<table>
<thead>
<tr>
<th>Flag State</th>
<th>Authorization of arms on board, employment of private armed guards on board and use of firearms</th>
<th>Terms and Conditions</th>
<th>National Official Guidance</th>
<th>Other comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antigua and Barbuda</td>
<td>National laws and flag regulation do not expressly prohibit. Decisions to be made by shipowner, ship operators and Flag States after risk assessment indicates this as a necessity.</td>
<td>The use of private security guards should be considered as an alternative to compliance with BMP4. Shipowners, ship operators and ship Masters are obliged by the provisions of MSC.1405(79)/Rev.1 to establish policies to prevent the employment of contractors (e.g. armed security guards) to perform the function of the ship's security officer.</td>
<td>Guidance from the Cardigan and Radnalo Department of Marine Services and Mercantile Shipping (MDMSM) is contained in Circular Order 2015-003 “Piracy and Armed robbery” [<a href="http://www.adomog.org">www.adomog.org</a>]</td>
<td>The Master retains overall responsibility for safety and security onboard, and has complete authority on matters of safety at all times. The Master, in consultation with the shipowner or charterer, will consider and decide whether to use armed guards. The Master will advise the shipowner/operator of any action taken.</td>
</tr>
<tr>
<td>Bermuda</td>
<td>Not recommended to be available on board. Authorised by the Bermuda Administration in accordance with local laws.</td>
<td>Decision for the ship owner to be made by the shipowner after risk assessment indicates this as a necessity.</td>
<td>Recommendations to follow the requirements of BMP4, that are applicable to the ship in question.</td>
<td></td>
</tr>
<tr>
<td>Bulgaria</td>
<td>No recommendation is available.</td>
<td>The ship owner is the sole decision to be made by the shipowner after risk assessment indicates this as a necessity.</td>
<td>Recommendations to fully follow the requirements of BMP4, that are applicable to the ship in question.</td>
<td></td>
</tr>
<tr>
<td>Belgium</td>
<td>Legal framework providing for a number of measures to protect against reputational risk was published on January 13, 2013.</td>
<td>The Bruxelles security company must be authorised by the flag government for a specific period of time (minimum three years). The conditions to be achieved by the company are very strict and the shipowner must have a substantial participation into the company itself.</td>
<td>Recommendations to fully follow the requirements of BMP4, that are applicable to the ship in question.</td>
<td></td>
</tr>
<tr>
<td>Canada</td>
<td>In consultation with Flag State authorities.</td>
<td>The legally prescribed firearms in Canada, one must meet and comply with the report requirements set out in the [Firearms Act].</td>
<td>Canada supports the current NAO policy that discourages the possession of arms on board ships.</td>
<td>There are certain federal and provincial regulations (e.g. licensing, training, export controls, etc.) that may restrict or prohibit the possession of firearms on vessels. Canadian flagged vessels do not carry firearms on board.</td>
</tr>
<tr>
<td>Country</td>
<td>No provisions in national legislation.</td>
<td>No provisions in national legislation.</td>
<td>See comments.</td>
<td>See comments.</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------</td>
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</tr>
<tr>
<td>Cyprus</td>
<td>Limited provisions in national legislation.</td>
<td>Limited provisions in national legislation.</td>
<td>See comments.</td>
<td>See comments.</td>
</tr>
<tr>
<td>Denmark</td>
<td>No flexibility to apply for general permission to use armed guards.</td>
<td>No flexibility to apply for general permission to use armed guards.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norway</td>
<td>No flexibility to apply for general permission to use armed guards.</td>
<td>No flexibility to apply for general permission to use armed guards.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>No provisions in national legislation.</td>
<td>No provisions in national legislation.</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**Notes:***

- To cover going underway assault, a company is generally under a proportion to provide armed guards on board their flagged ships.

- Cyprus has adopted the Protection of Cyprus Islands Against Terror and Other Unlawful Acts Law of 2012 (Law 543/2002) to combat piracy on Cyprus-flagged ships. The law provides for the obligations and rights of ship owners/operators and armed security service providers with regard to the security and protection of ships. It also provides the necessary measures for the flag administration to ensure that the shipowner/operators and armed security service providers take all necessary security measures on the ships. The law also provides for criminal sanctions in the event of non-compliance with the provisions of the law. The port state is also provided with the necessary powers to facilitate the implementation of the law. The shipowner/operator is responsible for ensuring compliance with the provisions of the law. The shipowner/operator is also responsible for ensuring that the armed security service provider is competent and capable of undertaking the tasks assigned to them. The port state is also responsible for the investigation and prosecution of breaches of the law.

- The Danish government has issued a list of international maritime security service providers that are authorized to provide armed security services on Danish-flagged ships. The list is available on the Danish Maritime Authority’s website.

- The Norwegian Ministry of Defence has issued guidelines for the use of armed guards on Norwegian-flagged ships. The guidelines are available on the Norwegian Ministry of Defence’s website.

- The French government has issued guidelines for the use of armed guards on French-flagged ships. The guidelines are available on the French Ministry of Defence’s website.

