

Maritime Security Measures for Non-SOLAS Vessels



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Singapore's 4-point framework

Ship & port security
ISPS Code

Securing SLOCs



Beyond ISPS Code
Securing port waters

Supply chain security

Ship & port security: ISPS Code

Capacity-building

- maritime network only as secure as its weakest link/node
- universal & effective ISPS implementation essential
- Singapore involved in capacity-building efforts

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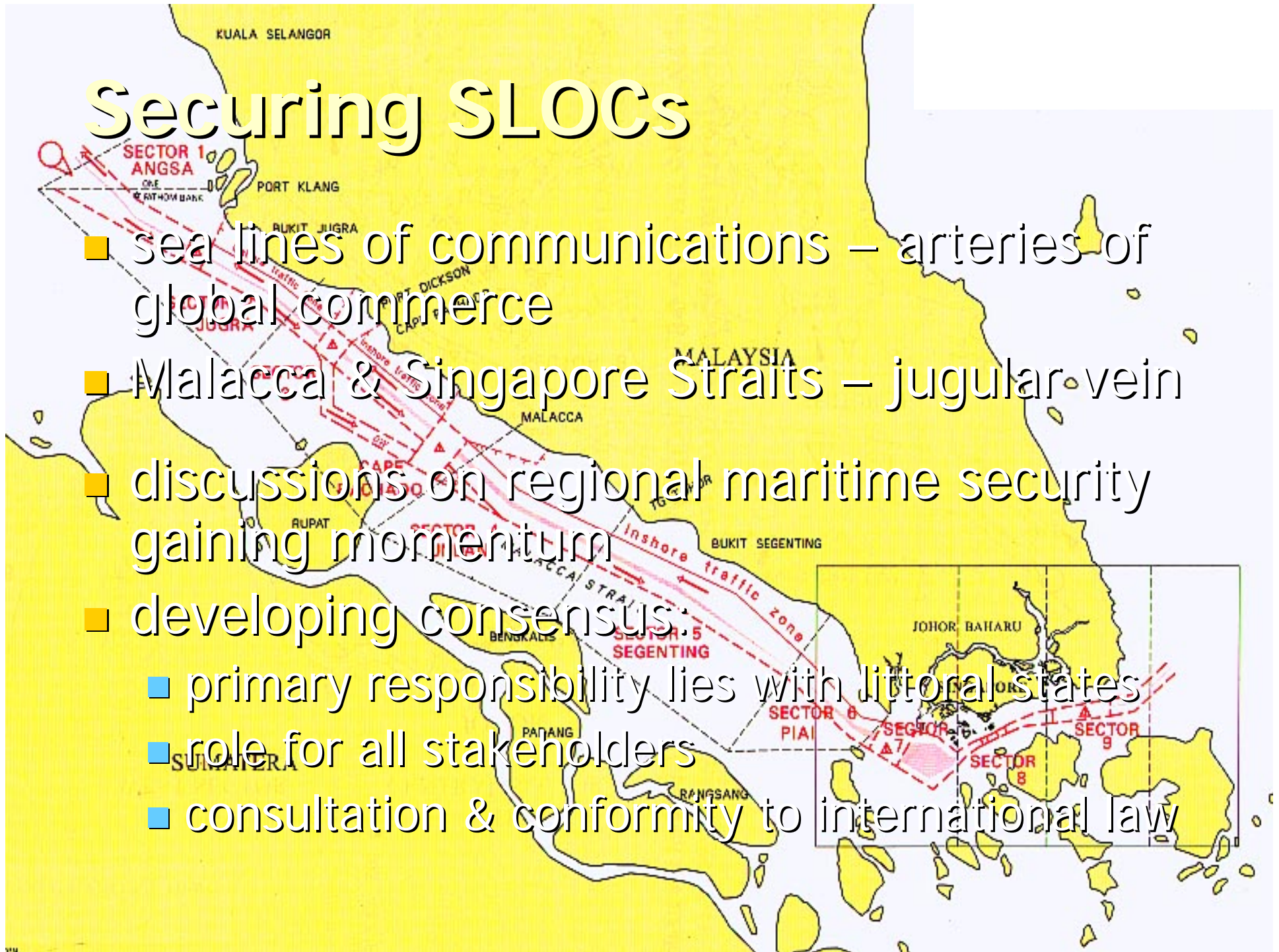


Beyond ISPS Code
Securing port waters

Supply chain security

Securing SLOCs

- sea lines of communications – arteries of global commerce
- Malacca & Singapore Straits – jugular vein
- discussions on regional maritime security gaining momentum
- developing consensus:
 - primary responsibility lies with littoral states
 - role for all stakeholders
 - consultation & conformity to international law



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Beyond ISPS Code
Securing port waters



Supply chain security



Cargo/supply chain security

Risk management

- risk-profiling key element
- information on nature; origin; transport; destination etc. of cargo needed
- ➔ better chances of identifying patterns; anomalies; deviations

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Beyond ISPS Code
**Non-SOLAS
Vessels**

**Supply chain
security**

Beyond the ISPS Code: Non-SOLAS Vessels

Harbour Craft Transponder System

- Attain greater situational awareness
- Successful testing of low-cost transponder system or HARTS
- Implement on all motorised vessels not subject to SOLAS – within next 2 years
- Complement to AIS
- AIS + HARTS – Monitor, track and identify 98% of vessels in port

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Thank You

