

RECOMMENDATIONS
FOR ENSURING THE SECURITY OF NAVIGATION ON THE DANUBE

The purpose of the present Recommendations for Ensuring the Security of Navigation on the Danube (doc. DK/TAG 97/8), adopted by the Decision DK/TAG 97/9 of 15 June 2022, is to establish general principles for taking preventive measures against the consequences of security incidents affecting ships and port facilities and of illegal actions against the crews of ships navigating on the Danube.

The Recommendations were prepared in conformity with the Work Plan of the Danube Commission for the period from 1 January 2022 to 31 December 2022 (doc. DK/TAG 96/6).

The Recommendations for Ensuring the Security of Navigation on the Danube (doc. DK/TAG 97/8) replaces the Recommendations for Ensuring the Security of Navigation on the Danube (doc. DK/TAG 83/15), adopted by the Decision DK/TAG 83/16 of 10 December 2014.

C o n t e n t s

1. Scope of application of the Recommendations.....	7
2. Terms and definitions	8
3. Functional tasks on board ships, in shipping companies and in ports	8
4. Assessment of potential threats and cooperation of the DC member states to ensure the security of navigation	9
5. Tasks of the administration of shipping company and ports	9
6. Ship security plan and responsibilities of the ship security officer.....	10
7. Setting the security level of the ship. International Ship Security Certificate.....	11
8. Recommended operating procedure for crew when ship security levels are set.....	15
9. Recommended operating procedure of a ship's crew in case of a security incident and illegal actions against the crew.....	19
10. Recommended operating procedure for ensuring the security of passenger ships	19
11. Recommended operating procedure for crew and ship administration when discovering persons illegally on board a ship.....	22
12. Recommended operating procedure for ensuring the security of unmanned non-motorized barges temporarily stationed at unguarded anchorages.....	23
13. Ship (port facility) security plan	24
<i>Annex.</i> General information on the DC member states' competent authorities for the security of navigation on the respective sections of the Danube.....	25

Chapter 1

Scope of application of the Recommendations

- 1.1 The present Recommendations shall apply to the navigable sections of the Danube and waters of the Danube ports without prejudice to the special provisions laid down by the competent authorities for these sections and ports in accordance with national law and required by local conditions.
- 1.2 The Recommendations shall apply to all competent authorities concerned with matters of navigation on the Danube, administrations of the Danube ports, boatmasters and other persons directly or indirectly involved in navigation on the Danube.
- 1.3 The Recommendations shall apply to all ships, including ships using the Danube temporarily.

These Recommendations shall be deemed to have been applied for seagoing ships, mixed river-sea navigation ships and ports on the Lower Danube, if the relevant provisions of the 1974 International Convention for the Safety of Life at Sea (SOLAS) are observed, notably the provisions of the International Code for the Security of Ships and Port Facilities (ISPS Code).

- 1.4 The Recommendations contain measures designed to identify:
 - a) potential security threats;
 - b) tasks to be performed by the administrations of shipping companies and ports in respect of the security of ships and port facilities;
 - c) ship security plan;
 - d) operating procedures for crews in case of illegal actions against them.
- 1.5 The Recommendations shall apply to:
 - a) passenger ships;
 - b) tugs, pushers, motorized and non-motorized cargo ships as part of a convoy;
 - c) port facilities for ensuring port operations.
- 1.6 The Recommendations shall not apply to warships, naval auxiliaries or other ships owned or operated by the governments of the DC member states and used only on government non-commercial service.

Chapter 2

Terms and definitions

- 2.1 *Illegal action* – any unlawful interference in the operation of a ship and port, committed by violent actions (violence, deprivation of liberty and looting) that poses a threat to human health, cargo safety, security of the ship and port facility¹.
- 2.2 *Security of a ship or of a port facility* – set of special measures ensuring the protection of crew members and the port facility from any illegal actions that pose a threat to human health, cargo safety, security of the ship and port facility.
- 2.3 *Ship security plan* – plan to ensure the application of measures designed to protect persons and cargo on board from the risks of a security incident.
- 2.4 *Port facility security plan* – a plan to ensure the application of measures designed to protect the port facilities and ships in ports, persons on board, cargo and ship's stores within the port from the risks of a security incident.
- 2.5 *Ship security officer* – a boatmaster or a person accountable to the boatmaster (e.g., on a passenger ship) designated by the shipping company as responsible for the security of the ship, including implementation of the ship security plan and liaison with both the company security officer and port facility security officer.
- 2.6 *Company security officer* – a person designated by the company to assess security risks to ships, to develop ship security plans, and to liaise with both port facility security officers and ship security officers.
- 2.7 *Port facility security officer* – person designated as responsible for the development and implementation of the port facility security plan and for the liaison with both ship security officers and company security officers.
- 2.8 *Security level* – the level for which minimum appropriate security measures for ships and persons and cargo on board ships shall be maintained at all times.

Chapter 3

Functional tasks on board ships, in shipping companies and in ports

In order to achieve its objective, these Recommendations embody the following tasks:

- 3.1 assessment of potential threats and determination of the expediency of the security of ships and port facilities, based on a risk assessment of security threats or incidents; cooperation between the DC member states with regard to the security of navigation;

¹ Port facility – indivisible unit of the territory of the port, where ship/port loading operations take place, and which is connected by a single technological process and run by a single operator.

- 3.2 designation of security officers on board ships, in shipping companies and in ports and establishment of a scheme of interaction;
- 3.3 development of security plans for ships and port facilities, special training for crews;
- 3.4 development of an operating procedure for the ship crew in case of a security incident.

