

Republic of the Marshall Islands

MARITIME ADMINISTRATOR

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SHIP SECURITY ADVISORY NO. 8-15

To: Regional Marine Safety Offices, Nautical Inspectors, Masters, Owners/Agents

Subject: LIBYA

Date: 29 June 2015

References: (a) United Nations Security Council [Resolution 2146 \(2014\)](#)
(b) United States Coast Guard [Port Security Advisory \(3-15\)](#)
(c) RMI Marine Notice [2-011-16](#)

This Advisory supersedes Marine Safety Advisory No. 22-11, Ship Security Advisory No. 5-14, and Ship Security Advisory No. 25-14.

In addition to security advisories issued by P&I Clubs and industry associations, the Republic of the Marshall Islands (RMI) Maritime Administrator (the "Administrator") would like to bring renewed awareness to the current situation in Libya.

Due to the highly volatile situation in Libya, RMI vessels transiting the Mediterranean Sea are advised to remain clear of Libyan territorial waters.

Should an RMI vessel decide to enter Libyan territorial waters or call at a Libyan port, the Administrator requires that the vessel operate at Security Level 2. RMI vessels calling in Libya shall do so in accordance with Libyan laws and regulations.

Very close contact with a local shipping agent and P&I correspondent is also strongly advised as the operational status of ports may change rapidly.

The United States Coast Guard has determined that Libya is not maintaining effective anti-terrorism measures in all of its ports. Actions required as listed in paragraphs C and D of [Port Security Advisory \(3-15\)](#) 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.

Since Libyan ports are not considered to be ISPS Code compliant, the following actions shall be taken as per Section 7.3 of [MN-2-011-16](#):

1. Implement measures per the ship's security plan equivalent to Security Level 2;

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:
 - 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
 - provided by outside security forces approved by the ship's master and Company Security Officer.
3. Attempt to execute a Declaration of Security; and
4. Log all security actions in the ship's log.

UN Security Council [Resolution 2146](#) authorizes the UN Sanctions Committee to impose certain measures on vessels attempting to illicitly export crude oil from Libya. The Resolution also imposes several restrictions regarding the loading, transport, and discharging of crude oil from Libya which may include the possible denial of port entry.

Please direct any questions or concerns to shipsecurity@register-iri.com.