

## Annex 1 – Permission Application Form



To be completed by the ship manager.

The application must be submitted to the Coast Guard Centre (ccc@kustwacht.nl) using this form.

The statutory timeframe in which the Coast Guard must make its decision on an application for armed private security will start once it receives parts 1 to 4 of this form, fully completed.

### For Coast Guard use only:

Contact:	MIK-NL Maritime Intelligence Centre		
Coast Guard Centre:			
Tel./fax/email:	0223 542 300 / 0223 658 358 / ccc@kustwacht.nl/MIK-NL@kustwacht.nl		
Date:		Coast Guard Centre File No.:	

### PART 1 – GENERAL APPLICATION INFORMATION

	Details	Notes
Name and address of ship manager		
Email		
Telephone		
Name of ship		
Call sign		
IMO number		
Dutch flag: Y / N		
Type of ship		E.g. tanker, dry cargo, passenger ship, RoRo
market segment		E.g. spot / liner
Photo of a side view of the ship		
Number of crew members		
Attach copy of ship's drawings/floor plan		Ship arrangement
Attach an accommodation plan		
Cargo specifications		Attach photo
Insured value cargo		
Insured value ship		
Dates of transport		
Port of departure		

Port of arrival		
Intended route		
<b>PART 2 – INITIAL RISK ANALYSIS OF THE TRANSPORT</b>		
	Details	Notes
Tonnage <sup>1</sup>		
Free board <sup>2</sup> on high risk area passage		
Maximum speed		
Cruising speed during transport		
Estimated total time expected to be in the High Risk Area		
Manoeuvrability of the ship <sup>3</sup>		
Weather forecasts		
Weather sensitivity of the ship <sup>4</sup>		
The latest threat as identified by UK Maritime Trade Operations in Dubai (UKMTO) / Maritime Security Centre – Horn of Africa (MSCHOA) / International Maritime Bureau (IMB), see weekly reports		

<b>Initial risk analysis prior to application of own protection measures</b>	
<b>Impact level:</b>  <b>1. Marine crime (ship stores)</b> <b>2. Marine crime including exposure for crew</b> <b>3. Piracy exposure</b> <b>4. Severe injury / kidnap incident</b> <b>5. Fatalities / Multiple severe injuries / Hijack of vessel</b>	<b>Frequency:</b>  <b>Criteria<sup>5</sup></b> <ul style="list-style-type: none"> <li>○ Exposure time in high-risk area &gt; 48 hours</li> <li>○ Increase of attacks in the last quarter according to IMB reports</li> <li>○ Attacks reported last year according to IMB</li> <li>○ Vessel speed alignment</li> <li>○ Client / cargo resulting in extra exposure</li> </ul>
<b>Risk: High / Medium / Low.</b> <b>Drag the black dot to the appropriate field in the matrix</b>	

<sup>1</sup> DWT

<sup>2</sup> In metres/decimetres

<sup>3</sup> Good, average, fairly poor, poor

<sup>4</sup> Some ships are more vulnerable in calm weather. Please indicate: Very sensitive, sensitive, less sensitive, not sensitive

<sup>5</sup> Mark if applicable: the sum of the markings is the frequency.

SECURITY RISK ASSESSMENT MATRIX						
IMPACT	5					
	4					
	3					
	2					
	1					
		1	2	3	4	5
		FREQUENCY				

PART 3 – SECURITY MEASURES / BMP5 IMPLEMENTATION		
Mandatory BMP5 measures according to Article 3 of the Merchant Shipping Protection Regulation:	Confirmation	Notes
Designating crew muster point or safe room with means of communication with the outside world, such as VHF and/or INMARSAT		
Deploying fully trained crew members to one or more lookout posts, including the use of the bridge		
Binoculars for the team on the bridge		
Locking the doors and hatches giving access to the bridge, the crew and passenger quarters and the engine rooms		
Placing razor wire with a roll diameter of at least 730 mm		
Mounting water or foam sprayers		
Locking access to the bridge, crew quarters, engine rooms and citadel		
Reinforcing large windows and portholes with bars or cover plates		
Fixed searchlights to check the surroundings of the ship; Lighting at night during the voyage (all-round lighting)?		
Preparing the crew through anti-piracy exercises		
Protecting the ship's equipment and machinery from third-party use		
Informing UKMTO of armed passage		
Informing MSCHOA of armed passage		
<b>Other:</b>		
CCTV enabled?		
Lifts taken out of service?		
Other protective measures		
<b>OTHER CONSIDERATIONS</b>		
Have the following been considered:	Yes/No	Notes
Taking a different route?		
Sailing in convoy?		

Hiring unarmed security personnel?		
---------------------------------------	--	--

**Do you wish to use armed private maritime security?**

**→ Go to Part 4 (and skip Part 5)**

**Do you wish to use VPD security?**

**→ Go to Part 5 (and skip Part 4)**

**If in doubt about whether to seek permission for armed private maritime security, complete 4 and 5.**

PART 4 – Armed private security		
PMSC QUOTES AND DISTANCE OF DETOUR FOR VPD EMBARKATION		
		Notes
Quoted price PMSC 1 (total price)		
Quoted price PMSC 2 (total price)		
Quoted price PMSC 3 (total price)		
DETAILS OF PROPOSED PMSC		
	Details	Notes
Name of proposed PMSC / permit holder		
ILT permit number of PMSC		
Address / contact details of PMSC/permit holder		
Size of envisaged security team		
Email address of PMSC		
Proposed embarkation point of PMSC		
Proposed disembarkation point of PMSC		
Detour distance for VPD embarkation if known		Total distance for embarkation and disembarkation
Further details of detours		Additional port calls? Time lost? Additional costs?
Storage of arms and ammunition on board if the ship sails outside of the high-risk area		
Email address / telephone number of ship master		

## PART 5 – Request for Vessel Protection Detachment from Ministry of Defence

### Residual risk assessment after application of own protection measures

Impact level:

1. Marine crime (ship stores)
2. Marine crime including exposure for crew
3. Piracy exposure
4. Serious injury / abduction
5. Fatalities / Multiple serious injuries / Hijacking of ship

Frequency:

Criteria<sup>6</sup>

- Exposure time in high-risk area > 48 hours
- Increase of attacks in the last quarter in the risk area according to IMB reports
- Attacks reported last year according to IMB
- Vessel speed alignment
- Client / cargo resulting in extra exposure

Risk: High / Medium / Low.

Drag the black dot to the appropriate field in the matrix

#### SECURITY RISK ASSESSMENT MATRIX



IMPACT	5					
	4					
	3					
	2					
	1					
		1	2	3	4	5
		FREQUENCY				

#### REGARDING THE VPD EMBARKATION

Question		Notes
Name and function of contact person for the Ministry of Defence on this voyage		
What is the 'minimum safe manning' number on board?		According to the ship's certificate
Maximum crew according to certificates?		According to the ship's certificate
How many additional berths are available?		

<sup>6</sup> Mark if applicable: the sum of the marks is the frequency.

Description of medical facilities on board		
Means of communication		
Description of the ship's antenna plan (for possible helicopter operations)		
Attach copy of ship's drawings/floor plan		<i>(Ship arrangement)</i>
Who are your clients for whom you transport cargo?		If no customer owns more than 50% of the cargo
Does the client has specific security demands?		If yes, what kind of demands?
Does your client support the security of the ship?		For example, by making equipment available?
What is the opinion of the charterer relating VPD/PSC?		
How do your insurers view the use of armed security?		Do they make it mandatory?
Contact details of your shipping agents in embarkation and disembarkation ports		

I have completed this form correctly to the best of my knowledge.		
Date	Name and position	Signature