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Al-Qaeda's Agenda for 2003

**Car Bomb Security
- Bali Was a Wake Up Call**

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Protecting Seaports & Ships

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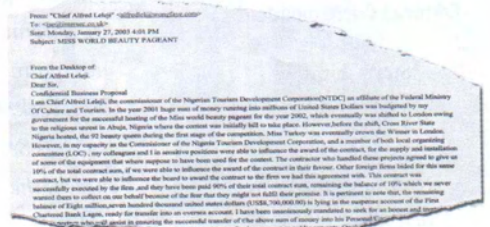
45 Laxity of Border Controls and the Leniency towards So-called "Asylum Seekers"

Asylum laws would appear to make it relatively easy for terrorists to enter a country along with genuine asylum seekers – a worrying fact with the evidence that al-Qaeda has now penetrated the European Union, says **Julian Thompson**. He discusses the infrastructure in the West as being target rich for attack by terrorists using chemical and biological devices, or relatively small amounts of explosives. An attack on IT systems could have very great consequences for society.



51 West African Advance Fee Fraud

Internet and e-mail provide an extra dimension to the Nigerian scam that promises vast sums of money just for the use of your bank account to process the payment through. The scams are getting more sophisticated, apparent localities are changing, groups make themselves sound more credible, but fraudsters are still netting \$1m per day, not just from the gullible but sometimes from large corporations and serious businessmen. **Dean La-Vey** describes how it works and details some of the new developments and ideas being used.



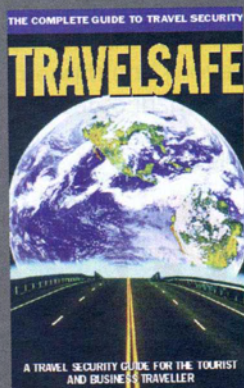
55 Security Challenges Facing Building Managers

Terrorist attacks which cause serious building damage are not such a small risk as they used to be and the risk cannot now just be ignored. The reasons for such attacks are discussed by **Roger Davies**. Building managers, who have usually been willing to address such threats, must have the finances to enable them to do so. What can be done to protect a property, mitigate any effect of an attack and recover from the disaster? Businesses of all type must analyze their vulnerabilities, define their assets and decide on their critical activities within a business plan for coping with the eventuality.



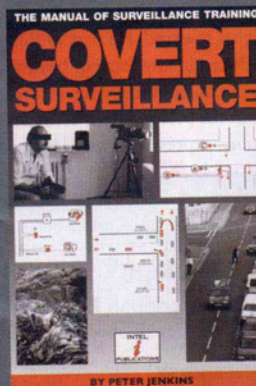
47 Protecting Seaports & Ships

The attack of the USS Cole in the port of Aden gave a jolt to the maritime industry, but the vicious bombing of the French-flagged oil tanker Limburg, in late 2002, reiterated the vulnerability of commercial shipping to the terrorist threat. Well before the Limburg attack, the United Nations International Maritime Organization was developing a far-reaching slate of regulatory obligations affecting both shippers and seaports alike. **Kim E. Petersen** reports on what this means for the maritime community, and how the US government has responded with the US Port and Maritime Security Act.



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PROTECTING SEAPORTS & SHIPS

Industry and Governments Respond to Terrorism

As the maritime industry scrambles to cope with the emerging threat of terrorism directed against it, the United Nation's International Maritime Organization has stepped forward with an aggressive slate of regulatory obligations affecting both shippers and seaports alike, says Kim E. Petersen, Executive Director of the Maritime Security Council.

When the USS Cole was attacked by al-Qaeda suicide bombers in the port of Aden, the maritime community held its breath.

Shipping officials opined as how naval vessels were clearly the focus of terrorist interests, and not commercial shipping. And so it seemed until late 2002, when the French-flagged oil tanker Limburg was viciously attacked in a similar manner as the Cole, as she sailed along the southern coast of Yemen. Not only had the terrorists underscored the vulnerability of shipping, they also sent a wake-up call to the industry.

Fortunately, shortly after the attacks of September 11, and well before the Limburg attack, the United Nations International Maritime Organization (IMO) had been spurred to action by an alarmed and proactive USA Department of Transportation. IMO moved at unprecedented speed and, in December 2002, promulgated a far-reaching and comprehensive set of regulatory mandates that have become international standards for maritime security.

