Sample of Report for Ship Security Assessment

Ship's particular
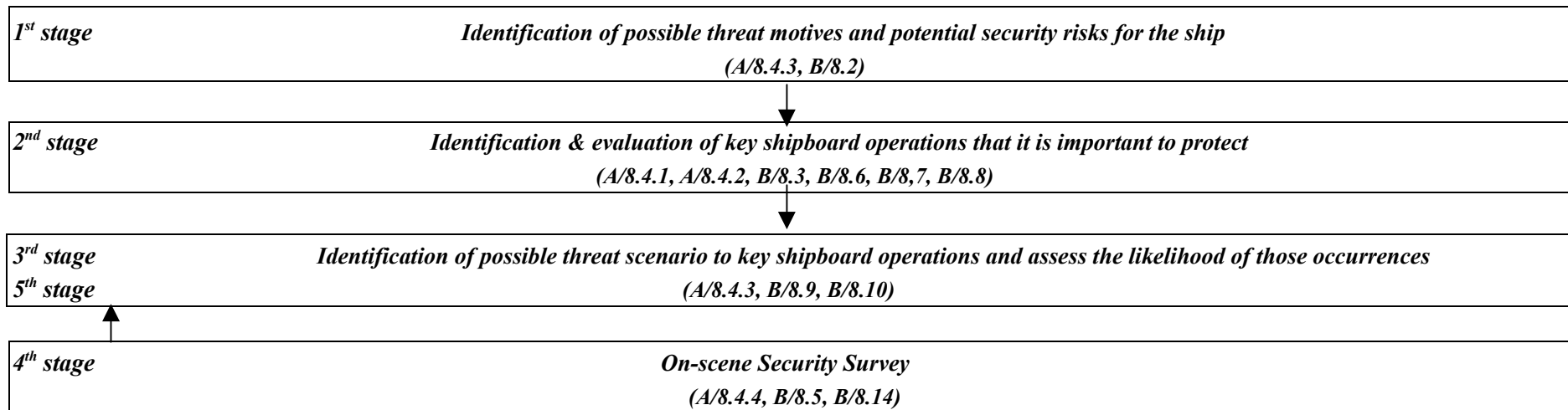
Ship's name:		*Ship's type:*	
Flag:		*Working language:*	
Port of registry:		*Crew nationality:*	
Official number:		*Regular service area, if any:*	
Call sign:		*Regular ports of call, if any:*	
IMO number:	IMO	*Class:*	
Gross tonnage:		*Class number:*	

Date of SSA conducted:	From: To:	*Conducted by:*	
Date of On-scene security survey conducted:	From: To:	*Conducted by:*	
Place of On-scene security survey conducted:			

Where the SSA has been conducted by other than the CSO;

Date of SSA reviewed and accepted by CSO:		*Name of CSO in charge:*	
		Signature of CSO:	

Summary of Ship Security Assessment

1st stage	*Identification of possible threat motives and potential security risks for the ship* *(A/8.4.3, B/8.2)*

2nd stage	*Identification & evaluation of key shipboard operations that it is important to protect* *(A/8.4.1, A/8.4.2, B/8.3, B/8.6, B/8,7, B/8.8)*

3rd stage *5th stage*	*Identification of possible threat scenario to key shipboard operations and assess the likelihood of those occurrences* *(A/8.4.3, B/8.9, B/8.10)*

4th stage	*On-scene Security Survey* *(A/8.4.4, B/8.5, B/8.14)*

This Ship Security Assessment has been conducted based on the following elements

Elements	Scenario considered				
1. Navigational area	☐ In port ( )	☐Passing straight ( )	☐Passing channel ( )	☐ Passing coastal ( )	☐ Ocean going ( )
2. Ship's location	☐Pirates affected areas	☐Civil war areas	☐ No special remark areas		
3. Navigational speed	☐Drifting	☐ Less than 12 knots	☐Over 12 knots		
4. Cargo	☐Explosives	☐Dangerous goods	☐Radio active substances	☐ No special remark cargo	
5. Freeboard	☐Less than 5 m	☐5 to 10 m	☐Over 10 m		
	☐	☐	☐	☐	☐

Where the SSA has been conducted by the CSO, has the CSO obtained the following background information? Or where the SSA has been conducted by other than the CSO, has the person who conducted the SSA received the following background information from the CSO?

