ANAVE – Circular de Régimen Interior

Madrid, 6 de septiembre de 2022
Ref: Varios 54/2022/AP

Asunto: Procedimientos para la exportación de grano y fertilizantes desde puertos ucranianos (*Black Sea Grain Initiative*)

Muy Srs. nuestros:

Les adjuntamos la circular recibida de la OMI y la Oficina de Coordinación de Asuntos Humanitarios de la ONU, en la que se detalla el funcionamiento del corredor puesto en marcha por Turquía, Ucrania y Rusia para la exportación de grano, otros alimentos y fertilizantes (entre los que se incluye el amoniaco) desde los puertos ucranianos de Odessa, Chornomorsk y Pivdennyi (Yuzhny). Queda excluida de la iniciativa la importación a Ucrania de cualquier mercancía.

El corredor se divide en varias zonas, cada una de las cuales está sujeta a un nivel de control bajo el Código ISPS. Además de medidas de protección a los buques, se establece que cualquier buque mercante que pretenda transitar por el estrecho del Bósforo hacia el Mar Negro deberá hacerlo en lastre, y será inspeccionado por los técnicos del *Joint Coordination Centre* (JCC) en Estambul. Los buques también serán inspeccionados en el trayecto de vuelta, para corroborar que sólo llevan a bordo las mercancías permitidas.

La circular incluye el procedimiento a cumplir por los buques que pretendan efectuar estos tráficos hacia/desde Ucrania, así como los formularios a cumplimentar.

Muy atentamente,

Elena Seco
Directora General

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ORGANIZACIÓN MARÍTIMA INTERNACIONAL

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Circular nº 4611/Add.1
30 agosto 2022

A: Todos los Miembros de la OMI
Organizaciones intergubernamentales
Organizaciones no gubernamentales con carácter consultivo

Asunto: Comunicación de la Oficina de Coordinación de Asuntos Humanitarios de las Naciones Unidas

La Oficina de Coordinación de Asuntos Humanitarios de las Naciones Unidas ha enviado la comunicación adjunta, con fecha de 29 de agosto de 2022, y solicita que sea distribuida por la Organización.

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TECNOLOGÍAS NUEVAS PARA UN TRANSPORTE MARÍTIMO MÁS ECOLÓGICO

United Nations Nations Unies

HEADQUARTERS • SIEGE NEW YORK, NY 10017

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29 August 2022

Dear Mr. Secretary-General,

As you know, on 22 July 2022, the Russian Federation, Türkiye, and Ukraine signed The Initiative on the Safe Transportation of Grain and Other Foodstuffs from Ukrainian Ports (the Initiative, also known as the Black Sea Grain Initiative). The Initiative states that a Joint Coordination Centre (JCC) would be established under the auspices of the United Nations, with the representation of the three member states involved, to conduct general oversight and coordination of the Initiative. The JCC was formally established on 27 July 2022, and on the same day, the parties requested that the United Nations serve as the Secretariat for the centre.

The support of the IMO in the start-up and initial operations of the JCC has been critical and has spearheaded the development of its operating procedures.

Following my letter dated 9 August 2022, I am writing to inform you that on 26 August 2022, the JCC approved the final version of the "Procedures for Merchant Vessels" engaged in the Initiative. As such, it would be highly appreciated if the IMO circulate the annexed information to all Member States and Intergovernmental and Non-Governmental Organizations in consultative status with the IMO.

.Allow me to reiterate my deepest thanks to you personally and to your organization for its indispensable provision of guidance and expertise in this venture.

