

## MedCruise attended the European Commission's Working Group on the Creation of Best Practice Guidelines in Passenger Ship Security

The European Commission's Working Group on the Creation of Best Practice Guidelines in Passenger Ship Security took place on 3 November 2020. The meeting was chaired by Mr Carlos Mestre, Head of Unit A.5 Security of the Directorate-General for Mobility and Transport (DG MOVE).

At the joint MARSEC and SAGMAS session on 5 March 2020, the European Commission announced its intention to hold a Working Group meeting on passenger ship security and the possibility of creating a best practice guidance in the area.

The meeting started with a welcome from the chairman followed by a presentation by Mr Alexis Perirer, Policy Officer at DG MOVE on the work done in the rail security on best practices in technology and innovation.

Mr Christopher Ross, Deputy Director of Unit A.5 Security of the Directorate-General for Mobility and Transport (DG MOVE), informed that the objective of the working group is to launch the work towards the development of a non-mandatory best practice guidance in passenger ship security. On this basis, other meetings will be held, with the aim of finalising the guidance in the second half of 2021.

The objective of best practice guidance would be to offer more specific recommendations for passenger ships, agreed to at the European level, which could offer a higher level of security in certain pre-defined areas. This could then serve as the basis for the creation of a potential European "high-security label" in passenger ship security.

The EC presented a shortlist of best practices that could be included in a future set of guidance for passenger ships security, based on recommendations

made by the cruise ship and ferry security studies.

### Prohibited items list

The list identified in advance of the working group meeting of 22 May 2019 was, as a minimum:

- Fire arms including replica fire arms;
- Ammunition;
- Sharp objects;
- Explosives;
- Chemicals or components that can be used for making explosives;
- Radioactive materials;
- Toxic materials.

It was suggested working on two different lists, one for ferries and another for cruise ships.

### Screening measures for foot passengers

The ferry security study identified a lack of screening of passengers as a security gap. The solutions put forward (metal detection gates, x-ray machines and sniffing dogs trained to detect explosives to check passengers on foot and their luggage while they wait to access the port facility or board) are described as costly in the ferry security study but can serve as a good basis for best practice guidance.

It was also proposed working on two lines, ferries and cruise ships. An example given was that on cruise ships, the totality of passengers is screened.

### Reinforced use of CCTV

Ensure that CCTV cameras are placed strategically on ports/ port facilities and passenger ships, and that they are supervised at all times by security staff and by an automated detection algorithm in order to quickly identify any intruder.

## Access Control Measures

It was reminded that EU maritime security legislation already makes it an obligation to prohibit unauthorised access and carry out access control for port facilities, pre-identified sub-areas of ports, and ships. The objective here would be to set further recommendations, for example, concerning fencing and technology such as detection systems, and frequent patrolling of the port or port facility perimeter.

Recommendations for ships could include adopting security by design principles (e.g. removing stairs to bridges, bullet-proofing the window of bridges), and using different access codes for different restricted areas while also changing these frequently.

## Instil a security culture among staff and passengers

A security culture relies on the vigilance of all staff working in ports/port facilities and passenger ships. EU maritime security legislation sets requirements for training, drills and exercises. There should be particular attention to this for passenger ships.

A possible recommendation could be that all categories of staff should receive a basic security

training. This could concern for example behaviour monitoring, clear reporting channels, and how to mitigate and respond to a variety of security incidents.

An effort towards background checks of staff, particularly those in critical positions, could be valuable in helping to address insider threat.

Security culture should be promoted among passengers as well, for example through awareness-raising material and signs.

After discussing the above points, the Chairman reminded that the Guidelines should not be mandatory. The idea is to share best practices and guidelines material to come up with something helpful, practical, operational and, useful. He pointed out that the next steps will be deciding how prescriptive or detailed the Guidelines should be.

Based on the guidance produced, it was suggested exploring the idea of working on a high-security label.

Date and place of next meeting TBA. •