

# Marine Transportation Security Clearance Program

## Guidance Material – Restricted Area Two adjacent to cruise ships

### **New Regulatory Requirement for Restricted Area Two adjacent to cruise ships**

329 (4) The following areas shall be established as restricted area two:

(b) areas that are designated for the loading or unloading of cargo and ships' stores at the cruise ship terminals set out in Part 1 of the Schedule 1 and land areas adjacent to vessels interfacing with those cruise ship terminals.

380 (3) A passenger of a cruise ship may transit a restricted area two if the passenger uses a passageway that:

(a) is demarcated for use by passengers in accordance with the marine facility security plan; and

(b) is supervised by a person who has a security clearance

### **1 Protection of the Restricted Area Two**

The Restricted Area Two is a secure area that is intended to ensure the asset is protected from unlawful interference. It is also intended to reduce opportunity for unlawful interference through these key security assets. This could be caused by people, vehicles and/ or equipment, either as the threat itself or as the delivery mechanism for the threat. All of these factors must be considered when identifying a Restricted Area Two perimeter.

### **2 Purpose of the Restricted Area Two – Cruise Ship Facility**

These amendments are intended to further enhance the protection around cruise ships by addressing the unique risks and vulnerabilities in these areas, and to ensure that passengers and vessels are better protected from potential threats and that vulnerabilities are limited by those protections.

The large volume of passengers through cruise ship facilities/terminals, can potentially increase risks and vulnerabilities and therefore should be taken into consideration when determining the Restricted Area Two (R2). Particular emphasis should be placed on ensuring that access control measures will prevent:

- unauthorized access by persons (i.e. those not provided access under specified conditions in the MTSR);
- explosives and other harmful substances via passenger/crew baggage, cargo and/or vehicular traffic from entering the R2 areas; and
- the tampering of cargo and provisions including provisions and fresh water destined for embarkation on a cruise ship.

# Marine Transportation Security Clearance Program

## Guidance Material – Restricted Area Two adjacent to cruise ships

### 3 What is meant by “areas that are designated for the loading or unloading of cargo and ships' stores at the cruise ship terminals set out in Part 1 of the Schedule 1 and land areas adjacent to vessels interfacing with those cruise ship terminals”.

The unique facility geography and the operations surrounding the vessel need to be considered in some facilities, for instance, the interface may temporarily transcend the geographic boundary of the facility (e.g. A bow or stern line to adjacent facility jetty or geographic feature). This is determined to be a vulnerability as it may facilitate unauthorized direct access to vessel and must be addressed within the Security Plan. The areas designated on a facility for the loading/unloading encompass all those areas that are used for those purposes. Facility operators are required to view their operations and the layout of spaces for these operations when determining their R2s.

### 4 Determination of R2 Size

The size and scope of the R2 will be facility-specific based on operational, physical and geographic factors. The R2 shall encompass those areas identified in paragraph 329(4)(b) and (c), at a minimum, encompass the area immediately adjacent to the ship for vehicular traffic conducting operations. In principle, an R2 may be movable, temporary or seasonal and its size may change based on the operational requirements of the port facility. However, formal processes, detailed procedures and protocols for such changes and the protection in place must be incorporated into the Security Plan.

### 5 R2 Perimeters and Access Control

#### A. Perimeter of the Restricted Area Two

- The perimeter of the Restricted Area Two is the boundary where a demonstrable preventative measure is used to ensure that only persons with security clearances and appropriate authorization are granted access.
- The Restricted Area Two perimeter extends as far as it can be clearly demonstrated that a person does not have the means or the opportunity to bypass the perimeter
- The barrier can be determined by asking the following questions:
  - At what location is it determined that a person has a security clearance?
  - At what location is a person without a security clearance stopped from gaining access?
- The barrier (physical limit) must prevent unauthorized entry across the Restricted Area Two operations.
- The perimeter may move with the change in location, size or configuration of the Restricted Area Two.

#### B. Access control

- The system shall allow only the authorized person(s) to enter.
- Clearance and/or escort and authorization of access need to be granted prior to access to the Restricted Area Two.

# Marine Transportation Security Clearance Program

## Guidance Material – Restricted Area Two adjacent to cruise ships

- Access must be facilitated via securable pedestrian and vehicle gates, doors or other suitable access control measure.
- Access control points must be manned during cruise ship operations.
- To ensure that the integrity of the security barrier is maintained, there must either be a person present to limit the entry to the validated person or the system must include anti-tailgating and anti-piggybacking measures.
  - Piggybacking is defined as the gaining of entry through security portals by unidentified persons through the conscious assistance of authorized users.
  - Tailgating is defined as the gaining of entry through security portals by unidentified persons without the knowledge of authorized users. This action occurs when an unidentified person follows an authorized user through a portal by following behind and holding the door.
  - **Possible options include, but are not limited to the following:**
    - Authorized access could include the use of:
      - access codes, Key control; and/or
      - list of authorized persons / with check at access point (by someone with a transportation security clearance (TSC) );
    - Anti-tailgating and anti-piggybacking measures options include, but are not limited to the following:
    - Four leaf revolving doors, person-traps and turnstiles.

### ***Best practices:***

- Use a combination of options.
- Have an enhanced level of access control for the Restricted Area Two, in comparison to the access control that is in place for the restricted area.
- Close cooperation and collaboration with crews, company officials and their designated agents is essential in ensuring an appropriate balance between effective security measures and the operational requirements of the port. Full screening of persons, vehicles and vehicle contents entering an R2 at a major port is expected. Cruise ship operators and/or their agents should be encouraged to provide a list of expected personnel and vehicle arrivals daily, in order to expedite screening and processing and with the understanding that persons not in possession of a TSC or FAST card (as per 380 (2) of the MTSR) will require an authorized escort who will, at all times, accompany and supervise the individual(s) while within the R2.

### **C. Passengers**

Passengers do not need to be escorted as long as they transit the R2 via a supervised and demarcated passageway as per 380(3)(a) and (b) of the MTSR, in accordance with the marine security plan. Protocols in combination with monitoring measures must be in place to enable security personnel to observe the passageway and respond immediately to ensure that passengers cannot move beyond the passageway.

## **Marine Transportation Security Clearance Program**

### **Guidance Material – Restricted Area Two adjacent to cruise ships**

Regular verification of access control procedures is required and documentation indicating frequency, method (e.g. random sweeps) and results must be readily available to transportation security inspectors.

#### **D. Ship's Crew**

The R2 is not intended to preclude the ability of ships' crews to perform their duties and must be performed according to the vessel and facility security plans and Declaration of Security, as the case may be.