



Exercise	FE25
Category	Port Facility Exercises
Type	Interfacing with ship security activities
Security Level	1 and 2
References	1. Port Facility Security Plan 2. Relevant Port Facility security instructions, regulations and memorandums 3. APEC Manual of Maritime Security Drills and Exercises Vol II Part 1 – Guidelines for the Conduct of Maritime Security Exercises 4. ISPS Code Part A section 5, 7.6 – 7.7.1, 17.2.13 and Part B sections 4.36 – 4.44, 5, 16.55

INTRODUCTION

1. A port is traditionally a safe haven for a ship from navigation, weather and security threats. It is therefore incumbent on Port Facilities to afford the best protection possible to the ship from maritime security threats. Ships calling at Port Facilities too, have a role to play in port security by being free of security threats.
2. While Port Facilities see ships/vessels come and go continually, quite often a clear understanding of ship security issues may be lacking among Port Facility security personnel. Some knowledge of ship security on the part of Port Facility personnel can go far towards an understanding of the threats faced by ships and the counter-measures employed by them against those threats. By the same token, a ship's knowledge of the Port Facility's security measures will help it understand the maritime security challenges faced and the preventive measures undertaken by the Port Facility, thereby providing the ship with reassurance of its security in port. The dialogue that such an interaction engenders is in itself a valuable avenue for constructive appreciation of each others maritime security situation.
3. The ISPS Code has required ships and ports of contracting governments to interact on security issues with the need to be at least aware of the Security Levels maintained by each. This exercise proposes to answer the need for even greater understanding in that Port Facility security personnel should conduct a ship visit in the first phase of the exercise, in order to obtain first-hand knowledge of its security measures. This will be followed by the tabletop simulation in which injects will be introduced on interfaces with ships to elicit ship, Port Facility and shipping company participants' responses. The benefit to the ship is that its exercise requirements under the ISPS Code are also met with this exercise.



AIM OF THE EXERCISE

4. The aim of this exercise is to practice Port Facility personnel in interactions with ships in relation to security matters, in order to enhance their competence in managing the maritime security task.
5. The principal objectives are:
 - a. To provide familiarization training in ship security systems.
 - b. To validate the Port Facility's procedures for interfacing with ships on maritime security.
 - c. To practice the command, control, coordination and communications for security activities both within and beyond the Port Facility.

REQUIRED ATTAINMENTS

6. On completion of the exercise, participants will be able to:
 - a. Identify and explain the main characteristics of ship security systems.
 - b. Interface successfully with ships on maritime security matters.
 - c. Implement measures and procedures not previously covered in the PFSP for interfacing with ships, but that may arise as a result of the exercise.

PLANNING FOR THE EXERCISE

7. **Timetable**

The date for the conduct of this exercise should be scheduled in the Port Facility's annual work program. Preparations for the exercise should commence 12 weeks prior to the date of conduct. An example of a time-table for the preparation and conduct of this exercise is given in [Appendix 1](#).

8. **Exercise Planning and Control Team**

- a. Exercise Director

The Exercise Director should be a member of senior management, preferably at the Deputy CEO or Director of Operations level. This level is advised because the Exercise Director is responsible for both exercise control as well as exercise participation.



b. Control Team

(1) The Chief Controller should be at the same level as the top-management individual whose portfolio includes responsibility for security at the Port Facility. In many cases, this could be at the Port Facility Security and/or Safety Manager level. This point is emphasized because planning and managing an exercise that involves a significant portion of the resources of a Port Facility may not be effective if the person assigned the task is from an inappropriate level.

(2) Other controllers required from the Port Facility are:

- (a) One higher controller (Operations)
- (b) One lower controller (possibly a Senior Security Supervisor)

(3) The Designated Authority or State agency responsible for monitoring SSAS alerts should be represented if possible. Otherwise, their participation will have to be simulated.

(4) Should the participating ship take the opportunity to conduct a maritime security exercise in conjunction with the Port Facility's exercise, an officer from the shipping company should be included in the control team.

c. Participants

(1) All stakeholders in the management of security at the Port Facility should participate:

- (a) Port Facility Security and/or Safety Manager
- (b) Port Facility Security Officer (PFSO)
- (c) Logistics manager
- (d) At least one administrative staff member

(2) The following personnel from the ship should participate:

- (a) Company Security Officer (CSO)
- (b) Ship Security Officer (SSO)

9. **Demonstration of Ship Security Systems**

a. The principal feature of this exercise is the visit to the ship by Port Facility staff and demonstration of the ship's security systems. Arrangements must be made with the shipping company and the ship for the demonstration.



b. The suggested equipment for the demonstration is given below. The SSO should explain how the equipment is used to enhance ship security:

S/NO	ITEM	DISPLAY	DEMO
1	Ship Security Alert System (SSAS)	✓	-
2	Automatic Identification System (AIS)	✓	✓
3	Anti-boarding fences	✓	-
4	Radar	✓	✓
5	Firemain system	✓	✓
6	Video surveillance system	✓	✓
7	Flare guns	✓	-
8	Searchlight	✓	✓
9	GPS	✓	-
10	Communications means	✓	-
11	Decklights	✓	-
12	Ship's horn	✓	-

- (1) Display - Staff may view and handle the items.
- (2) Demonstration – A practical demonstration on the use of the item, including operating it.

