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Security Measures on the International Tourism

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1. Introduction

One of the most important elements of the tourism industry are the cruises. All the vessels and specially the passenger ships are considered vulnerable to the incidents came from the intentionality of the humans. As of September 11- 2001, important changes have come about in security matters, especially for the Western Hemisphere. Ports and vessels, given their vulnerability due to internationalization they represent, are the target for all kinds of terrorist attacks.

For years now the International Maritime Organisation (IMO) has been establishing measures to prevent act of vandalism, such as piracy and attacks on vessels by insurgents in conflict zones.

However, to consider a port a high-risk location which could be used to perpetrate an attack on society or the port itself is a concept that has gained strength since 9/11.

2. Vulnerability & risk on board the vessels

When we are talking about security on board, we must consider that since 2004, with the come in to force of the International Ship and Port Facility Security Code (ISPS), as an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988), the vessels and the ports must be prepared for "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade".

On board the passenger's vessels, the prevention must be sometimes, even stricter, due to persons have free movement for all around the vessel. The investigations regarding this matter, comments that the prevention must go to avoid that unexpected action take place during the voyage at sea or when in port.

On board the vessels, as all the transportation system, a big numbers of persons are coming on board, so the first measure is precisely avoid the access of a potential conflictive persons during the sea voyage, the problem suppose to be closed a shore before departure and attended by expert staff. (Marí R & Libran A,2003)

The problem starts when the next question came: how can be appreciated the intentionality of a person?

May be, with the experts some cases can be detected, but is impossible to control something that is just theory and the majority of the times, so it's really very difficult.

Talking about security, the protection must be for the passengers, vessel's crew, vessel, and also the personal items, that other people can damage, steal, or destroy. This risk increment when during the voyage is on board a famous or politician, due to sometimes, persons or organisations are looking for the way to affect their lives.

By other hand, the international net of terrorism, is also looking for any time to attack determinate interests, and the tourism Industry, has two main reasons for their intention:

1. The Quantity of persons on board, from different nationalities.
2. The very high economics impact that it has.

The prevention in all these cases, seeks to prevent any damage, making even be aborted during its planning, so they do not materialize, but once on board, should develop a comprehensive security device that protects both humans as the vessel of any threat.

All these efforts must go hand in hand with intelligence investigations, with the idea to reduce the risk to the minimum.

The vulnerability is the degree of disability that has a security system to detect incidents or threats, therefore, must be periodically reviewed and studied to provide the team in charge with the authentic information and avoid losing control at any time.

The vessels have already identified the risk on determinate matters:

• Danger at sea: damaged to the hull, stranding, sinking and collision.
• Dangers associated to the transport activity: fire, machinery's risk, marine pollution, cargo's risk and pests.

Relating to the security, the risks are determinate as follows:

• Violents actions: Terrorism, guerrillas, kidnapping, piracy.
• Antisocial Risks: robbery, theft, vandalism, robbery, fraud and scam. Attacks, assaults, sabotage, extortion, data manipulation, drug trafficking.
• Social's Problems: Stowaways, Illegal immigration..

2.1 Specifics ricks for the passenger ships & ports

According to statistics, most wanted merchant ships by the crime are, in principle, cruises.

Until the fateful September 11, these ships were the sector that was growing within the travel business.

The International Association of Cruise Lines in New York, represents the world's most important lines, which also has its central headquarters in the United States even do not bear American flag.

Since 1986, cruise lines and the security forces that protect them must comply with relevant legislation required by the International Maritime Organization. These regulations specify the security measures that such vessels must be met, which include security plans,

restricting access to areas of ships, systems identification and review of crew and passengers, and other measures intended to improve the security of people board.

In this vein, having in mind different forms of threats that may suffer ships such as:

- Threat to the ship from the outside, both sailing and in port.
- Threat to the ship from the inside.
- Threat of use of the vessel as an instrument of a terrorist act.

To prevent external attacks in port, port authorities and port logistics operators must assume the responsibilities of comprehensive port security, hand in hand with law enforcement authorities concerned and the Port Facility Security Officer (PFSO), taking into account the vulnerability of ports in terms of security.

