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Deputy Commissioner  
of Maritime Affairs

# THE REPUBLIC OF LIBERIA

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# Guidance for Ship Owners/Operators and Masters of Liberian Flagged Vessels on the use of Private Maritime Security Companies and Private Armed Security Personnel

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## PURPOSE

The following document provides guidance and clarification for companies that own, manage or operate Liberian flagged vessels and may be considering the service and embarkation of armed security personnel in High Risk Area(s) (HRA).

This document clarifies the current Liberian Administration policy, but does not alter existing law. The document addresses common and frequently asked questions regarding the carriage of arms and armed guards.

## BACKGROUND

The Republic of Liberia is very concerned about the safety of the crew of Liberian flagged vessels operating in the affected waters. The pirate hijacking incidents appear to be executed by “organized professional criminals” putting at risk the lives of the crew and threatening the safety of merchant vessels. Liberia recognizes the increasing problem of piracy and condemns all acts of piracy and hijackings. Ship-owners of Liberian flagged vessels have an active role in ensuring self-protection measures are taken to reduce the risk of acts of piracy. Experience has shown that the increased vigilance and preparedness of crews along with high profile measures taken in advance continue to be an effective deterrent against hijacking.

Liberia has taken a proactive and committed stance to fiercely combating the scourge of piracy which is currently threatening the lives of thousands of innocent seafarers each year.

On August 3, 2011 the Liberian Administration signed a Declaration Condemning Acts of Violence Against Seafarers, supporting new reporting procedures for Violence at Sea.

Liberia has further developed and enhanced partnership and combined efforts with Maritime Security Centre Horn of Africa (MSCHOA) and has continued working actively with MSCHOA and the United Kingdom Maritime Trade Organization (UKMTO) to increase the number of vessels reporting their transits through the piracy areas; promote the reporting schemes and encourage compliance with Best Management Practices.

Liberia is one of the original advocates and is an active supporter of the IMO ‘LRIT Distribution Facility’ that allows MSCHOA to identify vessels navigating within the High Risk Waters off the coast of Somalia and in the Arabian Sea area thus enhancing MSCHOA’s tracking capacity, situational awareness and the effective use and response capabilities of the limited number of Naval assets.

The Liberian Administration continues its constant efforts to provide its ship owners with timely and useful information on preparedness and protective measures to avoid and deter piracy attacks by gathering and sharing information with shipowners. This information is disseminated in the form of periodic advisories, security alerts, lessons learned from incidents, training programs and seminars. This real-time data is used to augment the existing guidelines and standing orders that the Liberian Administration has provided to vessels in regards to measures that must be taken to deter, avoid and delay acts of piracy.

*This guidance document sets out:*

- Liberian Administration's policy on embarkation of armed security guards, firearms and ammunition
- The importance of Route Planning and Risk Assessment
- Selecting a Private Maritime Security Company
- Deciding upon size and composition of the security team
- Master's overriding authority
- Storage, handling and recording of firearms and ammunition
- The importance of the Rules of Use of Force
- Registration with Maritime Security Center – Horn of Africa
- Training of crew and security personnel
- Embarkation and Disembarkation of security personnel, firearms and ammunition
- Port and Coastal State requirements
- Best Management Practices for Protection against Piracy
- Setting Ships Security Level
- Liberian Administration's requirement to the Ships Security Plan for embarkation of privately armed security personnel
- Carriage of additional personnel

### *Acronyms:*

- BMP: Best Management Practices
- EUNAVFOR Somalia: European Union Naval Force Somalia
- HRA: High Risk Area
- IMB: International Maritime Bureau
- IMO: International Maritime Organization
- MSCHOA: Maritime Security Centre (Horn of Africa)
- ONI: Office of Naval Intelligence
- PCASP: Privately Contracted Armed Security Personnel
- PCSP: Privately Contracted Security Personnel (Unarmed)
- PMSC: Private Maritime Security Company
- SSL: Ships Security Level
- SSP: Ships Security Plan
- UKMTO: The United Kingdom Maritime Trade Operations office in Dubai

### *Terms:*

- “High Risk Area” (HRA) means the area at high risk of piracy which is defined on the Maritime Security Chart Q6099.
- “Private Maritime Security Company” (PMSC) means a private company who provides armed (and unarmed) onboard security services to the maritime sector, for protection against acts of piracy/robbery.
- “Privately Contracted Armed Security Personnel” (PCASP) means armed employees of PMSC

### ***Administration Policy:***

Liberian laws and regulations do not prohibit the use of firearms or armed guards on board Liberian flagged vessels.

