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Bangladesh  
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Subject: **Transit guidelines for the Gulf of Aden, Bab al Mandeb Strait, Red Sea and Yemeni coast.**

**CIRCULAR**

This guidance addresses recent developments in light of escalating maritime security incidents in the Gulf of Aden, Bab al Mandeb Strait, Red Sea, Somali Basin, and Arabian Sea region. The Department of Shipping, Bangladesh, remains vigilant in monitoring the maritime security environment, aiming to guarantee the safe and secure transit of Bangladeshi flag vessels, sustain continuous trade operations, and protect onboard crew.

Due to the recent events in the Gulf of Aden and Southern Red Sea, merchant ships, particularly those connected to Israel through business ties like ownership, port calls, commerce, operators, managers, charterers, etc., are now seriously threatened. However, due to their closeness to a missile or drone attack against another target or because of inaccurate targeting, transiting vessels that are not involved in Israeli trade may likewise be at risk of collateral damage.

Therefore It is recommended that ships operating in this area use the utmost caution and adhere to the following guidelines to ensure the safe and secure passage of their vessels:

1. It is strongly recommended that all Bangladesh-flagged vessels transiting aforesaid areas register with UKMTO and maintain all communication at all times through a voluntary reporting scheme, including reporting any incidents or suspicious activities to UKMTO and Combined Maritime Forces(CMF) for Shipping Navigating the Southern Red Sea.
2. Undertake a ship- and voyage-specific risk assessment before entering

the region. This assessment should consider factors such as safe speed, day/night transits, bridge manning levels, etc.

3. Unmanned aerial vehicles (UAVs), drones, and projectile strikes are examples of loitering munitions (LM) that pose a serious concern in these waters. International Marine Forum of Oil Companies (OCIMF) has released an educational document titled "Loitering Munitions – The Threat to Merchant Ships," which describes the growing danger that commercial vessels face from loitering munitions (LM). It offers best practices for addressing these new security threats.

4. The Master of the vessel retains ultimate responsibility for ensuring the vessel's safety and security and should plan routes accordingly. Using Maritime Security Transit Corridor (MSTC) is recommended.

5. All stakeholders are advised to adhere to the "Best Management Practices-5" while transiting through this region.

6. Emergency contacts placed readily available on the bridge.

7. Furthermore, all Company Security Officers (CSOs), Vessels, and Master must consider carrying out a ship-shore security drill for all the applicable security scenarios (e.g., Piracy, Loitering Munitions, etc.) before the vessel transits this region.

8. If armed guards are utilized for the voyage, then caution should be taken when managing their employment, and the risk of escalation should be considered.

9. Consult the Maritime Global Security website, OCIMF hull vulnerability study, and the latest US Maritime Advisory for the region.

Regular reviews, training, implementation of the non-exhaustive lists of security measures stated in this Circular, collective vigilance, and adherence to the ship security plan are crucial for mitigating these varied and significant threats.



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