Ports must have service attendants, guards at the docks, which are responsible for a second access control, and all appropriate measures, and to maximize the safety of the port's facilities and ships at berth.

It is important to understand that these measures, apart from meeting the minimum requirements by international and national regulations should be tailored to each port according to their uses and customs, as they may vary substantially.

As for insider threats, legislation on the subject also specify the constant vigilance that must be on board, led by the Ship Security Officer, in collaboration with the captain and the rest of the crew, so of ensuring security along the journey.

The newly built ships and bring electronic devices installed first level, which serve to monitor different types of threats that can be found on board.

The shipping companies, shipowners and logistics operators can not cut corners on security, because security is not a cost but an investment.

Bases on the above, the author of this chapter had made and analysis on the vulnerable areas of the Ports, involved deeply on the activity of the tourism; where the visitors are passing the time when are visiting a city.

Considering all these aforementioned areas is vital to do a study about what is happening now with these port areas, we may have some questions:

- Do they have a protection plan in case you want to do a slaughter while the room full of visitors?
- Are there any chances of an attack such facilities how are you?
- Is the International Maritime Organization in the event that these places are also vulnerable to attacks?

These and other questions have been selected to design a consultation that had being passed to port authorities, port terminals and urban management of the Port, in order to establish:

- Criteria to identify if in fact these places are threats or not,
- If the port's infrastructure are already being considered in current PFSC or not,
- If people are enjoying the entertainment at these sites may rest assured that they are protected or not,

- And most importantly if the port can guarantee the operation of the themselves, and if can attached the existence of PFSC with the leisure activities of these places (if the application if needed- i.e figure 1)

Fig. 1. Port of Puerto Madero (Argentina) , Port's zone dedicated to the visitors.

With the main idea of show the real actual situation of the security on the ports, the main objectives to be met with this survey are:

- Evaluate the variables to consider in the analysis of vulnerability of the Port-Tourism relationship.
- Assess the degree of knowledge in the Ports in relation to the security of the areas in relation with the tourism.
- Evaluate the possibility of integration or cooperation between the ISPS and security of these areas.

2.2 Survey & consultation design

Based on the defined objectives and the geographical area to be covered, the design of the survey seeks to assess the information on vulnerable areas outside the ship-port interface, where tourists make life and carried out activities this important industry.

For the realization of the questions have been studied the most common vulnerabilities in ports, in order to identify and assess whether the port has identified in its security plan and especially the reality on the port facilities to avoid if possible, to carry out an attack and any other threat that endangers human life, facilities, and the environment, an end to the port and surrounding citizenship.

Given the great limitation, issues of confidentiality and secrecy in security issues, the sample of experts was relatively low, however, enables setting us geographic diversity to extract important information on the different regions under the study.

Experts to choose should meet the following characteristics:

- Knowledge of system and port business.
- Knowledge and mastery of the subject regarding Puerto & tourism.

- Port Security Knowledge
- Prestige in the maritime and port industries.

Following criteria and considering the limited number of experts in the area decided to contact area 13 experts covering the following regions:

Fig. 2. Map of Countries under study

Initially the study included only universe to European ports, however, thanks to the efforts made by contacting various American ports, has enjoyed the cooperation of Spain, Chile, Panama, Costa Rica, Colombia, Venezuela and Argentina, significantly expanding the geographical impact initially considered.

One aspect to consider is that the realization of this survey has been possible thanks to academic character research. Sensitive and confidential nature of the data is a major constraint when conducting surveys on impact issues such as this.

On the other hand, initially, the goal of this research aimed to survey staff crews of ships, but the non-accessibility, whether for security, political or business related to the subject, made to shift the topic applying the selection criteria outlined above experts in order to make a proposal to improve the current implementation of the ISPS (Martínez J. 2011).

Given these considerations, it is considered as the sampling unit each of the ports where it has been surveyed.

2.3 Consultation response

The response rate on the number of surveys sent was as follows: 80 % of response received.

To perform an analysis of the implications of the results shall be analyzed in detail the involvement of each of the responses.