Chapter 4

Assessment of potential threats and cooperation of the DC member states to ensure the security of navigation

- 4.1 The expediency of introducing the security of ships and port facilities shall be determined on the basis of information about the threat of illegal actions or a security incident (cases previously reported show that such an incident may take place at anchorages away from the ports, and in ports where there is no security system) and of assessment of possible risks (impacts).
- 4.2 Information on areas not safe for navigation, on security incidents or threats shall be brought to the attention of the competent authorities of the DC member states, while stating:
 - a) reliability of the information on the incident or threat;
 - b) specific circumstances;
 - c) actual impacts of the incident or potential impact of the security threat.
- 4.3 The competent authorities of the DC member states for the security of navigation, *i.e.*, responsible for the security on the sections under their jurisdiction and for combating illegal actions (police authorities), are required to take all necessary measures to preclude any security threat to ships and port facilities and, in case of an incident, to ensure safety conditions for the crew for resolving it.

Chapter 5

Tasks of the administration of shipping company and ports

- 5.1 The tasks of the administration of shipping company are as follows:
 - a) designation of an officer responsible for the security of ships and for the establishment of a special system of the shipping company for communicating with the ships;
 - b) designation of a senior crew member to ensure the security of ship in accordance with the ship security plan, education and training of the crew and personnel;
 - c) development of the ship security plans;
 - d) establishment of the security level for the specific circumstances and informing crews of the unsafe areas.

5.2 The tasks of port administrations are as follows:

- a) determination of port facilities requiring the development of a security plan;
- b) designation of a security officer responsible for the development of the port facility security plan and for the establishment of a special system for communicating with the ship security officers as well as company security officers;
- c) development of the port facility security plan.

Chapter 6

Ship security plan and responsibilities of the ship security officer

6.1 It is recommended to carry on board each ship engaged in international voyages a security plan approved in accordance with the requirements of the flag administration of the DC member state in the working language used on board.

6.2 The ship security plan must be protected from unauthorized access and include at least the following:

- a) measures designed to prevent weapons, dangerous substances and devices intended for use against persons, ships or ports from being taken on board a ship, and the carriage of which is not authorized;
- b) identification of the restricted areas on board a ship (bridge, machinery space, areas containing control panels, ventilation systems and drinking water tanks, as well as cargo areas containing dangerous goods) and of the measures to prevent unauthorized access to them;
- c) measures to prevent unauthorized access to the ship;
- d) operating procedure for responding to the security threats or breaches of security (operating procedure), including provisions for maintaining critical operations of the ship;
- e) scheme of locations where activation points of the ship security alert system are provided;
- f) procedures for evacuation in case of the security threats or breaches of security;
- g) duties of crew members and personnel responsible for the security on a passenger ship;
- h) scheme for reporting and communicating security incidents;
- i) information on the ship security officer;
- j) information on the company security officer, including 24-hour contact details;

- k) information on the DC member states' competent authorities for the security of navigation, *i.e.*, for the security on the sections of the Danube, including combating illegal actions related to a security incident (*see annex*)².
- 6.3 Security equipment of the ship shall comply with the requirements of the flag administration, and it shall be installed by the competent authority in accordance with the administration's requirements.
- On board each ship engaged in international voyages, the ship security officer shall carry out regular training of the crew and personnel and amend the security plan in light of the information about threats.
- 6.4 Shipping companies should seek a uniform interpretation of the security rules from crews. For shipping companies with a security management system, certified by the flag administration, the security system can be implemented as a confidential part of a safety system.

Chapter 7

Setting the security level of the ship. International Ship Security Certificate

7.1 Security levels

When setting the security level of ships and port facilities, information on security incidents shall be taken into account, corresponding to one of the following three levels:

- a) **Security level 1:** the level for which minimum appropriate protective security measures shall be maintained continuously and at all times.
- b) **Security level 2:** the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.
- c) **Security level 3:** the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

7.2 International Ship Security Certificate

An International Ship Security Certificate shall be issued for ships that comply with the Recommendations. Such a Certificate shall certify that the ship complies with the security requirements (based on the form certificate in paragraph 7.2.1). The Certificate shall be issued in the language of the flag state and in English.

For ships under the flags of the Danube Commission member states engaged in cross-border transport in the territorial waters of the Danube Commission

² See "General information on the DC member states' competent authorities for the security of navigation on the respective sections of the Danube" annexed to the Recommendations.

member states, a valid International Ship Security Certificate, issued on the basis of the Recommendations for Ensuring the Security of Navigation on the Danube, shall be considered as proof of a ship security system.

International Ship Security Certificate shall be issued by the flag state administration or by an organisation with proven security credentials appointed by such administration and shall be valid for a maximum of 5 years.

International Ship Security Certificates issued by a flag administration of the DC member state or by an organisation with proven security credentials appointed by such administration shall be recognised by the other Danube Commission member states.

7.2. 1 INTERNATIONAL SHIP SECURITY CERTIFICATE (form)

(Official seal of the State)

Certificate Number

Issued under the provisions of the Recommendations for Ensuring the Security of
Navigation on the Danube of the Danube Commission (doc. DK/TAG 97/8)

Under the authority of the Government of _____
(name of State)

by _____
(person(s) or organisation authorised)

Name of ship:

European Vessel Identification Number (ENI) or official registration number of the ship:

Port of registry:

Type of ship:

Gross tonnage or aggregate power (for pushers and tugs):

.....