Sincerely,

Martin Griffiths
Under-Secretary-General for Humanitarian Affairs
and Emergency Relief Coordinator

Mr. Kitack Lim
Secretary-General
International Maritime Organization
London

Annex: Communication from the ASG, UN Coordinator, JCC with the Procedures for Merchant Vessels

United Nations

Black Sea Grain Initiative

Joint Coordination Centre

UN Joint Coordination Centre (JCC) Secretariat
Istanbul, Türkiye
unjcc@jcc-secretariat.org

Date: 26 August 2022
Ref No: JCC-IST-45

Mr. Martin Griffiths
Under-Secretary General for Humanitarian Affairs
And Emergency Relief Coordinator
United Nations
405 E 42nd St, New York, NY 10017,
United States

As you know, on 22 July 2022, Türkiye, the Russian Federation and Ukraine signed The Initiative on the Safe Transportation of Grain and Other Foodstuffs from Ukrainian Ports (the Initiative, also known as the Black Sea Grain Initiative). The Initiative states that a Joint Coordination Centre (JCC) would be established under the auspices of the United Nations, with representation of all the Parties, to conduct general oversight and coordination of the Initiative. The JCC was formally established on 27 July 2022, and on the same day, the parties requested that the United Nations serve as the Secretariat for the Centre.

On 6 August 2022, the JCC issued the interim "Procedures for Merchant Vessels" engaged in the Initiative, which have been in force while Parties continued testing the vessels movement and elaborating the Procedures based on gained experience. On 26 August 2022, the JCC approved the final version of the abovementioned document. The procedures are mandatory requirements pursuant to the SOLAS Regulation XI-2/11 and the ISPS Code, Part A, section 4.2 and Part B, section 4.26, as a condition of port entry or departure to or from the Ukrainian ports.

The Parties have requested that the United Nations, as Secretariat of the JCC, give wide dissemination of the Annex B to the SOPs to the maritime industry.

Sincerely,

Amir M. Abdulla

Assistant Secretary General, UN Coordinator
Joint Coordination Centre, Black Sea Grain Initiative
United Nations

Annex: Procedures for Merchant Vessels

Distribution: (by e-mail) International
Chamber of Shipping
International Association of Classification Societies
BIMCO
INTERTANKO
INTERCARGO
INTERMANAGER

BLACK SEA GRAIN INITIATIVE – PROCEDURES FOR MERCHANT VESSELS

BACKGROUND

1. On 22 Jul 2022 the Republic of Türkiye, the Russian Federation, Ukraine and the United Nations signed the Initiative on the safe export of grain, foodstuffs and fertilizers, including ammonia, from the Ukrainian ports.
2. The Initiative is based on agreements of parties of the International Convention for the Safety of Life at Sea, 1974, as amended, (SOLAS), Regulations XI-2/11 and the International Ship and Port Facility Security Code (ISPS Code), Part B, paragraph 4.26; as a condition for entry to and departure from Ukrainian ports.
3. The purpose of this Initiative is to facilitate the safe navigation for the export of grain, foodstuffs and fertilizers, including ammonia from the Ukrainian the Ports stated in the Initiative as the Ports of Odesa, Chernomorsk and Yuzhny, geographically named in Ukraine as the Ports of Odesa, Chornomorsk and Pivdennyi respectively (the Ukrainian ports).

GENERAL INSTRUCTIONS FOR THE INITIATIVE

4. The Initiative can only authorize the export of cargo from the Ukrainian ports. The Initiative cannot authorize the import of cargo into the Ukrainian Ports.
5. All vessels shall transmit on Automatic Information System (AIS) at all times whilst participating in the Initiative.
6. The operations within the Initiative will be coordinated by the Joint Coordination Centre (JCC) in Istanbul, by representatives of the three parties and the United Nations.
7. Vessels must be at Maritime Security (MARSEC) level 3 in compliance with the requirements of the government of Ukraine by the time they arrive at the Turkish Inspection Area (see below) and to be prepared for inspection as described in paragraph 31.
8. As a vessel moves through the Maritime Humanitarian Corridor, it is additionally protected by a buffer zone.
   8.1. The buffer zone is a circle, 10 nautical miles in radius based on the centreline of the corridor. The buffer zone moves along with the vessel. The buffer zone does not extend past either terminus of the Maritime Humanitarian Corridor.
   8.2. No military ships, aircraft or UAV will close to within 10 nautical miles of a merchant vessel transiting the Maritime Humanitarian Corridor.
   8.3. Vessels encountering provocations or threats while transiting the Maritime Humanitarian Corridor should report immediately to the JCC using the form in Appendix E of Annex B.
9. In addition, the JCC will provide vessel movement information in the Maritime Humanitarian Corridor to all the Parties. Those representatives will transmit that information to all their military authorities, to prevent incidents. If the military authorities have no objection, the JCC representatives from each Party will acknowledge that all military ships, aircraft and units in the area have been notified, and that the vessel can move safely. If a JCC representative informs the JCC of a threat to the merchant vessel (such as military action in the area), the JCC may take action to ensure the safety of the vessel.
10. In the case of receiving information regarding a change in the time or date of approach of vessels to the Turkish Inspection Area, the Ukrainian authorities will notify the JCC. If adverse weather does not allow for inspections in one of the Turkish Inspection Areas, vessels will receive instruction on inspection from the Istanbul Port Authority.

