Netherlands Coastguard



Permission Application Form

To be completed by the shipping company; for Dutch flagged vessels with registration in the Netherlands only. For VPD-protection of vessels with registration in Curaçao please contact Maritime Authority Curaçao.

This application must be submitted to the following email address: bbk@kustwacht.nl.

The statutory timeframe [48 hours, weekends excluded] in which the Coastguard must make its decision on an application for armed private security will start once it receives this form, fully completed; attachments included.

For Coastguard use only:

Contact: Nautisch Beheer/ WtBK E-mail: bbk@kustwacht.nl

Date: Time: KW dossierno:

Urgency:

Immediate response by Coast Guard within 24 hours preferred?

Yes Reason:

PART 1 – GENERAL INFORMATION					
0, Registration Dutch flag	Yes	No	If 'No' Cancel request. This procedure is only applicable in case of Dutch flagged vessels.		
1. Company name			Applicant must qualify as a ship manager under the Merchant Shipping (Protection) Act.		
2. Address					
3. Areal code		4. City			
5. Name of contact person(s)					
6. E-mail					
7. Telephone					
8. Name of ship					
9. Call sign					
10. IMO number					
11. Type of ship			E.g. tanker, dry cargo, passenger ship, RoRo,.		
12. Photo of a side view of the ship	Photo a	ttached			
13. Number of crew members					
14. Attach copy of ship's general plan	Copy of	plan attached	(including accommodation plan)		

Permission Application Form



Voyage Details

15. Dates of transport:

1: Start [ETD] Details

2: End [ETA] Details

16. Last port of departure before the Risk Area

17. First port of arrival after the Risk Area

Attach waypoint list. [RTZ, CSV, or Excel] Lat/Long WGS84 [ex. 29° 40 100N / 32° 33 200 E] 18. Intended route:

PART 2 - INITIAL RISK ANALYSIS OF THE TRANSPORT

to be completed by the Company Security Officer

DWT: 19. Tonnage Deadweight or Gross Tonnage

GT:

20. Free board on the metres/decimetres Risk Area passage

21. Maximum speed

22. Cruising speed during transport

23. Time expected to be in the Risk Area:

1: ETA RA Details

2: ETD RA Details

3: Total time in (H)RA Details

24. Manoeuvrability of the ship Good Average Fairly poor Poor

Less sensitive Not sensitive 25. Weather sensitivity of the ship Very sensitive Sensitive

26. Cargo Specifications

Like: type of insurance, name insurance 27. Information insurance cargo

company

Like: type of insurance, name P&I or 28. Information insurance ship

insurance company



Initial risk analysis prior application of own protection measures

Impact level:

- 1. Marine crime (ship stores)
- 2. Marine crime including exposure for crew
- 3. Piracy exposure
- 4. Severe injury / kidnap incident
- 5. Fatalities / Multiple severe injuries / Hijack of vessel

Frequency:

Criteria Mark if applicable: the sum of the markings is the frequency.

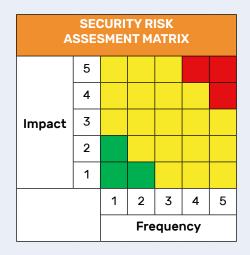
Exposure time in (High) Risk Area more than 48 hours

Increase of attacks in the last quarter according to IMB reports

Attacks reported last year according to IMB

Vessel speed alignment

Client / cargo resulting in extra exposure



Risk:

High / Medium / Low.

Mark the appropriate field in the matrix

PART 3 - SECURITY MEASURES

to be completed by the Company Security Officer

Mandatory measures according to Article 3 of the Merchant Shipping Protection Regulation:

Confirmation: Remarks

- 29. Binoculars for the team on the bridge
- 30. Search lights to check the surroundings of the ship
- 31. Razor wire
- Locking access to the bridge, the crew and passenger quarters and the engine rooms
- 33. Reinforcing large windows and portholes with bars or cover plates
- Designating crew muster point or safe room with means of communication with the outside world, such as VHF and/or INMARSAT
- 35. Mounting water or foam sprayers
- 36. Preparing the crew through anti-piracy exercises
- 37. Protecting the ship's equipment and machinery from third-party use
- 38. Deploying fully trained crew members to one or more lookout posts, including the use of the bridge



Other: Confirmation: Remarks:

Specify reason in case a box is not ticked

39. CCTV enabled?

40. Lifts taken out of service?

41. Other protective measures? Specify.

Other considerations

Have the following been considered: Confirmation: Remarks:

Specify reason why it is not an option

42. Taking a different route?

43. Sailing in convoy?

44. Hiring unarmed security personnel?

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 Mark if applicable: the sum of the markings is the frequency.

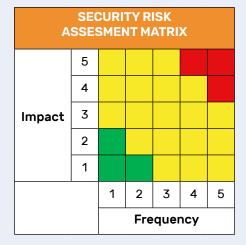
Exposure time in high-risk area > 48 hours

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.

Mark the appropriate field in the matrix

PART 4 - ARMED PRIVATE SECURITY

PMSC QUOTES AND DISTANCE OF DETOUR FOR VPD EMBARKATION

45. Quoted price PMSC (total price) €/\$

Price offer PMSC attached



DETAILS OF PROPOSED PMSC			
46. Name of proposed PMSC / permit holder			
47. ILT permit number of PMSC			
48. Address / contact details of PMSC / permit holder			
49. Size of envisaged security team			
50. E-mail address of PMSC			
51. Proposed embarkation point of PMSC			
52. Proposed disembarkation point of PMSC			
53. Specify <u>location</u> & describe <u>weapons</u> <u>storage</u> of arms and ammunition on board when the ship sails outside of the (High) Risk Area			
54. Does the ship have a valid (Interim) International Ship Security Certificate	N/A < 500 GT	If No, does it have an approved Ship	Yes
(ISSC)?	Yes	Security Plan?	No
	No		
55. E-mail address / telephone number of ship master			

Part 5 - Vessel Protection Detachment from Ministry of Defence

REGARDING THE VPD/ PCASP EMBARKATION

56. What is the total number of persons for which Life-Saving Appliances are provided mentioned on the ships' Safety Certificate?

In case the actual total numbers of persons exceeds, contact the RO in order to obtain a temporary exemption.

57. What is the 'minimum safe manning' number on board?

According to the Minimum Safe Manning Certificate.

58. Extra accommodation (cabins) available?

59. How many additional beds are available?

60. Description of medical facilities on board

I have completed this form correctly to the best of my knowledge.

Name and position Date Signature