

Subject

PSC Checklist for the implementation of the ISPS Code

# **ClassNK**

## **Technical Information**

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To whom it may concern

SOLAS Chapter XI-2 and ISPS Code has entered into force on 1 July 2004. Since then, compliance with the security measures are subject to the port state control.

In order to provide a global standard for such control and compliance measures, IMO, at its seventy-eighth session of the Maritime Safety Committee, has Adopted INTERIM GUIDANCE ON CONTROL AND COMPLIANCE MEASURES TO ENHANCE MARITIME SECURITY (Resolution MSC. 159(78)).

ClassNK has summarised the content of the interim guidance as a checklist, attached hereto. This checklist may be used prior to the port entry as self-checklist in order to avoid unnecessary trouble while undergoing PSC.

The list is also available at ClassNK homepage "Gateway to Maritime Security" ([http://sms.classnk.or.jp/isps/htm/English/news\\_e.htm](http://sms.classnk.or.jp/isps/htm/English/news_e.htm)) under "news".

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Attachment: Checklist for Port State Control (PSC-ISPS-CHK-1, -2 & -3)

#### NOTES:

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**Checklist for Port State Control(PSC-ISPS-CHK-1)**  
**Information to be provided by ships prior to entry into port**

	Information to be provided	Requirements	Check
.1	confirmation that the ship possesses a valid ISSC or a valid Interim ISSC and the name of its issuing authority	XI-2/9.2.1.1	<input type="checkbox"/>
.2	the security level at which the ship is currently operating	XI 2/9.2.1.2	<input type="checkbox"/>
.3	the security level at which the ship operated in the previous ten calls at port facilities	XI-2/9.2.1.3	<input type="checkbox"/>
.4	any special or additional security measures that were taken by the ship in any previous port where it has conducted a ship/port interface within the timeframe specified item .3 above. For example, a ship may provide, or be requested to provide, information, that might be recorded in the ship's log book or in another document such as the ship's security log book, related to:	XI-2/9.2.1.4	<input type="checkbox"/>
	.1 measures taken while visiting a port facility located in the territory of a State which is not a Contracting Government, especially those measures that would normally have been provided by port facilities located in the territories of Contracting Governments	B/4.37.1	<input type="checkbox"/>
	.2 any Declarations of Security that were entered into with port facilities or other ships	B/4.37.2	<input type="checkbox"/>
.5	confirmation that appropriate ship security procedures were maintained during any ship-to-ship activity during the period covered by its previous ten calls at port facilities. For example, a ship may provide, or be requested to provide, information related to:	XI-2/9.2.1.5	<input type="checkbox"/>
	.1 measures taken while engaged in a ship-to-ship activity with a ship flying the flag of a State which is not a Contracting Government, especially those measures that would normally have been provided by ships flying the flag of Contracting Governments;	B/4.38.1	<input type="checkbox"/>
	.2 measures taken while engaged in a ship-to-ship activity with a ship flying the flag of a Contracting Government but not required to comply with the provisions of chapter XI-2 and part A of the ISPS Code, such as a copy of any security certificate issued to that ship under other provisions;	B/4.38.2	<input type="checkbox"/>
	.3 in the event that persons or goods rescued at sea are on board, all known information about such persons or goods, including their identities when known and the results of any checks run on behalf of the ship to establish the security status of those rescued. It is not the intention of chapter XI-2 or part A of the ISPS Code to delay or prevent the delivery of those in distress at sea to a place of safety. It is the sole intention of chapter XI-2 and part A of the ISPS Code to provide States with enough appropriate information to maintain their security integrity;	B/4.38.3	<input type="checkbox"/>
.6	other practical security related information (but not details of the ship security plan). For example, a ship may provide, or be requested to provide, information related to:	XI-2/9.2.1.6	
	.1 information contained in the Continuous Synopsis Record (CSR);	B/4.39.1	<input type="checkbox"/>
	.2 location of the ship at the time the report is made;	B/4.39.2	<input type="checkbox"/>
	.3 expected time of arrival of the ship in port;	B/4.39.3	<input type="checkbox"/>
	.4 crew list;	B/4.39.4	<input type="checkbox"/>
	.5 general description of cargo aboard the ship;	B/4.39.5	<input type="checkbox"/>
	.6 passenger list;	B/4.39.6	<input type="checkbox"/>
	.7 information regarding who is responsible for appointing the members of the crew or other persons currently employed or engaged on board the ship in any capacity on the business of that ship;	B/4.39.7 & XI-2/5	<input type="checkbox"/>
	.8 information regarding who is responsible for deciding the employment of the ship;	B/4.39.7 & XI-2/5	<input type="checkbox"/>
	.9 in cases where the ship is employed under the terms of charter party(ies), who are the parties to such charter party(ies).	B/4.39.7 & XI-2/5	<input type="checkbox"/>

