**Joint Maritime Information Center**

# JMIC INFONOTE 23MAR_01 – MISSILE ATTACK INVOLVING PANAMA-FLAGGED TANKER, HUANG PU, 23NM WEST OF MUKHA, YEMEN

## INCIDENT REPORT

1.      There was a missile attack on a Panama-flagged laden crude oil Tanker, HUANG PU (IMO: 9402469), while the vessel was transiting southbound in the Red Sea at approximately 23nm W of Mukha, Yemen on 23 Mar 24 at 17:37 (UTC). (See **Picture 1** for incident location).

Picture 1: Incident Location



2.      JMIC has confirmed HUANG PU was attacked by a missile. The vessel was transiting with AIS turned on and declared a MAYDAY. At 1737 UTC, reports were received of a missile attack. The vessel confirmed the attack had struck the port side, leaving a 1.5m hole and starting a deck fire. The crew was able to extinguish the fire and no injuries were reported, requiring no assistance. The vessel is proceeding to next port of call.

3.     HUANG PU was likely "targeted" due to previous ownership having UK affiliation, but ownership transferred to Chinese ownership Feb 2024. *[Note: Houthi spokesperson stated previously in Jan 24 that its attacks were in response to the US-UK military actions in the region.]*

**JMIC GUIDANCE**

4.     Freedom of navigation and the free flow of maritime commerce is a top priority. The southern Red Sea and Gulf of Aden from 16N to 047E remain a threat area based on the Houthis ability to attack vessels with various capabilities.

     a. The current threat assessment identifies vessels with an Israeli, United States or United Kingdom association at highest risk

5.     **<u>Vessels</u>** intending to transit the threat area are recommended to:

     a. Conduct a risk assessment prior to entering the area
     b. Review security measures/incorporate appropriate vessel hardening measures into their security plans
     c. AIS:
          i. AIS policy within the threat area is to be very carefully considered as part of voyage risk mitigation process, as broadcasting on AIS is assessed to aid Houthi targeting
          ii. While transmitting AIS may be consistent with SOLAS, it may compromise safety & security of the vessel
          iii. If AIS is turned off, consider altering course and speed to minimize tracking by Dead Reckoning
     d. Do not loiter when transiting this Threat area and proceed with caution.
     e. If contacted on VHF by "Yemeni Navy":
          i. Ignore the VHF call and continue passage if safe to do so
          ii. Describe incident in follow up reports to UKMTO.
     f. Share instances of suspicious activity with UKMTO (with recordings or imagery where possible)
          i. Unmanned vehicle sightings
          ii. Communications challenges

6.  **Shipping Companies** are recommended to:

    **a.** Conduct threat & risk assessment of all their vessels and especially those that may have **previous US, UK, or Israel ownership or associations**
        i.  *Note that most recent attacks have been against vessels that have changed ownership in last 2 months*
    b.  If an association is made, shipping companies are recommended to provide the information to UKMTO prior to transiting the threat area
    c.  Ensure managed vessels receive and follow the guidance in paragraph 5
    d.  Review digital footprint

**Additional Resources on Incident**:
UKMTO Reporting Visit: https://www.ukmto.org
Email: watchkeepers@ukmto.org
Emergency Tel: +44 (0)2392 222060

**Additional Resources on Industry Guidance:**
BMP 5 – Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea:
https://www.ics-shipping.org/wp-content/uploads/2020/08/bmp5-hi-res-min.pdf

ATP – 02.1 NCAGS Guide to Owners, Operators, Masters and Officers:
https://shipping.nato.int/systems/file_download.ashx?pg=692&ver=2