



Analysis of The Implementation of ISPS Code on MV. Xin Feng

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Abstract. International trade through Indonesian waters, particularly the Strait of Malacca and the Sunda Strait, has led to an increase in ship robbery and hostage-taking for ransom. Implementing the ISPS Code, as part of international efforts, aims to enhance the security of ships and port facilities. This study aims to assess the application of the ISPS Code on MV Xin Feng. A qualitative method with a descriptive approach was used for this research. Data were collected through direct interviews with the Captain, Chief Officer, Second Officer, Third Officer, Boatswain, Able Seaman I-III, The research questions were confirmed, revealing that inadequate drills, safety meetings, and limited time were obstacles in applying the ISPS Code on MV Xin Feng. To enhance security in compliance with ISPS Code standards, cooperation among all ship crew members, from subordinates to officers, is essential to ensuring good watchkeeping practices. The role of officers in providing training and maintaining standard watchkeeping procedures is crucial. Other challenges, such as inadequate crew monitoring during anchorage and poor communication, can be addressed through strict supervision, intensive training, and consistent application of sanctions and rewards.

Keywords: Implementation, Ship, Port, ISPS Code, Safety Meeting

1 Introduction

In the context of global trade in this millennium era, Indonesia's waters are the main route connecting developing countries. More than 85% of international trade flows through Indonesia's waters, with the Strait of Malacca and the Sunda Strait being the main gateways. Data shows that more than 200 ships pass through the Strait of Malacca every day, and the number of ships passing through each year reaches 50,000 units. The surge in international trade through Indonesia's waters creates an urgent need for maritime security. The increasing cases of robbery in Indonesian waters also seriously impact the safety of crew members and the smooth operation of shipping operations. Therefore, increased awareness and coordinated security measures are crucial to protect vital sea trade lanes and support economic growth in the countries involved.

After the tragic incident on September 11, when the World Trade Center (WTC) building collapsed, the world, especially the maritime sector, was faced with new challenges in terms of security. In response to this event, the Assembly of the International

challenges in terms of security. In response to this event, the Assembly of the International Maritime Organization (IMO) responded unanimously to approve the development of new measures specifically related to the safety of ships and port facilities. This decision is embodied in an instrument known as the ISPS Code. The ISPS Code implemented by the IMO provides a clear and standardized framework to enhance security and protection in the maritime sector.

The ISPS Code covers a wide range of aspects, including requirements for identifying and assessing security threats as well as measures to increase vigilance and response to incidents that threaten the security of ships and port facilities. The ISPS Code provides strict and measurable guidelines, which are expected to reduce the risk of terrorist attacks on ships and port installations. With the adoption of the ISPS Code, the IMO has succeeded in creating a uniform global foundation for maintaining maritime security and protecting port infrastructure from potential threats that can disrupt the stability and sustainability of the maritime sector as a whole. This research is expected to provide theoretical and practical benefits in applying the ISPS Code, especially for sea transportation cadets and ship crews facing maritime security challenges.

2 Literature Review

2.1 ISPS Code

The International Ship and Port Facility Security (ISPS) Code is a regulation from the International Maritime Organization (IMO) that regulates the activities and steps that must be taken by each country to address the threat of terrorism at sea. The ISPS Code came into effect on July 1, 2004, after being approved by IMO member states. The preparation of the ISPS Code began in 2001 by the Maritime Safety Committee (MSC) in collaboration with the Maritime Safety Working Group (MSG). In the SOLAS convention, the ISPS Code is defined as an international code for the security of ships and port facilities, consisting of Part A (mandatory) and Part B (recommendations).

The emergence of the ISPS Code is in response to IMO member states' concerns about the smooth flow of ships and goods due to external disturbances such as terrorist attacks. Several international organizations in the field of shipping, such as the International Chamber of Shipping (ICS), the Baltic and International Maritime Council (BIMCO), and the United States Coast Guard (USCG), also urged IMO member countries to hold diplomatic conferences on how to address ship and port security disturbances.

2.2 Purpose and Provisions of ISPS Code

The main purpose of the ISPS Code is to establish international cooperation between IMO member states, government agencies, shipping companies, and ports to detect security threats and prevent incidents affecting maritime security. The ISPS Code establishes each party's responsibilities for ensuring maritime security as well as

provides a methodology for security assessments that can be developed into action records and procedures.

