

	<p align="center">GOVERNMENT OF ANTIGUA AND BARBUDA</p> <p align="center">DEPARTMENT OF MARINE SERVICES AND</p> <p align="center">MERCHANT SHIPPING (ADOMS)</p> <p align="center">Circular 02-002-05</p> <p align="center">Maritime Security</p> <p>- dialogue between security partners - access to ships - identification of visitors to ships</p>	Document	Circ. 02-002-05
		Revision	00
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		Reference	SOLAS XI-2 ISPS Code Circular 02-003-04 Circular 05-002-04

Circular letter to:

- 1. All companies having registered their ships under the flag of Antigua and Barbuda W.I.**
- 2. All ships registered under the flag of Antigua and Barbuda W.I.**
- 3. All CSOs and SSOs involved in Maritime Control- and Compliance Measures**

This guidance addresses a series of issues which have arisen, following the entry into force of SOLAS XI-2 on 1 July 2004 as a result of the implementation or interpretation of the special measures to enhance maritime security and which have been discussed and agreed at the IMO Maritime Safety Committee in December 2004 (MSC 79).

1. Necessary dialogue

- .1 Effective and continuing dialogue between Company- and Ship Security Officer (CSO and SSO) and PFSOs, duly authorized officers and control authorities is central to the efficient implementation of the security regime established under SOLAS XI-2 and the ISPS Code. Without such dialogue, issues can arise which could lead to possible misunderstandings and the risk of delay or disruption to ship/port interfaces, the ability of shipboard personnel to exercise effective access controls to their ship or undertake essential safety-related inspections or safety exercises.
- .2 The dialogue on security-related matter in most cases will be between the ship and the PFSO. If issues arise which are the responsibility of Government control authorities operating at the port facility, the PFSO should seek to facilitate dialogue between the ship and such authorities. The exchange of security-related information should be conducted by secure means and the transmission of such information using VHF radio communication should be avoided.
- .3 In addition to paragraph 3 of the A&B PSC Circular 05 002-04, all A&B flagged ships, to which SOLAS XI-2 and the ISPS Code apply, are required to exercise appropriate access controls in accordance with their SSPs. In this context the purpose of such dialogue is to secure agreement on the procedures to be followed when the ship is in port. Such agreement can include :
 - pilots
 - stevedore identification
 - safety-related inspections undertaken by the shipboard personnel requiring access to the immediate vicinity of the ship
 - undertaking lifeboat- and evacuation drills and exercises, and
 - access to the ship by shore based personnel, by owner's representatives, safety inspectors or auditors, maintenance- and repair personnel and representatives of

seafarers welfare and labour organizations.

2. Control of access (see also A&B C 05 002-04)

Control of access by shore based personnel to A&B ships when in port should be regulated under the provisions of the respective Port Facility Security Plan (PFSP). The circumstances when access to A&B ships through the port facility is restricted or denied to owner's representatives, safety inspectors or auditors, maintenance and repair personnel and representatives of seafarer's welfare and labour organizations should be specified in the PFSP and approved by the Contracting Government. In general every effort should be made to facilitate such access unless there are specific security-related reasons specified in the PFSP for not doing so.

3. Identification and access (see also A&B C 05 002-04)

The ISPS Code requires all those wishing to board the ship to have a means of identification which is acceptable to that ship under A&B flag. Port workers and stevedores should carry identification issued by the port facility or a local authority responsible for the engagement or employment of such workers. The dialogue between the ship's SSO and the PFSO should establish how access to the A&B ship is to be controlled. In cases where port workers and others do not carry identification issued by either the port facility or a local authority the A&B ship may issue its own temporary identification before allowing access.