

	MARITIME OPERATIONS DEPARTMENT MARITIME SECURITY	LISCR, LLC Attn: Maritime Security 22980 Indian Creek Drive Suite 200 Dulles, VA 20166 USA Tel: +1-703-790-3434 Fax: +1- 703-790-5655 Email: Security@liscr.com
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REQUIREMENTS FOR PRIVATE MARITIME SECURITY COMPANIES PROVIDING PRIVATELY CONTRACTED SECURITY PERSONNEL

This report for the authorization of private maritime security companies (PMSC) is provided in order to assess whether the PMSC meet the standard as set out in MSC.1/Circ.1405/Rev.2 on Revised interim guidance to shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area in conjunction with interim guidance and recommendations set out in MSC.1/Circ.1443 for PMSC;

NAME OF PMSC:

PMSC contact information
NAME:
ADDRESS:

Tel:
E-Mail:

PLACE REVIEWED:

DATE REVIEWED:

Summary:
The Maritime Safety Committee (MSC), at its eighty-ninth session (11 to 20 May 2011), approved interim recommendations to flag States and interim guidance to shipowners, ship operators and shipmasters on the use of privately contracted armed security personnel on board ships in the High-Risk Area (HRA).
At MSC 90, The Committee also developed interim guidance to private maritime security companies providing privately contracted armed security personnel on board ships in the HRA in MSC.1/Circ.1443; and to take into account consequential amendments arising from the development of the interim guidance, subsequently revised the interim recommendations to flag States (MSC.1/Circ.1406/Rev.2) and the interim guidance to shipowners, ship operators and shipmasters on the use of PCASP on board ships in the HRA (MSC.1/Circ.1405/Rev.2).

IMPORTANT NOTICE

The authorization of PMSC does not endorse or institutionalize their use or address any legal issues that might be associated with the use of privately contracted armed or unarmed security personnel on board ships

Sincerely,

Print	Name of Reviewer	
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DEFICIENCIES OR OBSERVATIONS

No.	Section under Resolution MSC.1/Circ.1405/ Rev.2	DEFICIENCIES (D) /OBSERVATIONS (O)

Additional Sheets may be added if needed

MSC.1/Circ.1405/Rev.2 - Paragraph 4.1: PMSC selection criteria and MSC.1/Circ.1406/Rev.3/5.2.2				
		Y	N	Comments
1	<p>Has the PMSC provided documentary evidence of the following:</p> <ul style="list-style-type: none"> Valid accredited certification to ISO 28007-1:2015 or equivalent; Company structure and place of registration; Company ownership; Strong financial position; Third-party liability risk coverage; Senior management experience? 			
MSC.1/Circ.1405/Rev.2– Paragraph 4.2: PMSC background information				
		Y	N	Comments
2	<p>Has the PMSC provided documentary evidence which includes:</p> <ul style="list-style-type: none"> Maritime experience in relation to sea and land operation; Written procedures on management including team-leading skills, chain of authority, change in command and responsibilities of life saving; Understanding flag State, port State, coastal State requirements with respect to carriage and usage of firearms; Written testimonials/reference of previous clients in the maritime industry; Firearms are procured, stored, carried, used, transported, embarked and disembarked legally; Understand of piracy threats in the HRA, including military operations in the area, and the means to maintain current knowledge; Understanding of Best Management Practices, and in particular, ship protections measures; Access to legal Maritime advice? 			
MSC.1/Circ.1405/Rev.2– Paragraph 4.5: Selection and Vetting of PMSC				
		Y	N	Comments
3	<p>Has the PMSC provided documentary evidence of verifiable, written internal policies and procedures for determining suitability of their employees to include:</p> <ul style="list-style-type: none"> Thorough criminal background checks; History of employment checks; 			

	<ul style="list-style-type: none"> • Military and law enforcement background checks; • Records of medical, physical and mental fitness of personnel; • Verifiable systems to ensure continued suitability for employment of their employees; • Relevant experience and certification in the use and carriage of firearms; • System for provision of security identity documentation, travel documents and visas? 			
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MSC.1/Circ.1405/Rev.2 – Paragraph 4.6: Training of PCASP

		Y	N	Comments
4	<p>Has the PMSC provided documentary evidence which includes:</p> <ul style="list-style-type: none"> • Comprehensive training of PCASP including initial and refresher training; • Records of any additional training including minimum shipboard familiarization and communication protocols; • Records of training and qualification to documented company standards in the appropriate use of force; • Training in the use of a specific firearm and other security equipment that will be deployed onboard ships; • Personnel been given medical training to a recognized international standard; • Personnel have been provided with training and/or briefing in terms of ISM and ISPS Code as well BMP? 			