The Liberian Administration recognizes that due to the escalation of acts of piracy some shipowners are seeking additional measures to deter and protect their vessels from potential attack and hijacking, including the use of armed security guards. The Liberian Administration will support the judgment of shipowners and Masters that; in assuming full responsibility for the safety of their vessel, crew, cargo and passengers when transiting and operating in high risk waters off the Coast of Somalia and in the Arabian Sea area; select the option to carry firearms or armed escorts for protection; providing that the requirements and considerations set forth in this document have been taken into account.

In accordance with Liberian Maritime Regulation 10.296 and Section 296, the ship's Master shall, among other duties, assume full responsibility for the safety of the members of the crew and passengers, if any, and to take all necessary and appropriate steps in connection therewith. The Master has overriding authority and discretion to take whatever action he or she deems necessary to protect the interests and safety of the passengers, officers, crew, cargo and ship and the marine environment. In order to protect the interests of the aforementioned parties, it is within the Master's discretion to permit the hire of armed guards or allow armed personnel from an escorting Navy to board the vessel when transiting the high risk waters of the Gulf of Aden or when operating off the Coast of Somalia and the Arabian Sea Area.

### ***The Piracy Threat:***

Somali piracy continues to threaten ships and their crews. The success of military operations in the Gulf of Aden has pushed the piracy problem out into the wider Indian Ocean. The scale of the pirate operating area can preclude an international military response in sufficient time to prevent a successful seizure.

The advice included in the industry developed "Best Management Practices" (BMP) plays an essential part in a ship's defense against piracy. However, it has been seen that BMP alone is not always enough to effectively protect ships and their crews. The use of armed guards, as an additional layer of protection on top of BMP, has been shown to be a very effective means of defending ships from pirate attack.

### ***The use of armed guards onboard Liberian flagged ships:***

In accordance with Liberian Maritime Regulation 108 Section 10.296 (1) -Master's Duties and Responsibilities; the Master has overriding authority and discretion to take whatever action he or she considers to be in the best interest of passengers, officers, crew, cargo, ship and the marine environment.

### *Private Maritime Security Companies:*

The Liberian Registry does not have a preferred vendor or favor the services of one security provider over another. However, the Administration has provided a list of authorized PMSCs and requires that our clients use a PMSC on the provided list, as only PMSC on the authorized list will be considered by the Administration. The list of PMSC that are authorized to operate aboard Liberian flag vessels has been posted on [www.liscr.com/Maritime/Maritime Operations Services/Maritime Security Department/List of authorized PMSCs](http://www.liscr.com/Maritime/Maritime_Operations_Services/Maritime_Security_Department/List_of_authorized_PMSCs), to provide CSOs options of authorized companies that have provided documentary evidence that the PMSC and their security personnel have been properly vetted by this Administration. The objective of this list of authorized PMSCs is to enhance the Administration ability to monitor the security personnel working aboard Liberian Flag Vessels. This information will be used to promote an efficient collation and exchange of security related information to maintain the highest level of security for our vessels and our clients.

This does not excuse the Company from doing their own due diligence and taking appropriate measures to ensure the following:

- Company structure and place of registration
- Company ownership
- Financial position
- Extent of insurance cover (in particular covering third-party risks)
- Senior management experience
- Quality management indicators – e.g. ISO accreditation if available

Before the security team embarks, the ship owner/operator may also request personal details of each of the armed guards (for example, copies of passports etc), and information regarding any prescribed medication which any of the armed guards may take and which may inhibit their ability to undertake particular duties safely and effectively, and/or prescribed medication on which they are dependent.

PMSCs should also acknowledge the possible existence of legal responsibilities with respect to the deployment of PCASP. This should include PMSC seeking the appropriate approval prior to embarking PCASP on board ships, from the competent authorities in:

1. countries where the PMSC is registered; and
2. countries in which operations are conducted or managed, including countries through which PCASP may transit.



### ***Preliminary voyage risk assessment:***

The CSO shall review the Ship Security Assessment (SSA) for all Liberian flag vessels prior to their operating in the affected areas to ensure full consideration has been given to the guidance issued by the IMO, industry and military sources, including IMO MSC.1/Circ.1334, “Guidance to ship owners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships” and “Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea Area (BMP5) as developed by the industry.”