A level of existence of the Port Facility Security Plan, the results indicate that all ports respondents have adopted a Security Plan for the protection for its port facilities in accordance with the ISPS.

This percentage would lose significance if not analyzed according to the following result, in which 90% recognize the existence of criteria for considering an area as vulnerable.

Additionally, 70% admit to turn that port areas related to the city have been considered as vulnerable according to the criteria defined by the Port Authority.

As for the Passenger Terminal 60% consider that they meet the security requirements defined by the ISPS Code, which does not necessarily indicate that compliance for the rest of the tourist areas of the port.

While it is true that 60% of respondents recognized that there is compatibility between the normal routine and port security duties required by the ISPS, the remaining percentage indicated. Given that security should be met for all situations in accordance with the requirements of the ISPS is to understand which are necessary to implement measures to improve this significant percentage trying to reduce or mitigate these risks and incompatibilities. i.e figure 3.

Fig. 3. World Trade Centre of Barcelona- Tourisyic Port Facility

Is important to highlight processes at when one is committed, and presents a risk, the potential field which can affect not only reduces the same but all the processes that relate to it either directly or indirectly, can be placed in a vulnerable position to the whole routine activities.

In considering whether the port areas related to tourism, can represent a threat for 60% of respondents believe they can pose a serious risk to port security. This implies that a high percentage agrees to consider such areas as high risk and likely to have incidents. Once verified that we proceed to analyze the risks inherent in that area.

Based on this study is demonstrated that a large part of the ports surveyed do not have control and monitoring mechanisms for public use spaces. This aspect increases the risk in all the possible actions that can be generated through the direct action of a human being, with all the consequences that are deducted.

This factor is increased to analyze the outcome of the question, in which 70% admitted that the security of port areas related to leisure (not including passenger docks but the other areas such as shops, restaurants, etc.) is not linked to the Integrated Safety Harbor.

This leaves an open space for research and that still does not relate the safety of commercial space port (with modal interchanges of goods) to the security of other spaces that belong to the port area (such as those related to leisure and tourism).

In the same vein, there is not any control to address recreational craft (they do sea's tour on the ports) leaving totally unprotected access to other port facilities. Comparing this situation with the airport security, a loophole is evidence relevant to the detriment of protecting the safety of persons, vessels, ports and cities.

Ironically and fortunately, the majority of respondents considered independently of the previous answers that there are criteria that guarantee the safety of citizens while in the port complex.

In this sense, it can be considered as a future line of research in order to identify the degree of knowledge, the real risks and possible implications of an impact on the security of visitors.

In the same context, it highlights the need for further training and knowledge about ISPS and PFSC, because none of its sections provides for the protection of the areas that are port that are intended for tourist purposes, but 80% of respondents stated that the PFSC includes contingency plans for those areas of recreational use in the event of a risk

When analyzing the risk may come from the surrounding areas, 90% believe they are vulnerable and risk focus of the port and its spaces.

Is important to emphasize the vast majority recognizes that there are surveillance cameras and security devices installed in the spaces of these spaces.

But when it comes to prevention, 80% recognized the absence of appropriate technological tools to prevent terrorist attacks. Considering the number of people who annually visit a port with leisure facilities, it follows that the risk in case of terrorist attack can be very large and affects a significant number of lives.

Given the existing security levels in the ISPS, realizing that the maximum level of protection enabled emergency determined in the ISPS (level 3), the response of respondents implies that 50% of the stores and recreational areas would not change their activity in the event of a terrorist threat; indeed, only 70% of cases recognizing the existence of a warning to visitors in case of a threat.

On the other hand it is encouraging that 100% of the claims that there is coordination with different agencies at the time to act in case of attack.

In most cases, the National State would be in charge the security forces followed by the port authority.

Additionally only 60% of cases, the development company or manager of the port city spaces, acknowledges to be doing staff training on port security. This aspect becomes once again highlight the weakness in the field of prevention.

In the case of unaccompanied baggage or packages left that could be considered suspicious, 60% confirm that measures are implemented to manage these cases immediately if they occur.

