MARITIME SAFETY COMMITTEE
89th session
Agenda item 4

MEASURES TO ENHANCE MARITIME SECURITY

A brief report related application and implementation of the ISPS Code including measures taken to enhance maritime security

Submitted by the Republic of Korea

SUMMARY

Executive summary: This document provides a description of the measures taken by the Republic of Korea as the ISPS Designated Authority to enhance maritime security in port facilities within Korean territorial waters and on flagged vessels, and the outcomes thereof.

Strategic direction: 6, 6.1, 6.2, 12.3

High-level action: 6.1.1, 6.1.2, 6.2.1, 6.2.2, 6.3.2

Planned output: 6.1.1.1, 6.1.2.1, 6.2.1.1, 6.2.1.2

Action to be taken: Paragraph 19

Related documents: FSI 17/3/2 and MSC 86/4/1

Introduction

1 During the eighty-fifth session of the Maritime Safety Committee, the Committee recommended sharing the lessons learned by each Member State while applying MSC.1/Circ.1192, "Guidance on voluntary self-assessment by SOLAS Contracting Governments and by port facilities", and MSC.1/Circ.1194, "Effective implementation of SOLAS chapter XI-2 and the ISPS Code", by means of submission of documents to the Committee.

2 In this regard, by means of this document, the Republic of Korea intends to provide information on its achievements in enhancing maritime security, including the current status related to application and implementation of the ISPS Code to Korean flagged vessels and port facilities within Korean territorial waters over the six years between 2004 and 2010. Moreover, our remarkable systems and cases that contributed to improved maritime security are contained in this report.
Application and Implementation of ISPS Code in the Republic of Korea

3 The Republic of Korea designated port facilities as important national facilities in domestic law and has provided fences, CCTVs, scanners and monitoring devices to all port facilities within its territorial waters. In addition, access control through a strict identification check which targets all people intending to enter a port facility had been implemented even before the ISPS Code came into effect.

4 The Ministry of Land, Transport and Maritime Affairs (MLTM), as the Designated Authority (DA) of the Republic of Korea, is responsible for implementing and promoting the application of SOLAS chapter XI-2 and ISPS Code requirements in our territorial waters and on our flagged vessels. In the beginning of 2003, the DA formed a professional group to reflect SOLAS chapter XI-2 and the ISPS Code in domestic law in order to develop and provide a model for a ship security plan (SSP) and a port facility security plan (PFSP). The DA also fully supported the industry by appointing security training organizations and recognized security organizations (RSO) such that a lot of guidelines were provided to shipping companies and port facilities.

5 These efforts were so successful that, as of 1 July 2004, the Republic of Korea had established SOLAS and ISPS Code-compliant security systems for 425 Korean flagged vessels and 123 port facilities called upon by foreign vessels, and implemented corresponding security activities. The measures taken on the basis of these efforts during the last six years are as follows:

.1 Establishing a General Information Centre on Maritime Safety & Security (GICOMS) as a single national contact point in Gwacheon, Korea, to receive all ship security alerts from Korean-flagged vessels and to share information concerning security.

.2 Issuing International Ship Security Certificates (ISSC) and approving SSPs for approximately 1,191 Korean-flagged vessels to which the ISPS Code applies.

.3 Designating 156 port facilities within Korean territorial waters to apply the ISPS Code, the Republic of Korea approved PFSPs on the basis of port facility security assessments (PFSAs) in compliance with the ISPS Code, and issued Statements of Compliance of a Port Facility to all designated port facilities. A total of 133 port facility security officers (PFSOs) have been designated to contribute to and enhance port security.

.4 The DA appointed the Korea Institute of Maritime and Fisheries Technology (KIMFT) and the Korean Register of Shipping (KRS) as the organizations for ship security training. A total of 6,105 personnel under KIMFT, and 1,506 personnel under KRS have completed the training course for ship security officers (SSOs) since 2003.

.5 DA assigned KRS as the organization for port security training. A total of 1,009 new personnel have completed the training course for PFSOs. A total of 1,476 personnel have completed refresher training courses to obtain the latest security information.
The DA has carried out exercises recommended in the ISPS Code Part B/13.7 yearly since 2005 and posted the names of participating shipping companies on its website. This has provided an easy means for shipping companies to access the data for the exercises as evidence for port State control (PSC) inspections and other ISPS verifications.

