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ISPS Code International Maritime Organization 2003

The Impacts of International Ship and Port Facility Security (ISPS) Code on Port User at Port of Tanjung Pelepas Rafikah Mohd Daud 2014

Global Maritime Safety & Security Issues and East Asia Suk Kyoon Kim 2019-06-07 In Global Maritime Safety & Security Issues and East Asia, Suk Kyoon Kim offers a multi-disciplinary perspective on various issues of maritime safety and security, focusing on East Asia. Ranging from the definitions of maritime safety and security, this book provides insights on a wide range of maritime safety and security regimes and issues.

The IMO International Ship & Port Facility Security (ISPS) Code Richard and Richard Pilley Shaw 2004

Critical Factors for the Successful Implementation of the ISPS Code in the Port of Douala - Cameroon Regine Emene Banga 2008

ISPS CODE, 2003 Chinese Edition International Maritime Organization 2003

THE ISPS CODE - 4 Ricard Mari Sagarra 2009-09-15 The application of the mandatory rules contained in Chapter XI-2 of the SOLAS Convention, known as the ISPS Code (adopted on the 12th of December 2002, in force since the 1st of July 2004), as well as of the Regulation of the European Parliament and of the Council (adopted on 31st of March 2004, in force since the 20th of May of the same year), towards the protection of the marine environment, constitutes a difficult challenge for those responsible for security. The main concern is the protection of the ship-port interface, and all procedures should be focused on creating a tight barrier to all past, present and future threats. This study offers a level of specialised knowledge on those subjects included in the security area, both regarding detection procedure methodologies for risks related to criminal human participation (identification of clues, signs, actions, behavioural patterns, responses to certain control stimuli, etc.) and from the ship standpoint as an independent, autonomous unit to control her integral safety. Contents are addressed taking into account the three main blocks that play a role in security: the ship, her types, structural design and transits; the port as a filter for the threats intending to reach the ship; and the individuals involved in both, besides the criminal elements causing the crisis. Ricard Marí is a Merchant Marine Captain since 1968. From 1964 to 1975 he worked as a seafarer, and from 1975 to 1987 he was the Safety and Emergency Task Manager in a petrochemical company. He holds a Ph. D. in Marine Science by the UPC (Polytechnic University of Catalonia) and is a lecturer in the Nautical School of the UPC. He has written over thirty technical publications applied to maritime activities on the subject of safety. Since 1997 he has prepared diverse studies in the field of ship and port security, based on a research project funded by the EU's Falcone programme.

Maritime Security 2003

The Isps Code - 1 Ship-Port Interface Operativity Ricard Marí Sagarra 2009-09-15 Other titles in the collection: The ISPS Code - 2. Development of port ordinances. The ISPS Code - 3.Solving emergencies on ships. The ISPS Code - 4.Intervention of public forces on ships The application of the mandatory rules contained in Chapter XI-2 of the SOLAS Convention, known as the ISPS Code (adopted on the 12th of December 2002, in force since the 1st of July 2004), as well as of the Regulation of the European Parliament and of the Council (adopted on 31st of March 2004, in force since the 20th of May of the same year), towards the protection of the marine environment, constitutes a difficult challenge for those responsible for security. The main concern is the protection of the ship-port interface, and all procedures should be focused on creating a tight barrier to all past, present and future threats. This study offers a level of specialised knowledge on those subjects included in the security area, both regarding detection procedure methodologies for risks related to criminal human participation (identification of clues, signs, actions, behavioural patterns, responses to certain control stimuli, etc.) and from the ship standpoint as an independent, autonomous unit to control her integral safety. Contents are addressed taking into account the three main blocks that play a role in security: the ship, her types, structural design and transits; the port as a filter for the threats intending to reach the ship; and the individuals involved in both, besides the criminal elements causing the crisis. Ricard Marí is a Merchant Marine Captain since 1968. From 1964 to 1975 he worked as a seafarer, and from 1975 to 1987 he was the Safety and Emergency Task Manager in a petrochemical company. He holds a Ph. D. in Marine Science by the UPC (Polytechnic University of Catalonia) and is a lecturer in the Nautical School of the UPC. He has written over thirty technical publications applied to maritime activities on the subject of safety. Since 1997 he has prepared diverse studies in the field of ship and port security, based on a research project funded by the EU's Falcone programme.

