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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Inland Water Transport

##### Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

###### Forty-seventh session

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Item 8 of the provisional agenda

###### Inland navigation security

## Recommendations for Ensuring the Security of Navigation on the Danube

### Transmitted by the Danube Commission

#### I. Mandate

1. This document is submitted in line with cluster 5: Inland Waterway Transport, paragraph 5.1 of the programme of work 2014–2015 (ECE/TRANS/2014/23) adopted by the Inland Transport Committee on 27 February 2014.
2. This document contains the Recommendations for Ensuring the Security of Navigation on the Danube adopted by the Danube Commission on 10 December 2014 (decision DK/TAG 83/16).

#### II. Recommendations for Ensuring the Security of Navigation on the Danube

3. The purpose of the present Recommendations for Ensuring the Security of Navigation on the Danube (document CD/SES 83/15), adopted by decision CD/SES 83/16 of 10 December 2014, is to establish general principles for the adoption of preventive measures to avert the consequences of security incidents on ships and in port facilities, and of unlawful acts against the crews of ships sailing on the Danube.

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4. The Recommendations were prepared in conformity with the Work Plan of the Danube Commission for the period from 7 June 2013 to its eighty-second session (document CD/SES 80/46), based on the decision adopted on 6 June 2012, at its seventy-eighth session (document CD/SES 78/19).

5. The Recommendations were drawn up on the basis of views and proposals from the competent authorities in member countries of the Danube Commission. In preparing the Recommendations the following documents were also taken into account:

- Annex IV to the European Agreement on Main Inland Waterways of International Importance (AGN), “Protection of the network of inland waterways of international importance from intentional external acts” (draft);
- Plan of Action for the implementation of the decisions taken by the pan-European Conference on Inland Water Transport (Bucharest, 13–14 September 2006) (point 4);
- Aide-memoire for the meeting of the ad hoc working group on protection of inland navigation against terrorist acts (Bonn, 27 September 2007);
- CCNR document, “Inland navigation security measures” (document G/TER (07) 9), 12 November 2007;
- Documents from the meetings of the Danube Commission working group on technical issues 2006–2014, on agenda item II.2, “Security of inland waterway transport”.

## **1. Scope of application of the Recommendations**

1.1 The present Recommendations apply to the navigable sectors of the Danube and stretches of water in Danube river ports without prejudice to the special provisions laid down by the competent authorities for those sectors and ports in accordance with national law and as required by local conditions.

1.2 The Recommendations apply to all competent authorities concerned with matters of navigation on the Danube, Danube port authorities, boatmasters and others persons directly or indirectly involved in navigation on the Danube.

1.3 The Recommendations are to be implemented by all vessels, including boats using the Danube temporarily.

These Recommendations shall be deemed to have been applied for seagoing ships and ports on the Lower Danube if the relevant provisions of the 1974 International Convention for the Safety of Life at Sea (SOLAS), are observed, notably the provisions of the International Code for the Security of Ships and Port Facilities (ISPS Code).

1.4 The Recommendations include provisions regarding:

- Potential security threats;
- Tasks to be performed by shipping companies and ports in respect of security of ships and of port facilities;<sup>1</sup>
- The ship security plan;
- Guides for action to be taken by crews in the event of unlawful acts against them.

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<sup>1</sup> Port facility – indivisible unit of the territory of the port, where vessel/port loading operations take place, and which is connected by a single technological process and run by a single operator.

## **2. Terms and definitions**

2.1 Unlawful act – any unlawful and violent interference in the operation of a vessel or a port (violence, looting or deprivation of liberty) that poses a threat to human health, the integrity of the cargo or the security of the ship or of a port facility.

2.2 Security of a ship or of a port facility – set of special measures for the protection of crew members and the port facility from any illegal act that poses a threat to human health, the integrity of the cargo, or the security of the ship or of the port facility.

2.3 Ship security plan – plan to ensure the application of measures designed to protect persons and cargo on board from the risks of a security incident.

2.4 Port facility security plan – a plan to ensure the application of measures designed to protect the port facility and ships, persons, cargo and ship's stores within the port from the risks of a security incident.

2.5 Ship security officer – boatmaster or person accountable to the master (e.g. on a passenger ship) designated by the shipping company as responsible for the security of the ship, including implementation of the ship security plan and liaison with the company security officer and port facility security officer.

2.6 Company security officer – person designated by the company to assess security risks to ships and develop ship security plans, and to liaise with both port facility security officers and ship security officers.

2.7 Port facility security officer – person designated as responsible for the development and implementation of the port facility security plan and for liaison with ship security officers and company security officers.

2.8 Security level – the level for which minimum appropriate security measures for ships and persons and cargo on board ships shall be maintained at all times.

## **3. Substantive tasks on board ship, in shipping companies and in ports**

In order to achieve their objectives, these Recommendations embody the following substantive tasks:

3.1 Evaluating potential threats and assessing the adequacy of security on board ship and in port facilities, based on an assessment of the risk of security threats or incidents; cooperation between Danube Commission member States with regard to security of shipping.

3.2 Designation of security officers on board ships, in shipping companies and in ports and establishment of a protocol for their cooperation.

3.3 Preparation of ship and port facility security plans, special training for crews.

3.4 Preparation of a guide to action by the ship's crew in the event of a security incident.

## **4. Evaluation of potential threats and cooperation between member countries in order to ensure the security of shipping**

4.1 The need for protection of ships and port facilities shall be determined on the basis of information about the threat of unlawful actions or knowledge of a security incident (cases previously reported show that such an incident may take place in anchorages away from the port, or in ports where there is no security system) and a risk (impact) assessment.

