



# REGIONAL POLICY ON PORT SECURITY & SAFETY OF NAVIGATION

In the context of the implementation of

 **PORT SECURITY and  
SAFETY OF NAVIGATION**

*A programme of*



*Co-implemented by*



## **PORT SECURITY IN THE ES-SA-IO REGION – BACKGROUND**

In recent years, the Eastern Africa-Southern Africa-Indian Ocean (EA-SA-IO) Region has witnessed several threats from maritime crimes making the governance of the maritime domain highly difficult. International and regional organizations are committed to enhance regional cooperation amongst littoral states, however the latter still face serious threats such as human trafficking, weapons, and drugs trafficking, IUU fishing and potential maritime terrorism against port infrastructure.

Countries from the EA-SA-IO Region need to reinforce their capacities in the specific domain of safety of navigation, maritime and port security and information sharing on cargo and passengers.

The Port Security and Safety of Navigation Programme (PSP) is designed to bring together national maritime affairs authorities, port authorities and law enforcement officials involved with safety of navigation, security of port facilities to join efforts in implementing this program. The PSP will also contribute to boost trade and enhance maritime awareness in the region through information sharing on cargo and passengers.

**The overall objective** of the PSP programme is **“to enhance maritime security and safety of navigation in the EA-SA-IO Region in line with African Union Integrated Maritime Strategy 2050.”**

**The specific objective** is to improve the management of port security and maritime safety in the EA-SA-IO region, in the nine countries namely, Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles and Tanzania.

Djibouti, Reunion Island, Somalia and South Africa are non-beneficiary countries to the PSP but they play an important role to enhance regional dialogue for the reinforcement of the maritime security architecture in the region.

**Observers:** Abuja Memorandum of Understanding on Port State Control, Indian Ocean Memorandum of Understanding on Port State Control, the Association of Indian Ocean Islands Ports, Port Management Association of Eastern and Southern Africa.

**Partners:** Red Sea Initiative, Regional Maritime Information Fusion Centre, Regional Coordination Operations Centre.

## **EXPECTED RESULTS**

The results to be achieved by the programme include:

**Result 1:** Capacities of safety of navigation authorities are strengthened in the EA-SA-IO region.

**Result 2:** Port security legislation and the related compliance framework is developed.

**Result 3:** A regional mechanism for data exchange on cargo and passengers is developed.

## **STRATEGY OF THE PORT SECURITY PROGRAMME TO ACHIEVE RESULTS**

- Strengthening capacities of governmental agencies in transposing international maritime framework into national law for effective maritime law enforcement.
- Increase in the number of ship surveyors and capacity building to conduct vessel inspection.
- Administrative examination, licensing, inspection, and administrative legislative, executive and judiciary powers.
- Risk evaluation and mitigation measures related to foreign vessels operating in coastal waters.
- Compliance to safety of navigation standards.
- Capacity building to perform the obligations of the Flag State Implementation and effective Port State Control inspections to enforce internationally agreed safety, labour and pollution standards, as well as maritime security regulations.
- Coordination and cooperation among national agencies and the establishment

and organisation of Maritime Security Committees.

- Implementation of relevant port security management system as foreseen by the ISPS Code and ensure its compliance, by focusing on training sessions and technical improvements for the protection of port premises.
- Collaboration for a regional approach through peer review mechanisms to assist port authorities in ensuring compliance to the ISPS Code and to adopt risk analysis, standard operating procedures in response to crisis (e.g. attacks, environmental disasters) and contingency plans.
- With Customs Authorities review existing risk management systems and set up a cargo targeting systems to tackle smuggling of goods/arms/drugs/threatened species/human beings and at the same time facilitating legitimate trade.
- Exchange of maritime data and information on vessels through an inter-agency cooperation approach that would enhance information sharing process within countries of the EA-SA-IO region.
- Development of a regional network connecting Law Enforcement Agencies for the purpose of port security and safety of navigation aiming to improve information and data sharing between the relevant authorities/agencies for a better control on passengers and cargoes and an effective response in case of attacks.
- Capacity building to strengthen the cooperation and coordination between Law Enforcement Agencies including the involvement of the Customs Departments.

#### **ACTIVITIES**

- Legal review
- Trainings
- Capacity Building activities
- Procurement of equipment

#### ***ECONOMIC DEVELOPMENT***

1. Trade is crucial to many African economies accounting for approximately 2.7% of global trade by value, the continent contributes higher shares to global seaborne trade – 7% and 5% of maritime exports and imports by volume, respectively. Oil, gas and mineral resources account for more than 75% of Africa's exports and the continent's and fishing contributes to food security for more than 200 million Africans. While one-third of African countries are landlocked, maritime transport remains the main gateway to the global marketplace. For maritime transport to be efficient, well-functioning ports are crucial.

