



Piracy - the curse of maritime transport

Vice Admiral Sir Tim McClement

**A Member State's approach to
National/International Standards & Regulation**

The SCEG's role

SCEG
SECURITY IN COMPLEX ENVIRONMENTS GROUP



A Member State's approach to NATIONAL/INTERNATIONAL STANDARDS and REGULATION

What is SCEG

SCEG is part of ADS, a large international Trade Body. ADS/SCEG is industry partner of UK government for regulation of private security sector

Representative on SCEG's governing Executive Committee for Maritime Sector of Private Security Industry

Although SCEG represents UK-based industry, our industry works for multinational clients around globe – our interest is therefore also international.





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What is our plan

SCEG's plan is to have a single standard for maritime PMSCs that is robust and credible. The need for a maritime standard is high-priority given high risk of piracy off Horn of Africa.

First, this means a standard that is devised, consulted upon, and agreed internationally as robust and credible – by States and by non-State clients.

Second, also means a standard that is applied to individual PMSCs by internationally certified and recognised, independent third party audit and accreditation bodies.

In this way clients will have confidence that they have access to recognised quality services and products.





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How will this happen (1)

The SCEG has developed a draft standard based on existing internationally credible standards such as ISO9001 and ISO28001:2007. We have taken account of draft guidelines produced by Working Group 3 (Contact Group for Piracy off the Coast of Somalia).

This is being developed into a national standard, needed now for UK where choice has been made to permit armed private security guards on ships to counter threat of piracy.

SCEG has committed to having this in place and being applied by third party accreditation bodies endorsed by the UK government, by end of 2012.





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How will this happen (2)

Of note BIMCO Guard Contract is a robust step forward and is compatible with draft Standard SCEG has developed.

SCEG is also working to offer this draft standard to be taken into best route possible to become an internationally credible and agreed Standard.

We know IMO will be having a debate on these important issues in May.





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Conclusion

Growing use of maritime PMSCs, while not permitted by all States, is happening and sector requires an internationally devised and credible Standard available for national State endorsement.

The sector wants to see accreditation of PMSCs against such a Standard being by independent, internationally certified audit and accreditation bodies.

Our industry is fully committed to this regulatory approach and believes it is best way to drive up standards globally. We need to get this right to ensure client buy-in; and we need to move quickly too.

We would encourage international community to support this direction of travel, while noting work SCEG is doing to determine a UK national system.





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Thank you
Questions please

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