3. Important conclusions of the consultation carried on to the experts

Attached are the main conclusions deduced from the survey:

* The existing limitation when conducting surveys on the issue of security and port security, given the sensitivity and confidentiality of the data. However the response rate case has been positive with 80% for the initial sample.
* All ports respondents have adopted a Port Facility Security Plan in accordance with the ISPS.
* Only 30% acknowledge a high level of compliance with the plan, while 70% admitted to a medium or poor compliance.

- 70% admitted to have measures on the level of surveillance and control in areas considered vulnerable. Additionally, 90% recognized the existence of criteria for considering an area as vulnerable.
- 70% said that the Port-city areas have been considered as vulnerable according to the criteria defined by the Port Authority.
- 40% of respondents recognized that there are inconsistencies between the normal routine and port security duties required by the ISPS, the same percentage recognizes not fulfill all the tasks set by the protection plan.
- For conducting drills and the existence of cooperation with state bodies, the answer is nearly unanimous. It is recognized that periodic drills and with the cooperation of state security's forces.
- In 70% of cases are considered that are protected:
  - Usage by land and sea.
  - Infrastructures.
  - Communications infrastructure and information systems.
- In terms of vulnerability / protection of areas of recreational use of the port, these are the main conclusions:
  - 60% of respondents felt that this type of port areas may represent a serious risk to port security.
  - 40% of respondents ports have mechanisms to monitor and control what people do at all times when in the port facility dedicated to recreation.
  - 70% recognized that the safety of recreational and tourist areas is not linked to Integrated Port Security.
  - 60% admit to not having control of access for people with weapons to pleasure boats moored in the harbor.
  - 90% considered that the surrounding areas are vulnerable and risk focus of the port and its spaces.
  - Paradoxically, the majority of respondents (80%) consider whether the previous replies that there are criteria that guarantee the safety of people while on this interface port and the city.
- In relation to the degree of knowledge about PFSC and ISPS requirements, a record of the need for further training and knowledge of both, since none of its sections provide for the protection of public use space and yet 80% of respondents said that the PFSC includes contingency plans for public use areas at ports in the event of an attack.
- When it comes to prevention:
  - is recognized by 80% in the absence of appropriate technological tools to prevent terrorist attacks
  - only 60% of cases, the development company or manager of the port city spaces, acknowledges to be doing staff training on port security
- With regard to the parameters required by the ISPS warning if:
  - In 50% of cases, shopping and recreational areas would not change their activity in the event of a terrorist threat at Level 3.
  - 30% of cases have recognized a warning to visitors in case of a threat.
  - 60% confirmed that measures are implemented to manage cases of unaccompanied baggage or packages left that could be considered suspects.
- In relation to the structural security of access and connectivity port structures, the conclusions to note are the following:

- Only 20% say that their land access are very well protected
- In terms of the anchorage and maneuvering areas Donsol 10% confirmed that they are well protected, and 60% say they are poorly protected or unprotected. The same pattern applies for the berthing areas.
- The following sections present the same pattern of results. Most find that they are "sufficiently secured". Only 20% believe they are under-protected or unprotected:
- electrical distribution systems and computer systems
- cargo handling equipment
- commercial port facilities (specialized and multipurpose terminals)
- container storage area
- In the case of bridges, roads and rail access, 70% do not consider there is a good level of security. Only 30% think that is quite protected and none of the respondents considered this as "Very Sheltered"
- In terms of service vessels and equipment and protective systems and surveillance, whose authority belongs to the maritime authorities of the countries despite evidence that a higher level of protection (60% and 80% respectively), cannot be that is at the level required by the legislation.
- In the waters adjacent to ports, 50% believe they are little or no protection, 40% consider a level of protection means and a minority of 10% is considered as very secure.
- It's is very important to emphasize that analyzing information by geographic area to which the port belongs dispersion and disparity found in global responses are repeated to be analyzed geographically. That is, different aspects of different degrees of compliance according to the different areas however cannot be said that an area is "more secure" in general terms that another (Martinez, 2011).