2. Africa relies heavily on ships and ports to service its intercontinental trade. Africa's ports account for 4% of global containerized trade volume, much of which comprises imports of manufactured goods. Ocean ports are a central and necessary component in facilitating trade. However, Africa's shipping and ports do not always match global trends and standards.

3. The African Union's (AU) Integrated Maritime Strategy 2050 (AIMS 2050) recognizes that Africa's maritime ports are small to handle large vessels and recommends the setting up of infrastructures and support equipment to shippers, to include single windows, logistic platforms, dry docks, warehouses, satellite tracking of containers.

4. Port reforms including port management, proportionate regulation, upgrade in infrastructure and services, performance and productivity improvement will allow African ports to match international standards, create employment opportunities for Africans in the shipping industry and boost Africa's post-COVID-19 economic recovery to position the continent as a global maritime hub.

5. To promote a secured international maritime domain and uphold international maritime norms, the PSP pursues an active foreign policy, working with countries in the region to strengthen collaboration who

commit to freedom of navigation in compliance with the United Nations Convention on the Law of the Sea (UNCLOS).

6. To develop the maritime governance capacity and capabilities of states in areas of strategic maritime importance, beneficiary countries are assisted in information gathering, law enforcement, enhancement of coastguard and military capabilities so that they are better able to police their marine area and contribute to regional efforts.

#### **LEGAL REVIEW**

7. To assist beneficiary countries in domesticating the main international maritime conventions and labour conventions signed and ratified by countries, the IMO and UNODC has conducted a legal review of existing national laws in each beneficiary country with the aim of addressing the criminal aspect of offences and providing recommendations for revision or amendments of laws.

#### **EFFECTIVE IMPLEMENTATION OF IMO CONVENTIONS**

8. The PSP highlights the importance of domestication of IMO Conventions towards its implementation at national levels which is challenging due to lack in financial resources, skilled personnel, technical expertise and proper control by local authorities. Through trainings and workshops by the IMO, development of these capacities is foreseen to ensure an up-to-date national maritime legal system.

#### **ASSISTANCE ON THE IMPLEMENTATION OF IMO MARITIME SECURITY INSTRUMENTS**

9. The PSP intends to provide assistance to its beneficiary countries through:

- Reinforcement of the capacity of personnel tasked to implement provisions of the IMO instruments (Circulars, Recommendations, Conventions, etc) through theoretical training and on-site workshops at national and regional level.
- Campaign awareness involving the maritime private sector and shipping industry to explain the legal consequences and the economic repercussion for not

fulfilling internationally agreed maritime frameworks.

- Sensitize policy makers on the importance of addressing gaps that hamper the effective implementation of IMO instruments.

#### **REGIONAL**

10. The PSP foresees to eventually establish a regional AIS system to anticipate and predict vessel movements, facilitate improved management of coastal safety, counter pollution and ensure the security of resources, including:

1. International Ship & Port Security (ISPS Code)
2. Port State Control (PSC)
3. Pollution prevention and management
4. Contingency planning
5. Search and Rescue
6. Traffic planning, efficiency & management
7. Inspections of vessels.

#### **COOPERATION WITH OBSERVERS**

11. **The Port Management Association of Eastern and Southern Africa** and the **Ports Association for Indian Ocean Islands** play the important role of facilitating the professional dialogue with Port Authorities in the specific field of port security, maritime safety and port efficiency and management. Their role in liaising closely with the maritime private sector represents an opportunity for the PSP in facilitating the process of information sharing on cargo and passengers.

12. The collaboration with the **Abuja Memorandum of Understanding** on Port State Control and the **Indian Ocean Memorandum of Understanding** on Port State Control shall benefit PSP countries with a dedicated system on Port State Control inspections record, mentoring and capacity building to develop operational procedures for inspections on board of SOLAS vessels and specific procedures for accident investigation.

