



Gulf of Aden Internationally Recommended Transit Corridor & Group Transit Explanation

The following information is intended to clarify the purpose & scope of the Transit Corridor and to outline the practical aspects for merchant vessels participating in Group Transits.

Correct March 2009

IR Transit Corridor



On the 1st of Feb 2009 the IRTC was amended to reflect revised analysis of GOA pirate activity and shipping industry feedback. The revised corridor has also been positioned further from established fishing areas resulting in a decrease in false piracy alerts.

The change has resulted in the introduction of

East bound

and

West bound

corridors.



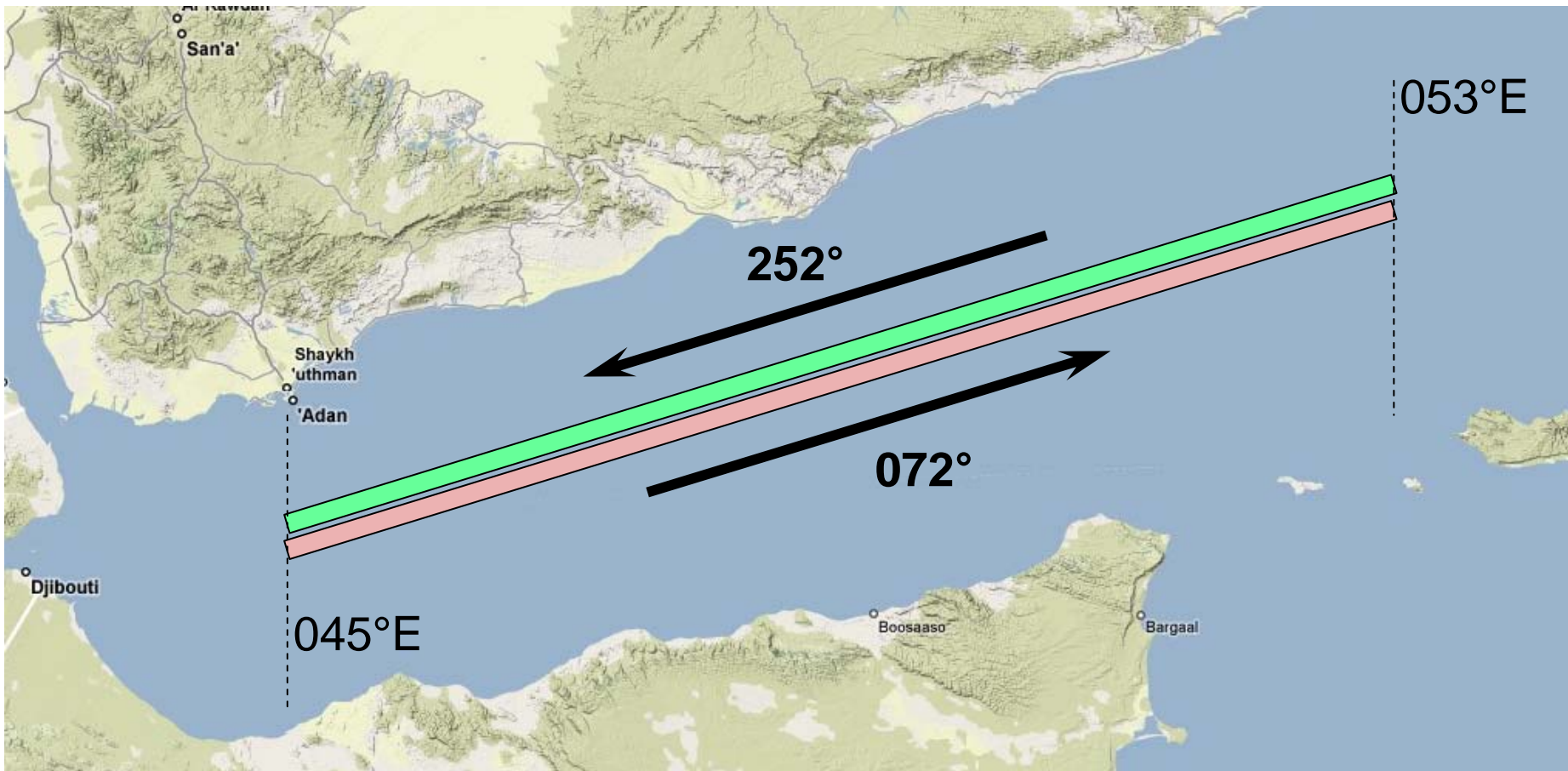
The corridor is not marked or defined by visual navigational means, nor is it intended to be a dedicated TSS but, to make warship patrols more effective, vessels transiting the GOA are strongly recommended to adhere to the Transit Corridor and Group Transit guidelines.

IR Transit Corridor



The **East bound** corridor starts at 45° East between 11°53' & 11°48' North and terminates at 53° East between 14°23' & 14°18' North.

The **West bound** corridor starts at 53° East between 14°30' & 14°25' North and terminates at 45° East between 12°00' & 11°55' North.



All illustrations & distances are approximate

Group Transits



Group Transits have been developed after analysis of GOA pirate activity and are designed to group transiting vessels together and exploit the additional protection and assurance that can be gained from grouping vessels together.

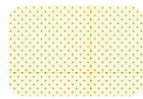
Analysis of successful and attempted pirate attacks clearly indicate that piracy attacks during darkness are infrequent and, at this time, have a zero success rate in the region.

With this in mind Group Transits have been timed to ensure that vessels transit the most vulnerable area at night.

The secondary objective of the Group Transit system is to group together all vessels (regardless of their speed) around the time of daybreak ensuring that during what is potentially the most vulnerable time of a vessels transit vessels are grouped together.

The above factors allow the military to best position assets in the area to deter and protect against hijacking.

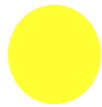
Group Transits



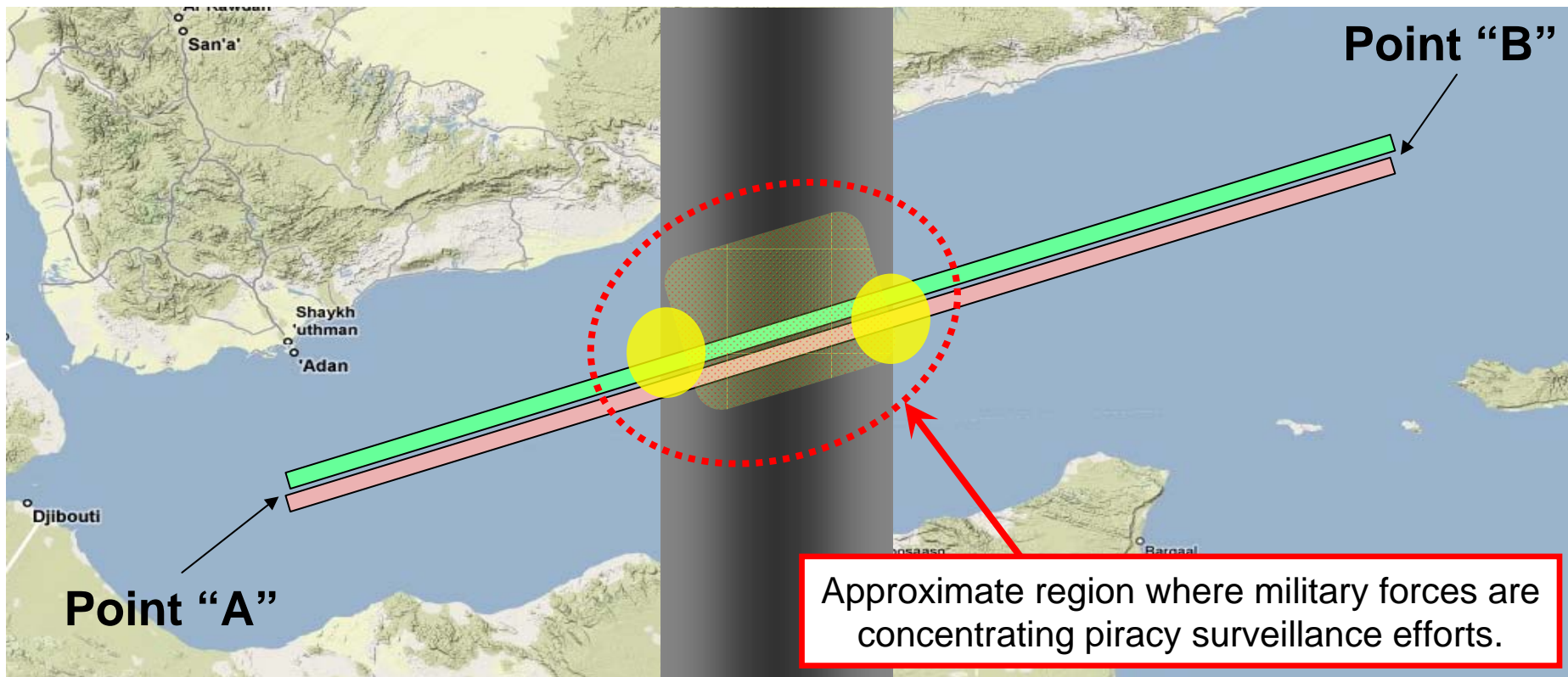
Area of greatest threat (statistically). Note that this is continuously reviewed and may be adjusted over time.



Night time / darkness transit section (approximate)



Most vulnerable time / area of GT

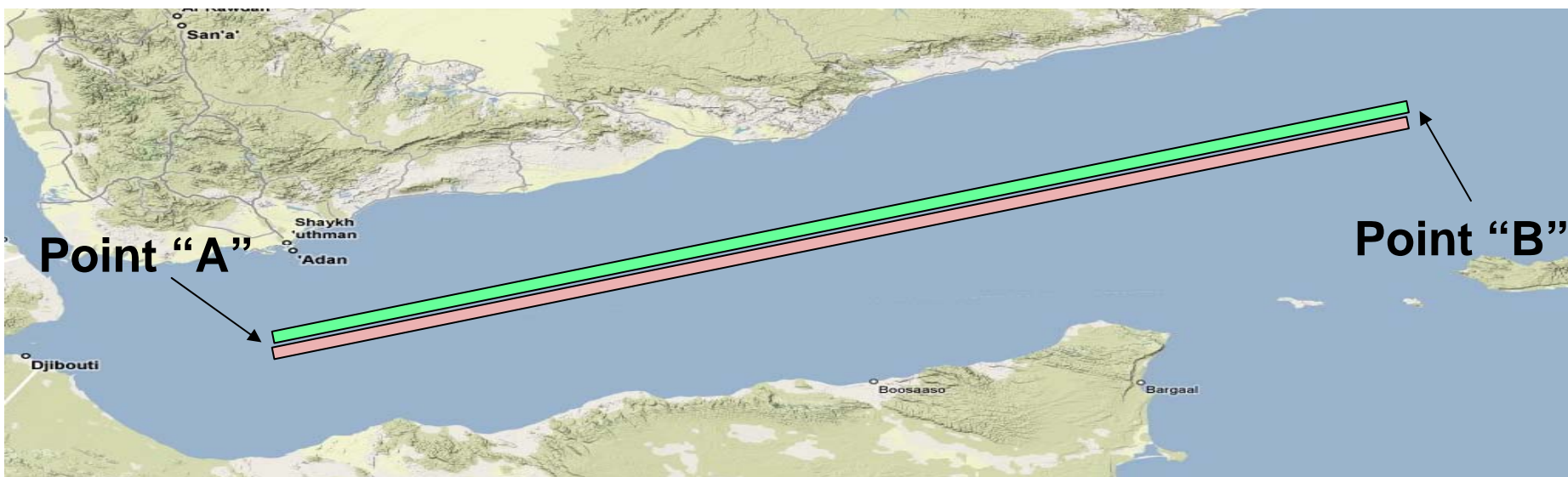


Approximate region where military forces are concentrating piracy surveillance efforts.

Group Transit Groupings



Speed (SOG/GPS)	Eastbound Transit		Westbound Transit	
	Entry Point "A"		Entry Point "B"	
10 kts	01:00 (Z)	04:00 (Lt)	15:00 (Z)	18:00 (Lt)
12 kts	05:30 (Z)	08:30 (Lt)	21:00 (Z)	00:01 (Lt)
14 kts	08:30 (Z)	11:30 (Lt)	01:00 (Z)	04:00 (Lt)
16 kts	11:00 (Z)	14:00 (Lt)	05:30 (Z)	08:30 (Lt)
18 kts	13:00 (Z)	16:00 (Lt)	07:00 (Z)	10:00 (Lt)

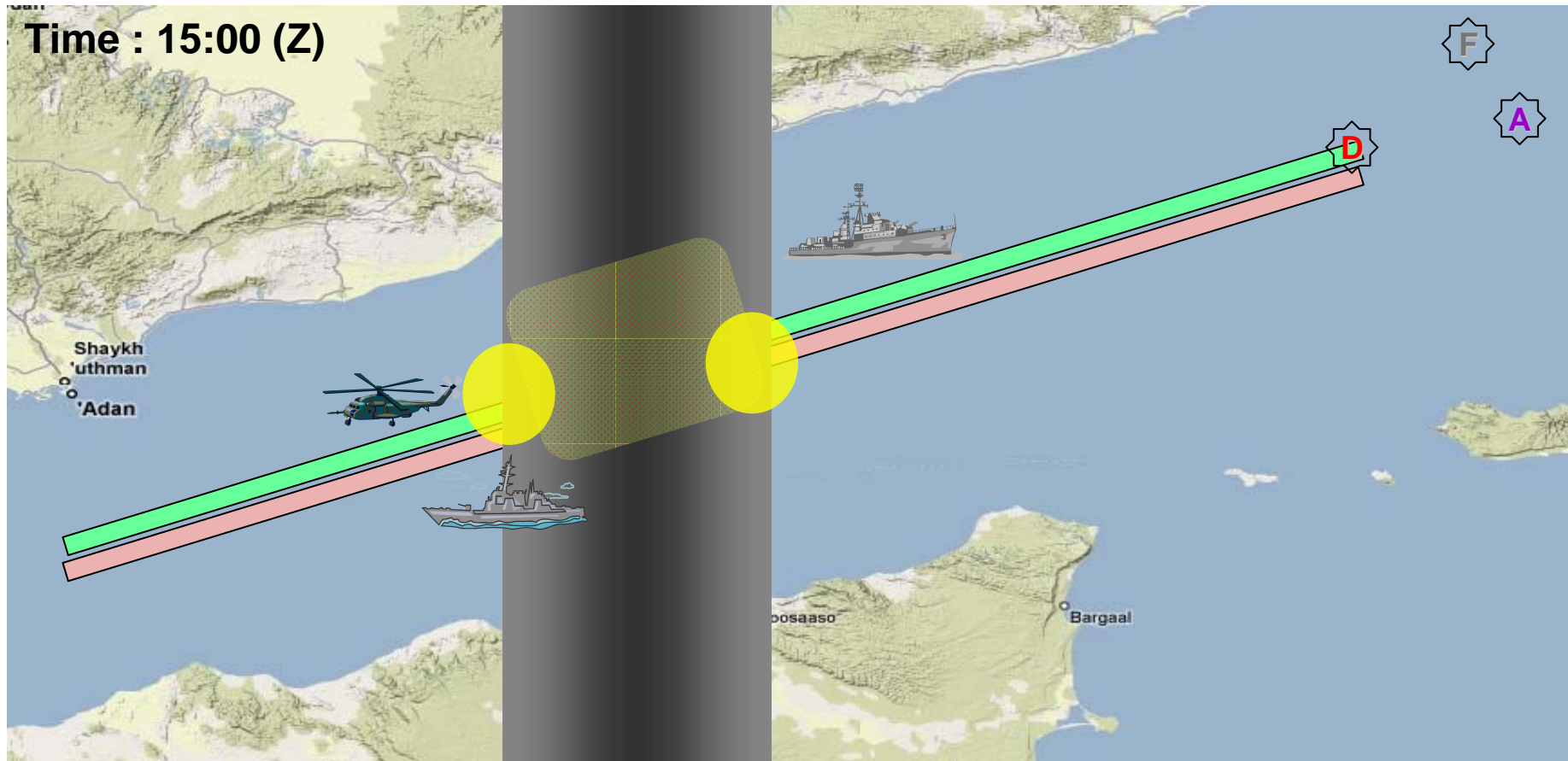


All illustrations & distances are approximate

Westbound GT Case Study



Vessel ID	Vessel Type	Transit Speed	Vessel ID	Vessel Type	Transit Speed
Ship A	VLCC	12 kts	Ship D	Offshore Supply	10 kts
Ship B	Bulk Carrier	14 kts	Ship E	Car Carrier	14 kts
Ship C	LNG Carrier	18 kts	Ship F	General Cargo	12 kts

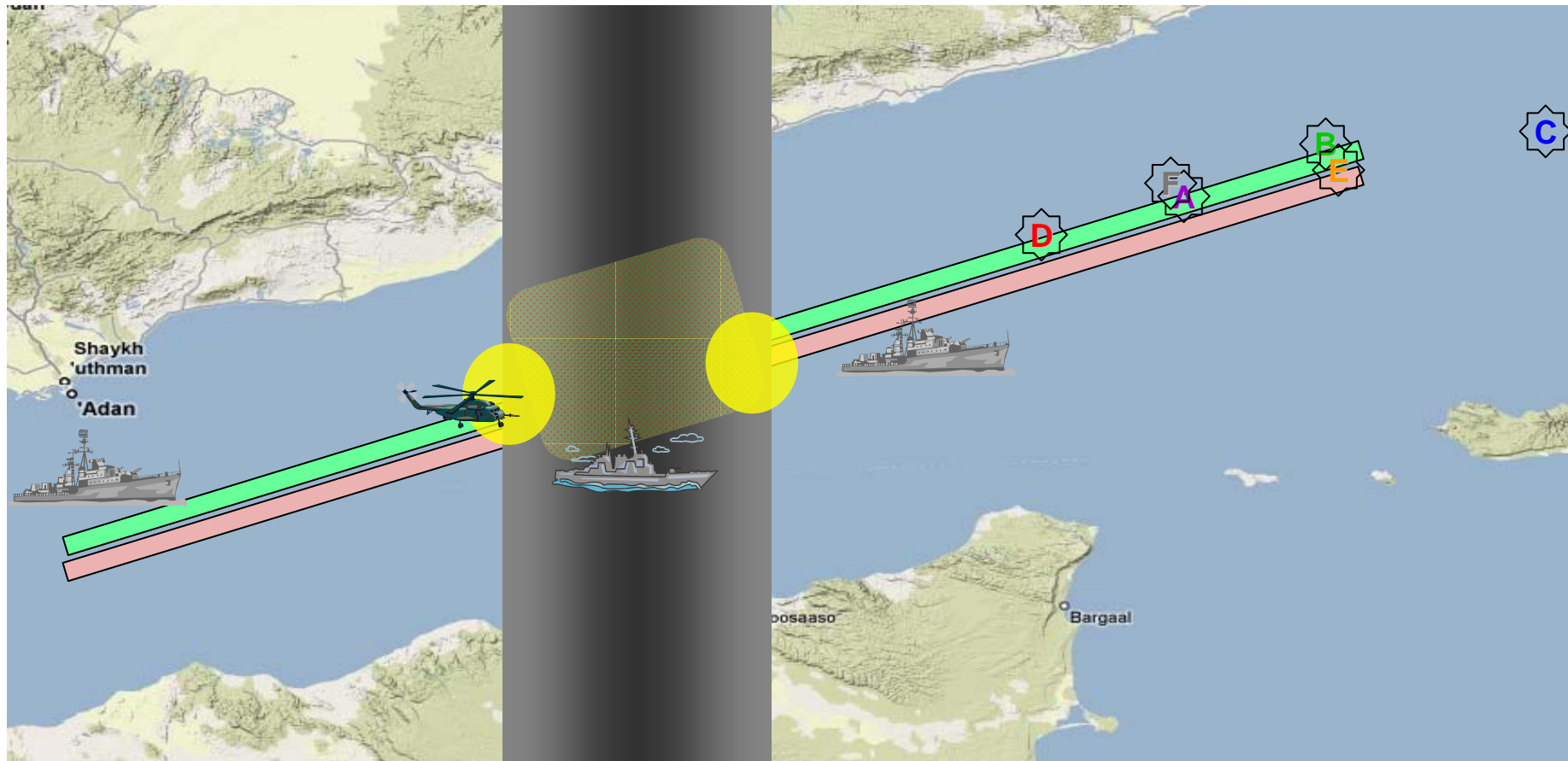


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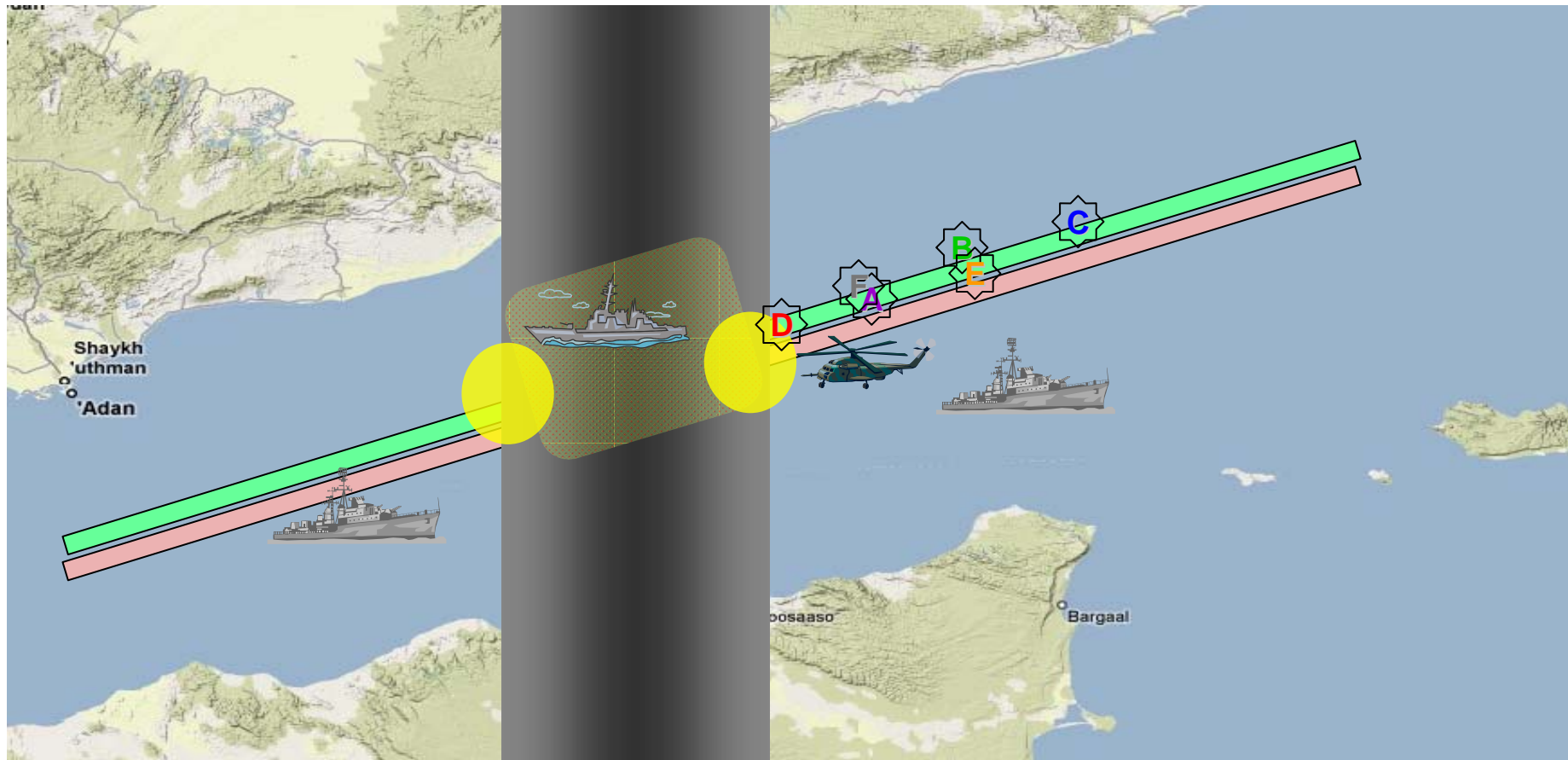


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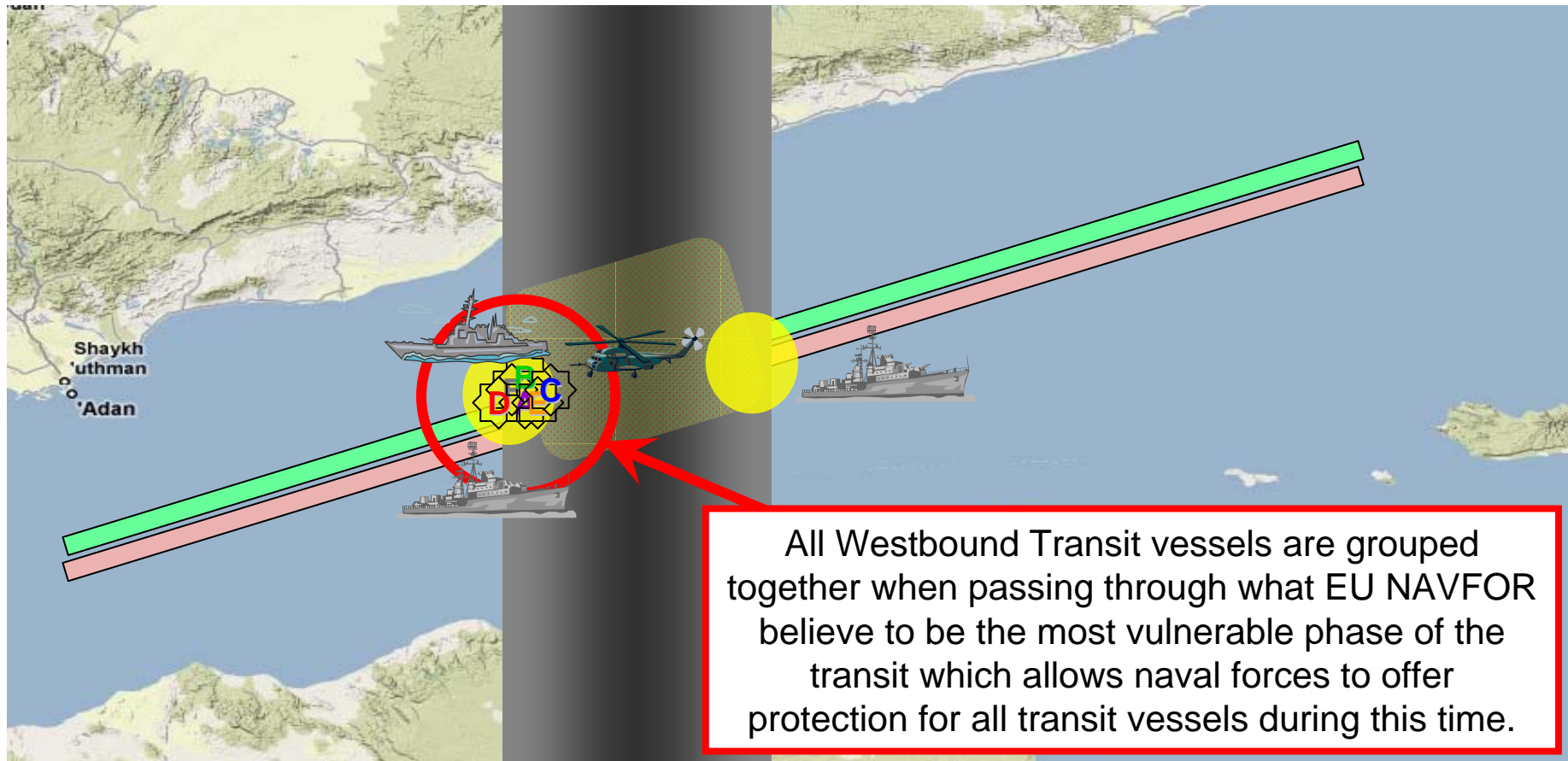


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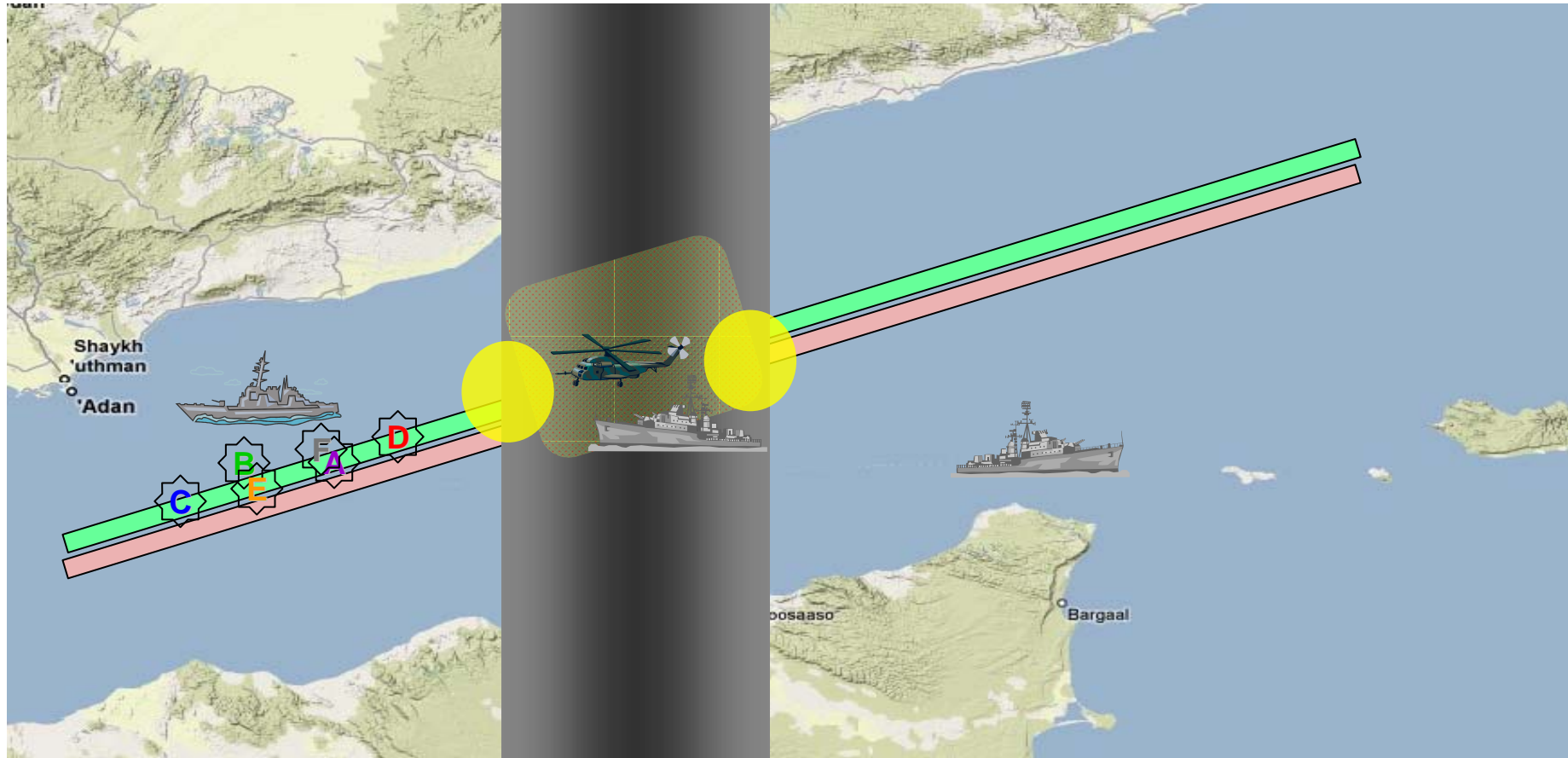


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Important Considerations



Group Transits are not convoys! Group Transits will not necessarily be accompanied by a warship.

As shown in the Case Study, although a vessel may see no other vessels at the start of her transit, other vessels participating in the same transit will converge during the critical stage of the transit. For this reason it is important that a vessel does not stop and wait for other vessels at the entry points and that they maintain the required speed (SOG/GPS) for their group.

Although participating in a Group Transit each vessel must still employ all possible anti-piracy security measures and maintain a VHF watch on Ch. 16 & 8 throughout the transit.

Finally and most importantly, without registering a vessel movement and transmitting regular position, course & speed updates to UKMTO, EU NAVFOR will not be able to provide warships with information regarding which vessels are in each transit and where/when they should expect to see them.

Further Information



WWW.MSCHOA.ORG

**A website created by EU NAVFOR Somalia in order to inform the Merchant Shipping community with regard to the continued threat of Piracy off the Horn of Africa.
(Registration required)**

POSTMASTER@MSCHOA.ORG

Email address monitored by EU Maritime Security Centre military and merchant navy personnel where questions regarding the Transit Corridor and Group Transits may be directed.



Note: When distributing this document we request that discretion is exercised and the information stays within groups with an interest in safeguarding merchant shipping in the Gulf of Aden.

