

Commonwealth of Dominica**Office of the Maritime Administrator**

TO: ALL SHIPOWNERS, OPERATORS, MASTERS, AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Maritime Security Training for Company Security Officers and Ship Security Officers

REFERENCES: (a) International Ship & Port Facility Security Code (ISPS), 2002

PURPOSE:

The International Ship and Port Facility Security Code (ISPS Code) requires a shipping company to designate Company Security Officer(s) (CSO) for one or more ships managed by them and a Ship Security Officer (SSO) on board each ship. The CSOs and SSOs should have appropriate knowledge and received maritime security training. The training requirements of CSO and SSO and the topics to be covered in the maritime security training are given in Code A and Code B of the ISPS Code.

APPLICABILITY:

This Circular is applicable to the following Commonwealth of Dominica vessels:

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

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REQUIREMENTS:

1. Owners and shipmanagers are advised to send their shore based and ship's staff, designated to be CSO or SSO, for maritime security training at an early date so that they can implement the code requirements, to enhance maritime security as prescribed in Chapter XI-2 of the SOLAS, before the requirements enter into force on 1 Jul 2004.
2. The ISPS code does not require the CSO and SSO training to be approved by a flag administration. However, to ensure effective and high quality maritime security training, owners and shipmanagers may use the guidelines listed below when selecting an appropriate maritime security-training provider.
3. The training provider or the institute conducting CSO/SSO courses should:
 - a. comply with the requirements of the ISPS Code;
 - b. have trainers with relevant qualifications and experience in maritime and port security;
 - c. have in its teaching panel, members who are familiar with operations on merchant ships (e.g. a master mariner).;
[This person should work with security experts and be able to translate the security knowledge to operationalise it onboard ships];
 - d. agree to provide "bridging courses" to comply with the IMO model courses should any gaps be identified when model courses are available;
and
 - e. ensure that the training is continuously monitored through a quality standards system.

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