**1. Details of the Ship**

|  |  |  |  |
| --- | --- | --- | --- |
| **Ship’s Name** | **IMO Number** | **Call sign** | **Ship’s Type** |
|  |  |  |  |

**2. Description of Voyage**

|  |  |  |  |
| --- | --- | --- | --- |
| **Description of voyage (s)**  **(Load port, destination, intermediate calls, if any)** | **From** | **To** | **Intermediate Calls** |
|  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **Guards Boarding Port/Sea Area and Date** | **Guards Disembarking port/Sea Area and Date** | **Firearms/Security Equipment Loading Port/Sea Area and Date** | **Firearms/Security Equipment Unloading Port/Sea Area and Date** |
|  |  |  |  |

**3. Details of Ship’s Operator (Owner or Bareboat Charterer or Manager)**

|  |  |
| --- | --- |
| **Company Name** | **Business Address** |
|  |  |

**4. Details of the Private Ship Security Company (PSSC)**

|  |  |
| --- | --- |
| **PSSC Registered Name** | **PSSC Registered Address** |
|  |  |
| **PSSC Certificate Number** | **Issue Date – Expiry Date** |
|  |  |

**5. Details of the Private Ship Security Guards**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Rank** | **Family name or Surname** | **First Name(s)** | **Nationality** | **Passport Number** |
| **TL** |  |  |  |  |
| **DTL** |  |  |  |  |
| **TM** |  |  |  |  |
| **TM** |  |  |  |  |
| **TM** |  |  |  |  |

**6. Firearms**

| **Manufacturer, Type and Caliber** | **Serial Number** | **Classification** |
| --- | --- | --- |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |
|  |  |  |

**7. Special security equipment**

| **Description** | **Manufacturer and Type** | **Serial Number (if any)** | **Classification** |
| --- | --- | --- | --- |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |
|  |  |  |  |

**8. Declarations**

|  |  |  |
| --- | --- | --- |
| **8a. Declaration on behalf of the PSSC** | | |
| I, the undersigned, hereby certify that that the above are true, and that I am duly authorized by the PSSC to provide the information required by article 26(2) (a) of Law 77(I) of 2012 to the Deputy Ministry of Shipping. | | |
| **Name** | **Signature – Company Stamp** | **Date** |
|  |  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **8b. Declaration on behalf of the Ship’s Operator** | | | |
| I, the undersigned, hereby certify that that I am duly authorized to submit this application together with the Contract concluded with the PSSC, pursuant to Section 13(1) of Law 77(I) of 2012, to the Deputy Ministry of Shipping on behalf of the Ship’s Operator. | | | |
| **Name** | **Signature – Company Stamp** | | **Date** |
|  |  | |  |
| **Contract Type (i.e. GuardCon, Protecon, Special Agreement, e.t.c.)** | | **Contract Signing Date** | |
|  | |  | |

**9. Risk Assessment Analysis**

Anticipated Risk Pirates Detecting, Attacking, Boarding, Seizing the ship

(L = Likelihood, C = Consequence, RF = Risk Factor)

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Name Of Ship** | | **Cargo** | | | **Voyage service speed** | | | **Voyage Minimum freeboard** | | | |
|  | |  | | |  | | |  | | | |
| Risk(\*1) | L (\*2) | | C (\*3) | RF (\*4) | | Mitigation (\*5) | Action Possible YES /NO/NA (\*6) | | L (\*7) | C (\*8) | RF (\*9) |
| Detected – Attacked –Boarded – Seized  by pirates |  | |  |  | | Sail along the coast |  | |  |  |  |
| Sail away from pirates sighting positions |  | |  |  |  |
| Use intelligence to locate pirate positions |  | |  |  |  |
| Register with MSHOA |  | |  |  |  |
| Use military convoy |  | |  |  |  |
| Increase speed above 20 kts |  | |  |  |  |
| Use razor wire fence |  | |  |  |  |
| Use water curtain |  | |  |  |  |
| Harden ship’s perimeter |  | |  |  |  |
| Harden accommodation perimeter |  | |  |  |  |
| Implement SSP measures to deter unauthorised access equivalent to SL 2 |  | |  |  |  |
| Implement additional measures as per BMP 4 |  | |  |  |  |
| Use of Private ship Security Guards | | |  |  |  |
| Use of guards for security consulting |  | |  |  |  |
| Use of guards for additional lookouts |  | |  |  |  |
| Use of guards for planning and performing security drills |  | |  |  |  |
| Use of guards for communication with military antipiracy organisations |  | |  |  |  |
| Use of guards for implementing deterring measures w/o use of firearms |  | |  |  |  |
| Use of guards with master’s authorisation to invoke The Rules of Use of Force |  | |  |  |  |

Filling Instructions

\*1. The “Risk” column is recommended that it should not be altered with additional risks.

\*2. The “L” column scale is 1-5. The value can be 3 or below, only if ship’s service speed is continuously above 20 knots and freeboard above 8 meters, for the whole time the ship is in the HRA. Ships trading in several ports in HRA may use increased values. In all other cases the values are determined with no restrictions.

\*3. The “C” column scale is “1-2”, and is recommended that it should be “2” when the ship is trading in or crossing the HRA.

\*4. Risk Factor is the result of L x C. When RF values are above “6” are considered high.

\*5. It is recommended that no additional mitigation actions are inserted, as the existing ones cover the requirements of Law 77(I)/2012

\*6. The “Action Possible” column is filled only when applicable, with Yes or No, depending on if the mitigation action suggested can be performed by the ship or not, since some of the actions cannot be always performed (i.e sailing along the coast) where the NA (Non Applicable) should be used. When the recording is “No” or “NA” then the post mitigation “L” (\*7), “C” (\*8) and the RF (\*9) should be equal to pre-mitigation. On the other cases, it should be proportionate to the mitigation action, establishing ship’s capacity to deter the risks with the suggested mitigation action