10. Resources

a. Location

- (1) Planning and control room for the controllers.
- (2) Planning Room for participants.
- (3) Control Room or Operations Room for the execution phase of the exercise. If the Port Facility has a control or operations room, this should be used. Care should be taken to ensure there is no interference or confusion with normal Port Facility operations.
- (4) Conference Room for the presentation of the proposals to management.
- (5) Ship for the conduct of shipboard security systems familiarization.



b. Communications

(1) **Equipment**

All the usual Port Facility communications means should be employed. If radio communications (including walkie-talkies) is to be part of the communications means, separate channels (from the usual operating channels) should be nominated for the purposes of the exercise, and a communications plan promulgated. Separate communications channels will also be required for controllers. See example in [Appendix 2](#).

(2) **Code Words**

Code words are used to provide brevity and clarity in communications during the conduct of an exercise. A list of suggested code words is given in [Appendix 2](#). Additional code words may be coined for specific circumstances e.g. the name of the exercise. The code words must be promulgated to all controllers and participants of the exercise.

(3) **Security**

Consideration should be given to the possible disclosure of confidential information (e.g. details in the PFSP) in all exchanges connected with the exercise, and appropriate precautions taken to avoid the release of such information to persons not authorized to receive it.

c. Other requirements

(1) Equipment for the planning phase

- (a) Local layout plans, charts and maps should be used to enhance realism, and the narratives adjusted for local context.
- (b) Wyteboards and wyteboard markers
- (c) PCs, printers and digital projectors
- (d) Photocopier
- (e) Stationery

(2) The ship should make ready and available its on-board security systems.

(3) Equipment for the execution phase will be as per the planning phase, plus standard Control or Operations Room equipment e.g.

- (a) Status Boards
 - i. Operations status
 - ii. Deployment of forces, teams, personnel, vehicles, vessels, etc.



- iii. Logistics status (fuel, water, supplies, breakdown & repair, etc.)
- iv. Personnel status (manning, casualties, etc)

(b) Log and Record Books

- i. Operations Log
- ii. Communications Log
- iii. Incident Log

(3) Victuals and refreshments

11. Management endorsement

The Chief Controller should seek approval from management for the conduct of the exercise, as significant top management participation is expected.

CONDUCTING THE EXERCISE

12. Scenario

A scenario synopsis or narrative will be issued to initiate the tabletop simulation. The fictitious scenario depicts a situation of increasing unrest in the country with a consequent rise in the maritime security threat to ships and Port Facilities. The example of a narrative is provided in [Appendix 3](#).

13. Master Events List

- a. During the execution phase of the tabletop simulation exercise, injects from the Master Events List will be introduced by the controllers for responses to be made by participants. A generic Master Events List for this exercise is given in [Appendix 4](#). The EPCT should add to or delete injects given in this list as required.
- b. The Chief Controller should monitor the development of the situation closely, and be prepared to introduce injects to further test any initiatives or measures that may arise during the tabletop simulation.
- c. In general, injects should seek to test:
 - (1) Command, control and coordination procedures and processes
 - (2) Communications channels and procedures.



d. Some topics that may be considered for injects on interfacing with ship security activities are:

- (1) Monitoring and verification of ship and Port Facility Security Levels.
- (2) Monitoring the security status of the ship / Port Facility.
- (3) Conditions for an exchange of DoS.
- (4) Exchange of DoS.
- (5) Sharing of security arrangements.
- (6) Special or additional security measures.
- (7) Non-compliance issues

e. When the participants need to have some action carried out by a subordinate unit or individual e.g. security guards stationed at the wharf, they are to message the instruction to the lower controller, who will then respond in appropriate time on the outcome of the action. This response should be consistent with the overall objective of the exercise and specific purpose of the inject.

f. The dates and times reflected in the Master Events List are exercise dates and times. Actual dates and times will be determined by the Controllers when planning for the exercise. However, controllers may choose to adopt the times indicated in the Master Events List as actual time.

