

Palau International Ship Registry



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MARINE CIRCULAR 212.1

SECURITY ADVISORY

To: DEPUTY REGISTRARS, SHIPOWNERS, SHIPMANAGERS, DPAs, FLAG STATE INSPECTORS, ROs

Subject: SECURITY IN THE RED SEA, GULF OF ADEN, ARABIAN SEA, AND BAB-AL-MANDEB STRAIGHT

1. References

- 1.1 [Interim industry transit advise, Southern Red Sea and Gulf of Aden](#)
- 1.2 [IMO Resolution A.1106\(29\)](#)
- 1.3 [CMF Guidance for Shipping Navigating the Southern Red Sea](#)
- 1.4 [IMO MSC.1/Circ.1601](#)
- 1.5 [MC 186, as amended – Process For Placing Armed Security Personnel On Board Palau Vessels](#)
- 1.6 [MN 129, as amended – Long Range Identification System Compliance \(LRIT\)](#)
- 1.7 [MN 124, as amended – Automatic Identification System \(AIS\)](#)

2. Introduction

2.1 The purpose of this Marine Circular 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, Arabian Sea and the straight of Bab-al-Mandeb.

3. Applicability

3.1 The present Marine Circular applies to all commercial ships and yachts registered under Palau Flag.

4. Information

4.1 It is strongly recommended that Palau flagged vessels should avoid calling ports in Yemen. Palau flagged vessels transiting the Red Sea, Gulf of Aden, Arabian Sea and the straight of Bab-al-Mandeb are to increase their security level and implement all protective measures in their Ship Security Plans (SSP).



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- 4.2.** As per International Maritime Organization (IMO) Resolution A.1106(29) paragraph 22, as well as Palau Registry Marine Notice 142, as amended, 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, after notifying Palau Flag Administration in writing, whilst providing relevant justification. As an equivalent measure, and in accordance with the provisions of Palau Registry Marine Notice 129, as amended, a ship's LRIT shall transmit vessel's positioning at least six (6) times within 24 hours, i.e. every four (4) hours.
- 4.3.** There are cases recorded where 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, while in compliance with the guidelines of paragraph 4.2 of the present circular, to the mandatory fields and omitting the next port of call could be considered.
- 4.4.** All vessels should report to the United Kingdom Maritime Trade Operations (UKMTO) and register with the Maritime Security Centre for the Horn of Africa (MSCHOA) in accordance with industry BMP (Best Management Practices) and take advice from the coalition forces operating in the area.

5. Emergency

- 5.1.** In an emergency, vessels transiting the Red Sea, Gulf of Aden and Arabian Sea, should contact:

COMUSNAVCENT, NSA Bahrain
Tel: +973-1785-3879,
Naval Cooperation and Guidance for Shipping (NCAGS)
Duty Phone: +973-3940-4523
Email: m-ba-navcent-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 Palau flagged vessels shall operate at security level II. All security level changes should be reported directly to the Palau Flag Administration by the Master via email emergency@palaureg.com.



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6. Risk Assessment

6.1. The Palau Flag 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 (Voluntary Reporting Area).

6.2. The Administrator, proclaims the use of best management practices (BPM, as endorsed by IMO), included in MSC.1/Circ.1601 as well as the revision of ship's SSP (Ship Security Plan) and SSA (Ship Security Assessment) as necessary, while thoroughly examining physical and operational characteristics of the vessel, habitual voyages of the vessel, ports, and their facilities.

6.3. Palau 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, in accordance with the provisions of Palau Registry Marine Circular 186, as amended.

7. Contacts

7.1. 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 MSCHOA are:

Maritime Security Centre – Horn of Africa (MSCHOA)
Email postmaster@mschoa.org
Telephone +44 1923 958545 +44 1923 958700
Fax +44 1923 958520 Website www.mschoa.org

7.2. Registering vessels in the United Kingdom Maritime Trade Operations (UKMTO)

Email: watchkeepers@ukmto.org; and ukmto@eim.ae
Phone: +44 - 2392-222060, +971-50-552-3215
Fax +44 1923 958520

7.3. Please keep PISR Security Department informed of any security incidents at: emergency@palaureg.com



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8. Effective date and actions

This Marine Circular is effective immediately.

9. Contact

For further questions regarding this Marine Circular, please do not hesitate to contact PISR at technical@palaureg.com and info@palaureg.com

Click [here](#) or use the below QR Code for the list of the last updated Marine Circular