### ***Voyage planning:***

Pirate attacks are taking place at extreme distances from the Horn of Africa using “mother vessels.” The “mother vessel” is able to proceed further out to sea to launch boats or skiffs to attack or hijack passing vessels. Vessels trading anywhere in the western Indian Ocean and Arabian Sea must be on high alert before entering these waters. Ship owners/Operators and Masters shall obtain the latest information from MSCHOA before planning and executing a voyage in the HRA and should maintain maximum distance from specified threats within the HRA.

Consideration must be given to the vulnerability of the ship and those onboard (factors to consider here include; vessel type and size, freeboard, speed, maneuverability, sea state, self-protection measures including BMP, citadel etc).

### ***Further mitigation measures:***

If the risk assessment shows there to be a significant risk to the ship and its crew from piracy, the ship owner or operator should consider what other mitigation measures it can implement.

Measures may include:

- Avoiding the HRA by choosing an alternative route
- Engaging additional unarmed security personnel
- Use of armed guards.

### ***Armed security personnel risk assessment:***

Before taking a final decision to engage armed guards, the ship owner/operator must also assess the risks associated with their use. The risk assessment needs to assess whether the perceived benefits of engaging armed guards substantially outweigh the risks associated with their use.

Factors which need to be included, but are not necessarily limited to:

- Safety considerations
- The potential misuse of firearms resulting in bodily injury or death
- The potential for unforeseen accidents

- Liability issues
- The potential for escalation of the situation at hand
- Compliance with international and national laws (declaration and procedures in ports)

This is not an exhaustive list. Ship owners/Operators and Masters may identify other factors that they need to consider.

**Note:** *Masters, ship owners and operators should be aware that ships entering the territorial sea and/or ports of a State are subject to that State's legislation and importation of firearms is subject to port and coastal state regulations. Carriage of firearms poses an even greater danger if the ship is carrying flammable cargo or similar types of dangerous goods.*

The size, composition and equipment of the proposed PCASP team should be carefully discussed and agreed as necessary by the ship owner contracting with the PMSC. Factors for consideration may include:

### ***Size of the PCASP Team***

This will be influenced by factors including, length of the estimated time of the vessel transit, latest threat assessment, the agreed duties of the PCASP team (will they act as additional lookouts, assist with rigging self-protection measures?) and size and type of vessel. The analysis should indicate the number of persons that should form the security team.

### ***Ship's Safety Equipment Certificate and Sewage Pollution Prevention Certificate***

The size of the PCASP team plus the crew should not exceed that specified in the Ship's Safety Equipment Certificate and Sewage Pollution Prevention Certificate. If the Ship Safety Equipment Certificate and/or Sewage Pollution Prevention requirements cannot be met due to added security personnel, the flag Administration must be consulted.

The Administration may permit the vessel for a prescribed period, to carry additional personnel on board in excess of the maximum number allowed by the relevant Certificates provided:

- The vessel has life rafts on each side of the vessel/or capable of being physically transported to either side capable of carrying the additional persons, or one additional life raft, which is so located that it can be transported to either side of the vessel in case of emergency.
- There are sufficient lifejackets for all persons on board with spares for the bridge crew and engine watch.
- If the vessel transits above 32 degrees North or 32 Degrees South immersion suits must be provided for the additional persons on board.
- The vessel can provide adequate and safe quarters and sanitation facilities for the additional persons.

Prior to sailing the additional persons on board must be thoroughly briefed on the vessels emergency procedures and what they are to do in case of an emergency.

### ***Composition***

***It is important that there is an appropriate hierarchy, experience and skill mix within the onboard PCASP team. The team leader should be competent in vessel vulnerability and risk assessments and be able to advise on ship protection measures. It is recommended that one of the PCASP personnel be qualified as the team medic.***

### ***Firearms, Ammunition and Security equipment***

The PMSC should give careful consideration to the selection of the type of firearms and ammunition to be carried by the PCASP.

The Administration does not endorse, approve, advocate or oppose any specific weapon type or caliber at this time, but will give careful consideration to appropriate and reasonable firearms packages to be employed in accordance with HRA current threat level and in order to provide an accurate and graduated level of defense.

***Equipment - standard team equipment should include:***

- Night Vision Devices
- Binoculars
- Radios/Mobile communications
- First Aid Trauma Kits
- Personal Protective Equipment (PPE), Tactical Vests, helmets and full body armor.

