

Information

As of 01 July 2004, the new ISP Code will be in force, which means security controls throughout the port facility will change. This will also apply to the private facilities, which are, Perkins Shipping, Rooneys Shipping and Kleenheat. In the future, ConocoPhillips LNG Facility will be required to implement the new Code. All these facilities have prepared their own Plan, which is required under the National Maritime Transport Security Legislation, and will be administered by the Federal Agency, DOTARS (Department of Trade and Regional Services). All these facilities may have security systems that vary to meet their individual means, but overall, the procedures will be similar. The Darwin Port Corporation is making every effort to reduce the impact on its customers. However, it has no alternative, but to introduce these security measures in order to comply with the legislation.

It will be necessary to contact the Port Corporation prior to accessing the Port, or any of its facilities. All stakeholders would be advised to understand the new procedures, as this affects everyone.

As this system is fine tuned, procedures will be published on this site. There are three levels of security:

- Level 1 – Normal level of operation
- Level 2 – Next security level
- Level 3 – High security level

Currently, the port is operating at Level 1.

Prior to entering port limits.

The Master must inform the port, through the agent, at least 48 hours before arrival at the port limits, that the vessel has an approved ISSC (International Ship Security Certificate). This will be noted on the Customs Form.

Vessels that do not have an ISSC will be ordered to anchor outside the port limits and may be subject to delays until approval is obtained. These vessels will be instructed to submit, through their agent, a DOS (Declaration of Security).

Information required on a DOS:

- The vessel's previous 10 Ports of Call;
- Name any of these Ports that do not have an approved Security Plan;
- If the vessel loaded at a non-approved port, the type and quantity of cargo must be determined. If the vessel called in to Medivac a passenger or seafarer, this should be stated and that no cargo or provisioning took place;
- The Master will be asked to sign a Declaration as to the level of security on board, and any other requirements of the Darwin Port Corporation.
- The vessel will only be allowed to enter the port once the Darwin Port Corporation is satisfied as to the security on board the vessel.