11. The following procedure has been developed by the parties and shall be followed by all merchant vessels planning to export grain, foodstuffs and fertilizers, including ammonia from the Ukrainian Ports.

VESSELS ROUTING UNDER THE INITIATIVE

12. The Initiative protects a route between the Turkish Inspection Area and the Ukrainian Ports. The route is divided into several segments, each of which is subject to different levels of control under the ISPS Code, and different levels of protection under the Initiative. The route is described and located from south to north as follows:

The Turkish Inspection Area (coordinates provided by Türkiye): The Turkish Inspection Area are designated temporary anchorage areas for vessels awaiting inspection by JCC Inspection Teams. VTS Istanbul will direct vessels to the appropriate area for inspection. The Turkish Inspection Areas are situated in areas with the following coordinates: (All coordinates in WGS84 Datum)

Turkish Inspection Area N (Black Sea):

REF	LATITUDE	LONGITUDE
TE	41 14.90 N	028 59.58 E
TF	41 17.26 N	028 59.58 E
TG	41 17.26 N	029 02.20 E
TH	41 15.50 N	029 04.60 E
TI	41 15.20 N	029 04.60 E

Turkish Inspection Area S (Sea of Marmara):

REF	LATITUDE	LONGITUDE
TA	41 00.36 N	028 59.13 E
TB	40 59.33 N	028 58.57 E
TC	40 58.09 N	028 56.47 E
TD	40 59.84 N	028 56.47 E

Vessels transiting to or from the Turkish Inspection Area and The High Seas Transit Corridor to Ref Point (JC) are not restricted to a specific route, but shall pass through Ref Point JB. Port calls, stops and ship to ship transfers are not authorized when transiting this segment, other than for emergencies, where the JCC must be informed.

REF	LATITUDE	LONGITUDE
JB	42 19.15N	029 27.00E

The Southern Waiting Area. The Southern Waiting Area is designated as a temporary holding area for vessels engaged in the Initiative. Inbound vessels may use the Southern Waiting Area to await transit during authorized hours. Vessels must inform the JCC if they decide to use the Southern Waiting Area.

LATITUDE	LONGITUDE
44 50.00N	030 10.00E
44 50.00N	030 25.00E
44 55.00N	030 25.00E
45 00.00N	030 10.00E

The Maritime Humanitarian Corridor (MHC) includes the High Seas Transit Corridor and the Entrance to Ukrainian Territorial Sea (to the boundary of the Ukrainian Territorial Sea).