International Efforts to Improve Ship and Seaport Security

These standards are set for enforcement beginning in mid-2004 – scant time for the estimated 60,000 ships, 120,000 crew, 20,000 ports, and 100,000 port facilities that must all be brought into compliance. This follows the adoption by a Diplomatic Conference of a series of measures to strengthen maritime security and prevent and suppress acts of terrorism against shipping.

The Conference, held at the London headquarters of IMO in December 2002, was of crucial significance, not only to the international maritime community, but to the world community as a whole, given the pivotal role shipping plays in the conduct of world trade. The measures represent the culmination of over a year's intense work by IMO's Maritime Safety Committee and its Intersessional Working Group. The Conference adopted a number of amendments to the 1974 Safety of Life at Sea Convention (SOLAS), the most far-reaching of which enshrines the new International Ship and Port Facility Security Code (ISPS Code). The Code contains detailed security-related requirements for Governments, port authorities and shipping companies in a mandatory section, together with a series of guidelines about how to meet these requirements in a second, non-mandatory section.



The International Ship and Port Facility Security Code (ISPS Code)

The far-reaching measures in the ISPS Code provide a standardized framework for evaluating the risk of terrorist acts, enabling governments and ship operators to calibrate preparedness levels and potential responses to corresponding threat levels and to offset changes in threat with changes in vulnerability for ships and port facilities.

Not only naval vessels, but commercial shipping, is now clearly the focus of terrorist interests

To begin the process, each Contracting Government will conduct port facility security assessments. First, they must identify and evaluate important assets and infrastructures that are critical to the port facility as well as those areas

or structures that, if damaged, could cause significant loss of life or damage. Then, the assessment must identify the actual threats to those critical assets and infrastructures in order to prioritize security measures. Finally, the assessment must address vulnerability of the port facility by identifying its weaknesses in physical security, structural integrity, protection

The attack on the USS Cole in the port of Aden emphasized that shipping was soft target.

The oil carrier Limburg, burning off the coast of Yemen – commercial shipping is also a prime target.



systems, procedural policies, communications systems, transportation infrastructure, utilities, and other areas that may be a likely target.

This risk management concept will be embodied in the Code through a number of minimum functional security requirements for ships and port facilities. For ships, these requirements will include ship security plans, ship security officers, company security officers, and certain onboard equipment, such as magnetometers. For port facilities, the requirements will include port facility security plans, port facility security officers, and certain security equipment, such as x-ray devices.

US Port and Maritime Security Act 2002

- Mandates for the first time ever that all ports, facilities and vessels have comprehensive security plans and incident response plans that are forged by port authorities and waterfront facility operators in conjunction with the Coast Guard.
- Mandates a regional Area Maritime Transportation Security Plan developed by the Coast Guard that will be adequate to deter a transportation security incident to the maximum extent.
- Directs the US DOT to develop regulations to develop secure areas in ports and to limit access to security-sensitive areas through background checks and the issuance of a transportation security identification card, restrict firearms and other weapons, develop an evacuation plan, and conduct background checks of employees working in security-sensitive areas. Seafarers will also be required to carry acceptable identification.
- Sets up local port security committees to better co-ordinate the efforts of federal, state, local, and private law enforcement agencies. The federal agencies include Intelligence, FBI, Customs, Immigration, and the Coast Guard.
- Provides for supply chain security and a secure system of trade by allowing for secure maritime borders and an efficient cargo transportation system. The United States and the users of the Marine Transportation System will benefit from a system where ocean vessels and the cargoes they carry will be screened, inspected and cleared sooner and more efficiently. The Transportation Oversight Board will establish a trade programme to develop standards to enhance the physical security of cargo containers, including standards for container seals and locks.
- Requires the development of a maritime intelligence system to collect and analyze information concerning vessels operating in waters under the jurisdiction of the United States and the crews and cargoes carried. A maritime intelligence agency will be expected to work together with other agencies and collect and analyze information not available from other intelligence sources.
- Requires ships to electronically send their cargo manifests to a port before gaining clearance to enter, and prohibits the unloading of improperly documented cargo. Improves the reporting of crew members, passengers, and imported cargo to better track suspicious activity.
- Compels commercial vessels to be equipped with and operate an automatic identification system (AIS) when navigating in the waters of the United States as well as a long-range vessel tracking system for vessels on international voyages that include United States waters.
- Authorizes the Sea Marshal programme and more specifically authorizes the Coast Guard to board ships entering US ports in order to deter hijackings or other terrorist threats and enhances maritime security and safety with the development of maritime safety and security teams.
- Directs the Secretary of Transportation to assess the anti-terrorism measures maintained by foreign ports which are served by vessels that also call on the USA or which are determined to be a security risk to international maritime commerce, and may deny entry to vessels that call on ports that do not maintain effective anti-terrorism measures.
- Creates a Maritime Security Advisory Committee to report on and make recommendations on national maritime security matters.

