

**HEMISPHERIC CONFERENCE ON PORT  
COMPETITIVENESS AND SECURITY:  
FINDING THE RIGHT BALANCE  
UNIVERSITY OF MIAMI CORAL GABLES, FLORIDA  
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**Successful Practices III: Efficient Security Measures  
in the Cruise Line Industry**

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# Sources

- ▶ Sustainability Accounting Standards Board: *Industry Brief / Cruise Lines* December 2014
- ▶ Rubacky, Tim: *How Safe are we at Sea?* Cruisemates, February 2016
- ▶ International Maritime Organization, *Resolution A.924(22)*, December 2002
- ▶ Congress of the USA “*Cruise Vessel Security and Safety Act 2010*”, January 2010
- ▶ Morrison, Jane Ann: *Piracy Precautions Serious Business on Cruise Ships*, Las Vegas Review Journal, February 2016
- ▶ Rubacky, Tim: *How Safe are we at Sea?* Cruisemates, February 2016
- ▶ *Carnival Corporation’s Interpol Deal Boosts Cruise Passenger Safety*
- ▶ Belize Tourism Board: *BTB Travel and Statistics Digest 2015*

# Sources

- ▶ Pinnock, et al *Achieving sustainability through efficiency*, 2012
- ▶ Grant, C et al *A Business Case for the implementation of MARPOL 73/78*

John A. Shedd: “Salt from *My Attic*”1928,

**“A ship in harbour is safe — but that is not what ships are built for”**

# Introduction

- ▶ Concern for safety and security of passenger vessels on international voyages is not a new initiative - since Titanic
- ▶ What has changed is the source of the threat:
  - ...Not only the personal safety of passengers (falling overboard, etc)
  - ...but now deliberate man-made threats to vessels viewed as “soft targets”
- 1. Financial reasons (pirates)
- 2. Political reasons (terrorists) (since September 2001)
- 3. Or both...terrorists needing finance

# Impacts of cruise vessel attacks

- ▶ Personal threat:
  - Kidnapping for ransom
  - Loss of valuables stolen
- ▶ Corporate threat:
  - Reduction in cruise sales
  - Reputational damage to lines that are not addressing the issue appropriately and seem to be at risk
- ▶ Threat to the industry (eg 1970s Boeing)
- ▶ Threat to national stability...Somalia, Gambia anyone?

# Cruise Tourism in the Caribbean

- ▶ Cruise tourism is the fastest growing industry in the Caribbean
- ▶ Caribbean accounts for 50 % of global market share by vessel calls and passenger counts, but
- ▶ Less than 5% of global tourism revenue (cruise ships have become destinations in themselves)
- ▶ Cruise ships compete with cargo ships for valuable berthing spaces, increasing the costs and lowering the competitiveness of cargo activities

# Economic Impact of Tourism - Caribbean

**Table 5: Economic Impacts of the Tourism Industry<sup>22</sup>**

	2013	2014	2015	2025
<b>Direct Impact</b>				
Contribution to GDP(U\$ bn) <sup>23</sup>	15.3	16.1	16.8	16.6
Percentage of GDP	4%	4.5%	4.7%	
Contribution to employment (#)		692,000	709,000	879,000
Visitor spending (U\$ bn)		27.7	25.6	40.5
<b>Total Impact</b>				
Contribution to GDP(U\$ bn) <sup>24</sup>	49	51.9	53.1	73.6
Percentage of GDP	14%	14.6%	14.8	
Contribution to employment (#)		2.23m	2.255m	2.79m

