



Sayı : 38591462-720-2023-2926

21.12.2023

Konu : ICS'in Güney Kızıldeniz ve Aden Körfezi'ndeki
Revize Edilmiş Transit Tavsiyeleri Hk.

Sirküler No: 856

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından Odamıza gönderilen 15.12.2023 tarihli Ek'te sunulan Güney Kızıldeniz ve Aden Körfezi'nde Revize Edilmiş Transit Tavsiyeleri yazısında özetle, Yemen'deki Husi güçleri tarafından Güney Kızıldeniz'de ticaret gemilerine yönelik devam eden saldırıların şu anda sektörün karşı karşıya olduğu en yüksek güvenlik endişesi olmaya devam ettiği konusunda Üyelerin bilgilendirilmesi, olayların artmasına ve Husiler tarafından hedef alınan gemilerin genişlemesine yanıt olarak, Yuvarlak Masa, OCIMF, CLIA ve IMCA'dan sektör güvenlik uzmanlarının, Kızıldeniz'in güneyi ve Aden Körfezi (daha önce MC(23) 111 sayı ile duyurulan) için transit tavsiyesini revize ettiği bildirilmektedir. Söz konusu belgenin bölgedeki tehdit hakkında ayrıntılı tavsiyelerin yanı sıra rota belirleme, gemilerin güçlendirilmesi ve etkilenen sulardaki tüm yolculuklar için tehdit ve risk değerlendirmelerinde dikkate alınması gereken silahlı korumaların kullanımına ilişkin hususları da içerdiği ifade edilmektedir.

Yine ICS'ten alınan 19.12.2023 tarihli yazıda ise Müşterek Harp Komitesi'nin (Joint War Committee) 18.12.2023 tarihinde yayınladığı Gemiler için Belirlenen Savaş, Deniz Haydutluğu, Terör ve İlgili Tehlikeli Bölgeler Listesi'ndeki alanlarda artan riskin yansıtan bir tavsiye bildirisi yayınladığı; Kızıldeniz bildirim alanının, 15° Kuzey Enleminin güneyinden 18° Kuzey Enleminin güneyine doğru 3 derece kuzeye ayarlandığı ve Guyana'nın yeni listeye alındığı belirtilmektedir.

Bilgilerinize arz/ rica ederim.

Saygılarımla,

e-imza

İsmet SALİHOĞLU
Genel Sekreter

Ek:

- 1- ICS'in 15.12.2023 tarih ve MC(23)128 sayılı yazısı (4 sayfa)
- 2- ICS'in 19.12.2023 ve IC(23)07 sayılı yazısı (7 sayfa)

Dağıtım:

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



Evrakı Doğrulamak İçin :
<https://ebys.denizticaretodasi.org.tr/enVision/Dogrula/BSUAVVYZ4>
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**Gereği:**

- Tüm Üyeler (WEB sayfası ve e-posta ile)
- İMEAK DTO Şube ve Temsilcilikleri
- 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)
- TÜRKLİM (Türkiye Liman İşletmecileri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- GBD (Gemi Brokerleri Derneği)
- S.S. Anadolu Yakası Kumcular Üretim ve Pazarlama Kooperatifi
- ROFED (Kabotaj Hattı Ro-Ro ve Feribot İşletmecileri Derneği)
- Yalova Altınova Tersane Girişimcileri San.ve Tic.A.Ş.
- UTİKAD (Uluslararası Taşımacılık ve Lojistik Hizmet Üretenleri Derneği)
- 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)
- Gemi Acenteleri
- Gemi Sahibi Firmalar

Bilgi:

- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Şube YK Başkanları
- İMEAK DTO Meslek Komite Başkanları

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15 December 2023

MC(23)128

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 attacks against merchant shipping in the Southern Red Sea by Houthi forces in Yemen, which remains the highest security concern facing the industry at this time.

In response to the increase of incidents, and the broadening of ships targeted by the Houthis, 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). 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.