The High Seas Transit Corridor (coordinates developed by JCC). The High Seas Transit Corridor is an 83 nautical miles long, 3 nautical miles wide, two-way route (Northbound traffic to the East, Southbound traffic to the West). The coordinates of the centre-line of the Corridor are as follows:

REF	LATITUDE	LONGITUDE	COURSE (TRUE)	DISTANCE (NM)
JC	044 53.00N	030 39.50E	004	45
JD	045 37.10N	030 48.10E	025	38
JE	046 12.00N	031 10.00E		

Entrance to Ukrainian Territorial Seas. From Point JE, the Maritime Humanitarian Corridor widens and leads to the Ukrainian Territorial Seas Holding Area. The corridor boundaries are defined below:

REF	LATITUDE	LONGITUDE
UA	46 24.00N	030 54.00E
UB	46 19.00N	031 05.00E
UC	46 12.00N	031 07.50E
UD	46 12.00N	031 12.50E
UE	46 27.00N	031 10.50E
UF	46 28.20N	030 58.20E

While transiting the Entrance to the Ukrainian Territorial Seas, the Buffer Zone does not extend into the Ukrainian Territorial Sea. Vessels continue to be protected by the Initiative and Ukrainian authorities. (Coordinates developed by Ukraine.)

The Ukrainian Territorial Seas Holding Area (the Holding Area), used for the formation and disbandment of convoys and the disembarkation of pilots is bounded by the following coordinates:

REF	LATITUDE	LONGITUDE
UH	46 30.50N	030 54.00E
UG	46 30.50N	030 58.20E

UI	46 24.00N	030 58.20E
UA	46 24.00N	030 54.00E

Entrance to the Port of Chornomorsk Waypoints from the Holding Area to the port of Chernomorsk (Chornomorsk) (Channel width - up to 200 metres):

LATITUDE	LONGITUDE
46 24.00N	030 54.00E
46 20.50N	030 43.20E
46 20.00N	030 42.70E
46 18.842N	030 41.807E
46 19.123N	030 40.596E

Entrance to the port of Odesa Waypoints from the Holding Area to the Port of Odesa (Channel width - up to 200 metres):

LATITUDE	LONGITUDE
46 30.00N	030 54.00E
46 30.00N	030 46.44E
46 29.902N	030 46.043E
46 29.986N	030 44.542E

Entrance to the Port of Pivdennyi. Waypoints from the Holding Area to the Port of Yuzhny (Pivdennyi) (Channel width - up to 200 metres):

LATITUDE	LONGITUDE
46 30.50N	030 57.00E
46 32.60N	030 57.00E
46 33.342N	031 00.044E
46 36.187N	031 01.000E

PRE-ARRIVAL PROCEDURES

13. Vessels intending to load in the Ukrainian Ports should follow their standard procedures for arrivals and departures at the ports. Ukrainian authorities will submit their pre-arrival form to the JCC no later than 8 hours after receipt. The application for authorization is contained in Appendix A.
14. No later than 24 hours before arrival of a vessel to the Turkish Inspection Area, Ukrainian authorities will submit their plan for vessels approved to arrive in the Ukrainian ports to the JCC, with all relevant information. Sample plans are contained in Appendices B and C. The JCC will assess requests to clear vessels to be inspected and arrange for Inspection at the Turkish Inspection Area, defined below.
15. The Ukrainian authorities will be informed of the results of all inspections as soon as possible after the inspection is complete. If a vessel is not cleared by the JCC for transit, the JCC will notify the Ukrainian authorities immediately, so that arrival schedules can be altered.

VESSELS INBOUND TO THE UKRAINIAN PORTS

16. After arrival at the Turkish Inspection Area, the JCC Inspection team will embark and conduct an inspection to confirm the absence of unauthorized cargoes and/or personnel (i.e., that the vessel is in ballast and holds empty).
17. After the inspection is complete, the Inspection Team will report "**Cleared/not cleared to Proceed"** to the JCC.
18. After receipt and review of the Inspection Team report, the JCC will communicate "**Approved /Not approved to Proceed"** to the vessel and Istanbul Port Authority. A vessel not approved to proceed will receive direction from the JCC on additional procedures and measures. A vessel will not be cleared for the following reasons:

    18.1. Submission of false information regarding cargoes or personnel;

    18.2. Carrying unauthorized cargoes or personnel. For inbound vessels, no cargo is authorized;

    18.3. Failure to transmit AIS signal;

    18.4. In addition, any ship deviating from the Maritime Humanitarian Corridor except to enter the Southern Waiting Area), conducting a ship to ship transfer, or conducting an unauthorized stop while transiting the corridor will have clearance revoked.