Name and address of the shipping company or the ship owner:

.....

THIS IS TO CERTIFY:

- 1) that the security system and any associated security equipment of the ship has been verified in accordance with the established verification rules;
- 2) that the verification showed that the security system and any associated security equipment of the ship is in all respects satisfactory and that the ship complies with the applicable provisions of the Recommendations for Ensuring the Security of Navigation on the Danube of the Danube Commission (doc. DK/TAG 97/8);
- 3) that the ship is provided with a ship security plan.

Date of initial / renewal verification on which this Certificate is based:

.....

This Certificate is valid until:

Issued at

*(place of issue of the Certificate)*on *(date of issue)*

.....
(signature of the duly authorised official issuing the Certificate)

(Seal or stamp of issuing authority)

ENDORSEMENT FOR INTERMEDIATE VERIFICATION

THIS IS TO CERTIFY that at an intermediate verification, the ship was found to comply with the provisions of the Recommendations for Ensuring the Security of Navigation on the Danube of the Danube Commission (doc. DK/TAG 97/8).

Intermediate verification..... (date)

.....

(Signature of authorised official)

Place:

Date:

(Seal or stamp of the authority)

ENDORSEMENT FOR ADDITIONAL VERIFICATIONS

Additional verification

Signed

(Signature of authorised official)

Place:

Date:

7.3 Rules for on-board access of representatives of the competent authorities

The representatives of the competent authorities entitled to carry out security verifications of the ship shall be provided with appropriate identification issued by the government. They are entitled to access to the ship after presentation of their credentials.

The ship administration shall present the International Ship Security Certificate to the representatives of the competent authorities and shall inform them of the ship security plan.

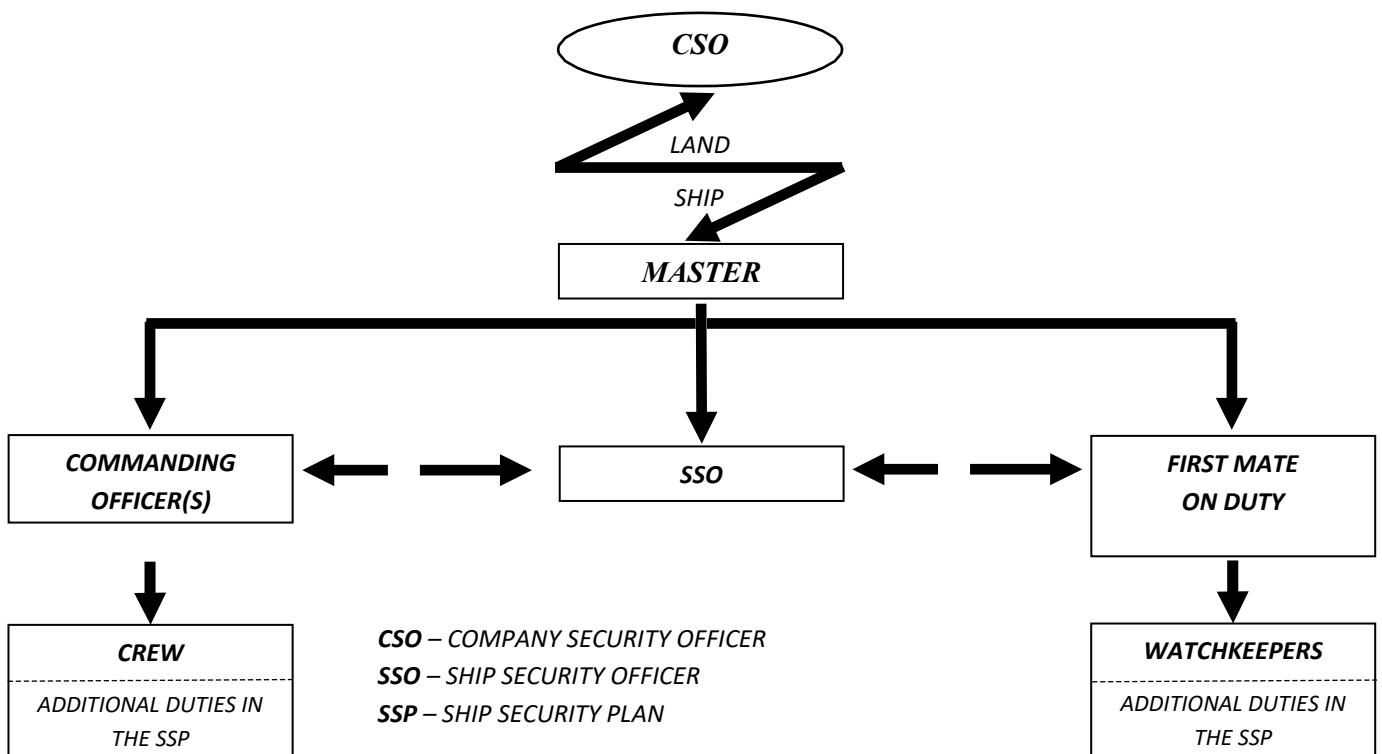
Chapter 8

Recommended operating procedure for crew when ship security levels are set

8.1 General provisions

- 8.1.1 The appropriate ship security level is set via communication channels by the company security officer (CSO) in accordance with the organisational structure of security for the ship.

Organisational structure of security for the ship



- 8.1.2 In special cases, setting the ship's security level may be incumbent upon the master, who shall implement the ship security plan (SSP) directly or via the ship security officer (SSO).