**Verification of ISPS Code**

6 In order to have appropriate capability as a flag State to undertake ISPS Code verification for Korean-flagged vessels, 80 port State control officers (PSCOs) for ship inspection and ISPS verification were newly employed before 1 July 2004. In view of the constant increase in demand for ISPS verification, this number has since been supplemented with an additional 35 PSCOs.

7 In cases where a Korean-flagged vessel requires any verification of the ISPS Code in domestic ports, PSCOs have conducted these verifications. On the other hand, for any Korean-flagged vessel which has applied for ISPS verification in overseas ports, the Korean Register, the sole RSO appointed by DA, has conducted the verification. To achieve smooth verification in overseas ports, Korean Register trained an additional 151 ISPS auditors.

**Introduction of General Information Center on Maritime Safety & Security (GICOMS)**

8 Flag States have an extremely important role to play in effective implementation of SOLAS chapter XI-2 and the ISPS Code to protect against security threats facing their flagged vessels and ports. In light of this, the Republic of Korea has developed the General Information Centre on Maritime Safety and Security (GICOMS) system, with the aim of maintaining effective counter measures against emergency situations.

9 GICOMS consists of a vessel monitoring system combined with a total information system for marine disaster and incident and marine safety reporting to relevant national organizations and the Nation. In particular, taking advantage of the capabilities of the vessel monitoring system, all Korean-flagged vessels are under surveillance for 24 hours and, when suspicious movements are identified, confirmation is transmitted to the ship and the ship's company, and relevant information is notified to the vessels and State(s) in the vicinity to respond to security incidents and threats.

10 In conjunction with the Company, GICOMS is the initial reception point when ship security alerts of all Korean-flagged vessels are activated in order to ensure the reliability of ship security alerts and a prompt reaction to those alerts.

11 All information related to a maritime security incident, as well as weather conditions and safe navigation information, is posted in real time on the GICOMS website at (http://www.gicoms.go.kr). In addition to posting on the website, relevant information is provided to the media, as well as to relevant national organizations such as the National Intelligence Service, Maritime Police, Navy and Ministry of Public Administration and Security.

**Navy sent to Gulf of Aden (GoA) and Indian Ocean**

12 In addition to the application and implementation of the ISPS Code, the Republic of Korea dispatched its Navy to the GoA and Indian Ocean on 13 March 2009 in accordance with United Nation Security Council resolution 1816 (2008), to assist in the effort against piracy and armed robbery. Forces dispatched to the region consist of a destroyer (4,500 ton), a Lynx helicopter and high-speed boats, and approximately 300 personnel.
13 The Navy have convoyed 218 ships sailing in the Internationally Recommended Transit Corridor (IRTC). Additionally, it has joined the Combined Task Force CTF-151 for anti-piracy operations more than 90 times. During this operation, its forces rescued 20 vessels that had been attacked, including the **m.v Samho Jewelry**.

**Achievements**

14 As a result of the application of security measures and activities on Korean-flagged vessels, unauthorized access, including security threat elements, has been reduced and prevented.

15 Incidents related to smuggling and stowaways have also decreased dramatically.

16 Through the security drills prescribed in ISPS Code, shipping companies and port facilities have improved the capability to cope with security incidents and threats.

17 As mentioned in the above section, the Republic of Korea had designated port facilities as important national facilities in domestic law even before the ISPS Code came into effect and had already provided significant equipment and personnel to cope with security threats. In 2011, the Republic of Korea intends to establish an access control system based on radio frequency identification (RFID) at six main ports. As a consequence of these efforts, we have not found any kind of security defects in our port facilities and territorial waters.

18 In conclusion, the Republic of Korea has made significant efforts to improve ship and port security both before and after SOLAS chapter XI-2 and the ISPS Code came into effect. We are ready to share our experiences and lessons learned during the period we have applied and implemented the ISPS Code.

**Action requested of the Committee**

19 The Committee is invited to note the information provided in this document and take action as appropriate.