

IMPLEMENTATION OF CONTINGENCY AND SECURITY PLANS IN PILOT ORGANIZATIONS MANAGEMENT SYSTEMS.

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CONTINGENCY PLANS

WHY A CONTINGENCY PLAN IS NECESSARY

- Allows a quick response in case of incidents, accidents or emergency states.
- Is a set of alternative procedures to the normal operation.
- Its purpose is to allow the operations, even when some of its functions stop doing so due to some incident both internal and external.



CONTINGENCY PLANS

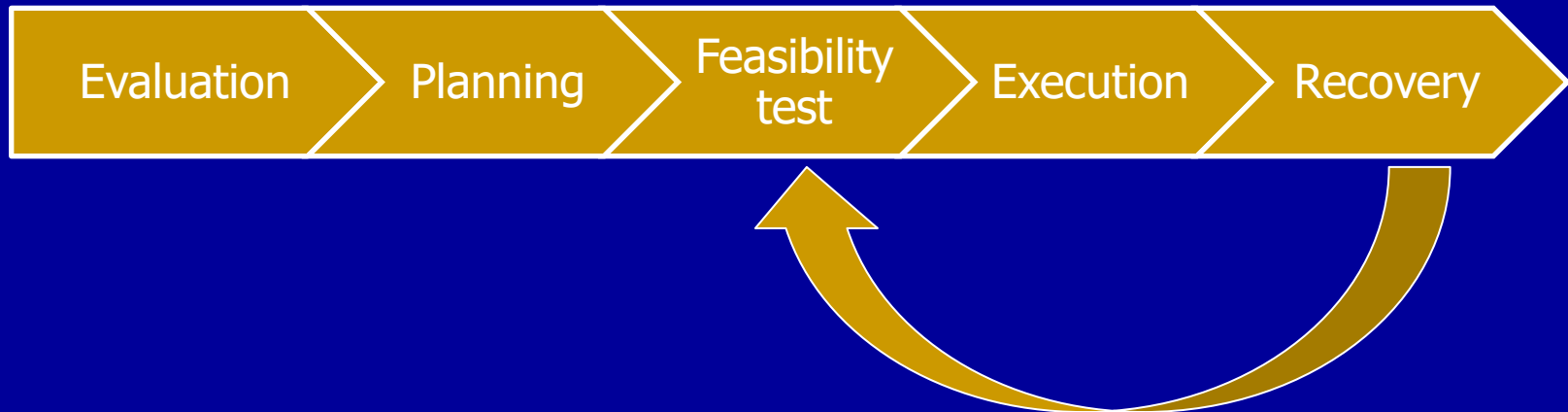
OBJECTIVES OF A CONTINGENCY PLAN

- 1.- Establish a formal and written procedure that indicates the actions to be taken against certain risks.
- 2.- Optimize the use of human and material resources.
- 3.- An adequate control to comply with the established norms and procedures.



