



Les ports maritimes et la sûreté portuaire: expérience des ports français et perspectives



Plan de la présentation : ports français et sûreté portuaire

- 1- Les fondements des démarches de la sûreté portuaire**
- 2- Quelques exemples de mise en œuvre dans les ports français: Calais, Marseille, Le Havre**
- 3- Le point de vue des ports européens**



1- Les fondements des démarches de la sûreté portuaire pour les ports maritimes

1- La sûreté héritée des attentats du 11 septembre reprend certaines des préoccupations antérieures des ports : lutte contre les trafics illicites (stupéfiants , armes , explosifs), les risques bactériologiques et l'immigration clandestine

2- Les analogies avec le mode aérien sont tentantes (cf :techniques de contrôle : le Sycoscan pour le contrôle des conteneurs), mais la transposition ne peut être complète

3- Les singularités du port comme plateforme située entre espaces maritimes et terrestres vont conduire à :

- fermer des espaces ouverts au public et aux riverains
- déployer des techniques spécifiques de surveillance des accès maritimes et des divers plans d'eau
- contrôler les conteneurs et surveiller systématiquement les véhicules embarqués

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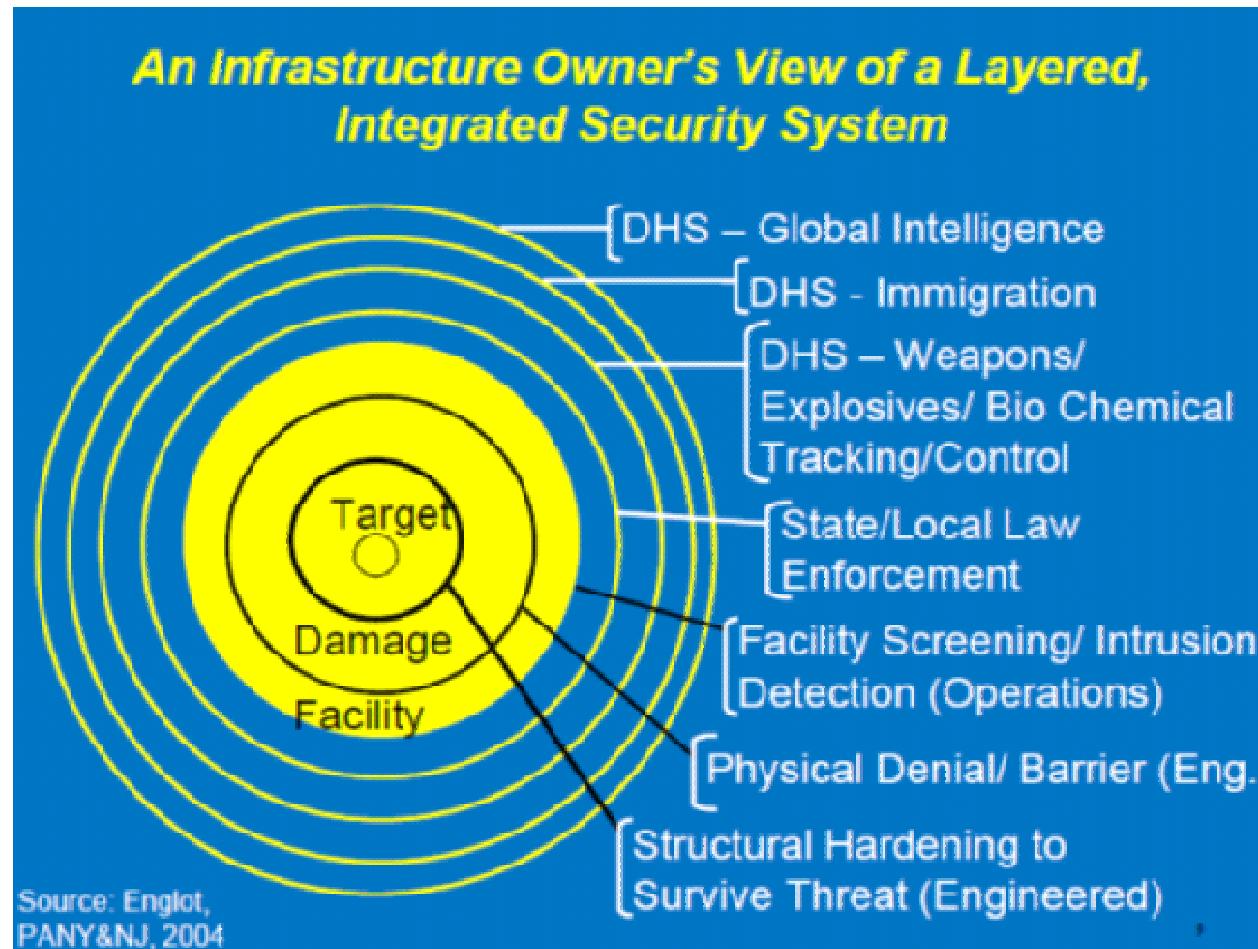
En 2007, après les installations fixes de type « Sycoscan » installées depuis plusieurs années dans le port du Havre et au terminal transmanche de Calais, 4 scanners mobiles permettant de radiographier des chargements en n'importe quel point du territoire, ont été commandés par la douane.