- 8.1.3 One of the main tasks when implementing the security plan is the protection of restricted areas (RA) on the ship.

8.2 Identification of the restricted areas (RA) to be established on the ship

- 8.2.1 Restricted areas that are a top security priority shall be established on any ship that has a security plan. Such areas shall be subject to protection, monitoring and prevention of unauthorised access.

- 8.2.2 The following areas shall be restricted areas:

- a) access gangway and wheelhouses of the ship;
- b) radio room, automatic telecommunications system;
- c) machinery space and control station of the on-board power generator (if separate from the machinery space); battery room, control stations of the stripping pumps and the cooling system;
- d) rudder area;
- e) steering gear room;
- f) areas of the control stations of the ventilation and air-conditioning system;
- g) galleys and spaces containing ship's stores;
- h) master's cabin;
- i) crew cabins.

8.2.3 Restricted areas shall be clearly marked in the flag state language and in English as "No access / No trespassing", indicating that unauthorised presence within the area constitutes a breach of security.

8.2.4 Only the following persons may be present in restricted areas:

- a) crew members as watchkeepers in such areas;
- b) shipboard personnel responsible for operating the equipment in such areas;
- c) shore-based service personnel accompanied by a watchkeeper or a crew member responsible for the area in question;
- d) officials of the port state charged with verifying the security system accompanied by the ship security officer.

8.2.5 The crew and personnel responsible for the area in question shall ensure monitoring of such areas and prevention of unauthorised access.

8.3 Measures to monitor restricted areas

In accordance with the ship security plan and the security level set (1, 2 or 3), the following measures shall be taken at a minimum in order to monitor restricted areas and prevent unauthorised access to such areas:

No.	Measures to monitor restricted areas	Security level			Responsible
		1	2	3	
1.	Regular instruction of the crew (prior to entry into a port) as regards monitoring of restricted areas and prevention of unauthorised access.	Yes	Yes	Yes	SSO
2.	Additional instruction when a heightened security level is set, indicating the procedure for reporting suspicious persons or actions against the ship.	-	Yes	Yes	SSO
3.	Lock doors and bar access to restricted areas.	-	-	Yes	SSO, watchkeepers, first mate and engineer
4.	Lock doors and bar access to unprotected areas adjacent to restricted areas if there is a threat of intrusion.	Yes	Yes	Yes	SSO, watchkeepers, first mate and engineer
5.	Assign watchkeepers to ensure protection and patrols during working hours.	Yes	Yes	Yes	SSO, watchkeepers, first mate and engineer
6.	When a heightened security level is set, assign additional personnel, including additional watchkeepers. Increase patrol frequency and ensure continuous watchkeeping.	-	Yes	Yes	SSO, watchkeepers, first mate and engineer
7.	Ensure continuous watchkeeping at access points adjacent to restricted areas to prevent unauthorised access.	-	Yes	Yes	SSO
8.	Establish additional restricted areas around spaces where a security incident is suspected and bar access to such areas.	-	-	Yes	SSO, watchkeepers, first mate and engineer
9.	If there are signs of a security incident occurring, carefully check monitoring of restricted areas.	-	-	Yes	SSO, watchkeepers, first mate and engineer
10.	When a heightened security level is set, announce a search of the passengers' personal effects.	-	Yes	Yes	SSO
11.	Report the measures taken to the CSO and follow the CSO's instructions.	-	Yes	Yes	Boatmaster (SSO)

8.4 Model plan for independent inspection of ship spaces and restricted areas

8.4.1 Structure for carrying out independent inspection of ship spaces and restricted areas when security levels are set

8.4.1.1 Objective of carrying out independent inspection

The objective of carrying out independent inspection of ship spaces and restricted areas is the timely discovery of persons illegally on board (irregular migrants) and of objects of unknown origin, hiding places, weapons, ammunition, drugs and explosives on board the ship.

8.4.1.2 Independent inspection shall be carried out 1 to 1.5 hours prior to the ship's entry into a port and prior to the ship leaving a port.

8.4.1.3 Execution of independent inspection shall be formalised by an order from the boatmaster, by which the plan of measures to be taken and the number of crew members assigned to carry out inspection shall be approved and the crew member responsible shall be designated.

8.4.1.4 The structure for carrying out independent inspection shall provide for the following:

- a) Provisional assignment of the crew members carrying out the inspection, so that the crew member responsible is located in the wheelhouse or on the access gangway (when the ship is leaving a port) with a direct connection to the shore.
- b) Establish the exact time when the crew members carrying out the inspection will begin their activities, the sequence of their inspection activities on the bridges and in the ship spaces, as well as a plan for reporting on the inspection of various spaces at regular intervals.
- c) Provide introductory instruction and update the plan of measures to be taken by the crew members carrying out the inspection if they discover persons illegally on board (irregular migrants) or objects of unknown origin, hiding places, weapons, ammunition, drugs or explosives on board the ship.
- d) report to the boatmaster on the results of independent inspection.

