

# BLACK SEA GRAIN INITIATIVE – JOINT COORDINATION CENTRE 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 foodstuffs and fertilizers, including ammonia, from 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;
3. The purpose of this Initiative is to facilitate the safe navigation for the export of foodstuffs and fertilizers, including ammonia from the Ports of Odesa, Chernomorsk (Chornomorsk) and Yuzhny (Pivdennyi) (the Ukrainian ports).

## **GENERAL INSTRUCTIONS FOR THE INITIATIVE**

4. This is an export only arrangement and vessels are forbidden from importing cargo into the Ukrainian Ports under this Initiative.
5. All vessels shall transmit on Automatic Information System (AIS) at all times whilst participating in the Initiative.
6. The operation will be coordinated by the Joint Co-ordination Centre (JCC) in Istanbul where representatives of the three parties and the United Nations will oversee and coordinate the operation.
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).
8. The Parties will not undertake any attacks against merchant vessels or other civilian vessels and port facilities engaged in this Initiative.
9. As a vessel moves through the Maritime Humanitarian Corridor, it is additionally protected by a buffer zone. The size of the buffer zone is a 10 nautical mile circle around the vessel while moving through maritime humanitarian corridor. The buffer zone moves along with the vessel. No military vessel, aircraft or UAVs will close to within 10 nautical miles of a merchant vessel transiting the Maritime Humanitarian Corridor, excluding territorial seas of Ukraine.
10. 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.
11. 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.



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

## SHIPS ROUTING UNDER THE INITIATIVE

13. 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 developed by Türkiye):** The Turkish Inspection Area is a designated temporary anchorage area for ships awaiting inspection by JCC Inspection Teams. The Turkish Inspection Area is situated in the area with the following coordinates: (All coordinates in WGS84 Datum)

REF	LATITUDE	LONGITUDE
TA	041 14.90 N	028 59.58 E
TB	041 17.26 N	028 59.58 E
TC	041 17.26 N	029 02.20 E
TD	041 15.50 N	029 04.60 E
TE	041 15.20 N	029 04.60 E

Ships transiting to or from the Turkish Inspection Area and The High Seas 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	44 15.00N	029 49.70E

**The Southern Waiting Area.** The Southern Waiting Area is designated as a temporary holding area for vessels engaged in the Initiative. Inbound ships 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.

REF	LATITUDE	LONGITUDE
SA	44 15.00N	029 48.50E
SB	44 15.00N	029 36.00E
SC	44 28.90N	029 51.30E

**The Maritime Humanitarian Corridor** 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 a 111 nautical miles long, 3 nautical miles wide, two-way route (Northbound

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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	44 33.15N	029 53.00E	036 / 216	44
JD	45 08.15N	030 30.00E	025 / 205	67
JE	46 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 Chornomorsk (Chornomorsk) (Channel width - up to 200m):

LATITUDE	LONGITUDE
46 24.00N	030 54.00E
46 20.50N	030 43.20E

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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 200m):

<b>LATITUDE</b>	<b>LONGITUDE</b>
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46 30.00N	030 54.00E
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46 30.00N	030 46.44E
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46 29.902N	030 46.043E
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46 29.986N	030 44.542E
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**Entrance to the Port of Pivdennyi.** Waypoints from the Holding Area to the Port of Yuzhny (Pivdennyi) (Channel width - up to 200m):

<b>LATITUDE</b>	<b>LONGITUDE</b>
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46 30.50N	030 57.00E
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46 32.60N	030 57.00E
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46 33.342N	031 00.044E
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46 36.187N	031 01.000E
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## **PRE ARRIVAL PROCEDURES**

14. 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.

15. No later than 24 hours before arrival of a vessel to the Turkish Inspection Area, Ukrainian authorities will submit their plan for ships approved to arrive in the Ukrainian ports to the JCC, with all relevant information. An example plan is attached. The JCC will assess requests to clear vessels to be inspected and arrange for Inspection at the Turkish Inspection Area, defined below.

