

Republic of the Marshall Islands

MARITIME ADMINISTRATOR

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SHIP SECURITY ADVISORY No. 07-18

To: Owners/Operators, Masters, Company Security Officers, Recognized Security Organizations

Subject: COMBINED MARITIME FORCES GUIDANCE ON MARITIME SECURITY TRANSIT CORRIDOR

Date: 13 July 2018 (renewed 13 July 2020)

The Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) would like to draw attention to the following guidance provided by the [Combined Maritime Forces](#):

GUIDANCE ON MARITIME SECURITY TRANSIT CORRIDOR

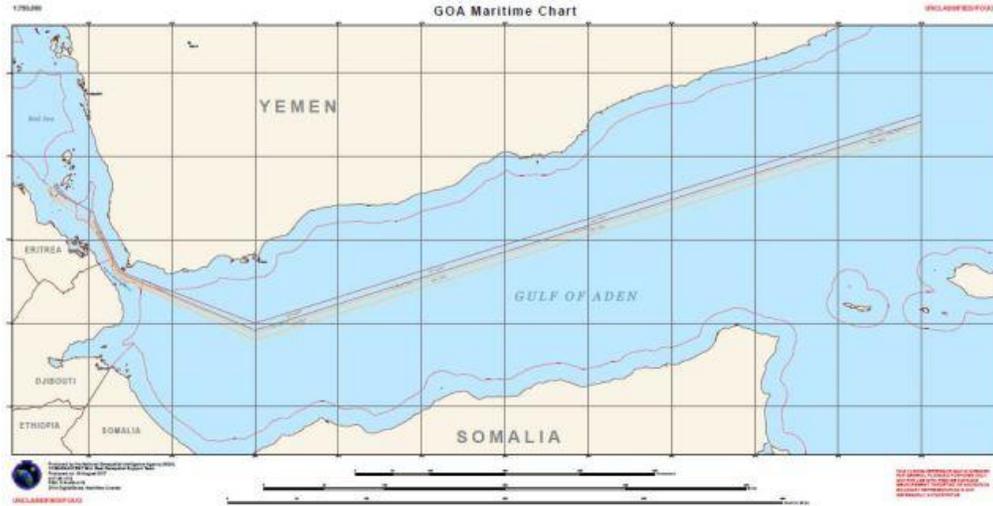
The following information from the Combined Maritime Forces (CMF) relates to transits through the Gulf of Aden, Bab Al Mandeb (BaM), Southern Red Sea, and associated waters. It does not replace any previous guidance.

Recent attacks against merchant shipping in the Gulf of Aden and Bab Al Mandeb have highlighted the risks associated with transiting these waters. The multiple types of risks and the broad expanse of ocean on which these attacks can occur dictate that Naval Forces must be used in the most efficient manner possible. To assist in this, CMF is establishing a Maritime Security Transit Corridor (MSTC).

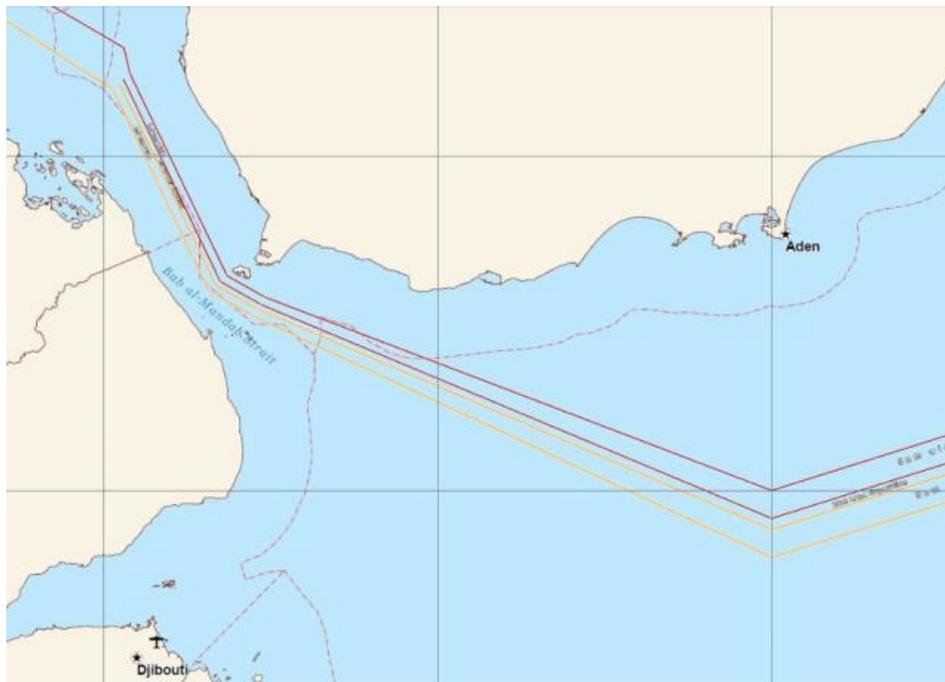
The MSTC consists of:

- The Internationally Recommended Transit Corridor (IRTC)
- The BAM Traffic Separation Scheme (TSS) and the TSS West of the Hanish Islands
- A two-way route directly connecting the IRTC and the BAM TSS

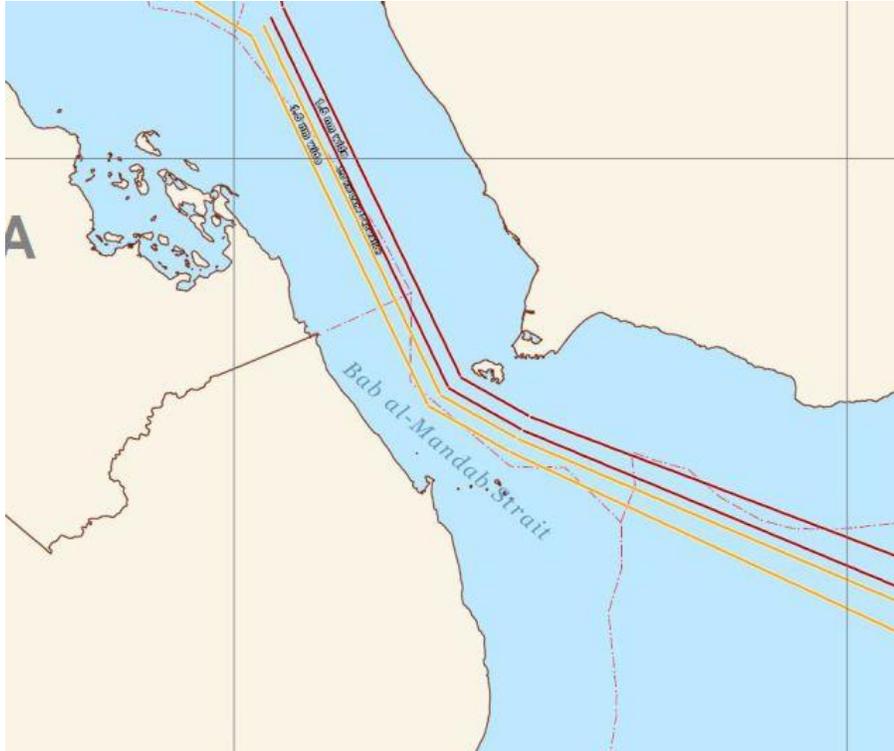
This SSA is evaluated annually by the Administrator and expires one year after its issuance or renewal unless otherwise noted, superseded, or revoked.



