



## 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](mailto: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](mailto: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 attached

13. Number of crew members

14. Attach copy of ship's general plan

Copy of plan attached

*(including accommodation plan)*



### 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

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

### PART 2 – INITIAL RISK ANALYSIS OF THE TRANSPORT

**to be completed by the Company Security Officer**

19. Tonnage **DWT:** *Deadweight or Gross Tonnage*

**GT:**

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

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**

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

26. Cargo Specifications

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

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

SECURITY RISK ASSESSMENT MATRIX						
Impact	5					
	4					
	3					
	2					
	1					
		1	2	3	4	5
		Frequency				

**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:**

*Specify reason in case a box is not ticked*

29. Binoculars for the team on the bridge

30. Search lights to check the surroundings of the ship

31. Razor wire

32. 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

34. 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: <i>Specify reason in case a box is not ticked</i>
39. CCTV enabled?		
40. Lifts taken out of service?		
41. Other protective measures? Specify.		
<b>Other considerations</b>		
<b>Have the following been considered:</b>	<b>Confirmation:</b>	<b>Remarks:</b> <i>Specify reason why it is not an option</i>
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

SECURITY RISK ASSESSMENT MATRIX						
<b>Impact</b>	5					
	4					
	3					
	2					
	1					
		1	2	3	4	5
		<b>Frequency</b>				

**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 location & describe weapons storage 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 (ISSC)?	N/A < 500 GT	<i>If No, does it have an approved Ship Security Plan?</i>	Yes
	Yes		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?	<i>In case the actual total numbers of persons exceeds, contact the RO in order to obtain a temporary exemption.</i>
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57. What is the 'minimum safe manning' number on board?	<i>According to the Minimum Safe Manning Certificate.</i>
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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