<table>
<thead>
<tr>
<th>Flag State</th>
<th>Authorization of arms onboard, employment of private armed guards on board and use of firearms</th>
<th>Terms and Conditions</th>
<th>Internal Official Guidance</th>
<th>Other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antigua and Barbuda</td>
<td>National laws and regulations do not expressly prohibit. Decision to be made by shipowner, ship operators and masters with assistance of officers. A decision will be made by the shipowner, ship operators and masters after risk assessment indicates it is necessary.</td>
<td>The use of private armed guards should not exceed national or international legal requirements.</td>
<td>Guidance from the Antigua and Barbuda Department of Marine Services and Shipping. Notice 1/2018 is maintained in Circular Notice 1/2018. “Terms and Conditions”. <a href="http://www.sksregistry.ag">www.sksregistry.ag</a></td>
<td>The master retains overall responsibility for safety and security onboard, and the vessel operating authority on matters of security at all times. The master (or person in command) is to ensure that procedures are in place to handle security incidents and emergency situations. The master must notify the local police and /or the PSSO to report that an armed security incident is under way, and that an armed security incident has occurred. A vessel owner or master shall not authorize the carriage of armed guards onboard. “Terms and Conditions”. <a href="http://www.sksregistry.ag">www.sksregistry.ag</a></td>
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<td>Bangladesh</td>
<td>Not recommended in the IMO. National and legal frameworks, administrative requirements, need to be considered. The master should review the need at least once per voyage.</td>
<td>Not recommended in the IMO. The requirements of the PSSO should be taken into account. In consideration of the PSSO, the master should take into account the costs and risks involved in the use of armed guards onboard.</td>
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<td>Bulgaria</td>
<td>Mandatory under Bulgarian law.</td>
<td>Ship operator should be able to demonstrate due diligence (to ensure the security service provider understands the requirement). The ship operator should also ensure that all relevant legal and administrative requirements are met.</td>
<td>Notice to the Bulgarian State, after adopting Circular Circular Notice 1/2018. “Terms and Conditions”. <a href="http://www.sksregistry.ag">www.sksregistry.ag</a></td>
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<td>Germany</td>
<td>No restriction in the German Civil Code (BGB) nor in the Shipboard Operations Regulations (SBO).</td>
<td>The ship should be able to demonstrate that it is following the security plan and that it is taking the necessary measures to ensure the safety of its personnel.</td>
<td>Notice to the German State, after adopting Circular Notice 1/2018. “Terms and Conditions”. <a href="http://www.sksregistry.ag">www.sksregistry.ag</a></td>
<td>Recommendations in the IMO. The requirements of the PSSO should be taken into account. In consideration of the PSSO, the master should take into account the costs and risks involved in the use of armed guards onboard.</td>
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<td>A maritime security company needs a licence in order to be able to deploy armed personnel. The criteria include a list of activities and tasks and the ship owner / operator.</td>
<td>Conditions of issue and the procedures to follow during a voyage are set out in the 2013/553 EU Directive. The activities include protecting the ship and its crew, the cargo and other property, and preventing any unlawful acts.</td>
<td>Notice to the Dutch Ministry of Justice, after adopting Circular Notice 1/2018. “Terms and Conditions”. <a href="http://www.sksregistry.ag">www.sksregistry.ag</a></td>
<td>Recommendations in the IMO. The requirements of the PSSO should be taken into account. In consideration of the PSSO, the master should take into account the costs and risks involved in the use of armed guards onboard.</td>
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**Canada**

- **In consultation with Flag States authorities.**
  - The use of armed guards must comply with the national legislation and practices of the Flag States.
  - The use of armed guards is subject to approval by the Canadian government.

**China**

- **No provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of China.

**Cypriot**

- **Limited provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of Cyprus.
  - The companies must obtain approval from the Cypriot government before using armed guards.

**Denmark**

- **No prohibition in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of Denmark.

**Jordan**

- **No provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of Jordan.

**Netherlands**

- **Prohibition unless there is authorization from the local Department.**
  - The use of armed guards is subject to the national laws and regulations of the Netherlands.
  - The companies must obtain approval from the local Department before using armed guards.

**Norway**

- **No provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of Norway.

**Portugal**

- **No provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of Portugal.

**Sweden**

- **No provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of Sweden.

**United Kingdom**

- **No provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of the United Kingdom.

**United States**

- **No provision in national legislation.**
  - The use of armed guards is subject to the national laws and regulations of the United States.
Formal authorization from Authorities and are required for armed guards. Training is required for armed guards.

Armed guards may be forbidden on board of passenger and passengers vessel if it’s only crew but no passengers. Training is required for armed guards. Authorization is granted by a national government.

In summary:

- Authorized or a vessel is subject to the limitations imposed by the flag state.
- Armed guards are authorized on board of vessels and are required for armed guards. Training is required for armed guards.
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<td><strong>Jamaica</strong></td>
</tr>
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**India**
- Possession by Merchant/Crew on Indian ships is prohibited. The issue of armed guards is not permitted by Indian ships or ships visiting India. However, armed guards are allowed on ships entering Indian ports. The STS—Ships Traffic Service—procedures allow the arrangement of armed guards which must be regulated.

