



Office of
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of Maritime Affairs

THE REPUBLIC OF LIBERIA

LIBERIA MARITIME AUTHORITY

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MARINE SECURITY ADVISORY – 10/2022

(This Advisory supersedes Marine Security Advisory 08/2022)

The following changes have been included:

1. Initiative to allow shipment of grain and other foodstuffs from Ukrainian ports

Subject: Security situation in the Black Sea and the Azov Sea

Dear Owners/Operators/Company Security Officers/Masters:

Due to the ongoing security situation in and around the Exclusive Economic Zones (EEZ) and territorial waters of the Ukraine and the Russian Federation in the Black Sea and the Azov Sea, Ukraine has set security level 3 in the sea and rivers ports of Ukraine. Masters of all Liberian flagged vessels currently in the Ports of Ukraine shall raise security level to 3 and implement specific protective measures in the ship security plan and acknowledge receipt of the instruction on change of security level. Masters of vessels in the ports of the Russian Federation shall ensure that the vessels act upon the security level set by the Designated Authority at those ports and Masters of all other ships in the Black Sea should ensure that the security level of their vessels is equivalent to Ship Security Level 2; and take precautions in accordance with their Ship Security Plans.

Under the Initiative on the Safe Transportation of Grain and other Foodstuffs from Ukrainian Ports, signed on 22 July 2022 in Istanbul, a humanitarian maritime corridor was established to allow ships to export critical cargoes of grain and foodstuffs from Ukraine. Liberian registered ships in the ports of Odessa, Chernomorsk and Yuzhny considering departing these ports should contact the Administration for guidance related to manning and surveys. Liberian registered ships calling at these ports to load grain and other foodstuffs for export should contact their P&I club and act upon the security level set by the Designated Authority at these ports and take precautions in accordance with their ship security plan. For more information regarding procedures and frequently asked questions, refer to <https://www.un.org/en/black-sea-grain-initiative/updates>

Any other vessels currently within Ukrainian ports not calling at these ports to load grain and other foodstuffs for export are encouraged to leave as soon as it is safe to do so and in accordance with local authority's guidelines and instructions, if available. Operators and Masters should ensure that any planned operations or voyages do not take the vessel into any area, or engage in any activity, that would expose her to the risk of ongoing military operations. Vessels operating in these areas may encounter GPS interference, AIS spoofing, and/or other communications jamming. Vessels should ensure they are broadcasting on AIS (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) and clearly state their intentions across VHF, consistent with provisions of the International Convention for Safety of Life at Sea (SOLAS), and monitor VHF Channel 16. Any vessels challenged by military vessels should comply fully with instructions.

Vessels' movements are reported to be prohibited in the Azov Sea beginning 24 February 2022. No attempt should be made to access the Azov Sea. The Administration further understands that NAVAREA III warnings have been issued for danger to navigation related to mine laying activity and war risk off the Northwestern part of the Black Sea, including drifting mines in the Southwestern part of the Black Sea and the northern approaches to Istanbul Straits. Ships Masters should obtain the relevant NAVAREA III warnings and contact the local port authorities and ships agents for additional information. Ships navigating in these areas should also monitor NAVTEX messages, maintain a proper lookout for suspicious drifting objects and report immediately to ships and coast radio stations in the area with position and direction and speed of wind and current.

Other vessels operating in the Black Sea should avoid Ukrainian waters. Commercial operations within the EEZs of Turkey, Georgia, Bulgaria and Romania remain unaffected at this time.

This is a dynamic situation and changes may occur at any time. Owners, Operators, Company Security Officers and Masters are suggested to monitor the developments and to liaise closely with local port agents and P&I correspondents for the latest information on facility conditions, dangerous sea areas and temporary port closures and navigational restrictions.

Advice, updates and links to external resources can be found at the following link:

<https://www.imo.org/en/MediaCentre/HotTopics/Pages/MaritimeSecurityandSafetyintheBlackSeaandSeaofAzov.aspx>

Operators and Masters should complete a Risk Assessment prior to entering the Black Sea area. In the event of any incident or suspicious activity, Liberian flagged vessels should activate the Ship Security Alert System (SSAS) immediately and notify Liberia Maritime Security

Department.

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