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**Organization for Security and Co-operation in Europe**

**Co-ordinator of OSCE Economic  
and Environmental Activities**

**Vienna, 18 July 2006**

To: All OSCE Delegations  
Partners for Co-operation  
Mediterranean Partners for Co-operation

Subject: Introductory Note for the Joint ILO-OSCE Workshop on Security in Ports,  
Antwerp (Belgium), 4-6 October 2006.

Please find attached the Introductory Note for the Joint ILO-OSCE Workshop on Security in Ports in cooperation with the Port of Antwerp and the Antwerp/Flanders, Port Training Center (APEC), Antwerp (Belgium), 4-6 October 2006.



## Organization for Security and Co-operation in Europe

Co-ordinator of OSCE Economic and  
Environmental Activities

Vienna, 18 July 2006

**Joint OSCE/ILO 'Workshop on Security in Ports', in close cooperation with the Port of  
Antwerp and the Antwerp/Flanders Port Training Center (APEC)  
Antwerp (Belgium), 4-6 October 2006**

### INTRODUCTORY NOTE

#### Approach

The OSCE prepares to discuss a number of topics at a joint OSCE/ILO 'Workshop on Security in Ports' to be held in Antwerp (Belgium) on 4-6 October 2006. The agenda has been structured in a **dual perspective**: on the one hand, a representative from the competent department at the International Labour Organization (ILO) will present the different aspects of the 'ILO/IMO Code of Practice on Security in Ports' and its link with relevant 'international conventions' related to security in ports; on the other hand, trainers of the Antwerp/Flanders Port Training Center (APEC) will explain how the **Port of Antwerp**, as a major international port, implements these international legal instruments. The Workshop is in the first place aimed at awareness raising on the Code of Practice and at the exchange of 'best practices' among security officers of international ports in the OSCE region.

#### Beneficiary countries

The Workshop is in particular targeted at OSCE participating States from the Black Sea and Caspian Sea regions. In particular, **Port security officers** from the following OSCE participating States will be invited to participate: Azerbaijan, Bulgaria, Georgia, Kazakhstan, Romania, Russian Federation, Turkey, Turkmenistan and Ukraine.

#### Background and justification

The Governing Body of the ILO, at its 286<sup>th</sup> Session in March 2003, and the Maritime Safety Committee of the IMO at its 77<sup>th</sup> Session in May-June 2003, established a working group of interested parties to draft a 'code of practice relating to security in ports'. This draft was completed by the joint IMO/ILO working group in July 2003 and eventually approved by the Governing Body of the ILO at its 289<sup>th</sup> session in March 2004 and by the IMO Maritime Safety Committee (MSC) at its 78<sup>th</sup> session later that year.

The ILO/IMO Code of Practice on Security in Ports is not a legally binding instrument and is not intended to replace national laws and regulations; it is designed to provide guidance to all

those responsible for addressing the issue of security in ports and to assist in identifying the roles and responsibilities of governments, employers and workers.

In addition, it provides a proactive approach to security in ports and presents useful guidelines to help reduce the risk to ports from the threat of unlawful acts. It offers a valuable framework by formulating and implementing security strategies and identifying potential risks to the security of ports. It is intended to promote a common approach to port security amongst States and outlines security roles, tasks and measures to deter, detect and respond to unlawful acts against ports serving international traffic, and may also form the basis for security strategy in domestic ports. The vital issues of security awareness and training are also addressed.

The Code follows, where possible, the practice and principles identified in the IMO's International Ship and Port Facility Security (ISPS) Code and acts as valuable, complementary guidance, as it extends consideration of port security beyond the area of the port facility into the whole port. The measures covered apply to all areas and functions of the port, and those working in, having business with, requiring access to, or transiting through the port.

### **OSCE role**

The proposed Workshop is fully in line with the policy recommendations presented by the Belgian 2006 OSCE chairmanship at the closing session of the 14<sup>th</sup> OSCE Economic Forum on "Transportation in the OSCE area: Secure Transportation Networks and Transport Development to Enhance Regional Economic Co-operation and Stability" (EF.DEL/66/06) and with the Chair's Perception on "Dialogue and action on transport in the OSCE – outcome of the 14<sup>th</sup> OSCE Economic Forum" to be presented at the 620<sup>th</sup> (reinforced) meeting of the Permanent Council on 20 July 2006.

Also, it is in accordance with the **OSCE Strategy Document for the economic and environmental dimension** (Maastricht 2003), which calls for strengthening the capacity of the OSCE to advise and to assist its participating States. The Strategy Document foresees in the promotion of regional and cross-border cooperation among interested States through the organization of regional seminars and conferences, supporting the implementation and ratification of existing international legal instruments, etc.

The OSCE, as a political organization, can play a useful role in promoting the enforcement of the 'ILO/IMO Code of Practice on Security in Ports' by offering a platform for dialogue to stakeholders concerned (i.e. port security officers). As there is a clear risk to security and human health, the issue is of relevance to participating States and fits the OSCE's comprehensive security approach.

Whereas APEC and the Port of Antwerp will be responsible for the logistics and, in close co-operation with the competent department at the ILO, will also cover the substantial aspects of the Workshop (i.e. preparing training material, inviting key note speakers etc.), the OSCE and more particularly the economic and environmental officers from OSCE presences in the Black Sea and Caspian Sea regions will play a key role in garnering political support and identifying potential participants. Follow-up could be foreseen, as the ILO in close cooperation with APEC, stands ready to organize, upon request, national, tailor-made workshops in OSCE

participating States that experience problems with the implementation of the 'ILO/IMO Code of Practice on Security in Ports'.

### **Desired profile of participants and working modus of the sessions**

Participants should be middle or senior management officials of port authorities/port operators and/or relevant government agencies (i.e. Ministry of Transport) dealing with port security. A good command of English and/or Russian is required as the sessions should allow the participants and the key note speakers to actively interact. Participants are very much encouraged to bring in their own experience and concerns.

### **Requests for sponsorship**

The Belgian Ministry of Foreign Affairs is willing to cover, upon request, travel and hotel accommodation expenses of participants from the Black Sea and Caspian Sea regions. However, due to budgetary constraints, applications for sponsored participation will be considered on a case by case basis.

Requests for financial support should be addressed to the attention of Ms. Karla Basselier, OSCE Chairmanship Unit, Ministry of Foreign Affairs, Belgium (e-mail: [karla.basselier@diplobel.fed.be](mailto:karla.basselier@diplobel.fed.be) – Tel: +32-2-501 3037)

For queries on substance and agenda, please contact Mr. Gabriel Leonte, Economic and Environmental Adviser, OCEEA (e-mail: [gabriel.leonte@osce.org](mailto:gabriel.leonte@osce.org) – Tel: +43-1-51436 776).

A registration form for the Workshop is attached to the draft agenda.

Delegations of beneficiary countries will soon be updated on logistical details of the Workshop.