

# THE EASY GUIDE FOR BEGINNER I.S.P.S. CODE

## PROTECTION

# PBIP



**Port of Corinto**



**Port of Arlen Siú-El Rama**



**Port of Sandino**



**Port of El Bluff**



**Port of San Juan del Sur**



**Port of Bilwi puerto Cabezas**



The international code for the protection of ships and port facilities, approved and certified by the Organization Maritime International (IMO), in the current has played a key role for the prevention and control of terrorist acts that could be executed in the future (taking as an example what happened in September, 2011). The content of the ISPS Code is good broad, clearly establishes cooperation international of all governments so that The application of these rules is effective Would come to guarantee maritime protection, taking preventive measures against any adverse action in against the merchant ships that arrive at all the ports of the world.



Nicaragua has always been characterized in strictly applying this Code, in order to protect merchant ships and us port facilities with the unconditional support of our Government of Reconciliation and National Unity.

A handwritten signature in black ink, consisting of several overlapping loops and a horizontal line at the bottom.

Msc. Virgilio Silva  
CEO

## WHAT IS THE ISPS CODE?



It is an International Code for Protection of ships and of the Port Facilities adopted by the Organization Maritime International (IMO), which born in response to the terrorist attacks of 9/11 against the United States. in its content measures are established and procedures to prevent acts of terrorism that they can put in danger the integrity of the passengers and the crew, as well as attempt against the safety of ships and port facilities.



## WHEN WAS ADOPTED THE ISPS CODE?



The ISPS Code was adopted through one of the resolutions adopted on December 12, 2002 by the Conference of Contracting Governments of the Convention International SOLAS for Security of Human Life at Sea, 1974 (London December 9 - 13, 2002). In another of those Resolutions are also included the necessary amendments to Chapters V and XI of the SOLAS Convention, through which the PBIP Code would be of mandatory compliance as of July 1, 2004. The existing text of Chapter XI of the SOLAS Convention has amended and now constitutes the Chapter XI-

1, having been adopted a new chapter XI-2, which deals of special measures for increase maritime protection.



## HOW IS IT DIVIDED THE ISPS CODE?



The Code is Organized in two parts, A and B, part A of the Code contains mandatory prescriptions concerning the provisions of chapter XI-2 of the SOLAS Agreement 1974, amended, and Part B, the guidelines of the provisions of chapter XI-2 of the SOLAS Agreement 1974.



## WHAT ARE THE SOLAS AMENDMENTS IN RELATIONSHIP TO PROTECTION OF SHIP AND PORT FACILITIES?



In short, the amendments contemplate changes in the equipment on board, the inclusion of a continuous synoptic record, acceleration of the entry into force of the automatic identification system of ships, engraving of IMO number Ship identifications, equipment ship protection alert, and fundamentally the adoption of Ship Protection Code and Port Facilities, facts that involve the execution of plans of protection on board ships and of the port facilities.



## ¿WHAT IS THE OBJECTIVE OF ISPS CODE?

**The objectives of this code are, among others:**

- 1** Establish an International framework for cooperation between Contracting Governments, government agencies, local administrations and the shipping and port sectors, in order to detect and evaluate threats to maritime protection and take preventive measures against events that affect the protection of ships and port facilities used for international trade.
- 2** Define the respective roles and responsibilities of all the parties mentioned, both nationally and internationally, to ensure maritime protection.



## ¿WHAT IS THE OBJETIVE OF ISPS CODE?

3

Guarantee a quick and efficient exchange and collation of the information relating to maritime security.

4

Provide a method for conducting maritime security assessments so that plans and procedures are available to react to changes in levels of protection, and you are confident that adequate and proportionate measures are in place to ensure maritime security.



# WHAT BENEFITS DOES THE IMPLEMENTATION OF THE ISPS CODE BRING?

The expansion of the phenomenon called “Globalization”, added to the worldwide increase in terrorist attacks, has generated that everything related to the “Security and Protection of Ships and Port Facilities” is raised to a level of “Decision factor” when evaluating the competitiveness and reliability of foreign trade actors.

That is why least developed countries are struggling to position themselves lives up to international safety standards.