The provisions of the ISPS Code are divided into two parts, namely:

1. Part A: Mandatory Requirements. which include general aspects, definitions, applications, responsibilities of member states, corporate obligations, ship safety, and ship safety assessments.
2. Part B: Implementation Guidelines (Recommendations), which includes the establishment and implementation of procedures, corporate responsibilities, ship safety, training, and supervision.

2.3 Implementation of ISPS Code in Ships and Ports

The implementation of the ISPS Code (International Ship and Port Facility Security Code) in ports aims to protect port facilities and ships operating from security threats such as terrorism, smuggling, and other criminal activities. The implementation of this code involves a variety of measures, including the security assessment of port facilities, the development of a port security plan, and strict supervision and access controls. In addition, ports must have adequate security equipment such as surveillance cameras (CCTV), monitoring systems, and identification procedures. The importance of collaboration between port authorities, governments, and private entities is the key to the successful implementation of the ISPS Code, because port security is not only the responsibility of one party, but a shared responsibility.

On ships, the implementation of the ISPS Code requires a comprehensive ship security assessment, the appointment of a Ship Security Officer (SSO), and the preparation of a ship security plan that includes preventive measures and emergency procedures. Crew members are required to attend regular training and simulations to be ready for emergencies related to security threats. This implementation also requires regular inspections and audits to ensure that security standards are adhered to and continuously improved. Despite facing various challenges, such as high costs and the need for trained human resources, the implementation of the ISPS Code in ships and ports is essential to maintaining operational safety and security in the maritime environment.

3 Research Methods

This qualitative study employs a descriptive and inductive approach to thoroughly examine the application of the ISPS Code on the vessel MV. Xin Feng. This methodology allows for a nuanced understanding of ship safety practices as they align with ISPS Code standards. The research engages various key stakeholders—such as the captain, officers, and crew members—who play vital roles in enforcing safety protocols. Data collection is primarily conducted through interviews, providing direct insight into the experiences, perceptions, and challenges faced by these maritime professionals in implementing the ISPS Code. This approach allows for an in-depth, comprehensive view of the effectiveness and real-world impact of safety practices

onboard, fostering a more complete understanding of ISPS Code compliance and its operational intricacies.

In addition to interviews, this study also uses field research methods and library research to collect relevant data. Through direct observation and literature review, researchers can gain an in-depth understanding of the ship safety measures regulated by the ISPS Code as well as the supporting theories. This data collection technique allows researchers to get a comprehensive perspective on the implementation of the ISPS Code on MV ships. Xin Feng.

Once the data is collected, the analysis is carried out by comparing the data with relevant theories that have been established beforehand. The results of this analysis are then used to discuss the effectiveness and challenges in the implementation of ship safety policies by the ISPS Code.

4 Results And Discussion

During the research on the ship, the researcher observed the organizational structure of the ship and documented the particulars of the ship. During the observation, several incidents occurred. When the ship was anchored, the captain saw no one guarding the gangway. When asked, a crew member claimed the gangway was safe. However, after inspection, a rope was found not attached, indicating a lack of comprehensive supervision.

The results of interviews with various informants, such as the captain, reinforced the importance of discipline and understanding of ISPS rules. The captain emphasized the importance of awareness of the rules, which is the basis for the crew to act effectively in dealing with threats. However, the experience on board shows that security training may not be optimal, which can affect the crew's readiness to deal with threats.

Interviews with various informants, such as the Skipper, reinforce the importance of discipline and understanding of ISPS rules. The skipper emphasized the importance of awareness of the rules, which is the basis for the crew to act effectively in the face of threats. However, experience on board shows that safety training may not be optimal, which can affect the crew's readiness to deal with threats.

The informants also highlighted the need for better training to improve crew response and readiness. This view was followed by the analysis of Mualim II, which emphasized the need for regular training and the development of an understanding of ISPS. Mualim III also highlighted the limited time for safety drills on board, emphasizing the importance of sufficient time to carry out the exercise.

Understanding and implementing the ISPS Code (International Ship and Port Facility Security Code) is crucial to ensuring the security of ships and port facilities. Key focus areas at Alert Level 1 include managing ship security duties, controlling access, overseeing the embarkation of people and cargo, and monitoring restricted areas and surroundings. While essential measures, such as assigning security duties and controlling access to the ship, are generally adhered to, gaps remain in monitoring the deck and the perimeter around the vessel. The incident in Tianjin, China, illustrates the

potential dangers stemming from inadequate comprehension and application of ISPS Code guidelines, which could compromise the safety of both ships and their crews. This highlights the urgent need to raise awareness and ensure consistent adherence to security protocols, especially at Alert Level 1, to minimize risks and enhance maritime safety.