Chapter 9

Recommended operating procedure of a ship's crew in case of a security incident and illegal actions against the crew

9. If the ship is the target for illegal actions arising from a security incident, the following operating procedure of the crew is recommended:
 - a) do not take unnecessary risks, keep calm and, to the extent possible, continue with regular duties;
 - b) try to assuage the perpetrators' hostility to the crew and adopt a conciliatory demeanour;
 - c) try to find a safe way to inform the shipping company administration of the security incident;
 - d) persuade the perpetrators that the crew will not create problems for them and let them know that action needs to be taken to ensure the immediate safety of the ship;
 - e) avoid direct contacts with the perpetrators and do not provoke them into acts of violence;
 - f) ask permission before doing anything, even moving;
 - g) if the actions of the perpetrators might cause ship accident, try to agree on a safe way out of the situation;
 - h) memorize as many details about the perpetrators as possible – what they do, how many of them there are, what weapons they have and with whom they are in contact;
 - i) once the ship is released from the perpetrators' control, immediately contact the company security officer and, if the officer agrees, the competent authority for the section where the security incident took place;
 - j) inspect the ship and note any damage done to the crew, ship and cargo;
 - k) take further actions, including continuing the voyage, in accordance with the instructions received.

Chapter 10

Recommended operating procedure for ensuring the security of passenger ships

10.1 General context

- 10.1.1 A risk of various kinds of illegal actions, including terrorist threats, that may specifically also have an impact on passenger vessels travelling on the Danube can currently be identified in the Danube region.
- 10.1.2 The greatest risks with a potential impact on passenger transport are the following:

- a) terrorist threats;
 - b) risks related to illegal intrusion on board and smuggling of irregular migrants, as well as introduction on board of explosive and radioactive substances;
 - c) actions resulting in the pillaging of ship property or private property of passengers and personnel.
- 10.1.3 A particular risk comes from threats of terrorist acts on ideological, ethnical, racial and other grounds.
- 10.1.4 Preventing terrorist and other illegal actions is an important task of the competent authorities for security; consequently, their effective interaction is essential, as is the rapid exchange of information with ships and among authorities (e.g., by means of electronic passenger lists). Such interaction must cover the river, as well as riparian regions and shore areas where there is a potential risk of terrorist threats.
- 10.2 Operating procedure for ensuring the security of passenger vessels
 - 10.2.1 Ensuring the security of passenger vessels, especially of passengers, crew and personnel, as well as of the ships themselves in case of a security incident must be considered from two aspects:
 - a) ensuring the security of passenger vessels in ports when embarking passengers and baggage and when stationed at jetties, with direct coordination of the procedure with the competent authorities of the country in question if possible, in accordance with ship security plans for passenger vessels;
 - b) ensuring the security of passenger vessels while travelling by applying internal monitoring procedures on board in accordance with ship security plans for passenger vessels.
 - 10.2.2 The procedure must include the following:
 - a) assessing potential security risks and implementing the ship security plan;
 - b) applying standard procedures and standards in accordance with the ship security plan.
- 10.3 Ship security plans for passenger vessel
 - 10.3.1 Ship security plan for passenger vessel shall be established in accordance with article 6 of the Recommendations for Ensuring the Security of Navigation on the Danube and shall be implemented after gathering information from the competent authorities, the shipping company or the local waterway administration for risk assessment on the ship regarding potential security incidents.
 - 10.3.2 In case of a lack of such information, the ship administration shall make an independent assessment of the situation and decide on the implementation of the security plan; they shall also take all actions

required to avoid travelling and stationing conditions that would necessarily put the ship in a risky situation.

10.3.3 In addition to the actions listed under article 6 of the above-mentioned Recommendations, the ship security plan shall also include specially regulated procedures:

- a) access screening of passengers and crew members when loading their baggage during embarkation on board a ship, as well as access screening of persons delivering products, consumables and carrying out maintenance of ship equipment by order of the ship's administration;
- b) ensuring the security of the ship while it is stationed at the jetty or next to other ships and preventing the intrusion on board of persons not invited or authorised to come on board;
- c) special monitoring during passages under bridges and through locks during the day and at night;
- d) procedures for crew and personnel for dealing with security incidents or terrorist attacks while travelling and their impacts (injuries, explosions, fires) in accordance with the security plan.

The monitoring procedures shall not cause the passengers to be harassed, disturbed or upset.

10.4 Training of crew and personnel

10.4.1 Under the conditions on board, a high level of professionalism and training of crew and personnel, including special language training, regarding the procedure in case of security incidents is an important factor in ensuring security.

10.4.2 When hiring crew and personnel for passenger vessels, it is recommended that a final decision be taken only after information related to them has been verified by police authorities.

10.4.3 In addition to training on procedures in accordance with the security plan, special attention should be given to training the ship's officers to operate the ship's system for communication with specialised services on shore, in particular with:

- a) police, fire brigades and ambulance services,
- b) civil protection authorities and
- c) consular services,

as well as to coordination with these services.

10.4.4 When instructing passengers in the use of individual survival equipment, it is useful to include general instructions on procedures in accordance with the security plan.

- 10.4.5 It is also necessary to train crew and personnel in specific actions in case of security incidents: emergency stop (boatmasters), measures to push perpetrators back from the rest of the crew, isolation, their temporary detention, evacuation, *etc.*

Chapter 11

Recommended operating procedure for crew and ship administration when discovering persons illegally on board a ship

11.1 General context

Illegal intrusions on board of ships may occur due to a lack of vigilance by watchkeepers on the ship or as a consequence of the use of force.

Persons illegally on board cause problems for ship crews both in regard to general safety (especially if they are armed) and in regard to the safety of navigation.

At the same time, the crew must act in accordance with the applicable declarations and conventions, which also apply to persons illegally on board a ship.