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France

not administratively authorised

Not administratively authorised


General

recommendation to fully follow the requirements of IMO's new developments since December 2011

Political and shipowners both to the law lists the allowed activities of private contractors and doesn't include the mentioning activities, whereas “95 SARP containing anti-piracy authorisation".

No recommendation to fully follow the requirements of IMO's new developments since December 2011.

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Sanctions of the French government on all the French shipping, as it will allow the protection of French flagged ships and free cross by military means of protection supplied by the French State (as it currently the case in a few respects). Sanctions, where such a protection cannot be supplied by the French State, it is negatived that it is necessary to allow the shipowners to ensure their ships and their crews be means of FRA (supplied by FRF).

German

Not administratively authorised, subject to approval by the Federal Office of Economic and Export Control (BDEK).

Shore-based service, subject to permits under the Weapons Act.

No recommendation to join Chinese export control system in implementing RMI’s requirements.

Not administratively authorised, subject to approval by the Federal Office of Economic and Export Control (BDEK).

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<tr>
<th>Country</th>
<th>Legislation/Regulatory Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>Possession of arms by Master/Crew on ships of Indian Flag and Foreign ships calling Indian ports is restricted to denoted areas in Indian coastal waters and vessels are required to possess security for the duration of the ship’s stay in India. Additionally, the possession of firearms is not prohibited for Indian ships or Indian coastal waters. However, the criteria must be followed in order to prevent unauthorized access to the ship’s stores. The Ministry of Shipping issued “Guidelines on the employment of armed security guards,” which defines the criteria for possessing armed guards on vessels. It is the shipowner’s responsibility to ensure that the guidelines are met in a written plan. In general, Indian vessels are not allowed to carry arms. Foreign flagged vessels may not embark armed guards in Indian waters.</td>
</tr>
<tr>
<td>Italy</td>
<td>Following the recent decree of the Ministry of Interior, Ministerio de Interior, which amends the instrumentality of the Italian Armed Forces by Promulgating (CPO) Italian Armed Forces, the Italian Coast Guard (IUG) issued new decree no. 207/2012, to ensure the security of a ship's safety and intent to ensure the cooperation with the various authorities concerned. The new decree no. 207/2012 explains the previous decree no. 963/2011, based on the Italian Coastal Code of 12 October 2011. The main issues of the following include: NMPs and Contractors (IUG) are not to be supplied with “illegal firearms” pursuant to the 1979 JSA, Chapter 1. Under the following decree, NMPs and Contractors (IUG) are prohibited from engaging Italian personnel to complement the armed forces or to embark on board. Shipowners, who have the vessel, are required to obey the principles that were established by the Italian Navy and those defined by the Italian Navy. It is also possible to equip the vessel with a proper security system. In the event of a threat, the vessel shall be equipped with a proper security system. It is also possible to equip the vessel with a proper security system. However, the vessel shall be equipped with a proper security system. It is also possible to equip the vessel with a proper security system.</td>
</tr>
<tr>
<td>Singapore</td>
<td>Not generally supported, but not prohibited. Ships are required to consult with the Maritime Authority of Singapore prior to bring on board security arms to make contracts with Naval Forces in the SCS-020 and 10-10 Sec (previous security arm) to embark the vessel. Security Officers must adhere to the guidelines. The Singapore Armed Forces Security Guidelines and Procedures (ISAGP) are subject to adherence by personnel. In the event that the Singapore Armed Forces Security Guidelines and Procedures (ISAGP) are subject to adherence by personnel. In the event that the Singapore Armed Forces Security Guidelines and Procedures (ISAGP) are subject to adherence by personnel. In the event that the Singapore Armed Forces Security Guidelines and Procedures (ISAGP) are subject to adherence by personnel. In the event that the Singapore Armed Forces Security Guidelines and Procedures (ISAGP) are subject to adherence by personnel. In the event that the Singapore Armed Forces Security Guidelines and Procedures (ISAGP) are subject to adherence by personnel.</td>
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<tr>
<td>Japan</td>
<td>Not allowing armed guards aboard Japanese flagged vessels passed in June 2019. The Japanese Government has decided to restrict the use of armed guards on vessels engaged in the JSA (Joint Security Agreement) and the JSOA (Joint Security Operation Agreement) with respect to vessels entering Japanese waters. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel.</td>
</tr>
<tr>
<td>Jamaica</td>
<td>Not allowing armed guards aboard Jamaican flagged vessels passed in June 2019. The Jamaican Government has decided to restrict the use of armed guards on vessels engaged in the JSAR (Joint Security Agreement) and the JSOA (Joint Security Operation Agreement) with respect to vessels entering Jamaican waters. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel. In the event that the JSOA is subject to adherence by personnel.</td>
</tr>
</tbody>
</table>
** Owner:

- %20The %20owner%20shall%20conduct%20an%20assessment%20as%20described%20in%20MVA%2001/2011%20and%20the%20Guidelines.
- %20Owner%20must%20take%20appropriate%20measures%20to%20verify%20the%20validity%20and%20the%20existence%20of%20the%20company%20as%20described%20in%20MVA%2001/2011%20and%20the%20Guidelines.