**Checklist for Port State Control(PSC-ISPS-CHK-2)**  
**General Security Aspects for Control of ships in port**

	General Security Aspects	Requirements	Check
.1	Specific Security Aspects (See PSC-ISPS-CHK-3)		<input type="checkbox"/>
.2	check that the ISSC or the Interim ISSC is on board, valid and has been issued by the Administration, a recognized security organization authorized by it or by another Contracting Government at the request of the Administration		<input type="checkbox"/>
.3	check that the security level at which the ship is operating is at least that set by the Contracting Government for the port facility	XI-2/4.3	<input type="checkbox"/>
.4	identifying the ship security officer		<input type="checkbox"/>
.5	when checking other documentation, ask for evidence that security drills have been carried out at appropriate intervals and seek information on any exercise involving the ship		<input type="checkbox"/>
.6	check the records of the last ten calls at port facilities, including the records of any ship-to-ship activities that took place during this period, which should include for each case	XI-2/9.2.1	<input type="checkbox"/>
	.1 the security level at which the ship operated	XI-2/9.2.1.3	<input type="checkbox"/>
	.2 any special or additional security measures that were taken	XI-2/9.2.1.4	<input type="checkbox"/>
	.3 that appropriate ship security measures were maintained, including the Declaration of Security, where issued	XI-2/9.2.1.5	<input type="checkbox"/>
.7	assess whether key members of the ship's security personnel are able to communicate effectively with each other on security-related matters.		<input type="checkbox"/>

	Specific Security Aspects	Requirements	Check
<b>Access to the ship when in port</b>			
1.1	For ships at security level 1, considerations may include		
	.1 Is there some form of control exercised by the ship on its access points?	A/7.2.2	<input type="checkbox"/>
	.2 Is it noticeable that the identity of all persons seeking to board the ship is checked?	B/9.14.1	<input type="checkbox"/>
1.2	Additionally for passenger ships at security level 1, if these aspects are observable when boarding the ship, considerations may include		
	.1 In liaison with the port facility, have designated secure areas been established for searching?	B/9.14.2	<input type="checkbox"/>
	.2 Are checked persons and their personal effects segregated from unchecked persons and their effects?	B/9.14.4	<input type="checkbox"/>
	.3 Are embarking passengers segregated from disembarking passengers?	B/9.14.5	<input type="checkbox"/>
	.4 Has access been secured to unattended spaces adjoining areas to which passengers and visitors have access?	B/9.14.7	<input type="checkbox"/>
1.3	For ships at security level 2, if the following aspects are observable while on board, considerations may include		
	.1 Has the number of access points been limited?	B/9.16.2	<input type="checkbox"/>
	.2 Have steps been taken to deter waterside access to the ship, which may be implemented in conjunction with the port facility?	B/9.16.3	<input type="checkbox"/>
	.3 Has a restricted area on the shore-side of the ship been established, which may be implemented in conjunction with the port facility?	B/9.16.4	<input type="checkbox"/>
	.4 Are visitors escorted on the ship?	B/9.16.6	<input type="checkbox"/>
	.5 Have full or partial searches of the ship been carried out?	B/9.16.8	<input type="checkbox"/>
	.6 Have any additional security briefings been carried out?	B/9.16.7	<input type="checkbox"/>
<b>Access to restricted areas</b>			
2.1	For ships at security level 1, if the following aspects are observable while on board, considerations may include		
	.1 Are restricted areas marked?	B/9.20	<input type="checkbox"/>
	.2 Are the bridge and engine room capable of being locked or secured?	B/9.21.1	<input type="checkbox"/>
	.3 Are the bridge and engine room locked or is access otherwise controlled (e.g. by being manned or using surveillance equipment to monitor the areas)?	B/9.22.2	<input type="checkbox"/>
	.4 Are doors to restricted areas locked (e.g. steering gear, machinery spaces, air conditioning plants, etc.)?	B/9.21.1 to 9.21.9	<input type="checkbox"/>
2.2	Additionally for passenger ships at security level 2, have restricted areas been established adjacent to access points in order to avoid a large number of persons congregating in those areas?	B/9.23.1	<input type="checkbox"/>
<b>Monitoring the security of the ship</b>			
3.1	For ships at security level 1, if the following aspects are observable while on board, considerations may include		
	.1 Are deck watches in place during your visit or is surveillance equipment being used to monitor the ship?	B/9.42.2	<input type="checkbox"/>
	.2 Can the ship monitor both landward and seaward approaches?	B/9.42.2, B/9.46.1, B/9.46.2	<input type="checkbox"/>
3.2	For ships at security level 2, if the following aspects are observable while on board, considerations may include		
	.1 If surveillance equipment is being used is it being monitored at frequent intervals?	B/9.47.2	<input type="checkbox"/>
	.2 Have additional personnel been dedicated to guard and patrol restricted areas in place?	B/9.47.3	<input type="checkbox"/>