## Port Security and Safety of Navigation

### Main elements for adherence to the specific key conventions and their implementation

Convention	Requirement/ Recommendations for contracting governments	Link to PSP
<p><b>SOLAS CH XI-2<sup>1</sup> + ISPS CODE</b></p>	<p><b>A. The Company and the Ship</b></p> <p>1. Designation of <b>Company Security Officer</b> for the <b>company</b>. <i>The Company Security Officer's responsibilities include ensuring that a Ship Security Assessment is properly carried out, that Ship Security Plans are prepared and submitted for approval by (or on behalf of) the Administration and thereafter is placed on board each ship.</i></p> <p>2. Designation of <b>Ship Security Officer</b> for each <b>ship</b>.</p> <p>3. <b>Ship Security Plan</b> <i>The Ship Security Plan should indicate the operational and physical security measures the ship itself should take to ensure it always operates at security level 1. The plan should also indicate the additional, or intensified, security measures the ship itself can take to move to and operate at security level 2 when instructed to do so. Furthermore, the plan should indicate the possible preparatory actions the ship could take to allow prompt response to instructions that may be issued to the ship at security level 3.</i></p> <p>4. Certain onboard equipment <i>Ships will have to carry an <b>International Ship Security Certificate</b> indicating that they comply with the requirements of SOLAS chapter XI-2 and part A of the ISPS Code.</i></p>	<p>SOLAS is a very strong and binding convention and most importantly a top priority to ensure its full execution by any Sovereign State.</p> <p>The activities of Maritime Administration should include:</p> <ul style="list-style-type: none"> <li>• Registration of Ships</li> <li>• Implementation of the relating Act</li> <li>• Survey and certification of ships</li> <li>• Enforcement of International Conventions</li> <li>• Investigation of casualties affecting ships</li> <li>• Resolving labour disputes on board country flag vessels</li> <li>• Training, certification and assessment of seafarers</li> <li>• Engagement of crew</li> </ul> <p>responsible for Flag State, Port State and Coastal State functions, the Maritime Administration undertakes operational surveys and environmental responsibilities to</p>

<sup>1</sup>SOLAS Chapter XI-2 and the International Ship and Port Facility Security Code (ISPS Code) form the basis of the mandatory security regime for international shipping. The ISPS Code is divided into two sections, Parts A and B. Part A outlines detailed maritime and port security related requirements which SOLAS contracting governments, port authorities and shipping companies must adhere to. Part B of the ISPS Code provides guidelines on how to meet the requirements of Part A; these are recommendatory according to the ISPS Code, however the proposed IMO Regulations will continue to adopt Parts 8-13 as mandatory.

	<p><b>5. Port State control inspections</b></p> <p><i>When a ship is at a port or is proceeding to a port of Contracting Government, the Contracting Government has the right, under the provisions of regulation XI-2/9, to exercise various control and compliance measures with respect to that ship. Ships using port facilities may be subject to port State control inspections and additional control measures. The relevant authorities may request the provision of information regarding the ship, its cargo, passengers and ship's personnel prior to the ship's entry into port. There may be circumstances in which entry into port could be denied.</i></p>	<p>ensure that vessels, through surveys and inspections, are seaworthy.</p> <ul style="list-style-type: none"> <li>- To ensure that vessels keep to standards according to classification and that procedures are in place so that on-board safety equipment and crew are appropriately qualified for a safe and pollution free environment.</li> <li>- To supervise Maritime Safety, provide information and advice regarding safety and promote a safety culture.</li> <li>- Committed to providing a reliable, efficient and customer-oriented service to all its stakeholders.</li> <li>- Ensure that all activities relating to maritime safety and shipping including training, assessment of competence, certificates, endorsement and revalidation are continuously monitored through a quality standards system.</li> </ul>
	<p><b>B. The Port Facility</b></p> <ol style="list-style-type: none"> <li>1. Each Contracting Government has to ensure completion of a <b>Port Facility Security Assessment</b> for each port facility within its territory that serves ships engaged on international voyages.</li> <li>2. Appointment of <b>Port Facility Security Officer</b> and prepare a <b>Port Facility Security Plan</b>.</li> </ol> <p><i>This plan should indicate the operational and physical security measures the port facility should take to ensure that it always operates at security level 1. The plan should also indicate the additional, or intensified, security measures the port facility can take to move to and operate at security level 2 when instructed to do so. It should also indicate</i></p>	<p>Need for the equivalent legislation</p> <p>Need the equivalent Authority</p> <p>Institution to provide the necessary marine services and navigation aids, while it regulates and controls all port activities and environmental issues within the designated port areas.</p>

*the possible preparatory actions the port facility could take to allow prompt response to the instructions that may be issued at security level 3.*

**3. Training, drills and exercises**

The Ship Security Officer, the Company Security Officer and appropriate shore-based personnel **shall have knowledge and have received training**, considering the guidance given in part B of the ISPS Code.