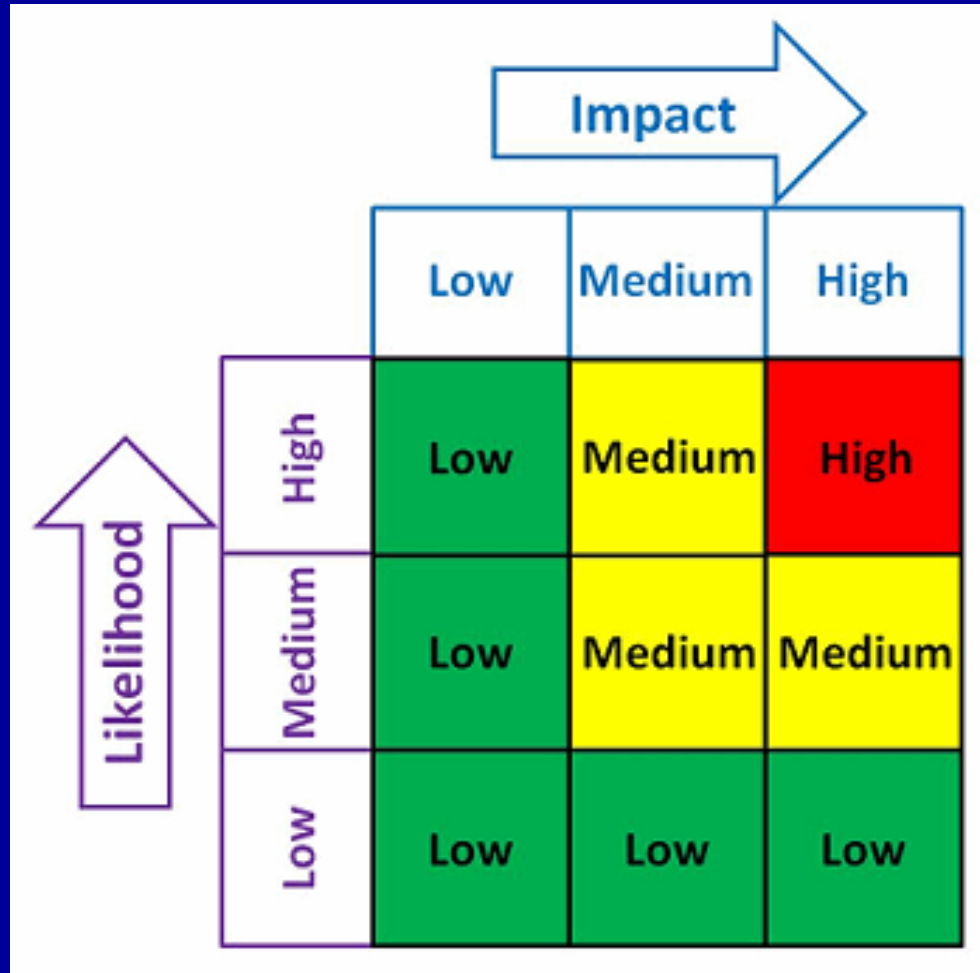
CONTINGENCY PLANS

STAGES OF A CONTINGENCY PLAN



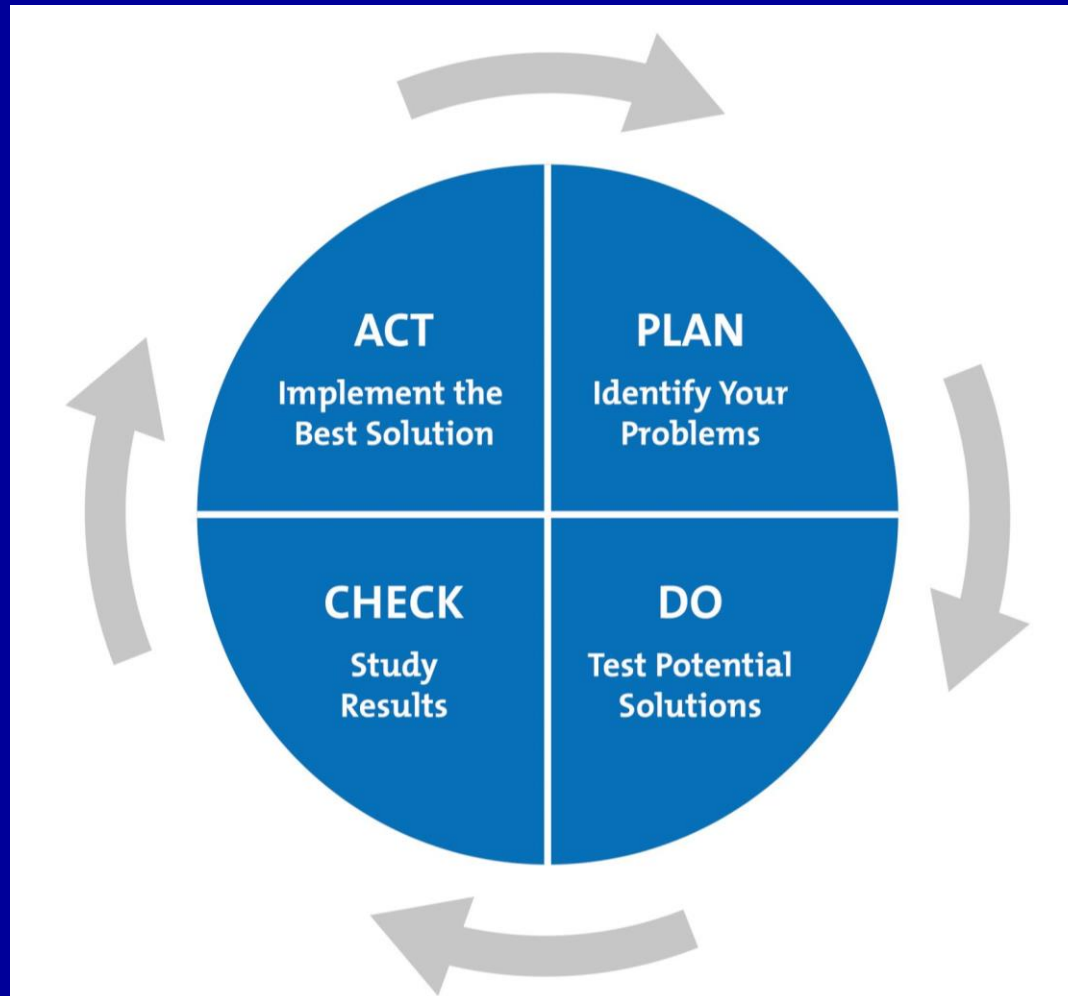
The first three stages refer to the preventive component and the last to the execution of the plan once the accident occurred.

