

## Preamble:

Participation in the “GREEN LANE” interview is voluntary. Successful completion of this sample questionnaire authorizes the ship to transit into port unencumbered by any further U.S. port security oversight. If one of the parties participating in the interview fails to accurately and truthfully complete any part of this sample questionnaire, the ship will be subjected to traditional port security risk assessments and, if necessary, at sea law enforcement inspection. Any incomplete, inaccurate, or evasive answer may be construed as falsifying information to a U.S. Federal Maritime agency. Those found to be intentionally falsifying information may be subject to criminal penalties in accordance with 18 US Code Sec 1001.

Do required parties to this questionnaire, Ships Security Officer, Company Security Officer and Chartering Representative, fully understand the conditions outlined by the above statement? (Yes or No)

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Web Interview Example Questions:

Q1: Ship Master and/or Ships Security Officer

Q2: Ship’s Management Representative or Designated Person Ashore or Company Security Officer

Q3: Ship’s Charterer Representative

Q1: Master and/or Ships Security Officer

1. What is the ship’s flag state?
2. What is the ship’s classification society?
3. What are the officers’ and crews’ nationality?
4. What type of cargo is the ship lifting (carrying)?
5. As Master are you an exclusive employee of the shipping company?
6. Is the organization managing the ship different from the organization financing the ship?
7. In preparation for entry into U.S. waters, have you had the ship inspected for the possible shipboard presence of contraband?
8. What were the results of this inspection for contraband?
9. Have you inspected the ship for stowaways?
10. Has any member from the crew and/or supernumeraries demonstrated abnormal behavior which was disruptive to good order and morale of the ship?
11. Are all navigation equipment, propulsion machinery, electrical power generation machinery, and steering gear in good working order?
12. Are all firefighting equipment and machinery and lifesaving equipment and machinery in good working order?
13. Are the cargo handling and control equipment and machinery, including relevant oil pollution control equipment, in good working condition?
14. Are you or any member of your crew affiliated in any way with a terrorist organization?
15. Are you or any member of your crew sympathetic to the publicly stated objectives of any terrorist organizations?
16. Are there any shipboard deficiencies and/or crew related incompetence preventing the safe and secure operation of the ship while in the U.S. waters?

Q2: Ship Management Representative and/or (Shipping) Company Security Officer

1. When hiring seafarers to crew and operate company ships, is this management process and those assigned to execute this process exclusively the shipping company's responsibility?
2. Are those performing shore-based management functions, such as overseeing planned maintenance, safety and environmental management, training and commercial operations the shipping company's exclusive responsibility?
3. When hiring seafarers and shore-based personnel does the hiring process include any type of screening or background check to ensure candidates are not affiliated with any terrorist organization?
4. As a member of the ship management team, are you or any of your co-workers, including those either assigned to the shipboard positions or assigned ashore positions, including part-time and/or contracted personnel, affiliated with a terrorist organization?
5. As the shipping company's designated person ashore, company security officer and/or management representative, are you able to verify that the shipping company's senior management is committed to the strict compliance with International Ship and Post Facility (ISPS) Code and its U.S. counterpart, Maritime Transportation Security Act (MTSA)?
6. As a member of the management team, are you aware of any company ships having been detained by a recognized post state control organization for violations of either ISPS Code or U.S. MTSA?
7. While at an U.S. port, will the ship's management have the financial capability to pay for all of the ship's fees for port services such as pilotage, stores, anchorage, crew changes, etc.?
8. Is there any crew changes scheduled when the ship is at a U.S. port?
9. If so, are there adequate controls in place with the locally designated ship agent to ensure company personnel don't go missing into the U.S. while either waiting for their ship or waiting for their departure flight? Please provide a brief description about controls in place to ensure on-signing and off-signing seafarers remain accounted for.

Q3: Representative from the firm chartering the ship:

1. In the process of chartering the ship, does the chartering or brokering organization make an effort to determine if there are adequately trained and competent personnel assigned to the ship and in sufficient number as required by the Safe Manning Certificate to execute routine and crucial shipboard operations, including activities necessary to comply with heightened MARSEC levels?
  2. Does your firm, prior to chartering a ship, have a commercial ship vetting process?
  3. Does your firm, prior to chartering a ship from this shipping company, require the shipping company to be subjected to periodic external audits?
  4. Was the ship vetted within the past twelve months, and as charterer, have you accepted the ship based on a recent vetting inspection report?
  5. As the organization representing the legal charter, aligning the ships cargo with the ship, are you or any members or your organization affiliated with a terrorist organization?
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