

Identification and formulation of Maritime Security Management System from the shore side: An interim report

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Abstract

This interim report presents the main issues researched in the IAMU funded project. The primary objective of this study is to identify and analyse all shore-based and near shore activities which are associated with maritime operations and to formulate them into a Maritime Security Management System. A curriculum development for maritime security studies will also be analysed and proposed as part of the project. The study involves two main stages. A focus group survey is conducted first to explore ideas and perception of expert in the field on different facets of research objectives. Based on the findings of this survey, a postal survey will be conducted to empirically examine the perception of the international shipping community on research objectives.

Keywords: ISPS Code, Maritime Security Management System

Introduction

In recent years, the issue of maritime security has become a major concern on the international maritime agenda. In fact, maritime security dates back to early maritime history under the themes of piracy and cargo theft and has more recently covered issues, such as stowaways, people and drug trafficking. There have been growing fears that terrorists can also use ships or their cargo as weapons to attack vulnerable points in the maritime chain just as aircraft were used in the terrorist attack in the United States.

Terrorism, thus, becomes the new dimension of maritime security.

There have been a number of responses to this issue. The International Maritime Organisation (IMO) has recently adopted the International Ship and Port Facility Security (ISPS) Code which came into force on July 1st 2004, aiming at the establishment of an international framework so that 'ships and port facilities can co-operate to deter and detect acts which threaten security in the maritime transport sector'. The Code establishes a number of requirements on contracting governments, ships, port facilities, and relevant maritime industry participants to carry out risk assessment, establish roles and responsibilities, work out security plans as well as assigning security officers both on board the ships and ashore (in the shipping companies and port facilities).

Although there has been some research done to address the issues of maritime security from different angles, there are some gaps that need to be taken into consideration:

- First of all, the coverage of the ISPS Code is basically within the traditional interactions and relationships between ships and port facilities. In addition, only port facilities serving ships engaged on international voyages are covered in the scope of the Code, while other dimensions of security such as cargo theft, stowaways, drug trafficking or people smuggling can exist in all ports no matter what type of ships they serve.
- Secondly, security threats can come from activities on the shore side. These have not been sufficiently addressed. In the transportation chain, however, maritime security also involves other shore-based activities which can provoke the critical issue of security management connected to maritime transport and operations. For instance, the links with stevedoring companies, road and rail transport companies, freight forwarders, etc and the relationships among them need to be explored. These are some examples of shore-based activities which are associated with maritime transport and have important implications in the establishment and implementation of security management system.

A lack of security management policy and, on the top of it, a 'security culture', of such shore-based activities will certainly have direct and induced impacts on maritime transport as a whole. A formal research on this aspect is, therefore, considered necessary and useful both from academic and practical perspectives.

1 Research objectives

The primary objective of this study is to identify and analyse all shore-based and near shore activities which are associated with maritime operations and to formulate them into a Maritime Security Management System. A curriculum development for maritime security studies will also be analysed and proposed as part of the project. This is an attempt to extend the coverage of the security net in the maritime industry, covering all dimensions of the issue.

2 Methodological framework

Different research methodologies were deployed to achieve the set objectives of this project:

- Literature review and secondary data analysis: this method was applied to review aspects of maritime security management in general and security management of shore-based activities associated with maritime operations in particular.
- Survey research by questionnaires and Focus group interview: in order to analyse the current practice of security management policies and systems in sea-based and shore-based activities in the industry and propose standard working procedures and requirements from academic perspective, these methods are needed as efficient tools to collect necessary data for analysis.

Based on this framework as shown in Fig. 1, it is intended to conduct the following tasks:

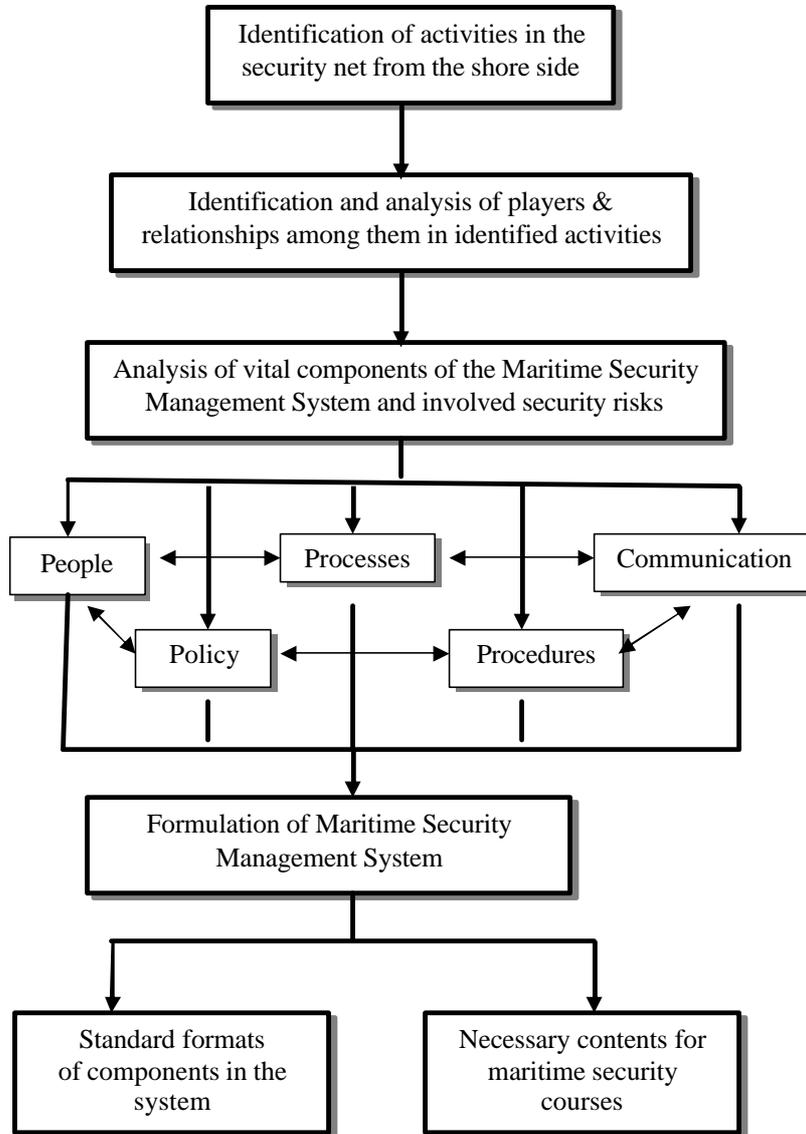
- Identify all shore-based and near shore activities which are associated with maritime security management system (Action Plan 1).
- Identify key players in the identified activities and analyse their security-related relationships (Action Plan 2).
- Analyse the vital components and involved security risks in the Maritime Security Management System (Action Plan 3).
- Formulate the standards formats of components in the Maritime Security Management System (Action Plan 4).
- Formulate the necessary contents for maritime security courses (Action Plan 5).

The study involves two main stages:

A focus group survey is conducted first to explore ideas and perception of expert in the field on different facets of research objectives.

Based on the findings of this survey, a postal survey will be conducted to empirically examine the perception of the international shipping community on research objectives.

Fig. 1: The study framework for the project



3 Work done so far – A brief description

The first stage of this research is currently being conducted. Several maritime experts in Australia and New Zealand, employed in shipping companies, port operation companies, port authorities, as harbour masters and as administrative legislators, were asked to join the focus group survey and to provide their comments on the following questions:

1. In your opinion, have the current security initiatives, such as ISPS Code, covered all shore-based and near shore activities as far as security management is concerned? If not, please identify the omissions.
2. How would you assess the capability and effectiveness of these current security initiatives in helping to maintain and implement effective security management ashore in maritime transport industry?
3. Please identify the dimensions or security activities (e.g. access control, information security, etc) that should be included in a holistic Maritime Security Management System.
4. Please describe the important inter-and intra organisational relationships which affect the management of maritime security.
5. In your opinion, what are the key criteria of a good/effective Maritime Security Management System?
6. It is said that a good/effective Maritime Security Management System should include the following: policy, processes, procedures, people, communication and technology. To what extent do you agree with this statement?
7. Do you see the need for further legislative changes to facilitate or enable the development and implementation of an effective security system that is able to deal with the challenges of a complex maritime security environment?
8. In your opinion, what should be included in the current curriculum of maritime universities so as to provide education and training of vital components of a good/effective Maritime Security Management System?
9. Are there any other factors which you would consider important to the success of a Maritime Security Management System?
10. Should security become a part of a wider safety management system?

Responses from focus group members were collated with author-related links removed, then synthesised and analysed into a single document. This was then sent around to all participants for their comments and additional inputs before being finalised.

The analysis and finalisation of this survey is currently under way.