14. Briefings

a. A briefing to controllers will be conducted by the Chief Controller and should include the following:

- (1) Objectives of the exercise.
- (2) Scenario for the exercise.
- (3) Roles to be played by controllers.
- (4) Exercise injects, anticipated responses by participants, and feedback to be provided by lower controllers to participants for each response.

b. A briefing to participants upon commencement of the exercise will include:

- (1) Organization for the exercise.
- (2) Details of the administrative and logistics arrangements.
- (3) Exercise objectives.
- (4) Issue of narrative no.1.



CONCLUDING THE EXERCISE

15. The exercise is deemed to have been completed when:
 - a. The demonstration of the ships security systems has been conducted.
 - b. The execution phase has been completed with the planned injects employed.
 - c. The Exercise Director so decides.

16. **Debrief**
 - a. The debrief of the planning and tabletop simulation of the execution phase should be conducted by the Chief Controller as soon as convenient after the exercise is declared at an end.
 - b. Numerous messages may have been passed in the course of the execution phase of a tabletop simulation exercise. Only those relevant to specific lessons learnt may need to be preserved for the debrief, if only to serve as reminders for the points to be made.
 - c. A note-taker should be appointed to record the salient points of the discussion and in particular the lessons learnt and any follow-up actions required. Guidance should be provided to the note-taker as to what is to be recorded.

17. **Reports**
 - a. A formal report on the exercise should be submitted to management. The report will highlight the lessons learnt and significant recommendations from the review conducted as part of the tabletop simulation. A copy of the report should be extended to the shipping company and the ship, and where appropriate, the Designated Authority. An example of a report for the exercise is provided at [Appendix 5](#).
 - b. If there are significant issues and recommendations concerning the security of the Port Facility or proposing certain expenditures, or the security of ships at the Port Facility, a verbal presentation of the report at a top management meeting should be considered.



18. Records

An ISPS Drills and Exercises Record Book should be maintained by the Port Facility. The following is an example of an entry in the ISPS Drills and Exercises Record Book:

ISPS Port Facility Drills and Exercises Record Book				
DATE	EVENT	TYPE	SUBJECT	REPORT REFERENCE
	<i>Exercise</i>	<i>Port Facility exercise</i>	<i>FE25 – Interfacing with ship security activities</i>	<i>PF/101/08-FE25 dated xx/yy/zzzz</i>

**FE25 TIME-TABLE FOR PLANNING**

DAYS TO EXERCISE	DATE	EVENT	CHECK
D -60		Confirm the exercise date	
D -55		Confirm budget availability for items and/or services to be employed during the exercise	
D -50	(calendar	Seek shipping company and a ship's cooperation and participation in the exercise. Seek Designated Authority's representation and participation in the exercise	
D -45	dates to	Review Volume II Part 1 - Guidelines for the Conduct of Maritime Security Exercises	
D -30	be	Appoint the Exercise Planning and Control Team	
D -27		Convene the initial planning conference	
D -27	inserted)	Refine the scenario and narratives Adjust the Master Events List	
D -14		Confirm the participants	
D -10		Obtain management endorsement	
D -7		Promulgate the Exercise Administrative Instructions	
D -2		Brief the controllers	
D or D -1		Briefing and tour of ship security systems	
D		Conduct the exercise	
D +1		Record the conduct of the exercise	
By D +5		Conduct the debrief and record the lessons learnt	
By D +7		Discuss follow-up actions with management	
By D +8		Submit the written report on the exercise	

**COMMUNICATIONS**Example Communications Plan

<i>Station</i> \ <i>Channel</i>	<i>PFSO Control Room</i>	<i>Security Guard, Fixed Stations</i>	<i>Security Guard, Roving</i>	<i>Ship / Vessels</i>	<i>High Control</i>	<i>Low Control</i>
<i>Telephone</i>	X	X	-	-	X	X
<i>Mobile</i>	X	X	X	X	X	X
<i>Marine VHF</i>	X	-	-	X	X	-
<i>Walkie-Talkie Ch 1</i>	X	X	X	-	X	X
<i>Walkie-Talkie Ch 2</i>	-	-	-	-	X	X

Example Code Words

Code words are used to provide brevity and clarity in communications during the conduct of an exercise. The code words listed below may be used to control the exercise. They are generally initiated by the Chief Controller.

CODE WORD	MEANING
Exercise Trojan Horse	Exercise name (example only)
Exercise Start	The exercise is to commence
Exercise Suspend	The exercise is temporarily suspended
Exercise Go	The exercise is to resume from where it was suspended
Exercise Stop	The exercise is to be terminated (prematurely)
Exercise End	The exercise is completed
For Exercise	The message or statement that follows this preamble relates to the exercise only, and is not to be confused with real activity. This should be used to prefix all telephone or radio communications relating to simulated events for the exercise e.g. "For exercise, I am from the Black September terrorist group. A bomb has been placed in your lobby."
No Duff	The message or statement that follows this preamble relates to a real event or instruction e.g. "No duff, Mr. KLJ has fallen and cut his hand at the Restricted Area Gate 3. Please send a vehicle to pick him up."