11.2 Recommended operating procedure for crew

If persons are discovered to be illegally on board a moving vessel, the recommended operating procedure for crew consists of the following steps:

- a) attempt to establish the identity, nationality of such persons and the intentions and reasons why they are on board and to document the incident in the ship's logbook;
- b) attempt to ascertain if such persons are armed;
- c) inform the ship owner and notify the nearest competent authorities, *e.g.*, police or port administration;
- d) establish such persons' state of health and if necessary try to stabilize it;
- e) provide food, medical care, accommodation and protection for such persons and, if there are medical indications or signs of a threat to his own life or the lives of others, isolate and supervise the sick person;
- f) instruct them on what to do in case of emergencies and provide them with life jackets.

11.3 Measures to be taken by the ship administration

If special instructions are received from the ship owner and communication with staff at the port of destination has been established, a statement containing all available information on the persons illegally on board shall be drawn up with the aim to transfer them to the authorities at the nearest port and to document the incident in the ship's logbook.

Chapter 12

Recommended operating procedure for ensuring the security of unmanned non-motorized barges temporarily stationed at unguarded anchorages

12.1 General context

When convoys are restructured for passage of barges on certain sections under difficult nautical conditions (insufficient fairway depth or width), or when waiting for berthing in port waters, unmanned non-motorized barges may temporarily be stationed at unguarded anchorages.

12.2 Preparations for stationing barges at unguarded anchorages

- a) Gather information for a risk assessment of the section in question regarding potential security incidents (pillaging of ship property and cargo) from the competent authorities of your shipping company or the local waterway administration.
- b) If no such information is available, make an independent assessment of the situation, avoiding berths where barges may be subject to potential risks (near the shore, no nearby settlement).
- c) If possible, inform the port authority or the waterway administration that a barge has temporarily been stationed at an unguarded anchorage.
- d) Before leaving the barge, check the customs seals on the hatch covers of the hold, remove mobile fixtures, secure all covers of the anchoring equipment (for electrically powered equipment), and check the mooring equipment, lighting cables, hatches and compartment locks. Close and lock the hatches in the forepeak and the afterpeak. Inspect the deck surfaces and lock the areas where an intrusion on deck from the water is most likely.
- e) Make a relevant entry in the logbook, detailing the precautions taken.

12.3 Required actions when discovering signs of a security incident

- a) Carefully inspect the restricted areas in particular (intactness of the seals on the hold lock, all anchoring and mooring equipment) and determine the likely point of intrusion on deck.
- b) Inspect the hold, the areas of the forepeak and the afterpeak, as well as the compartments of the vessel to check for signs of intrusion. The inspection must be carried out by two crew members (following the principle “one up, one down”).

Draft a detailed report on the impacts of the security incident.

Draft a separate report on the cargo, including a rough estimate of the volume of goods pillaged.

- c) Inform the shipping company's management about the security incident and its impacts; upon approval by the shipping company, call in the port authority, the police or the competent authorities for waterway administration in accordance with the reporting schedule, as well as a surveyor to estimate the volume of goods pillaged.
- d) Coordinate any further action with the shipping company's management.

Chapter 13

Ship (port facility) security plan

- 13.1 A port (port facility) security plan shall provide for the implementation of special measures in accordance with the established security level³. These measures are aimed at timely detection, prevention and suppression of actions that threaten the security of the most important assets, such as:
- a) the waters adjacent to the port for access and manoeuvring;
 - b) berthing areas and anchorages;
 - c) bridges, railways and roads;
 - d) cargo terminals and storage areas;
 - e) cargo transfer piping (at oil transshipment terminals) and water supplies;
 - f) electrical distribution systems, ship supply infrastructure and other communication systems;
 - h) port vessel traffic management systems and aids to navigation;
 - g) port service vessels.
- 13.2 The port security plan shall include at least the following:
- a) measures to prevent unauthorized access to the waters adjacent to the port, to restricted areas and to ships moored at the port;
 - b) measures to ensure the security of the port's hydraulic facilities, handling equipment and cargo at berths and stores;
 - c) procedures for responding to security threats, based on the security level set by the administration (similar to ships, it is possible to establish three security levels), including provisions for maintaining the main port operations, personnel protection, as well as port interaction (responsibilities of the port security officer) with ships and specialized organizations (police, fire and sanitary services);
 - d) procedures for the regular reviewing and updating the port security plan and measures to protect the information contained in the port security plan.

³ For ports (port facilities) subject to the requirements of Chapter XI-2 of the International Convention SOLAS-74 and the ISPS Code, three security levels are established.

Annex
to the General Provisions for Ensuring the Security of Navigation on the Danube
General information on the DC member states' competent authorities for security on the
respective sections of the Danube
(as of March 2025)