# Vulnerability in a chart: Exp in Belize what does the picture show?

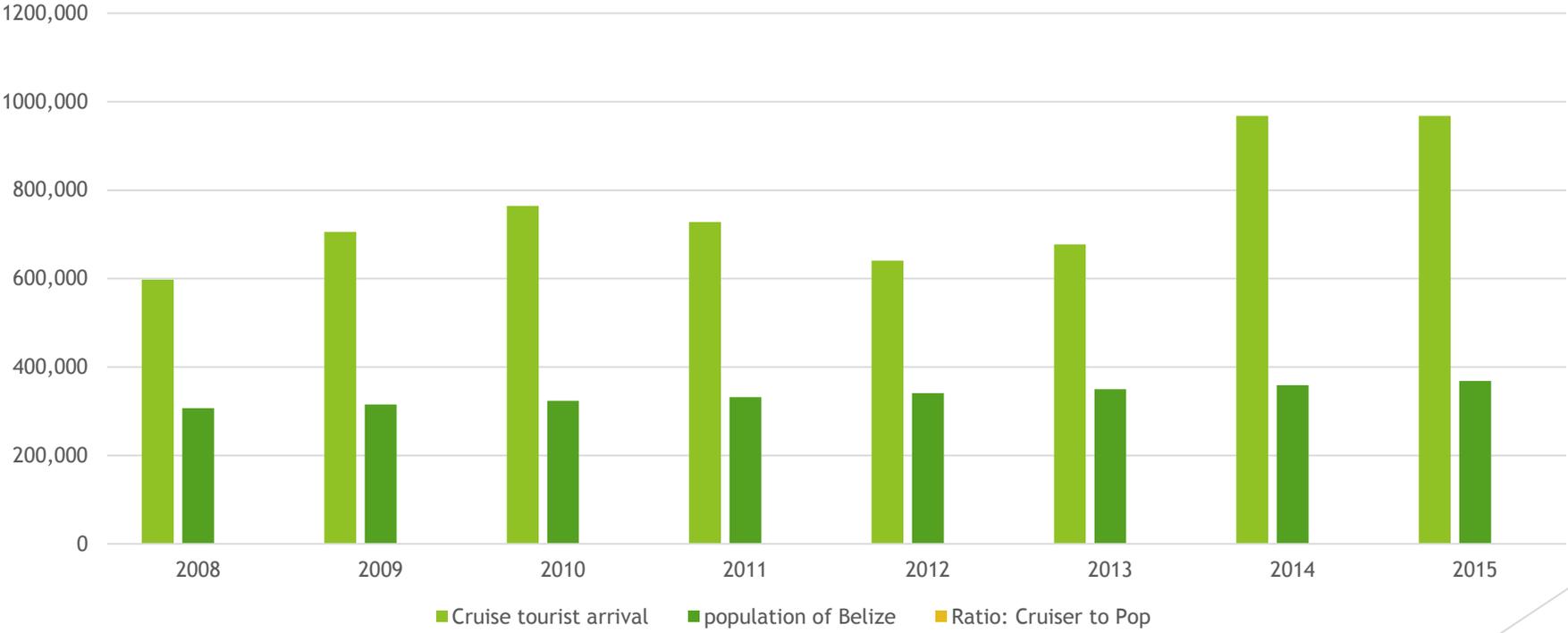


# Cruise: \$150m annually in direct spending

Year	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
Cruise tourist arrival	597,370	705,219	764,628	727,828	640,734	677,350	968,131	967,975
population of Belize	306,809	315,082	323,598	332,084	340,792	349,728	358,899	368,310
Ratio: Cruiser to Pop	1.95	2.24	2.36	2.19	1.88	1.94	2.70	2.63

# Population vs Cruise Tourism Arrival

Cruise tourist to local population



# Challenges of SIDS

- ▶ Characteristics of maritime areas - Belize's shallow draft require 5 mile anchorage or 480' trestle
- ▶ Limited resources
- ▶ Fragmented approach to maritime matters, rather than a regional approach (inefficient use of resources through duplication, etc)
- ▶ Micro-states - maritime space up to 15 times larger than its land mass

