**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.

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| **For Coastguard use only:** | | | |
| Contact: | Nautisch Beheer/ WtBK | | |
| e-mail: | bbk@kustwacht.nl | | |
| Date:  Time: |  | KW dossiernr: |  |

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| ***Urgency:***  *Immediate response by Coastguard within 24 hours preferred?* | *Reason:* |

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|  | **PART 1 – GENERAL INFORMATION** | | |
|  |  | Details | Remarks |
|  |  |  |  |
| 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 |  |  |

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|  |  | Details | Remarks |
|  |  |  |  |
| 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  (including accommodation plan) |  | *Copy of plan attached* |

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|  | **Voyage Details** |

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|  |  | Details | Remarks |
| 15 | Dates of transport:  1: Start [ETD]  2: End [ETA] | 1:  2: |  |
| 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. 29º 40 100N / 32º 33 200 E] |

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|  | **PART 2 – INITIAL RISK ANALYSIS OF THE TRANSPORT**  **to be completed by the Company Security Officer** | | |
|  |  | Details | Remarks |
| 19 | Tonnage (Deadweight or Gross Tonnage) | DWT:  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  2: ETD RA  3: Total time in (H)RA | 1:  2:  3: |  |
| 24 | Manoeuvrability of the ship | Good / average / fairly poor / poor | Strike out what does not apply |
| 25 | Weather sensitivity of the ship | Very sensitive / sensitive / less sensitive / not sensitive | Strike out what does not apply |
| 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 )* |  |  |

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| **Initial risk analysis prior to 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[[1]](#footnote-1)   * 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.  Drag the black dot to the appropriate field in the matrix | |
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|  | **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:** |  |  |
| 39 | CCTV enabled? |  |  |
| 40 | Lifts taken out of service? |  |  |
| 41 | Other protective measures? Specify. | … |  |
|  | **OTHER CONSIDERATIONS** | | |
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|  | **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? |  |  |

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| **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[[2]](#footnote-2)   * 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 | |
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|  | **PART 4 – Armed Private Security**  **PMSC QUOTES AND DISTANCE OF DETOUR FOR VPD EMBARKATION** | | |
|  |  | Details | Remarks |
| 45 | Quoted price PMSC (total price) | €/$ |  |
|  |  |  | *Price offer PMSC attached* |
|  |  |  |  |
|  | **DETAILS OF PROPOSED PMSC** | | |
|  |  | Details | Remarks |
| 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]  Yes  No | *If No, does it have an approved Ship Security Plan? Yes*  *| No* |
| 55 | E-mail address / telephone number of ship master |  |  |

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|  | **Part 5 – Vessel Protection Detachment from Ministry of Defence**  **REGARDING THE VPD/ PCASP EMBARKATION** | | |
|  |  | Details | Remarks |
|  |  |  |  |
| 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 |  |  |
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| I have completed this form correctly to the best of my knowledge. | | |
| Name and position | Date | Signature |

1. Mark if applicable: the sum of the markings is the frequency. [↑](#footnote-ref-1)
2. Mark if applicable: the sum of the marks is the frequency. [↑](#footnote-ref-2)