19. A cleared inbound vessel will then proceed and will be technically monitored in transit while proceeding along the Maritime Humanitarian Corridor.
20. Inbound vessels entering the Holding Area must embark a pilot and seek instructions from Ukrainian authorities prior to entering.

VESSELS OUTBOUND FROM THE UKRAINIAN PORTS

21. By 1200 each day, Ukrainian authorities will submit to the JCC a departure plan for the following day (example added) for approval by the JCC. The template for the plan is contained in Appendix B. The JCC will return the approved plan to the Ukrainian authorities by 1600 each day. The JCC will communicate "**Approved/Not Approved to Proceed"** to the Ukrainian authorities.
22. If the vessel departure is delayed, the Ukrainian authorities will inform the JCC.
23. The Vessel will be technically monitored while in transit to the Turkish Inspection Area. Upon approach to the Turkish Inspection Area, the vessel will contact the Istanbul Port Authority and request permission to enter using normal procedures. The vessel will then await inspection.
24. On completion of the inspection, the Inspection Team reports "**Cleared/Not cleared to Proceed"** to the JCC. A vessel not approved to proceed will receive direction from the JCC on additional procedures and measures. A vessel will not be cleared for the following reasons:

    24.1. Submission of false information regarding cargoes, crew or passengers;

    24.2. Carrying unauthorized cargoes, crew or passengers. For outbound vessels, only the following cargoes are authorized:

    a) Grains
    b) Other Foodstuffs, as authorized by the JCC (Sections I-IV of Harmonized System Codes (HS Code 2017-Current)
    c) Fertilizer, including ammonia;

24.3. Failure to transmit AIS signal;

24.4. In addition, any vessel deviating from the Maritime Humanitarian Corridor (except to enter the Southern Waiting Area), conducting a ship to ship transfer, or conducting an unauthorized stop while transiting the corridor may be subject to additional measures.

25. After receiving and reviewing the inspection report, the JCC informs the vessel and Istanbul Port Authority that the vessel is **"Cleared/Not cleared to Proceed"** At this point, if cleared to proceed, the vessel may continue its transit to its destination.

PROCEDURES WHILE TRANSITING TO OR FROM UKRAINIAN TERRITORIAL SEAS

26. To avoid the danger of floating mines or misidentification in the zone of military activities, vessels must plan their transit of the Maritime Humanitarian Corridor during maximum daylight hours, that is, between 0500 and 2100.
27. All vessels transiting the High Seas Corridor must remain in the corridor at all times. Vessels shall display the appropriate lights or day shapes for a vessel restricted in its ability to maneuver (COLREG Rule 27) while transiting in the corridor. Vessels transiting at nighttime or in restricted visibility should illuminate their deck lighting.
28. Inbound vessels transiting the High Seas Corridor must proceed, without deviation, to the Ukrainian Territorial Seas Holding Area, maintaining a sharp lookout for floating hazards. The Southern Waiting Area may be used by inbound vessels to await 0500 before commencing the transit.
29. Outbound vessels, upon departing Ukrainian Territorial Seas, should proceed through the Entrance to the Ukrainian Territorial Seas area to point JE, the entrance to the High Seas Corridor. Vessels should maintain a sharp lookout for floating hazards.
30. For vessels inbound to Ukrainian ports: Inspection should be conducted only after the vessel has completed all actions such as:
    1. bunkering;
    2. crew change;
    3. receipt of supplies;
    4. hull cleaning etc.

For outbound vessels from Ukrainian ports: Inspection must be carried out before the vessel performs any of the actions listed above while in the Turkish Inspection Area.

<u>COMMUNICATIONS</u>

As per Annex C

<u>PREPARING FOR INSPECTION</u>

31. Vessels should make the following preparations prior to the start of the inspection:

    31.1. The vessel should implement the requirements of MARSEC Level 3, as defined by the Government of Ukraine, from the Turkish Inspection Area to the Ukrainian ports, for inbound vessels, and vice versa for outbound vessels.