Yes	*No*	*Background Information*
☐	☐	*1. the general layout of the ship*
☐	☐	*2. the location of areas which should have restricted access, such as navigation bridge, machinery spaces of category A and other control stations as defined in SOLAS chapter II-2, etc*
☐	☐	*3. the location and function of each actual or potential access point to the ship*
☐	☐	*4. changes in the tide which may have an impact on the vulnerability or security of the ship*
☐	☐	*5. the cargo spaces and stowage arrangements*
☐	☐	*6. the locations where the ship's stores and essential maintenance equipment is stored*
☐	☐	*7. the locations where unaccompanied baggage is stored*
☐	☐	*8. the emergency and stand-by equipment available to maintain essential services*
☐	☐	*9. the number of ship's personnel, any existing security duties and any existing training requirement practices of the Company*
☐	☐	*10. existing security and safety equipment for the protection of passengers and ship's personnel*
☐	☐	*11. escape and evacuation routes and assembly stations which have to be maintained to ensure the orderly and safe emergency evacuation of the ship*
☐	☐	*12. existing agreements with private security companies providing ship/waterside security services*
☐	☐	*13. Existing security measures and procedures in effect, including inspection and, control procedures, identification systems, surveillance and monitoring equipment, personnel identification documents and communication, alarms, lighting, access control and other appropriate systems.*

Has the person who conducted the SSA considered the following items?

Yes	No	Item that is important to protect
☐	☐	1. the ship's personnel
☐	☐	2. passengers, visitors, vendors, repair technicians, port facility personnel
☐	☐	3. the capacity to maintain safe navigation and emergency response
☐	☐	4. the cargo, particularly dangerous goods or hazardous substances
☐	☐	5. the ship's stores
☐	☐	6. the ship security communication equipment and systems, if any
☐	☐	7. the ship's security surveillance equipment and systems, if any
Yes	**No**	***possible vulnerabilities***
☐	☐	8. conflicts between safety and security measures
☐	☐	9. conflicts between shipboard duties and security assignments
☐	☐	10. watch-keeping duties, number of ship's personnel, particularly with implications on crew fatigue, alertness and performance
☐	☐	11. any identified security training deficiencies
☐	☐	12. any security equipment and systems, including communication systems
Yes	**No**	***Special consideration***
☐	☐	13. particular consideration which is given to the convenience, comfort and personal privacy of the ship's personnel and their ability to maintain their effectiveness over long periods

1ˢᵗ stage: *Identification of possible threat motives and potential security risks for the ship*

	Security risks	Example	Likelihood			Comment
			Unlikely	*Probable*	*Likely*	
1. Political motives						
1.1	*Does it exist political (incl. religious, ideological, ethnical, nationalistic) motives related to your ship (flag, owner, crew) or trade (cargo, passengers, trade area or port)?*	*Cargo (e.g. weapon parts, Norwegian whale, nuclear cargo) and trade area/port (Middle East, US)*	☐	☐	☐	
1.2	*Does your ship trade in an area with unstable political situation?*	*Countries with elections, demonstrations, civil war, riots (West Africa, Middle East)*	☐	☐	☐	
1.3	*Add other relevant questions:*		☐	☐	☐	
2. Symbolic motives						
2.1	*Can your ship be used as a means to harm symbolic constructions on the trade?*	*Well known buildings, statues, bridges, etc. (Golden gate, Sidney opera, etc.)*	☐	☐	☐	
2.2	*Does your ship visit a port where international events take place?*	*Exhibitions, sports, political, etc. (Olympic Games, EXPO, WTO meeting, etc.)*	☐	☐	☐	
2.3	*Can your ship be used as means to harm important environmental areas?*	*Areas for tourism, commercial exploitation of nature (fish farming, beaches, coastal cities, etc.)*	☐	☐	☐	
2.4	*Does your ship itself represent or carry a symbolic value?*	*Ship carries special cargo (e.g. weapons), support operations (oil to war actions, equipment to industry projects), represent attitudes at debate (cruise, natural resources, etc.).*	☐	☐	☐	
2.5	*Does the visibility or the profile of your ship, company or brand represent a motive for unlawful acts?*	*Because of your policy (exploitation of labour, political attitudes), the operations you are involved (natural resources, weapons, etc.).*	☐	☐	☐	
2.6	*Add other relevant questions:*		☐	☐	☐	
3. Economical damages						
3.1	*Does your ship carry special cargo?*	*Plutonium, equipment for mass destruction, etc.*	☐	☐	☐	
3.2	*Is it likely that terror related smuggling take place from ports your ship is visiting?*	*Smuggling of people/goods from Africa to Italy. (Intelligence)*	☐	☐	☐	
3.3	*Is it likely that your crew can take part in or embrace terror related smuggling?*	*Ethnical motives and common cause.*	☐	☐	☐	
3.4	*Is your ship trading in an area known for piracy?*	*See Annual Piracy Report (ICC)*	☐	☐	☐	