Furthermore, at the Alert 3 security level, the emphasis on fulfilling security procedures is further clarified. Strict monitoring of ship access, embarkation of people/goods, decks, and cargo handling and storage are the main focuses. Although some aspects are met, such as monitoring the embarkation of people/goods, there are still weaknesses in the surveillance of ship access and restricted areas, which have the potential to increase security risks.

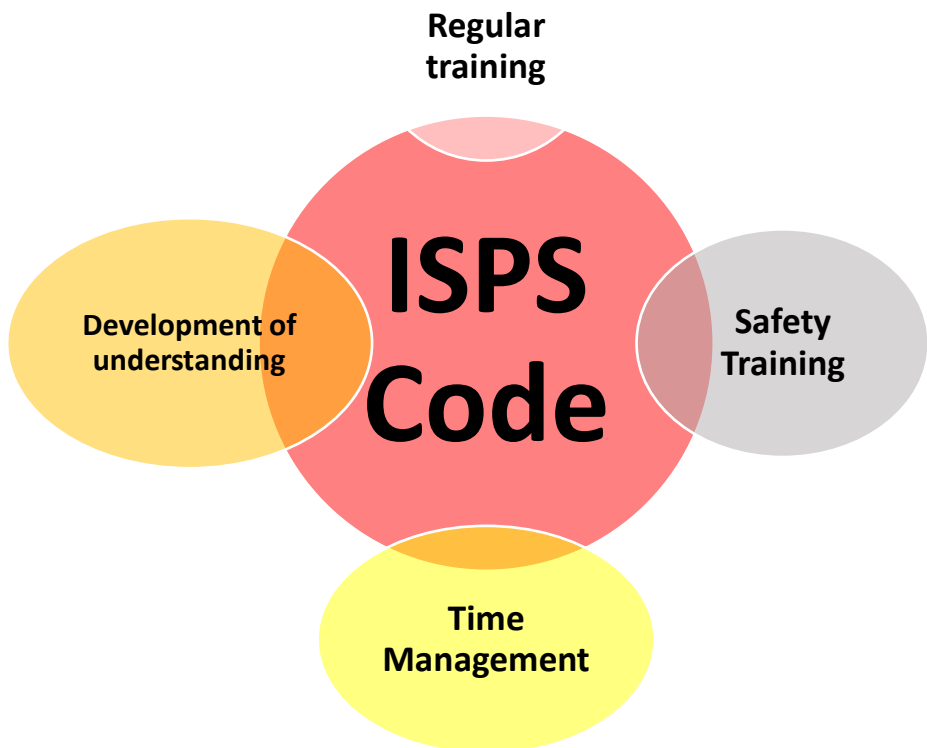


Fig. 1. Model for maintaining ship safety and security in the implementation of the ISPS Code

The events in Ukraine highlight the need for a better understanding of the ISPS Code, especially at a higher level of security. In this context, training and a deeper understanding of security procedures are key in increasing the awareness and readiness of the crew in dealing with possible security threats.

5 CONCLUSION

The research on the application of the ISPS Code on MV. XIN FENG reveals that the lack of regular drills, limited safety meetings, and time constraints are significant obstacles to effective ISPS Code implementation. The incident in Tianjin highlighted partial compliance with Security Level 1 requirements, while in Ukraine, deficiencies were observed in meeting aspects of Security Level 3. Officers play a pivotal role in facilitating training and enforcing watchkeeping standards as mandated by the ISTCW Manila Amendments of 2010. Addressing issues like inadequate crew supervision during anchorage and weak communication can be achieved through stricter oversight, targeted training programs, and a structured system of sanctions and rewards to reinforce compliance and accountability.

Effective implementation of regulations through adherence to standard operating procedures (SOPs) requires enhanced cooperation among ship crew members and a focused effort on training and raising awareness of security systems. Strengthening the frequency and quality of safety meetings, enforcing strict supervision, and applying sanctions for security breaches are also essential to maintaining high standards. Additionally, officers play a critical role in providing ISPS Code training, which should be emphasized to improve readiness and overall effectiveness in ensuring security and safety under various conditions.

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