

Ship and Port Security Regulation

| | | |
|---|---|------------|
| Official reference | Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security | |
| Relevant dates | Document | 31/03/2004 |
| | Publication | 29/04/2004 |
| | Entry into force | 1/07/2004 |
| Policy level | European | |
| Type of instrument | Regulation | |
| Geographical reach | EU Member States | |
| European contact point | Directorate-General Mobility and Transport (DG MOVE) | |
| Competent authorities in Belgium | National Authority for Marine Safety | |

// abstract:

This regulation lays down measures to enhance the protection of ships against intentional unlawful acts. This applies to ships used in international trade as well as ships operating domestic services within the Community and their port facilities. A basis is provided for the harmonised interpretation and implementation and Community monitoring of the special measures to enhance maritime security in the context of the *SOLAS Convention* (p.46) and the International Ship and Port facility Security Code (ISPS Code).

Since the 1st of July 2004, the Member States have taken special measures for international shipping, that are listed in the SOLAS Convention and implement part A of the ISPS Code in order to improve maritime security. Since the 1st of July 2005, the Member States have taken the measures regarding the domestic sea shipping. The Member States have to carry out an obligatory security risk analysis. By the 1st of July 2007, they have to determine the extent to which they will apply the regulation's clauses to the different types of ships, companies and port facilities, on the basis of the risk analysis.

The regulation also deals with the provision of information and regulation in the field of security, confirming certain clauses of the SOLAS Convention and the ISPS Code. Some security information requires the communication from the ship to the authority responsible for maritime security, when calling at a port. The competent authority ensures the verification of the certificates, as stipulated in the SOLAS Convention. Moreover, the Member States have to designate a central authority for maritime security as well as a national programme for the implementation of the regulation. The application of the regulation is verified through inspections.