



# SLOVENSKI STANDARD

## oSIST prEN 17483-3:2022

01-november-2022

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### Storitve zasebnega varovanja - Zaščita kritične infrastrukture - 3. del: Pomorske in pristaniške varnostne službe

Private security services - Protection of Critical Infrastructure - Part 3: Maritime and port security services

Private Sicherheitsdienstleistungen - Schutz kritischer Infrastrukturen - Teil 3: Sicherheitsdienstleistungen für Seeschifffahrt und Seehäfen

Services de sécurité privée - Protection des infrastructures critiques - Partie 3 : Services de sûreté maritime et portuaire

Ta slovenski standard je istoveten z: **prEN 17483-3**

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#### ICS:

03.080.20	Storitve za podjetja	Services for companies
03.220.40	Vodni transport	Transport by water
13.310	Varstvo pred kriminalom	Protection against crime

**oSIST prEN 17483-3:2022**

**en,fr,de**



EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**DRAFT**  
**prEN 17483-3**

September 2022

ICS 03.080.20; 03.220.40; 13.310

Will supersede EN 16747:2015

English Version

## Private security services - Protection of Critical Infrastructure - Part 3: Maritime and port security services

Services de sécurité privée - Protection des  
infrastructures critiques - Partie 3 : Services de sûreté  
maritime et portuaire

Private Sicherheitsdienstleistungen - Schutz kritischer  
Infrastrukturen - Teil 3: Sicherheitsdienstleistungen  
für Seeschifffahrt und Seehäfen

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 439.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

This draft European Standard was established by CEN in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

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## European foreword

This document (prEN 17483-3:2022) has been prepared by Technical Committee CEN/TC 439 "Private security services", the secretariat of which is held by ASI.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 16747:2015.

In comparison with the previous edition, the following technical modifications have been made:

- the title of the standard was changed;
- the standard was fundamentally revised and divided into different parts for each CIP sector.

This document is part of a series of standards that includes:

- EN 17483-1, *Private security services – Protection of Critical Infrastructure – Part 1: General requirements*
- EN 17483-2, *Private security services – Protection of Critical Infrastructure – Part 2: Airport and aviation security services*

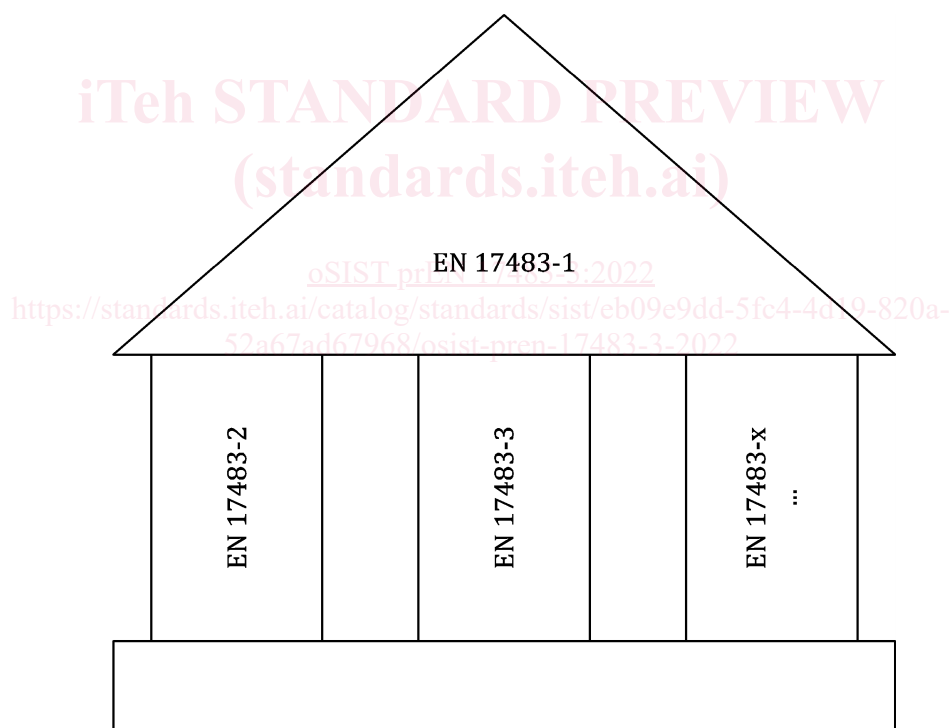
<https://standards.iteh.ai/catalog/standards/sist/eb09e9dd-5fc4-4d19-820a-52a67ad67968/osist-pren-17483-3-2022>

## Introduction

The objective of this standard is to set minimum criteria for the provision of maritime and port security services as part of both national and international critical infrastructure. While the standard refers to maritime ports and ISPS, as well as to EU legislation on maritime ports, it can also be used to certify providers in other environments, such as inland ports and waterways.

