



Human Element Maritime Enhancement Tool (H.EL.M.E.T)



HELMET ELEMENT 11 Item 2 'Ship Security Plans and Procedures'

FINDING: During an onshore HELMET assessment, our HELMET Assessor noticed that the Operator had not risk assessed potential security threats applicable to vessels during navigation and/or stay at port.

Ref. ISPS Code Part B, paragraph 8.9 & 15.11 and to industry's standards: TMSA 13.2.1

Is this important?

The omission of such risk assessment indicates that there is no procedure for identifying and assessing security threats related to the vessel's navigational and port position that was implemented, exposing the vessel to risks that could have been prevented or mitigated.

SUGGESTION: Each voyage should be risk assessed with regards to security breaches, taking into account the possible hazards in the sailing and neighbor area. A vessel might face security threats when sailing through a region of high piracy risk, whilst there are also multiple security risks to consider when vessels are berthed, or in port i.e. petty theft, stowaways and smuggling. In order to identify and accurately address security threats, a risk assessment, from the moment a high-risk area is incorporated in the voyage plan, is essential. In this way, potential risks can be identified in advance enabling the vessel's crew to act as necessary by taking and implementing ship specific hardening measures.

It should be stressed that a region's risk level might change from time to time, so it is critical for operators to implement procedures with the aim to obtain and analyze the latest security information relevant to the sailing regions that could possibly affect the risk level and the applicable hardening measures.

Notice: Tip of the month is circulated by P@S monthly in an effort to inform the industry of the red flags raised from the implementation of our onshore and onboard HELMET risk assessment program to meet highest standards, carried out by H.EL.M.E.T. Assessors.

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