



Marine Notice Nr. 04/ 2023, 18/10/2023

Subject: "Israel - Gaza Strip Crisis – Maritime Security Impact"

To: Deputy Registrars, Recognized Organizations, Shipowners, Ship Operators, Ship Managers, and Ship Masters of the Guinea-Bissau International Ships Registry.

Summary: The current Marine Notice outlines maritime security measures recommended by the G-B I.S.R. for all Guinea-Bissau flagged vessels transiting the Mediterranean area near the Gaza Strip and/or calling Israel ports. The situation in Israel remains volatile and we recommend assessing all port calls in the country on a case-by-case basis. Appropriate measures should be incorporated into ship contingency plans.

Background & Objective

1. The G-B I.S.R. issued this Marine Notice to guide Guinea-Bissau flagged vessels following the Israel-Gaza Strip Crisis that broke out on October 7th, 2023, urging all vessels to implement comprehensive security protocols and steer clear of the Mediterranean vicinity around the Gaza Strip. The port operations in the ports of Israel are limited, for which the Guinea-Bissau registered vessels that may call in these ports and their crews must remain in port until the Israeli authorities grant permission for departure or disembarkment. The Israeli port of Ashkelon and its oil terminal have been closed in the wake of the escalating conflict.

Assessing the risks involved in all port calls on a case-by-case basis

2. Due to the ongoing security situation in Israel, it is assessed that there is an increased risk for vessels operating in and around ports in Israel and its territorial waters. According to UN official information, the situation in Israel remains volatile and it is recommended by the G-B I.S.R. that ship operators and their masters trading with Israeli ports carefully assess the risks involved in all port calls on a case-by-case basis. In particular, emphasis is attributed to:

- a. make frequent checks with local sources of information, e.g. vessel agents, local authorities, and/or P&I correspondent, to obtain the most up-to-date and reliable security information available at any given time,
- b. follow advice received from coastal & port authorities regarding applicable ISPS security levels, and
- c. review their relevant security and contingency plans and apply them accordingly.

Shoreleave for Seafarers

3. Owners and managers should also ensure that seafarers on vessels heading towards Israel are aware of any imminent security threats in the region. Decisions on crew shore leave should always be taken with the prevailing local security situation in mind.

G-B I.S.R. Security Related Recommendations

4. Due to the above, commercial traffic has been threatened, therefore the G-B I.S.R. strongly recommends following the recommendations listed below and, in addition to that any official document to be issued by the Israeli Authorities:



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- a. Conduct 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 Vessel Protection Plan, as prescribed by the ISM Code.
- c. Maintain a complete and vigilant watch on the bridge.
- d. Maintain strict surveillance of communications and establish communication with all approaching vessels. Do not allow small boats to approach or dock.
- e. Guarantee strict boarding controls.
- f. Install exterior lights where possible, provided they do not interfere with maintaining a safe lookout and install/use searchlights if available
- g. Monitor relevant VHF and other communication channels.
- h. Check all fire-fighting equipment available for immediate use. Make sure the emergency fire pump is available if any maintenance is being undertaken.
- i. Keep the Automatic Information System (AIS) on.

LRIT & AIS Usage

5. For safety & security-related considerations, the automatic identification system (AIS) and the LRIT must be always turned on except in those cases where the master considers that the security of the vessel could be compromised or when a security incident is imminent. Following the provisions of the International Convention for the Safety of Life at Sea (SOLAS), in the same way, VHF Channel 16 must be monitored and communication must be maintained at all times with local authorities.

6. In those cases that the Master / S.S.O. and the managing company decide and consider the switch off of the aforementioned equipment, they must notify and report the status of the ship and its crew in time intervals not exceeding 4 hours via email to the G-B I.S.R. (Operation Department and Technical Department, E-Mails: ops@gbi-lb.org; tech@gbi-lb.org).

P&I Coverage

7. Following official P&I open sources (<https://www.gard.no/web/articles?documentId=36097505>), as Israel is already included in the Joint War Committee's (JWC) Listed Areas for Hull War, Piracy, Terrorism, and Related Perils, it is also recommended conferring with the vessel's war insurer well in advance of arrival at any Israeli port.

For the Guinea-Bissau International Ships Registry

Authorized Signatory:

Office of the General Ships Registrar



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