    31.2. For bulk carriers, cargo hatches open, if safe, and cargo and machinery areas ready for inspection. Vessels must confirm that any confined spaces being inspected are safe for entry.

31.3. All vessels documentation available, including crew list and tank sounding logs. A complete list of documents is contained in the Appendix D.

APPENDIX A TO
ANNEX B

VESSEL DETAILS	
Name	
Type	
IMO Number	
MMSI Number	
Call Sign	
Owner / Nationality	
Flag	
Port of registry	
LOA	
Beam	
Ballast draft (fore/aft)	
Maximum draft (fore/aft)	
GRT / DWT	
Economical / Optimum Speed	
Main engine power	
Gearbox	

COMPLETED FORM TO BE SUBMITTED A MINIMUM OF 24 HOURS PRIOR TO ARRIVAL AT THE ISTANBUL INSPECTION AREA

CREW DETAILS	
Name	Nationality

ITINERARY	
Last port of call	
Targeted departure date	
Next port of call	
Expected Cargo	
Expected Cargo destination	

CONTACT DETAILS				
Captain Name	Mobile No	Sat Phone	Sat C	Email Address

_____2022

Vessel movement plan – Outbound Vessel

(All Times UTC+3)

	Vessel name	Flag	IMO number	Port of departure	Berth of departure /ETD	ETD from UA TTS	ETD MHC	ETA Turkish Inspection Area	Cargo destination port	Cargo	Cargo Volume	Notes
1												
2												
3												

_____2022

Vessel Movement Plan – Inbound Vessels

(All Times UTC+3)

№	Vessel name	Flag	IMO number	Port of destination	Berth at destination	ETA Turkish Inspection Area	ETD Turkish Inspection Area	ETA MHC	ETA UA TTS	Cargo	Notes
-	-	-	-	-	-	-	-	-	-	-	-

JCC Inspection Checklist

1. General Arrangements / Vessels Plans
2. Vessels's particulars
3. Crew list on arrival
4. Port clearance from last port
5. Departure crew list from last port
6. Stores list on arrival
7. Stores list on departure from last port
8. Bunker delivery report (last)
9. List of last 10 ports of call
10. Inbound vessels - Passage Plan from last port of call to Istanbul
11. Oil Record Book Part I – Copies of last page (to all parties-four copies)
    a) Page with records of last bunkering
    b) Page on departure from last port
12. Logbook (copies to JCC pre-inspection)
    a) Last page
    b) Page on departure from last port
    c) Page with bunkering operations
13. Voyage order
14. Cargo plan
15. Cargo manifest
16. Certificate of Registry
17. Document of Compliance
18. International Ship Security Certificate
19. Continuous Synopsis Record
20. International Tonnage Certificate
21. Load Line Certificate
22. Minimum Manning Certificate
23. Statement of Compliance Cargo in Bulk (MARPOL Annex III)
24. Relevant to the carriage of grain in compliance with IMO resolution
25. Attestation
26. Compliance to fuel oil consumption reporting
27. Compliance of inventory of hazardous materials
28. Bills of Lading
29. Passports/Seaman Books

Joint Coordination Centre

BLACK SEA GRAIN INTIATIVE
JOINT COORDINATION CENTRE

VESSEL INCIDENT REPORTING FORM

FOR USE BY VESSELS PARTICIPATING IN THE INITIATIVE ENCOUNTERING PROVOCATIONS, THREATS OR OTHER INCIDENTS

VESSEL NAME	
IMO NUMBER	
SATELLITE PHONE #	
OTHER PHONE #	
E-MAIL ADDRESS	
DATE/TIME OF INCIDENT	
LOCATION OF INCIDENT (LAT/LONG)	
DESCRIPTION OF INCIDENT	

SUBMIT TO JCC AT: ADMIN@JCC-SECRETARIAT.ORG

PHONE +90 212 398 0169