

Subject

Ship Security System Audits for ships registered in Panama

ClassNK

Technical Information

No. TEC-0560

Date 26 December 2003

To whom it may concern,

As you may know, on 30 October 2003, the Panama Maritime Authority (PMA) issued Merchant Marine Circular No. 131 (Implementation of the ISPS Code) and announced eight Recognized Security Organizations (RSOs), (including this society), as authorized to undertake the verification process.

According to the circular, the approval of the Ship Security Plans (SSPs) has been solely delegated to Phoenix Vessel Services, Inc. (PVS), however actual audits for ships will be carried out by the eight RSOs mentioned in the above circular. Following submission of a report prepared by the RSO verifying the compliance with the approved SSP, the PMA will issue the International Ship Security Certificates (ISSCs).

However, following concerns expressed by the Japan Shipowners' Association (JSA) that SSP approval might not be completed within the limited time available, if the PVS is the only organization carrying out that task, PMA, on 21 December 2003, has revised Marine Circular No. 131, in order to add two more companies as RSOs for carrying out SSP approval. These are:

1. ST Education & Training Pte Ltd (STET) (<http://www.stet.com.sg>)
2. Universal Security Group (USG) (<http://www.universesecurity.co.uk>)

In response to this revised circular, ClassNK has established following procedures which will be applied for shipboard security system audits of ships registered in Panama:

1. As indicated in the ClassNK's "Handbook for Ship Security System Audit", applications for ship security system audit are to be submitted to the nearest local office of this society to the port where the audit is intended to be carried out;
2. Prior to the commencement of the audit, the auditor in charge will examine the SSP on board. As the SSP has not been approved by ClassNK or any of IACS' member societies, this examination will be more thorough than in other cases. Therefore, when applying for a ship security system audit, please also submit a copy of the self-check list used in submitting the SSP to a PMA designated RSO which approves SSP (it is not necessary to submit a copy of the SSP at application);

(To be continued)

NOTES:

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3. The audit itself will be carried out in accordance with the standard procedures that apply to ships registered in other Administrations as well;
4. Upon satisfactory completion of the audit, the auditor in charge, having verified that the ship is in compliance with the requirements imposed by the ISPS Code, issues a Statement of Compliance;
5. At the end of an audit, if the auditor considers that the ship is not in full compliance with the ISPS Code, the audit will be regarded as "suspended", i.e., not completed. Therefore, the Statement of Compliance will not be issued. Applicants will then be requested to apply for a continued audit, after the rectification of the failure(s) pointed out, to the local office of ClassNK nearest to the port where such an audit is intended to be carried out;
6. After the successful completion of the audit, the ClassNK Safety Management Systems Department will forward the relevant audit records and the Statement of Compliance to the Panamanian Administration for issuance of an ISSC, as the Administration retains the sole right to issue ISSCs.

(For your information)

In the Asian region, ST Education & Training Pte Ltd has been appointed for SSP approval. ClassNK has maintained good communications with the company including jointly hosting CSO training course in Asian Region, as the two entities has exchanged a business co-operation agreement on CSO training courses, Seminars on maritime security and provision of security related information.

For any questions relating to this circular, please contact:

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Attachment: Merchant Marine Circular No. 131 Revised



Panama Maritime Authority
Directorate General of Merchant Marine
International Representative Office, New York

Merchant Marine Circular No. 131 REVISED

To:	Shipowners/Operators, Masters, Recognized Security Organizations and Marine Inspectors of Panamanian Registered Vessels
Subject:	IMPLEMENTATION OF THE ISPS CODE
References:	SOLAS 74 (2002 Amendments) The International Code for the Security of Ships and Port Facilities (ISPS Code)

1. The purpose of this Merchant Marine Circular is to serve as guidance regarding the amendments to the SOLAS Convention and to the new Chapters regarding Maritime Security and the new ISPS Code.
2. The diplomatic Conference on Maritime Security held in London in December 2002 adopted new provisions in the International Convention for the safety of Life at Sea (SOLAS), 1974 and the International Code for the Security of Ships and of Port Facilities (ISPS Code) to enhance maritime security. The ISPS Code is entering into effect internationally on the 1st of July 2004.
3. Having regard to the importance of the ISPS Code, the Panama Maritime Authority through its Board of Directors created the Maritime Security Department. This department has the responsibility to oversee the implementation of the ISPS Code and responds solely to the Administrator.
4. The Panama Maritime Authority has outlined the implementation of the Code in a four-step process:
 1. The elaboration of the Ship Security Plans (SSP);
 2. The evaluation of the Ship Security Plans (SSP);
 3. The verification of the Ship Security Plans (SSP); and
 4. The issuance of the Full Term ISSC (five years validity).
5. Panama will incorporate the figure of Recognized Security Organizations (RSO) in the implementation of the ISPS Code; and multiple Interim Guidelines have been issued on the different aspects of the Code: Ships, Port Facilities, Companies and Recognized Security Organizations. For further information regarding this subject, please write to **MSD@amp.gob.pa**
6. The Panama Maritime Authority has recognized as the RSOs responsible for the evaluation of Ship Security Plans (SSP):
 1. Phoenix Vessel Services (P.V.S.) (<http://www.pvspan.com>)

2. Universal Security Group (U.S.G.) (www.universesecurity.co.uk)
3. ST Education and Training, Pte, Ltd. (S.T.E.T.) (Singapore Technologies Engineering subsidiary) (www.stet.com.sg)

Shipowners must submit their SSP for plan approval following instructions by the different authorized RSOs.

7. Upon evaluation of the plan by P.V.S, U.S.G, or S.T.E.T., shipowners shall be notified of the approval so they can contact an RSO (Verifier) to carry out the verification on board. The following list of RSOs has been authorized for the verification process:

1. American Bureau of Shipping (ABS)
2. Det Norske Veritas (DNV)
3. Nippon Kaiji Kyokai (NKK)
4. Registro Italiano Navale (RINA)
5. Ferriby Marine
6. Panama Bureau of Shipping S.A. (PBS)
7. Panama Maritime Quality Services, Inc.
8. Panama Register Corporation (PRC)
9. Bureau Veritas (BV)
10. China Classification Society (CCS)
11. Korean Register of Shipping (KRS)

8. The RSO carrying out the verification will then submit a report to the Panama Maritime Authority detailing the inspection carried out and determining that the vessel is found in compliance with the approved ship security plan. The Panama Maritime Authority will then issue an International Ship Security Certificate (ISSC) to the vessel.
9. The validity of the ISSC will be of five (5) years with interim inspections between the second and third year and a second one six months prior to expiration. Interim ISSC could be issued by the RSO carrying out the verification or by the Panama Maritime Authority and the validity of the same should not exceed six (6) months.
10. Ships under bareboat charter - For the effects of this Maritime Administration, the responsibility of the elaboration, evaluation and implementation of the Ship Security Plan on board of bareboat charter vessels will be subject to requirements of the Flag the vessel is flying.
11. ITC 69: This Administration will consider the application of the ISPS Code to those passenger vessels, cargo vessels and high-speed crafts based only on their ITC-69 tonnage, this provision does not include MODU units. National tonnage provisions (interim scheme) will not be taken into consideration.

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Inquiries concerning the subject of this Circular or any request should be directed to:

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