Drills **shall be carried out at appropriate intervals** taking into account the ship type, ship personnel changes, port facilities to be visited and other relevant circumstances

Drills should be conducted at **least once every three months**.

Shipboard drills should cover such scenarios as: identification and search of unauthorized visitors on board the ship; recognition of materials that may pose a security threat; methods to deter attackers from approaching the ship; recognition of restricted areas; and mustering for evacuation.

The Company Security Officer shall ensure the effective coordination and implementation of ship security plans by participating in exercises at appropriate intervals.

**Exercises should be carried out at least once each calendar year** with no more than 18 months between the exercises.

Exercises are more complex activities which **test several measures and procedures at the same time**.

Exercises **should test communications, coordination, resource availability, and response**.

Exercises may be **full scale or live, Table top simulation or seminar; or Combined with other exercises** held such as **search and rescue or emergency response exercises**.

	<p><b>C. Responsibilities of Contracting Governments</b> Contracting Governments have various responsibilities, including:</p> <ol style="list-style-type: none"> <li>1. Setting the applicable security level;</li> <li>2. Approving the Ship Security Plan and relevant amendments to a previously approved plan;</li> <li>3. Verifying the compliance of ships with the provisions of SOLAS chapter XI-2 and part A of the ISPS Code;</li> <li>4. Issuing the International Ship Security Certificate;</li> <li>5. Determining which port facilities located within their territory are required to designate a Port Facility Security Officer;</li> <li>6. Ensuring completion and approval of the Port Facility Security Assessment and the Port Facility Security Plan and any subsequent amendments;</li> <li>7. Exercising control and compliance measures; and</li> <li>8. Communicating information to the International Maritime Organization and to the shipping and port industries</li> </ol>	<p>A Port Facility Security Plan and Manual.</p> <p>However, there is need for the supreme Authority to direct its execution through a reporting and auditing mechanism.</p>
	<p><b>D. SOLAS Chapter V (Safety of Navigation)</b></p> <p><b>1. Automatic Information Systems (AIS)</b> <b>Ships, other than passenger ships and tankers, of e.g for Mauritius, 300 gross tonnage and upwards but less than 50,000 gross tonnage, will be required to fit AIS.</b> Ships fitted with AIS shall maintain AIS in operation at all times "except where international agreements, rules or standards provide for the protection of navigational information."</p> <p><b>2. Ship Identity</b> <b>Ships' identification numbers to be permanently marked in a visible place either on the ship's hull or superstructure.</b> Passenger ships should carry the marking on a horizontal surface visible from the air. Ships should also be marked with their ID numbers internally.</p> <p><b>3. Continuous Synopsis Record (CSR)</b> Ships are to be issued with a <b>Continuous Synopsis Record (CSR) which is intended to provide an on-board record of the history of the ship.</b> The CSR shall be issued by the</p>	<p>SOLAS Chapter V (Safety of Navigation – to be ratified and implemented.</p> <p>The Director of Shipping or equivalent as the Authority for the whole territory and EEZ</p> <p>The Port Master for the Safety of Navigation Within the Port Area (Inner &amp; Outer).</p> <p>The National Coast Guard or equivalent as the Maritime Constabulary Org empowered to enforce the Laws.</p>

	<p>Administration and shall contain information such as the name of the ship and of the State whose flag the ship is entitled to fly, the date on which the ship was registered with that State, the ship's identification number, the port at which the ship is registered and the name of the registered owner(s) and their registered address.</p> <p><b>4. Role of Port Master</b> Regulation XI-2/8 confirms the role of the Master in exercising his professional judgement over decisions necessary to maintain the security of the ship. It says he shall not be constrained by the Company, the charterer or any other person in this respect.</p> <p><b>5. Ship security alert system</b> Ships are to be provided with a <b>ship security alert system</b>. When activated the ship security alert system <b>shall initiate and transmit a ship-to-shore security alert to a competent authority designated by the Administration, identifying the ship, its location and indicating that the security of the ship is under threat, or it has been compromised</b>. The system will not raise any alarm on-board the ship. The ship security alert system shall be capable of being activated from the navigation bridge and in at least one other location.</p>	<p>AIS is under the operational control of an Authority</p> <p>Monitoring is by the Port Authority and the NCG through the Radio Tower as directed by the Port Master and the Ops Room of the NCG directed by the Commandant NCG respectively.</p> <p>Authority to coordinate all Search and Rescue (SAR) mission within the SAR Zone of Responsibility.</p>
<p><b>IMO CIRC 1138 (Superseded by MSC 1155(32))</b></p>	<p>The IMO adopted resolution A.1138(31) on <i>Procedures for Port State Control, 2019</i>, following successive revocation of resolutions A.</p> <p>Port State Control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules.</p> <p>Nine regional agreements on port State control - Memoranda of Understanding or MoUs - have been signed: Europe and the north Atlantic (Paris MoU); Asia and the Pacific (Tokyo MoU); Latin America (Acuerdo de Viña del Mar); Caribbean (Caribbean MoU); West and Central Africa (Abuja MoU); the Black Sea region (Black Sea MoU); the Mediterranean (Mediterranean MoU); the Indian Ocean (Indian Ocean MoU); and the Riyadh MoU. The United States Coast Guard maintain the tenth PSC regime.</p>	<p>Necessary law to be ratified and Implemented</p> <p><b>However, the degree of Implementation needs to be recorded, reported and audited.</b></p>