With the dramatic increase in security measures arrayed against the terrorist threat to airlines, ships and seaports are being viewed by al-Qaeda and other enemies of the West as "low hanging fruit" in their assessment of targets for their next campaign. The recent attack of the oil tanker Limburg off the coast of Yemen underscores the vulnerability of this most vital component of the world's supply chain. The United Nations and countries like the United States have passed regulatory requirements that are dramatically changing the face of maritime security.

In addition the requirements for ships and for port facilities include monitoring and controlling access, monitoring the activities of people and cargo, and ensuring security communications are readily available. Because each ship and each port facility present different risks, the method in which they will meet the specific requirements of this Code will be determined and eventually be approved by the Administration or Contracting Government.

In order to communicate the threat at a port facility or for a ship, the Contracting Government will set the appropriate security level. Security levels 1, 2, and 3 correspond to normal, medium, and high threat situations, respectively. The security level creates a link between the ship and the port facility, since it triggers the implementation of appropriate security measures for the ship and for the port facility. As threat increases, the only logical counteraction is to reduce vulnerability.

Ships will be subject to a system of survey, verification, certification, and control to ensure that their security measures are implemented. This system will be based on a considerably expanded control system as stipulated in the 1974 Convention for Safety of Life at Sea (SOLAS). Port facilities will also be required to report certain security related information to the Contracting Government concerned, which in turn will submit a list of approved port facility security plans, including location and contact details to IMO.

USCG Security Authorities & Activities

While the ISPS Code contains both mandatory and voluntary parts, Captain Tony Regalbuto, a senior Department of Transportation official, said the US government would be enforcing all of the Code's requirements in US ports and territorial waters as mandatory. He said that in the United States ports receiving only domestic ships would also be undergoing security assessments and developing security plans if they handle cargo that might be used as weapons of mass destruction. The United States Coast Guard (USCG) hopes to issue interim final rules in June and final rules by November 2003.

The USCG currently has primary responsibility for the protection of life and property at sea, as well as the enforcement of all applicable Federal laws on, under, and over the high seas and US waters. Currently, the USCG is enforcing a wide range of security measures on all ships entering US ports. It has changed the 24-hour Notice of Arrival requirement for ships entering US ports to 96 hours before arrival. New special rules apply for all vessels

carrying dangerous cargo and additional information is also required in the Advance Notice of Arrival. The Notice must now include a listing of all persons on board, crew and passengers, with date of birth, nationality, passport or mariner's document number, as well as the vessel name, country of registry, call sign, official number, the registered owner of the vessel, the operator, the name of the classification society, a general description of the cargo, and the date of departure from the last port along with that port's name. In addition, each Coast Guard Captain of the Port may employ any security measures that he deems necessary to ensure the safety and security of the port.

A US-led container security initiative (CSI) includes provisions for scanning boxes arriving at US ports and placing American Customs officials at foreign ports to ensure they are not loaded with weapons of mass destruction. "By placing our officers at foreign terminals, we hope that once a high risk box is identified, we will be there to observe all the necessary security precautions are completed and complied with and that any threat is eliminated" said US Customs attaché Peter R. Darvas.

