



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.

August 2011



IR Transit Corridor

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

The corridor is 492 miles long and has an

East bound

and a

West bound

lane.

Each lane is 5 miles wide with a 2 mile separation between the lanes.



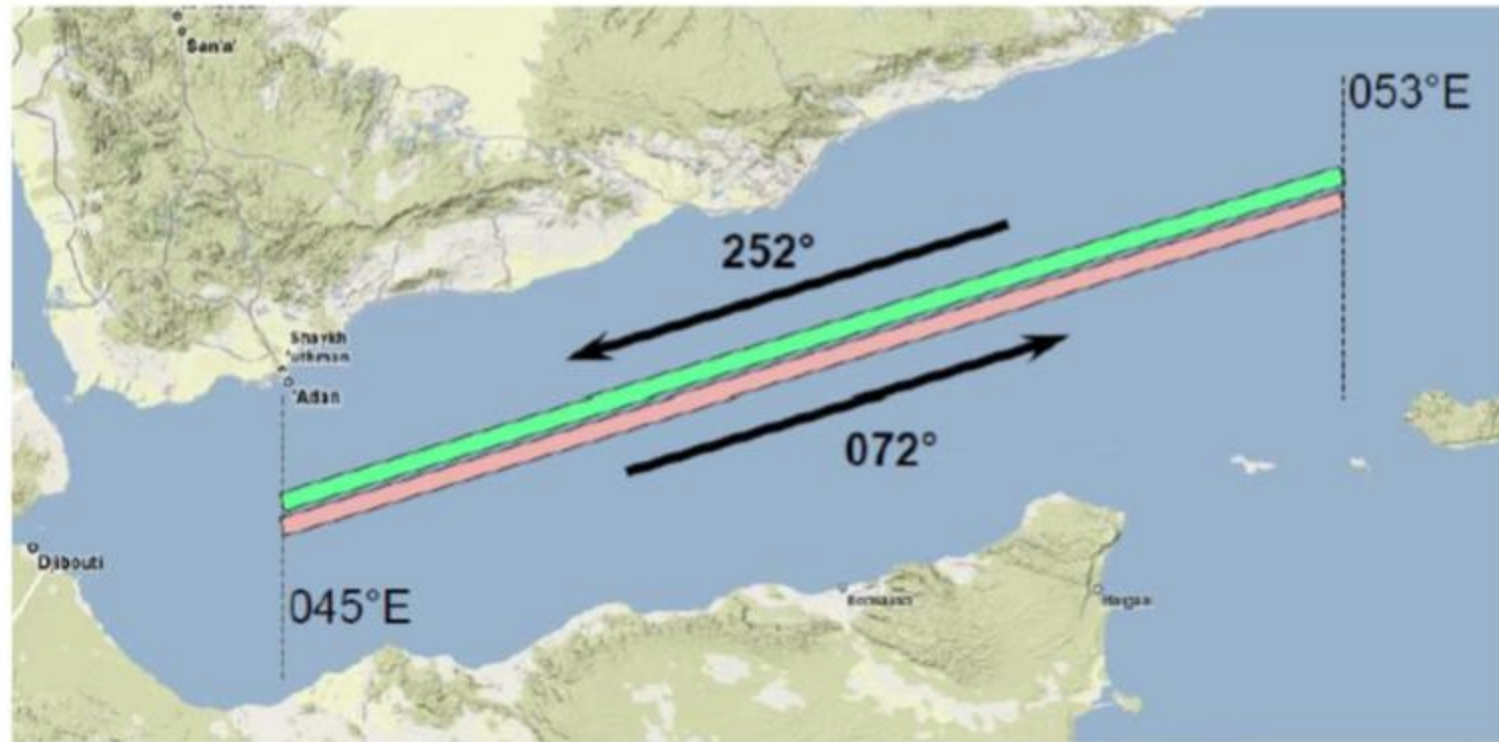
The corridor is not marked or defined by navigational aids, and is not intended to be a TSS. However to make warship patrols more effective, vessels transiting the GOA are strongly recommended to adhere to the Transit Corridor and Group Transit guidelines.



IR Transit Corridor

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

The **West bound** corridor starts at 53°E between 14°30'N & 14°25'N and ends at 45°E between 12°00'N & 11°55'N.