FE 25 SCENARIO SYNOPSIS

NARRATIVE NO. 1

General Security Situation

1. *A worldwide recession as a result of a slump in one of the world's biggest economies has taken its toll on the stability of this poor, largely agrarian country. A nascent industrialization program based on labor-intensive industries has been stilled by the recession, and job losses have resulted in many people out on the streets of the capital, near where the industries have been located. Previously a peaceful, fun-loving people, the harsh living conditions in the city's slums have brought about a sense of despair and despondency.*

2. *The State machinery, while not corruption-free, is slow but generally fairly well-managed by its public servants in properly structured administrative and judicial systems, which are legacies of the country's former colonial masters. However, there is little the government can do to alleviate the woes of the people in the face of the economic downturn and decreasing revenues.*

3. *The people have therefore become easy targets of a band of rebel militants who are determined to overthrow the government and seize power. Street demonstrations have become progressively more violent, and have been suppressed with increasing use of force by the state security agencies. This in turn has led to escalated tensions and greater restiveness among the young population, and a spiral of violence and lawlessness is beginning to develop.*

Maritime Security

4. *The country has a small Navy comprised mainly of old patrol boats donated by its former colonial masters. The Police are somewhat better equipped to protect the country's coastal resources. They have a Marine division with small but fast and heavily armed attack craft supported by light aircraft for aerial surveillance but while these are an efficient combination, their relatively small numbers in relation to the vast coastline and numerous islands in the archipelagic country forces them to concentrate their efforts on the areas of greatest concern. These include the islands where the militants are known to have their hideouts, and port areas where the militants have joined forces with sea robbers and use small craft to rob passing vessels.*

5. *The Customs and Immigration services maintain their own small craft to service shipping. Owing to limited resources, their activities against smugglers and illegal immigrants are primarily based on intelligence sources, and information leaked by rival gangs.*



6. *Of late, the robbers have become bolder, and extended their forays into ports, boarding ships at anchor. While most have been cases of petty theft, there is an increasing number involving armed robbery and a few cases of kidnapping. There have been no casualties so far, as the robbery victims and hostages have not resisted, and the kidnappers seem to understand that it is their interests to release their hostages unharmed when a ransom has been paid.*

7. *Ports and Ports Facilities and the shipping industry are regulated by the Maritime and Ports Board, which has been declared by the Ministry of Transportation as the country's Designated Authority as required by the ISPS Code.*

Security Incidents at the Port Facility

8. *Thus far, ships at the Port Facility have not been attacked directly. The Port Facility believes this is because of its stringent access controls, and preventive measures such as security lighting and the stationing of a permanent guard at the wharf, located on a watchtower and equipped with binoculars and a searchlight. Guards on duty at the tower have however, complained of the deep shadows on the water near the pier caused by the wharf security lighting.*

9. *Cargo and ship stores, however, have not been so lucky. There has been a constant stream of reports of pilferage since the economy dived, with items stolen ranging from trade goods to food supplies in ship stores.*

10. *The country is maintaining Security Level 1.*

**FE25 MASTER EVENTS LIST**

SERIAL NO.	TIME	FROM	HIGH CONTROL INJECT / LOW CONTROL RESPONSE	PARTICIPANT'S EXPECTED RESPONSE
<i>Date:</i>				
001	0900	Ship	<i>Briefing and tour of ship security systems</i>	<i>Attend</i>
002	1300	High Control	<i>Issue of Narrative</i>	<i>To read</i>
003	1310	Ship/High Control	<i>MV AAA is scheduled to enter port in 3 days</i>	<i>To determine Security Level maintained by MV AAA. To inform MV AAA of Port Facility's Security Level</i>
004	1320	Ship/High Control	<i>MV BBB, entering the Port Facility tonight, reports that she is at Security Level 2</i>	<i>To inform MV BBB that the Port Facility is at Security Level 1. To request Continuous Synopsis Record (CSR) from MV BBB.</i>
005	1330	Ship/High Control	<i>MV BBB requests exchange of DoS</i>	<i>To contact MV BBB to discuss requirements for the exchange of DoS</i>
006	1340	Ship/High Control	<i>MV CCC alongside at the Port Facility reports that a new TV set delivered with her ship stores this morning is missing</i>	<i>To interview wharf security guards. To review surveillance video</i>
007	1350	Ship/High Control	<i>MV DDD contacted main entrance security to verify the identity of a visitor</i>	<i>To check with main entrance security</i>
008	1400	Low Control	<i>The visitor had earlier claimed at the main entrance to be visiting MV CCC to attend to pump repairs</i>	<i>To ask MV DDD or send security staff to verify if the mistaken ship was inadvertent or intentional; contents of the visitor's bag(s), etc.</i>



