



ISPS CODE: NAVIGATION AND PORT SAFETY

PROTECTION - CONTROL- IDENTIFICATION- TRACKING



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Ports, often located near cities, assume an essential role in the logistic transport system, insofar as they allow the connection between the maritime and land routes of commerce and passenger traffic.

The impact of ordinary and exceptional threats for port security is particularly relevant and it can be seen from the fact that :

90% of external EU trade is transported by sea
40% of internal EU trade is transported by sea
20% of EU-flagged ships are victims of piracy



The port security regulatory framework takes into account many aspects :

- The high trafficking of goods, vehicles and people involved in the maritime chain; Just think of the high number of containers that are daily produced in commercial and industrial ports or the high number of passengers who pass through tourist ports by their means of transport during summer;



- The different procedures of international transport of goods from the source to the destination with the interoperability regulatory structured according to whether the transport is by rail, by road, by river, by sea or by plane.



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- Potential conflicts of jurisdiction due to the presence, in the port area, of institutional representatives that aren't devoted to public safety such as : **Port Authority, Italian finance police, Border Police, State Police, Customs, Fire authorities, Possible Private Security Firms;**

- The high number of players that work in the port area : road transport companies, shipping companies, logistic companies, enterprises that work for the port facilities security, tourists;

The participation of public and private players who support the economic weight of a **port security project.**



At the European level, the relevant legislation is the **Directive 725/2004 EU** which is based on the international one, that is **in Chapter XI-2 of the SOLAS Convention (International Convention for Safety of life at Sea)** and on the **ISP Code (International Ship and Port Facility Security Code).**

In Italy, the Port Security is based on the government functions of the **CISM (International Committee on Safe Seas and Ports)** which has the assignment to elaborate a national program against terrorist acts turned to the maritime sector and to establish the safety level as laid down by **IMO (International Maritime Organization).**



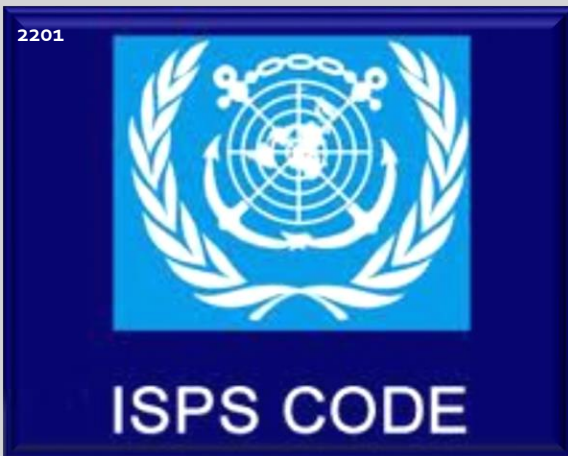
PROTECTION – CONTROL – IDENTIFICATION - TRACKING

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The International Maritime Organisation

In December 2002, little more than a year from the New York attack, the IMO in London issued the **ISPS Code**, pushed by an extreme pressure of the United States.

The mandatory provisions are indispensable to the improvement of maritime security, providing for a set of active and passive security measures based on three security levels (normal, increased, high), the implementation of which is being linked to a risk assessment.

THE RESULT LEADS TO THE FOLLOWING:

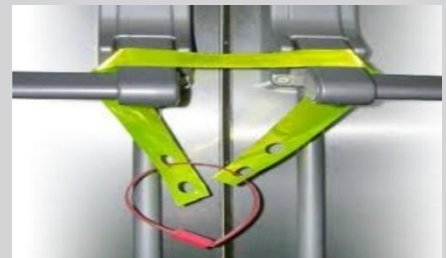
All the Port Areas (TERMINALS) must be equipped with control systems against any terrorist attack. These must monitor the entry and exit of any person, product and means of transport.



A) Electronic security
such as video
surveillance



B) Supervisory staff
security



C) Sealing security systems
with different means
(SEALS)

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ESPECIALLY FOR OUR SPECIFIC SECTOR.

All the amateur companies and all the ships over 500 tonnes are subject to ISPS.
THEREFORE:

The strategic places of the ship **must be sealed** in order to check possible transition of unauthorised people.

Especially for:



LIFE-RAFTS

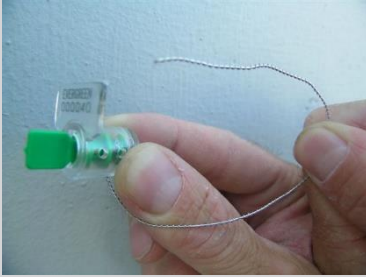


FIRE PLAN

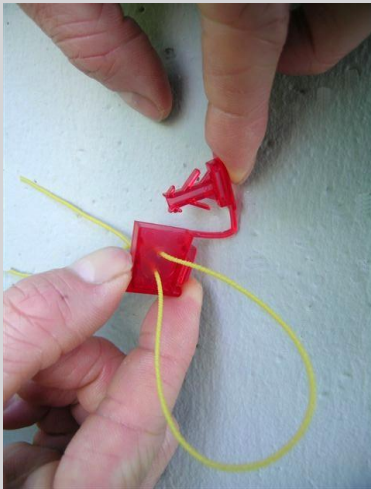


UNAUTHORISED TRANSITIONS

SECURITY SEALS RECOMMENDED FOR THE EXAMPLES LISTED HERE BELOW:



Art: TWISTSEAL : seal with progressive numbering with 1mm stainless steel sealing wire.



Art: ANCHORCLIK : seal with progressive numbering with 1mm stainless steel sealing wire.



Art: BAGSEAL 420 : adjustable seal with progressive numbering

SECURITY LABELS RECOMMENDED FOR THE EXAMPLES LISTED HERE BELOW :



VOID RESIDUE LABEL SEAL provides the higher security in tampering and in removing. It reveals a permanent proof of sealing.



This type of security or guarantee label is printed on a **destructible PVC** material.

It is recommended for an evidence of tampering in different sectors of activity.

It can also have a progressive numbering.

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This law involves the obligation to use **seals** and **security labels**.
As regards the passengers ships, **IDENTIFICATION WRISTBANDS** are mandatory for the screening of passengers.
Great attention has also be given to **RFID BADGE**.



Identification
wristbands with
progressive
numbering
(ALSO IN RFID
VERSION)



RFID BADGES

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