



JOIDES Resolution Ship Security Plan

The **JOIDES Resolution** is now operating under the new International Ship & Port Facility Security Code (ISPS) and its regulations. The **JOIDES Resolution** started implementing these regulations on the 24th of March 2004. These new security measures & procedures have been adopted by the International Maritime Organization (IMO) to enhance the protection of ships, personnel, cargo, and ports. The initiative of the International Ship and Port Facility code is to respond to an increased threat of terrorist attacks. These new security requirements can also help to protect against other threats, such as piracy, hijacking, radical protest groups, other criminal activity, and stowaways. The regulations are taken very seriously by the shore authorities. Port state control enforcement will board ships and inspect their security measures. The ship can be denied entry, expelled from port, or have operations restricted if the security measures are not adequate or the Ship Security Plan is not followed. The **JOIDES Resolution's** Ship Security Plan has been approved by its flag state; the ship and plan have passed a verification audit and the **JOIDES Resolution** has its International Ship Security Certificate (ISSC).

There are three security alert conditions. (Level 1, Yellow; Normal threat), (Level 2, Orange; Heightened threat), and (Level 3, Red; Highest threat). Even when operating at normal security level 1, we must observe some basic precautions. All personnel must wear ID tags in port. All Transocean, SOS, and Catermar personnel will have a picture ID supplied by the ship or Transocean. All IODP personnel and IODP 3rd party personnel shall have picture IDs. All visitors and Agents will be given a Temporary Visitors ID at the Gangway upon verification of their business onboard. These persons will report to the security watch at the gangway and sign in before boarding the vessel. A list shall be provided by Transocean or IODP of persons that will be arriving before their arrival date so their name, business, company, and verifying person can be placed on the ships visitor log. If necessary the Captain, Ship Security Officer or designee can approve personnel on a case by case basis, but a picture ID must be presented and verification made by a responsible person. At security level 2 or 3 no visitors will be allowed with exception of personnel who provide essential vessel services. At Security level 3 such personnel will be escorted at all times. By boarding the vessel, persons agree to abide by any and all directions issued by the Master or Ship Security Officer to ensure the security and safety of the vessel, and its personnel. Failure to comply with such instructions will result in denial or revocation of authorization to be onboard, and such persons may be identified and reported to the appropriate authorities.

It is the policy of Transocean to search baggage and personnel in accordance with the ISPS code, the Ship Security Plan, and in response to specific incidents or threats. Boarding this vessel is deemed valid consent to screening or inspection. Approximately 20% of embarking personnel and visitors, persons, and effects will randomly be searched

at security level 1. This percentage will increased to 50% at security level 2, and 100% at level 3.

Transocean and IODP personnel are assigned areas of responsibility to secure and patrol. A list of these areas will be given to the responsible supervisor for port calls or when transiting through high risk areas. These areas should be signed off daily by the responsible person that they were checked and patrolled on a regular basis, then passed to the Ship Security Officer before sailing or after passing the high risk area. In higher risk ports, included with this list there will be an hourly patrol checklist where patrols will initial each space under the appropriate hour that they patrol such space. When a new security level has been implemented, the Captain, Ship Security Officer, or designee will advise the personnel on board of their duties and responsibilities. All personnel will be advised of the current level of security. Each vessel is required to have a Ship Security Officer. The Ship Security Officer on the **JOIDES Resolution** is the Chief Mate.

Restricted areas are clearly marked and it is a breach of security to enter, if not authorized.

Please consider it your duty to report any suspicious behavior or activities to the Master or the Ship Security Officer without delay.

The International Ship and Port Facility Security Code, is relatively new. This code was developed for, and adopted by International Maritime Organization Resolution and Safety of Life At Sea (SOLAS) regulation. The Ship Security Plan on the **JOIDES Resolution** was developed to comply with the new regulations. There will surely be some improvements / changes to the **JOIDES Resolution** Ship Security Plan and our implementation of the plan. This guide will be updated to reflect those changes and forwarded to IODP to keep everyone informed of any new developments or changes.

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JOIDES Resolution