In this sense, the adoption of measures to protect ships and port facilities for example, against exogenous factors such as terrorism, can mean the difference between those who may or may not belong to the world of international shipping trade.

And it is that the protection against terrorism and other illicit acts has ceased to be an isolated fact to become a world problem that requires global solutions.



## ¿HOW MANY LEVELS OF MARITIME PROTECTION ARE THERE?

Certainly, three levels of Maritime Protection are applied in accordance with the provisions of the Code of Protection of Ships and Port Facilities. These Levels have been conceived with the purpose of implementing adequate preventive measures against events that affect the maritime protection.

### MARITIME PROTECTION LEVEL?

1

#### PROTECTION LEVELS 1 (NORMAL)

The level at which minimum measures must be maintained adequate protection at all times.



2

## PROTECTION LEVELS 2 (REINFORCED)

The level at which adequate measures should be maintained additional protection over a period of time, such as result of an increased risk of an event affecting maritime security.

## PROTECTION LEVELS 3 (EXCEPTIONAL)

3

The level at which more concrete measures should be maintained of protection for a limited period of time when an event affecting maritime security is probable or imminent, although it is not possible to determine the specific target.

## PROTECTION LEVELS



NORMAL



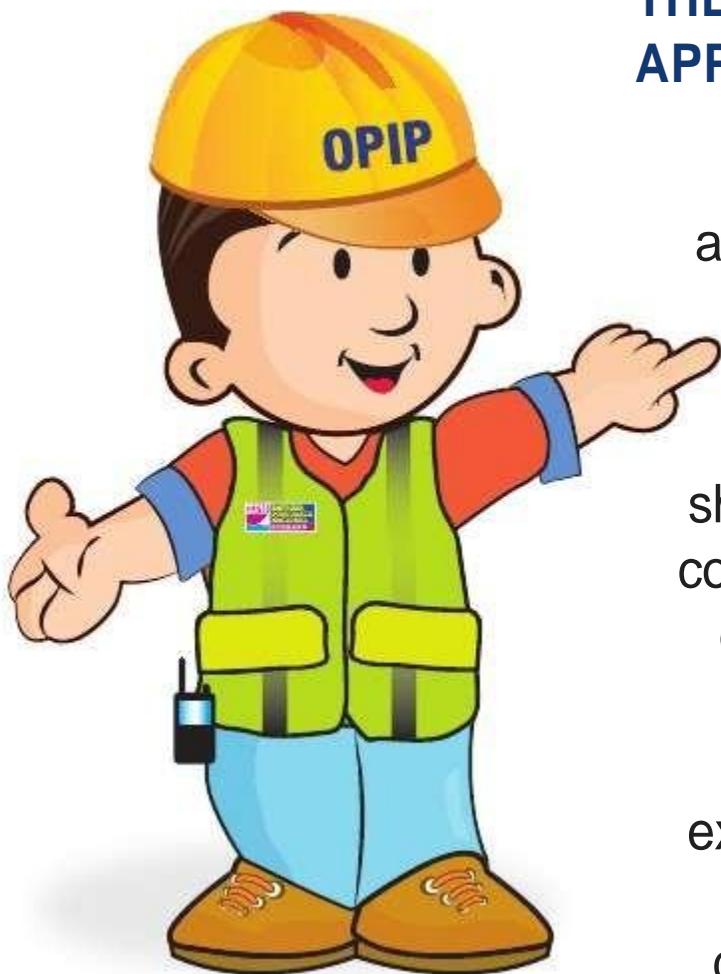
REINFORCED



EXCEPTIONAL



## WHAT KIND OF SHIPS THE ISPS CODE IS APPLICABLE TO THEM?



The Agreement is applicable in general terms to ships greater than 500 UAB and to port facilities that operate with such ships. However, IMO urges contracting Governments to extend the scope of these measures to other ships and facilities initially excluded by this regulation, insofar as they affect the desired level of protection.

