

32nd APEC Transportation Working Group  
Meeting, Singapore  
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Title: Port and Ship Security  
(MPA)

Presenter's Name: Krishnan  
Economy: Singapore



## Scope of Presentation

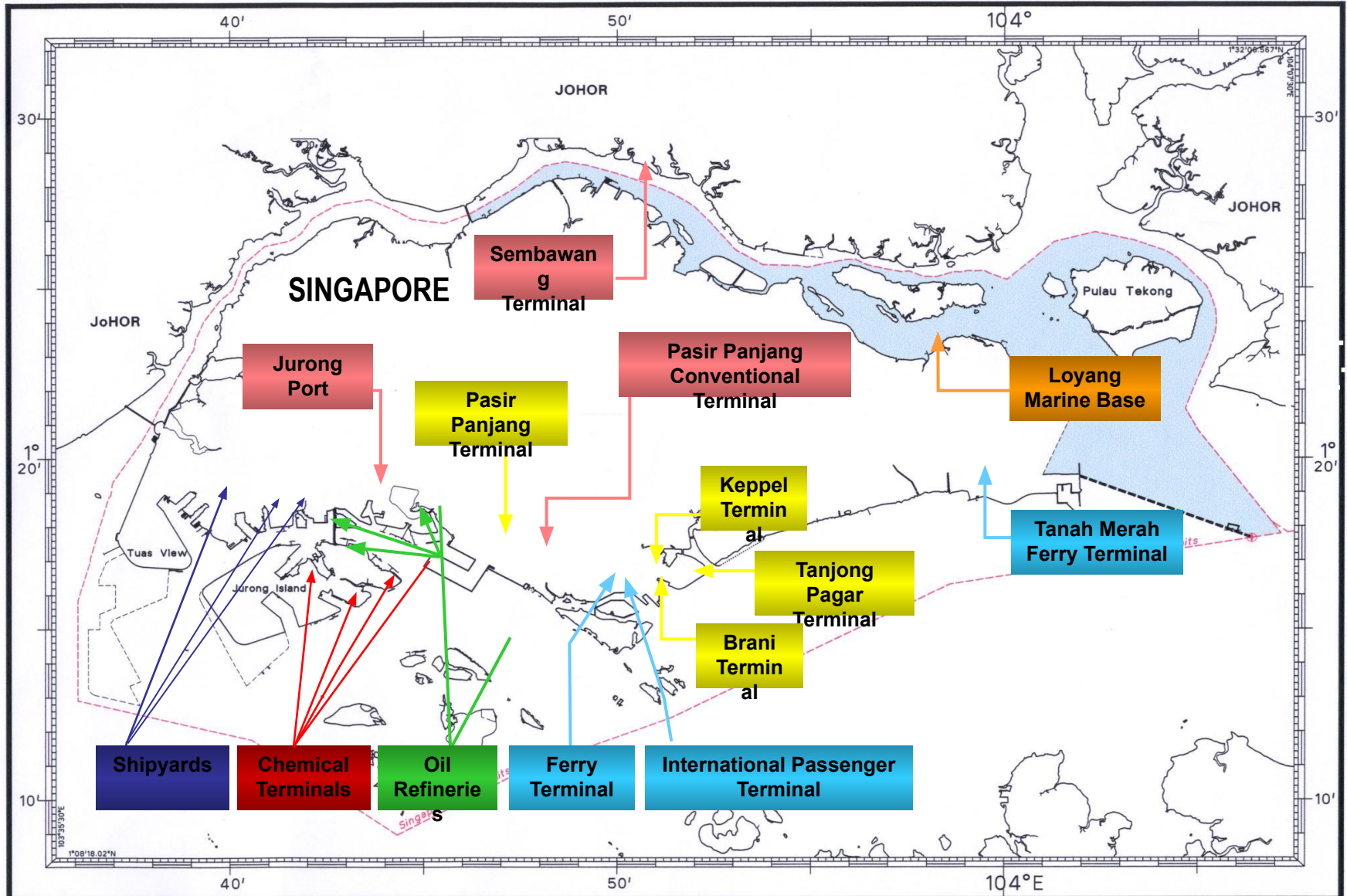
- Port and Ship Security Measures - Post 9 -11
- Implementation of the IMO ISPS Code/Other Maritime Security Measures
  - Moving Forward - Multi Agency Approach