***Training:***

The Liberian Administration requires that all crew be briefed on the dangers of the high risk waters prior to transit. The Ship Security Plan (SSP) must be reviewed prior to entering the high risk area and crew members should be familiar with their responsibilities in the event of a piracy related incident. Crew members should be familiar with the latest version of industry's Best Management Practices (BMP) which was created to assist ships to avoid, deter or delay piracy attacks off the coast of Somalia, including the Gulf of Aden (GOA) and the Arabian Sea. An updated version of the BMP handbook is available for download at <https://www.liscr.com/best-management-practices-1>.

The BMP includes guidance and recommendations on planning, preparing, taking action and reporting as well as contact information and useful references.

Experience, supported by data collected by naval forces, shows that the application of the recommendations contained in the BMP can and will make a significant difference in preventing a ship becoming a victim of piracy.

Masters should be up to date on intelligence information and security advisories relevant to the HRA. This information can be obtained from various sources including [www.mschoa.org](http://www.mschoa.org) and IMB. In addition, the Administration provides specific guidance and updates in the form of Marine Security Advisories that are available on the LISCR website and in the form of email notifications that are sent to CSO's and DPA's that are on the LISCR Security Advisory Distribution List. Please contact [security@liscr.com](mailto:security@liscr.com) if you would like to be added to the Security Advisory Distribution List.

The crew and officers must complete an "Anti-Piracy Best Practices Training Program" accepted by the Administration.

Documentation confirming and verifying completion of a training course must be available to the Administration upon request.

***Liberian Maritime Regulation 108 Section 10.296 (1) - Master's Duties and Responsibilities***

*The Master has overriding authority and discretion to take whatever action he or she considers to be in the best interest of passengers, officers, crew, cargo, ship and the marine environment.*

Armed security personnel embarked on the vessel are at all times subject to the overriding authority of the vessel's Master.

A ship owner/operator when entering into a contract with a PMSC should ensure that the command and control structure linking the ship operator, the Master, the ship's officers and the PCASP team leader has been clearly defined and documented.

Further, prior to boarding the PCASP, the ship owner should ensure that the Master and crew are briefed and exercises are planned and conducted so that all the roles and responsibilities are understood by all personnel on board prior to entering the HRA.

In order to provide the required clarity the documented command and control structure should provide:

- A clear statement that at all times the Master remains in command and is the overriding authority on board, and a defined procedure in the event of the Master being unavailable.
- A clearly documented set of vessel and voyage specific governance procedures
- A 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 ship-owner, charterer, PCASP, PMSC and the vessel's master, officers and crew

An essential requirement of the PCASP team is to be able to demonstrate responsible management and use of weapons and ammunition at all times when on board. Issues to be considered should include:

- Documented compliance with the relevant flag, coastal and port State legislation and relationships governing the transport and provision of firearms, ammunition and security equipment to the point of embarkation and disembarkation or ports/places at which the vessel may call as part of its intended voyage whilst the PCASP team is on board. PCASP should be able to prove that actual inventory carried matches all documented declarations
- Appropriate containers for firearms, ammunition and security equipment at the point of transfer to the ship
- Documented standards and procedures for a complete inventory of all firearms, ammunition and security equipment available upon arrival aboard the vessel (Inventory should at a minimum detail make, model, caliber and serial number of all firearms; and details of ammunition and amount)
- 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 (e.g. unloaded & magazine off, magazine on & safety catch on & no round chambered) and what will initiate a change in that state should be confirmed
- Detailed and exercised orders for when firearms can be loaded and "made ready" for use should be confirmed, trained and documented during certain periods as listed in the PCASP contract, to ensure the highest of safety and operational capabilities for use of arms aboard the vessel
- The inventory should be reconciled on disembarkation of all arms and ammunition from the vessel.
- It is recognized that the security team and their firearms must embark before entering the HRA, and disembark after leaving it. Whilst not in the HRA, firearms should be safely and securely stored onboard the vessel.
- When transiting foreign territorial seas with firearms onboard, it is essential that the laws of that coastal state are respected and complied with.

The Administration requires that **ANNEX 1** shall be completed and submitted each time PCASP are employed on board a Liberian registered ship. This includes the proper trade name and contact information of the PMSC, the names of the guards and number and description of firearms brought on board by the PCASP. A copy of the End-User-Certificate used to document that the PMSC is the owner of the firearms, which may be an export certificate; a proof of purchase; or other document, shall also be provided along with the ANNEX 1.

If, with BMP ship protection measures in place, the threat persists, the use of firearms by the security team may be considered as a final option.

