

# Republic of the Marshall Islands

## MARITIME ADMINISTRATOR

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### SHIP SECURITY ADVISORY No. 05-21

**To: Owners/Operators, Masters, Company Security Officers, Recognized Security Organizations**

**Subject: LIBYA**

**Date: 5 March 2021**

- References:**
- United Nations Security Council [Resolution 2441 \(2018\)](#)
  - RMI Marine Notice [2-011-16](#)
  - [United States Maritime Administration \(US MARAD\) Advisory 2021-003](#)
  - United States Coast Guard [Port Security Advisory](#)
  - Libyan Ports and Maritime Transport Authority: [Precautionary & preventive measures manual for ships calling-departing and cargo handling at Libyan ports](#)

This Ship Security Advisory (SSA) supersedes SSA No. 06-20

The Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) hereby renews awareness of the continuing volatile situation in Libya.

- 1.0 RMI-flagged vessels should not navigate near the coastal waters of Benghazi, Derna, and Sirte, including the militarized area south of 34 00’N. Sailing closer to shore puts the vessel at risk of potential arrest by the Libyan National Army (LNA). If arrested, vessels could be fined over USD \$100,000.
- 2.0 If an RMI-flagged vessel decides to enter Libyan territorial waters or call at a Libyan port, the Administrator requires that the vessel operate at Ship Security Level 2. RMI-flagged vessels calling in Libya shall do so in accordance with Libyan laws and regulations.
- 3.0 Turkish vessels and crew should not call at any eastern Libya ports (i.e. Tobruk, Derna, Benghazi, Zuetina, Brega, or Ras Lanuf terminals) due to a warning issued by the LNA in response to Turkey’s continued support for Libya’s UN-backed Government of National Accord (GNA).
- 4.0 The United States Coast Guard has determined that Libyan ports are not maintaining effective anti-terrorism measures. Actions required as listed in paragraphs C and D of the

This SSA is evaluated annually by the Administrator and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.

[USCG Port Security Advisory](#) went into effect for all vessels arriving in the United States on or after April 24, 2015, after visiting ports in Libya as one of their last five ports of call.

- 5.0 Libyan ports are not considered ISPS Code compliant, therefore the following actions shall be taken as per §7.3 of RMI Marine Notice [2-011-16](#):
  - 5.1 Implement measures per the Ship Security Plan equivalent to Security Level 2;
  - 5.2 Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel. Guards may be:
    - .1 provided by the ship's crew, however, additional crewmembers should be placed on the ship if necessary to ensure that limits on maximum hours of work are not exceeded and/or minimum hours of rest are met, or
    - .2 provided by outside security forces approved by the ship's master and Company Security Officer.
  - 5.3 Attempt to execute a Declaration of Security; and
  - 5.4 Log all security actions in the ship's log.
- 6.0 Close contact with a local shipping agent and P&I correspondent is also strongly advised as the operational status of ports may change rapidly.
- 7.0 The United States Maritime Administration (US MARAD) issued an advisory on 10 February 2021 ([2021-003](#)) containing the following guidance:
  - 7.1 Vessels operating in Libya are advised to review security measures, ensure AIS is transmitting always (except when transmitting creates a threat to the safety or security of the ship or where a security incident is imminent, consistent with provisions of SOLAS and US law), and monitor VHF Channel 16.
  - 7.2 Vessels at anchor, operating in restricted maneuvering environments, or proceeding at slow speeds should be especially vigilant. It is also advisable for commercial vessels transiting the area to conduct a risk assessment and incorporate appropriate protective measures into their vessel security plans.
  - 7.3 Masters, shipowners and operators are encouraged to check in with the NATO Shipping Center upon entering the Mediterranean Sea. In the event of any incident or suspicious activity, call the NATO Shipping Center and activate the Ship Security Alert System immediately. Mariners are also encouraged to review the "Central Mediterranean" section of the [NATO Shipping Center website](#).

## **Tanker Guidance**

- 1.0 Tankers loading from Libyan ports must undertake all pre-checks and compliance measures to ensure the intended cargo for loading has been authorized by the Libyan National Oil Corporation (NOC). The NOC holds the sole rights to all oil exports from the country.
- 2.0 Upon contracting your vessel for a voyage to Libya, be certain to request a certificate of origin from the charterers confirming that the shippers are the NOC or an approved legal entity of the NOC. The NOC holds the sole rights and control of all oil exports from the country.
- 3.0 Charterers should establish the authenticity of cargo interests and whether they can rightfully ship oil cargoes from Libya. The shippers should be able to provide a letter or document to prove that they are authorized by the NOC to ship the cargo.
- 4.0 Upon completion of cargo operations and receipt of port clearance, tankers delivering fuel oil to Libya should sail directly out of Libyan waters. Any deviations or delays may be perceived as suspicious by local authorities.
- 5.0 Vessels are advised to proceed with extreme caution when approaching all Libyan oil terminals, particularly in eastern Libya, due to potential violent and criminal activity based upon recent attempts by armed, non-state actors to engage in illicit export of oil.
- 6.0 UN Security Council [Resolution 2441](#) authorizes the UN Sanctions Committee to impose certain measures on vessels attempting to illicitly export crude oil from Libya. This resolution imposes several restrictions regarding loading, transporting, or discharging crude oil from Libya which may include the possible denial of port entry.

## **COVID-19 Requirements**

The Libyan Ports and Maritime Transport Authority has published a manual detailing measures in place to prevent the spread of COVID-19 for ships calling at Libyan ports. The complete manual can be downloaded online courtesy of GAC Hot Port News - [Precautionary & preventive measures manual for ships calling-departing and cargo handling at Libyan ports](#)

## **Additional Resources**

- Gard – [Libya - port situation](#)
- Skuld – [Libya: Port Situation](#)
- North of England P&I – [Status of Libyan Ports](#)

## **Contact Information**

All security related incidents or suspicious activity in or near Libya should be reported to:

- **NATO Shipping Center (NSC):** info@shipping.nato.int or +44 (0) 1923-956574. NSC Advisories and warnings can be found at <https://shipping.nato.int/nsc>.
- **RMI Maritime Administrator:** [dutyofficer@register-iri.com](mailto:dutyofficer@register-iri.com) and [shipsecurity@register-iri.com](mailto:shipsecurity@register-iri.com).