Un système informatique, permettant le contrôle, le traitement automatique et le stockage des images des inspections par rayons X, équipe chacun des camions scanners mobiles. Leur utilisation ne nécessite aucune infrastructure particulière, autre que la mise en place d'un périmètre de sécurité.





Les réflexions américaines sur la sûreté





Les divers types de mesures recensés en 2006 par le TRB aux USA

TCRP Report 86, Vol. 11 Security Measures for Ferry Systems (2006)

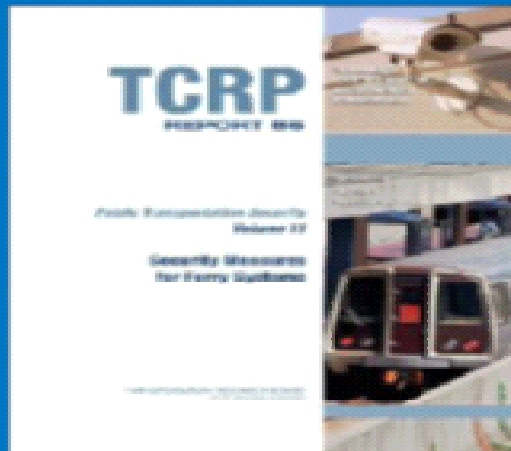


Table 1. Categorization of GSMS. (General Security Measures)

GSM Categories and Sub-Categories	# of GSMS
Fencing/Barriers	
Retractable vehicle barriers/gates	5
Fixed vehicle deterrent with pedestrian access	4
Fixed, both vehicle and pedestrian deterrent	5
Access Control	
Credentials	13
Locks	3
System Control	3
Intruder Sensors	
Perimeter (doors & windows, walls & fences, and buried)	13
Volume sensors – motion detectors	9
Monitoring	
Lighting	3
CCTV/video	7
Procedural/Low Cost	5
Waterside Security	
Surface	4
Underwater	5
Screening	
Passengers and Cargo	7
Trace Detection	14
Human Observation	
All Areas	3
Waterside	2



Exemple du port de Tacoma

FROM THERE TO HERE

Supply Chain Security to the Port of Tacoma

Every day, thousands of containers arrive at U.S. seaports from countries all around the world. Each shipment represents a specific supply chain, whether it is patio furniture from Thailand bound for a Kansas City retailer or - as illustrated here - shoes shipped from China to a Spokane, Washington, athletic supply store. Every supply chain is subject to multiple layers of security processes, reducing the risk that something bad may arrive in our country. The supply chain shown to the right illustrates just a few of the security processes that scrutinize each container entering the United States. Other programs, such as the Customs-Trade Partnership Against Terrorism (C-TPAT) and the Container Security Initiative (CSI), contribute to overall supply chain security by establishing security criteria for importers and carriers, as well as protecting the global commerce - and adding extra layers of security for our local communities.



