

Concept Paper

Proposed ARF Capacity Building Workshop on Ship Profiling

New Zealand **[and an ASEAN member state]** proposes to hold an ARF Capacity Building Workshop on Ship Profiling, as a follow-up activity to the ship profiling workshop that was held in Kuala Lumpur in April 2013.

Background

There is a common interest among all shipping states within the ARF to ensure the safe and secure flow of maritime commerce, which is vital to maintaining regional prosperity. Attacks on ships can have an enormous impact on legitimate activity, underlining the need for authorities to have measures in place to protect ship security and safety, and detect risks before they become a threat to maritime security.

Ship profiling is an important but sometimes overlooked aspect of the International Ship and Port Security (ISPS) Code. The ARF Ship Profiling Workshop held in April 2013, attended by around 80 participants, provided an introduction to both the international regulatory framework governing ship profiling as well approaches towards ship profiling taken by national authorities from within the Asia-Pacific region. The workshop also enabled participants to develop a better understanding of the role of the Tokyo MOU on Port State Control (PSC), as well as the Asia Pacific Computer Inspection System (APCIS), which provides an information exchange facility between PSC authorities in the region. Participants acknowledged that information exchange via APCIS can provide a basis for effective ship profiling, but also recognised that information sharing – at both the regional and national levels – remains a challenge.

There are differing approaches taken by national authorities in the ARF region towards ship profiling – states can determine the means and methods by which they implement the security measures in the ISPS Code. The 2013 workshop noted that there was no one-size-fits-all method to ship profiling and while there might be some similarities, approaches that are taken would need to reflect individual states' political realities and unique circumstances. The International Maritime Organisation (IMO) does not as yet have any best management or best practices covering this area. At the 2013 workshop, the IMO representative invited ARF participants to submit the issue of best practices/guidelines on ship profiling to the IMO for further consideration.

Interest was expressed at the 5th Intersessional Meeting on Maritime Security held in Seoul for further activity in the area of ship profiling, to further enhance ARF participants' cooperation in this area. This proposal responds positively to that interest.

Proposal

It is proposed to convene a follow-up two-day ARF Workshop on Ship Profiling, for implementation in the 2015/2016 intersessional year. The workshop will be held in **[an ASEAN member state]**.

The follow-up workshop is not intended to repeat the event that was conducted in 2013, but rather to advance discussions on possible next steps on ship profiling, with an emphasis on further exploring the possibility of best practices and provision of capacity building to those ARF members looking to strengthen their national ship profiling capabilities.

Participants in the workshop would be officials and ship profiling practitioners from ARF members' maritime administrations. As with the 2013 workshop, relevant international organisations such as the IMO and Tokyo MOU will be invited. The possibility of drawing in private sector organisations and representatives from the international shipping sector could also be considered, in light of the security responsibilities that fall on the shipping industry. Other organisations that have a role in providing ship risk assessment software could also be invited, subject to ARF's agreement.

This follow-up workshop would have the following objectives:

- (i) Provide participants with deeper-level knowledge and understanding of approaches towards ship profiling within the ARF region.
- (ii) Provide a platform for experience sharing, particularly through specific case studies of ship profiling.
- (iii) Explore possible elements of best practices in ship profiling for the ARF, which could form the basis of a further discussion with IMO on future international guidance on ship profiling.
- (iv) Provide targeted capacity building to ARF participants on ship profiling tools that are available (including IT tools), potentially by way of a table-top exercise or other practical-based learning format.
- (v) Initiate a dialogue with the regional shipping industry on ship profiling, enabling an exchange of views between ARF governments and business stakeholders on the issue.
- (vi) At a higher-level, to strengthen relationships and networks between maritime security officials within the ARF.