Country	Competent authority (name, address, telephone, email, website)
Germany	<p>Polizeipräsidium Niederbayern Einsatzzentrale <i>(Lower Bavaria police headquarters operations centre)</i> Wittelsbacher Höhe 9-11 94315 Straubing tel.: 0049 9421/868-0 <i>From river-km 2201.750 (national border) left bank and from river-km 2223.210 left and right bank to river-km 2345.480</i></p> <p>Polizeipräsidium Oberpfalz Einsatzzentrale <i>(Upper Palatinate police headquarters operations centre)</i> Bajuwarenstraße 2c 93053 Regensburg tel.: 0049 941/506-0 <i>From river-km 2345.480 to river-km 2414.72</i></p>
Austria	<p>Landespolizeidirektion Oberösterreich Wasserpolizeiinspektion (WPI) Linz Regensburgerstraße 14 4020 Linz Tel.: +43 59133 45 97200 E-Mail: LPD-O-LVA-PI-WASSERPOLIZEI@polizei.gv.at Strom-Km: 2094,500 – Staatsgrenze zu Deutschland</p> <p>Landespolizeidirektion Niederösterreich Polizeiinspektion (PI) Mautern St. Pöltner Straße 40 3512 Mautern Tel.: +43 59133 34 46100 E-Mail: PI-N-Mautern@polizei.gv.at Strom-Km: 1979,700 – 2094,500</p> <p>Landespolizeidirektion Wien Wasserpolizeiinspektion (WPI) Wien Handelskai Handelskai 267 1020 Wien Tel.: +43 1 31310 32387 E-Mail: LPD-W-LVA-Wasserpolizeiinspektion-Wien@polizei.gv.at Strom-Km: 1912,500 (linkes Ufer) / 1918,500 (rechtes Ufer) –1979,700</p> <p>Polizeiinspektion (PI) Bad Deutsch Altenburg Am Stein 2 2405 Bad Deutsch Altenburg Tel.: +43 59133 33 25200</p>

Country	Competent authority (name, address, telephone, email, website)
	E-Mail: PI-N-Bad-Deutsch-Altenburg-FGP@polizei.gv.at Strom-Km: Staatsgrenze SLO – 1912,500 (linkes Ufer) / 1918,500 (rechtes Ufer)
Slovakia	<p>Polícia Slovenskej republiky tel.: 112, https://www.minv.sk/?policia</p> <p>Národná kriminálna agentúra Prezídia Policajného zboru Národná jednotka boja proti terorizmu a extrémizmu Račianska č. 45 , 812 72 Bratislava; tel.: +421 961 052 102</p> <p>Prezídium Policajného zboru Obor poriadkovej polície; Poriečne oddelenie Račianska 45 , 812 72 Bratislava; tel.: +421 961 050 351</p>
Hungary	<p>Dunai Vízirendészeti Rendőrkapitányság 1133 Budapest, Garam utca 19, tel. +36 1 236 2860</p>
Croatia	<p>Ministarstvo unutarnjih poslova, Policijska uprave Osječko-Baranjska i Vukovarsko Srijemska: Policajska uprava Osječko-Baranjska:</p> <ol style="list-style-type: none"> 1. Policijski granični prijelaz, Duboševica b.b., Granični prijelaz Duboševica, 31304 Duboševica, Tel.: +385 31238140; 2. Policijski granični prijelaz Dalj, Josipa Glibušića 1, 31226 Dalj, Tel.: +385 31238220; <p>Policijska uprava Vukovarsko Srijemska:</p> <ol style="list-style-type: none"> 1. Policijska postaja Vukovar, Stjepana Radića 64, 32000 Vukovar, Tel.: +385 32342142; 2. Policijska postaja Vukovar, Dr. Franje Tuđmana 49, 32236 Ilok, Tel.: +385 32343758. <p>Ministarstvo pomorstva prometa i infrastrukture: Lučka kapetanija Vukovar i Lučka kapetanija Osijek:</p> <ol style="list-style-type: none"> 1. Lučka kapetanija Osijek: Šetalište k.F: Šepera 6. 31000 Osijek, Tel.: +385 31250240 2. Lučka kapetanija Vukovar: Županjska 62. 32000 Vukovar, Tel.: +385 32441538

Country	Competent authority (name, address, telephone, email, website)
Serbia	<p data-bbox="740 277 1082 349" style="text-align: center;"><i>Ministry of the Interior</i> <i>(within national territory)</i></p> <ol style="list-style-type: none"> <li data-bbox="528 389 1129 533"> 1. Полицијска управа Сомбор <i>(Sombor police department)</i> ул. Кнеза Милоша бр. 13, 25000 Сомбор Tel.: (+381) 25 466 515 <li data-bbox="528 537 1118 680"> 2. Полицијска управа Нови Сад <i>(Novi Sad police department)</i> ул. Павла Папа бр. 46, 21000 Нови Сад Tel.: (+381) 21 488 5808 <li data-bbox="528 685 1259 828"> 3. Полицијска управа за град Београд <i>(Belgrade police department)</i> Булевар Деспота Стефана бр. 107, 3 1000 Београд Tel.: (+381) 11 2761 975 <li data-bbox="528 833 1163 976"> 4. Полицијска управа Смедерево <i>(Smederevo police department)</i> ул. Деспота Гргура бр. 2, 26000 Смедерево Tel.: (+381) 26 633 444 <li data-bbox="528 981 1070 1124"> 5. Полицијска управа Пожаревац <i>(Požarevac police department)</i> ул. Дринска бр. 2, 12000 Пожаревац Tel.: (+381) 12 530544 <li data-bbox="528 1128 1045 1272"> 6. Полицијска управа Бор <i>(Bor police department)</i> ул. Моше Пијаде бр. 5., 19210 Бор Tel.: (+381) 30 427234 <p data-bbox="544 1321 1278 1357" style="text-align: center;"><i>Ministry of Construction, Transport and Infrastructure</i></p> <ol style="list-style-type: none"> <li data-bbox="528 1361 1155 1541"> 1. ЛК БАЧКА ПАЛАНКА (Bačka Palanka) 21400 Бачка Паланка Краља Петра I 5 Tel./Fax: (+381) 21750071 E-Mail: lk.backapalanka@mgsi.gov.rs <li data-bbox="528 1559 1054 1738"> 2. ЛК АПАТИН 25260 Апатин Дунавске обале 66 Tel.: (+381) 25 772 245 Email: ispostava.apatin@mgsi.gov.rs <li data-bbox="528 1756 1189 1935"> 3. ЛК НОВИ САД 21000 Нови Сад Београдски kej 11 Tel./fax: (+381) 21 526 684, (+381) 21 528 457 Email: lk.nsad@mgsi.gov.rs <li data-bbox="528 1953 783 2022"> 4. ЛК БЕОГРАД 11000 Београд