SERIAL NO.	TIME	FROM	HIGH CONTROL INJECT / LOW CONTROL RESPONSE	PARTICIPANT'S EXPECTED RESPONSE
009	1415	High Control	<i>Designated Authority informs Port Facility that Security Level 2 has been declared for the port in view of the importance of this principal port, and the deteriorating security situation in the area</i>	<i>To implement Security Level 2 measures</i>
010	1425	Low Control	<i>Wharf security reports a local fisherman in a small boat traveling past the Port Facility</i>	<i>To remind wharf security to warn fisherman to keep clear</i>
011	1440	Low Control/Ship	<i>MV DDD ship's horn is sounding repeatedly but the ship is not moving or scheduled to move. Telephone call from MV DDD reports she is under attack by robbers</i>	<i>To send security guards to MV DDD To contact Police and Marine Police for assistance</i>
012	1500	Low Control	<i>MV CCC SSO has brought in a female stowaway to the security control centre. The SSO says that she was found trying to sneak out from among the crates of ship stores embarked this morning.</i>	<i>To report the case in accordance with PFSP procedures</i>
013	1505	High Control	<i>Telephone call from Designated Authority operations centre reports that MV CCC's SSAS has been activated and Police and Marine Police are on the way</i>	<i>To send security guards to MV CCC. To contact MV CCC by telephone, radio</i>
014	1510	High Control	<i>Telephone call from MV CCC's ship agent reports that MV CCC's SSAS has been activated, and requests assistance</i>	<i>To determine if two ships are under attack</i>
015	1515	Ship/High Control	<i>MV CCC SSO contacts Port Facility to report that MV CCC is not under attack, but activated her SSAS to get assistance for MV DDD after noticing boarders from the fishing boat climbing up MV DDD with weapons</i>	<i>To report to Police, Marine Police and Designated Authority accordingly</i>



EXAMPLE REPORT

REPORT ON THE CONDUCT OF SECURITY EXERCISE FE25

INTRODUCTION

1. *Exercise FE25 from the APEC Manual of Maritime Security Drills and Exercises Volume II Part 2 was conducted by this Port Facility on date to familiarize personnel with the maritime security conditions and situations associated with interfacing with ships and to practice the measures to be undertaken in response to these situations.*
2. *The exercise incorporated a ship security exercise conducted by MV GGG in conjunction with this Port Facility's exercise, and included participation from the ship and her company, represented by the Company Security Officer.*

AIM

3. *The aim of this report is to highlight the lessons learnt and recommendations for implementation by management and security staff of the Port Facility.*

PARTICIPANTS

4. *Exercise Direction and Control*
 - a. *Exercise Director - Mr. _____ Deputy Director, Operations*
 - b. *Exercise Chief Controller – Mr. _____ Manager, Port Services*
 - c. *Low Controller - Mr. ____ Chief Security Supervisor*
 - d. *Ship Controller – Mr. _____ First Mate, MV GGG*
5. *Exercise Participants*
 - a. *Mr. _____ Manager, Safety and Security*
 - b. *Mr. _____ PFSO*
 - c. *Mr. _____ Senior Security Supervisor*
 - d. *Mr. _____ Ship Security Officer*



EXERCISE OBJECTIVE

6. *The objective of the exercise was to:*
 - a. *To familiarize Port Facility security personnel with ship security systems.*
 - b. *Validate the Port Facility's responses to events arising out of interfacing with ship security activities.*
 - c. *Practice the command, control, coordination and communications for security activities both within and beyond the Port Facility.*

FORMAT OF THE EXERCISE

7. *The exercise was conducted in two phases as follows:*
 - a. *Phase I – MV GGG kindly agreed to provide a familiarization briefing and tour of the ship's security equipment and arrangements. This was conducted in the morning by the SSO Mr. _____ who showed and explained the security function and application of the Automatic Identification System, Ship Security Alert System, radar, GPS, CCTV system and flare projectors. He also spoke of how the ship's fire-fighting hoses are rigged and primed, and how decklights and searchlights may be employed when the ship transits hazardous waters in order to deter and repel sea robbers, and the potential use of lighting and even the ship's horn in harbor where assistance can be expected.*
 - b. *Phase II – This was the planning phase held on the morning of date. It focused on the Port Facility's recognition of the threat from unauthorized items as well as the responses to those threats, wherein the participants produced a written list of all unauthorized items and the likely techniques for their illegal entry into the Port Facility premises.*
 - c. *Phase II – During this phase, held on the afternoon of date, the controllers issued a narrative followed by injects of incidents where a ship would be required to interact with the Port Facility. This provided an insight into the range of security situations faced by a ship in port, and the opportunity for the security staff to respond in liaison with the ship(s) and State security agencies and Designated Authority. These last two were simulated by the controllers as the actual authorities were unable to be represented in this exercise.*



