

# **Cruise Vessel / Facility Security Overview**

## **AAPA Cruise Workshop 2005 New Orleans**

**Captain Howard A. Newhoff  
Royal Caribbean Cruises Ltd.  
February 16, 2005**



# Security is Paramount !!!!





Celebrity **X** Cruises<sup>®</sup>

 Royal Caribbean<sup>®</sup>  
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# Security Program Overview



# Security Program - History

- **Hijacking of M/S Achille Lauro in 1985**
- **9/11 attacks**



# Maritime Security System

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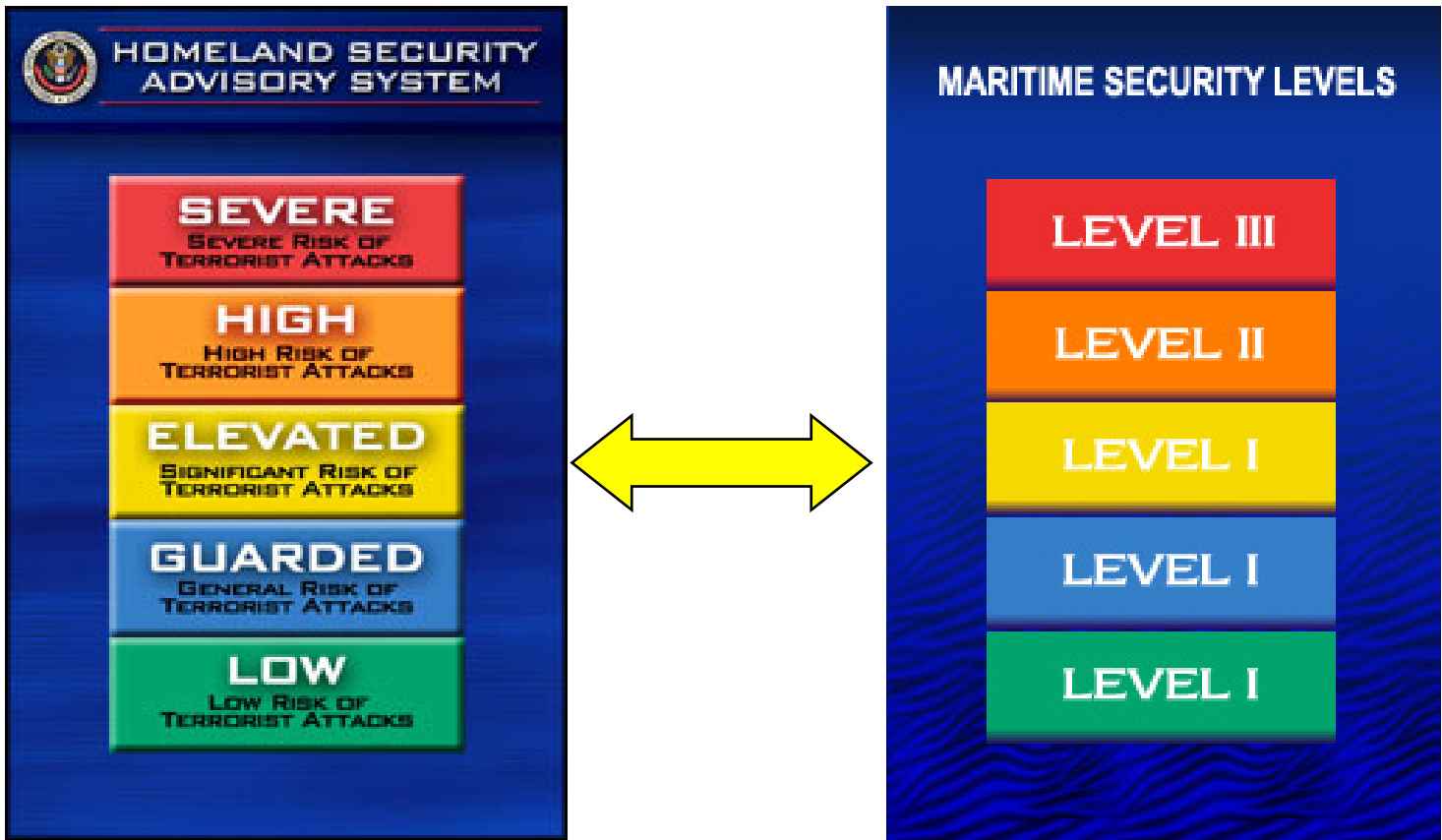
**MARSEC Level 1: Normal security measures**