All illustrations & distances are approximate



Group Transits

“GROUP TRANSITS” ARE NOT “CONVOYS”!




“Group Transits” are designed to put ships into different speed groups in order to exploit the additional protection and assurance of being in a group. The times for different groups to enter the IRTC are calculated so that they pass through the area of statistically greatest danger, between 47E & 49E, at night and ensures that all ships, regardless of speed, are together at first light. This allows the military forces in the area to best position their assets in the area so as to protect ships against piracy and to give assistance in case of attack.

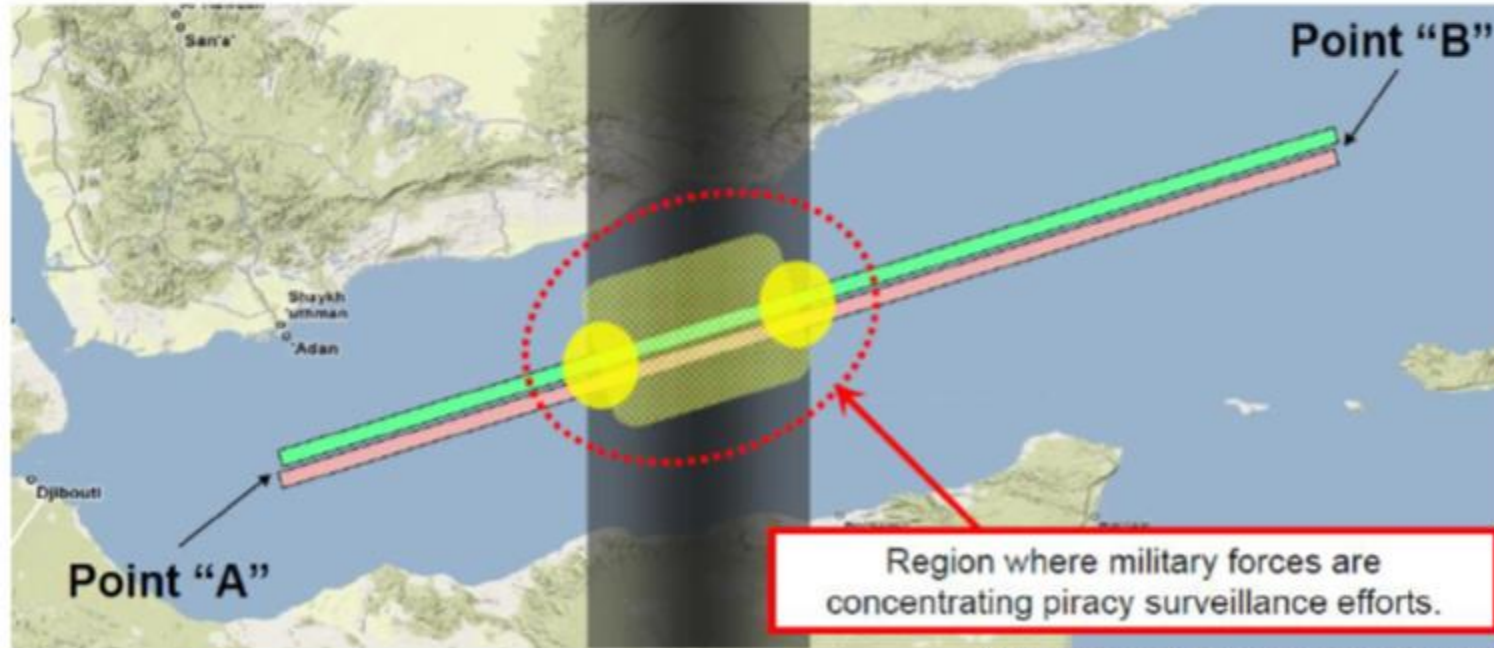
Analysis of successful and attempted pirate attacks in the region clearly indicate that attacks during darkness are rare and, to date, have a zero success rate. Many of the successful attacks have occurred around first or last light in the area between 47E & 49E.

In 2010 statistics show that there have been no successful attacks on ships keeping to “Group Transit” times & speeds.



Group Transits

-  **Area of greatest threat – statistically – between 47E & 49E**
(This area is constantly reviewed and may be changed.)
-  **Night time / darkness transit section (approximate)**
-  **Most vulnerable time / area of GT**

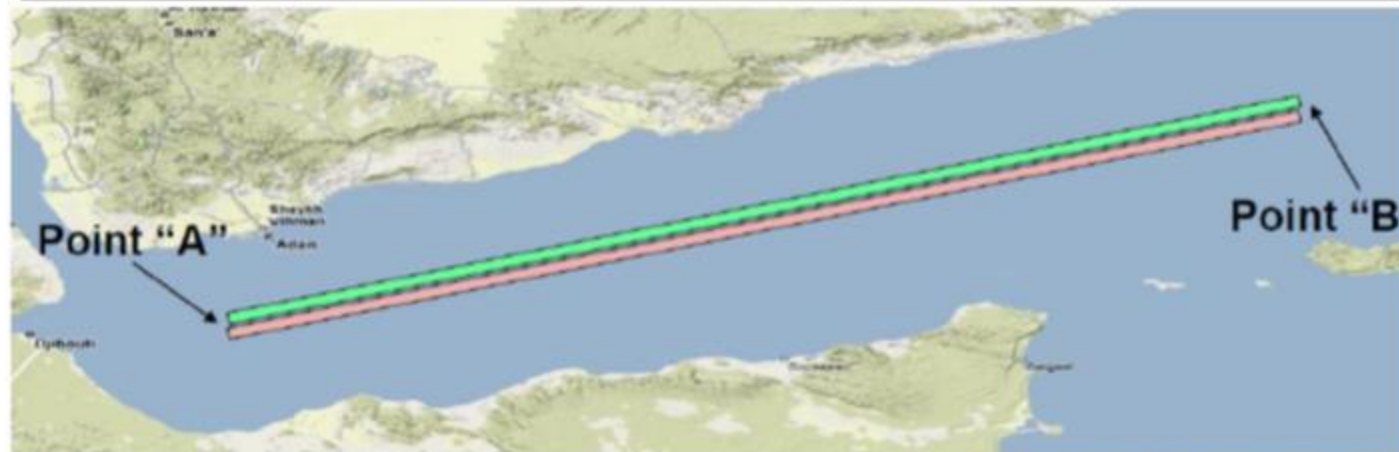


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Group Transit Groupings

Speed (SOG)	Eastbound Point "A"		Westbound Point "B"	
	01:00 UTC	04:00 LT	15:00 UTC	18:00 LT
10 kts	05:30 UTC	08:30 LT	21:00 UTC	00:01 LT
12 kts	08:30 UTC	11:30 LT	01:00 UTC	04:00 LT
14 kts	11:00 UTC	14:00 LT	05:30 UTC	08:30 LT
16 kts	13:00 UTC	16:00 LT	07:00 UTC	10:00 LT

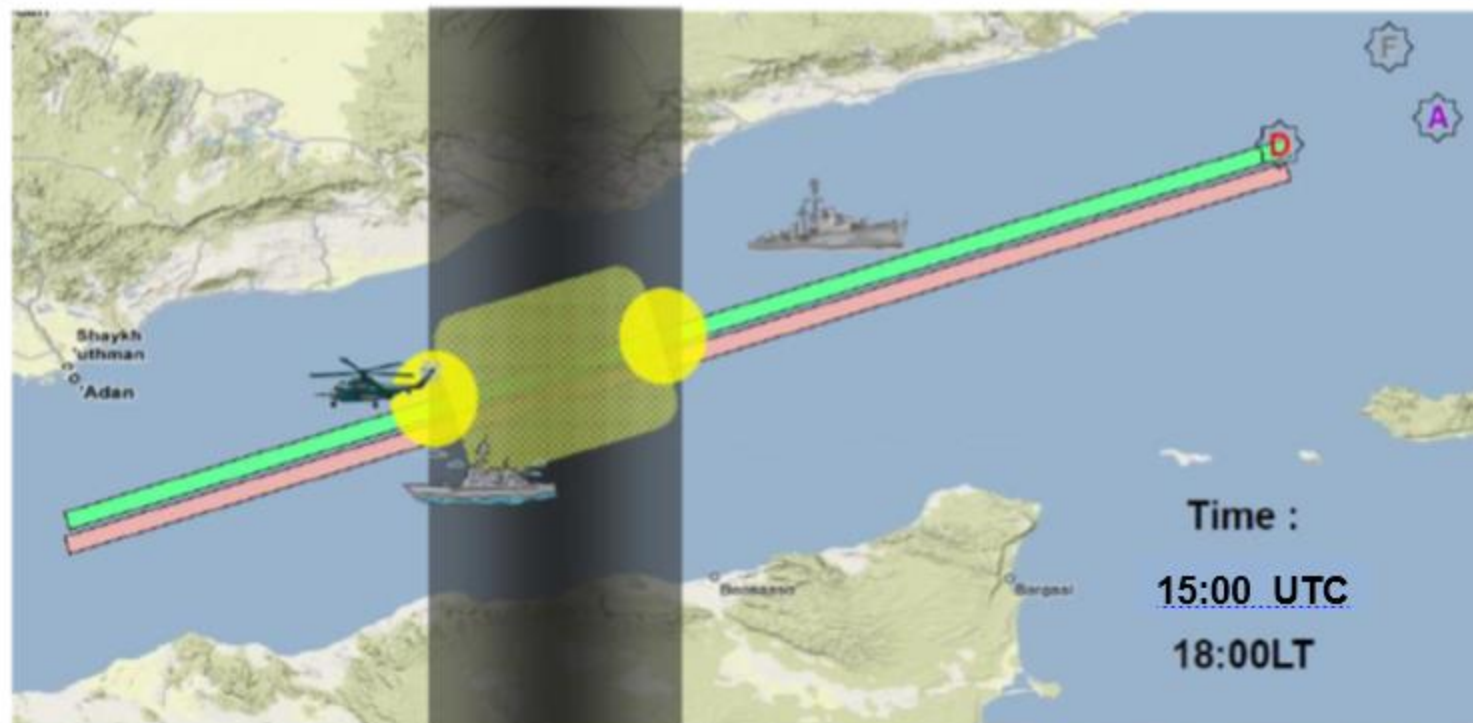


All illustrations & distances are approximate



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

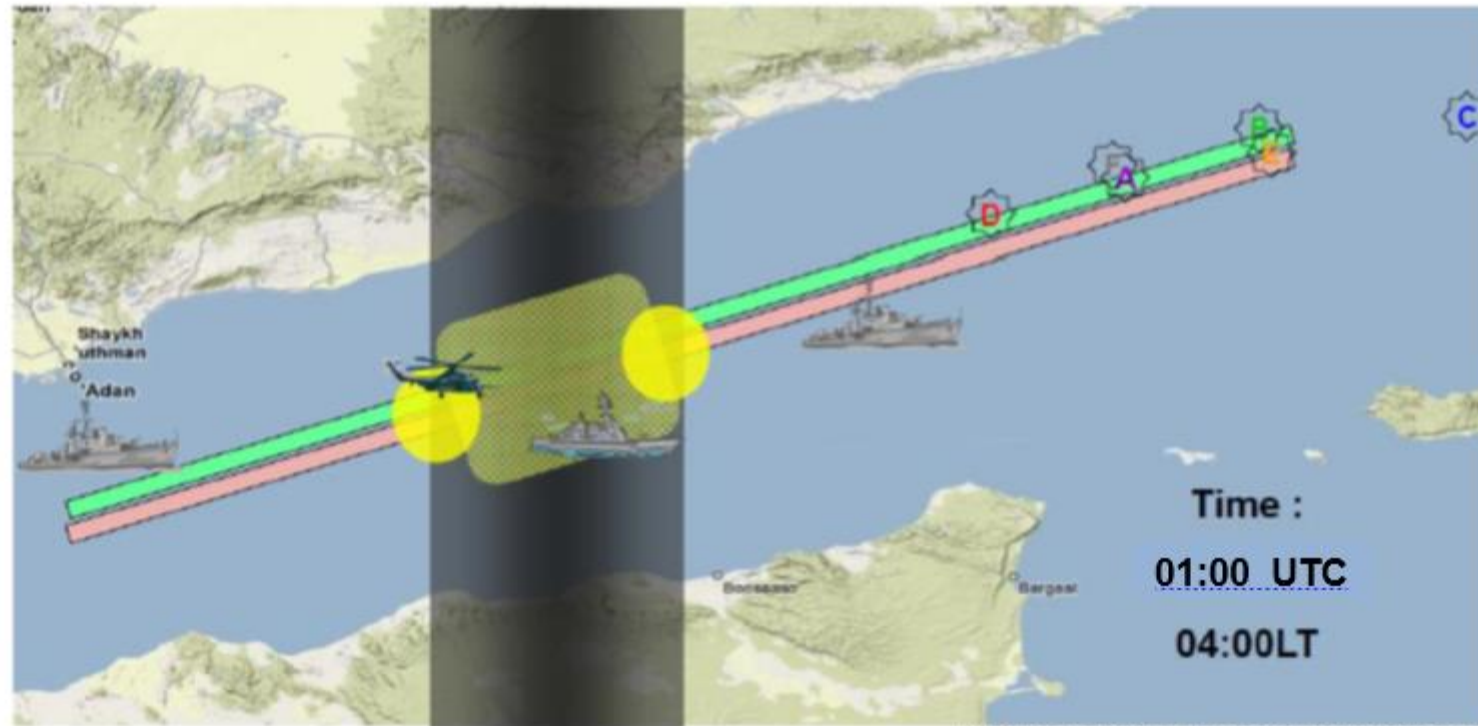


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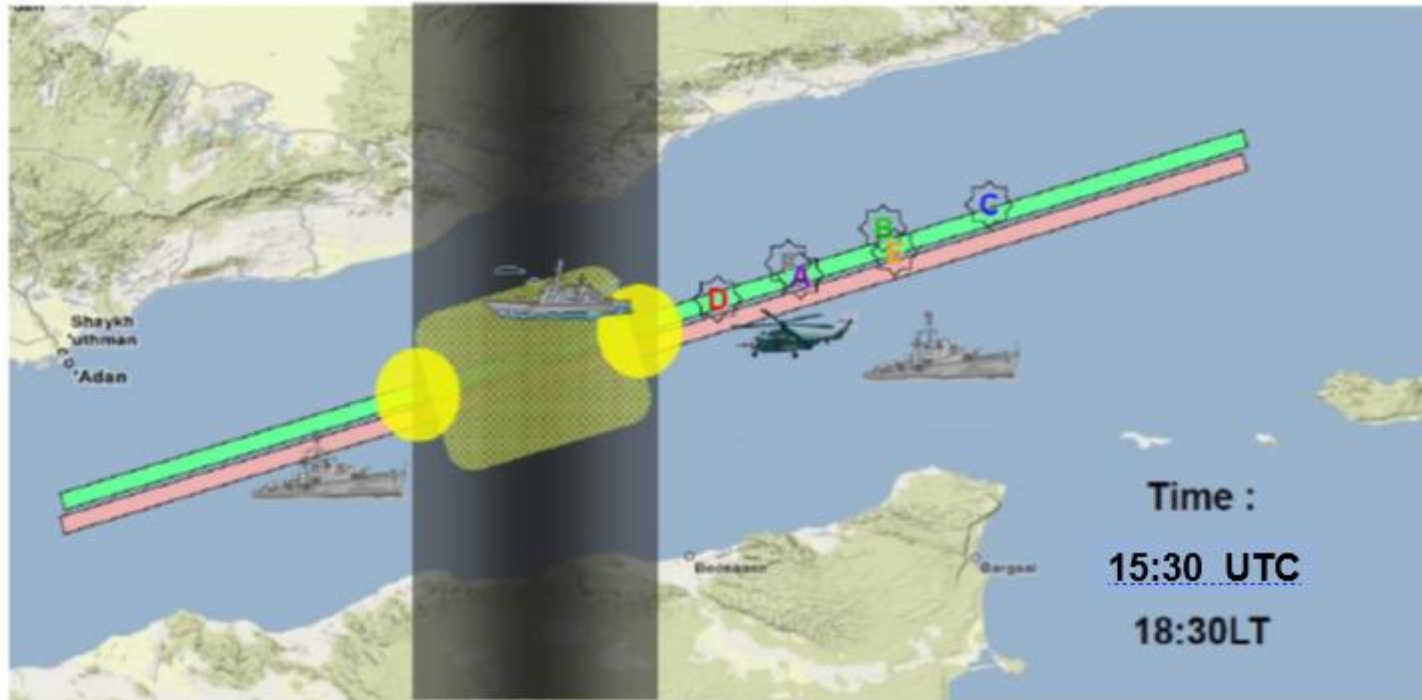


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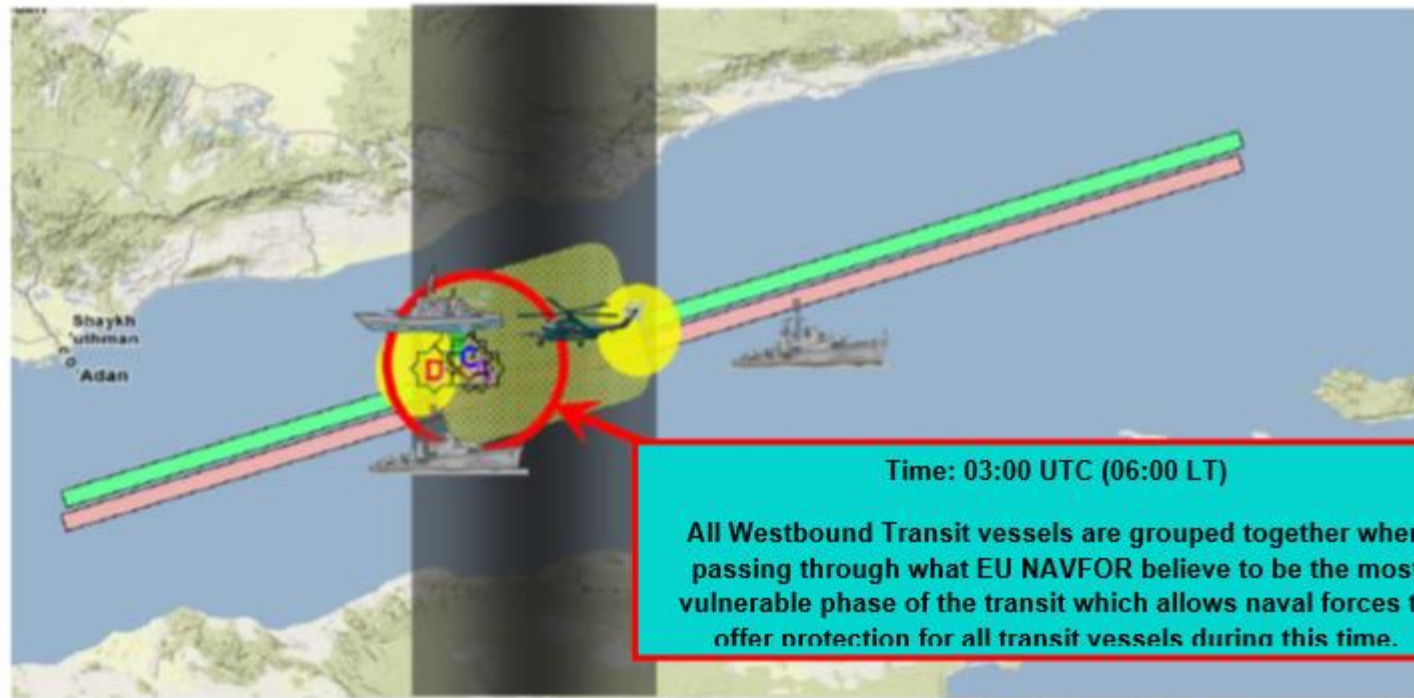


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Time: 03:00 UTC (06:00 LT)

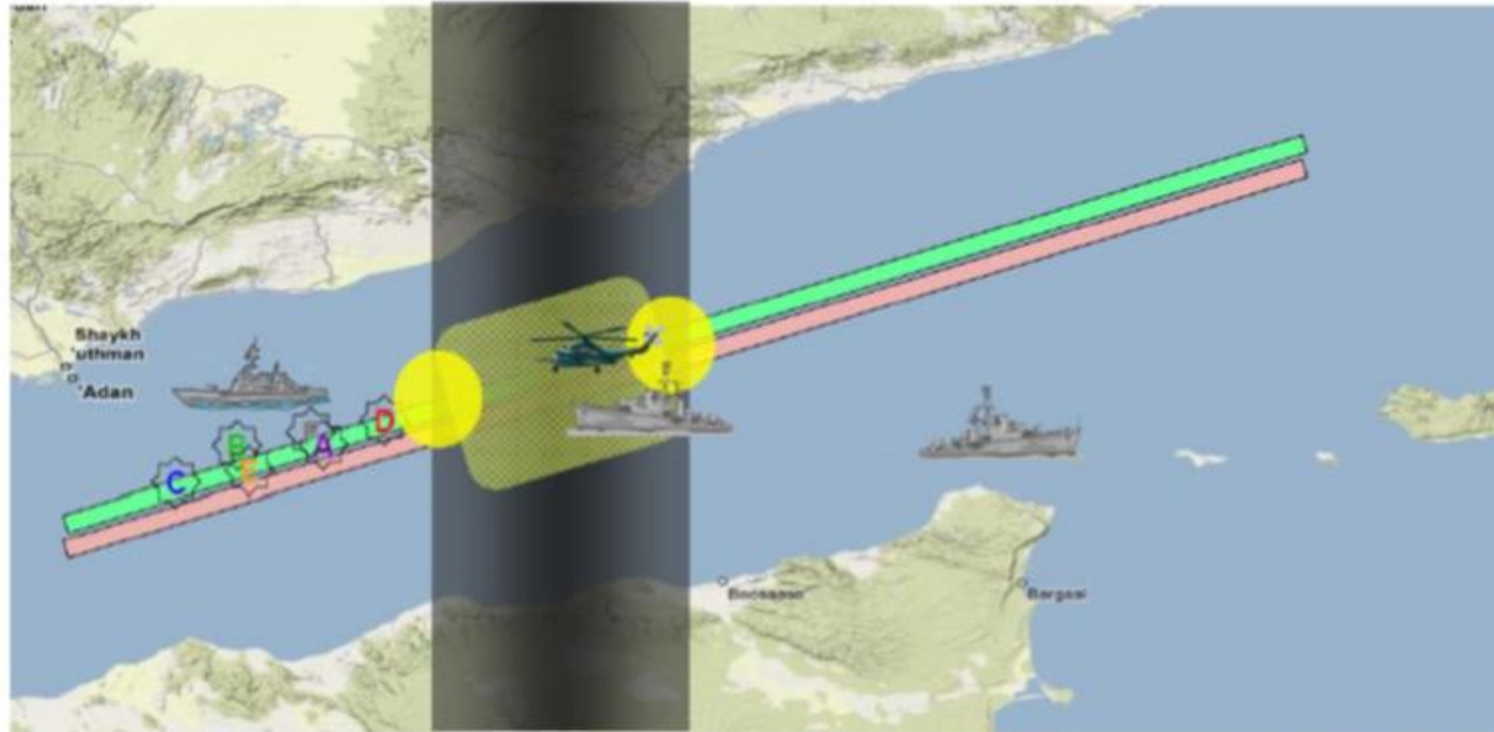
All Westbound Transit vessels are grouped together when passing through what EU NAVFOR believe to be the most vulnerable phase of the transit which allows naval forces to offer protection for all transit vessels during this time.

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Westbound GT Case Study

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Important Considerations

“GROUP TRANSITS” ARE NOT “CONVOYS”

Group Transits may not be closely 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 most important that a vessel enters the IRTC at the correct time and does NOT stop and wait for other vessels. Also they should, as far as possible, maintain the group speed over the ground.

Even if in a Group Transit each vessel must still employ all possible anti-piracy security measures in compliance with “BMP4” and keep a VHF watch on Ch. 16 & 8 throughout the transit.

Without registering a vessel movement with MSCHOA and transmitting regular position, course, speed & ETA at IRTC entrance updates to MSCHOA, EU NAVFOR will be unable to provide warships with information regarding which vessels are in each transit and when/where they should expect to see them.



Further Information

WWW.MSCIO.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.

(A User account is required to access all areas of the website)

POSTMASTER@MSCIO.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.