LESSONS LEARNT FROM THE EXECUTION PHASE

8. ***Attack on a Ship in the Port Facility from land and from the sea***

a. *The Port Facility is presently very much constrained in the seaward protection it can offer a ship. Should a two-pronged coordinated attack of a ship occur, the ability of a ship to defend itself effectively while in Port is very limited, especially if crew also happen to be on duties ashore or on shore leave. Access control at the Port Facility is therefore a primary preventive measure, and must not be permitted to fail, particularly in relation to access to ships. Such access control should apply to both landward access as well as seaward access. Should this Port Facility be unable to assure shipping companies of the safety of their ships, we may be by-passed for ports/Port Facilities perceived by them to be safer.*

b. *Consideration should be given to establishing a contingency plan to implement seaward patrols at higher Security Levels. Competencies in patrolling at sea are not easily attained, and the plan must provide for the manning and training lead times, in addition to the acquisition of suitable craft for such patrols. Further legal and regulatory requirements must be met if armed patrols are contemplated. It would be useful to consider the range of options in providing such maritime security measures, including out-sourcing the task, and consultancy for setting up a seaward patrol within the Port Facility security organization.*

9. ***Activation of SSAS in port***

A ship may activate its SSAS in port if the value of covert notification of an attack is greater than the faster response time possible if other overt alarms are sounded. In port, and especially if alongside at a Port Facility, a ship may reasonably expect to depend on shore-based assistance. The ship may therefore choose to sound a distress alarm if under attack, rather than activate the SSAS.

10. ***Verification of threats to ships***

a. *Mistaken identity can lead to valuable time lost. If a ship in distress from a maritime security threat cannot be quickly identified, or another ship is incorrectly identified as the ship in distress, security forces may be misdirected and focus their efforts in the wrong place. This not only impacts on the reaction to the threat, but also places the wrong ship at risk. It is therefore imperative that communications channels are familiar, unambiguous and available to all stakeholders.*

b. *In conditions where language and /or language proficiency may be a cause for concern, internationally recognized operational code words can be useful. These may be formulated with reference to specific scenarios, events and responses, and provide both clarity and brevity in maritime security communications.*



FOLLOW-UP ACTION

11. *Most of the areas covered in this exercise on interfacing with ships are adequately covered in the PFSP. The PFSO will monitor the recommendations noted in the significant lessons learnt above for implementation, and revisions to the PFSP, where appropriate.*

CONCLUSION

12. *This exercise has been useful in identifying areas for further development in the maritime security readiness of the Port Facility. Some of the lessons learnt in interfacing with ships extend beyond the scope of this Port facility, such as code words for better communication, and will be forwarded to the Designated Authority for further consideration. The exercise brought together the stakeholders with accountability for the task, both directly and indirectly to work on the issues affecting the associated security measures. The recommendations that may be implemented by this Port Facility should be acted on promptly in order to realize the benefits from enhanced Port Facility security, and reassurance to our primary customers, the ships.*

XYZ Port Facility
Maritime Security Exercise

Controller Briefing

date

Interfacing with ship
security activities

Exercise FE25

Interfacing with ship security activities

Scope

- Schedule
- Aim
- Objectives
- Required attainments
- Controllers
- Participants
- Exercise Format
- Exercise Product
- Scenario
- Controller Tasks
- Master Events List
- Communications
- Code Words
- Safety
- Resources
- Debrief



Interfacing with ship security activities

Schedule

- Start:
- Estimated End:
- Location:
- Debrief:
- Report by:

Interfacing with ship security activities



Aim
To practice Port Facility personnel in interactions with ships in relation to security matters, in order to enhance their competence in managing the maritime security task

Interfacing with ship security activities

Objectives

- To provide familiarisation training in ship security systems
- To validate the Port Facility's procedures for interfacing with ships on maritime security
- To practice the command, control, coordination and communications for security activities both within and beyond the Port Facility

Interfacing with ship security activities

Required Attainments

Participants will be able to

- Identify and explain the main characteristics of ship security systems
- Interface successfully with ships on maritime security matters



Interfacing with ship security activities

Exercise Director

Operations Manager, Mr. BBB

Control Team

- Chief Controller: Deputy Ops Mgr, Mr. AAA
- High Controller (Ops): Safety Mgr, Mr. DDD
- Low Controller: Snr Security Sup, Mr. XXX

Interfacing with ship security activities

Participants

-
-
-

Interfacing with ship security activities



Exercise Format

- This exercise is to be conducted as a briefing and demonstration of ship security systems for the benefit of Port Facility security staff
- This will be followed by a tabletop simulation “execution” phase where participants will respond to controller “injects” of incidents

