



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

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**Marine Security Advisory – 09/2023-Rev.8
(Supersedes Marine Security Advisory 08/2023 and Supplements
Marine Security Advisory 01/2023/Rev.1)**

Subject: Security Situation in the Red Sea, Gulf of Aden and Arabian Sea

- References:**
- a). [Interim industry transit advise, Southern Red Sea and Gulf of Aden](#)
 - b). [IMO Resolution A.1106\(29\)](#)
 - c). [CMF Guidance for Shipping Navigating the Southern Red Sea](#)

The following changes have been included:

1. Updated link for the new Best Management Practices for Maritime Security

Dear Owners/Operators/Company Security Officers/Masters:

The purpose of this Marine Security Advisory is to inform Owners/Operators/Company Security Officers/Masters of the threat of attacks by armed skiffs, drones or anti-ship missiles in the Red Sea, Gulf of Aden and Arabian Sea.

Over the last few months, there have been threats and attacks on multiple vessels engaged in innocent passage through the Red Sea, Gulf of Aden and Arabian Sea. On multiple occasions missiles from drones have been launched and ships have been demanded to turn around and proceed to Yemen.

Threats to vessels include anti-ship missiles, anti-ship ballistic missiles, water-borne improvised explosive devices and drones. Mines have been deployed near the coast of Yemen, and on rare occasions mines have detached from their tether and have drifted into traffic lanes. There have also been reports of unmanned undersea vehicles, though no vessel has been attacked by these devices.

The greatest threat is in the vicinity of the Yemeni, Red Sea coastline. However, there have been attacks as far as 100 nautical miles from the coast. All owners, operators, and crews should remain cognizant of the threats in the area and understand the risk of transiting this area. Additional guidance to the threats, mitigations and considerations to transiting this area are available in [**reference a\)**](#).

Operation Prosperity Guardian (OPG) has commenced in the Southern Red Sea (SRS). This is a presence and deterrence mission in support of the Freedom of Navigation, that will be conducted by an international Naval force under the Combined Maritime Forces (CMF), commanded by Combined Task Force 153. Vessels transiting in the SRS will note a significant increase in the number of coalition warships and aircraft operating in the area as part of this operation. Additional guidance is available in [**reference c\)**](#).

Liberian flagged vessels transiting the Red Sea, Gulf of Aden and Arabian Sea are to increase their security level to security level 3 and implement all protective measures in their Ship Security Plan. In addition, US Naval Forces Central Command Bahrain (NAVCENT) has advised shipping that there continues to be a high degree of threat/risk to commercial vessels transiting the Red Sea, specifically in the areas from 12 to 16 degrees North and West of 46 degrees East in the Southern Red Sea and Bab al Mandab Strait. The decision to transit remains at the discretion of the Company, considering the number of recent targeted attacks on commercial ships. In addition, it advised that ships that do continue to transit with AIS turned off should provide position reports to COMUSNAVCENT every 2-3 hours.

As per International Maritime Organization (IMO) [Resolution A.1106\(29\)](#) paragraph 22, 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. Be advised that Houthi militia have attacked ships with AIS switched on and off. While switching the AIS off can make it more difficult for the militia to track vessels, it will also make it more difficult for the vessel to receive support if needed. Limiting AIS data to the mandatory fields and omitting the next port of call could be considered.

All vessels should report to the UKMTO and register with the Maritime Security Centre for the Indian Ocean (MSCIO) in accordance with industry BMP (Best Management Practices) and take advice from the coalition forces operating in the area. Best Management Practices for Maritime Security ([BMPMS-bmp-ms-2025.pdf](#)) will continue to provide the necessary guidance for shipping to ensure threat and risk assessments are developed for every voyage to mitigate the risks presented by remaining security threats in the region. The shipping industry will continue to monitor and advise on maritime security threats to assist the safe transit of vessels and the seafarers.

In an emergency, vessels transiting the Red Sea, Gulf of Aden and Arabian Sea, should contact NAVCENT Battle Watch Phone: +973-1785-3879; Naval Cooperation and Guidance for Shipping (NCAGS) Primary Watch Floor Phone: +973-1785-0033, Contingency Mobile Phone: +973-3940-4523, Email: m-ba-cusnc-ncags@us.navy.mil.

When operating within territorial seas or calling ports within the previously defined HRA as shown on [UKHO Chart Q6099](#), Masters shall set the vessel security level to the level set by the port State authority but may implement security measures in excess of the security level set by the port authorities based on their assessment of the conditions in the port. When operating outside territorial seas or ports within the previously defined HRA shown on [UKHO chart Q6099](#), all Liberian flagged vessels shall operate at security level II. All security level changes should be reported directly to the Flag Administration by the Master via email security@liscr.com.

The Liberian Administration strongly recommends that Vessels Owners, Characters, Operators and Ships Masters continue to carry out pre-voyage threat and risk assessments to consider the latest maritime security information from organizations supporting the VRA. In addition, Liberian flagged vessels may consider using a Private Maritime Security Company (PMSC) to provide additional armed or unarmed security personnel while transiting the high-risk area. [Authorized Private Maritime Security Companies](#).

Contact MSCIO prior to transiting the Western Indian Ocean, the Somali Basin, Gulf of Aden, Gulf of Oman and the Red Sea.

The contact details of MSCIO are:

Maritime Security Centre – Indian Ocean (MSCIO) Email:

postmaster@mscio.eu

Telephone +33 (0) 298 220 220 +33 (0) 298 220 170

Fax +44 1923 958520 Website www.ukmto.org

When transiting the Western Indian Ocean, the Somali Basin, Gulf of Aden, Gulf of Oman and Red Sea.

Register their vessels with UKMTO

Email: watchkeepers@ukmto.org;

Phone: 2392-222060, +971-50-552-3215

Fax +44 1923 958520

Please keep LISCR's Security Department informed of any security incidents at:

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