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07.02.2024

Konu : ICS'in Güney Kızıldeniz ve Aden Körfezi Revize Geçici Transit Geçiş Tavsiyesi Hk.

Sirküler No: 113

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından Odamıza gönderilen 05.02.2024 tarihli Ek'te sunulan yazıda;

Yemen'deki Husi güçleri tarafından Güney Kızıldeniz'de ticari gemi taşımacılığına yönelik devam eden tehdidin şu anda sektörün karşı karşıya olduğu en yüksek güvenlik tehdidi olduğu konusunda üyelerin bilgilendirilmesi; aynı zamanda Refah Muhafızı Harekatı (Operation Prosperity Guardian) ile seyrüsefer serbestisi ve denizcilerin yaşam güvenliğini korumaya kararlı bağımsız şekilde kuvvet konuşlandıran ülkelerin varlığı ile birlikte ABD ve Birleşik Krallık kuvvetlerinin karadaki Husi askeri kapasitesine karşı devam eden taarruzları hakkında bilgilendirilmesi istenmektedir.

Yazıda devamla, bölgede devam eden güvenlik krizi göz önüne alındığında, Yuvarlak Masa, OCIMF, CLIA ve IMCA'dan denizcilik endüstrisi güvenliği uzmanlarının, Kızıldeniz'in güneyi ve Aden Körfezi için transit geçiş tavsiyesini revize ettiğini (daha önce MC(23)111 olarak sirküle edilmiş ve MC(24)06 ile güncellenmiştir.), dokümanın bölgedeki tehdit hakkında detaylı tavsiyeler ile rota tespiti konusunda dikkate alınacak hususlar, gemilerin güçlendirilmesi ve etkilenen sulardaki tüm seyirler için tehdit ve risk değerlendirmelerinde silahlı güvenlik personelinin görevlendirilmesine ilişkin tavsiyeler sağladığı ifade edilmekte olup üyelerimizin bilgilerine sunulmaktadır.

Bilgilerinize arz / rica ederim.

Saygılarımla,

*e-imza*İsmet SALİHOĞLU
Genel Sekreter

Ek:ICS'in 05.02.2024 tarih ve MC(24)15 sayılı yazısı ve eki (5 sayfa)

Dağıtım:

Gereği:

- Tüm Üyeler (WEB sayfası ve e-posta ile)

Bilgi:

- Yönetim Kurulu Başkan ve Üyeleri

Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.

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- Türk Armatörler Birliği
- S.S. Armatörler Taşıma ve İşletme Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği Derneği)
- Gemi, Yat ve Hizmetleri İhracatçıları Birliği
- VDAD (Vapur Donatanları ve Acenteleri Derneği)
- TÜRK LİM (Türkiye Liman İşletmecileri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- GBD (Gemi Brokerleri Derneği)
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- ROFED (Kabotaj Hattı Ro-Ro ve Feribot İşletmecileri Derneği)
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- TAİS (Türk Armatörleri İşverenler Sendikası)
- WISTA Türkiye Derneği
- Türk Uzakyol Gemi Kaptanları Derneği
- Türk Kılavuz Kaptanlar Derneği
- GEMİMO (Gemi Makineleri İşletme Mühendisleri Odası)
- TMMOB GMO (Gemi Mühendisleri Odası)
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05 February 2024

MC(24)15

TO: MARINE COMMITTEE

REVISED INTERIM INDUSTRY TRANSIT ADVICE SOUTHERN RED SEA AND GULF OF ADEN

Action Required: Members are invited to consider the most recent transit advice for the southern Red Sea and Gulf of Aden provided at Annex A, and circulate it to their members, providing any comments or questions to the undersigned.

Members will be aware of the ongoing threat to merchant shipping in the Southern Red Sea by Houthi forces in Yemen, which remains the highest security concern facing the industry at this time. Members will also be aware of Operation Prosperity Guardian and the presence of independent deployers committed to protecting freedom of navigation and the lives of seafarers, as well as ongoing strikes by US and UK forces against Houthi military capability ashore.

