port facilities, and to notify the International Maritime Organization (IMO) note that all the ports of the Kingdom iscommitted to the implementation and application of the International Code (ISPS) as well as all ships carrying the Saudi flag.

Tasks of the Committee: Recommending the adoption and approval of security schemes for port facilities and facilities and studying the documents submitted to the competent maritime authority until they are approved.

- Dealing with security alarm signals and activating security contingency plans.

- Supervising the universality of the implementation of the provisions of the International Code of Security of Ships and Port Facilities, in order to ensure the implementation of the role of the maritime authority.
- Address all concerned parties to nominate port security officers and their assistants to all Saudi ports, and develop a proposal for the training, qualification and development of port security officers and their assistants
- Review and study the assessment and security plans for all ports.
- Visit all oil and commercial ports and prepare a report and address the observations, if any, to renew the compliance document with the requirements of the International Ship and Port Facility Security (ISPS) Code.

Proposed Operational Procedures for the Effectiveness of the Saudi Ports Security Plan

International cooperation for the development of national capacities for the establishment of specialized intelligence and investigation units in seaports and in sensitive coastal areas with a view to strengthening the capacities of seaports, developing regional maritime intelligence and organizing regional training. Enable SMEs to have easier access to sites closer to seaports or airports or to establish offshore, air or land ports closer to areas where SMEs are able to participate in global value chains. Putting into practice the recommendations of the strategic plan for the development of maritime ports, in particular actions designed to benefit the development of small maritime ports in order to have a competitive sector that is capable of meeting the region's foreign trade needs, which could efficiently sustain the increased traffic expected to result from, among other things, the expansion of the Suze Canal and Panama Canal. Other international cooperation activities include participation in the workshops of the Asian Network for Prevention of Illegal Transboundary Movement of Hazardous Wastes; cooperation with INECE in the framework of its Seaport Environmental Security Network, including in the preparation of its second seaport inspection project cooperation with the UNEP Regional Office towards the development of a strategy for the future of the Regional Enforcement Network Project to Combat Illegal Trade in Harmful Chemicals and Hazardous Waste in Asia. Participate with The Arab Seaports Federation to preparing a report on application of the unified structure, clarifying the extent of implementation at Arab seaports. Provision of technical advice to the Haitian General Customs Administration and the Ministry of Economy and Finance through weekly meetings to: improve security procedures at border crossing points, maritime ports and international airports; strengthen the capacity of customs surveillance officers; collect revenue; and enhance the overall capabilities of government authorities at the official border crossing points of international maritime ports and airports , Overall, this means that geographic distance from global markets matters far more for countries that trade by land or whose economic centers are far away from seaports than for countries that trade by sea and whose economic centers are close to their seaports. Provides fixed and mobile radiation detection capability, including equipment, training and sustainability support, to foreign border security and law enforcement officials for use at international airports, border crossings, feeder seaports and large container seaports, to complement the interventions undertaken at seaports and to further strengthen border control measures in the region, in addition targeted anti-immigration services have been set up, with the support of mobile units and local police forces, to strengthen sea borders at major Red sea ports where there has been illegal traffic and at some ports; Specific projects include the establishment of a contribution program to provide ports and marine facilities with funding assistance for security enhancements, the development of a security clearance program to reduce the risk of security threats by conducting background checks on marine workers who perform certain duties or who have access to certain restricted areas, the establishment of port enforcement teams in Saudi's major seaports to protect the ports from being utilized as a conduit for cargo and/or persons that could pose a threat to Saudi's national security, and the ongoing installation of radiation detection equipment at key Saudi marine container terminals to prevent the entry of illicit radioactive materials via Saudi ports , these include X-ray detection equipment for luggage and goods, walk-through metal detectors and body searches, fiberscopes and mirrors for vehicle searches, communications equipment, watercraft for securing the ocean surface at seaports and other modern equipment. The Program has been expanded to include other seaports and dry ports.

The Agreement provides the legal framework for collaboration among these countries on matters of transit transport, customs control, documentation and procedures, as well as the development of infrastructure and facilities relating to sea ports, inland ports and waterways, roads, railways, pipelines and border posts. Governments of the region should be encouraged to utilize their investment in training, technologies and manpower to establish an inter-agency response for container control at seaports and container terminals through the establishment of specialist units dedicated to the review, selection and search of suspect containers of interest. Initiatives were taken to prevent illicit trafficking, for example, cooperation across shared borders and measures that address trafficking through seaports, dry ports and air routes, and to provide regional threat assessments as the basis for crime-sensitive development programming in relevant regions. At national borders, the joint United Nations Office on Drugs and Crime (UNODC) and World WCO container control program has been successful in targeting sea and dry port container shipments in an increasing number of countries, resulting in seizures of illegally traded wildlife, including timber. The protection of maritime areas and ports by the implementation of the International Convention for the Safety of Life at Sea of 1974, in particular new chapter XI.2, which provides for special measures to enhance maritime security, the International Ship and Port Facility Security(ISPS) By combining the cargo volumes, both countries can benefit from economies of scale, and the transit country's seaports may become more attractive ports of call, improving the maritime connectivity for both countries' international trade. Consultation, coordination and exchange of information between the Arab States and relevant specialized organizations and agencies, including the Arab Maritime Ports Union, the International Maritime Organization, the United Nations and the African Union. The generalization of the concept of "area" (for example, seaports, air ports or customs zones) is more appropriate than the concept of "line" to define a State's borders with respect to expulsion issues For the purposes of immigration, the frontier was a zone (for example, a port,