A Spokane athletic supply store is running low on the season's hot new shoes, which are manufactured in northern China. The store places an order for 500 pairs. The shoe company works with a Canadian freight forwarder to arrange transport from the Chinese factory for a containerload of shoes.



A Chinese trucking company arrives at the factory, loads the order, along with orders from many other retailers, into a 40-foot container, which is bolted shut and fitted with a high-security seal. The container will not be opened again until it arrives at a U.S. distribution warehouse, unless U.S. or foreign customs officials decide to open and inspect it.



The freight forwarder determines it is most economical to truck the container to the Port of Tacoma for trans-Pacific shipment to the United States. The freight forwarder has contracted with a shipping line, which must submit documentation about the shipment at least 24 hours before the ship leaves port. This "manifest data" includes information such as exact contents, the exporter, the importer and who is transporting the cargo.

This information is sent to the U.S. government, whose officials from several federal agencies use intelligence data bases to rate and evaluate the risk level of each of the 71 million-plus containers that enter the United States each year. Risk-based analysis and intelligence is used to pre-screen, assess and examine 100 percent of suspicious containers.



When the ship is 96 hours from Tacoma, the captain of the vessel prepares a report that includes details on each member of the 10- to 15-person crew, plus voyage, vessel, cargo, operational and safety information. This report is sent to the U.S. Coast Guard, which - if it believes anything to be suspicious - will board the ship at sea to investigate.



Loaded onto a container ship, the container of shoes is bound for the Port of Tacoma. The trip takes 12 days.

Once the ship arrives in Tacoma, Port of Tacoma Security, Tacoma Police and other federal, state and local agencies ensure perimeter security around the Port. Also, terminal security ensures only authorized people have access to the terminal and vessel. The Coast Guard, meanwhile, is responsible for waterside security.



Up to 120 longshore workers arrive to work the ship. They include crane operators, lashers, doris and cargo equipment operators. A terminal operator directs the longshore workers, as they unload each container.



Note: More than 70 percent of international import containers enter the Port of Tacoma above the Port by rail.



Once cleared by U.S. Customs, longshore workers load the container on a truck chassis, which is picked up by a trucker. Leaving the Port, the container passes through a radiation portal monitor (RPM), which detects the presence of any radioactive material in the container. Once cleared, the truck and container leave the Port.



U.S. Customs officials, armed with a careful evaluation of each container's documentation, instruct terminal operators to pull specific containers for further inspection. Inspection may include a physical inspection of the contents (a six- to 40-hour procedure) or inspection by a VACS (Vehicle and Cargo Inspection System) machine, which uses gamma-ray technology to look inside and confirm the contents of the container without opening it. A VACS inspection takes three to five minutes.

The truck arrives at an import distribution center in nearby Sumner, Washington, where the container is opened and the orders by individual stores are separated and prepared for shipment. The next day, the Spokane athletic supply store receives 500 pairs of the season's most popular athletic shoes.



2- Quelques exemples de mise en œuvre dans les ports français: le cas de Calais

- Présence de la douane et de l'UKBA(contrôle documentaire)
- Outil de traçabilité
- Signalisation dynamique de la zone fret
- Installations de caméras classiques et de caméras thermiques





2- Quelques exemples de mise en œuvre dans les ports français: le cas de Marseille

- Convention Intramar-GPMM sur Mourepiane
- Titre d'accès (lecture RFID) : Gate express
- 300 routiers par jour





2- Quelques exemples de mise en œuvre dans les ports français: le cas du Havre

- Premier port européen et second mondial certifié ISO 28 000 depuis janvier 2010
- Un plan de sûreté qui définit les moyens humains ; une coordination Etat(gendarmerie maritime, entreprises , GPMM ; des installations portuaires conformes





3- Le point de vue des ports européens

3 sujets clefs pour l'ESPO :

a) Le 100% scanning

b) La carte d'accès portuaire et le badge d'identification

c) La directive sûreté (2005/65/CE)