**Italy**
- All vessels to the ports of Italy are subject to the control of the Italian Coast Guard, which is responsible for the enforcement of the previous agreements between the Italian Ministry of Defence and the port authorities. The Italian Coast Guard is responsible for the control of the previous agreements between the Italian Ministry of Defence and the port authorities.

**Jamaica**
- Not generally supported but not prohibited.

**Japan**
- Vessels may be permitted based on approval by Japanese Coast Guard.
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**Note:** This text is a sample representation and may not reflect the actual content of the document. The natural text is extracted and formatted for better readability.
### Norway

**Act 2007**

The act of 6 February 2007 states that owners should take security measures on board their ships to prevent acts of piracy and armed robbery against ships (ARAS). The act also states that no vessel should be allowed to sail if it is not equipped with a list of armed guards on board (agreements with the Norwegian flag state).

**Regulation**

The Norwegian Maritime Authority (DNK) has amended the regulation to come into effect on 1 January 2013. The regulation states that all ships flagged by Norway should have armed guards on board, and that these guards must be provided by a company that has been approved by the Norwegian Maritime Authority. The regulation also states that the guards must be trained in accordance with international standards.

**Guidelines**

Guidelines for the use of armed guards on Norwegian ships have been published by the Norwegian Maritime Authority (DNK). The guidelines are available on their website: [http://www.sjofartsdir.no/PageFiles/6995/Provisional%20guidelines%20-%20use%20of%20armed%20guards%20on%20Norwegian%20ships%20-%2010%20November%202014.pdf](http://www.sjofartsdir.no/PageFiles/6995/Provisional%20guidelines%20-%20use%20of%20armed%20guards%20on%20Norwegian%20ships%20-%2010%20November%202014.pdf).

### Philippines

**Resolution**

Resolution No. 2012-06

The resolution requires all ships to comply with the guidelines issued by the Philippine Center for Maritime Security and the Philippine Coast Guard. The resolution also states that the use of armed guards on board is mandatory for all ships.

**Guidelines**

Guidelines for the use of armed guards on board ships have been published by the Philippine Center for Maritime Security. The guidelines are available on their website: [http://www.pcasp.com.ph](http://www.pcasp.com.ph).

### Poland

**Resolution**

Resolution No. 2012-06

The resolution requires all ships to comply with the guidelines issued by the Polish Maritime Administration. The resolution also states that the use of armed guards on board is mandatory for all ships.

**Guidelines**

Guidelines for the use of armed guards on board ships have been published by the Polish Maritime Administration. The guidelines are available on their website: [http://www.zm.sternice.gov.pl](http://www.zm.sternice.gov.pl).

### Portugal

**Resolution**

Resolution No. 2012-06

The resolution requires all ships to comply with the guidelines issued by the Portuguese Maritime Safety Administration. The resolution also states that the use of armed guards on board is mandatory for all ships.

**Guidelines**

Guidelines for the use of armed guards on board ships have been published by the Portuguese Maritime Safety Administration. The guidelines are available on their website: [http://www.portoportuario.gov.pt](http://www.portoportuario.gov.pt).

### Singapore

**Resolution**

Resolution No. 2012-06

The resolution requires all ships to comply with the guidelines issued by the Singaporean Maritime Safety Administration. The resolution also states that the use of armed guards on board is mandatory for all ships.

**Guidelines**

Guidelines for the use of armed guards on board ships have been published by the Singaporean Maritime Safety Administration. The guidelines are available on their website: [http://www.marinavar.gov.sg](http://www.marinavar.gov.sg).
Royal Decree 30/2009 on private security and weapons allows Spain's flag-registered merchant vessels to use armed guards for protection. Two types are allowed: private security guards to accomplish protection tasks and monitoring, and vessels operating in the area where the possibility of piracy exists. In all cases, vessel owners and operators must inform the appropriate authorities before deploying armed guards.

The Department for Transport has published interim guidance to UK-flagged ships in “Protection Against the Threat of Piracy in Circumstances of Armed – Defend – Repel – Protect”, which should be a point of reference for UK operators. This guidance is based on information sourced from the U.S. government, the International Maritime Organization (IMO), and the International Chamber of Commerce (ICCC). It provides operators with a comprehensive set of guidelines and best practices for conducting risk assessments, implementing security measures, and responding to piracy incidents.

The guidance is intended to complement existing regulations and recommendations, such as the ISPS Code of Regulations, and to provide a framework for operators to develop tailored security plans. It covers areas such as vessel monitoring, surveillance, communication, and response planning. The guidance also emphasizes the importance of engaging with local authorities and international organizations to ensure effective cooperation and support.

The security plan must be approved by the flag state, and operators are required to keep a record of all steps taken to prevent, detect, and respond to piracy incidents. This includes maintaining detailed records of security measures implemented on board, as well as any actions taken by the vessel to deter or repel pirates.

The guidance is not exhaustive and is subject to change as new information becomes available. Operators are encouraged to consult with relevant authorities and industry partners to ensure they are up-to-date with the latest developments in the field.

The information in this table is general guidance only and must be verified with the partners concerned. It should not be considered as legal advice.