## **IS ANY KIND OF OFFICIAL REQUIRED TO COMPLY WITH THIS ISPS CODE?**

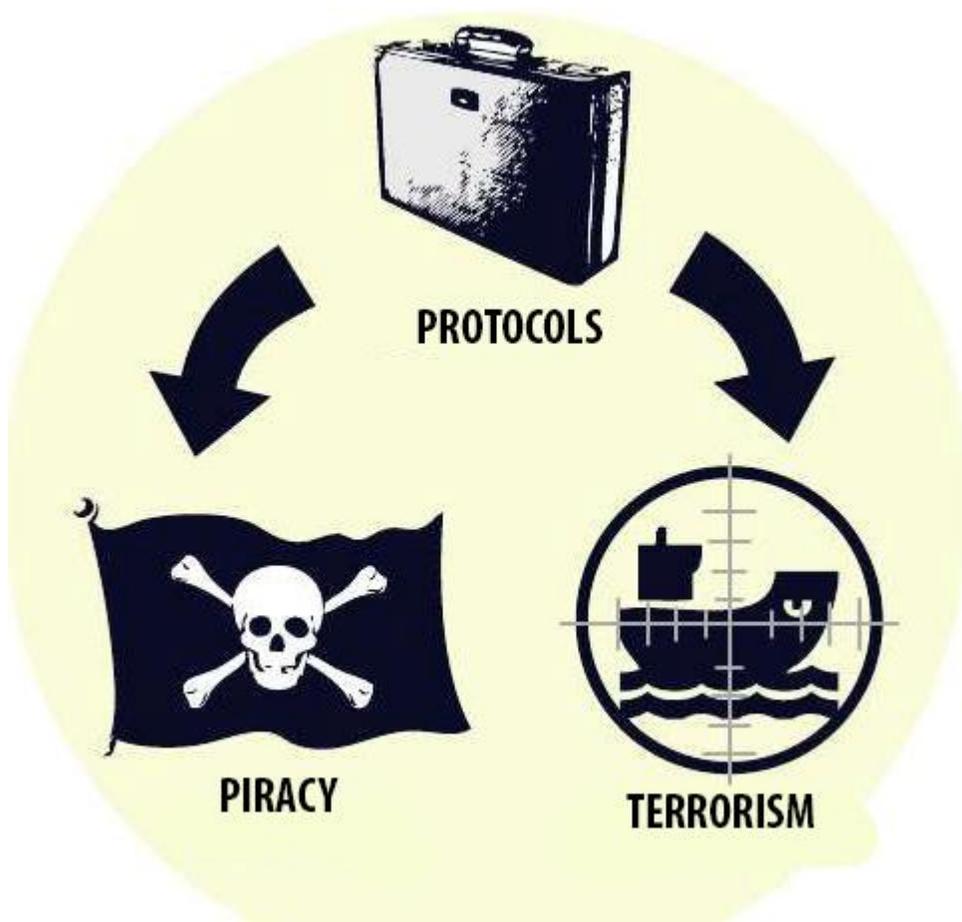
Indeed, in order to achieve the aforementioned objectives, it is necessary that the ship-owners / ship-owners designate a Ship Protection Officer (SPO); that the Shipping Agents Designate a Maritime Company Protection Officer (MCPO), and that the Port Administrator designate a Port Facilities Protection Officer (PFPO) who has been entrusted with the task of designing and complying with the Protection plans for each ship and port facility.



# WHAT BENEFITS DOES THE ISPS CODE OFFER?

Promote the culture in safety material.

RESPONSE PROTOCOL



# WHAT BENEFITS DOES THE ISPS CODE OFFER?



## **SUPPORT**

actions aimed at channeling, supervising and coordinating port operations in the area of security.

