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Optimization Of The Implementation Of The International Ship And Port Facility Security Code (ISPS) On The Mv. Wan Tong

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ABSTRACT

This study aims to examine the implementation of the International Ship and Port Facility Security (ISPS) Code onboard MV Wan Tong. The research is motivated by a paint theft incident that occurred in the bosun store while the vessel was berthed at Fuzhou Port, China, indicating deficiencies in access control and the enforcement of security procedures. A qualitative descriptive approach was employed, with data collected through direct observation, in-depth interviews, and document analysis. The findings reveal that the application of the ISPS Code has not been fully effective due to negligence at the gangway watch, inadequate crew discipline, and limitations in security monitoring equipment. Therefore, continuous training programs and stricter enforcement of security discipline are required to strengthen onboard security systems in line with international maritime standards.
***Keywords**:* ISPS Code, Ship Security, International Shipping

ABSTRAK

Penelitian ini bertujuan untuk menganalisis implementasi International Ship and Port Facility Security (ISPS) Code pada kapal MV. Wan Tong. Latar belakang penelitian ini didasari oleh insiden pencurian cat di bosun store saat kapal sandar di Pelabuhan Fuzhou, Tiongkok, yang mengindikasikan adanya kelemahan dalam pengawasan akses dan penerapan prosedur keamanan. Metode yang digunakan adalah deskriptif kualitatif dengan teknik pengumpulan data berupa observasi, wawancara, dan dokumentasi. Hasil penelitian menunjukkan bahwa pelaksanaan ISPS Code masih belum optimal karena kelalaian petugas jaga gangway, kurangnya kedisiplinan kru, serta keterbatasan peralatan pengawasan. Diperlukan peningkatan pelatihan dan penegakan disiplin untuk memperkuat sistem keamanan sesuai standar internasional.
Kata kunci: ISPS Code, Keamanan Kapal, Pelayaran Internasional

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1. INTRODUCTION

Maritime transportation plays a vital role in supporting national integration and the global logistics system due to its capacity to transport large volumes of goods efficiently. Despite its importance, the implementation of global maritime security standards under the ISPS Code continues to face challenges, particularly arising from differing interpretations and levels of enforcement across countries. The ISPS Code was introduced by the International Maritime Organization (IMO) in 2004 as a response to increasing threats of maritime terrorism and transnational crime, with the objective of safeguarding ships, crews, ports, and cargo.

Regulatory provisions require every vessel to implement a Ship Security Management System documented in a Ship Security Plan (SSP). However, operational realities onboard MV Wan Tong reveal a noticeable gap between formal policy and actual practice. In 2024, a theft incident occurred at approximately 02:30 local time in the bosun store while the vessel was conducting cargo operations at Fuzhou Port. The incident was primarily caused by the absence of a gangway watch officer, who assumed that the situation was secure. This case highlights the need to reassess how the ISPS Code is practically implemented to prevent material losses and mitigate broader security risks.

2. METHOD

This study employs a qualitative descriptive method to analyze social phenomena and crew perceptions related to security procedures. The researcher acted as the primary research instrument, collecting data during a twelve-month sea practice period onboard MV Wan Tong.

The data sources consisted of:

a. Primary Data: Direct observations of crew activities and interviews with the Master and Chief Officer.
b. Secondary Data: Academic literature, ISPS Code manuals, and the vessel's Ship Security Plan.

Data analysis followed the Miles and Huberman model, which includes data reduction, data display through narrative descriptions and diagrams, and conclusion drawing.

3. RESULTS AND DISCUSSION

The research was conducted over a twelve-month sea practice period onboard MV Wan Tong. Primary and secondary data were systematically collected to obtain a comprehensive understanding of maritime security dynamics in operational settings. Formally, the research findings were presented and defended before the Undergraduate Thesis Examination Committee on 11 October 2025.

The study focused on the operational activities of MV Wan Tong, a cargo vessel operated by New Millennium Ocean Shipping Management Co., Ltd., along international routes, with particular attention to the security incident that occurred at Fuzhou Port in 2024. The ISPS Code implementation onboard the vessel is fundamentally intended to prevent criminal acts such as theft and unauthorized access, thereby ensuring navigational safety. The vessel is manned by 24 crew members who collectively share responsibility for maintaining layered security, especially during port operations.

3.1 Research Result

Based on observations and interviews with deck officers, the following findings were identified:

a. Ship Security Status: MV Wan Tong generally operates under Security Level 1, with basic preventive measures implemented in accordance with port authority regulations and ISPS standards.
b. Access Control Mechanism: Monitoring is concentrated at the main access point (gangway). All visitors are required to submit identification details recorded in the Visitor Log Book.
c. Identification of Restricted Areas: Several sensitive areas have been designated as restricted, including the bridge, engine room, bosun store, paint store, and SOPEP store. Observations were conducted at ports such as Ningbo, Hong Kong, and Taizhou.
d. Patrol and Technical Monitoring: Deck crew conduct scheduled security patrols in open areas such as the main deck and poop deck. Bridge officers utilize AIS, radar, and CCTV systems to monitor the gangway area in real time.

e. Security Drills: Weekly security drills are conducted to enhance crew preparedness, including simulations for handling suspicious objects and unauthorized access attempts.

3.2 Discussion

Analysis of the theft incident at Fuzhou Port in 2024 indicates a systematic failure in the human element of the security system. Although the Ship Security Plan was properly documented, operational vulnerabilities emerged due to negligence by the gangway watch officer.

The core issue stemmed from complacency, where the watch officer abandoned the post after assuming the environment was secure. This demonstrates that even well-designed procedures are ineffective without strict discipline. Additionally, the absence of supporting equipment such as metal detectors and limited CCTV coverage in restricted areas facilitated unauthorized access. The post-incident response by the Master raising the security level to Level 2 and coordinating with the Port Facility Security Officer was an appropriate emergency mitigation measure to prevent further escalation.

4. CONCLUSION

Based on the research findings, it can be concluded that the implementation of the ISPS Code onboard MV Wan Tong has not yet reached optimal effectiveness. Although security procedures were established at Security Level 1, the theft incident in the bosun store at Fuzhou Port exposed significant weaknesses in crew discipline and vigilance. The primary cause of the security breach was the failure of the watch officer to properly monitor the main access point and the absence of routine patrols as stipulated in the Ship Security Plan. These findings confirm that ship security effectiveness largely depends on the consistency and responsibility of personnel in executing operational duties.

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