**Provisions:**

**1. PSC should be conducted taking into account relevant conventions.**

*Regulation 19 of chapter I, regulation 6.2 of chapter IX, regulation 4 of chapter XI-1 and regulation 9 of chapter XI-2 of SOLAS 1974, as modified by SOLAS PROT 1988; article 21 of LL 1966, as modified by LL PROT 1988; articles 5 and 6, regulation 11 of Annex I, regulation 16.9 of Annex II, regulation 8 of Annex III, regulation 13 of Annex IV, regulation 8 of Annex V and regulation 10 of Annex VI of MARPOL; article X of STCW 1978; article 12 of TONNAGE 1969, article 11 of AFS 2001 and article 9 of BWM 2004.*

**2. Port State control should be carried out only by qualified PSCOs who fulfil the qualifications and training specified below:**

- The PSCO should be an experienced officer qualified as flag State surveyor.
- The PSCO should be able to communicate in English with the key crew.
- Training should be provided for PSCOs to give the necessary knowledge of the provisions of the relevant conventions which are relevant to the conduct of port State control, taking into account the latest IMO Model Courses for port State control.
- In specifying the qualifications and training requirements for PSCOs, the Administration should take into account, as appropriate, which of the internationally agreed instruments are relevant for the control by the port State and the variety of types of ships which may enter its ports.
- PSCOs carrying out inspections of operational requirements should be qualified as a master or chief engineer and have appropriate seagoing experience, or have qualifications from an institution recognized by the Administration in a maritime-related field and have specialized training to ensure adequate competence and skill, or be a qualified officer of the Administration with an equivalent level of experience and training, for performing inspections of the relevant operational requirements.
- Periodic seminars for PSCOs should be held in order to update their knowledge with respect to instruments related to port State control.

	<ol style="list-style-type: none"> <li>3. Foreign ships are subject to port State control, including boarding, inspection, remedial action and possible detention, only by officers duly authorized by the port State. This authorization of PSCOs may be a general grant of authority or may be specific on a case-by-case basis.</li> <li>4. Contravention And Detention</li> <li>5. Port State Reporting</li> <li>6. Flag State Reporting</li> </ol>	
<b>Convention on the International Regulations for Preventing Collisions at Sea, (COLREG 78)</b>	<p>The COLREGs include 41 rules divided into six sections:</p> <p>Part A - General;  Part B - Steering and Sailing;  Part C - Lights and Shapes;  Part D - Sound and Light signals;  Part E - Exemptions; and  Part F - Verification of compliance with the provisions of the Convention.</p> <p>There are also four Annexes containing technical requirements concerning lights and shapes and their positioning; sound signalling appliances; additional signals for fishing vessels when operating in close proximity, and international distress signals.</p>	COLREG ratified and implemented with exception relevant to Traffic Separations Scheme (TSS).
<b>IMO CIRC 1525 (NMSS – NMSC – NISCC, ETC.)</b>	<b>GUIDANCE FOR THE DEVELOPMENT OF NATIONAL MARITIME SECURITY LEGISLATION</b>	
<b>MARPOL 73/78</b>	<p>Annex I: Regulation for prevention of pollution by oil</p> <ol style="list-style-type: none"> <li><b>1. Oil Spill Drills on Ship</b>  The ship should be equipped with all required precautionary measures and the crew on the ship should be accustomed to oil spill safety drill prior to the voyage. These safety measures will help in catering accidents which break-in during the voyage without any prior warning.</li> <li><b>2. Basic training is given to the crew during any oil spill drill</b></li> <li><b>3. Solutions For Oil Spill</b></li> <li><b>4. Prevention For Oil Spill</b></li> </ol>	<p>MARPOL Convention to be ratified and implemented, enforced</p> <p>The NOSCP is an operational document. Update and revision must be planned and/or following an incident or a Drill as the case so warrant.</p> <p>The Port Authority together with relevant Port Users listed in the NOSCP must plan and conduct scheduled workshops. All listed</p>