# PORT FACILITIES

EAST JOHOR STRAIT

POSITIONS IN WGS 84

Scale 1:250000



## Post 9 11: Securing port waters

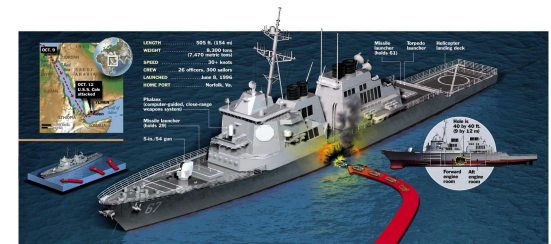
- Prohibited areas around sensitive installations
- Monitoring movements of sensitive vessels
- Designated routes for certain types of vessels
- Designated landing points to facilitate ship's crewmembers going through customs and immigration

## Implementation of the ISPS Code

- One of the first country in the world to comply with ISPS Code deadline of 1 Jul 2004
- Involvement of various Government Agencies (SPF,PCG,ICA,RSN)
- Legislation to give effect to the ISPS Code
- 1400 Singapore–registered ships & 126 port facilities are in compliance
- 103 Port Facilities SoCPF was renewed after 5 years

## Beyond The ISPS Code - Securing Port Waters

- ISPS Code focused on commercial facilities and larger vessels
- Small vessels not compelled to comply with the Code
- Small vessels vulnerable to security threats and used as a WMD
- Attacks on 'USS Cole' and 'Limburg'



## Beyond The ISPS Code - Securing Port Waters

To safeguard our ships and port facilities and to enhance maritime security, MPA developed the following:

- Guidance for establishing security measures when calling non-ISPS compliant ports
- Ship Self-Security Assessment Checklist
- Licensing Regime for Regional Ferry Operators
- Harbour Craft Security Code/Pleasure Craft Security Code
- [Harbour Craft Transponder System](#)



## Accompany Sea Security Teams (ASSeTs)

- Vessels entering or leaving the port may be boarded by ASSeTs
- Purpose is to protect the port and vessels from security threats within Singapore Port Waters
- Measures in place since Apr 2005





# Multi-Agency Approach to Maritime Security

MPA adopts a multi-agency approach for smooth implementation of various security measures

Works closely with Home Teams, RSN and the stakeholders

Task Forces, Committees, Working Groups formed to look at different aspects of maritime security

## Global Approach - International Co-operation

Supports efforts to promote the ISPS Code through sharing of best practices and training opportunities

Supports maritime security efforts by other international forums like IMO, APEC and the ASEAN Regional Forum