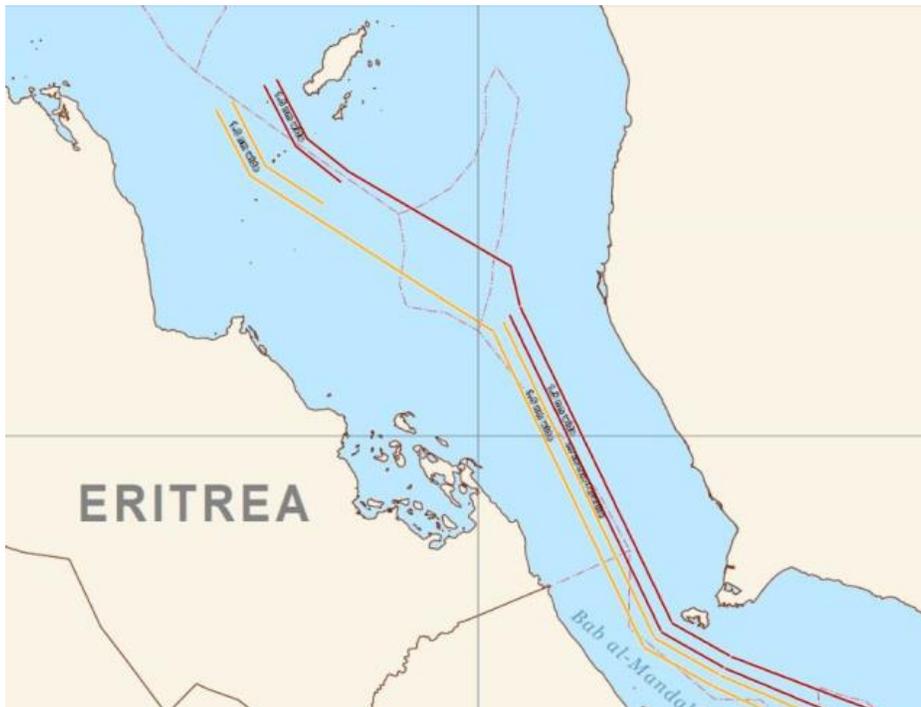
**Overview of Maritime Security Transit Corridor
(including Internationally Recommended Transit Corridor (IRTC))**



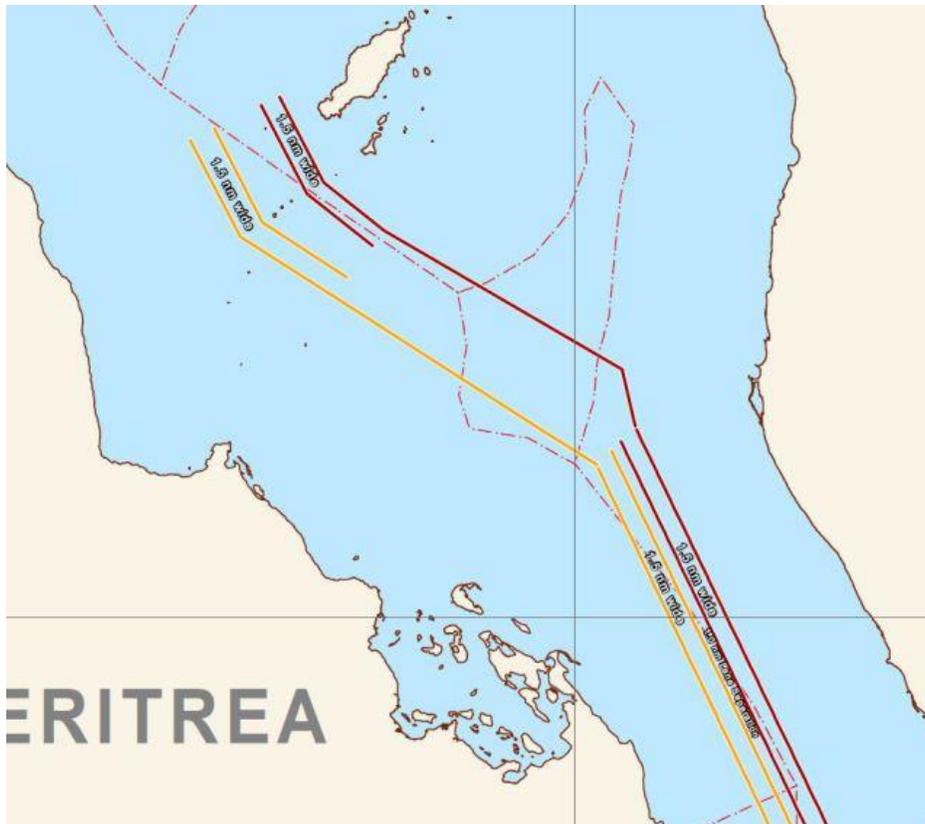
Two-way route directly connecting the IRTC and the BAM TSS