** Guidance:

- Risk assessments in PCASP should be conducted at the Ship level by the PCASP (SSP).
- The risk assessment to be conducted by the owner at the Vessel level should be in accordance with the SSP.
- The risk assessment to be conducted by the owner at the Regional level should be in accordance with the SSP.
- Anti-piracy measures and training should be implemented and verified.

** Territorial waters:

- No prohibited
- No prohibited
- No prohibited

** Maldives:

- No prohibited
- No prohibited
- No prohibited

** Ukraine:

- No legal ground in arm ship’s area.
- X
- X

** Malta:

- Must be in compliance with Malta legal Section 31 of 2011.
- No applicable
- No applicable
- No applicable
- No applicable

** Marshall Islands:

- Marshall Islands President’s emergency order to take over a Marshall Island shipping. Permits to be in accordance with Marshall Island Shipping Code 3/12. Other applicable sections are to be consulted by the owner.

** Netherlands:

- There is no legal basis for the use of private security companies. Ships owners can apply for ordinary task deployment teams (OTD).

** Guidance:

- Guidance from the Bureau of Maritime Affairs of the Republic of Liberia:

** Recommendations to the shipowner:

- Blacklist:
- Prohibiting of arms and GLPSA
- Smuggling of arms and GLPSA
- Piracy:
- Blacklisting of any vessel which the ship’s owner shall assume full responsibility for the safety of the members of the crew and passengers, and has the duty to verify and cooperate in correspondence if necessary.

| Norway | No prohibition  
New provisions  
The NIP on 18 February 2007 states that arms be taken by the ship owner in order to avoid and prohibit piracy and this could include the use of forces, e.g. private armed guards on board flag state vessels.  
No prohibition |
|---|---|
| Private provisions with detailed regulations have been published by the Norwegian Government. The “Vigilant Watch-Risk Class” (VWC) is included.  
According to regulations the VWC has to be reinforced in advance where the ship owner carries out patrols.  
According to the Regulation on vessels, the employer needs a licence issued by the local police. The licence is based for a period of 2 years. The licence is a permit for protection during patrols on board the company’s Norwegian flagged vessels.  
| No prohibition  
Exclusive administration regulation  
The NIP on 18 February 2007. Noارتaining to “Ship Safety and Security”. The VWC and its rules are not to be compared with Article 9 of the Polish maritime Act on 1 April 1992. |
| Tom of 18 February 2007. No reinting to “Ship safety and Security”. The VWC and its rules are not to be compared with Article 9 of the Polish maritime Act on 1 April 1992.  
| No prohibition |

**Portugal**  
No legal dispositions allowing for the presence of armed guards on board.  
A legal dispositions allowing the presence and the use of weapons on board.  
To adopt: it's measure a specific permission from the Portuguese administration is required.  

**Ukraine**  
No prohibition.  
A court that carries and uses of force and arms on board Ukrainian registered ships is not encouraged.  

**Vietnam**  
No prohibition.  
With a court that carries and uses of force and arms on board Vietnamese registered ships is not encouraged.  

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Note: The information provided is based on a text document and may not reflect the most recent regulations or changes. Always consult the latest official sources for the most accurate and up-to-date information.
Spanish Royal Decree 1628/2009 on personal security and weapons arms Spanish flag vessels (both merchant and fishing vessels) to take on board armed security guards in the territorial waters of the country. If such guards are not on board, vessels are subject to a number of penalties and expenses. Non-compliance may lead to the prohibition of entry into Spanish territorial waters. The essential characteristics of such weapons are issued by the Spanish interior minister with authority to proclaim, reorganize, and control activities and services.

U.S. Restrictions are in line with the coverage of personnel as supervisors, subject or training volunteers training in accordance with VTPA.

New marine forces are used for FOPC and FOPCII. Regulation of bearing a weapon is needed.

It is to be inferred: 30 USC 2007(a). A port of being threatened with an absence of that consequence expected before 2001.

The Department of Homeland Security has issued Guidance on the use of the Armed Guard to Prevent Against the Threat of Piracy from International Terrorism. Vessels are advised of their need to determine in a timely manner the feasibility of the threat of terrorism.

The draft has been a primary recommendation to carry FOPCII, A port of major interest to merchant vessels is high risk. Cargo must comply with all FOPC and FOPCII requirements. The draft has been a primary recommendation to carry FOPCII. A port of major interest to merchant vessels is high risk. Cargo must comply with all FOPC and FOPCII requirements.

The master has the responsibility for and control of private armed security guards including while the vessel is used, while not in port or while he is on the coast or in any part of the country.

Within the FOPC II Security Plan process, the master is responsible for preparing background checks on personnel. The Coast Guard Authorization for January 2009 provides substantial, for such temporary employment, for emergency repairs, for any injury or death caused by such force to any person engaging in an act of piracy.

The information in this table is for general guidance only and is not a substitute for proper verification with the flag States concerned. It should not be considered as legal advice.

INTERNATIONAL CHAMBER OF SHIPPING (ICS) AND EUROPEAN CARRIER SUPPLEMENTARY ASSOCIATIONS (ECSA) NOVEMBER 2013

If marked with * information has confirmed to 2013.