



Technical Circular

No.: 014/2022

Date: 28th February 2022

Subject: Panama MMN -03/2022 Reg. Ukrainian and Russian waters in the Black Sea and Sea of Azov.

1. In view of the current situation occurring between Russian and Ukrainian Governments, Panama Maritime Administration strongly encourages Panama flagged vessels to avoid transit on Ukrainian and Russian waters in the Black Sea and Sea of Azov.
2. For those Panamanian vessels in Ukrainian Ports or transiting the above zone must maintain the utmost vigilance and increased security conditions aboard in order to protect the vessel and crew.
3. Further, the Panama Maritime Administration has strongly encouraged to follow the recommendations listed below and, on the document issued by members of the maritime industry and stake holders;
 - a) Undertake a new ship- and voyage-specific threat risk assessment before entering any region where there has been an incident or the threat has changed.
 - b) After the risk assessment, review the Ship's Security Plan.
 - c) Review section 2 of BMP5, which outlines non-piracy threats and the Global Counter-Piracy Guidance.
 - d) Maintain a full and vigilant bridge watches; Note: at night, slow small boats with no wake are difficult to spot on radar.
 - e) Maintain a strict communication watch and establish communication with all vessels coming close. Do not allow small boats to approach or to come alongside. Use a searchlight for identification at night.
 - f) Ensure strict boarding controls in place.
 - g) Only lower accommodation gangways or ladders when necessary.
 - h) Rig outboard lighting where possible provided when they do not interfere with keeping a safe lookout, particularly over the stern and rig/use searchlights if available.
 - i) Monitor relevant VHF and other communication channels.
 - j) Check all fire-fighting equipment available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken.
 - k) Keep the Automatic Information System (AIS) on. There is no need to complete the field stating the last or next port of call.
4. Additionally, the Administration has reminded all Panama flagged vessels transiting or in Ukrainian Ports to verify that the LRIT System and the AIS works properly at all times, in order to be able to continuously send positions of the vessels as required by SOLAS Reg. V/19.



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.

. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

5. Owners/ managers and masters of Panama flagged vessels are advised to take note of the above requirements and ensure compliance.

Enclosure:

1. Panama MMN-03/2022.

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Merchant Marine **Notice**

Panama Maritime Authority
General Directorate of Merchant Marine
Control and Compliance Department

F-34
(DCCM)
V.04

UKRAINIAN AND RUSSIAN WATERS IN THE BLACK SEA AND SEA OF AZOV

No: **MMN-03/2022**

1. The Panama Maritime Administration strongly encourages all Panama Flagged vessels to avoid transit on Ukrainian and Russian waters in the Black Sea and Sea of Azov.
2. For those Panamanian vessels in Ukrainian Ports or transiting the above zone must maintain the utmost vigilance and increased security conditions aboard in order to protect the vessel and crew.
3. After the current situation occurring between Russian and Ukrainian Government's this Administration strongly recommends to all Ship-owners, Operators and Masters of Panama Flagged vessels, to exercise extreme caution when operating in these areas.
4. Due to the recent events in the Ukrainian and Russian Waters in the Black Sea and Sea of Azov, the Panama Maritime Administration strongly encourage to follow the recommendations listed below and, on the document issued by members of the maritime industry and stake holders;
 - Undertake a new ship- and voyage-specific threat risk assessment before entering any region where there has been an incident or the threat has changed.
 - After the risk assessment, review the Ship's Security Plan.
 - Review section 2 of BMP5, which outlines non-piracy threats and the Global Counter-Piracy Guidance.
 - Maintain a full and vigilant bridge watches; Note: at night, slow small boats with no wake are difficult to spot on radar.
 - Maintain a strict communication watch and establish communication with all vessels coming close. Do not allow small boats to approach or to come alongside. Use a searchlight for identification at night.
 - Ensure strict boarding controls in place.
 - Only lower accommodation gangways or ladders when necessary.



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- Rig outboard lighting where possible provided when they do not interfere with keeping a safe lookout, particularly over the stern and rig/use searchlights if available.
 - Monitor relevant VHF and other communication channels.
 - Check all fire-fighting equipment available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken.
 - Keep the Automatic Information System (AIS) on. There is no need to complete the field stating the last or next port of call.
5. Additionally, we want to remind all Panama flag vessels transiting or in Ukrainian Ports that according to Merchant Marine Circulars, all Panama flagged vessels under the SOLAS V/19 regulation must comply with LRIT requirements and the AIS requirements. This Administration urges all ship-owners, operators, Company Security Officers (CSO) and Ship Security Officers to verify that the LRIT System and the AIS works properly at all times, in order to be able to continuously send positions of the vessels.
6. All Panama flag vessels trading on these areas will be expected to comply in accordance with the international requirements related to position reporting, and the Panama Maritime Authority may penalize violations to such provisions according to the national legislation, if they fail to formally report through LRIT and AIS to our Administration at a proper time.

February, 2022 – New.

Inquiries concerning the subject of this Merchant Marine Notice or any other request should be forward to:

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