

## ISO Focus July/August 2006

### Main Focus

#### ISO/PAS 28000: a security oddity?

*by Jaap van der Hoek, Managing Director, ZOCA Container Security BV*

The title of this article alludes to Stanley Kubrick's 2001: A Space Odyssey. Although no man had been on the moon when this motion picture was produced in the early 1960s, Kubrick gave us an insight into how travelling through space and living on a colonized moon would look like. He also instilled fear into a lot of us with his intense plot full of suspense, visible and invisible threats and more apparent dangers.

The new ISO/PAS 28000:2005, *Specification for the security management systems for the supply chain*, has similar traits to this masterpiece film.

#### Harmonizing international best practice

Almost two years ago, the chair of technical committee ISO/TC 8, *Ships and marine technology*, Capt. Charles Piersall, summoned the committee members and gave them the "wake-up" call needed to start working on a security management standard following other initiatives that were already in place, or being drafted.

The International Maritime Organization (IMO) and the International Ship and Port Facility Security (ISPS) Code, an amendment of the Convention for the Safety of Life at Sea (SOLAS), was implemented worldwide.

The Customs and Trade Partnership against Terrorism (C-TPAT) and the Container Security Initiative (CSI) from the US Department of Homeland Security, and draft resolutions from the European Union (EU) on supply chain security and the Approved Economic Operator were taking off.

Even now, the EU's Transport Directorate (DG-Tren) is contemplating further steps for securing the supply chain that will affect millions of businesses throughout Europe.

Some of the above-mentioned proposals and regulations were implemented unilaterally, thus causing concern and resistance, as no benefits were proposed or felt. Others were looking at and comparing these to the World Customs Organization's (WCO) Framework of Standards and trying to work out the advantages and/or overlap between them and other measures that have not been mentioned here.

It has to be said that whatever the starting point, all these measures were taken to secure and facilitate international trade and protect everyone. In particular, these measures were intended to protect the supply chain participants from stagnation and

unparalleled damage in the event of an attack on the world's trade system. Needless to say, more than 90 % of that trade is based on maritime transport. Sadly, a number of incidents after 9/11, like the attack on the USS Cole and the MT Limburg, has shown that neither military nor merchant vessels are safe, and the same goes for civil transportation systems such as underground and surface trains (Tokyo, London and Madrid).

Yet, an overall standard has not been set that would incorporate the best of all worlds and provide a common point of departure that would ensure mutual recognition and, very importantly, objective assessment and certification.

### **Helping the standardization process objectively**

ISO has produced many standards that govern our daily lives and that we are not always aware of.

This is how it should be, that once implemented, these standards provide a unified basis to work from, develop and standardize products and enable them to be used worldwide, with as few problems as possible.

Whether these standards are for quality like the ISO 9000 series, or the environment, like the ISO 14000 series, they provide a level playing field on which global trade can flourish and grow, without national discrimination, as our colleagues Paul Lightburn and Peter Mackenbach point out in an article on this subject. (See page XX)

Having said this and looking at all the dynamics, an ISO standard that encompasses and, most of all, supports all initiatives by placing them in a common “architecture” is vital for the success and degree of their implementation.

No other organization like ISO is equipped to fulfill this role with total objectivity, without bias and prejudice or industry egoism.

Participation in all committees is free and without constraints. Providing all delegates the best industry practice and experience for all standards to be developed is the ultimate goal.

These procedures can be long and extremely detailed at times. Nevertheless, well-balanced input and peer review lead to high quality output in drafts, publicly available specifications and ultimately ISO standards, which are continuously reviewed and updated and even, when at the end of their lifetime, withdrawn.

When a standard is implemented there is a structure of certification in place that will ensure well-proven, objective third-party certification, recognized worldwide and accepted by all industry sectors and authorities.

### **The script, development and maturity of the storyboard**

By having accepted to start the work on this standard, the need for a storyboard became prominent. Not only did the author and committee members realize that there

had to be coherence without overlapping of existing rules and regulations, there also had to be sufficient reference for all industry addressed to enable smooth implementation.

From the moment the work started on the various drafts, meetings in London, Dalian, Panama, Rotterdam, Delft and Copenhagen took place and an immense contribution to the various documents using the Internet shaped the future documents. There were also well-motivated proposals for changes and, in some cases, criticism, resistance and politics sometimes before the work had actually started or first drafts published for comment and review.

At times it felt like ISO/PAS 28000 was very special and that implementation would be impossible.

The standard sits at the top of the pyramid, published as a publicly available specification (PAS) in November 2005. In its introduction it says:

*This publicly available specification has been developed in response to demand from industry for a security management standard. Its ultimate objective is to improve the security of supply chains. This specification is a high-level management standard that enables organizations to establish an overall supply chain security management system...*

*Since supply chains are dynamic in nature, some organizations managing multiple supply chains may look to their service providers to meet related governmental or ISO supply chain security standards as a condition of being included in that supply chain in order to simplify security management as illustrated in **figure 1**.*

### **Insert diagram 1**

ISO 20858:2004, *Ships and marine technology – Maritime port facility security assessments and security plan development* is situated beside ISO/PAS 28001, *Ships and marine technology – Best practices for custody in supply chain security*. Also listed are the ISO/PAS 28004 guidelines for implementation and the ISO/PAS 28003 guidelines for auditing and certification services, all of which could be in place before the end of 2006.

Clearly, the need for speed and the incorporation or “fit” with all other rules, regulations and programmes was felt, as mentioned earlier in this article. Without speedy implementation, the industry would remain adrift too long and without "fit" the standard would be too much of a stand-alone product.

A group of very dedicated people, under the guidance and leadership of Nancy Williams, like Dean Kothmann, Marc Siegel, Paul Lightburn, Peter Mackenbach, Susuma Ota, Ricardo Baldassari, Klaus Jacobi, Steve O'Malley and Chair, Charlie

Piersall, have stood firm and assured the creation and timely delivery of the ISO/PAS 28000 family of standards.

## **Preview and premiere**

ISO/PAS 28000:2005, *Specification for security management systems for the supply chain*, gave a preview of how well a script and production this series will turn out to be and a clear view of its potential to become the security standard from the perspective of providing the level playing field, international and industry reference and objective third-party certification.

For standard setting, this is a very fast time from the first draft to the final standard. Also not unimportantly, a lot of the initial criticism has turned into broad support, which is an achievement, bearing in mind that security of management systems might be new to some organizations in the supply chain. This very much qualifies the work that has been done and will prompt wide acceptance, implementation and third-party certification.

When the credits are shown, the picture is over and the lights come on, we think about whether the film was as good as the book, how did the actors do, were they well cast and did it have, if not a happy, at least a satisfying ending?

The answer to all this must be yes when applied to ISO/PAS 28000. Yes, it was not an easy script, it was fast in the making, hampered in production, finished and cut on people's overtime, but definitely worth watching from start to finish.

## **About the author**

Jaap van den Hoek is the Managing Director of ZOCA Container Security BV since May 2003. Before joining ZOCA Container Security, he worked in IT systems implementation for several international telecommunications operators in senior management positions.

He represents The Netherlands in ISO/TC 8 and ISO/TC 104 and the respective subcommittees to help set global standards in container transport and security.

## **Quotes**

**"An ISO standard that encompasses and supports all initiatives through a common 'architecture' is vital for the success of their implementation."**

**"The industry needed the speedy implementation of guidelines that fit with all the other rules."**