ClassNK

1ˢᵗ stage

	Security risks	Example	Likelihood			Comment
			Unlikely	*Probable*	*Likely*	
3.5	*Does your ship, cargo or passengers represent risk for Hijacking?*	*Valuable ship, cargo and passengers used for threats and barging demands.*	☐	☐	☐	
3.6	*Add other relevant questions:*		☐	☐	☐	

4. Damage to Society/Industry

4.1	*Can your ship be used to damage important nodal points for trade or commercial activity?*	*Block ports or canal, collide with bridges or offshore installations, etc.*	☐	☐	☐	
4.2	*Is the trade your ship represents critical to society?*	*Critical equipment to industry projects (e.g. pipelines, offshore installations, etc.), or for industry production (gold, silver, silicates, etc.)*	☐	☐	☐	
4.3	*Will an unlawful act against your ship or trade harm the state of the industry?*	*Reduced market due to reduced trust (cruise, passenger transport, etc.)*	☐	☐	☐	
4.4	*Add other relevant questions:*		☐	☐	☐	

5. Fear & others

5.1	*Can your ship be used as a means to escalate consequences and thus create fear in the society?*	*Explosion, collision with construction, ammonia discharge, etc. Because of the consequences that result (numerous fatalities of passengers, discharge of radio actives, etc.)*	☐	☐	☐	
5.2	*Add other relevant questions:*		☐	☐	☐	

ClassNK

2ⁿᵈ stage: ***Identification & evaluation of key shipboard operations that it is important to protect***

Operations with related systems, areas and personnel	*Criticality*		*Are security measures in place?*		*Existing measures, procedures, operations, weakness, limitations*
	Low	*High*	*Yes*	*No*	
1. ACCESS CONTROL – Personnel, passengers, visitors, etc.					
1.1 *Access ladders*	☐	☐	☐	☐	
1.2 *Access gangways*	☐	☐	☐	☐	
1.3 *Access ramps*	☐	☐	☐	☐	
1.4 *Access doors, side scuttles, windows and ports*	☐	☐	☐	☐	
1.5 *Mooring ropes and anchor chains*	☐	☐	☐	☐	
1.6 *Cranes and hosting gear*	☐	☐	☐	☐	
1.7 *Access by ships side (freeboard)*	☐	☐	☐	☐	
1.8 *Equipment and baggage brought onboard*	☐	☐	☐	☐	
1.9 *Unaccompanied baggage found onboard*	☐	☐	☐	☐	
Add issues you find relevant:	☐	☐	☐	☐	
2. RESTRICTED AREAS ON THE SHIP					
2.1 *Navigation bridge*	☐	☐	☐	☐	
2.2 *Navigational means (radio, radar, GPS, etc.)*	☐	☐	☐	☐	
2.3 *Machinery spaces, power supplies, steering rooms*	☐	☐	☐	☐	
2.4 *Control rooms*	☐	☐	☐	☐	
2.5 *Galley/pantry*	☐	☐	☐	☐	
2.6 *Ventilation and air conditioning system*	☐	☐	☐	☐	
2.7 *Spaces with access to potable water tanks, pumps or manifold*	☐	☐	☐	☐	
2.8 *Hull, ballast tanks*	☐	☐	☐	☐	
2.9 *Rudder and propeller*	☐	☐	☐	☐	
Add issues you find relevant:	☐	☐	☐	☐	
3. CARGO HANDLING					
3.1 *Cargo access points (hatches, ports, piping)*	☐	☐	☐	☐	

ClassNK

2nd stage

	Operations with related systems, areas and personnel	*Criticality*		*Are security measures in place?*		*Existing measures, procedures, operations, weakness, limitations*
		Low	*High*	*Yes*	*No*	
3.2	*Cargo storage spaces (incl. access points)*	☐	☐	☐	☐	
3.3	*Spaces containing dangerous goods or hazardous substances*	☐	☐	☐	☐	
3.4	*Cargo handling equipment*	☐	☐	☐	☐	
	Add issues you find relevant:	☐	☐	☐	☐	
4. SHIP STORES HANDLING						
4.1	*Access points for delivery to ship*	☐	☐	☐	☐	
4.2	*Storage spaces*	☐	☐	☐	☐	
4.3	*Access points to storage spaces*	☐	☐	☐	☐	
	Add issues you find relevant:	☐	☐	☐	☐	
5. SECURITY MONITORING						
5.1	*Lighting*	☐	☐	☐	☐	
5.2	*Watch-out (voyage)*	☐	☐	☐	☐	
5.3	*Security guards and deck watches, including patrols*	☐	☐	☐	☐	
5.4	*Automatic intrusion detection device*	☐	☐	☐	☐	
5.5	*Surveillance monitoring*	☐	☐	☐	☐	
5.6	*Security and surveillance equipment spaces*	☐	☐	☐	☐	
	Add issues you find relevant:	☐	☐	☐	☐	
6. SAFETY OPERATIONS						
6.1	*Life boats and life belts*	☐	☐	☐	☐	
6.2	*Alarms, signals and marking*	☐	☐	☐	☐	
6.3	*Evacuation routes*	☐	☐	☐	☐	
6.4	*Fire fighting system*	☐	☐	☐	☐	
	Add issues you find relevant:	☐	☐	☐	☐	