Enlarged image of two-way route directly connecting the IRTC and the BAM TSS



The BAM TSS and the TSS West of the Hanish Islands



Enlarged image of the BAM TSS and the TSS West of the Hanish Islands

When combined, these sections as a whole are termed the MSTC. The purpose of this corridor is to provide a recommended merchant traffic route around which Naval Forces can focus their presence and surveillance efforts. It is recommended that all vessels use the MSTC to benefit from military presence and surveillance.

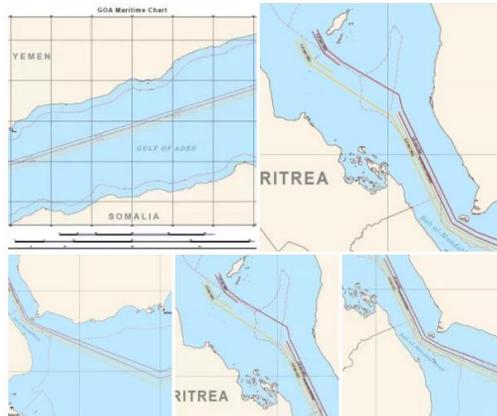
The formation of the MSTC has no effect on the use or timings of Group Sails or escorted transits of the IRTC. These will continue to be scheduled and executed as they have in the past. The IRTC end points will remain existent.

Operating in these waters requires thorough planning and the use of all available information. The maritime threat environment is dynamic; the risks will not remain constant for subsequent visits. It is essential therefore, that Masters, Ship Security Officers and Company Security Officers carry out detailed Risk Assessments for each voyage to the region and for each activity within the region.

All vessels transiting the Gulf of Aden and Bab Al Mandeb should follow the guidance of BMPs to the maximum extent possible and consider the use of embarked armed security. Recent piracy attacks in 2017 serve to emphasize the importance of robustly following this guidance.

This guidance is in no way directive. The use of the IRTC, MSTC, BMPs, armed security, shifting transit times, or any other defensive measures remain the sole

decision of the vessel operator based on its own dedicated risk assessment and the requirements of the flag state.



THE UNITED KINGDOM HYDROGRAPHIC OFFICE (UKHO) ISSUES NEW CHARTS RELATING TO MARITIME SECURITY TRANSIT CORRIDOR

UKHO has issued updates to the ADMIRALTY Maritime Security Chart Q6099 which covers the Red Sea, Gulf of Aden and Arabian Sea and Chart Q6111 which covers the Persian Gulf and Arabian Sea. These two Maritime Security Charts in combination cover the MSTC in the waters of the Gulf of Aden, Bab Al Mandeb, Southern Red Sea, and associated waters.

The MSTC provides a recommended merchant traffic route around which Naval Forces can focus their presence and surveillance efforts. It is recommended that all vessels use the MSTC to benefit from military presence and surveillance. Operating in these waters requires thorough planning and the use of all available information. The maritime threat environment is constantly changing where the risks may not be the same for the next transit. It is essential therefore, that Masters, Ship Security Officers and Company Security Officers carry out detailed Risk Assessments for each voyage to the region and for each activity within the region. For the latest Security-Related Information to Mariners visit <http://www.admiralty.co.uk/srims>

UKHO has worked with the respective charting Geospatial Technical Managers to ensure that Q6099 contains a large graphic of the MSTC with the MSCHOA reporting procedures and formats included following information from CMF. <https://www.admiralty.co.uk/maritime-safety-information/security-related-information-to-mariners>