John Stawpert
Senior Manager (Environment and Trade)



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INTERCARGO
International Association of Dry Cargo Shipowners



INTERIM INDUSTRY TRANSIT ADVICE, SOUTHERN RED SEA, AND GULF OF ADEN – 15 DECEMBER 2023

SITUATION

Houthi rebels in Yemen have continued to attack international shipping.

After the Houthi forces hijacked a car carrier on 19 November 2023, further attacks by armed skiffs, drones or anti-ship missiles have occurred. Houthis have demanded vessels to head for the Houthi-controlled port of Hodeida where hijacking and hostage-taking might follow. Military sources indicate that Houthi have also been masquerading as Yemeni Coastguard officials.

It had appeared that Houthis are threatening vessels they believe as having direct affiliation / links with Israel, Israeli nationals or ships directly associated with the Saudi-led coalition involved in the Houthi conflict with the Yemeni government. However, information related to vessels involved in more recent attacks did not indicate any immediate affiliation with Israel, Israeli nationals, nor links to the conflict.

The Houthi's information source and accuracy is not known, ships should maintain a heightened awareness for potential collateral damage when transiting the region and disregard Houthi demands to divert course.

Ships with AIS switched on and off have been attacked. Switching 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 ultimately prevent an attack. Limiting AIS data to the mandatory fields and omitting the next port of call (NPOC) could be considered.

THREAT CONSIDERATIONS

In the past, Houthi forces have attacked merchant shipping using antiship missiles, water-borne improvised explosive devices (WBIED), and unmanned aerial vehicles (UAV). Furthermore, they have laid mines to protect port entries for ports under their control, and on rare occasion such mines have become detached from their tether and have drifted into the traffic lanes.

The current maritime threat from the Houthi forces is greater in vicinity of the Yemeni Red Sea coastline where they are present.

While the airborne threat from helicopters cannot be ruled out during hours of darkness it is probably greater during daylight hours where targets are more easily identified and attacked/boarded. The challenge of visually detecting and classifying small contacts at night, such as a water-borne improvised explosive devices (WBIED), remains.

Recent attacks using drones and anti-ship missiles have also been carried out during hours of darkness. Maintaining lookouts during the entire passage, regardless of timing, is necessary.

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

As per 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 a specific update with input from official sources such as UKMTO for the period of operation, the latest update from relevant shipping associations, ownership details, and trading history of the ship in the last 3 years.

ROUTING CONSIDERATIONS

Ship owners, operators, managers, and staff should regularly evaluate the risks to their ships, including navigation and collision avoidance, and plan routes accordingly.

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

Note that the Bab el-Mandeb Strait is narrow and when passing north bound, ships within the Traffic Separation Scheme will be no more than approximately 7 nautical miles from the Yemeni coastline.

The industry recommendation to use the Maritime Security Transit Corridor (MSTC) remains unchanged in light of the recent attack. 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.

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 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.

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 in Bahrain directly on **+973 1785 3879**

This advice will be updated.



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19 December 2023

IC(23)07

TO: INSURANCE COMMITTEE

**COPY: MARINE COMMITTEE
MARITIME LAW COMMITTEE**

AMENDMENT TO THE LONDON MARKET HULL WAR, PIRACY, TERRORISM AND RELATED PERILS LISTED AREAS

Action Required: *To note the attached amendment to the London Market Joint War Committee Hull War, Piracy, Terrorism and Related Perils Listed Areas.*

The Joint War Committee circulated an Advisory Notice yesterday announcing amendments to its Hull War, Piracy, Terrorism and Related Perils Listed Areas, reflecting perceived enhanced risk in the named areas. The Red Sea notification area has been adjusted by 3 degrees north from south of Latitude 15° N to south of Latitude 18°N. Guyana has been newly listed.

The Advisory Notices circulated yesterday are **attached** for ease of reference.

Comments and questions should be addressed to legal@ics-shipping.org. Questions on security are requested to be referred to john.stawpert@ics-shipping.org.