ClassNK

3rd stage and 5th stage

3rd stage & 5th stage: Identification of possible threat scenario to key shipboard operations and assess the likelihood of those occurrences

Possible threat scenarios	Relevant		Possible Consequences			Likelihood		3rd stage		5th stage
	Yes	No	Moderate 1	High 2	Extreme 3	Unlikely 1	Likely 2	Vulnerability score[1]	Measures for Mitigation[2]	New vulnerability score[3]
1. Damage to, or destruction of, the ship (Bombing, arson, sabotage, vandalism)										
1.1 Conceal explosives onboard, initiate with timer or remote device	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
1.2 Bring explosives onboard, suicidal/high risk action	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
1.3 Place explosives in cargo, initiate with timer or remote device	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
1.4 Attach explosives to hull, initiate with timer or remote device	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
1.5 Open bow, side or stern ports, cargo hatch to sink or capsize	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
2. Tampering with cargo, essential ship equipment or systems or ship's store										
2.1 Contaminate drinking water, food or air-conditioning	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
2.2 Contaminate cargo	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
3. Unauthorized access or use including presence of stowaways										
3.1 Stowaways sneaking onboard, concealment in cargo/service or storage spaces (including containers)	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
3.2 Boarding ship at port or during voyage as "passenger" or "crew"	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
3.3 Boarding ship at port or during voyage as "pilot", "supplier", "surveyor", fake castaway	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
4. Smuggling weapon or equipment, including weapons of mass destruction										
4.1 Conceal weapons/equipment in cargo/service or storage spaces (including containers)	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	

[1]Note: Possible consequences x Likelihood = Vulnerability Score

[2]Note: A measure must be established for the cases where vulnerability score is 4 and above (*: to be deleted as appropriate)

[3]Note: After verifying the effectiveness of the measures for mitigation at the On-scene security survey, new vulnerability score is to be re-evaluated as 5th stage

1: Access Control   2: Restricted Area   3: Cargo Handling
4: Ship's store Delivery   5: Unaccompanied Baggage Handling   6: Security Monitoring

ClassNK

3rd stage and 5th stage

	Possible threat scenarios	Relevant		Possible Consequences			Likelihood		3rd stage		5th stage
		Yes	No	Moderate 1	High 2	Extreme 3	Unlikely 1	Likely 2	Vulnerability score[1]	Measures for Mitigation[2]	New vulnerability score[3]
4.2	Conceal weapon/equipment in crews' luggage	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
4.3	Conceal weapons/equipment in passengers' luggage	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
4.4	Conceal weapons/equipment in ship supplies	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5. Use of the ship itself as a weapon or as a means to cause damage or destruction											
5.1	Crew take control over ship	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5.2	Passengers take control	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5.3	Stowaways/boarded person take control	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5.4	Damage or immobilize critical systems like propulsion, steering etc in a critical position (near terminal etc)	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5.5	Take control over ship and hit another ship	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5.6	Take control over ship and hit a land based construction / terminal / chemical plant or similar	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5.7	Take control over ship and hit an offshore installation	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
5.8	Take control over ship and hit a rock / provoke grounding	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	
6. Attacks from seaward											
6.1	Pirates/Terrorists take control over ship	☐	☐	☐	☐	☐	3rd ☐ 5th ☐	3rd ☐ 5th ☐		1* /2* /3* 4* /5* /6*	

[1]Note: Possible consequences x Likelihood = Vulnerability Score

[2]Note: A measure must be established for the cases where vulnerability score is 4 and above (*: to be deleted as appropriate)

[3]Note: After verifying the effectiveness of the measures for mitigation at the On-scene security survey, new vulnerability score is to be re-evaluated as 5th stage

1: Access Control   2: Restricted Area   3: Cargo Handling
4: Ship's store Delivery   5: Unaccompanied Baggage Handling   6: Security Monitoring