MSC.1/Circ.1405/Rev.2 – Paragraph 5.3: PMSC Insurance Cover

		Y	N	Comments
5	<p>Has the PMSC provided documentary evidence for:</p> <ul style="list-style-type: none"> • Public and employer’s liability insurance cover to an appropriate level as required by the shipowner; • Personal accident, medical expenses, hospitalization and repatriation insurance; • Insurance of their personnel to carry and use firearms for accident, injury and damage arising from the use of firearms and liability for any claim that might arise from the carriage and/or negligent or intentional misuse of firearms? 			

MSC.1/Circ.1405/Rev.2 – Paragraph 5.6: PCASP team size, composition and equipment

		Y	N	Comments
6	<ul style="list-style-type: none"> • Does the PCASP have a team leader for each onboard team who has leadership experience and skills in ship vulnerability and risk assessment in order to advise on ship protection measures? • Does a member of the PCASP qualify as team medic? • Does the PMSC provide the PCASP with the necessary equipment needed for the estimated time of voyage, latest threat assessments, the agreed duties of the PCASP and size and type of the ship, such as night-vision equipment? • Does the PMSC employ as applicable, appropriate firearms pertaining to the type, carriage and use of firearms by PCASP, in order to provide an accurate and graduated level of deterrence, at a distance? 			

MSC.1/Circ.1405/Rev.2 – Paragraph 5.7: Command and control

		Y	N	Comments
7	<p>Does the PSMC command and control structure contain:</p> <ul style="list-style-type: none"> • Clear statement recognizing that at all times the Master remains in command and retains the overriding authority on board, and an agreed procedure in the event of the Master being unavailable; • Clearly documented set of ship and voyage-specific governance procedures, inter alia, covering procedures for the conduct of exercises and real incidents; • A well-documented list of duties, expected conduct, behavior and documentation of PCASP actions on board; • Transparent two-way information flow and recognizable coordination and cooperation between the shipowner, charterer, PCASP, PMSC and the ship's master, officers and crew throughout deployment? 			

MSC.1/Circ.1405/Rev.2 – Paragraph 5.12: Management of firearms and ammunition from embarkation to disembarkation

		Y	N	Comments
8	<p>Has the PMSC provided documented procedures to ensure that the PCSAP team manage and use weapons and ammunition at all time while onboard taking into account:</p> <ul style="list-style-type: none"> • Compliance with the applicable flag, coastal and port State legislation and relationships governing the transport, carriage, storage provision and use of firearms, ammunition and security equipment; • Ability to prove that actual inventory carried matches all documented declarations including compliance with any applicable export/import licenses; • Appropriate containers for firearms, ammunition and security equipment at the point of transfer to and from the ship, in full legal compliance with national jurisdiction and port State laws; • Documented standards and procedures for a complete inventory of all firearms, ammunition and security equipment available upon arrival aboard the ship; • Effective control procedures for separate and secure onboard stowage and deployment of firearms, ammunition and security equipment; • Areas where firearms may or may not be carried, together with the weapon state; <p>Detailed and exercised orders for when firearms may be loaded and made ready for use shall;</p> <ul style="list-style-type: none"> • Reconciliation of all firearms and ammunition from the ship on disembarkation. 			

MSC.1/Circ.1405/Rev.2 – Paragraph 5.13: Rules for the use of force

		Y	N	Comments
9	<p>Has the PMSC provided documentary evidence ensuring that:</p> <ul style="list-style-type: none"> • The PCASP have a complete understanding of the rules for the use of force as agreed between shipowner, PMSC and master and fully comply with them; • The PCASP been made fully aware of their role in regard to the above is exclusively for the protection of life of persons on board and the ship from armed pirate attacks; • Their operational procedures provide for a detailed graduated response plan to a pirate attack by the PCASP team; • The PCASP take all reasonable steps to avoid the use of force and If force is used, it shall be in a manner consistent with applicable law; 			

	<ul style="list-style-type: none"> • In no case shall the use of force exceed what is strictly necessary and reasonable in the circumstances; • Care shall be taken to minimize damage and injury and preserve human life; • The PCASP personnel are aware not to use firearms against persons except in self-defense or defense of others? 			
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MSC.1/Circ.1405/Rev.2 – Paragraph 5.16 to 5.19: PCASP reporting and record-keeping

		Y	N	Comments
10	<p>Has the PMSC established and provided details that:</p> <ul style="list-style-type: none"> • In the event that the PCASP use force, PCASP team leaders shall be advised to take photograph (if appropriate), log, report and collate contemporaneous written statements from PCASP present at the incident in anticipation of legal proceedings; • That in addition to incident reporting, should submit a full report to the shipowner/ship operator, via their employers if required, giving full details of the deployment, operational matters, any training and/or ship hardening conducted, and offering advice as to any further enhancements to security that may be considered? 			