Interfacing with ship security activities

Exercise Product

Participants should implement measures and procedures for interfacing with ships that may arise as a result of the exercise, and are not previously covered in the PFSP



Interfacing with ship security activities

Scenario

Narrative

- Deteriorating economic situation has caused dissatisfaction among the population
- Rebel militants determined to overthrow government
- Government forces inadequate
- Robbery on ships in port; kidnapping
- This Port Facility plagued by petty cargo and ships stores theft

Interfacing with ship security activities

Controller Tasks

TABLETOP SIMULATION

- To introduce injects to trigger participants' responses
- To record observations & recommendations



Interfacing with ship security activities

Master Events List

SERIAL NO.	TIME	FROM	HIGH CONTROL INJECT / LOW CONTROL RESPONSE	PARTICIPANT'S EXPECTED RESPONSE
Date:				
001	0900	Ship	Briefing and tour of ship security systems	Attend
002	1300	High Control	Issue of Narrative	To read
003	1310	Ship/High Control	MV AAA is scheduled to enter port in 3 days	To determine Security Level maintained by MV AAA, To inform MV AAA of Port Facility's Security Level
004	1320	Ship/High Control	MV BBB, entering the Port Facility tonight, reports that she is at Security Level 2	To inform MV BBB that the Port Facility is at Security Level 1. To request Continuous Synopsis Record (CSR) from MV BBB.
005	1330	Ship/High Control	MV BBB requests exchange of DoS	To contact MV BBB to discuss requirements for the exchange of DoS
006	1340	Ship/High Control	MV CCC alongside at the Port Facility reports that a new TV set delivered with her ship stores this morning is missing	To interview wharf security guards. To review surveillance video

Interfacing with ship security activities

Master Events List

SERIAL NO.	TIME	FROM	HIGH CONTROL INJECT / LOW CONTROL RESPONSE	PARTICIPANT'S EXPECTED RESPONSE
007	1350	Ship/High Control	MV DDD contacted main entrance security to verify the identity of a visitor	To check with main entrance security
008	1400	Low Control	The visitor had earlier claimed at the main entrance to be visiting MV CCC to attend to pump repairs	To ask MV DDD or send security staff to verify if the mistaken ship was inadvertent or intentional; contents of the visitor's bag(s), etc.
009	1415	High Control	Designated Authority informs Port Facility that Security Level 2 has been declared for the port in view of the importance of this principal port, and the deteriorating security situation in the area	To implement Security Level 2 measures
010	1425	Low Control	Wharf security reports a local fisherman in a small boat traveling past the Port Facility	To remind wharf security to warn fisherman to keep clear
011	1440	Low Control/Ship	MV DDD ship's horn is sounding repeatedly but the ship is not moving or scheduled to move. Telephone call from MV DDD reports she is under attack by robbers	To send security guards to MV DDD To contact Police and Marine Police for assistance

Interfacing with ship security activities

Master Events List

SERIAL NO.	TIME	FROM	HIGH CONTROL INJECT / LOW CONTROL RESPONSE	PARTICIPANT'S EXPECTED RESPONSE
012	1500	Low Control	MV CCC SSO has brought in a female stowaway to the security control centre. The SSO says that she was found trying to sneak out from among the crates of ship stores embarked this morning.	To report the case in accordance with PFSP procedures
013	1505	High Control	Telephone call from Designated Authority operations centre reports that MV CCC's SSAS has been activated and Police and Marine Police are on the way	To send security guards to MV CCC. To contact MV CCC by telephone, radio
014	1510	High Control	Telephone call from MV CCC's ship agent reports that MV CCC's SSAS has been activated, and requests assistance	To determine if two ships are under attack
015	1515	Ship/High Control	MV CCC SSO contacts Port Facility to report that MV CCC is not under attack, but activated her SSAS to get assistance for MV DDD after noticing boarders from the fishing boat climbing up MV DDD with weapons	To report to Police, Marine Police and Designated Authority accordingly

Interfacing with ship security activities

Communications

- Messages
- Email
- Telephone

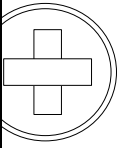


Interfacing with ship security activities

Code words

CODE WORD	MEANING
Exercise Trojan Horse	Exercise name (example only)
Exercise Start	The exercise is to commence
Exercise Suspend	The exercise is temporarily suspended
Exercise Go	The exercise is to resume from where it was suspended
Exercise Stop	The exercise is to be terminated (prematurely)
Exercise End	The exercise is completed
For Exercise	The message or statement that follows this preamble relates to the exercise only, and is not to be confused with real activity. This should be used to prefix all telephone or radio communications relating to simulated events for the exercise e.g. "For exercise, I am from the Black September terrorist group. A bomb has been placed in your lobby."
No Duff	The message or statement that follows this preamble relates to a real event or instruction e.g. "No duff, Mr. KLJ has fallen and cut his hand at the Restricted Area Gate 3. Please send a vehicle to pick him up."