[IC\(23\)07 -ANNEX A - JWLA-032](#)

[IC\(23\)07 -ANNEX B - Guyana advisory](#)

Leyla Pearson,
Senior Manager (Legal)

Joint Committee Circular

Committee	Joint War
Date	18 th December 2023
Circular reference	JWLA-032
Contact	Neil Roberts neil.roberts@lmalloyds.com

JWC Listed Areas Hull War, Piracy, Terrorism and Related Perils

Added:

Guyana, but only calls to offshore installations in the Guyanese EEZ beyond territorial waters

Amended:

Indian Ocean, Gulf of Aden and Southern Red Sea

The waters enclosed by the following boundaries:

- a) on the northwest, by the Red Sea, south of Latitude 18°N
- b) on the northeast, from the Yemen border at 16°38.5'N, 53°6.5'E to high seas point 14°55'N, 53°50'E
- c) on the east, by a line from high seas point 14°55'N, 53°50'E to high seas point 10°48'N, 60°15'E, thence to high seas point 6°45'S, 48°45'E
- d) and on the southwest, by the Somalia border at 1°40'S, 41°34'E, to high seas point 6°45'S, 48°45'E

excepting coastal waters of adjoining territories up to 12 nautical miles offshore unless otherwise provided.

Eritrea

Eritrea, but only South of 18° N

Cabo Delgado

The territorial sea of Mozambique and Tanzania enclosed by the following boundaries:

- a) To the north, from Mnazi Bay at 10°19.6'S, 40°18.9'E to high seas point at 10° 10.3' S, 40° 34.44' E
- b) To the south, from Baía do Lúrio at 13°30'S, 40°31.6'E to high seas point 13° 29.97' S, 40° 49.7' E.

The application of this list on individual contracts will be a matter for specific negotiation.

This list will be published on the LMA and IUA websites and will be accessible to all on www.lmalloyds.com and www.iua.co.uk.

Neil Roberts
Secretary

JWC Listed Areas Hull War, Piracy, Terrorism and Related Perils	
Africa	
Benin	
Cabo Delgado, waters as defined overleaf	
Eritrea, but only South of 18° N	
Gulf of Guinea, waters as defined overleaf	
Libya	
Nigeria	
Somalia	
Sudan	
Togo	
Europe	
Sea of Azov and Black Sea waters plus inland waters as defined overleaf	
Indian Ocean, Gulf of Aden and Southern Red Sea	
Waters as defined overleaf	
Asia	
Pakistan	
Middle East	
Iran	
Iraq, including all Iraqi offshore oil terminals	
Israel	
Lebanon	
Oman (Musandam Governorate)	
Persian or Arabian Gulf and adjacent waters as defined overleaf	
Saudi Arabia (Gulf coast)	
Saudi Arabia (Red Sea coast) excluding transits	
Syria	
United Arab Emirates	
Yemen	
Russia	
South America	
Guyana, but only calls to offshore installations in the Guyanese EEZ beyond territorial waters	
Venezuela, including all offshore installations in the Venezuelan EEZ	

Defined Waters

Europe

- 1) **Sea of Azov and Black Sea waters enclosed by the following boundaries**
 - a) On the west, around Romanian waters, from the Ukraine-Romania border at 45° 10.858'N, 29° 45.929'E to high seas point 45° 11.235'N, 29° 51.140'E
 - b) thence to high seas point 45° 11.474'N, 29° 59.563'E and on to high seas point 45° 5.354'N, 30° 2.408'E
 - c) thence to high seas point 44° 46.625'N, 30° 58.722'E and on to high seas point 44° 44.244'N, 31° 10.497'E
 - d) thence to high seas point 44° 2.877'N, 31° 24.602'E and on to high seas point 43° 27.091'N, 31° 19.954'E
 - e) and then east to the Russia-Georgia border at 43° 23.126'N, 40° 0.599'E
- 2) **All inland waters of Ukraine, including inland waters within Crimea and other Ukrainian territories under Russian control**
- 3) **Inland waters of Russia within the following areas:**
 - a. River Don, from Sea of Azov to vertical line at 41° E
 - b. River Donets, from River Don to Ukraine border
- 4) **All inland waters of Belarus south of horizontal line at 52° 30' N**

