



FOURTH ITEM ON THE AGENDA

Other questions**Maritime security: An update on work under way and ILO action concerning port security**

1. In response to the terrorist attacks of 11 September 2001, the Assembly of the International Maritime Organization (IMO) at its 22nd Session (19-30 November 2001) agreed to the development of new measures relating to ship and port security for adoption by a Diplomatic Conference on Maritime Security to be held in December 2002. Preparations for the Conference were entrusted to the IMO's Maritime Safety Committee (MSC), which set up an Intersessional Working Group on Maritime Security (ISWG). Cooperative work between the IMO and the ILO on maritime security was also initiated.
2. As part of the ILO's response, the Governing Body at its 283rd Session (March 2002) placed an urgent item on the agenda of the 91st Session (June 2003) of the International Labour Conference for a single discussion concerning improved security of seafarers' identification with a view to the adoption of a Protocol to the Seafarers' Identity Documents Convention, 1958 (No. 108), or other instrument. A report containing a questionnaire and a preliminary draft of possible provisions has been sent out to governments in accordance with standard procedures.
3. The Office has been actively participating in the IMO meetings concerning maritime security, particularly in the work of the ISWG to which it has made a number of submissions. The ISWG has prepared, inter alia, mandatory requirements for port security to be included in Chapter XI-2 of the IMO's International Convention for the Safety of Life at Sea (SOLAS), which would include a new International Ship and Port Facility Security (ISPS) Code. The IMO Diplomatic Conference will consider these requirements for adoption.
4. The MSC has requested the ILO to complement its work as laid down in the draft ISPS Code. The proposals currently reflected in the ISPS Code and being put to the Diplomatic Conference will contain requirements that relate to the security of the ship and solely to the immediate ship/port interface. The overall security of port areas will be left to be the subject of further joint work between the ILO and the IMO. It is expected that the Conference will recommend the establishment of a joint ILO/IMO Working Group to develop guidance on security beyond the ship/port interface.
5. During the meeting of the ISWG held at the IMO in September 2002, some representatives of the social partners (employers and workers, attending the meeting as observers) made

reference to the guidance in Part B of the ISPS Code on requirements for port facilities. The ISWG was advised by the observer representative of the International Association of Ports and Harbors (IAPH), that for the port industry, safety was directly related to security and any security plan should therefore only be complementary to the safety-related contingency plans. In the opinion of IAPH, a Joint ILO/IMO Working Group should develop the guidance for a comprehensive coverage of port security. This view was shared by other observer delegations from other industry groups and the ICFTU. Furthermore, some of the participants requested the convening of an informal meeting by the ILO during the ISWG session to explore what steps need to be taken jointly by the ILO and the IMO to comprehensively address port security issues that will complement the work of the IMO.

6. The ILO convened a first informal meeting during the ISWG session on 12 September 2002. It was attended by representatives from governments, industry and the ICFTU. There was a broad exchange of views on the way forward, taking into account the work and progress made at the ISWG on amendments to SOLAS. It was suggested that, although much had been done by the MSC, there were gaps in the security requirements of the transport chain especially with regard to the identification of port workers, transaction partners and comprehensive training of all partners. There was also a need to sensitize workers with information on security and to promote a new safety and security culture. It was recognized that a code of practice on maritime security in ports had to be developed, perhaps in the shape of a joint ILO/IMO document. It was also felt that this could be in the form of comprehensive, practical guidelines based upon a generic approach and the view was expressed that the ILO, as recommended by the MSC at its meeting in May 2002, would take steps to convene a suitable meeting to take this work forward. The ISWG expressed a desire for the ILO to submit a document on the action it proposes to take to the Diplomatic Conference.
7. The Office convened a further informal consultation on 3 October 2002 at the headquarters of the International Transport Workers' Federation (ITF) in London. It was attended by port representatives from governments, industry and trade unions. The meeting discussed details of the work to be undertaken to comprehensively address the security requirements of all port areas and adjoining environs, including industrial complexes. The main points discussed were a port security plan, the formation of a port security committee (PSC), security assessments, generic port security plans and guidelines for preparation commensurate with the risk profile of the port, port access identity cards and the timeframe for development of such guidelines and their implementation. Most participants were of the opinion that the code of practice or guidelines should, in the first instance, only cover the port. It could cover, inter alia, the setting up of a security committee, the impact on labour, the link between security and safety, generic guidance, preparedness, response and crisis management. The possible code of practice or guidelines would, of course, need to be harmonized with the ISPS Code in order to provide a seamless arrangement. Furthermore, it was strongly recommended that such a code or guidelines be implemented with technical assistance especially to developing countries. The assistance could be in the form of a training programme developed as part of the ILO's Portworker Development Programme (PDP) and advisory services for implementation.
8. It is recalled that the Governing Body at its 283rd Session¹ approved the holding of a Meeting of Experts on Security, Safety and Health in Ports, provided resources could be found for that purpose. If the Governing Body approves the Director-General's proposals for adjustments to items under the 2000-01 surplus, it is his intention to finance a Meeting of Experts on Security, Safety and Health in Ports as an integral part of measures for the

¹ GB.283/9/1, para. 199.

early acceptance and implementation of a new instrument for port security.² The Programme, Financial and Administrative Committee of the Governing Body will have a proposal for the financing of such a meeting before it at this session.

9. The Office is preparing a document for submission to the IMO Diplomatic Conference (deadline for such a submission by the Office is 1 November 2002) informing it of the outcome of these informal meetings and the inclusion in the ILO agenda of meetings of a Meeting of Experts tentatively scheduled for December 2003 to adopt a code of practice on security, safety and health in ports. It is to be noted that the ILO Governing Body approved the sending of a tripartite delegation to the IMO Diplomatic Conference.
10. Since the IMO Diplomatic Conference will have before it a draft resolution calling for the setting up of a Joint ILO/IMO Working Group on Port Security, it is proposed that the Office will submit a paper to the 286th Session of the Governing Body on the outcome of the Diplomatic Conference and the implications, if any, for the ILO.
11. ***The Committee on Sectoral and Technical Meetings and Related Issues may wish to inform the Governing Body of the progress summarized above.***

Geneva, 28 October 2002.

Point for decision: Paragraph 11.

² GB.285/PFA/9, paras. 15 and 16, and Appendix III, table: Response to crisis and emergencies, item: "Sectoral implications of insecurity after 11 September 2001".