



REPUBLIC OF CYPRUS
SHIPPING DEPUTY MINISTRY

**APPLICATION FOR THE PROVISION OF SERVICES OF A
PRIVATE SHIP SECURITY COMPANY TO A SHIP**

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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