

# **CITY & GUILDS 8269-03**

## **LEVEL 3 AWARD FOR MARITIME SECURITY OPERATIVES (QCF)**

# AGENDA

- The Security in Complex Environments Group
- Why the MSO 8269 Qualification?
- Why City & Guilds?
- Overview of the Qualification
- Flag state Perspective
- Questions



# PAUL GIBSON

Director of SCEG

**sceg**  
SECURITY IN COMPLEX ENVIRONMENTS GROUP

**ENHANCING SECURITY  
IN COMPLEX  
ENVIRONMENTS**

# WHY THE MSO 8269?

- Skills and knowledge required by PCASP not met by existing courses and qualifications
- Goal was to provide:
  - A widely recognised and accredited qualification
  - Clarity for those entering the industry
  - Clarity for shipping industry and other parties
- Assistance to PMSCs in ISO 28000/28007 certification process

# 8269 MSO QUALIFICATION

- Developed from ISO28007 Training Standards (and experience in HRA)
- All elements covered except medical, firearms handling and other STCW requirements
- Supported by UK Government, MCA, shipping associations and security industry
- Approved by Ofqual in May
- Registration started 4 June

# WHY CITY & GUILDS?



- City & Guilds is a world leading vocational education organisation
- Vocational and knowledge qualifications across a variety of sectors
- Help individuals develop their talents and abilities for future career progression



aerospace  
defence  
security  
space



# WHY CITY & GUILDS?



## What did we do?

- Scope out opportunity
  - Speak to industry
  - Speak to Training Providers
- Put together Business Case
- Approval of Business Case by Board
- Begin Developments



aerospace  
defence  
security  
space



# WHY CITY & GUILDS?



- Interpretation of Standard (ISO 28007) into QCF compliant units
  - Establish Unit titles and aims
  - Map needs to Standard
  - Write QCF compliant units
- Use of Industry experts



aerospace  
defence  
security  
space





# WHY CITY & GUILDS?



- Establish number of units
- Establish number of credits per unit
  - One credit = 10 notional Learning Hours
  - Award, Certificate, Diploma
- Establish level based on complexity of content to be assessed
- Establish Guided Learning Hours
  - How many contact hours are required
- Prepare draft units



aerospace  
defence  
security  
space



# WHY CITY & GUILDS?



- Request feedback from wider industry group
- Finalise units
- Map to PDSD
- Gain QCF/Ofqual accreditation
- Establish appropriate assessment
- Further support by industry experts preparing assessment
- Go live (June, 2013)



aerospace  
defence  
security  
space



# OVERVIEW OF THE QUALIFICATION

- Knowledge-based qualification
- Four-five days of instruction
- Ends with Multiple-Choice Assessments
- Assumes student has previous firearms experience from military/law enforcement organisation

# OVERVIEW OF THE QUALIFICATION



- Four Mandatory units to understand:
  - The Maritime Security Industry
  - Maritime Pre-deployment Planning & Procedures
  - Maritime Security Operating Procedures
  - Maritime Incident Management & Post Operational Procedures



# UNIT 1: UNDERSTAND THE MARITIME SECURITY INDUSTRY

- The role of maritime organisations
- Current maritime security guidance
- Current maritime legislation
- The maritime threat
- The merchant shipping operating environment
- Other training requirements and qualifications needed to gain employment as a PCASP

# UNIT 2: UNDERSTAND MARITIME SECURITY PRE-DEPLOYMENT PLANNING AND PROCEDURES

- Pre-deployment processes
- Familiarisation procedures on board ship
- On board briefings and training
- Crew roles and responsibilities
- Firearms management

# UNIT 3: UNDERSTAND MARITIME SECURITY OPERATING PROCEDURES

- Best Management Practice (BMP)
- Ships' communications and alert systems
- Graduated response and Rules for the Use of Force (RUF)
- 'Weapon states', carriage, inventory and maintenance of firearms

Continued...

# UNIT 3: UNDERSTAND MARITIME SECURITY OPERATING PROCEDURES

- Intelligence reports and summaries
- Navigation and navigational equipment



# UNIT 4: UNDERSTAND MARITIME INCIDENT MANAGEMENT AND POST OPERATIONAL PROCEDURES

- Management of incidents
- Requirements of Post Transit Reports
- Disembarkation procedures

# FLAG-STATE PERSPECTIVE

- What is the status of PCASP?
- MSO Relationship with STCW requirements
- UK training requirements for PCASP
- Revised UK guidance published May 2013
- [use-of-armed-guards-to-defend-against-piracy.pdf](#)

# Questions?

|              |  |
|--------------|--|
| Kevin Blanch | <a href="mailto:kevin.blanch@cityandguilds.com">kevin.blanch@cityandguilds.com</a> |
| Paul Gibson  | <a href="mailto:paul.gibson@adsgroup.org.uk">paul.gibson@adsgroup.org.uk</a>       |
| James Rapp   | <a href="mailto:jamesrapp@3rg.co.uk">jamesrapp@3rg.co.uk</a>                       |
| Phil White   | <a href="mailto:phil.white@mcga.gov.uk">phil.white@mcga.gov.uk</a>                 |
| Ray Quarrie  | <a href="mailto:ray.quarrie@3rg.co.uk">ray.quarrie@3rg.co.uk</a>                   |
| Ian Simpson  | <a href="mailto:ian.simpson@neptune-ms.com">ian.simpson@neptune-ms.com</a>         |