This standard is built on EN 17483-1, which covers the basic and common requirements for all sectors of critical infrastructure, which meets the need to aim for high quality and harmonized quality criteria for private security services providers. This, in turn, contributes to a good functioning society. In outlining what makes a private security company a worthy provider of such crucial critical infrastructure as the maritime and port ecosystem, the standard aims to contribute to the professionalisation of clients and providers of private security services.

The series of standards, building on EN 17483-1:2021, which establishes the basic requirements, and all further upcoming sector specific standards EN 17483-X (including this standard for maritime and port security services prEN 17483-3) follows a transparent structure as shown below (see Figure 1).



**Figure 1 — Structure for sector-specific standards**

The final goal is to create the necessary sector specific standards for every suitable and applicable sector within critical infrastructure according to the outlined sectors of Annex A in EN 17483-1:2021.

These sector-specific standards are necessary to compensate for the lack of, or gaps in, legislation. They are meant to help certifiers check the compliance with the provisions of the main requirements standards and the sector-specific ones.

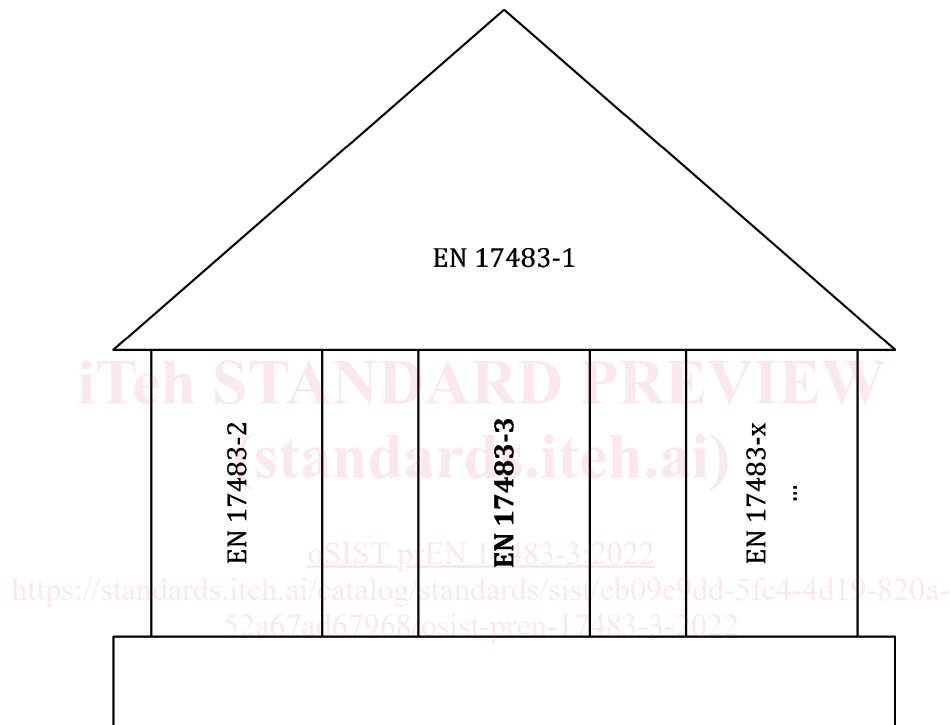
This document incorporates the broad interdisciplinary expertise of various organizations and individuals involved in standardization and private security services at both national and international level.

## 1 Scope

This document includes the sector specific requirements for the provision of private security services for maritime and port security that are additional to the regulations of EN 17483-1:2021.

NOTE 1 This document is the third part of a series of standards on the provision of private security services for critical infrastructure.

NOTE 2 See Figure 2.



**Figure 2 — Structure for sector-specific standards - part 3 highlighted**

NOTE 3 It is important that the selection of a private security service provider always represents the best balance between quality and price. This document sets out the minimum requirements that providers can comply with in order for this balance to be struck.

It specifies service requirements for quality in organization, processes, personnel and management of a security service provider and/or its independent branches and establishments under commercial law and trade as a provider with regard to maritime and port security services.