**MARSEC Level 2: Heightened Risk  
Additional measures**

**MARSEC Level 3: Probable / Imminent threat  
Additional stronger measures**



# DHS Advisory System



DHS Advisory system as it relates to Maritime Security Levels



# Threat Assessment



- **No current documented threats specifically related to cruise ships.**
- **US Government agency intelligence briefings and advisories keep us informed**
- **Present focus remains on day-to-day operations**
- **Soft targets continue to be our highest concern**
  - **Passenger and cargo vessels**
  - **Port facilities**
  - **Ports**





# Industry Security Goals

- **Prevent unauthorized access to vessels**
- **Coordinate with port authorities**
- **Regulatory compliance**
- **Report all suspicious incidents and unlawful acts to law enforcement authorities:**

**U.S. National Response Center**

**Other Federal agencies**

**Flag /Port Control States**

**Diplomatic embassies and Consulates**

**Local law enforcement agencies**



# Initiatives - *Operational Standards*

- **Terminal and Shipboard Security Standards**
  - **Standards set forth in Port, Terminal, and Ship Security Plans approved by authorities with consultant review**
  - **Standards are founded on Airport security procedures adapted to Seaport operations**
  - **Security measures are conducted by police and sheriff departments in ports, private security companies in the terminals and by vessel security staff aboard ships**
  - **Cruise industry security measures are mandated by IMO International Ship and Port Security (ISPS) Code security requirements and through national regulations such as the U.S. and Canadian Maritime Transportation Security Act (MTSA) regulations, all effective on July 1, 2004**



# Initiatives - Operational Standards

- Regulations require 100% physical security screening for prohibited items defined as weapons, incendiaries and explosives
- Standards were established to reflect cruise industry specific list of prohibited items
- Standards also provide matrix for screening method preference

CATEGORY	SCREENING METHOD		
	PRIMARY	SECONDARY	TERTIARY
PERSONNEL	Walk-thru metal detector	Hand-held metal detector	N/A
CARRY-ON ITEMS	X-ray machine	Explosive sniffing dogs	Hand/Visual check
CHECKED-BAGGAGE	X-ray machine	Explosive sniffing dogs	Explosive detection equipment
STORES/PROVISIONS	Explosive sniffing dogs	Explosive detection equipment	Hand/Visual manual check



# Initiatives - *Operational Standards*

- **Manifest Screening**

- **All passengers and crew manifests are submitted to CBP for matching against terrorist and criminal data bases. Called Advanced Passenger Information System (APIS)**
- **Advanced Notice of Arrival (ANOA) with passenger and crew manifests are required by COGARD 96 hours prior to ship arrival in a U.S. port**
- **APIS and ANOA programs are merging**
- **Screening system also provides assistance in monitoring known illegal narcotics and human smuggling operations**



# Ship Security – SeaPass

- Use of SeaPass system to match photo to guests and employees each time they enter / exit the ship.



Guest checks in with SeaPass



# Ship Security – SeaPass

- Use of SeaPass system to track visitors



# Ship Security

**All cruise vessels have:**

**Professional Security Officers**

**Professional security guards**

**Approved Security Plans**

**Law enforcement equipment**

**Jails / brigs**



# Ship Security

**All cruise vessels security personnel:**

**Conduct security patrols**

**Man all gangways and hull openings**

**Conduct access control procedures for boarders**

**Investigate crimes**

**Defuse potentially volatile situations**

**Profile passengers for unusual behavior**

**Train other crew members**





# Ship Security



- **Each ship is patrolled by a dedicated staff of security officers 24 hours per day.**
- **Some officers are plain clothed.**

- **Each ship is monitored with an excess of 100 cameras.**
- **Each ship carries trained divers.**

# Ship Security

- **100% physical security screening including guests, employees, baggage / carry-on bags, and stores.**



**Shipboard X-ray screening**



**Screening of stores with explosive detection dogs**

# Ship Security

- Use of steel barricade system to control gangway access
- Use of steel grids to control bunker access points



**Barricade system set up**



**Internal view of bunker grid**

# Ship Security Alert System





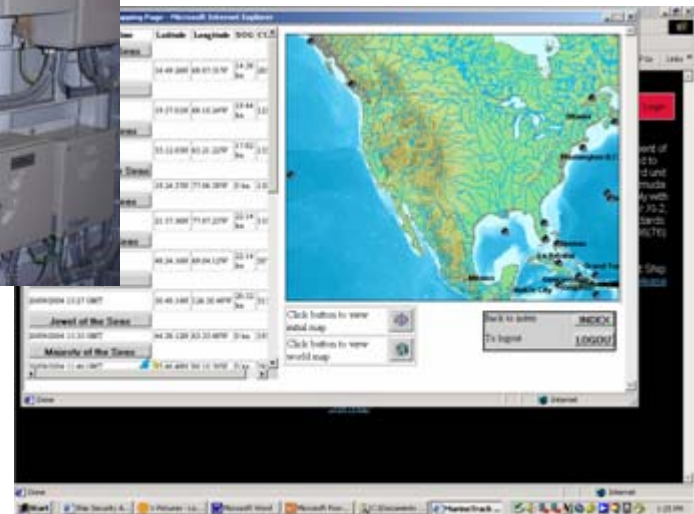
# Ship Security Alert System



**Bridge  
Activation**



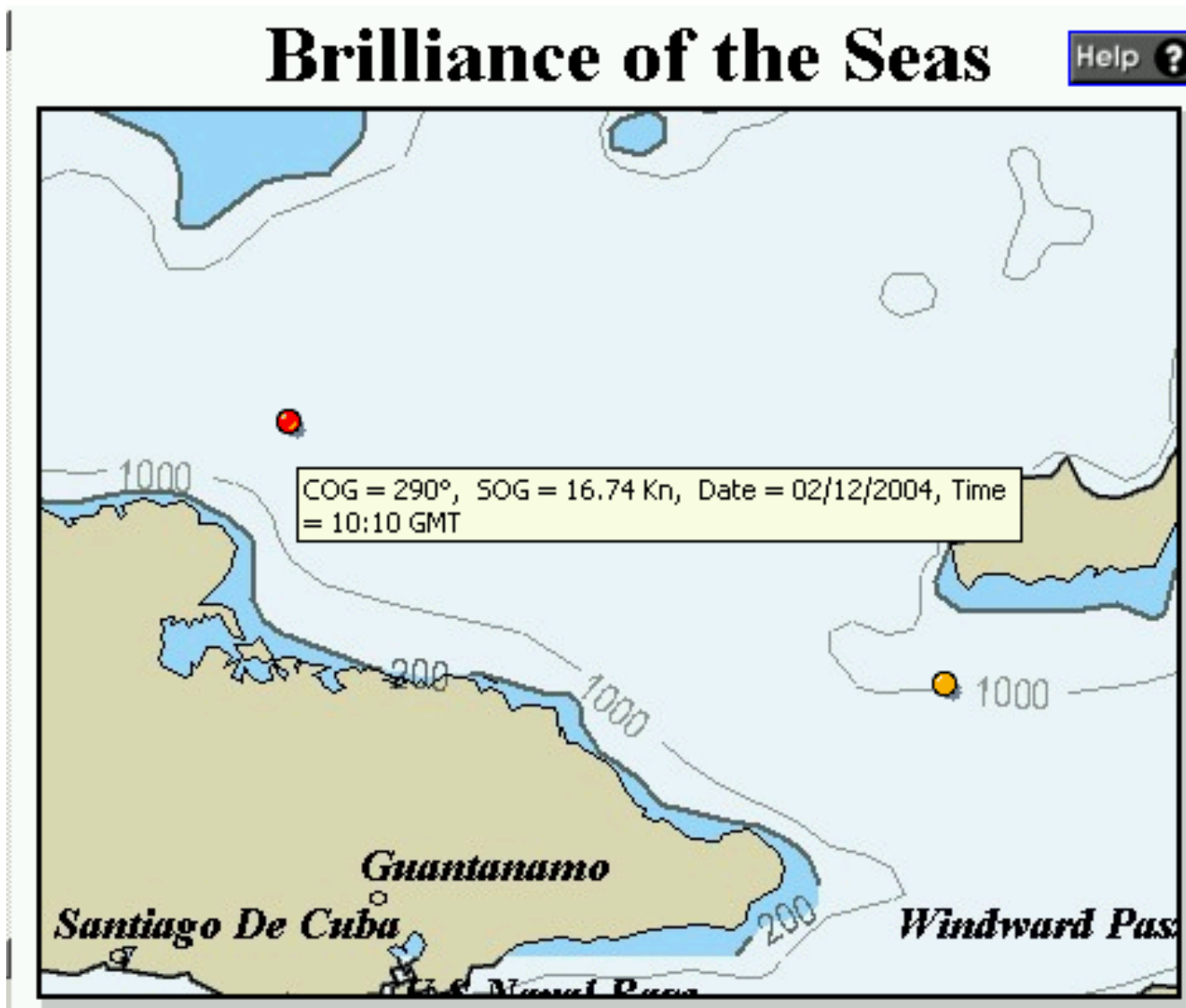
**Alternate  
Activation**



**Web Tracking**



# Ship Security Alert System



# Ship Security

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**State of the art explosives and narcotics detection equipment on all ships**