Country	Competent authority (name, address, telephone, email, website)
	<p>ул. Карађорђева 6 Tel.: (+381) 11 2029 900; 2029-903; 2029-910 Fax: (+381) 11 2029 901 Email: lk.beograd@mgsi.gov.rs</p> <p>5. ЛК ПАНЧЕВО 26000 Панчево ул. Доситејева 13 Tel./fax: (+381) 13 342 560 Email: ispostava.pancevo@mgsi.gov.rs</p> <p>6. ЛК СМЕДЕРЕВО 11300 Смедерево ул. Деспота Ђурђа 11 Tel./fax: (+381) 26 4627 140 Email: lk.smederevo@mgsi.gov.rs</p> <p>7. ЛК ВЕЛИКО ГРАДИШТЕ 12220 Велико Градиште, обала Крала Петра 13, Tel./fax: (+381) 12 662 219, (+381) 12 663 082 Email: lk.vgradiste@mgsi.gov.rs</p> <p>8. ЛК КЛАДОВО 193.20 Кладово ул. Дунавска 11 Tel./fax: (+381) 19 800 284, (+381) 19 800 285 Email: ispostava.kladovo@mgsi.gov.rs.</p> <p>9. ЛК ПРАХОВО 19330 Прахово Пристанишна зона бб Tel./fax: 019/3524-026 Email: lk.prahovo@mgsi.gov.rs</p>
Bulgaria	<p>Морски спасителен и координационен център 9000 Варна, Вълноломна 1 Tel. +359 112 Tel. +359 52 633067; +359 52 603268 Mob. +359 88 8952113</p>
Romania	<p>Autoritatea Navală Română (Romanian Naval Authority) Port Constanța n° 1 (seat of the Romanian Naval Authority) 900900 Constanța Tel.: +40-241/61 61 24 +40-241/61 61 04 Fax: +40-241/61 62 29 http://www.rna.ro</p>

Country	Competent authority (name, address, telephone, email, website)
	<p>Email: rna@rna.ro</p> <p>Inspectoratul Teritorial al Poliției de Frontieră Iași (<i>Border police, Iași district authority</i>) Str. George Coșbuc nr. 3-5, 700469 Iași, jud. Iași Tel.: +40-232/272 220 Fax: +40-232/271 719 Email: ijpf.iasi@mai.gov.ro</p> <p>Inspectoratul Teritorial al Poliției de Frontieră Giurgiu (<i>Border police, Giurgiu district authority</i>) Str. Mircea cel Bătrân nr. 36, 080036 Giurgiu, jud. Giurgiu Tel.: +40-246/213 640 Fax: +40-246/211 785 Email: ijpf.giurgiu@mai.gov.ro</p> <p>Inspectoratul Teritorial al Poliției de Frontieră Timișoara (<i>Border police, Timișoara district authority</i>) Str. Sever Bocu nr. 11-13, 300278 Timișoara, jud. Timiș Tel.: +40-256/306 340 Fax: +40-256/306 340 Email: ijpf.timis@mai.gov.ro</p> <p>Birou Politie Transport Naval Drobeta Turnu Severin (<i>Drobeta Turnu Severin waterway police</i>) Tel.: +40 252 315310; +40 744 476453</p> <p>Birou Politie Transport Naval Giurgiu (<i>Giurgiu waterway police</i>) Tel.: +40 724 709403</p> <p>Birou Politie Transport Naval Galați (<i>Galați waterway police</i>) Tel.: +40 236 418460; +40 746 941543</p> <p>Biroul de Politie Transport Naval Tulcea (<i>Tulcea waterway police</i>) Tel.: +40 240 513389</p>
Republic of Moldova	<p>Агентство водного транспорта (<i>Naval Agency</i>)</p> <p>Главный офис (central office): Кишинэу, ул. Шосеауа Хынчешть 53 Tel./fax: +37322731214 Tel.: +373 22731396 Email: info@maradmoldova.md</p> <p>Порт Джурджулешть (<i>Giurgiulești port</i>): Дежурный диспетчер (<i>dispatcher on duty</i>) Tel. +373 29968699 +37379112032 Email: port.office@maradmoldova.md</p>

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Ukraine	<p>State Enterprise "Ukrainian Sea Ports Authority"</p> <p>Izmail Branch: 68609, Izmail, Odesa region 4, Naberezhna Luki Kapikrayana Str.</p> <p>Senior Duty Officer of Maritime Security Department +38 067 448-99-49 Email: security@izm.uspa.gov.ua Head of Maritime Security Department +38 067 448-88-04 Email: v.d.kisikov@izm.uspa.gov.ua</p> <p>Reni Branch: 68802, Reni, Odesa region 188, Dunaiska Str. Duty Officer Of Maritime Security Department +38 067 577-56-30 Email: smb@rni.uspa.gov.ua Senior Duty Officer of Maritime Security Department +38 098 580-98-06 Email: smb@rni.uspa.gov.ua</p>