ClassNK

4ᵗʰ stage: On-scene Security Survey

	Checklist for Initial On-scene Security Survey	*YES*	*NO*	*Observation (including possible vulnerabilities)*	*Countermeasures to be taken*
1. ACCESS TO THE SHIP					
1.1	*Does the SSP contain security measures covering the access to the ship?*	☐	☐		
1.2	*Are access ladders identified and monitored?*	☐	☐		
1.3	*Are access gangways identified and monitored?*	☐	☐		
1.4	*Are access ramps identified and monitored?*	☐	☐		
1.5	*Are access doors, side scuttles, windows, hatches and ports identified and monitored?*	☐	☐		
1.6	*Are mooring ropes and anchor chains identified and monitored?*	☐	☐		
1.7	*Are cranes and hoisting gear identified and monitored?*	☐	☐		
1.8	*Are other access points identified in the SSP?*	☐	☐		
1.9	*Are identity documents of all persons seeking to board the ship checked?*	☐	☐		
1.10	*Are there procedures and records available for how to check this?*	☐	☐		
1.11	*Are the reasons for the people boarding the ship confirmed by checking joining instructions, passenger tickets, boarding passes, work orders etc?*	☐	☐		
1.12	*Are the personal effects of passengers controlled?*	☐	☐		
1.13	*Is the embarkation of crew controlled?*	☐	☐		

4th stage

	Checklist for Initial On-scene Security Survey	*YES*	*NO*	*Observation (including possible vulnerabilities)*	*Countermeasures to be taken*
1.14	*Are the personal effects of crew controlled?*	☐	☐		
1.15	*Are there procedures on how to check any other people accessing the ship (e.g. visitors, vendors, repair technicians, port facility personnel etc.)*	☐	☐		
1.16	*Are designated secure areas established (in coordination with the port facility) where inspections and searching of people, baggage (including carry on items), personal effects, vehicles and their contents can take place?*	☐	☐		
1.17	*Are vehicles destined to be loaded on board car carriers, ro-ro and other passenger ships searched prior to loading in accordance with the frequency required in the SSP?*	☐	☐		
1.18	*Are checked persons and their personal effects segregated from unchecked persons and their personal effects?*	☐	☐		
1.19	*Is the embarking segregated from the disembarking passengers?*	☐	☐		
1.20	*Are unattended spaces adjoining areas to which passengers and visitors have access secured, by locking or other means?*	☐	☐		
1.21	*Are security briefings provided to all ship personnel on possible threats, the procedures for reporting suspicious persons, objects or activities and the need for vigilance?*	☐	☐		
1.22	*Are there procedures for how to raise alarm and to react if unauthorized boarding is detected?*	☐	☐		
1.23	*Are there procedures for checking with PFSO if identity and purpose checks of people have been performed prior to entering the ship/port interface?*	☐	☐		
1.24	*Are there procedures for additional measures to take while in port (of another Contracting Government)?*	☐	☐		
1.25	*Is the ship embarking persons or loading stores or cargo at a port of from another ship where either the port facility of the other ship is in violation with or is not required to comply with chapter XI-2 or Part A.*	☐	☐		
1.26	*Will the ship receive people, stores or cargo unloaded from an aircraft of unknown security status?*	☐	☐		
1.27	*Are locations and functions of each actual or potential access point to the ship identified?*	☐	☐		

ClassNK

	Checklist for Initial On-scene Security Survey	*YES*	*NO*	*Observation (including possible vulnerabilities)*	*Countermeasures to be taken*
1.28	*Are evacuation routes and assembly stations defined and maintained?*	☐	☐		
ACCESS TO THE SHIP – RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 2					
1.2.1	*Are additional personnel assigned to patrol deck areas during silent hours to deter unauthorized access?*	☐	☐		
1.2.2	*Is the number of access points to the ship limited, identifying those to be closed and the means of adequately securing them?*	☐	☐		
1.2.3	*Is the access to the ship deterred, including the provision of boat patrols on the waterside of the ship?*	☐	☐		
1.2.4	*Is the shore-side of the ship established as a restricted area, in close co-operation with the port facility?*	☐	☐		
1.2.5	*Are the frequency and detail of searches of people, personal effects, and vehicles increased?*	☐	☐		
1.2.6	*Are visitors to the ship being escorted?*	☐	☐		
1.2.7	*Are additional specific security briefings provided to all ship personnel on any identified threats, in order to re-emphasize the procedures for reporting suspicious persons, objects, or activities and stressing the need for increased vigilance?*	☐	☐		
ACCESS TO THE SHIP – RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 3					
1.3.1	*At security level 3, is the ship prepared to respond to and implement any security instructions issued by the Contracting Government that has set the security level 3?*	☐	☐		
1.3.2	*Is the access to the ship limited to a single, controlled, access point?*	☐	☐		
1.3.3	*Are only those responding to the security incident or threat thereof granted access?*	☐	☐		
1.3.4	*Have persons on board received directions?*	☐	☐		
1.3.5	*Is embarkation or disembarkation suspended?*	☐	☐		
1.3.6	*Are cargo handling operations, deliveries etc. suspended?*	☐	☐		
1.3.7	*Is evacuation of the ship planned for?*	☐	☐		
1.3.8	*Is the movement of the ship reconsidered or terminated?*	☐	☐		