CONTINGENCY PLANS



CONTINGENCY PLANS

The PLAN-DO-CHECK-ACT Cycle



PART A: 9. EMERGENCY PREPAREDNESS

The pilot organization shall establish and maintain procedures for responding to potential emergency situations related to the pilotage passage.

The emergency procedures shall be consistent with any port/fairway procedures already in place.

PART B: 9. EMERGENCY PREPAREDNESS

- The maritime pilot organization should establish and maintain emergency preparedness procedures applicable for all pilotage passages regarding risk events and incidents. These should include but not be restricted to:
 - Communication procedures with local port/fairway authorities
 - Procedures to assist emergency response teams from local port/fairway authorities

ISPO STANDARD

The maritime pilot organization's contingency plans may include:

- The composition and duties of all personnel acting within the maritime pilot organization's contingency plans
- Procedures for mobilization of appropriate emergency response, which may include the establishment of an emergency response team
- Procedures for establishing and maintaining contacts between the maritime pilot on board the vessel and the port/fairway authorities

ISPO STANDARD

The maritime pilot organization's contingency plans may include:

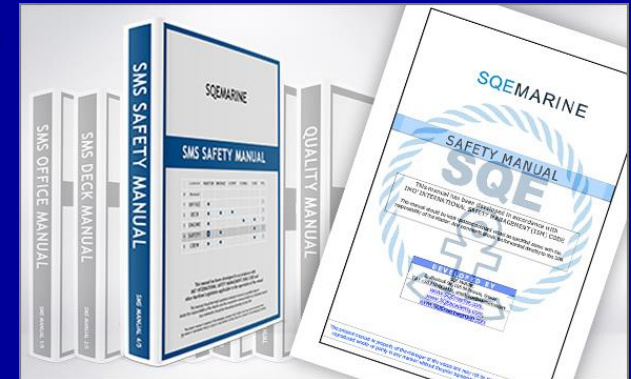
- Procedures for requesting assistance from allied services in the event of risk events, incidents and emergencies
- Procedures for notifying and communicating with next of kin of maritime pilots
- Procedures for issuing information and answering queries from the media and the public
- List of contact names and telecommunication details of all relevant parties who need to be notified and consulted by the maritime pilot organization

Ship Plans (Safety & Security)

Ship Security Plan (ISPS)



Safety Management System (ISM)



SOPEP



Ship Plans (Safety & Security)