What the Future Holds

With the assistance of the Maritime Security Council, the US Port and Maritime Security Act of 2002 (see box) integrates the myriad of federal, state, local and private law enforcement agencies overseeing the security of America's seaports. The bill authorizes more security officers, more screening equipment, and the building of important security infrastructure at seaports. The Senate Commerce Committee on 2 August 2001 unanimously approved a previous version of the Port and Maritime Security Act that focused on crime, cargo theft, and smuggling. Following September 11, the bill was dramatically expanded to address the new threat of terrorism at America's seaports. The new bill was passed by the Senate on 20 December 2001.

The Company and the Ship

Shipping companies will be required to designate a Company Security Officer for the Company and a Ship Security Officer for each of its ships. The Company Security Officer's responsibilities include ensuring that a Ship Security Assessment is properly carried out, that Ship Security Plans are prepared and submitted for approval by (or on behalf of) the Administration and thereafter are placed on board each ship.

As threat increases, the only logical counteraction is to reduce vulnerability

The Ship Security Plan should indicate the operational and physical security measures the ship itself should take to ensure it always operates at security level 1. The plan should also indicate the additional, or intensified, security measures the ship itself can take to move to and operate at security level 2. Furthermore, the plan should indicate the possible preparatory actions the ship could take to allow prompt response to instructions that may be issued to the ship at security level 3.

Ships will have to carry an International Ship Security Certificate indicating that they comply with the requirements of SOLAS and the ISPS Code. When a ship is at a port or is proceeding to a port of a Contracting Government, the Contracting Government has the right to exercise various control and compliance measures with respect to that ship. The ship is subject to port State control inspections but such inspections will not normally extend to examination of the Ship Security Plan, except in specific circumstances. The ship may be subject to additional control measures if there is reason to believe that the security of the ship has, or the port facilities it has served have, been compromised.

The Port Facility

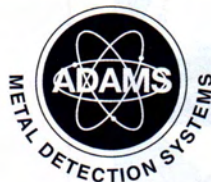
Each Contracting Government has to ensure completion of a Port Facility Security Assessment for each port facility within its territory that serves ships engaged on international voyages. The Port Facility Security Assessment is fundamentally a risk analysis of all aspects of a port facility's operation in order to determine which parts of it are more susceptible, or more likely, to be the subject of attack. Security risk is seen as a function of the threat of an attack, coupled with the vulnerability of the target and the consequences of an attack.

On completion of the analysis, it will be possible to produce an overall assessment of the level of risk. The Port Facility Security Assessment will help determine which port facilities are required to appoint a Port Facility Security Officer and prepare a Port Facility Security Plan. This plan should indicate the operational and physical security measures the port facility should take to ensure that it always operates at security level 1. The plan should also indicate the additional, or intensified, security measures the port facility can take to move to and operate at security level 2. It should also

The US government will be enforcing all of the Code's requirements as mandatory



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seeing fruition. Seaports and ship owners worldwide are currently developing security plans, coupled with vulnerability assessments, training, and sophisticated security devices – all geared towards terrorist risk mitigation. The IMO's ISPS Code is the foundation upon which this huge industry will see co-ordinated movement towards effective universal standards of protection. And with a deadline of July 2004 for complete implementation, the window will soon close on this formerly exposed and vulnerable cornerstone of world commerce. **I**

indicate the possible preparatory actions the port facility could take to allow prompt response to the instructions that may be issued at security level 3.

Ships using port facilities may be subject to port State control inspections and additional control measures. The relevant authorities may request the provision of information regarding the ship, its cargo, passengers and personnel prior to the entry into port. There may be circumstances in which entry could be denied.

Conclusion

While the world shipping community braces for the next attack from terrorists, security efforts by governments and industry working in partnership are

Kim E. Petersen is the President of SeaSecure LLC (www.seasecure.com), a leading port and maritime security consulting company, which has been selected by the State of Florida to become the Senior Advisor on Maritime & Port Security with the primary mission of protecting the ports from trans-national threats. Mr Petersen is the Executive Director of the Maritime Security Council (www.maritimesecurity.org) and is the former Director for Security for Princess Cruises and Renaissance Cruises. Previously, he held senior staff positions with former US Secretaries of State Henry A. Kissinger and Alexander M. Haig and in both the US Senate and US Defense Department in the areas of national security and intelligence.

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