

	<p style="text-align: center;">GOVERNMENT OF ANTIGUA AND BARBUDA</p> <p style="text-align: center;">DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS)</p> <p style="text-align: center;">Maritime Security and Maritime Safety</p>	Document	Circ. 02 001-03
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		Reference	SOLAS XI-1, XI-2 and the ISPS Code

This information letter shall serve as a first information about new amendments to SOLAS 74, as amended, adopted by a Conference on Maritime Security at IMO in London.

1. This SOLAS Conference, held December 2002 at IMO in London, has adopted new provisions in SOLAS 74, as amended, to enhance **Maritime Safety (new SOLAS XI-1)** and **Maritime Security (new SOLAS XI-2)**. The new SOLAS chapter XI-2 contains the new "**International Ship and Port Facility Security Code**" (ISPS Code) which provides detailed security related requirements for Contracting Governments, port authorities and shipping companies in a **mandatory part A** and guidelines about how to meet these requirements in a **recommendatory part B**.
2. These amendments shall be deemed to have been **accepted on 1 January 2004** unless, prior that date, more than one third of the contracting Governments to SOLAS 74 or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the Gross Tonnage of the world's merchant fleet, have notified their objections to the amendments.
3. **These amendments shall enter into force on 1 July 2004.**
4. In accordance with the amended SOLAS chapter V/19, **ships fitted with AIS** are required to maintain AIS in operation at all times with certain exceptions.
5. The new SOLAS chapter XI-1/3 require the **ship's identification number** to be permanently **marked in a visible place** either on the ship's hull or superstructure and also internally.
6. The new SOLSA XI-1/5 requires ships to be issued with a "**continuous synopsis record (CSR)**" which will provide the history of the individual ship. This CSR will be issued by the Administration of Antigua and Barbuda and shall be kept on board the individual ship.
7. The new SOLAS chapter XI-2 applies to passenger- and **cargo ships of 500 GT and more** and port facilities serving such ships engaged **on international trade**.
8. The new regulation XI-2/3 requires that **Administrations** shall ensure that security information is available **to ships entitled to fly their flag**. The same regulation requires **Contracting Governments** to ensure that security information is available to **port facilities within their territory** and to ships prior to entering a port or whilst in a port within their territory.
9. Companies shall ensure:
 - .1 that the **master has the following information available** at all times:
 - Who appoints the crew?

- Who fixes the use of the ship?
- Who signed the charter party on behalf of the owner?

- .2 that a **Company Security Officer (CSO)** or several persons as CSOs are designated with clearly identified responsibilities for which ship.
- .3 that each ship has a designated **Ship Security Officer (SSO)**.
- .4 that the CSO, the master and the SSO are **given the necessary support** to fulfil their duties and responsibilities iaw SOLAS XI-2 and the relevant parts of the ISPS Code.
- .5 that the **Ship Security Assessment (SSA)** is documented, reviewed, accepted and retained.
- .6 that, on the basis of the SSA, a **Ship Security Plan (SSP)** is established for each individual ship.

10. In accordance with ISPS A/7 and A/9 ships:

- .1 have to act upon the **Security levels (1 - 3)** set by a Contracting Government and acknowledge receipt of instructions on change of levels 2 or 3 prior entering a port.
- .2 **confirm implementation of measures** iaw their SSP and security level 3 issued by the Contracting Government, to the Port Facility Security Officer.
- .3 **report** immediately to their Administration and nearby coastal State when they have **information affecting maritime security**.
- .4 ships may keep their **SSP in an electronic format** and protect it from unauthorized access.

11. Ships have to **keep records on Board**, may be kept in **electronic format**, protected from **unauthorized access**, in the **working language** of the ship, addressing the following activities iaw their SSP:

- .1 training, drills and exercises
- .2 security threats and incidents
- .3 breaches of security
- .4 changes in security level
- .5 communication relating direct to the ship's security
- .6 internal audits
- .7 periodic reviews
- .8 implementation of amendments
- .9 maintenance and calibration of security equipment

12. The new SOLAS XI-2/5 requires all ships to be provided with a **Ship Security Alert System**. When activated this system shall initiate and **transmit a ship/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. This system will raise no alarm on board the ship itself or any other ship.

- 13. Recognized Security Organizations (RSO)** may carry out certain security related activities including:
- .1 **advise or provide assistance to companies** or port facilities **on security matters**
 - .2 completion of a Ship Security Assessment or Ship Security Plan or Port Facility Security Assessment or Port Facility Security Plan.
- 14. RSOs have to comply with certain requirement**, laid down in ISPS - B/4, and should be able to demonstrate them, before they are authorized to issue the **International Ships Security Certificate (ISSC)** on behalf of Antigua and Barbuda.