airport or customs zone), rather than a line. The establishment of a maritime safety committee to oversee the development of security plans for seaports and ships to implement the requirements of the International Convention for the Safety of Life at Sea and the Code of Security of Ships and Ports. Most of the trade in manufactured goods is transport by containerized liner shipping services that connect seaports with each other through a global liner-shipping network. The expansion of the ongoing marine port control project to include more ports, as well as the expansion of support for training and materials for those ports that have established drug control and prevention units. Participate in identifying the names of the fees and fees of the Arab ports that need to be modify, and indicating the steps taken by the ports to achieve the required harmonization,

More deep seaports should be establish and services and capacities in the existing ports should be upgrade to bring them in line with international standards. That airports, seaports and postal parcels passing through these ports are entry points that are particularly vulnerable to exploitation in the smuggling of amphetamine-type stimulants into the region and that particular attention is required to provide training and equipment to the authorities stationed there. Inspection of vessels at seaports is always conduct in accordance with regional agreements on governmental inspection at ports. Develop the capacity of law enforcement agencies to prevent drugs at selected ports of entry. UNODC collaborated with the Customs Cooperation Council (also known as the World Customs Organization) to establish joint specialized teams on joint control of seaports. Addressing the lack of means of communication in various ports and commercial centers so as not to be a major obstacle to the rapid movement of goods in transit. At sea ports, where there are no investigations police or national police units, those functions are carried out by the port authority.

The implementation of maritime patrols and vessel inspections, in direct coordination with the Port Security Operations Center. Engage in the Global Container Control Pilot Program to implement the Marine Ports Control Program, which aims to combat the illicit trade of all types of goods, and to consider the training of port authorities as critical. Expansion of the Maritime Ports Control Project in cooperation with UNDCP and the Customs Cooperation Council (also known as the World Customs Organization). To take bilateral initiatives between the customs authorities in the field of container security and, more specifically, in the field of control of the illicit transport of radioactive materials (the giant ports initiative). Addressing delays in the clearance of goods in seaports, which for many developing countries are often associated with problems such as late arrival of documents (especially bills of lading) and poor coordination among key agents handling goods at various stages (freight forwarders, port authorities , Customs agents), and insufficient capacity to store goods between unloading and reloading. The objective of policies for the development of transport infrastructure and services is therefore to ensure the expansion and improvement of all roads, railways, seaports and inland harbors serving neighboring landlocked countries to facilitate an appropriate flow of international traffic to those countries, Many seaports are critical bottlenecks in transit systems because of a range of physical inadequacies and operational constraints, which include poor handling and storage facilities for transit cargo, cumbersome procedures for the clearing and release of cargo, congestion and a shortage of skilled manpower.to continue to investigate any means of transport, routes, seaports, airports and other facilities used in connection with arms embargo violations;

Implementation of a secure comparison and assessment system for identification at all airports and international seaports under a phased program. Preparing suitable areas for receiving and storing the hazardous materials and chemicals in accordance with the international port code (sea/air/land) that satisfy the preventive requirements for safeguarding and exercising strict control over the materials. Participation in conferences and workshops aimed at finding ways out of developing economies for unsustainable and fossil-based patterns of transport of goods, in the light of climate change concerns. It is very important to participate in the studies on the establishment of transcontinental transit corridors and for sub regional transport, in particular for landlocked and offshore countries , Increased regional cooperation, through effective regional institutions to set priorities for regional investments, and to manage and develop the road and rail trade corridors linking landlocked developing countries in Asia and Africa to seaports.morover Use more than one intensity gauge, at border centers and major seaports to determine flat density or material. These measuring devices can help detect contrab and to ensure that West African trafficking gangs do not use their territory and transit areas (airports, seaports and land border crossings) in their illicit activities, they should take steps to sensitize their drug law enforcement authorities to the common practices of such gangs and encourage such vigilance The authorities to any future dangers;

