



Handling Instructions

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**MARITIME SANCTIONS AGAINST THE RUSSIAN FEDERATION
GUIDANCE FOR UK PORTS**

The UK government has been clear there would be consequences and a severe cost for any Russian military incursion into Ukraine, and, in coordination with our international allies and partners, we have put in place an unprecedented package of sanctions.

This guidance covers the maritime sanctions which have been put in place with immediate effect and was issued on the 1 March, it will be updated as necessary.

The Russia (Sanctions) (EU Exit) (Amendment) (No. 4) Regulations 2022 are available [here](#). The statutory guidance is available [here](#).

The Regulations prohibit Russian ships, and other ships specified by the Secretary of State, from entering ports in the United Kingdom. The Regulations provide the Secretary of State with a power to control the movement of Russian ships or specified ships by requiring them to leave or enter specified ports, proceed to a specified place or remain where they are. The Regulations also confer powers on the Secretary of State and harbour authorities to detain Russian ships or specified ships at ports or anchorages.

The Regulations require that ports must **not provide a ship with access to a port in the UK** if they know, or have reasonable cause to suspect, that the ship is—

- (a) a ship owned, controlled, chartered or operated by a designated person,
- (b) a ship owned, controlled, chartered or operated by persons connected with Russia,
- (c) a ship flying the flag of Russia,
- (d) a ship registered in Russia, or
- (e) a specified ship.

Guidance on what is meant by 'connected with Russia' and 'specified ship' is provided below.

Contravening this requirement is an offence under the Regulations. A master or pilot of a ship above also commits an offence if they enter a port in the UK and they know, or have reasonable cause to suspect, that the ship falls within the categories listed above.

The Secretary of State or a harbour authority can also issue a **port barring direction** to specified ships (not the wider list of ships above) prohibiting them from entering a port or ports specified in the direction, or any port in the United Kingdom. The Secretary of State may direct a harbour authority to take such steps as are reasonably practicable to secure that a ship mentioned in a port barring direction does not enter a port or ports specified in the direction, or any port in the United Kingdom.

There are **exceptions to the prohibition on port entry**, namely where a port entry direction has been given in relation to the ship (see below) or where access is needed by the ship in a case of emergency.

A **port entry direction or movement direction** may be given by the Secretary of State to the master or pilot of—

- (a) a ship owned, controlled, chartered or operated by a designated person,
- (b) a ship owned, controlled, chartered or operated by persons connected with Russia,
- (c) a ship registered in Russia,
- (d) a ship flying the flag of Russia, or
- (e) a specified ship.

The directions can require a ship to leave a port, proceed to a specified place, remain where it is or enter a port. The Secretary of State may also direct a harbour authority to take such steps as are reasonably practicable to secure that a ship complies with a direction. It is an offence not to comply with a direction.

A **detention direction** may be given by the Secretary of State or a harbour authority to the master of—

- (a) a ship owned, controlled, chartered or operated by a designated person,
- (b) a ship owned, controlled, chartered or operated by persons connected with Russia,
- (c) a ship flying the flag of Russia, or
- (d) a specified ship.

Note that a harbour authority may only issue a detention direction to a specified ship if it has been directed to do so by the Secretary of State. Failing to comply with a detention direction is an offence.

These Regulations do not apply to ships (that are not otherwise covered by the Regulations) originating from or destined for Russian ports; ships carrying cargo to or from Russia are not within scope of the transport sanctions unless they are Russian ships or specified ships. These Regulations do not apply to ships (that are not otherwise included in the Regulations) with Russian crews or Masters, unless they are a Designated Person.

“Specified ships” are ships which are specified by the Secretary of State under the Regulations. When a ship is specified (or where a specification is revoked) this will be communicated to Ports via the Port Security Facility Officer.

For further information on persons who are designated under the Russian Sanction regulations, please visit: <https://www.gov.uk/government/publications/the-uk-sanctions-list>.

For further guidance on these sanctions, please see **Appendix A**.

Russia (Sanctions) (EU Exit) (Amendment) (No. 4) Regulations 2022

Q&A

1. When do the Russia (Sanctions) (EU Exit) (Amendment) (No. 4) Regulations 2022 come into effect?

The Regulations come into effect immediately, as of 3.00 p.m. on 01/03/2022.

