



香 港 商 船 資 訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Guidance relating to the Implementation of SOLAS Chapter XI-2 and the ISPS Code

To : Shipowners, Ship Managers, Ship Operators and Classification Societies

Summary

This Note promulgates IMO Circular MSC/Circ. 1097 which provides guidance relating to the implementation of SOLAS Chapter XI-2 and the ISPS Code, and provides further guidance to shipping companies on issues concerning the provision of security level information to ships, the keeping of Declaration of Security and security records on ships, the ship security alert system, and training and certification of security personnel.

1. The Maritime Safety Committee of the IMO at its 77th Session approved Circular MSC/Circ. 1097 which provides guidance relating to the implementation of SOLAS Chapter XI-2 and the ISPS Code to Administrations and the maritime industry. A copy of the Circular is attached to this Note for ready reference.

2. In addition to the guidance given in Circular MSC/Circ. 1097, the attention of shipping companies and their Company Security Officers (CSOs) is drawn to the following:

a. The method of providing security level information to ships

In accordance with SOLAS XI-2/3, Administrations are required to set security levels and ensure the provision of security level information to ships entitled to fly their flags. In respect of Hong Kong registered ships, security levels will be set by the Marine Department and the provision of security information to ships will be routed through the CSO of individual shipping company. All companies having ships registered in Hong Kong should advise the Senior Surveyor/Security and Quality Assurance the name(s) and contact details of their CSOs either by fax or by e-mail (Fax. No.: (852) 2545 0556, e-mail address: sqa@mardep.gov.hk) prior to 1 July 2004. The Marine Department will maintain an updated list of CSOs for Hong Kong registered ships.

b. Keeping of Declaration of Security (DoS)

Section 5.7, Part A of the ISPS Code stipulates that Administrations shall specify the minimum period for which DoS shall be kept by ships entitled to fly their flags. In respect of Hong Kong registered ships, it has been decided that any DoS signed shall be kept on board for at least the last 10 calls at port facilities.

c. Keep of records of security activities

According to Section 10.1, Part A of the ISPS Code, the records of security activities listed therein shall be kept on board for a minimum period specified by the Administration. In respect of Hong Kong registered ships, it has been decided that such records of security activities shall be kept on board for a minimum period of 3 years.

d. Competent Authority for receiving ship security alert

SOLAS XI-2/6 stipulates that ships shall be provided with a ship security alert system which, when activated, shall initiate and transmit a ship-to-shore security alert to a competent authority designated by the Administration. To this end, the Hong Kong Maritime Rescue Coordination Centre (HKMRCC) would be designated as the competent authority for receiving ship-to-shore alert sent from Hong Kong registered ships, while GMDSS equipment modified to enable such function would be used for transmission of the alert. However, as the technical specifications for the required modifications are still being developed by the service providers, companies and their CSOs are therefore requested to monitor the development and watch out for any future announcement from Marine Department in this regard.

e. Training and Certification for security personnel

The training provisions for CSOs and Ship Security Officers (SSOs) in Section 13, Part A of the ISPS Code do not specify that CSOs and SSOs have to undergo approved training courses. Proposals have been made for approved training courses for CSOs and SSOs to be made mandatory and the IMO is currently developing model courses for such purpose. Since there will be further development on this issue, paragraph 19 of the Annex to MSC/Circ. 1097 recommends that, as an interim measure, the International Ship Security Certificate should be accepted as prima facie evidence that training has been conducted in accordance with the ISPS Code. The decision on how training is to be conducted has been left to the discretion of individual flag State, but if a port State control inspection detected a lack of training, further action could be taken. Pending further development at the IMO, Marine Department does not intend to approve any specific training courses at this stage. However, to ensure effective implementation of the ISPS Code and to avoid port State control problems, companies are reminded to take note of the following in providing training for their CSOs, SSOs and other staff having security responsibilities and duties:

- (i) any training provided should equip the trainees with sufficient knowledge to perform their respective security duties;
- (ii) the training for CSOs and SSOs should adequately cover the items listed in Section 13, Part B of the ISPS Code;
- (iii) CSOs and SSOs should have thorough knowledge of the specific Ship Security Plans of their ships and their respective roles and responsibilities in the plans;
- (iv) documentary proof of training and any related competency assessment shall be maintained as evidence that satisfactory training has been provided; and
- (v) it is expected that ship staff will be tested on their knowledge and ability to carry out their duties as laid down in the ship's security plan during verification on board a vessel before the issue of the International Ship Security Certificate.

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