

As of 20 Sep. 2007

ISPS CODE (SHIP)

CONSULTING



イマース
IMOS

PREFACE

USCG has been taking strict measures on ship security and demonstrating its stance on Port State Control under the ISPS Code and MTTSA, in which ships in non-compliance with the regulations have been subject to control action. According to the statistics released by USCG, from July 1, 2004 to May 1, 2005, 245 ships were detained by Port State Control Examination conducted by USCG, 46 percent of which were related to ISPS Code. Detention costs the ship's company tremendous amount of money and loss of credit. The company has been demanded to accomplish the Compliance and Risk Management, which is essential in order for the company to continuously develop and exist.

We are providing consultancy of Risk Management on ship security for further development and prosperity of the companies and their ships.

IMOS

イモス

CONSULTING SERVICES

- 1. INSPECTION ON SHIP SECURITY BY USING SCORING SYSTEM**
- 2. RISK MANAGEMENT ON SECURITY INCIDENTS**
- 3. RISK MANAGEMENT ON EACH SECURITY LEVEL**
- 4. OPTION**

IMOS
INTERNATIONAL MARITIME ORGANIZATION
SINGAPORE

INSPECTION ON SHIP SECURITY BY USING SCORING SYSTEM

If PSC authority found the clear grounds of non-compliance with ISPS Code the ship must follow, they will take control action against the ship such as restriction of operations, expulsion from the port. Our scoring system clarifies the deficiencies and necessary measures to meet their requirement and evaluates level of the ship security by scoring system, compared with USCG ISPS Examination and IMO PSC Inspection Guidance on ISPS Code. We also provide comprehensive Risk Management on ship security which companies and their ships need to establish.

1. Evaluate the ship security by scoring.
2. Indicate the level of accomplishment on ship security by means of objective criteria, comparing with USCG ISPS Examination/IMO PSC Inspection Guidance on ISPS Code.
3. Provide measures to meet the requirements of USCG ISPS Examination/IMO PSC Inspection Guidance on ISPS Code.
4. Provide Risk Management on comprehensive ship security which companies and ships are necessary to establish.

RISK MANAGEMENT ON SECURITY INCIDENTS

Completion of BCP (Business Continuity Plan) and education and training for crew /company officials concerning measures to be taken in the face of security incidents and recovery plan after the incidents are provided.

The following trainings are the ones under the ISPS Code Part A Sect.13

AT SEA

1. **Sea Jack/Piracy**
2. **Bomb Threat and consequent Search technique**
(applicable to a company received bomb threat and a ship on the berth)
3. **Explosion/Fire onboard the ship and respond to casualties(Incl. abandoning the ship)**

RISK MANAGEMENT ON SECURITY INCIDENTS

Completion of BCP (Business Continuity Plan) and education and training for crew /company officials concerning measures to be taken in the face of security incidents and recovery plan after the incidents are provided.

IN PORT

1. **Intrusion into a ship by suspicious persons**
2. **Discovery of suspicious items incl. improvised explosive parcels**
3. **Discovery of suspicious items incl. IED at the quay while loading**
4. **Intrusion into the restricted areas by suspicious persons**
5. **Procedures after the initiation of Ship Security Alert System due to security incidents (incl. at sea)**

RISK MANAGEMENT ON EACH SECURITY LEVEL

Completion of BCP (Business Continuity Plan) and education and training for crew /company officials concerning measures to be taken in the face of security incidents and recovery plan after the incidents are provided.

1. Response to visitors.

(Incl. ID check, baggage screening, escort etc)

- 2. Establishment and response to restricted areas on the ship.**
- 3. Response to the loading of vehicles, cargos, ship's stores etc.**
- 4. Patrolling and monitoring the security of the ship**

OPTION

From 1 to 5, completion of BCP (Business Continuity Plan) and education and training for crew /company officials concerning measures to be taken in the face of security incidents and recovery plan after the incidents are provided.

1. Response to change in security level ordered by the Contracting Government/country the ship is intended to enter
2. Response to the interface with ports of non-ISPC Code /ships of non-ISPS Code
3. Crisis Communication (applied to companies)
4. Handling of sensitive information/documents and preventive measures against the leakage of sensitive information on board the ship
5. Periodic review of the Ship Security Plan
6. Implementation of internal audit
7. Ship Security advisor to a company

LOCATION OF CONSULTING SERVICES

1. Ships at the port or anchorage
2. Each port of call if the ship calls several ports in and outside Japan
3. Other locations a customer selects

Traveling expenses including accommodations, air/train-tickets and communication expenses shall be paid additionally based on actual amount paid when the location is outside Tokyo.

PROTECTION OF CONFIDENTIAL INFORMATION

We complete a secrecy declaration with our customers in every contract; We have taken every measures to protect confidential information of our customers we knew in the process of consulting.

アイエス
IMIOS

EPILOG

We make every efforts to satisfy the very needs of our customers by collecting desires, complaints, and troubles with our agents shown in the form of Customer Survey. Please send back the form to our agents.

We prepare for follow-up trainings for the customers; for more details, contact our agents.

Contact Information

IMOS Co., Ltd.

TEL +81-3-3-3593-1117

FAX +81-3-3-3593-1118

E-Mail imos@ceres.ocn.ne.jp

株式会社
IMOS
12