	<p><b>5. Methods For Cleaning Sea After Oil Spill (Oil Booms, Skimmers, Sorbents, Burning, dispersants)</b></p> <p>Annex II: Regulations for control of pollution by Noxious Liquid Substance in bulk (April 1987).</p> <p>Annex III: Regulation for prevention of pollution by harmful substance carried at sea in packaged form (July 1992).</p> <p>Annex IV: Regulation for prevention of pollution by sewage from ships (Sep 2003).</p> <p>Annex V: Regulation for prevention of pollution by Garbage from ships (Dec 1998).</p> <p>Annex VI: Regulation for prevention of Air pollution from ships (May 2005).</p>	<p>stakeholders are required to participate, and an audit trail maintained.</p>
<b>IMDG CODE</b>	<p>E.g, for Mauritius the International Maritime Dangerous Goods or IMDG Code was adopted in 1965 as per the SOLAS (Safety for Life at Sea) Convention of 1960 under the IMO. The IMDG Code was formed to prevent all types of pollutions at sea.</p> <p>The IMDG code also ensures that the goods transported through seaways are packaged in such a way that they can be safely transported. The dangerous goods code is a uniform code. This means that the code is applicable to all cargo-carrying ships around the world.</p>	<p>It is necessary that licensing authority to maintain an audit trail to demonstrate compliance and publish same to demonstrate resilience and to promote the harbour as a safe Business heaven.</p>
<b>SOLAS 74 CH VI – CH VII</b>	<p>VI Carriage of Cargoes &amp; VII Carriage of dangerous goods</p>	<p>To be ratified and implemented. Compliance is demonstrated by the safety and security measures by Port Facility Users in the relevant field to obtain the necessary clearances.</p> <p>However, it is necessary to maintain a periodic audit trail of the action and processes followed.</p>
<b>ISPS CODE / MSCFAL.1/Circ.3</b>	<p>Countries are required under the ISPS Code to set security levels.</p> <p>Port Authorities should ensure that current information on the security threat level is made known to ships operating in and those intending to enter particular waters and their respective flag states. The Port Authorities do this in close consultation with other national maritime security stakeholders such as the police and security agencies, and the port terminal operators.</p>	<p>Smart shipping is the answer to the increasing interconnectedness of global transportation networks and a reliance on digital systems.</p> <p>The PSP aims to develop within the EA-SA-IO region, a sophisticated domestic/ regional</p>

	<p>Verifiable and trackable documentation plays an essential part in port authorities and operators' work to ensure security. These documents include vessel pre-arrival or port clearance notifications, dangerous goods declarations, CIQ and crew health declarations, submissions of a ship's trading and insurance certificates, notices to mariners, navigational telegraphy (navtex), and safety broadcasts from ports' vessel traffic information service (VTIS). However, sharing is not always seamless as much of this information is business-sensitive and not all ports have mechanisms for the swift and secure sharing of data.</p> <p>Additionally, some ports are owned by state-owned companies or operated by the state themselves while others are operated by private companies. This results in differences in how ports are governed and how well port authorities work with public agencies. This is often a challenging situation, but the success of communication between these different stakeholders is important for port authorities to contribute to maritime security.</p>	<p>information sharing model to be implemented by port authorities in collaboration with maritime security stakeholders, including civilian, military, commercial and government bodies - a coherent community sharing similar goals and closely collaborating by both formal and informal means.</p> <p>Leveraging on technology, documentation will be rendered in electronic format to ensure ports in the region are entirely paperless.</p> <p>The system seeks to complement the national single windows to provide a holistic maritime picture taking into consideration security aspects for the purpose of port security and safety of navigation with the support of INTERPOL's I24/7.</p> <p>Putting in place such a mechanism goes beyond the use of any maritime information tool for information exchange but relies on a well-structured and secured platform which is independent and will be solely under the control of respective countries and not under any other third party.</p>
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