2. How long will the Russia (Sanctions) (EU Exit) (Amendment) (No. 4) Regulations 2022 last?

The Regulations will remain in place until further notice.

3. Will these Regulations apply in Scotland, Wales and Northern Ireland?

Yes, these Regulations will apply to ports across the whole of the UK, and we continue to work closely with the Devolved Administrations. We will be supporting all UK ports in identifying Russian ships within scope of the Regulations.

4. How can UK ports and harbour authorities accurately identify if a ship is owned, controlled, chartered, or operated by a person connected with Russia?

HM Government will seek to support UK ports and harbour authorities in identifying Russian ships within scope of the Regulations. We will communicate directly with the Port Facility Security Officers of relevant ports when we identify ships bound for UK ports which we believe fall within scope.

UK ports must comply with the Regulations if it is known, or if there is reasonable cause to suspect that a ship is a ship to which the restrictions apply. The Department for Transport will support in identification of Russian ships, and support can be requested at maritimesecurity@dft.gov.uk.

5. Does the prohibition on port entry include all ships carrying cargo from Russia or which are bound for Russia?

No, this only affects ships within scope of the Regulations. Ships (that are not otherwise included in the Regulations) carrying cargo to or from Russia are not within scope of these Regulations.

Ports must consider any impact of trade sanctions, which prohibit the export of vessels and providing related technical assistance and services. However these are not designed to cover cargo and passenger ships. More detail is available here:

<https://www.gov.uk/government/publications/russia-sanctions-guidance/russia-sanctions-guidance>

6. Does the prohibition on port entry apply to non-Russian ships inbound from Russian ports, or with a Russian port as one of their last 10 ports of call?

The Regulations do not apply to ships (that are not otherwise included in the Regulations) travelling from Russian ports, or with a Russian port as one of its last 10 ports of call.

7. Do the Regulations apply to all ships with Russian seafarers on board?

No, the Regulations do not apply to ships (that are not otherwise included in the Regulations) with Russian crew or Masters, unless they are a Designated Person.

For the purpose of these Regulations, a ship is not controlled or operated by its Master or Crew.

8. Do the Regulations apply to all Russian-flagged ships?

Yes, the Regulations apply to all Russian-flagged ships.

9. Do the Regulations include vessels such as Russian yachts?

Within the Regulations, “ship” includes every description of vessel used in navigation and will include yachts.

10. What if a port or ship does not comply with any of the requirements under the Regulations?

It is an offence for any person to:

- a) contravene the prohibition on port entry;
- b) fail to comply a port entry direction, or disclose confidential information with respect to a port entry direction;
- c) fail to comply with a movement direction, or disclose confidential information with respect to a movement direction; or
- d) fail to comply with a detention direction.

11. Who to notify if the ship refuses/does not comply?

If a ship does not comply with the sanctions the master may have committed an offence and the ship may be considered for detention.

12. Will Russian vessels be detained at sea if they are approaching the UK?

Detention of vessels underway is not covered by the legislation.

13. What if there is an emergency on board a Russian ship, or it is in need of assistance?

The UK government is committed to upholding international maritime conventions. Her Majesty’s Coastguard (HMCG) would respond normally if there was a Mayday call from a Russian ship. There are exceptions to the prohibition on port entry in case of emergency, which includes threats to safety or serious harm to the maritime environment.

14. Do sanctions apply to Russian ships entering ports in The Crown Dependencies and British Overseas Territories?

These sanctions do not currently apply to Russian ships entering ports in The Crown Dependencies and British Overseas Territories.

15. What if a ship subject to sanctions requires refuelling in order to comply with the direction

There are exceptions in the Regulations in case of emergency, which includes threats to safety or serious harm to the marine environment.

However, in the case of refuelling, alternatives to entering port should be considered. This cannot be a routine or planned occurrence. Port entry must be solely for the purposes of

resolving the emergency and should only be permitted for minimal time required to resolve the emergency. Ports should also be aware of their obligations under trade and financial sanctions.