It lays down quality criteria for the delivery of maritime and port security services requested by public and private clients. This document is suitable for the selection, attribution, awarding and reviewing of the most suitable provider of maritime and port security services.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 17483-1:2021, *Private security services - Protection of critical infrastructure - Part 1: General requirements*

EN 15602, *Private security services - Terminology*

## 3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 15602 and the following apply.

— IEC Electropedia: available at <https://www.electropedia.org/>

— ISO Online browsing platform: available at <https://www.iso.org/obp>

### 3.1

#### **maritime and port security**

combination of measures and human and material resources intended to secure and safeguard human life, international or domestic shipping, ports and maritime environment and offshore structures

### 3.2

#### **piracy**

any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship and directed on the high seas, against another ship or against persons or property on board, this includes illegal acts against a ship, persons or property in a place outside the jurisdiction of any State

### 3.3

#### **port**

specified area of land and water where port facilities are situated and that contains infrastructure, equipment, storage and other related facilities

### 3.4

#### **port facility**

location where the ship/port interface takes place; this includes areas such as anchorages, awaiting berths and approaches from seaward, as appropriate

### 3.5

#### **ship interface**

#### **port interface**

interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons or goods or the provision of port services to or from the ship



**3.6****ship to ship activity**

ship to ship activity means any activity not related to a port facility that involves the transfer of goods or persons from one ship to another.

[SOURCE: ISPS code]

**3.7****security officer**

(maritime and port security) person licensed by the appropriate authority who is paid a fee, wage or salary and is trained and screened and performs one or more of the following functions:

- prevention or detection of intrusion, unauthorized entry (access control) or activity, vandalism or trespass on public or private property;
- prevention or detection of theft, loss, embezzlement, misappropriation or concealment of merchandise, money, bonds, stocks, notes or valuable documents or papers;
- protection of individuals from bodily harm;
- environmental protection and management in rural and maritime domains;
- enforcement of (while obeying) established company rules, regulations, policies and practices related to crime reduction;
- reporting and apprehension of violators as defined by national law

**3.8****port security officer****PSO**

person responsible for the security and protection of critical infrastructure in a port outside the borders of a port facility and is the point of contact for port security-related issues within one port or across a geographical area with several ports

Note 1 to entry: A PSO can also at the same time be appointed PFSO in one or more ports. The tasks for a PSO is different from the tasks of a PFSO and described in article 9 in EC Directive 2005/65.

**3.9****port facility security officer****PFSO**

person responsible on site for all security aspects of the port facility

Note 1 to entry: The responsibilities are listed in REGULATION (EC) No 725/2004, chapter 17.

**prEN 17483-3:2022 (E)****4 Staff****4.1 Training****4.1.1 References for training**

Training of port and maritime security staff should take into account the following:

- EN 15602, *Security services providers – Terminology*;
- International Convention for the Safety of Life at Sea (SOLAS), 1974 and subsequent amendments;
- ISPS (International Ship and Port Facility Security) Code;
- EU Directive 2005/65/EC of 26 October 2005 on enhancing port security [1];
- Regulation (EC) No 725/2004 of 31 March 2004 on enhancing ship and port facility security [2];
- Relevant IMO (International Maritime Organisation) Model Courses.

The detailed content of this training may vary from country to country.

**4.1.2 Training policy and methodology**

All training for maritime and port security shall be performed in such a way that maximum training results are obtained and that maximum skills can be acquired by the security officers. Given the variety of already established training levels at national level, either by law, or by providers' investments and efforts, or by candidate security officer's own initiative, all instruments, tools, and methodology used for training shall be adapted to national needs and designed in such a way that maximum results can be achieved.

All training shall be conducted in a learning environment and in conditions, which shall include learning blocks and shall facilitate the teaching and the learning process from both the didactical and the pedagogical aspects. A specified procedure shall outline the standards of the training, in all its aspects.

All training tools shall be user-friendly, covering all subjects of the training (as detailed in the training syllabus) and detailing all the elements of the training session(s), such as time frames, accessories, hand-outs, training methods, etc.

A detailed and contract/site/environment/tasks adapted training itinerary for entitled security officers(training syllabus) should reflect the defined needs of the client, the requirements of national and international regulations.

**4.1.3 Basic training content**

Before being able to perform any port or maritime security task, every security officer shall have acquired basic knowledge and understanding of at least the issues listed below.

The acquirement of the knowledge and skills necessary for each security task can be done through basic training and/or specialized training and/or additional training.

In addition to training in accordance with the IMO courses, the basic requirements shall include the following: