

ANAVE – Circular de Régimen Interior

Madrid, 20 de octubre de 2017
Ref: SMA 63/2017/AB

Asunto: Incidentes de protección en Libia: requisitos de notificación para buques que transiten la zona

Muy Srs. nuestros:

La Cámara Naviera Internacional (ICS) nos ha informado de que recientemente se han producido dos incidentes de protección en las costas de Libia en los que varios buques mercantes han sido atacados por otras embarcaciones que decían representar al servicio de Guardacostas de Libia.

Como respuesta a dichos incidentes, las autoridades libias han establecido restricciones al tráfico marítimo en la zona geográfica delimitada por la línea de costa de Libia y el paralelo 34°00' N y han publicado un nuevo radioaviso "NAVWARN" que anuncia operaciones militares en la zona, cuyos detalles les adjuntamos en un Anexo.

En esencia, el radioaviso insta a los buques que se encuentren en la zona delimitada o cerca de los límites de la misma a extremar las precauciones y, por su propia seguridad, a contactar con la estación costera más cercana para recibir información para navegar por una derrota segura.

Además, los buques deben notificar los siguientes datos a las autoridades marítimas 72 h antes de su llegada a la zona y diariamente a mediodía:

- Posición.
- Rumbo.
- Velocidad.
- ETA al puerto de destino.
- Carga a bordo.
- Nombre del agente del buque.

Los datos de contacto de las personas a quienes se debe enviar estos datos se incluyen en el Anexo.

Aunque los buques involucrados en los incidentes recibieron llamadas de la embarcación que se acercaba, el capitán no pudo confirmar la veracidad de su identificación. Es muy probable que esto se siga produciendo, ya que estas embarcaciones no llevan instalado un equipo AIS a bordo que permita comprobar su identidad.

Dada la gravedad de los incidentes y las dificultades actuales para confirmar la identidad de las embarcaciones del servicio de Guardacostas, se recomienda a los buques que naveguen dentro de la zona controlada cumplir los procedimientos de notificación del citado radioaviso "NAVWARN" para reducir posibles errores de identificación de las autoridades libias. Los buques que no vayan a hacer escala en los puertos situados dentro de la zona controlada pueden optar por navegar en una ruta más al norte del paralelo 34°00' N.

Nos indica ICS que la situación en Libia sigue siendo inestable y los posibles cambios de las autoridades pueden tener repercusiones para el transporte marítimo.

Saludos cordiales,

Manuel Carlier

Director General



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19 October 2017 **MC(17)54**

To: MARINE COMMITTEE

CC: All Full and Associate Members (for information)

SECURITY IN WATERS OFF LIBYA

Action required: Members are invited to note the information provided concerning two recent security incidents off the coast of Libya and, the associated reporting requirements for ships transiting the area bounded by the Libyan coastline and 34-00N.

Members may be aware of two incidents which recently occurred off the coast of Libya where merchant ships were fired upon by vessels claiming to represent the Libyan Coast Guard.

It should be noted that Libya has imposed restrictions on the area bounded by the Libyan coastline and 34-00N, and the following NAVWARN was recently reissued with respect to this declaration.

EASTERN MEDITERRANEAN SEA - LIBYA

1.- Military operation in area bounded by Libyan coastline and 34-00N. The ships in area or near borderline should proceed with extreme caution, and for its own safety to get into contact with nearest Coastal Station, to receive safe trackline. The ships will be send Position, Course, Speed, ETA at destination Port, Cargo and Name of Ship's Agent. This information should be forwarded 72 hours before in bound area and must be repeated daily, at noon. Pease report to MARITIME TRANSPORT AUTHORITY.

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2.- Cancel NAVAREA III 356/15.

It should be further noted that although the ships involved in the incident were hailed by the approaching craft, it was not possible for the Master to determine the legitimacy of their status. This is likely to remain a problem as the Coast Guard vessels do not, at present, have AIS equipment onboard which would allow their identity to be more easily confirmed.

Given the severity of the incidents and the likely ongoing difficulties that will be experienced in determining the identity of Coast Guard vessels, it is advised that the reporting procedures detailed in the NAVWARN should be followed by ships navigating within the controlled area to minimize the potential for misidentification by the Libyan authorities. Similarly ships that are not bound for ports within the controlled area may wish to consider routes north of 34-00N to avoid any potential for misidentification. Any difficulties encountered in complying with the requirements should be reported to the undersigned (john.stawpert@ics-shipping.org). The situation in Libya remains volatile, and there is still the potential for changes in authority to have a consequential effect on shipping.

ICS acknowledges with great thanks the assistance of Confitarma and the EUNAVFOR Med Operational Commander in investigating these incidents and providing ICS with background information.

The Secretariat will continue to monitor the situation and endeavour through its contacts in the region to ensure that the potential for such incidents is reduced. Members are invited to note the information provided and to circulate it as appropriate.

John Stawpert
Manager (Environment and Trade)