# Harvest Caye



# Measures taken to address the new reality of threats to safety: Cruise

- ▶ Introduction of the Level 3 Security measures at a ship or port in the event of an imminent threat;
- ▶ Screening all passenger luggage, ship stores and cargo;
- ▶ Pre-screening passengers, and implementing measures to ensure that only authorised persons board;
- ▶ Restricting access to sensitive areas aboard;
- ▶ Requiring adequate notices of arrival (between 48 and 96 hours), designed to screen vessels;

# Measures taken to address the new reality of threats to safety: Cruise

- ▶ Maintaining a security zone around cruise ships (1,000 feet in Belize, 1500 feet in the USA);
- ▶ Requiring upgrade to the infrastructure of cruise vessels, including time-sensitive key technology, peepholes, video cameras
- ▶ Installing warning devices capable of communicating throughout the vessel
- ▶ Passage of new legislation to address safety Congress of the USA “*Cruise Vessel Security and Safety Act 2010*”, January 2010 (PAX

## Example of provision:

*“To enhance the safety of cruise passengers, the owners of cruise vessels could upgrade, modernize, and retrofit the safety and security infrastructure on such vessels by installing peep holes in passenger room doors, installing security video cameras in targeted areas, limiting access to passenger rooms to select staff during specific times, and installing acoustic hailing and warning devices capable of communicating over distances.”*

# Measures taken to address the new reality of threats to safety: Cruisers

- ▶ Using low-tech responses and protection: speed, evasive course or routes, guns, water hoses and barbed wire
- ▶ Utilisation of personnel trained in assessing and responding to risks, for example security experts
- ▶ Utilising States anti-piracy initiatives of the ports of call

# How does the cruise industry provide these improvement in security in a way which is efficient?

- ▶ Utilising available technology - but with cyber risk protections
- ▶ Capitalising on the national security efforts of the ports of call - eg: BPA responsible for ISPS implementation
- ▶ Utilising web based technology for education (making the passenger an active participant in their security),
- ▶ Ensuring adequate security training and response; particularly security personnel
- ▶ Utilising “low-tech” solutions,

# Low-tech?



# Non-lethal crowd (pirate) control



Early warning system...



## (some) High-tech solutions

- ▶ Controlled access: magnetometers and X-ray screening machines are now standard for access onto cruise vessels; 100% of luggage and cargo screened
- ▶ Electronic Interface with security organisations: Carnival Corporation has established a relationship with Interpol to pre-screen its passengers against the latter's I-Checkit real-time secure global alert system, criminal intelligence, and compliance framework, "I-Checkit provides an invaluable preventive and investigative capability for global policing"

## (some) High-tech solutions

- ▶ Restriction of access - time sensitive keys and location restriction of access to sensitive areas, eg bridge and engine rooms
- ▶ Global positioning system, Automatic Identification system (AIS) - broadcast publicly - vessel tracking & response
- ▶ Long Range Identification and Tracking (LRIT) systems - broadcast to ship owners and stations
- ▶ Internet-based portals to regulatory and crime control agencies for quick responses

# How efficient?

- ▶ Generally capital intensive, but avoids major losses
- ▶ Avoids most human error or deliberate infractions (eg time and location sensitive access keys/cards)
- ▶ Reduces time in carrying out searches and screening (Eg:X-ray machines)
- ▶ Takes advantage of existing intelligence without individual investment in databases (Eg Interpol)
- ▶ Barbed wire - this is now a staple on the Holland America's MV Amsterdam; very cheap!!

## How efficient?

- ▶ Altering ports of call: it is relatively easy for cruise lines to alter ports of call based on security concerns; reduces trip time?
- ▶ Sharing the responsibility - Educating passengers so they become vested in their own security
- ▶ And the cost (one benefit of the ISPS Code) : Multi-agency approach: Belize- BPA; Tourism Police; Cruise terminal operator; Coast Guard; and Cruise lines
- ▶ Training all employees for awareness culture - everyone is a security expert

 No

Questions

Allowed...

Seremien, Gracias, Thank you, Danke...