Cabo Delgado

The territorial sea of Mozambique and Tanzania enclosed by the following boundaries:

- a) To the north, from Mnazi Bay at 10°19.6'S, 40°18.9'E to high seas point at 10° 10.3' S, 40° 34.44' E
- b) To the south, from Baía do Lúrio at 13°30'S, 40°31.6'E to high seas point 13° 29.97' S, 40° 49.7' E.

Gulf of Guinea

The waters enclosed by the following boundaries:

- a) On the west, from the coast of Togo 6° 06' 45" N, 1°12'E, south to
- b) high seas point 0° 40' S, 3° 00' E
- c) and then east to Cape Lopez Peninsula, Gabon 0°40'S, 8° 42'E.

Indian Ocean, Gulf of Aden and Southern Red Sea

The waters enclosed by the following boundaries:

- a) On the northwest, by the Red Sea, south of Latitude 18° N
- b) on the northeast, from the Yemen border at 16°38.5'N, 53°6.5'E to high seas point 14°55'N, 53°50'E
- c) on the east, by a line from high seas point 14°55'N, 53°50'E to high seas point 10°48'N, 60°15'E, thence to high seas point 6°45'S, 48°45'E
- d) and on the southwest, by the Somalia border at 1°40'S, 41°34'E, to high seas point 6°45'S, 48°45'E

excepting coastal waters of adjoining territories up to 12 nautical miles offshore unless otherwise provided.

Persian or Arabian Gulf

Persian or Arabian Gulf and adjacent waters including the Gulf of Oman and waters west of the line from Oman's territorial limit off Cape al-Hadd at 22°42.5'N, 59°54.5'E northeast to the Iran-Pakistan border at 25°10.5'N, 61°37.5'E

excepting coastal waters of adjoining territories up to 12 nautical miles offshore unless otherwise provided.

Definitions:

Named Countries shall include their coastal waters up to 12 nautical miles offshore, unless specifically varied above.

Named Ports shall include all facilities/terminals within areas controlled by the relevant port authority/ies (or as may be more precisely defined by Insurers) including offshore terminals/facilities, and all waters within 12 nautical miles of such but not exceeding 12 nautical miles offshore unless specifically stated.

Joint Committee Circular

Committee **Joint War**

Date 18th December 2023

Circular reference JW2023-014

Contact Neil Roberts neil.roberts@lmalloyds.com

Guyana

The Joint War Committee has noted the recent actions by Venezuela in reasserting its claim to significant areas of Guyana including offshore drilling areas.

A referendum in Venezuela on December 3rd recommended that Venezuela should take control of the Essequibo region. Caracas has since created a new administrative area within Venezuela that incorporates both Venezuelan and Guyanan territory.

On 6th December it was reported that Venezuela had given ExxonMobil and other offshore oil producers 90 days to stop operations in disputed waters off the coast of Guyana.

On 15th December however, a joint declaration was issued by Guyana and Venezuela stating that "Guyana and Venezuela, directly or indirectly, will not threaten or use force against one another in any circumstances, including those consequential to any existing controversies between the two States." Whilst this is promising, past experience lends caution to the situational assessment.

The International Court of Justice (ICJ) has urged Venezuela to 'refrain from taking any action' that would alter Guyana's control over Essequibo.

However, under its laws, Venezuela could choose to detain vessels or assets involved in the exploitation of these fields. Any detentions would be likely to be protracted and highly politicised with Venezuela unlikely to recognise relevant decisions by Guyanan courts, and its own mediatory mechanisms are of variable worth.

Underwriters are advised to be aware of these factors when considering energy-related business offshore Guyana. JWC has decided to take the precaution of listing the offshore drilling and exploration area, thus requiring notification of approaches and exposures to underwriters.

Neil Roberts
Secretary