
**Ships and marine technology — Maritime
port facility security assessments and
security plan development**

*Navires et technologie maritime — Évaluation de la sécurité des
installations portuaires maritimes et réalisation de plans de sécurité*



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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 20858 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*.

This first edition of ISO 20858 cancels and replaces ISO/PAS 20858:2004, which has been technically revised.

Introduction

This International Standard addresses the execution of marine port facility security assessments, marine port facility security plans (including countermeasures) and the skills and knowledge required of the personnel involved. This International Standard is designed to ensure that the completed work meets the requirements of the International Maritime Organization (IMO) International Ships and Port Facility Security Code (ISPS) and the appropriate maritime security practices that can be verified by an outside auditor. Since other ISO standards may address non-marine port facilities the word "marine" usually appears before port facilities in this standard. This standard is intended to address port facilities as defined in the ISPS.

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1 Scope

1.1 General

This International Standard establishes a framework to assist marine port facilities in specifying the competence of personnel to conduct a marine port facility security assessment and to develop a security plan as required by the ISPS Code International Standard, conducting the marine port facility security assessment, and drafting/implementing a Port Facility Security Plan (PFSP).

In addition, this International Standard establishes certain documentation requirements designed to ensure that the process used in performing the duties described above was recorded in a manner that would permit independent verification by a qualified and authorized agency (if the port facility has agreed to the review). It is not an objective of this International Standard to set requirements for a contracting government or designated authority in designating a Recognized Security Organization (RSO), or to impose the use of an outside service provider or other third parties to perform the marine port facility security assessment or security plan if the port facility personnel possess the expertise outlined in this specification. Ship operators may be informed that marine port facilities that use this document meet an industry-determined level of compliance with the ISPS Code.

Port infrastructure that falls outside the security perimeter of a marine port facility might affect the security of the facility/ship interface. This International Standard does not address the requirements of the ISPS Code relative to such infrastructures. State governments have a duty to protect their populations and infrastructures from marine incidents occurring outside their marine port facilities. These duties are outside the scope of this International Standard.

1.2 Conformance

While compliance with the ISPS Code is internationally mandated for all signatory countries, the use of this International Standard is voluntary. If a contracting government establishes requirements that preclude the use of this International Standard, local law takes precedence and compliance with this International Standard should not be claimed.

2 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

2.1

cargo

items that are placed on the ship to be transported to another port, such as boxes, pallets, cargo transport units, and bulk liquid and non-liquid matter

2.2

consequence

loss of life, damage to property or economic disruption, including disruption to transport systems that can reasonably be expected as a result of an attack on or at the marine port facility