Guide to Maritime Security and the ISPS Code International Maritime Organization 2022-02 This User Guide has been developed to consolidate existing IMO maritime security-related material into an easily read companion guide to SOLAS chapter XI-2 and the ISPS Code in order to assist States in promoting maritime security through development of the requisite legal framework, associated administrative practices, procedures and the necessary material, technical and human resources.It includes the International Ship and Port Facility Security Code (ISPS Code)

The ISPs Code - 2. Development of Port Ordinances Ricard Mari Sagarra 2009-09-15 The application of the mandatory rules contained in Chapter XI-2 of the SOLAS Convention, known as the ISPS Code (adopted on the 12th of December 2002, in force since the 1st of July 2004), as well as of the Regulation of the European Parliament and of the Council (adopted on 31st of March 2004, in force since the 20th of May of the same year), towards the protection of the marine environment, constitutes a difficult challenge for those responsible for security. The main concern is the protection of the ship-port interface, and all procedures should be focused on creating a tight barrier to all past, present and future threats. This study offers a level of specialised knowledge on those subjects included in the security area, both regarding detection procedure methodologies for risks related to criminal human participation (identification of clues, signs, actions, behavioural patterns, responses to certain control stimuli, etc.) and from the ship standpoint as an independent, autonomous unit to control her integral safety. Contents are addressed taking into account the three main blocks that play a role in security: the ship, her types, structural design and transits; the port as a filter for the threats intending to reach the ship; and the individuals involved in both, besides the criminal elements causing the crisis. Ricard Marí is a Merchant Marine Captain since 1968. From 1964 to 1975 he worked as a seafarer, and from 1975 to 1987 he was the Safety and Emergency Task Manager in a petrochemical company. He holds a Ph. D. in Marine Science by the UPC (Polytechnic University of Catalonia) and is a lecturer in the Nautical School of the UPC. He has written over thirty technical publications applied to maritime activities on the subject of safety. Since 1997 he has prepared diverse studies in the field of ship and port security, based on a research project funded by the EU's Falcone programme.

International Ship and Port Facility Security (ISPS) Code Peter Moth 2003

Review of Cost of Compliance with the New International Freight Transport Security Requirements C. Bert Kruk 2008

Impacts of the International Ship and Port Facility Security (ISPS) Code Faleniu M. E. Alesana 2009

Guidance for Ship Operators on the International Maritime Organization(IMO) International Ship and Port Facility Security (ISPS) Code 2003

The Isps Code - 3 Solving Emergencies on Ships Ricard Mari Sagarra 2009-09-15 The application of the mandatory rules contained in Chapter XI-2 of the SOLAS Convention, known as the ISPS Code (adopted on the 12th of December 2002, in force since the 1st of July 2004), as well as of the Regulation of the European Parliament and of the Council (adopted on 31st of March 2004, in force since the 20th of May of the same year), towards the protection of the marine environment, constitutes a difficult challenge for security. The main concern is the protection of the ship-port interface, and all procedures should be focused on creating a tight barrier to all past, present and future threats. This study offers a level of specialised knowledge on those subjects included in the security area, both regarding detection procedure methodologies for risks related to criminal human participation (identification of clues, signs, actions, behavioural patterns, responses to certain control stimuli, etc.) and from the ship standpoint as an independent, autonomous unit to control her integral safety. Contents are addressed taking into account the three main blocks that play a role in security: the ship, her types, structural design and transits; the port as a filter for the threats intending to reach the ship; and the individuals involved in both, besides the criminal elements causing the crisis.

Maritime Security: ISPS Code Implementations, Costs and Relating Financing Conference on Trade and Development 2007

Maritime Security UNCTAD. 2007

Model Ship Security Plan 2003

Port Facility Security Officer International Maritime Organization 2011-10-03 This model course has been based on MSC/Circ 1188, 'Guidelines on training and certification for Port Facility Security Officers', and aims to provide knowledge to those who may be designated to perform the duties and responsibilities of a Port Facility Security Officer (PFSO), as defined in section A/2.1.8 (and section A/17) of the ISPS Code, and in particular the duties and responsibilities with respect to the security of a port facility, for ensuring the development (or for developing) of a Port Facility Security Assessment, for ensuring the development (or for developing) of, implementing, maintaining and updating a Port Facility Security Plan and for liaising with Ship Security Officers (SSOs) and with Company Security Officers (CSOs).