<b>Delivery of ship's stores</b>		
4.1	4.4.8 For ships at security level 1, if the following aspects are observable while on board, considerations may include	
	.1 Are ship's stores being checked before being loaded for signs that they have been tampered or interfered with?	B/9.33.3 <input type="checkbox"/>
	.2 Are checks made to ensure stores match the order prior to being loaded?	B/9.35.1 <input type="checkbox"/>
	.3 Are stores securely stored once loaded?	B/9.35.2 <input type="checkbox"/>
<b>Handling of cargo</b>		
5.1	Checking of cargo by the ship may be undertaken by (bearing in mind that arrangements may have been made for checking and sealing of cargo ashore)	
	.1 visual and physical examination	B/9.28.1 <input type="checkbox"/>
	.2 using scanning/detection equipment, mechanical devices, or dogs	B/9.28.2 <input type="checkbox"/>
5.2	For cargo ships, including car carriers, ro-ro and passenger ships at security level 1, if the following aspects are observable while on board, considerations may include	
	.1 Is cargo and are cargo transport units and cargo spaces being checked prior to, and during, cargo handling operations?	B/9.27.1 <input type="checkbox"/>
	.2 Is cargo being checked against its documentation?	B/9.27.2 <input type="checkbox"/>
	.3 Are vehicles subject to search prior to loading?	B/9.27.3 <input type="checkbox"/>
	.4 Are seals, and other anti-tampering methods, being checked?	B/9.27.4 <input type="checkbox"/>
5.3	For cargo ships, including car carriers, ro-ro and passenger ships at security level 2, if the following aspects are observable while on board, considerations may include	
	.1 Is detailed checking of cargo, cargo transport units and cargo spaces being undertaken?	B/9.30.1 <input type="checkbox"/>
	.2 Are detailed checks taking place to ensure only intended cargo is being loaded?	B/9.30.2 <input type="checkbox"/>
	.3 Are vehicles being searched more intensively prior to loading?	B/9.30.3 <input type="checkbox"/>
	.4 Are there frequent and detailed checks of seals and other anti-tampering methods?	B/9.30.4 <input type="checkbox"/>
<b>Handling of unaccompanied baggage</b>		
6.1	Unaccompanied baggage may be screened and/or searched by either the ship or the port facility. The following considerations apply if the screening/searching is being undertaken by the ship	
	.1 At security level 1, if observable while on board, is unaccompanied baggage being screened and/or searched?	B/9.39 <input type="checkbox"/>
	.2 At security level 2, if observable while on board, is all unaccompanied baggage being screened and/or searched?	B/9.40 <input type="checkbox"/>