4. Preventing measures

One of the best ways to prevent more attacks and attacks on ships is precisely the training of personnel of both ships and ports, which is why the ISPS establishes the obligation to train in specific courses to the actors in this business.

Among them we have:

- Training course for Port Facilities Security Officers
- Training course for Ship Security Officers
- Training Course for Company Officers

These courses are instructed in basic standards of protection for each measured preventives and action in an emergency at different levels has been set in the ISPS.

Moreover, in the specific case of the cruise companies must have action protocols for any additional emergency, such as unaccompanied packages, suspicious people both in port and by ship, measures that allow the passage the crew report any approach that considers normal on board, review and inspection of security equipment.

One of the most important measures for prevention are the drills with This accomplishes several objectives:

- Passenger awareness of the importance of the security the ship
- Playing much like the real action protocols ruled the ship's security plan.

- Having the information of the reaction time and assess the possible implications and improvements to be updated immediately.
- To quantify the degree of knowledge of the crew to a contingency.

Of all the above points which I consider more important is the awareness by the crew and passengers of the importance of comprehensive security of the ship and her starring role on the detection of any possible threat.

5. Conclusion

When talking about security and the tourism industry, cruise ships take primary importance as vectors of a large number of people who enjoy the ports and cities.

Ironically port cities as models adapted from "port-city relationship" are not formally integrated in the ISPS, but on the contrary, its internal regulations are protecting these people who enjoy recreational activities in a port.

The threats are real; there is evidence of several bombings and attacks on the ports, as well as the intentions of terrorist networks to attack the port facilities.

The idea is not to create unnecessary alarm, but be on guard against any loophole that has the current security system, which could jeopardize the most important thing there is: human life.

There are many regulations, measures, policies to protect the comprehensive security of cruise ships, ports, tourist areas of port facilities, however, no regulation, all in accordance with the needs of each port.

The standardization of regulations, to create a sense of minimum protection, however, the commitment of local authorities as extremely important, as are the real connoisseurs of the manners and customs of this place.

Safety requires collaboration definitely unrestricted throughout the industry, all players are invited to contribute part of its mission to ensure security.

One of the factors that help and is very important in these cases is the existence of port and logistics communities strengthened, and that based on them, it is easier to create mechanisms of collaboration and rapid response to security forces, and regular training to help workers in the industry know how to react to any eventuality.

In short, security is of utmost importance and effort depends directly on the concatenated all businesses, law enforcement, but especially each person serving in any role, this conglomeration of the tourism industry.

This proposal, based on research, has the idea of precedent among other things, show that the academic-research can and should collaborate in developing proposals that will not only focus toward the traditional trading port, but also focused on new and modern opportunities of sustainable development represents a port for the cities that surround it, which are today known as "Port Cities".

Beyond the figures, the number of TEUs or tons per year, the ports, have a great interaction with people through the tourist industry, which undoubtedly comes from the same source port. As is well known, near the ports, were located the main squares of cities and the

commercial heart of time, being since ancient times, places vulnerable not only to the economies of those cities but for their people, since most daily activities of citizens were developed around the harbors.

With this concept of port cities, it takes the original sense, after the modernization of ports, resulted that these compounds develop purely commercial & logistics activities and gave him back to the city, shutting down their access, limiting visibility even of cities to the seascape.

In this sense a fundamental aspect to consider, which facilitates the proper treatment of the spaces of the tourist or recreational use of the port, is to understand the complexity and variety of conditions that have these areas for processing, which are advantageous to time for inclusion in the PFSC:

- Are limited and circumscribed,
- Not all ports have space for public use or are not qualified as such,
- Have severe restrictions
- They are marked by the topography of the sites,
- They have historical memory and architectural heritage quality and attractive to tourism.
- Meet two emblematic elements: earth and water.

With site-specific differences, worldwide socioeconomic these complexes seem to be moving toward awareness and the need to generate changes in the direction of urban policy to promote a new model of physical organization otherwise accompanying the complex conditions of social and economic development.

Thus, as port companies have led to complex social phenomena taking place transfers of activities between the city and harbor, including regional and international scope due to the nature of the tourism insight.