Checklist for Initial On-scene Security Survey	*YES*	*NO*	*Observation (including possible vulnerabilities)*	*Countermeasures to be taken*
2. RESTRICTED AREAS				
2.1	*Are restricted areas defined, and, where relevant, clearly marked?*	☐	☐		
2.2	*Is the ship's personnel (Master, SSO, crew) able to identify the restricted areas onboard?*	☐	☐		
2.3	*Is surveillance equipment, eg, security alarms, used to monitor the restricted areas?*	☐	☐		
2.4	*Are guards or patrols used to monitor the restricted areas?*	☐	☐		
2.5	*Are automatic intrusion detection devices used to alert the ship's personnel of unauthorized access?*	☐	☐		
2.6	*Are there measures to prevent unauthorized persons to access the navigational bridge?*	☐	☐		
2.7	*Are there measures onboard to prevent unauthorized persons to access the machinery spaces (Category A)?*	☐	☐		
2.8	*Are there measures onboard to prevent unauthorized persons to access the control stations (defined in ISPS Code, SOLAS Chapter II-2)?*	☐	☐		
2.9	*Are there measures onboard to prevent unauthorized persons to access spaces containing security and surveillance equipment and systems and their controls and lighting system controls?*	☐	☐		
2.10	*Are there measures onboard to prevent unauthorized persons to access ventilation and air-conditioning systems and other similar spaces?*	☐	☐		
2.11	*Are there measures onboard to prevent unauthorized persons to access spaces with access to potable water tanks, pumps, or manifolds?*	☐	☐		
2.12	*Are there measures onboard to prevent unauthorized persons to access spaces containing dangerous goods or hazardous substances?*	☐	☐		
2.13	*Are there measures onboard to prevent unauthorized persons to access spaces containing cargo pumps and their controls?*	☐	☐		
2.14	*Are there measures onboard to prevent unauthorized persons to access cargo spaces and spaces containing ship's stores?*	☐	☐		
2.15	*Are there measures onboard to prevent unauthorized persons to access crew accommodation?*	☐	☐		
2.16	*Are there measures onboard to prevent unauthorized persons to access any other areas as determined by the CSO, through the SSA to which access must be restricted to maintain the security of the ship?*	☐	☐		
RESTRICTED AREAS – RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 2				
2.2.1	*Are additional restricted areas particularly adjacent to access points identified and monitored?*	☐	☐		

4th stage

	Checklist for Initial On-scene Security Survey	*YES*	*NO*	*Observation (including possible vulnerabilities)*	*Countermeasures to be taken*
2.2.2	*Are surveillance equipment continuously monitored?*	☐	☐		
2.2.3	*Are additional personnel dedicated to guard and patrol restricted areas?*	☐	☐		
RESTRICTED AREAS – RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 3					
2.3.1	*At security level 3, is the ship prepared to respond to and implement any security instructions issued by the Contracting Government that has set the security level 3?*	☐	☐		
2.3.2	*Are additional restricted areas on the ship set up in proximity to the security incident, or the believed location of the security threat, to which access is denied?*	☐	☐		
2.3.3	*Are restricted areas searched as part of the search of the ship?*	☐	☐		
3. HANDLING OF CARGO					
3.1	*Are there routines in place for checking of cargo, cargo transport units and cargo spaces prior to, and during, cargo handling operations?*	☐	☐		
3.2	*Is there evidence, through records, that the procedures (cargo control) are followed?*	☐	☐		
3.3	*Is the handling of cargo supervised by the ship personnel (SSO)?*	☐	☐		
3.4	*Are there procedures for handling of dangerous goods or hazardous substances?*	☐	☐		
3.5	*Is an updated inventory kept on any dangerous goods or hazardous material carried on board?*	☐	☐		
3.6	*Are any checks carried out (procedures for) to ensure that cargo being loaded matches the cargo documentation?*	☐	☐		
3.7	*Is the procedures for cargo checking communicated to PFSO?*	☐	☐		
3.8	*Are there procedures ensuring, in liaison with the port facility, that vehicles to be loaded on board car-carriers, ro-ro and passenger ships are subjected to search prior to loading, in accordance with the frequency required in the SSP?*	☐	☐		
3.9	*Is checking of seals or other methods used to prevent tampering?*	☐	☐		
3.10	*Is cargo being checked visually or by examinations?*	☐	☐		
3.11	*Is scanning or detection equipment, mechanical devices or dogs being used?*	☐	☐		
3-2.HANDLING OF CARGO – RECOMMENDED MEASURES FOR SECURITY LEVEL 2					