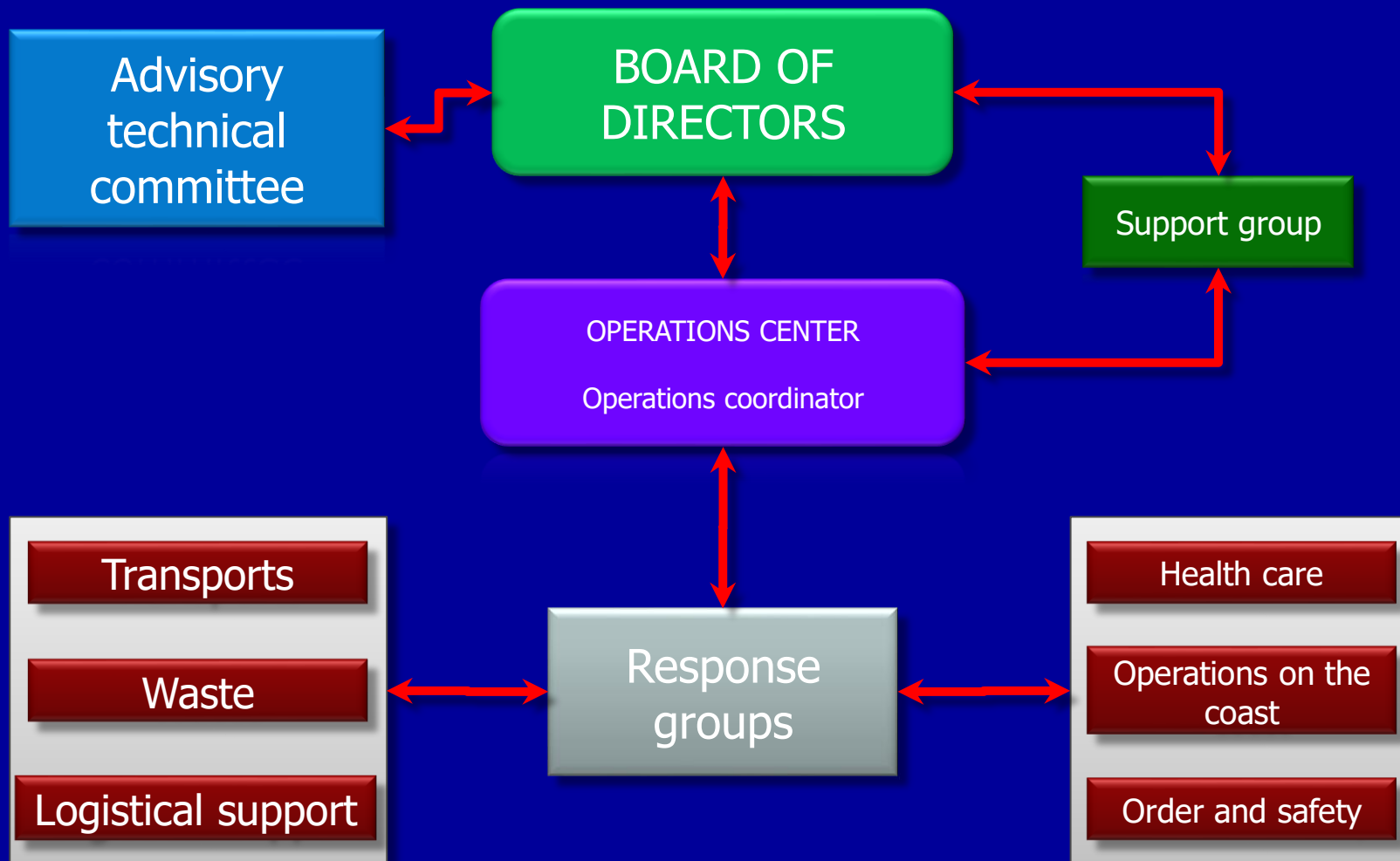


Contingency Plans

The SSP must contain Contingency Measures and Standard Operating Procedures for different security threats. Examples of such are as follows:

1. Bomb threat on ship
2. Bomb threat in port
3. Evacuation of the ship
4. Response to suspicious activity
5. Actions to take when entering hostile waters
6. Pirates

NATIONAL CONTINGENCY PLAN



Port Plans (Safety & Security)



Port Plans (Safety & Security)

CONTINGENCY PLANS
Fire
Building collapse
Bomb threat
Terrorist act
Collective panic
Flood
Earthquake
Spills
Gas leakage

Port Plans (Safety & Security)