In light of the ongoing security crisis in the region, industry security experts from the Round Table, OCIMF, CLIA and IMCA have revised the transit advice for the southern Red Sea and Gulf of Aden (previously circulated as MC(23)111 and updated by MC(24)06). The document provides detailed advice on the threat in the region, and considerations on routing, vessel hardening and the use of armed guards, which should be factored into threat and risk assessments for all voyages through the affected waters.

Members are invited to consider the transit advice provided at **Annex A**, and to circulate it to their membership, providing any comments to the undersigned (john.stawpert@ics-shipping.org). Members are advised that the secretariat will continue to monitor the situation closely with other associations, and further advice will be provided as appropriate.

[MC\(24\)15 -Annex A - 2024-02-05 INTERIM INDUSTRY TRANSIT ADVICE SRS GoA](#)

John Stawpert
Senior Manager (Environment and Trade)



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05 FEBRUARY 2024 – INTERIM INDUSTRY TRANSIT ADVICE,

SOUTHERN RED SEA AND GULF OF ADEN

SITUATION

Houthi forces in Yemen have continued to attack international shipping in the Southern Red Sea, the Bab el Mandeb, and the Gulf of Aden.

Since Houthi forces hijacked a car carrier on 19 November 2023, they have committed further attacks on shipping. The Houthi forces continue to demand vessels to steer for the Houthi-controlled port of Hodeida where hijacking and hostage-taking might follow. Vessels should use extreme caution when considering these demands and resist the request to divert course.

The Houthi forces appear to be threatening vessels they believe have affiliation / links with Israel, the United States, and the United Kingdom.

The accuracy of information used by the Houthi forces is uncertain, and links between attacked vessels and the states they claim to target is unclear. All ships transiting this area should remain vigilant, as there is potential for collateral damage from unintended strikes.

Military sources advise Houthi forces may also masquerade as Yemeni Coastguard officials.

THREAT CONSIDERATIONS

Threats to vessels include anti-ship missiles, anti-ship ballistic missiles, water-borne improvised explosive devices (WBIED), and drones. Mines are near entrances to Houthi-controlled ports, and on rare occasions, those mines that have become detached from their tether, have drifted into the traffic lanes. Most recently, unmanned undersea vehicles have been reported, but no vessel has been attacked using these.

The current maritime threat is greater where Houthi forces are present, in the vicinity of the Yemeni Red Sea coastline. However, it should be noted that Houthi forces have demonstrated their ability to target and attack ships in the Gulf of Aden as far as one hundred nautical miles from the coast. The threat level to ships with Israeli, United Kingdom and United States interests remains high. However, all owners, operators, and crews should be cognisant their vessel could be misidentified and understand their risk of collateral damage.

Visually detecting and classifying small contacts at night, such as a water-borne improvised explosive devices (WBIED), remains a challenge. Attacks using drones and anti-ship missiles have been conducted during hours of darkness. Maintaining lookouts during the entire passage, regardless of timing, is necessary.

Although the possibility of an airborne attack from helicopters during darkness exists, it is more significant during daylight hours.

VOYAGE PLANNING CONSIDERATIONS

Ship operators which have called, or plan to call, at Israeli ports should limit information access. Published information could be used by Houthi forces.

Ship owners and operators who have recently acquired a vessel from an Israeli-associated company should ensure vessel systems, e.g.: AIS, properly reflect updated information. Outdated information has caused vessels to be attacked.

As explained in BMP 5, ships planning a passage through the Southern Red Sea and Gulf of Aden should conduct a thorough ship and voyage-specific threat and risk assessment considering any additional advice from their flag State. These assessments should include input from official sources, such as UKMTO, and relevant information such as operation specifics, shipping associations guidance, ownership details, and trading history of the ship in the last 3 years that could impact decision making.

