

# DOING OUR PART: BE A RESPONSIBLE MARITIME SEA-TIZEN

"Terrorism is a global threat with global effects...its consequences affect every aspect of the United Nations agenda from development to peace to human rights and the rule of law. By its very nature, terrorism is an assault on the fundamental principles of law, order, human rights, and the peaceful settlement of disputes upon which the United Nations (UN) is established. The UN has an indispensable role to play in providing the legal and organisational framework within which the international campaign against terrorism can unfold."

- Kofi Annan, UN Secretary General

7 October 1985

Achille Lauro, an Italian passenger ship seized by four Palestinians

12 October 2000

Suicide bombing attack on U.S. Destroyer, USS Cole in Aden Harbour, Yemen

11 October 2002

Attack on MV Lumburg; "Invade Iraq and We'll Sink Your Tanker Fleet!"

26 February 2004

Explosion onboard Super Ferry 14 shortly after leaving Manila Harbour with 899 passengers and crew

28 August 2005

Ferry bombing to sow terror in Philippines

The parallel relationship shared by these incidences is a strong indication of a threat that is very real in today's world – terrorism.

With trans-national terrorism infiltrating every nook and cranny, the maritime industry is not spared either. The shipping community may be faced with threats of terrorism looming at sea and at port facilities as they interface with ships from all over the world. The main concern is that ships in port will be used to export terrorism. To prevent the propagation of terrorism via ships and port facilities, the International Ship and Port Facility Security (ISPS) Code was created and enforced in 1 July 2004 to ward off possible threats posed by such terrorists.

Chapter V and XI-2 of the International Convention for Safety of Life at Sea (SOLAS) 1974 were amended and the ISPS Code (Part A and B) was implemented at the same time. These provisions are applicable to ships engaged on international voyages and Port Facilities that serve such ships.

In view of the adoption of these requirements to enhance maritime safety by the International Maritime Organisation (IMO), SOS held a seminar on ISPS code to raise the understanding of its members on the SOLAS Amendments and ISPS



code, as well as the basic security measures implemented by ships. Maritime Security Initiatives employed by MPA were also highlighted.

The half-day seminar on 24 March 2006 was conducted by Mr Alex Heng, Manager of Maritime Security of ST Education & Training Pte Ltd. Held at the Multi-Purpose Hall of the Seacare Building, the presentation included video clips, role-play and discussions with the 37 attendees.

Said Mr Heng: "The implementation of the ISPS Code provides for the adoption of security measures after considering the risks and vulnerability of the potential threats that affects ships and port facilities. It is important and necessary that seafarers become aware of such security arrangements. The Ship Security Officer and crew must know the Security Plan to do their part in enhancing maritime safety and security."

"Initially, I wasn't really sure what this new ISPS code or SOLAS amendments were about. I thought that I could just wait and depend on the Master to give instructions. But now I know that I can do more to help; such as looking out for anomalies or how security of the vessel and seafarers can be enhanced. Be it piracy or terrorism, we must never take things lightly."

Mohd Sani Mawi, NOL container ship, active seaman for 18 years

"Back when SOS informed us about the ISPS code and the SOLAS amendments, I had wondered what the "fuss" was all about. I'm glad I came for this seminar because a lot of my doubts are cleared, and I have a better understanding of the need for these implementations. More importantly, knowing what the procedures are and how to carry them out correctly can really make a difference."

Hussain Ahmad, NOL bulk carrier, active seaman for 10 years

"Everyone should take responsibility and stay updated about such amendments or implementations at all times. We take orders from the Master, but with a better understanding, we are better able to comprehend his decisions and thus, be more efficient and effective in carrying out his instructions."

Thomas Tan, SSC car carrier, active seaman for 20 years