Interfacing with ship security activities



Safety

- No special safety considerations are expected for the demonstration and tabletop simulation

Interfacing with ship security activities

Resources

- Ship: Ship security systems
- Main Conference Room: Participants' planning room
- Operations Control Room: Exercise control and execution

Interfacing with ship security activities

Resources

Higher Controller (Ops) to arrange for:

- Ship
 - Availability of the ship's security systems
 - Chief Officer (or other) responsible for security systems management at hand to give a briefing on the systems
 - Designated Authority (or other) staff to provide an overview of ship security issues

Interfacing with ship security activities

Resources

Higher Controller (Ops) to arrange for:

- Port Facility
 - Plan of the Port Facility
 - Map of the Port Facility precinct
 - Laptop, projector and screen
 - Wyteboard and supply of wyteboard markers
 - Photocopier and stationery

Interfacing with ship security activities

Debrief

- Location:
- Secretary:
- Attendance
 -
 -



Interfacing with ship security activities



end

Any questions ?

XYZ Port Facility
Maritime Security Exercise

Participant Briefing

date

Interfacing with ship
security activities

Exercise FE25

Interfacing with ship security activities

Scope

- Review
- Schedule
- Aim
- Objectives
- Required attainments
- Controllers
- Participants
- Exercise Format
- Exercise Product
- Scenario
- Communications
- Code words
- Safety
- Resources
- Debrief
- ISPS update
- Maritime security update



Interfacing with ship security activities

Review of Previous Port Facility Exercise

Date conducted:

Objectives:

Lessons Learnt:

-
-
-

Interfacing with ship security activities

Schedule

- Start:
- Estimated End:
- Location:
- Debrief:
- Report by:

Interfacing with ship security activities



Aim

To practice Port Facility personnel in interactions with ships in relation to security matters, in order to enhance their competence in managing the maritime security task

Interfacing with ship security activities

Objectives

- To provide familiarisation training in ship security systems
- To validate the Port Facility's procedures for interfacing with ships on maritime security
- To practice the command, control, coordination and communications for security activities both within and beyond the Port Facility

Interfacing with ship security activities

Required Attainments

Participants will be able to

- Identify and explain the main characteristics of ship security systems
- Interface successfully with ships on maritime security matters



Interfacing with ship security activities

Exercise Director

Operations Manager, Mr. BBB

Control Team

- Chief Controller: Deputy Ops Mgr, Mr. AAA
- High Controller (Ops): Safety Mgr, Mr. DDD
- Low Controller: Snr Security Sup, Mr. XXX

Interfacing with ship security activities

Participants

-
-
-

Interfacing with ship security activities



Exercise Format

- This exercise is to be conducted as a briefing and demonstration of ship security systems for the benefit of Port Facility security staff
- This will be followed by a tabletop simulation “execution” phase where participants will respond to controller “injects” of incidents

Interfacing with ship security activities

Exercise Product

Participants should implement measures and procedures for interfacing with ships that may arise as a result of the exercise, and are not previously covered in the PFSP



Interfacing with ship security activities

Scenario

Narrative

- Deteriorating economic situation has caused dissatisfaction among the population
- Rebel militants determined to overthrow government
- Government forces inadequate
- Robbery on ships in port; kidnapping
- This Port Facility plagued by petty cargo and ships stores theft

Interfacing with ship security activities

Communications

- Messages
- Email
- Telephone

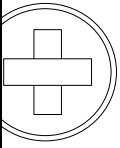


Interfacing with ship security activities

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Interfacing with ship security activities



Safety

- No special safety considerations are expected for the demonstration and tabletop simulation

Interfacing with ship security activities

Resources

- Ship: Ship security systems
- Main Conference Room: Participants' planning room
- Operations Control Room: Exercise control and execution

Interfacing with ship security activities

Resources

Ship

- Higher Controller (Ops) to arrange for:
 - Availability of the ship's security systems
 - Chief Officer (or other) responsible for security systems management at hand to give a briefing on the systems
 - Designated Authority (or other) staff to provide an overview of ship security issues

Interfacing with ship security activities

Resources

Port Facility

- Deputy Operations Manager to arrange for:
 - All operations and administrative stateboards
 - Logs and record books
- Logistics Manager to arrange for:
 - Victuals and refreshments

Interfacing with ship security activities

Debrief

- Location:
- Secretary:
- Attendance
 -
 -



Interfacing with ship security activities

Updates on the ISPS Code and local Regulations

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-
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Interfacing with ship security activities

Developments in Maritime Security



Interfacing with ship security activities



end

Any questions ?
