



# Technical Circular

No.: 013/2022

Date: 28<sup>th</sup> February 2022

## **Subject: RMI SSA No. 02-22 Reg. Geopolitical conflict – Ukraine, Black Sea, Sea of Azov.**

1. In view of the current geopolitical conflict and increased naval activity within the Black Sea and Sea of Azov, Republic of Marshall Islands (RMI) Administration vide Ship Security Advisory No. 02-22 requires, **with immediate effect**;
  - a) Setting of **Ship Security Level III** (or equivalent security measures) for all RMI flagged vessels operating in the exclusive economic zone (EEZ) of Ukraine.
  - b) Setting of **SHIP SECURITY LEVEL II** (or equivalent security measures) for RMI flagged vessels in the Black Sea EEZ of Russia.
  - c) Commercial vessels should not attempt to enter the Sea of Azov since access will be denied by Russian military forces.
2. The above requirements are temporary and subject to change as the situation progress.
3. Further, the Administration has provided following guidance/ information for owners/ managers and masters of RMI flagged vessels in this regard:
  - a) 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.
  - b) 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.
  - c) All Ukrainian ports have been closed by the Ukrainian military. Commercial ships may not enter or leave port at this time.
  - d) Access to the northwest Black Sea, north of 45° 21' is restricted by the Russian Navy.
  - e) Commercial operations within the EEZ of Turkey, Bulgaria and Romania are currently unaffected.

- f) Vessels must 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 Channel 16.
  - g) Any vessels hailed by military vessels should comply fully with instructions.
  - h) Armed security personnel are not to be embarked while operating in the Black Sea.
4. 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.
  5. Owners/ managers and masters of RMI flagged vessels are advised to take note of the above requirements and ensure compliance.

**Enclosure:**

1. RMI Ship Security Advisory No. 02-22, dated 25 February 2022.

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# Republic of the Marshall Islands

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### SHIP SECURITY ADVISORY No. 02-22

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

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

**Date: 25 February 2022**

#### REFERENCES

1. [U.S. Maritime Advisory No. 2022-002](#) - Black Sea and Sea of Azov
2. Risk Intelligence - [Russia-Ukraine situation: Implications for shipping and port operations](#)
3. Joint War Committee - [JWLA-028 Black Sea and Sea of Azov](#)
4. 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 since access will be denied by Russian military forces. This requirement is temporary and subject to change as the 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 absolutely 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.

## **THREATS**

- On the 24<sup>th</sup> 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 projectile. No crew casualties or hull damage was reported. The vessel will proceed to a safe location for further inspection and investigation.
- Reports also suggest that two (2) Russian commercial ships have been targeted by missiles approximately 21nm South of Mariupol, Ukraine. Additional details are to be confirmed.

## **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.
- Commercial operations within the EEZ of Turkey, Bulgaria and Romania are currently unaffected.
- Vessels must 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 Channel 16.
- 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.

## **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](#).

This SSA expires one (1) year after its issuance, unless otherwise noted, extended, superseded, or revoked.

**CONTACT INFORMATION:**

- **NATO Shipping Centre**      [info@shipping.nato.int](mailto:info@shipping.nato.int)  
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Please direct any questions or concerns to [Marshall Islands Maritime Security](#).

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