### *The use of force:*

The primary function of the security team must be to deter and prevent illegal boarding of the vessel and to protect the lives of those onboard, using the minimum force necessary to do so.

The ship owner/operator/Master and PMSC must agree upon the rules for the use of force that the armed security personnel will operate within. All members of the armed security team must fully understand the rules of the use of force and comply with them.

These rules should provide for a graduated response, each stage of which is considered to be reasonable and proportionate to the force being used by the attackers; and which at no point will needlessly escalate a situation.

Having and complying with rules of use of force may serve to reduce the risk of armed guards acting unlawfully. However in the event that criminal charges (e.g. of grievous bodily harm, manslaughter or murder) are brought to court, proving that one acted within the agreed rules would not in itself serve as a defense. It would be for the court to decide whether the force used in the particular case was necessary.

The applicable laws governing the use of force will depend on the court where charges are brought, which may depend on where the offence took place and / or where the victim (or possibly the alleged perpetrator) is from.

## H: PORT AND COASTAL STATE REQUIREMENTS

An increasing number of port and coastal States are requesting specific information from vessels with contracted armed security on board and, in some cases, documentation from the Flag state recognizing the presence of privately contracted armed security personnel, firearms and ammunition.

The information requested is as a minimum the following, but can also include names and picture identification of the additional security personnel together with end-user certificates on firearms.

- Proper Trade Name of PMSC
- Number of Guards
- Type, Make, Model and Serial Nos. of firearms
- Quantity of firearms
- Quantity of cartridges (Rounds of ammunition)



Ship-owners/Operators are encouraged to take into account the following considerations when operating in waters of coastal States and embarking/disembarking PCASP and/or when calling at ports:

### *Embarkation*

- Requirements regarding notification of firearms and security-related equipment proposed for embarkation
- Arrangements and requirements relating to firearms in transit, including pre-embarkation storage and security
- Requirements regarding identification and notification of PCASP
- Requirements regarding documentation of port/coastal State authorization of PCASP, firearms and security-related equipment, as applicable
- Requirements regarding arrangements for storage, security and control of firearms and security-related equipment on board the ship prior to departure, and within the territorial sea.

### *Disembarkation*

- Requirements relating to pre-arrival notification of ships carrying PCASP, firearms and security-related equipment
- Requirements relating to notification of intention to disembark firearms and security-related equipment;
- Requirements regarding identification and notification of PCASP
- Requirements regarding documentation of port/coastal State authorization of PCASP, firearms and security-related equipment, as applicable
- Requirements relating to post-disembarkation storage, security and control of firearms and security-related equipment.

### *Vessel calling*

- Requirements regarding notification of PCASP, firearms and security-related equipment retained on board
- Requirements regarding storage, security and control of firearms and security-related equipment retained on board
- Requirements regarding documentation of port/coastal State authorization of PCASP, firearms and security-related equipment, as applicable

The purpose of the Industry Best Management Practices (BMP) is to assist ships to avoid, deter or delay piracy attacks in the High Risk Area. Experience and data collected by Naval/Military forces, shows that the application of the recommendations contained within BMP can and will make a significant difference in preventing a ship becoming a victim of piracy.

The potential consequences of not following BMP are severe. There have been instances of pirates subjecting their hostages to violence and other ill treatment. The average length of a hijacking of vessel and her crew is over 7 months. (Note Naval/Military forces often refer to a “pirated” vessel rather than a “hijacked” vessel, the meaning, however, is the same).

For the purposes of the BMP the term ‘piracy’ includes all acts of violence against ships, her crew and cargo. This includes armed robbery and attempts to board and take control of the ship, wherever this may take place. Somali pirates have to date sought to hijack a vessel, her cargo and crew and hold them until a ransom demand is paid.

Not all Ship Protection Measures discussed in the BMP may be applicable to every ship type.

The BMP complements piracy guidance provided in the latest IMO MSC Circulars. (see Annex 3)

In accordance with BMP, ship owners/operators should register their ships with MSCHOA before entering the HRA.

Masters of Liberian flagged vessels **must participate** in the Merchant Vessel Voluntary Reporting Scheme to improve responsiveness and to save time when naval assistance is required. Both UKMTO and MSCHOA pass the position reports of vessels in the affected area to EUNAVFOR Somalia which coordinates the activities of all warships and NATO forces in the region.

When registering with / reporting to MSCHOA and UKMTO respectively, all vessels that have armed guards onboard must inform MSCHOA and UKMTO of the fact together with the nationality of the additional persons on board.