4.2 Information on areas not safe for shipping, and on security incidents or threats, should be brought to the attention of the competent authorities of the member States of the Danube Commission, stating:

- The reliability of the information on the incident or threat;
- The specific circumstances;
- The actual impact of the incident or the potential impact of the security threat.

4.3 The competent authorities of the member countries of the Danube Commission responsible for protecting shipping (see annex), i.e., responsible for security in the sectors under their jurisdiction and for countering illegal actions (police authorities), are required to take all necessary measures to preclude any security threat to ships and port facilities and, in the event of an incident, shall create the conditions for resolving the incident without putting the crew in danger.

## **5. Tasks of the shipping company and ports**

5.1 The shipping company's tasks are as follows:

- Designate an official responsible for security on ships and set up a special company system for communicating with ships;
- Designate a senior crew member to ensure the ship's security in accordance with the ship security plan, and to train the crew and other personnel;
- Draw up the ship security plans;
- Establish the security level for specific circumstances and inform crews of non-secure areas.

5.2 The tasks of port administrators are as follows:

- Establish which port facilities require a security plan;
- Designate a person to be responsible for the development of the port facility security plan and for setting up a special system for communicating with ship security officers and company security officers;
- Develop the port facility security plan.

## **6. Ship security plan and responsibilities of the ship security officer**

6.1 Aboard each boat engaged on international voyages, it is recommended that there should be a ship security plan approved by the administration of the shipping company, in the working language used on board.

6.2 The ship security plan must be protected from unauthorized access and include at least the following:

- Measures to prevent weapons, dangerous substances and devices intended for use against persons, ships or ports, and the carriage of which is not authorized, from being taken on board the ship;
- Identification of the restricted areas of the ship (bridge, machinery space, areas containing control panels, ventilation systems or drinking water tanks, as well as cargo areas containing dangerous goods) and measures to prevent unauthorized access to them;

- Measures to prevent unauthorized access to the vessel;
- Plan of action to be taken in the event of a security threat or incident (guide to action), including provisions to ensure the maintenance of critical operations on board;
- Plan showing alarm switches on board ship;
- Evacuation plan in the event of a security threat or incident;
- Duties of crew and personnel responsible for security on a passenger ship;
- Protocol for reporting and communicating on events related to a security incident;
- Information on the ship security officer;
- Information on the company security officer, including an address where they can be contacted 24 hours a day;
- Information on the competent authorities of the member States of the Danube Commission responsible for protecting shipping, i.e., for security on sectors of the Danube, including countering unlawful actions related to a security incident (see annex).

6.3 Aboard each vessel engaged on international voyages, the ship security officer shall carry out regular training of the crew and personnel and shall amend the security plan in light of information about threats.

## **7. Guide to recommended action by crew in the event of a security incident or unlawful actions against the crew**

If the vessel is the target of unlawful acts arising from a security incident, the following action by the crew is recommended:

- Do not take unnecessary risks, keep calm and, to the extent possible, continue with regular duties;
- Try to assuage the perpetrators' hostility to the crew and adopt a conciliatory demeanour;
- Try to find a safe way to inform the shipping company administration of the security incident;
- Persuade the perpetrators that the crew will not create problems for them and let them know that action needs to be taken to ensure the immediate safety of the vessel;
- Avoid direct contact with the perpetrators and do not provoke them into acts of violence;
- Ask permission before doing anything, even moving;
- If the actions of the perpetrators might cause damage to the boat, try to agree on a safe way out of the situation;
- Memorize as many details about the perpetrators as possible – what they do, how many of them there are, what weapons they have and who they are in contact with;
- Once the boat is released from the perpetrators' control, immediately contact the company security officer and, if that official agrees, the competent authority for the sector where the security incident took place;

- Inspect the boat and note any damage done to crew or cargo;
- Take any other action, including continuing the voyage, in accordance with instructions.

### III. Annex to the Recommendations for Ensuring the Security of Navigation on the Danube

General information on the competent authorities of the countries members of the Danube Commission responsible for the security of navigation in their respective sectors of the Danube (as of 24 November 2014).

Country	Competent authority (name, address, telephone No., e-mail address, website)
Germany	<p><b>Polizeipräsidium Niederbayern Einsatzzentrale</b>  Wittelsbacher Höhe 9-11  94315 Straubing  Tel.: 0049 9421/868-0  <i>sector from km 2,201.750 (State border), left bank, and from km 2,223.210, right and left banks, as far as km 2,345.480 of the Danube</i></p> <p><b>Polizeipräsidium Oberpfalz Einsatzzentrale</b>  Bajuwarenstraße 2c  93053 Regensburg  Tel.: 0049 941/506-0  <i>sector from km 2,345.480 to km 2,414.72 of the Danube</i></p>
Austria	
Slovakia	<p><b>Prezídium policajného zboru</b>  Odbor boja proti terorizmu  81272 Bratislava, Pribinova 2  Tel.: 00421 112</p>
Hungary	<p><b>Dunai Vízirendészeti Rendőrkapitányság</b>  1133 Budapest, Garam utca 19  Tel.: 06.1.236.28.60</p>
Croatia	
Serbia	
Bulgaria	
Romania	
Republic of Moldova	
Ukraine	<p><b>Администрация морских портов Украины</b>  <b>Измаильский филиал:</b>  дежурный службы морской безопасности +38(04841)98071  старший офицер охраны портовых сооружений +38(04941)26040</p> <p><b>Ренийский филиал:</b>  дежурный службы морской безопасности +38(04840)61915  старший офицер охраны портовых сооружений +38(04940)61916</p>

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Country

Competent authority (name, address, telephone No., e-mail address, website)

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***Ukraine maritime port administration***

***Ismail office:***

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