SHIP SECURITY ADVISORY No. 02-22 (Rev. 3)

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

Subject: GEOPOLITICAL CONFLICT - UKRAINE, BLACK SEA, SEA OF AZOV

Date: 03 March 2022

REFERENCES
1. NATO - Risk of Collateral Damage in the Northwest Black Sea
3. Risk Intelligence - Russia-Ukraine situation: Implications for shipping and port operations
4. Joint War Committee - JWLA-028 Black Sea and Sea of Azov
5. Dryad Global - Reports of Vessels Targeted off Ukraine

Effective immediately, the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) is requiring a setting of SHIP SECURITY LEVEL III (or equivalent security measures) for all RMI-registered vessels operating in the exclusive economic zone (EEZ) of Ukraine. RMI-registered vessels in the Black Sea EEZ of Russia are required to operate at a setting of SHIP SECURITY LEVEL II (or equivalent security measures). Commercial vessels should not attempt to enter the Sea of Azov or the Northwest Black Sea north of 45° 21’ since access will be denied by Russian military forces. This advisory is subject to change as the dynamic situation progresses.

This SSA expires one (1) year after its issuance, unless otherwise noted, extended, superseded, or revoked.
Ships intending to call at a port/port facility in the areas depicted above must ensure that security measures equivalent to Ship Security Level II or III are implemented as per the Ship Security Plan. If cargo operations at Russian ports in the Black Sea are necessary, a Declaration of Security should first be carried out with the Port Facility Security Officer (PFSO).

Ships currently located at Ukrainian ports must remain in place until permission to depart is granted by the Ukrainian military. Security measures equivalent to Security Level III must be implemented while held at port. Crew should not attempt to disembark the ship unless instructed to do so by the Ukrainian military. Lights should be switched off at night or kept to a bare minimum. Masters should assess whether to switch AIS off due to imminent security threat while stuck alongside or within Ukrainian port limits. This may help mitigate the risk of unintentional GPS-guided targeting by military forces.

THREATS

- On the 24th of February 2022, a Marshall Islands registered bulk carrier suffered significant damage to the deck and bridge area whilst drifting approximately 50 nautical miles (nm) South of Odessa, Ukraine. Pending further investigation, the damage is initially thought to be caused by a missile or projectile. No crew casualties or hull damage was reported. The vessel is now at a safe location for further inspection, investigation, and repairs.

- Multiple commercial vessels have since been hit by missile attacks and shelling at or near Ukrainian ports and territorial waters. Refer to Dryad Global – Reports of Vessels Targeted off Ukraine

- There are reports of mines being laid in the North-Western Black Sea near Ukrainian shores, likely meant to thwart Russian amphibious assaults

GUIDANCE

- Commercial vessels are advised to avoid any transit or operation within the EEZ of Ukraine or Russia within the Black Sea. Access to the Sea of Azov through the Kerch Strait is currently blocked by Russian forces.

- All Ukrainian ports have been closed by the Ukrainian military. Commercial ships may not enter or leave port at this time.

- Access to the northwest Black Sea, north of 45° 21’ is restricted by the Russian Navy. Transit in this area should not be attempted.

- Commercial operations within the EEZ of Turkey, Bulgaria, Georgia, and Romania are currently unaffected.

- Vessels should ensure the automatic identification system (AIS) is always transmitting (except when the master believes that continuing to operate AIS might compromise the safety or security of the ship or when a security incident is imminent), consistent with provisions of the International Convention for the Safety of Life at Sea (SOLAS), and monitor VHF.

- Any vessels hailed by military vessels should comply fully with instructions.

- Armed security personnel are not to be embarked while operating in the Black Sea.
RELEVANT RESOURCES

- NAVAREA III Warnings in Force (defensa.gob.es)
- NATO ATP2: NCAGS’ Guide to Owners, Operators, Chapter 4
- OCIMF’s Ship Security: Hull Vulnerability Study

REPORTING:

In the event of any incident or suspicious activity, RMI-flagged vessels should notify the Administrator, the NATO Shipping Center (NSC), and activate the Ship Security Alert System.

Suspected or confirmed electronic interference incidents must be reported to the Administrator (MI-109-5) and the NSC.

CONTACT INFORMATION:

- NATO Shipping Centre
  info@shipping.nato.int
  +44 (0) 1923-956574
  Report in Format Alfa

- RMI Maritime Administrator:
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Please direct any questions or concerns to Marshall Islands Maritime Security.