In this line and as a result of the transformation and modernization in the scale and technology infrastructure of these complexes and the greater importance to the economy of the international relationship between touristic cities, the port territory has become one of the most evocative of urban contemporary.

This space is now preferred, has become the venue in the cities for the location of business centers, shops, residences, hotels, museums and areas of recreational and cultural events, determining a trend that is accentuated and thereby permanently, which today can be considered one of the main causes of growth and development in a large set of cities, is the weight of the transformation of their port renewal areas, so that you can even say that the hope of many cities damaged, it is precisely in the conversion of the port areas.

However, after the fateful 11-S, the security measures in all aspects, were reinforced and become effective, international laws to ensure protection, first of all shipping to the United States, which immediately were taken by the most countries in the world.

With the entry into force of the ISPS, security measures are restricted only to commercial terminals, even we must recognize that higher priority is given to these measures in the traffic of any port in the world to the United States, and in some cases detracts from the Ports own security outside that territory.

If we talk about the initiative CSI (Container Security Initiative), launched in 2002 by the U.S. Bureau of Customs and Border Protection (CBP), an agency of the Department of

Homeland Security, in order to "*increase security for containerized cargo shipped to the United States*" is intended to "*extend the area of external security that American borders are the last line of defense and not the first.*" (Martinez, 2011)

This assertion can extract multiple reflections, which confirms that these agreements were initially prioritized the protection of U.S. ports, and over time have been extended to the rest of the world so it is fair to point out that the European Union also made likewise creating the ESCS (European Supply Chain Security) and as an example, this initiative in Spain has been called the "Secure Logistics Community," which means not only bring security to the port areas but extend to all steps in the logistics chain, from supply plants to modal transfer points, as a platform for promoting and improving the security of the supply chain, which promotes trade and logistics and agile safe through compliance of international customs regulations and the application of international best practice safety in World Trade.

Understanding both the phenomenon of conversion of port, the various legislative initiatives in international port security and the results of the survey in this study, we should note the following:

- First, the great lack of knowledge beyond the Port Authority in Global Business Integration Port, i.e the entities that share services in the ports, not all know the implications and dimensions of a port as a whole, majority being the ancient doctrine that the ports were limited to commercial premises where the transfer occurred modal cargo or passengers.
- Second, all respondents felt it necessary to include public use areas in Port Protection Plans (PPP), extends the scope of the scenarios in case of increasing the level of security at the ports.
- Thirdly there were many deficiencies in the current application code itself, leaving open for future research, improvements in implementation thereof, and in particular in relation to visitor use areas, should devise mechanisms to integrate existing security plans to unify and standardize the protection of the entire port system.
- Fourth, and related to one of the questions on which further wanted to start this research has shown that the tendency of the Port-city: USOA entertainment, catering, passenger ships, considering the domestic tourism and outside, and the Safety and Security Port System they are compatible, as long as you start developing plans concatenated without affecting any other trend, i.e that the recreational use of certain port areas will not endanger the safety enclosure, and the protection of commercial space (terminal) do not leave the city without the possibility of converting obsolete spaces in modern socio-economic complexes, which are perhaps one of their few opportunities to generate employment and wealth.

To achieve protection of the port shall:

- Define all relevant areas for port security areas including tourism and recreational use;
  - Coordinate measures for areas with different characteristics from the point of view of protection.
  - Determine an organizational structure that contributes to improving port security.
  - Establish, on whether case varying measures of the different parts of the port, changing security levels and information obtained from the intelligence services.
  - Join the developers (restorations & leisure's companies) to the Port's plans drills for increase the security.

