

**MARITIME INSTITUTE OF MALAYSIA**

*Advancing the Frontier of Maritime Knowledge*

# SECURING THE PERIMETERS : SOME THOUGHTS ON MARITIME SECURITY MEASURES POST 9-11

by

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# Overview

- Maritime security post 9-11 : Burgeoning threat or hype?
- The importance of unhindered flow of maritime transport.
- Securing ships and port perimeters.
- Appraisal of post 9-11 maritime security measures.
- Towards a more user-friendly maritime security framework.

# Maritime security post 9-11 : Burgeoning threat or hype?

- Various measures taken to beef up security, covering shipping, ports, cargo and maritime logistics.
- But a line must be drawn between containing real, unconventional threats and exaggerating them to unrealistic proportions.
- Terrorism and piracy : is there a nexus?

# Maritime security post 9-11 : Burgeoning threat or hype?

- 9-11 fear shadowing maritime sector.
- Ports are vulnerable to acts of sabotage, being at the forefront of global trade.
- Attacks on ports could cripple maritime and international trade.
- Importance of ports heightens the need to secure them.

# Importance of unhindered flow of maritime transport

- 90% of global trade carried via sea – the most cost efficient method.
- Larger and more sophisticated ships influence ports & logistics development.
- Delay in delivery of raw materials and goods to manufacturers, retailers and consumers, may affect global trade.
- Post 9-11 security realities demand that they are delivered fast *and* safely.

# Securing ships and port perimeters

- *International Port and Ship Security (ISPS) Code*
  - Introduced by IMO in 2002.
  - Security standards for ports & ships.
  - Propagates viewing maritime security via a risk management approach.
  - Has boosted security awareness in maritime sector from reactive to proactive.

# Securing ships and port perimeters

- *Customs-Trade Partnership Against Terrorism (C-TPAT)*
  - A cooperative initiative introduced by US Customs.
  - Involves US importers and their suppliers to maritime supply chain.
  - C-TPAT partners stand to gain from having their cargo clearance expedited by US Customs.

# Securing ships and port perimeters

- *24-Hour Rule*
  - Implemented by US Customs.
  - Requires carriers to provide it with details of the contents of US-bound sea containers 24 hours before they are loaded onboard ships.
  - Allows US Customs to analyze info and identify potential threats before they arrive at American ports.



# Securing ships and port perimeters

- *96-Hour Advance Notification of Arrival*
  - Introduced by US Coast Guard & US Immigration and Naturalization Service.
  - Requires all US-bound vessels to provide a Notification of Arrival (NOA) 96 hrs. in advance of their arrival.
  - Declaration required in NOA : Information on cargo, crew and passengers.

# Securing ships and port perimeters

- *Other security initiatives*
  - World Customs Organization's Framework of Standards to improve security of maritime cargo.
  - International Cargo Security Council's network to deter threats on cargo.
  - Proliferation Security Initiative (PSI).
  - Maritime Transportation Security Act.
  - National Maritime Security Strategy.

# Appraisal of post 9-11 maritime security measures

- Speed of implementation of initiatives is a measure of the industry's resolve to adjust to post 9-11 security realities.
- Questions are still asked if measures are effective, sustainable and spot-on in addressing the real threat.
- Among most common complaints : lack of consultation, costs of compliance

# Appraisal of post 9-11 maritime security measures

- Have speed and efficiency of maritime transport been compromised in the name of security?
- Are the measures a mark of real progress in securing maritime interests?
- Could post 9-11 security euphoria turn out to be a Y2K-like false alarm?
- Could it be possible that terrorists don't pose much threat to the maritime sector?

# Towards a more user-friendly framework

- Terror can be imagined to endless levels, but resources to combat it is limited.
- Hence, a sense of proportion is crucial in allocating resources for security.
- A realistic, economic, sustainable and effective security environment is needed.
- The nature of threats change, hence the security framework should be dynamic.

# Towards a more user-friendly framework

- Solid intelligence, good information gathering and data analysis are critical.
- Technology should be put to full use to produce effective security solutions.
- Stakeholders cooperation i.e. technical, intelligence sharing, joint operations / training, assistance in cash / in kind.
- Common standards (organizational / technical) for better implementation.

# Towards a more user-friendly framework

- Aid poor / developing nations to boost maritime security.
- Challenge to security planners / policymakers : Balancing cohesive security matrix and keeping smooth flow of maritime transport.
- Broad consultation with industry players.
- Holistic, comprehensive treatment, not just short-term solutions.

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THANK YOU

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