ClassNK

4th stage

	Checklist for Initial On-scene Security Survey	YES	NO	*Observation (including possible vulnerabilities)*	*Countermeasures to be taken*
3.2.1	*Are more detailed checking of cargo, cargo transport units, and cargo spaces performed? Are records on the same kept onboard?*	☐	☐		
3.2.2	*Are checks intensified to ensure that only the intended cargo is loaded?*	☐	☐		
3.2.3	*Is the searching of vehicles to be loaded on car-carriers, ro-ro and passenger ships intensified?*	☐	☐		
3.2.4	*Is the frequency increased in checking of seals or other methods used to prevent tampering?*	☐	☐		
3.2.5	*Is cargo being checked with increased frequency and detail of visual and physical examination?*	☐	☐		
3.2.6	*Is the frequency of the use of scanning/detection equipment, mechanical devices, or dogs increased?*	☐	☐		
3.2.7	*Are enhanced security measures coordinated with the shipper or other responsible party in addition to establishing agreement and procedures?*	☐	☐		

3-3. HANDLING OF CARGO – RECOMMENDED MEASURES FOR SECURITY LEVEL 3

		YES	NO		
3.3.1	*At security level 3, is the ship prepared to respond to and implement any security instructions issued by the Contracting Government that has set the security level 3?*	☐	☐		
3.3.2	*Is the loading or unloading of cargo suspended?*	☐	☐		
3.3.3	*Is the inventory of dangerous goods and hazardous substances carried on board verified?*	☐	☐		

4. SHIP'S STORES

		YES	NO		
4.1	*Are there procedures in place for supervision of the delivery of ship stores (to prevent acceptance without inspection)?*	☐	☐		
4.2	*Are there procedures for handling of ship's stores to prevent acceptance unless ordered?*	☐	☐		
4.3	*Is there evidence, through records, that the procedures (ship's store control) are followed?*	☐	☐		
4.4	*Is an updated inventory on any dangerous goods or hazardous material carried on board?*	☐	☐		
4.5	*Is ship's stores and package integrity being checked?*	☐	☐		
4.6	*For ships regularly using the port facility; are procedures established with the port facility to cover notification and timing of deliveries and their documentation?*	☐	☐		
4.7	*Are stores checked if matching the order prior to being loaded on board?*	☐	☐		

ClassNK

	Checklist for Initial On-scene Security Survey	**YES**	**NO**	**Observation (including possible vulnerabilities)**	**Countermeasures to be taken**
4.8	*Is immediate secure stowage of ship's stores ensured?*	☐	☐		

4-2. SHIP'S STORE – RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 2

4.2.1	*Are checks exercised prior to receiving stores on board and intensifying inspections?*	☐	☐		

4-3. SHIP'S STORE – RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 3

4.3.1	*At security level 3, is the ship prepared to respond to and implement any security instructions issued by the Contracting Government that has set the security level 3?*	☐	☐		
4.3.2	*Are ship's stores more extensively being checked?*	☐	☐		
4.3.3	*Is the handling of ship's stores restricted or suspended?*	☐	☐		
4.3.4	*Does the ship refuse to accept new deliveries of ship's stores on board the ship?*	☐	☐		

5. UNACCOMPANIED BAGGAGE

5.1	*Are there procedures in place for how to handle and where to store unaccompanied baggage?*	☐	☐		
5.2	*Is there evidence the procedures are followed?*	☐	☐		
5.3	*Is any unaccompanied baggage being appropriately screened (100%) and searched (by port or ship), before it is loaded onboard the ship?*	☐	☐		
5.4	*Are there procedures and measures in place for close cooperation with the port facility to ensure that unaccompanied baggage is handled securely after screening?*	☐	☐		

UNACCOMPANIED BAGGAGE - RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 2

5.2.1	*Is 100% of unaccompanied baggage being x-ray screened?*	☐	☐		

UNACCOMPANIED BAGGAGE - RECOMMENDED ADDITIONAL MEASURES FOR SECURITY LEVEL 3

5.3.1	*At security level 3, is the ship prepared to respond to and implement any security instructions issued by the Contracting Government that has set the security level 3?*	☐	☐		
5.3.2	*Are such baggage subjecting to more extensive screening, for example x-raying it from at least two different angles?*	☐	☐		
5.3.3	*Is the handling of unaccompanied baggage restricted or suspended?*	☐	☐		
5.3.4	*Is the ship refusing to accept unaccompanied baggage on board?*	☐	☐		

