

We also strongly encourage industry groups to develop and submit "model programs," which would include a model Vessel Security Plan and assessment of their own. A model program is one that, once submitted and reviewed and approved by Commandant (G-MP), may be used as a template for other vessels in the fleet. However, a Vessel Security Plan constructed using a model plan would still require submission for approval by the Coast Guard.

The process of the review and acceptance of model programs will be the same as the process used for the Alternative Security Program. The submission of a model program will need to include a general assessment for the applicable segment of the industry for which the model program is intended. The submission must also include how owners or operators will implement the model program including performing an operational and vessel-specific assessment and verification of implementation. Once these model programs are accepted, the programs could be used by industry to develop vessel-specific plans and assessments for Coast Guard approval.

#### *Evaluating Submissions of Waivers, Equivalents, and Alternative Security Programs*

In our evaluation of waivers, equivalencies, and Alternative Security Programs, the Coast Guard will accept a self-assessment or demonstration using any risk management tools acceptable to the Coast Guard. This demonstration may be requested to show that the proposed waiver, equivalency or Alternative Security Program is at least as effective as that intended by this interim rule.

#### *Owner or Operator Responsibilities*

The owner or operator of a vessel is generally responsible for all requirements imposed by this part. These requirements include ensuring the following: The performance of all vessel security duties; defining the security organizational structure for each vessel; providing each person(s) exercising security duties or responsibilities within that structure with the support needed to fulfill those obligations; that personnel receive training, drills, and exercises enabling them to perform their assigned security duties; and that adequate coordination of security issues between vessels and facilities take place.

#### *Company Security Officer (CSO)*

This interim rule requires that each vessel owner or operator appoint a

Company Security Officer, designated in writing, for their fleet of vessels or for each individual vessel that is owned or operated by the company. The Company Security Officer may be a full time or collateral position. A Company Security Officer may perform other duties within the owner's or operator's organization provided he or she is able to perform the duties and responsibilities required of the Company Security Officer. The Company Security Officer may also be the Vessel Security Officer, provided he or she is also able to perform the duties and responsibilities required of the Company Security Officer. Generally, this provision is for vessels operating on restricted routes in a single COTP zone and for unmanned vessels.

The Company Security Officer must have a general knowledge in a range of issues, such as company security organization, relevant international laws, domestic regulations, current security threats and patterns, risk assessment methodology, and in conducting audits, inspections, and control procedures.

The CSO may delegate the duties imposed on the Company Security Officer by this part, but remains responsible for the performance of those duties. The most important duties of the Company Security Officer include ensuring that: A Vessel Security Assessment is conducted; a Vessel Security Plan is developed, approved, maintained, and implemented; the Vessel Security Plan is modified when necessary; vessel security activities are audited as appropriate; problems identified by audits or inspections are addressed in a timely fashion; adequate security training; and communication and cooperation between the vessel and facilities.

#### *Vessel Security Officer (VSO)*

This interim rule requires that a Vessel Security Officer is designated in writing for each vessel. The Vessel Security Officer must have a general knowledge in a range of issues, such as security administration, relevant international laws, domestic regulations, current security threats and patterns, risk assessment methodology, and in conducting audits, inspections, and control procedures. The most important duties that must be performed by the Vessel Security Officer includes implementing a Vessel Security Plan; ensuring that adequate training is provided to vessel personnel; ensuring the vessel is operating in accordance with the plan and in continuous compliance with part 104; and periodically auditing and updating the Vessel Security Assessment and Vessel

Security Plan. The Vessel Security Officer may assign security duties to other vessel personnel; however, the Vessel Security Officer remains responsible for security duties.

#### *Training*

Required training for vessel personnel must be specified in the Vessel Security Plan. Specific security training courses for the Vessel Security Officer and vessel personnel will not be required by the Coast Guard. While formal training may be necessary, we will not mandate specifics. Vessel owners or operators must certify that security personnel are, in fact, properly trained to perform their duties. The types of training required must also be consistent with the training requirements described in this subpart. The Vessel Security Officer is also required to ensure that vessel security persons possess necessary training to maintain the overall security of the facility.

#### *Drills and Exercises Requirements*

Exercises are required to ensure the adequacy of the Facility Security Plans and are required to be conducted at least once each calendar year, with not more than 18 months between exercises. Drills, which are smaller in scope than exercises, must be conducted at least every 3 months.

Exercises may be vessel specific, or as part of a cooperative exercise program with applicable Facility and Vessel Security Plans or Port exercises. Exercises for security may be combined with other required exercises, as appropriate.

#### *Security Systems and Equipment Maintenance*

Procedures and/or policies must be developed and implemented to ensure security systems and equipment are tested and operated in accordance with the instructions of the manufacturer and ready for use.

#### *Security Measures*

Security measures for specific activities must be scalable in order to provide increasing levels of security at increasing Maritime Security (MARSEC) Levels. An effective security program relies on detailed procedures that clearly indicate the preparation and prevention activities that will occur at each threat level and the organizations, or personnel, who are responsible for carrying out those activities. Security Measures must be developed for the following activities:

- Security measures for access control;