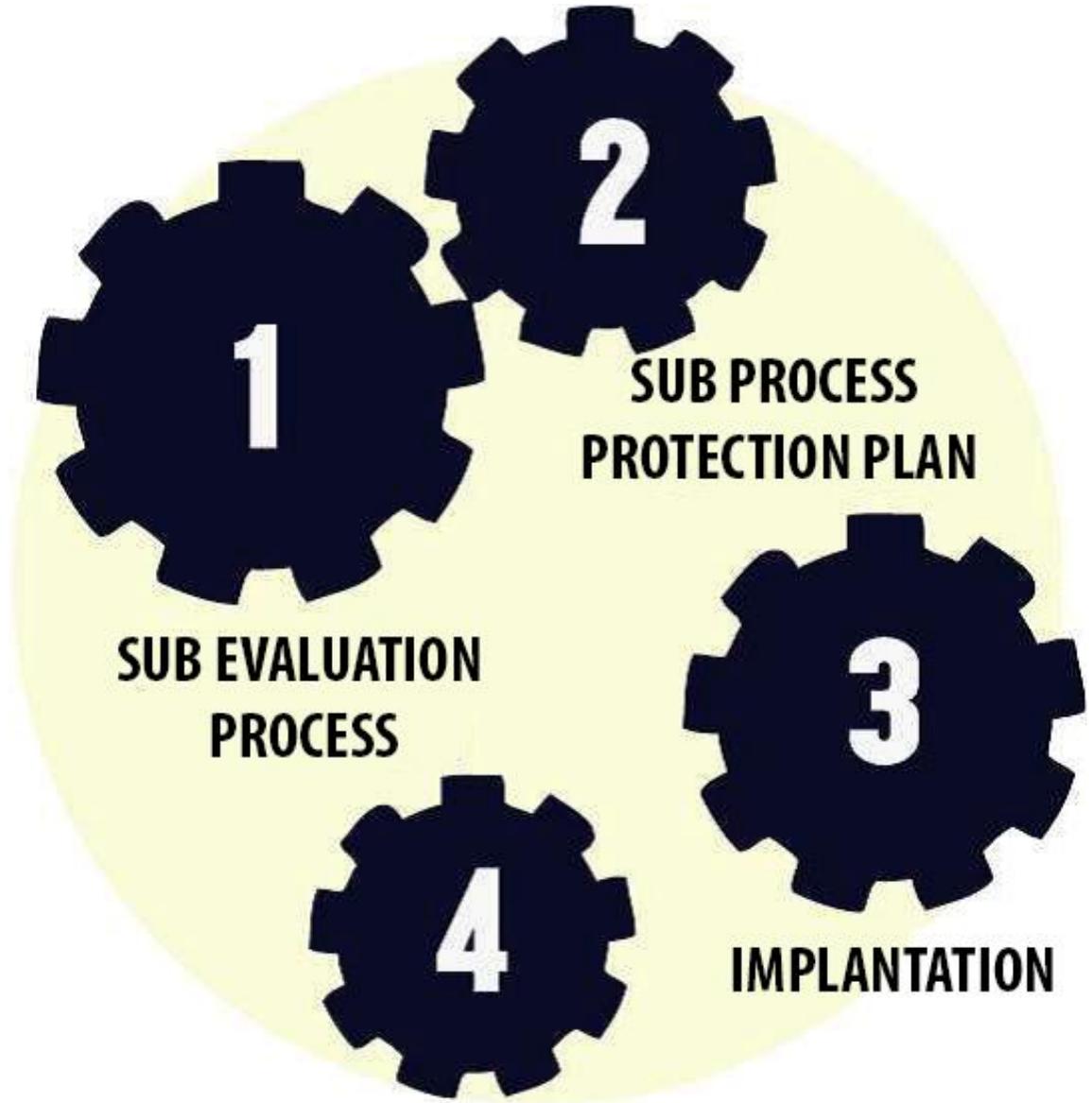
## **RAISE THE LEVEL**

Of the port facility, ship and company by disclosing and understanding its purpose.

It translates into higher income by optimizing the function of government agencies, local administrations and port shipping sectors.



