



Russian Federation No.1 (2021)

Protocol

of amendments to the Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Soviet Union concerning the Prevention of Incidents at Sea beyond the Territorial Sea 15 July 1986

Moscow, 27 May 2021

[The Protocol is not in force]

*Presented to Parliament
by the Secretary of State for Foreign, Commonwealth and Development Affairs
by Command of Her Majesty
June 2021*



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**PROTOCOL OF AMENDMENTS TO THE AGREEMENT
BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF
GREAT BRITAIN AND NORTHERN IRELAND AND THE
GOVERNMENT OF THE SOVIET UNION CONCERNING THE
PREVENTION OF INCIDENTS AT SEA BEYOND
THE TERRITORIAL SEA 15 JULY 1986**

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Russian Federation hereinafter referred as Parties, seeking to provide a higher level of safety of navigation for their ships and of their aircraft beyond the territorial sea, taking into account the principles contained in the December 7 1944 Convention on International Civil Aviation and the rules adopted by the International Civil Aviation Organization related to the flight security, acknowledging the necessity to amend and update the July 15 1986 Agreement between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Soviet Union concerning the Prevention of Incidents at Sea beyond the Territorial Sea (hereinafter the Agreement),

have agreed as follows:

ARTICLE 1

Through the text of the Agreement substitute the words “non-military ships” with the words “non-military ships and aircraft”.

ARTICLE 2

Erase the word “manned” from Paragraph 2 of Article 1.

ARTICLE 3

In Article 2 of the Agreement the words “1958 Geneva Convention on the High Seas” substitute “1982 United Nations Convention on the Law of the Sea”.

ARTICLE 4

Supplement Paragraph 5 of Article 3 with the following Paragraph:

“When approaching at the distance of less than 20 cables in the daytime and less than 30 cables at night or in conditions of poor visibility, ships of the Parties shall make contact using the procedure prescribed in Article 4 bis of this Agreement”.

ARTICLE 5

Paragraph 6 of Article 3 shall be set out in the following format:

“6. Ships of the Parties:

- a) shall not simulate attacks by aiming guns, missile launchers, torpedo tubes and other weapons in the direction of ships and aircraft of the other Party;
- b) shall not launch any object in the direction of ships and aircraft of the Parties in such a manner as to be hazardous to those ships and aircraft or to their navigation and flight;
- c) shall not use searchlights or other powerful illumination devices for the purpose of illuminating ship’s navigation bridges and cockpits of flying aircraft of the Party;
- d) shall not use lasers in such a manner which could inflict harm on the health of personnel or damage the equipment that is onboard or aircraft of the other Party;
- e) shall not launch signal rockets in the direction of ships and aircraft of the other Party in a manner as to be hazardous for those ships and aircraft;
- f) shall not deliberately jam the communication systems of ships and aircraft of the other Party.

Ships of the Parties shall not take such actions against non-military ships and aircraft of the other Party.”.

ARTICLE 6

In Article 4 of the Agreement:

a) Paragraph 1 shall be set out in the following format:

“1. Aircraft of the Parties when approaching aircraft and ships of the other Party, in particular ships engaged in taking off or landing of aircraft shall use the greatest caution and in the interest of mutual safety shall not permit:

- a) simulation of attacks or of weapon engagement against ships and aircraft of the other Party;
- b) performance of aerobatics over ships of the other Party;
- c) dropping in the direction of ships and aircraft that can be hazardous to those ships and aircraft or to their navigation and flight;
- d) deliberate jamming of the systems of ships and aircraft of the other Party;
- e) launching of the signal rockets in the direction of ships and aircraft of the other Party in a manner as to be hazardous to those ships or aircraft;
- f) use of searchlights or other similar illumination devices for the purpose of illuminating ship’s navigation bridges and cockpits of flying aircraft of the other Party;
- g) use of lasers in a manner which could inflict harm on the health of personnel or damage the equipment that is onboard a ship or aircraft of the other Party.”

- b) In Paragraph 2 add the words “in conditions of poor visibility” after the words “or on instruments”.

ARTICLE 7

Add the ARTICLE 4 bis to the Agreement as follows:

“ARTICLE 4 bis

1. Ships and aircraft of the Parties contacting for the information exchange use the call signals in English: “Russian ship”, “Russian aircraft” and “British ship”, “British aircraft”.
2. Ships and aircraft of the Parties for the information exchange for better mutual understanding can use the following frequencies:
 - a) between ships of the Parties – according to Paragraph 5 of Article 3 of this Agreement. After the initial contact the information exchange is carried out as agreed by the commanders at one of the channels of VHF band, that are usually used in the international practice;
 - b) between aircraft of the Parties – the initial contact is carried out at the frequency 121,5 MHz or 243,0 MHz. After initial contact the information exchange will be continued at the frequencies 130,0 MHz or 278,0 MHz;
 - c) between ships and aircraft of the Parties – the initial contact is carried out at the frequency 121,5 MHz or 243,0 MHz. After initial contact the information exchange will be continued at the frequencies 130,0 MHz or 278,0 MHz.
3. Ships and aircraft of the Parties can use the unencrypted radiophone communication in English to transfer additional information that is significant for navigation and flight security support.
4. The ships of the Parties shall use any opportunity, including staying at the ports of the Parties, to conduct radio training using the Table of special signals that is the Annex to this Agreement.”.

ARTICLE 8

Article 6 of the Agreement shall be set in the following format:

“ARTICLE 6

“1. The Parties shall provide through the established system of radio broadcasts of information and warning to mariners, normally not less than three to five days in advance, notification of action beyond the territorial sea, which represent a danger to navigation or to aircraft in flight.

2. Each of the Parties shall take the necessary measures to ensure that ships and aircraft show maximum caution and prudence in the areas about which information was transmitted by the other Party in accordance with Paragraph 1 of the Article.”.

ARTICLE 9

In Article 7 of the Agreement after the words “exchange in a timely manner” add the words “via diplomatic channels”;
Exclude the final sentence in Article 7 of the Agreement”.

ARTICLE 10

Add the following signals to the table of special signals (Annex to the Agreement):

“PS2	I am exercising the right of hot pursuit
QG5	You are in an area that is announced as temporarily dangerous, you must leave it immediately
TX2	I am engaging in sea pollution control
YY1	I want to contact you on Channel 16
ZF1	I intend to conduct training with you upon exchange of special signals in accordance with the Agreement
ZF2	The training upon the signals exchange is over”.

ARTICLE 11

This Protocol shall enter into force from the last written notification of either Party, via diplomatic channels, of the completion of the internal procedures necessary for it to enter into force.

Done in Moscow on the twenty-seventh of May 2021 in two copies, each is in English and Russian, moreover both texts have the same power.

**For the Government of the
United Kingdom of Great Britain
and Northern Ireland:**

DEBORAH BRONNERT

**For the Government of the
Russian Federation:**

MIKHAIL MIZINTSEV

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