# Conclusion

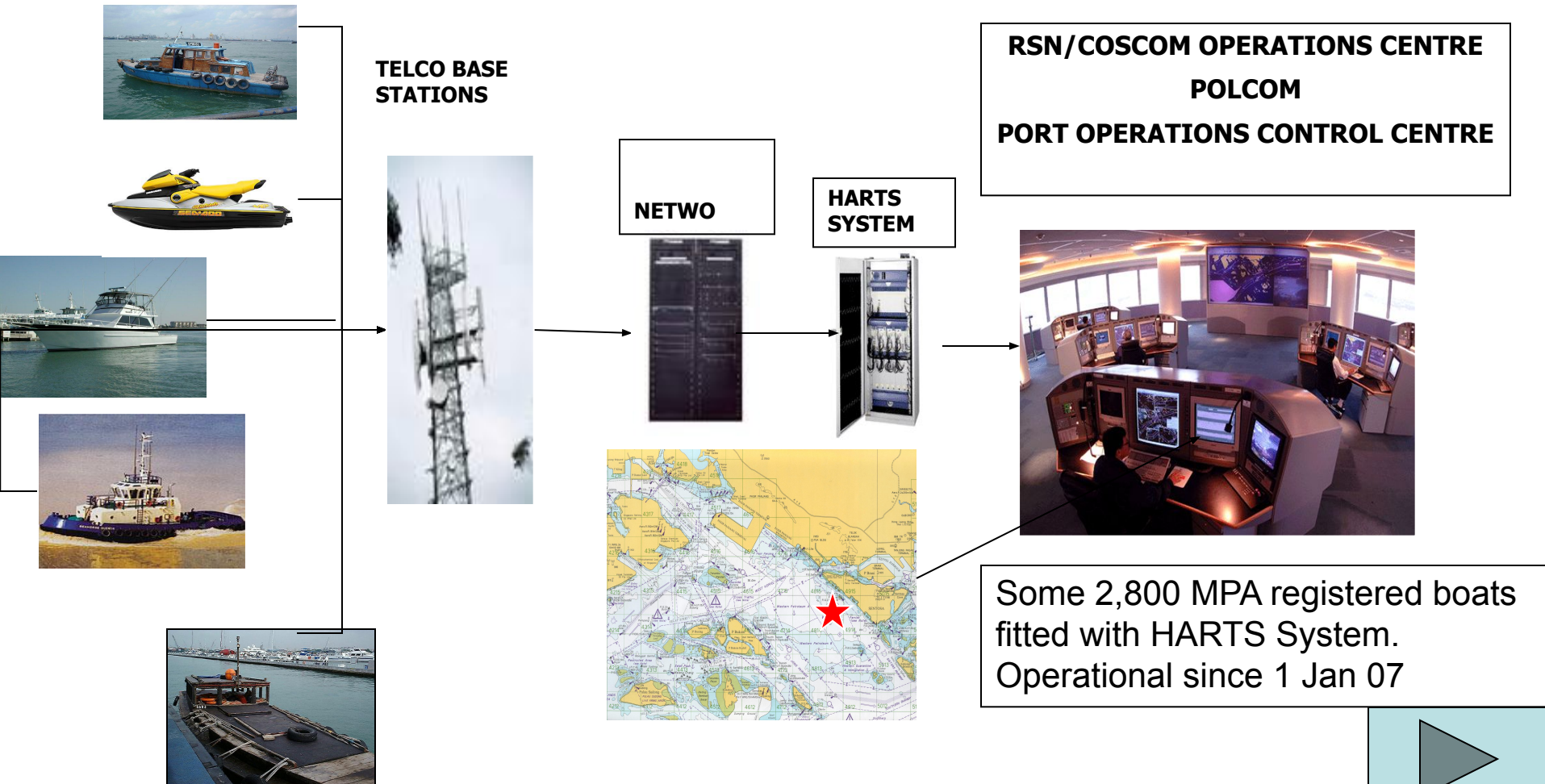
Development and implementation of security measures require high degree of multi-level co-ordination and close working partnership

MPA will continue to work with the security agencies and stake-holders to ensure that the security measures for the port and its ships are continually reviewed and best practices adopted

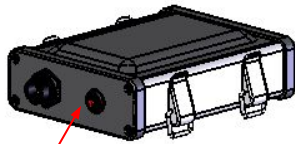
Maritime security is not an issue one country can address on its own and requires co-operation and concerted efforts from all countries

# Thank You

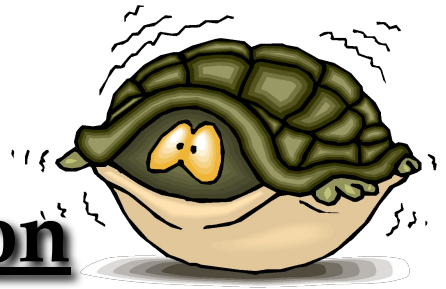
# HARTS Information Flow



# HARTS



## Security Button



Key Feature:

In the event of a security threat or distress, craft drivers can activate the 'Panic Button' to send an alert to the shore-based control centre