# IMPLEMENTATION PROCESS OF THE ISPS CODE?



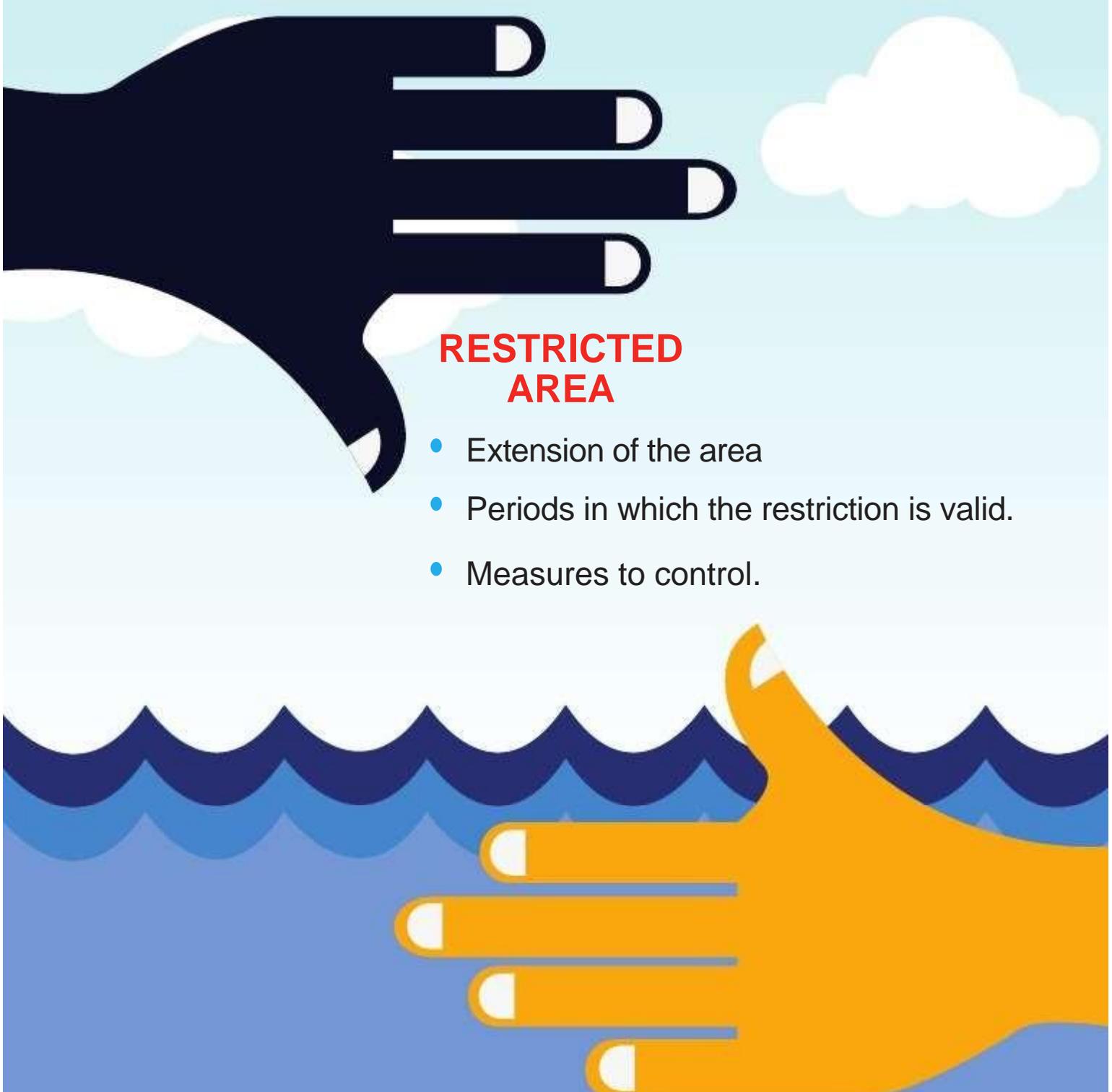
## ¿PROTECTION OF THE PORT FACILITY?

All the measures that can be taken for each level in each of the following aspects should be specifically examined:



# ACCESS





## **RESTRICTED AREA**

- Extension of the area
- Periods in which the restriction is valid.
- Measures to control.

# SURVEILLANCE OF THE PROTECTION OF THE PORT FACILITY

IN ANY CONDITION:

The entire port facility, Access by sea and land, the restricted areas within the port facility, the ships located in it and the areas adjacent to them:

MUST BE ABLE TO BE MONITORED USING:

1

Lighting.

2

Rangers, including foot, motorized and boat patrols.

3

Automatic intrusion detection devices and surveillance equipment (CCTV).





PROTECTION