The possible causes of the risks which can identify and classify an emergency

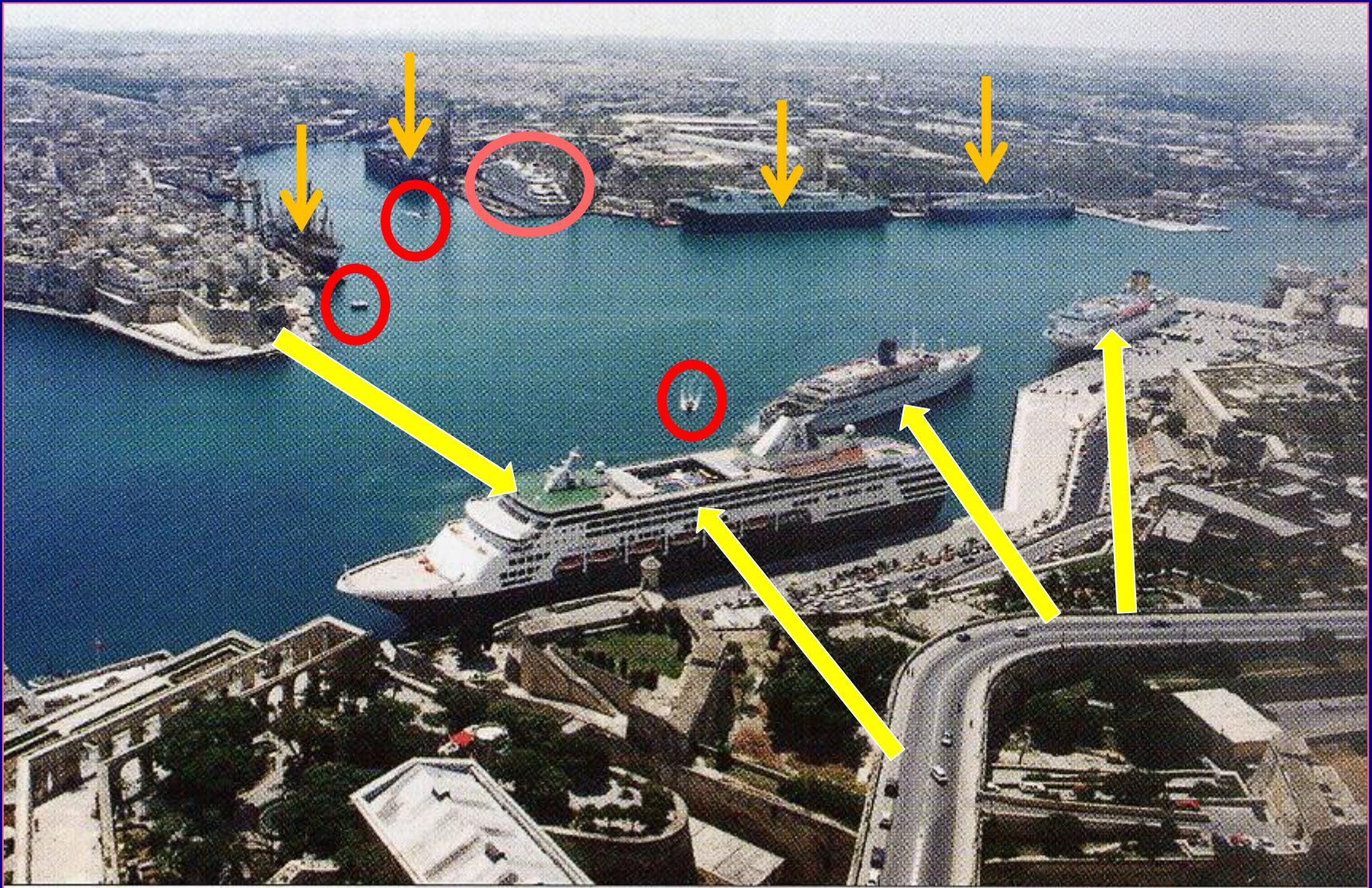
ORIGIN	PRODUCED
NATURAL	Storms, earthquakes, etc.
TECHNICAL	Failures in the facilities. Proper functioning of the equipment Recklessness or negligence of the people.
SOCIAL	Recklessness or negligence of the people. For social pressures or terrorist threats.

PORTS SECURITY & EMERGENCY PLANS

PILOTS

- Should be included in Port Security & Emergency Plans.
- Establish a procedure to communicate any suspicious activity and any incident.
- Should be trained to deal with certain safety & security incidents

CONTROL OF SHIPS IN PORTS



CONTROL OF SHIPS IN PORTS

SOLAS Reg. XI-2 / 9.1: duly authorized officers have the right to board the ship and verify the security measures of the ship.

SOLAS Reg. XI-2 / 9.2: control measures to ensure compliance by ships intending to enter a port.

FOREING SHIPS IN PORTS

If there are clear grounds to believe the ship does not comply with the relevant regulations, control measures such as additional inspections or detention may be taken.

Maritime inspectors, Pilots, Port authority personnel, Security Forces, Police, others.

THANK YOU

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