Participate in initiatives to detect and prevent high-risk containers in the flow of maritime trade by sharing important information on law enforcement. Security and technical exchange of officers working at sea ports to identify the work of maritime ports of the developed countries in this regard, And to emphasize that the control of seaports and containers is essential and the importance of international cooperation in this regard. Conduct studies on other areas such as bottom trawling, ways to improve States' control of seaports, market mechanisms and the impact of shipping and accident activities, including nuclear waste. Development and maintenance of transit transport infrastructure to ensure access through regional trade corridors that provide access to seaports or to the markets of major regional trading partners, thereby reducing trade costs in order to facilitate the integration of landlocked developing countries into a growing and increasingly complex global economy And change. Where the planning of the infrastructure of sea and airports and transport through railways and roads is based largely on import and export statistics. Harmonization of legislation, application and enforcement of standards at the regional level, establishment of waste collection and recycling facilities at seaports. Work will be carried out, as appropriate, in close cooperation with private sector partners and, importantly, with local stakeholders, including relevant seaport/airport and planning authorities and local academic institutions. Planning and execution of various hydrographic surveys for the Saudi coastal naval port monitoring of transboundary shipment of wastes. Emphasize the need to strengthen monitoring and control systems at the entry and exit points of substances frequently used in the illicit manufacture of narcotic drugs and

psychotropic substances, including airports, seaports, river harbors and customs centers, and to promote the safe transport of such substances;

Furthermore, it should be note that shipping companies in seaports are increasingly performing services that do not fall within the carrier's obligations. Where a variety of transport service providers and related services are a major candidate for the creation of online transactions serving their operations. Examples of this group include seaports, airports, truck companies, rail services, shipping companies, freight forwarders, customs services, Container leasing companies and container terminals, bearing in mind that, upon completion of their networks, railways will play an important role in the transit transport corridor systems linking maritime and landlocked ports. The need to give priority to the establishment of procedures for cross-border cooperation and guidelines for communication between specialized border control units;

The establishment of a Gulf Criminal Intelligence Center; the organization of joint meetings at the operational level among neighboring countries to draw up a joint work plan and a practical strategy to prevent the use of dogs in seaports; Flow of acetic anhydride and other precursors; as well as the implementation of United Nations conventions and other international agreements against money-laundering. Public-private partnerships have proven to be instrumental in the development of effective solutions to improve processes in seaports or inland freight terminals as well as in trade facilitation platforms such as single windows. Generally accepted corridor-monitoring indicators should be develop to measure the performance of trade corridors linking landlocked developing countries to seaports and their progress on changes in logistics and trade facilitation practices. Establishment of a regional information and coordination center in Asia for the implementation of a program on containers in major seaports in Africa, Asiaand Latin America, which were often in use as illicit trafficking hubs, in order to disrupt the flow of illicit commodities and undocumented aliens. The Container Security Initiative (CSI), is designed to safeguard global maritime trade by enhancing cooperation at seaports worldwide to identify and examine high-risk containers and ensure their in-transit integrity.

Conclusion

Ports authorities in different countries, especially developing countries, are committed to developing security plans for maritime transport and facilities in accordance with the international obligations stipulated in the agreements signed by them, including the SOLAS Agreement and its annexes, including the International Code of Port and Ship Safety and The Saudi ports authorities are still working at maximum capacity to reach the optimal situation, which is commensurate with the expenditures made through successive development plans to improve the performance of the various Saudi ports, especially the oil ports, which is the strategic commodity of the Kingdom, as well as the commercial ports which transport more than 90% of the Kingdom's foreign trade. Moreover the following measures are taken from the executive engines to ensure the success of the maritime security plans set by the Saudi authorities:

- Participate in initiatives by sharing important information on law enforcement
- Security and technical exchange of officers
- Conduct studies on other areas such as bottom trawling, ways to improve States' control of seaports, market mechanisms and the impact of shipping and accident activities, including nuclear waste.
- Development and maintenance of transit transport infrastructure
- Harmonization of legislation, application and enforcement of standards at the regional level,
- Work will be carried out, as appropriate, in close cooperation with private sector partners and, importantly, with local stakeholders,
- Planning and execution of various hydrographic surveys for the Saudi coastal naval port.
- Emphasize the need to strengthen monitoring and control systems at the entry and exit points of substances frequently.

Furthermore, it should be note that shipping companies in seaports are increasingly performing services that do not fall within the carrier's obligations.Where a variety of transport service providers and related services are a major candidate for the creation of online transactions serving their operations. The need to give priority to the establishment of procedures for cross-border cooperation and guidelines for communication between specialized border control units;

The establishment of a Gulf Criminal Intelligence Center;

- Public-private partnerships have proven to be instrumental in the development of effective solutions to improve processes in seaports or inland freight terminals.
- Establishment of a regional information and coordination center.
- The Container Security Initiative (CSI)

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