6. MONITORING THE SECURITY OF THE SHIP

ClassNK

4th stage

	Checklist for Initial On-scene Security Survey	*YES*	*NO*	*Observation (including possible vulnerabilities)*	*Countermeasures to be taken*
6.1	*Are there procedures for inspection, testing, calibration and maintenance of any security equipment onboard?*	☐	☐		
6.2	*Are restricted areas being monitored?*	☐	☐		
6.3	*Are deck areas being monitored?*	☐	☐		
6.4	*Are surrounding areas being monitored?*	☐	☐		
6.5	*Is the security communication equipment readily available?*	☐	☐		
6.6	*Is security information readily available onboard?*	☐	☐		
6.7	*Is and automatic intrusion detection device fitted onboard?*	☐	☐		
6.8	*If so, does it activate an audible and/or visual alarm at a location that is continuously attended or monitored?*	☐	☐		
6.9	*Is security equipment installed onboard maintained, working properly, and readily available?*	☐	☐		
6.10	*Are procedures established to ensure that monitoring equipment will be able to perform continuously, including consideration of the possible effects of weather conditions or of power disruptions?*	☐	☐		
6.11	*Are the ship's deck and access points illuminated at all times while conducting ship/port interface activities or at a port facility or anchorage?*	☐	☐		
6.12	*Is the ship using the maximum lighting available while underway, consistent with safe navigation? (Having regard to the provisions of the 1972 COLREGS)*	☐	☐		
6.13	*Is the lighting sufficient to ensure the ship's personnel to be able to detect activities beyond the ship, on both the shore side and the waterside?*	☐	☐		
6.14	*Is the lighting coverage including the area on and around the ship?*	☐	☐		
6.15	*Is the lighting coverage facilitating personnel identification at access points?*	☐	☐		
6.16	*Is the lighting coverage provided through coordination with the port facility?*	☐	☐		

ClassNK

4ᵗʰ stage

	Checklist for Initial On-scene Security Survey	YES	NO	Observation (including possible vulnerabilities)	Countermeasures to be taken
MONITORING THE SECURITY OF THE SHIP – RECOMMENDED MEASURES FOR SECURITY LEVEL 2					
6.2.1	Is the frequency and detail of security patrols increased?	☐	☐		
6.2.2	Is the coverage and intensity of lighting increased?	☐	☐		
6.2.3	Is the use of security and surveillance equipment increased?	☐	☐		
6.2.4	Is additional personnel assigned as security lookouts?	☐	☐		
6.2.5	Is coordination with waterside boat patrols, and foot or vehicle patrols on the shore-side, ensured when provided?	☐	☐		
MONITORING THE SECURITY OF THE SHIP – RECOMMENDED MEASURES FOR SECURITY LEVEL 3					
6.3.1	At security level 3, is the ship prepared to respond to and implement any security instructions issued by the Contracting Government that has set the security level 3?	☐	☐		
6.3.2	Are all lighting switched on?	☐	☐		
6.3.3	Is the vicinity of the ship illuminated?	☐	☐		
6.3.4	Are all on board surveillance equipment capable of recording activities on, or in the vicinity of, the ship?	☐	☐		
6.3.5	Is the length of time such surveillance equipment can continue to record maximized?	☐	☐		
6.3.6	Is underwater inspection of the hull of the ship prepared for?	☐	☐		
6.3.7	Are measures initiated, including the slow revolution of the ship's propellers, if practicable, to deter underwater access to the hull of the ship?	☐	☐		
7. OTHER					
7.1	Is the ship fitted with a security alert system?	☐	☐		
7.2	Is the security alert system working as intended? (Not raising alarm on board, transmitting information to shore?)	☐	☐		
7.3	Are there at least 2 locations onboard where the alert system could be activated (on the bridge and at least one other location)?	☐	☐		
7.4	Is the alert system protected from inadvertent initiation?	☐	☐		
7.5	Are there procedures for the use of the ship security alert system	☐	☐		

ClassNK

4ᵗʰ stage

	Checklist for Initial On-scene Security Survey	**YES**	**NO**	**Observation (including possible vulnerabilities)**	**Countermeasures to be taken**
7.6	*Are the locations for the activation of the alert system identified? (Must be kept in a restricted/confidential document)*	☐	☐		
7.7	*Is there any area that may, if damaged or used for illicit observation, pose a risk to persons, property, or operation onboard the ship, at this port facility?*	☐	☐		

ClassNK