Understanding the International Ship and Port Facility Security (ISPS) Code Shantal Ramsaroop 2016

ISPS Code International Maritime Organization 2003 The International Ship and Port Facility Security Code (ISPS Code), adopted in December 2002, seeks to: establish an international framework for co-operation between governments and government agencies, local authorities and shipping and port industries to detect and assess security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade; to establish relevant roles and responsibilities at the national and international level for ensuring maritime safety; and to enable efficient collation and exchange of security-related information. These objectives are to be achieved by the designation of appropriate personnel on each ship, in each port facility and in each shipping company to prepare assessments and effect security plans. This publication includes the ISPS Code, relevant amendments to the SOLAS (International Convention for the Safety of Life at Sea) Convention and other resolutions.

Security Awareness Training for Port Facility Personnel with Designated Security Duties International Maritime Organization 2011-03-24

ISPS Code Declaration of Security Record Book Maritime Progress Limited 1974*

Access Denied 2005

The Implementation of the International Ship and Port Facility Security Code by the Trinidad and Tobago Coast Guard Fabien Gregory Walcott 2008

A 10 Minute Guide on the IMO's ISPS Code 2010

ISPS Code[2003

Port Security and VTS Mari Kallinen 2003

Sustainability in the Maritime Domain Angela Carpenter 2021-05-29 This volume explores options for a sustainable maritime domain, including maritime transportation, such as, Maritime Spatial Planning (MSP), maritime education and training, maritime traffic and advisory systems, maritime security. Other activities in the maritime domain covered in the book include small-scale fisheries and sustainable fisheries, and greening the blue economy. The book aims to provide the building blocks needed for a framework for good ocean governance; a framework that will serve through the next decade and, and hopefully, well beyond the 2030 milepost of the UN Agenda for Sustainable Development. In short, this book brings together the problems of the current world and sustainable solutions that are in the development process and will eventually materialize in the not so distant future. Additionally, the book presents a trans-disciplinary analysis of integral sustainable maritime transportation solutions and crucial issues relevant to good ocean governance that have recently been discussed at different national, regional and international fora, highlighting ongoing work to develop and support governance systems that facilitate industry requirements, and meet the needs of coastal states and indigenous peoples, of researchers, of spatial planners, and of other sectors dependent on the oceans. The book will be of interest to researchers across many disciplines, especially those that are engaged in cross-sectoral research and developments in the maritime transport sector and across the wider maritime domain. To this end, the book covers areas including natural and social sciences, geographical studies, spatial planning, maritime security and gender studies, as they relate to transport and the wider maritime sector. In addition, the book explores frameworks for sustainable ocean governance being developed under the UN's Agenda for Sustainable Development to 2030. It will also look beyond the 2030 milepost under that Agenda, and will be of use to national and international policymakers and practitioners, government actors at the EU and other regional and national levels and to researchers of ocean governance, sustainability and management, and maritime transport.

Security in Ports International Labour Office 2004 This Code of Practice, developed jointly by the International Labour Office and the International Maritime Organization, contains a guidance framework for the formulation and implementation of security strategies and the identification of potential security risks. Aimed at governments, employers and workers, it is intended to promote a common approach to port security amongst Member states. The guidelines deal with a variety of issues including security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic and maritime operations, as well as considering security awareness and training. Practical examples of a port security assessment and a port security plan are also included. This code follows, where possible, the practice and principles identified in the IMO's ISPS Code and acts as a valuable, complementary guidance document to it, by extending consideration of port security beyond the area of the port facility into the whole port.

Guide to Maritime Security and the ISPS Code International Maritime Organization 2012 This user guide has been developed to consolidate existing IMO maritime security-related material into a companion guide to SOLAS chapter XI-2 and the ISPS Code so as to assist States in promoting maritime security through development of the requisite legal framework, associated administrative practices, procedures and the necessary material, technical and human resources. The intention is to assist SOLAS Contracting Governments in the implementation, verification, compliance with, and enforcement of, the provisions of SOLAS chapter XI-2 and the ISPS Code.

The Commercial Implications of the ISPS Code Stephen Girvin 2005

Maritime Security 2003

ISPS-Code in Theory and Practice Nautischer Verein 2004

An Appraisal of the ISPS Code Li Nan 2008

ISPS-Code 1.0 2009

ISPS Code Peter Moth 2004

Model Ship Security Plan 2003

ISPS Code - 2003 Edition International Maritime Organization 2001 The International Ship and Port Facility Security Code (ISPS Code) represents the culmination of just over a year's intense work by IMO's Maritime Safety Committee and its Maritime Security Working Group since the twenty-second session of the Assembly adopted resolution A.924(22), on the review of measures and proce of ships, in November 2001. The ISPS Code was adopted by one of thedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety resolutions that were adopted on 12 December 2002 by the Conference of Contracting Governments to the Internation.