If while armed guards are deployed on deck, naval forces are identified in the vicinity, the Master should advise the naval forces via VHF Channel 16 that armed guards are deployed onboard as a defensive measure.

This information allows the military forces carrying out counter-piracy operations in the area to have a clear understanding of their operating environment; helps ensure that armed guards are not mistaken for pirates or vice versa; and, if an armed vessel were taken, assists the military forces in understanding the situation onboard the vessel before attempting a rescue operation.

The Liberian Administration has revised its instructions for the setting of MANDATORY SECURITY LEVEL II for all Liberian flagged vessels as defined in the UKMTO maritime security chart Q6099 to be consistent with the risk when transiting the Gulf of Aden and the High Risk Area (HRA) for piracy in the Red Sea, Arabian Sea and Indian Ocean.

Mandatory Security Level II shall be set when transiting the Gulf of Aden and the HRA, defined as Latitude 15<sup>0</sup>N in the Red Sea as the Northwestern boundary, Latitude 22<sup>0</sup>N in the Gulf of Oman as Northeastern boundary; Latitude 5 °S as the Southern boundary; and Longitude 065 ° E as the Eastern boundary, including when departing a port within this area.

When operating within territorial seas or calling ports within the defined area Masters shall set the Security Level to the level set by the port State authority.

Security Level II is required to ensure higher vigilance and tighter controls to protect against possible acts of piracy.

Upon change of Security Level Masters should report to the Administration via email to [security@lisr.com](mailto:security@lisr.com).



1) *Application of additional Anti-Piracy Measures*

Describe additional security measures to counter the threat of piracy and armed robbery including a reference to the use of measures as recommended in the BMP

2) *Watch Keeping and Vigilance*

Describe how watch-keeping will be handled and how the PCASP can augment the crew in keeping a good lookout and remain vigilant

3) *Communication Procedures with PCASP*

Describe how communication is carried out between vessel command and PCASP – radio, hand signals, meetings etc.

4) *Use of defensive measures*

Describe how the vessel will comply with recommendations in the latest version of the BMP and if the PCASP is assisting in further hardening of the vessel.

5) *Passive/ Non-Lethal Devices*

Describe if the vessel has any passive/non-lethal devices in use – such as LRAD, Night-vision etc.

6) *Overriding Authority of the Master/ Ultimate Responsibility for the Ship*

Insert a Statement which in a unmistakable and clear way outline the Master's overriding authority on board the vessel – at any and all times.

7) *Activation of PCASP and the risk of escalation*

Describe how and when the PCASP will be activated, including the step-by-step escalation usually expressed in the rules of Use of Force.

MSC.1/Circ.1334	23 June 2009
MSC.1/Circ/1390	09 December 2010
A.1044(27)	20 December 2011
Msc.1/Circ.1443	25 May 2012
MSC.1/Circ.1444	25 May 2012
MSC.1/Circ.1405/Rev.2	25 May 2012
MSC.1/Circ.1406/Rev.3	12 June 2015
MSC.1/Circ.1408/Rev.1	25 May 2012
MSC.1/Circ.1506	12 June 2015
BMP5	June 2018

Liberian Administration Marine Ops Note 02/2022

Liberian Administration Marine Security Advisory 09/2022

Liberian Administration Marine Security Advisory 04/2018

Liberian Administration Marine Security Advisory 03/2021

1. Liberian Registry (Security)  
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2. UKMTO – United Kingdom Maritime Trade Operations  
Email: [watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org)  
Telephone (24hrs): +44 2392 222060
3. MSCHOA – Maritime Security Center – Horn of Africa  
Via Website for reporting: [www.mschoa.org](http://www.mschoa.org)  
Telephone: +44 1923 958545 / 958700  
Fax: +44 1923 958520  
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4. NATO SHIPPING CENTRE  
Web: [www.shipping.nato.int](http://www.shipping.nato.int)  
Email: [info@shipping.nato.int](mailto:info@shipping.nato.int)  
Telephone (24hrs): +44 1923 956574  
Fax: +44(0)1923 956575
5. US Naval Cooperation and Guidance for Shipping  
Web: [www.cusnc.navy.mil/marlo/](http://www.cusnc.navy.mil/marlo/)  
Email: [cusnc.ncags\\_bw@me.navy.mil](mailto:cusnc.ncags_bw@me.navy.mil)  
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8. Singapore Information Fusion Centre  
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9. ReCAAP Information Sharing Centre  
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