- Evacuation drills in port areas intended for public use.
- Provide all areas of security cameras and create (if not exist) a security team to allow monitoring at all times human movement in these areas, with the intention of ensuring peace and enjoyment of people, which keeps the flow of tourists and customers to these spaces.
- Placing warning mechanisms that allow citizens to inform authorities and enforcement authorities of the presence of suspicious packages or abandoned, because in these places is not always easy to access safety equipment, assessing the cooperation of citizens to prevent possible incidents.
- In the event that citizens have ports docks with yachts, or, on the other hand, harbor tour boats travel (example in Barcelona of the Swallows), find ways to prevent access to material or armed persons suspect in these vessels, preventing water mobility take advantage of any possible threat.
- On the other hand, we must maintain a permanent monitoring of the security of the port, based on strategic planning in order to get feedback, using their own experiences and alien to meet this objective.
- Based on the research of the author intends to create a study commission between the Maritime and Port Authority with recreation development company of the Ports, and the authorities of the port cities, to bring all the security measures they deem appropriate under the particularity of the region-specific ports, as this will allow each port integrated PFSC, according to its specific own security measures and protection that are useful and necessary.
- This fee must design study of specific plans added to the port facility security plan, taking a global view of the port facilities in order to achieve efficiency in following minimum security measures to protect human beings in the areas surrounding recreational or leisure of the ports.
- It is very important that these plans be developed in conjunction with national security agencies, states and / or municipalities, depending on the territorial organization and legislation of each country, and be under constant observation in these areas as well as providing areas farthest from the technological means to respond swiftly to any threat arising in the port city, given the number of lives that travel on it.
- In line with all previous initiatives should be developed and training plans covering all active figures involved in the port and city relations, with the aim of ensuring a proper process of prevention beyond the emergency action.

The idea is that this proposal should adhere to the Port Security Plans, being the most easily in its modification and implementation, as well as the last link in the security chain and in the face of users ports, which allows these adjustments have a direct impact on achieving greater security for citizen's ports.

It should also be included in the concept of interface to all areas within the port are being related to the enjoyment of human beings in their facilities and linked to the development of surrounding communities and the marina, and with this step legally protect these facilities, which would lead to the inclusion of various measures in the port security plan that can protect citizens ports.

To this must also update the entire platform technology security and protection of these areas, which would generate greater control of possible emergencies, and taking into account that

most respondents agreed that their ports do not have the ideal technological protection can be consider that this is also an important point to be agreed improvement in the system.

Moreover, taking advantage of the entry into force of the legislation governing the voluntary audit request by the member states of IMO Resolution: A974.4, adopted on 1 December 2005, at paragraph 19 of the order of day, this regulation will allow states to voluntarily request to audit their management systems (in general) and management of maritime and port security, so that the proposed improvements will help even these audits are overcome every day better conditions, highlighting the improvements in areas that present safety and security do not understand how the citizens port security, and these areas from which you can access port facilities if included, in this way, all that can be added to local marinas with space for public uses, can be evaluated through audits, generating a feedback and evaluation process, which will at all times ensure excellence in the system.

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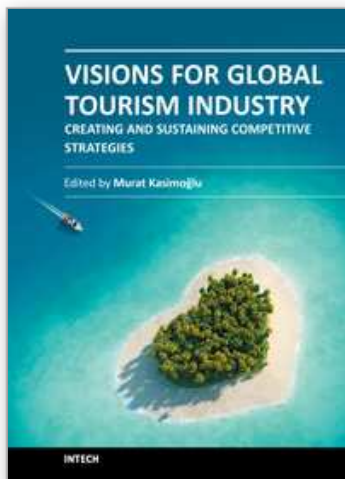
Visions for Global Tourism Industry - Creating and Sustaining Competitive Strategies

Edited by Dr. Murat Kasimoglu

We have been witnessing huge competition among the organisations in the business world. Companies, NGO's and governments are looking for innovative ways to compete in the global tourism market. In the classical literature of business the main purpose is to make a profit. However, if purpose only focus on the profit it will not to be easy for them to achieve. Nowadays, it is more important for organisations to discover how to create a strong strategy in order to be more competitive in the marketplace. Increasingly, organisations have been using innovative approaches to strengthen their position. Innovative working enables organisations to make their position much more competitive and being much more value-orientated in the global tourism industry. In this book, we are pleased to present many papers from all over the world that discuss the impact of tourism business strategies from innovative perspectives. This book also will help practitioners and academician to extend their vision in the light of scientific approaches.

How to reference

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