

### **Copenhagen Malmö Port Anti-Terror Contingency Plan (version 6/2009)**

The International Ship and Port Facility Security Code (the ISPS Code) came into force on 1 July 2004.

The law is valid for all port facilities that service the following vessels involved in international shipping:

Passenger ships, including high-speed vessels.

Cargo ships.

Mobile off-shore drilling rigs with their own propelling machinery.

The code has been introduced to prevent port facilities from being used as disembarkation points for terrorists or their weapons, as well as to protect port facilities from becoming targets in themselves.

CMP's security organisation is the responsibility of Maritime Service, which is physically located in

- the Harbour Master's Office and is open around the clock (phone: + 45 35 46 11 38) and
- in Malmö by the Control Centre (phone: +46 (0)40 680 4155)

CMP staff conducts security duties in compliance with current legislation.

The ultimate responsibility lies with Harbour Master Søren Felix Andersen (PFSO/PSO).

Copenhagen Malmö Port consists of 25 different port facilities within the total area covered by the company.

A vulnerability assessment drawn up for each facility forms the basis for a security plan.

Depending on the level of vulnerability (consequence/probability) and the form of cargo handling at the facility, the security plan must include a description of how the following will be managed:

- 1 Control of access to the facility
- 2 Areas with restricted access
- 3 Cargo handling
- 4 Delivery of ships' stores
- 5 Processing of unaccompanied baggage
- 6 Monitoring of the security of the port facility

**Based on the security plans, CMP introduced the following measures for customers, partners and staff on 1 July 2004:**

1. Control of access to the facility

The primary function of access control is to only allow in people who have legitimate business at the facility. All individuals using the facility must present picture identification.

Regular users of certain facilities will be allowed to use automatic access-control systems, such as card-readers and gate telephones.

As a general rule, visitors to ships, including service mechanics, etc., must register with the Harbour Master's Office/Control Centre 24 hours in advance, preferably by fax or e-mail. Brokers/companies in the area may agree different procedures with PFSO. However, CMP must be able to access these documents at all times. This is also the case for crew and passenger lists.

All visitors must register before accessing the facility. Hanging on to the back of vehicles is forbidden in the facility.

At any time of the day or night, companies must be able to confirm a person's connection to the company.

Access control may require the searching of individuals and of vehicles and loads.

**ID**

All individuals using the facility must present picture identification, e.g. a driving licence, passport, or similar.

They must also be able to confirm/ document the nature of their business and their link to a ship or company located within areas belonging to the facility.

2. Areas with restricted access

CMP's plan stipulates that once access control has been passed, the facility is to be considered a restricted area. This means that everybody in the area falls under the jurisdiction of the rules and regulations prescribed by the ISPS code/ legislation. This is also the case for companies not involved in handling ships.

3. Cargo handling

Goods that have to pass through an access point must be identifiable. Where possible, the item must be sealed and accompanying documents must describe the content and, if possible, who loaded it.

The following procedures are valid for trailers/containers

For containers in particular, all documentation must be presented to and approved by Checkpoint staff before the container enters the area.

Therefore, documentation for a container must always, as a minimum, include the following information:

- Container no.
- Container weight. (gross/net)
- Specification of the type of goods.
- Specification of feeder destination
- Where appropriate, IMO information
- Where appropriate IMG information

The booking can be made either via the PIC system or by fax, and must be presented to Checkpoint in plenty of time – at the latest, immediately before the container arrives at the Checkpoint.

Please note that when a container is delivered, it must be accompanied by a receipt stamped by Customs & Excise. As far as possible, and as a minimum, the receipt must include the same information as mentioned above. In addition, the container must be sealed and the seal number must be written on the receipt.

For general cargo, documents validating the contents must be displayed at Checkpoint/the goods office.

#### 4. Delivery of ships' stores

All goods and items delivered to vessels must be checked. However, exceptions may be made for suppliers with security clearance.

CMP may provide security clearance to suppliers who submit a "guarantees for the security of their deliveries", provided the conditions stipulated in that agreement are met by the delivery in question. Transport operators approved by the Swedish Civil Aviation Administration (LFV) meet these requirements.

Ships' stores must, where possible, be registered with the Harbour Master's Office or Control Centre at least 24 hours before delivery to the vessel and must include the following information: transport operator, driver, and vehicle registration number.

#### 5. Processing of unaccompanied baggage

No unaccompanied baggage may be handled.

#### 6. Monitoring of the security of the port facility

Certain facilities are monitored by CCTV. CMP Port Security staff will conduct random searches of people in all areas of the facility. They will ask for proof of identity and the nature of the individual's business at the facility. Anybody unable to provide this information will be asked to leave the area, accompanied by the police where appropriate. Everybody with valid business at the facility is duty-bound to accept ID checks positively. All visitors must register before accessing the facility.

#### **Points 1–6 are all also subject to three levels of security:**

Level 1 (low) is the normal level at which vessels and port facilities normally operate.

Level 2 (medium) is in effect while the possibility of a security risk exists.

Level 3 (high) covers periods in which a security-related incident is probable or imminent.

The levels are set by the appropriate authorities.

As mentioned above, access controls, etc., will be implemented and, where necessary, backed up by random inspections at the facility. The necessary surveillance equipment must also be installed, and the necessary measures taken to secure the port facilities and access roads.

For customers and staff, the security check may mean that it takes longer to gain access to the facility.

The new security initiatives require staff to be aware of security issues in their daily activities and in the areas in which they work.

If you have any questions about the above, please do not hesitate to contact me.

Yours sincerely

*Søren Andersen*

Harbour Master PSO/PFSO

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