

Isle of Man Ship Registry Manx Shipping Notice

SOLAS Chapter XI-2 & the ISPS Code

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1. Introduction

SOLAS Chapter XI-2 and the International Ship and Port Facility Security Code (ISPS Code) form the basis of the mandatory security regime for international shipping. The ISPS Code is divided into two sections; Parts A and B. Part A outlines detailed maritime security related requirements which SOLAS contracting governments and shipping companies must adhere to. Part B of the ISPS Code provides guidelines on how to meet the requirements of Part A; these are recommendatory according to the ISPS Code, however the Isle of Man Regulations adopt Part B Regulations 8-13 as mandatory.

Isle of Man Ship Registry (IOMSR) regulations deal only with the requirements of the Code that apply to ships; the requirements for Ports are applied by the Harbours Division of the Department of Infrastructure.

The purpose of this notice is to provide guidance on application of the ISPS Code to Isle of Man ships.

2. Application

Isle of Man ISPS Regulations apply to the following Manx ships (and their Companies) that are engaged on international voyages, and the following foreign ships when they are in the territorial waters of the Isle of Man:

- Passenger ships, including high speed passenger craft
- Cargo ships, including high speed craft, of 500gt and upwards
- Commercial yachts of 500gt and upwards
- Mobile offshore drilling units

3. Ship Security Alert System (SSAS)

When activated, a SSAS transmits a security alert to shore to indicate that the security of a ship is under threat or has been compromised.

The SSAS must be capable of being activated from the bridge and at least one other location on board the vessel. The SSAS transmission should include the ship identity and current position associated with a date and time.

3.1 Alert Procedure

On activation of the SASS, the security alert shall be sent immediately to the following entities:

- The Competent Authority. For information on who can act as a Competent Authority please see Section 3.4



- HM Coastguard's National Maritime Operations Centre (NMOC)
- IOMSR

Upon receipt of the alert, the Competent Authority shall contact the ship by agreed, covert means to validate the status of the security alert.

The Competent Authority shall telephone NMOC within 15 minutes to confirm or cancel the security alert.

If NMOC hears nothing from the Competent Authority within 15 minutes, NMOC telephones the IOMSR who will attempt to contact the Competent Authority.

Contact details for NMOC and IOMSR can be found in Annex A.

3.2 Ship Security Alert System Specifications / Performance Standards

The requirement for a SSAS may be complied with by using a radio installation fitted in compliance with SOLAS IV (GDMSS) provided that it meets the requirements set out in SOLAS XI-2, Regulation 6.

The SSAS shall conform to performance standards not inferior to those in IMO Resolution [MSC.147\(77\)](#), as amended.

3.3 Testing

The SSAS should be tested routinely at least on an annual basis.

It is recommended that SSAS test alerts are sent only to the Competent Authority. Any test alerts should clearly state 'TEST' where possible. If this is not possible, NMOC and IOMSR should be contacted by telephone/email to give advance notice of the intended test.

3.4 Competent Authority

Every ship must have a Competent Authority ashore who receives ship to shore security alerts transmitted by the SSAS. IOMSR defines a Competent Authority as any Company which has submitted a [Competent Authority Form](#) (CAF) to IOMSR and been issued with an approval letter in response.

In order to grant an approval, IOMSR must be satisfied that the Competent Authority has:

- a) 24 hour monitoring for SASS alerts; and
- b) Procedures/systems in place to co-ordinate roles in the event of an alert.

4 Ship Security Plans

4.1 Approval Process

All Ship Security Plans (SSP) shall be approved by IOMSR and this function is not delegated to ROs. SSPs may be received by IOMSR either in hard copy or via email and should be accompanied by the Ship Security Assessment which forms the basis of the SSP.

Once the SSP has been reviewed and found acceptable, the approval page will be returned **with an 'Approved'** stamp on the front page and signed by an appropriate IOMSR officer. This is the only evidence required to be on board the vessel that demonstrates the SSP has been approved. Previously issued approval SSP certificates are no longer required.



If the **ship's** RO are attending a ship to carry out an interim ISPS audit on behalf of IOMSR then the SSP must have been submitted to IOMSR prior to the audit being carried out. Once the SSP has been received we will advise the RO surveyor that the SSP is under review, as is required by the ISPS Code.

4.2 Amendments

The ISPS Code requires that all amendments to the SSP be approved by the Administration. The IOMSR interprets 'amendments' to mean material changes to the plan and the procedures contained within. Updates of contact details and minor revisions for the correction of spelling mistakes or similar **need not be submitted, but the SSP's amendment** page will be stamped to state the amendments have been approved when an IOMSR surveyor next attends for an ISPS audit or General Inspection.

If the circumstances under which the Ship Security Assessment (SSA) was made have changed (for instance type of cargo, trade area, significant changes in the nationality of the crew, relevant modifications to the vessel, etc.), the vessel should be re-assessed. The revised SSP should be resubmitted for approval.

5 Setting of Security Levels and Provision of Security Advice

The setting of security levels, provision of security related advice and activity must be read as a reference to the United Kingdom Department of Transport. Although this function is delegated, IOMSR will communicate any such information to Company Security Officers via our Security Notices. Security Notices are sent directly to CSOs and are not published on our website.

6 Documents referred to in this MSN

SOLAS Chapter XI-1
SOLAS Chapter XI-2
SOLAS Chapter VI
MSC.147(77) – Performance Standards for Ship Security Alert Systems
International Ship and Port Facility Security Code
Merchant Shipping (ISPS Code) Regulations 2018 (SD No 2018/0278)

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal position.



Annex A

Contact Details

Isle of Man Ship Registry

Telephone: +44 (0) 1624 688500

Out of Hours Telephone: +44 (0) 7624 493467

Email: marine.survey@gov.im

HM Coastguard's National Maritime Operations Centre (NMOC)

24 hours Telephone: +44 344 3820027

Email: ssas@hmcg.gov.uk