Ships with AIS powered on, as well as off, have been attacked. Turning off AIS makes it marginally more difficult to track a ship but may also hinder the ability of the military to provide support or direct contact. International Maritime Organisation (IMO) Circular A1106(29) para 22 outlines the use of AIS. It states that, "If the master believes that the continual operation of AIS might compromise the safety and security of his/her ship or where security incidents are imminent, the AIS may be switched off." Limiting the information in AIS data fields or switching off AIS could make a ship harder to locate but it is unlikely to prevent an attack. Limiting AIS data to the mandatory fields and omitting the next port of call (NPOC) could be considered.

ROUTING CONSIDERATIONS

It should be noted that the Bab el Mandeb Strait is narrow and when passing north bound, ships within the Traffic Separation Scheme could be no more than seven nautical miles from the Yemeni coastline.

The Maritime Security Transit Corridor (MSTC) remains unchanged. The MSTC is the amalgamation of the Internationally Recommended Transit Corridor (IRTC), the Bab el Mandeb Traffic Separation Scheme and the Traffic Separation Scheme West of Hanish Islands, and a two-way route directly connecting the IRTC and the Bab el Mandeb Traffic separation Scheme.

Ship owners, operators, managers, and staff should regularly evaluate the risks to their ships, including navigation and collision avoidance, and plan routes accordingly. The consequences of turning off sensors such as AIS, LRIT, and especially radars should be carefully assessed.

MILITARY RECOMMENDATIONS

US Naval Forces, Central Command (NAVCENT) and the Combined Maritime Forces overseeing Operation PROSPERITY GUARDIAN have advised they regard the threat from attack by Houthi forces to merchant ships in Southern Red Sea between latitudes 12° N and 16° N to be very high, especially to ships with affiliation / links with Israel, US, and UK.

Ships who decide to wait to assess the threats before transiting the area indicated above are recommended to wait in the Southern Red Sea North of 18° N or in Gulf of Aden East of 048° E.

If contacted on VHF by “Yemeni Navy” and instructed to alter course to Al Hudaydah or another location on the NW coast of Yemen:

- Ignore the VHF call and continue passage if safe to do so.
- Call for coalition warship on VHF Channel 16, inform them of your location, situation, state your intentions and seek advice.
- Describe incident in movement reporting to UKMTO and NAVCENT NCAGS.

Ships transiting with AIS powered off through the affected area (see “Routing Considerations”) should provide position reports to NAVCENT NCAGS and UKMTO every 2-3 hours to ensure the military forces are aware of their presence and can assist in the event of an incident. However, it is likely vessels are tracked by multiple sources and turning off AIS alone will not prevent detection.

VESSEL HARDENING CONSIDERATIONS

Hardening measures are described in BMP5 and advice on the website www.maritimeglobalsecurity.org can be applied in areas of the ship where insertion of armed men by helicopter may be likely. The use of citadels / safe areas has proven to be successful in preventing the hijackers from taking over the control of the ships. This has also provided valuable time for the Naval vessels within the areas to arrive for assistance. Use of citadel requires thorough preparation and understanding of advantages and pitfalls – the guidelines in BMP5 applies.

Tankers should ensure that the inert gas systems are available for immediate use.

CONSIDERATIONS REGARDING ARMED GUARDS

Complete a thorough risk assessment when considering the use of armed guards. Caution should be taken when managing their employment and rules of engagement should consider the risk of escalation.

REPORTING

In the event of any incident, suspicious activity, or concern:

- Report any suspicious activity or concerns to the UKMTO at watchkeepers@ukmto.org **+44 2392 222060**
- If under attack, please contact US Naval Forces maritime operations centre in Bahrain directly on **+973 1785 3879**
- When transiting the high threat area, please consider including NAVCENT NCAGS in your positional reporting, more especially when increasing reporting to hourly. NCAGS may be reached at m-ba-navcent-ncags@us.navy.mil or **+973-1785-0033**

The Master retains ultimate responsibility for ensuring vessel safety and security!

This advice will be updated on a regular basis.