**Provides 24/7 detection capability unlike detection dogs which are only available in port**



# Declarations of Security

- **Documents executed between the vessel and port facility upon vessel arrival**
- **Insures coordination of security measures between vessel and facility**
- **Contains security measures to be in place while vessel is in port**
- **Normally signed once every 90 days when vessel and facility are both ISPS Code compliant**
- **Will need to re-signed every time the MARSEC Level of the vessel or facility changes**
- **An Important document that will need to provided to downline ports to show a chain of good port security practices**





# **Waterside Security**

**Equally as important as land security**

**Protection from terrorists using watercraft and attacks from nearby non-port facilities**

**Preventive measures**

- **Establishment of vessel restricted zones by COTP**
- **Restriction of the use waterways by recreational boats**
- **Inspection of ship hulls, pier facing, water bottom areas**
- **Patrolling of port areas by law enforcement vessels**

**Ports need to take a more active role**



# Strategic Direction

- **Comply with Intelligence Reform and Terrorism Act**
- **Comply with merged APIS / ANOA Program (eNOAD)**
- **Intelligence Management (threats / passengers / crew)**
- **Use of technology including non-lethal weapons**
- **Risk Assessment System**
- **Response and Contingency Planning**

# Future Industry Initiatives

- **Relay more on technology and less on canines**
- **Integrated Security Training Programs**
- **Access Control Biometry**
- **Hull Integrated Screening Systems**
- **Passenger Risk Analysis**
- **Terrorism Risk Mitigation Programs**
- **Risk Information and Intelligence Sharing System (RIISS)**





Association of Caribbean Commissioners of Police

UNITED AGAINST CRIME

**RIISS**

# *Information Technology Vision*

*of the*

## *ACCP Membership*

*(Association of Caribbean Commissioners of Police)*

- **Build integrated Police and Immigration (Customs & Prisons) Management Systems Locally with agreed Regional Data Standards**
- **Share Information and Intelligence (eventually Crime Statistics) Regionally by upgrading the ACCP's (ROCCISS) to a "Pointer System" through the ACCP's proposed (RIISS)**
- **Share Information and Intelligence Globally by integrating RIISS with Interpol I-24/7**



## *Caribbean Region - Currently*

- **NO** local or regional integrated system for vetting of cruise ships or cargo ships and airlines
- **NO** Regional Terrorist alert system
- **NO** Central repository of people movement
- **NO** Central repository of deportees
- **NO** ALERTS on wanted individuals
- **NO** Central repository of firearms information
- **NO** Central repository of stolen property
- **NO** Central repository of stolen motor vehicles



## *PHASE 1*

### •Implementation Plan to Include:

- **Links to Terrorist Watch Lists**
- **Location of Servers**
- **Location of Workstations (*Housed @ NJHQs*)**
- **Implementation of Firewalls**
- **Standard Operating Policy**
- **Data Standards**
- **Data Collection (Person History, Warrant & Interest Markers)**
- **Timescale for Installation and Training**
- **Local, Regional, and Global Connectivity**
- **Security Operating Policy**
- **Establish Cruise Ship, Cargo Ship, and Airline Manifest Vetting**
- **MOU/SLA with Interpol**
- **MOU's with Non Member Law Enforcement Agencies**
- **Other MOU/SLA – Airline, Cruise & Cargo Ship Industry**
- **Cost Recovery – Future financial implications**
- **Statement of Work for Intech Pointer System**





# *Features of RIISS*

**Staffing to include law enforcement personnel from Caribbean forces**

**Local databases to feed POINTER information to RIISS**

**Databases maintained by each Country utilizing Local Protocols & Laws**

**Databases secured Locally & detail data disseminated under the control of each Country**

**Worldwide law enforcement agencies to share data with RIISS using established security**

**IMMEDIATE Solution to Law Enforcement information and intelligence sharing**

**Utilizes established Caribbean Regional DATA STANDARDS as a result of the ACCP's data standards workshop**

**Integrate OTRCIS (MEMEX backbone) and trademarked software**

**Central Repository of historical information**





# *Caribbean Region - Utilizing RIISS*

- **WILL** be vetting cruise ships, cargo ships, and airlines
- **WILL** be a central repository of people movement
- **WILL** be a central repository of deportees
- **WILL** have the ability to send out ALERTS on wanted individuals
- **WILL** be a central repository of firearms information
- **WILL** be a central repository of stolen motor vehicles
- **WILL** be a central repository of stolen property
- **WILL** have links to international watch & Terrorist lists
- **WILL** directly link into Interpol



# ACCP RIISS

(21 Countries)



# Security – It's everybody's Concern

## Q & A