16. 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**

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17. 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). When weather conditions preclude boardings in the Turkish Inspection area, Türkiye will assess the situation, consider and provide an alternate inspection area. The coordinates of the alternate anchorage area are:

REF	LATITUDE	LONGITUDE
TF	41 00.36N	28 59.13E
TG	40 59.33N	28 58.57E
TH	40 58.09N	28 56.47E
TI	40 59.84N	28 56.47E

18. After the inspection is complete, the Inspection Team will report “**Cleared/not cleared to Proceed**” to the JCC.

19. 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:

- .1 Submission of false information regarding cargoes or personnel;
- .2 Carrying unauthorized cargoes or personnel. For inbound vessels, no cargo is authorized;
- .3 Failure to transmit AIS signal;
- .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.

20. A cleared inbound vessel will then proceed and will be technically monitored in transit while proceeding along the Maritime Humanitarian Corridor.

21. 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**

22. 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 JCC will return the approved plan to the Ukrainian authorities by 16:00 each day. The JCC will communicate “**Approved/Not Approved to Proceed**” to the Ukrainian authorities.

23. If the vessel departure is delayed, the Ukrainian authorities will inform the JCC.

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24. 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.

25. 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:

- .1 Submission of false information regarding cargoes, crew or passengers;
- .2 Carrying unauthorized cargoes, crew or passengers. For outbound vessels, only the following cargoes are authorized:
  - i. Grains
  - ii. Other Foodstuffs, as authorized by the JCC
  - iii. Fertilizer, including ammonia;
- .3 Failure to transmit AIS signal;
- .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.

26. 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**

27. 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.

28. All vessels transiting the High Seas Corridor must remain in the corridor at all times. Vessels shall display the appropriate lights or dayshapes for a vessel restricted in its ability to manoeuvre (COLREG Rule 27) while transiting in the corridor. Vessels transiting at nighttime or in restricted visibility should illuminate their deck lighting.

29. 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.

30. 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.

### **COMMUNICATIONS**

Inmarsat      Ships will be required to provide Inmarsat contact details to the JCC as part of the  
PRE ARRIVAL INFORMATION

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HF            An HF frequency will provide a reversionary communication method outside of VHF range:

Call Sign      “Turk Radio”:

Transmit      4405 KHz

Receive       4113 KHz

Transmit      8748 KHz

Receive       8225 KHz

## **PREPARING FOR INSPECTION**

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

.1 The ship should implement the requirements of MARSEC Level 3, as defined by the Government of Ukraine

.2 For bulk carriers, cargo hatches open, if safe, and cargo and machinery areas ready for inspection

.3 All ships documentation available, including crew list and tank sounding logs

# BLACK SEA GRAIN INITIATIVE – PROCEDURES FOR SHIPS 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	
Max Speed	
Main engine power	
Gearbox	

**COMPLETED FORM TO BE SUBMITTED, ALONG WITH REQUEST FOR PORT ENTRY OR DEPARTURE, A MINIMUM OF 44 HOURS PRIOR TO ARRIVAL AT THE ISTANBUL INSPECTION AREA, TO UKRAINIAN PORT AUTHORITIES**

CREW DETAILS	
Name	Nationality

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

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





# BLACK SEA GRAIN INITIATIVE – PROCEDURES FOR SHIPS ANNEX B

Вик. Неїжапа Л.О. \_\_\_\_\_

02.08.2022

## План формування каравану на вхід суден до морських портів України/ The plan of convoy formation for the entry of vessels to seaports of Ukraine

Назва буксиру Л / Tugboat L name	ІМО Номер / IMO number	Дата та час формування каравану	Координати точки формування каравану / Coordinates of the caravan formation point	Маршрут слідування буксиру Л / Tug L route	Частота УКВ / VHF frequency

№	Назва судна / Vessel's name	Прапор / Flag	Судновласник / Shipowner	ІМО Номер / IMO number	Довжина, ширина, м / LOA, breadth, m	Осадка на прихід в порт / Draft on arrival	Порт призначення / Port of destination	Причал призначення / Berth of destination	Дата та час прибуття в точку формування каравану / ETA to the point of convoy formation	Номер супутникового телефону капітана / Master's satellite phone number	Запланований час проходження через Босфор / Planned time of passage through the Bosphorus	Порт призначення / Destination port	Вантаж / Cargo	Наявність заявки та гарантійного листа / Availability of application and warranty letter	Примітки / Notes
<b>Судна, що знаходяться в Чорноморському морському порту / Vessels located in the Chornomorsk seaport</b>															
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Вик. Неїжапа Л.О. \_\_\_\_\_

**BLACK SEA GRAIN INITIATIVE – PROCEDURES FOR SHIPS ANNEX B**