Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

22980 Indian Creek Drive
Suite 200
Dulles, Virginia 20166,
USA Tel: +1 703 790 3434
Fax: +1 703 790 5655
Email: Security@liscr.com
Web: www.liscr.com

2 September 2026

Marine Security Advisory – 09/2023-Rev.14
(Supersedes Marine Security Advisory 08/2023)

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

References: **a).** **Interim industry transit advise, Southern Red Sea and Gulf of Aden**
b). **IMO Resolution A.1106(29)**
c). **Circular Letter No.5013 – Communication from the Government of India**

The following changes have been included:

1. Security level has been assigned to all vessels trading to and from Saudi Arabian ports.

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 imminent 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 and Gulf of Aden. 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) which commenced in the Southern Red Sea (SRS) is a presence and deterrence mission in support of the Freedom of Navigation currently commanded by Destroyer Squadron (DESRON) 50. This surface warfare task force will continue OPG's commitment to freedom of navigation and the free flow of commerce in the Southern Red Sea, Bab al-Mandab, and western Gulf of Aden.

Liberian flagged vessels transiting the Red Sea and Gulf of Aden are to increase their security level to security level 3 and implement all protective measures in their Ship Security Plan. Vessels in the ports of the affected area are required to act upon the security level set by the Designated Authority at those ports, but may implement security level measures equivalent to a higher level 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 or call at ports within the affected area remains at the discretion of the Company, considering the number of recent targeted attacks on commercial ships with association to Israel by ownership, cargo or port calls by any of the Company's ships and vessels trading to and from Saudi Arabian ports. Vessels intending to transit should contact NCAGS for any information related to association with Israel. Additional guidance to the threats, mitigations and considerations to transiting this area are available in the Joint Maritime Information Centre (JMIC) advisories : https://www.ukmto.org/partner-products/jmic-products.

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 ships have been attached 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. The Master may consider limiting AIS data to the mandatory fields and omitting the next port of call while transiting the affected area. In addition, it's advised that ships that do continue to transit with AIS turned off should provide position reports to COMUSNAVCENT every 2-3 hours.

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 (BMP MS-bmp-ms-2025-final-low-res.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.

All vessels transiting Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, Strait of Hormuz and Arabian Gulf are encouraged to report to the Information Fusion Centre – Indian Ocean Region (IFC-IOR), this is a voluntary reporting measure that promotes cooperation, stability and communication with partner stakeholders in the region as well as aligns with the most recent measures published in BMP MS. Vessels with voyages through this area can find the appropriate link for vessel reporting at http://117.219.8.190/ifcior/.

In an emergency, vessels transiting the Red Sea and Gulf of Aden should contact NAVCENT Battle Watch Phone: +1-813-529-7430, Email: cusnc.bwc.mil@us.navy.mil; Naval Cooperation and Guidance for Shipping (NCAGS) Primary Watch Floor Phone: +1-813-529-7108, Alternate Mobile Phone: +973-3986-4800, Email: m-ba-navcent-ncags@us.navy.mil or mba-navcent-ncags-ice@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 with the exception of the Red Sea and Guld of Aden, which will operate at security level III. 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 MSCHOA 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:

Office of the Senior Deputy Commissioner of Maritime Affairs
Republic of Liberia
22980 Indian Creek Drive, Suite 200 Dulles, Virginia 20166 USA
D: +1 571 495 5944 / O: +1 703 790 3434 / F: +1 703 790 5655
Email: Security@liscr.com
www.liscr.com

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