

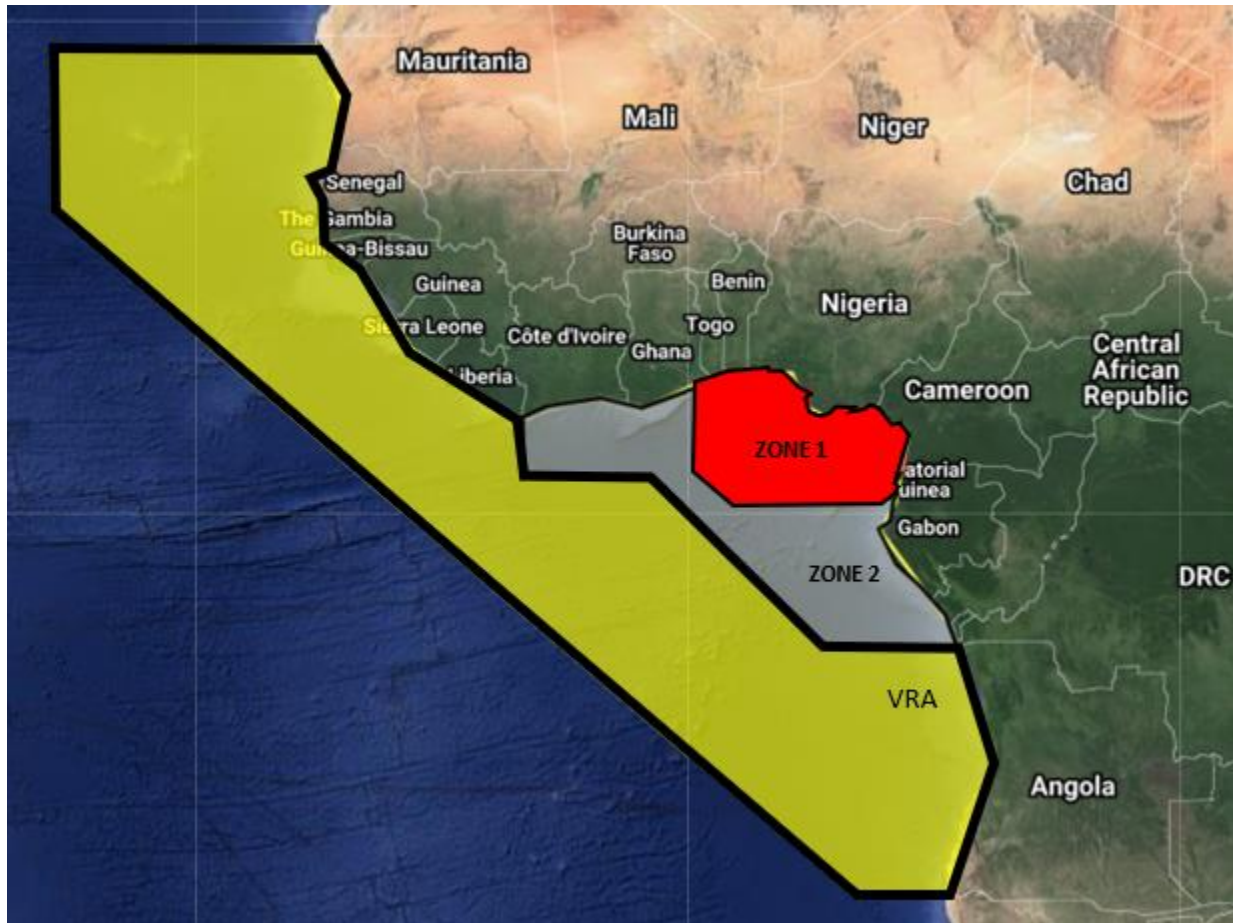
**Voyage Instructions for Time Chartered / Voyage Chartered Vessels:  
West African High Risk Area**

Approved By: **John Evans**

Manager Emergency Response/DPA/CSO Revision – January 2022

**\* These voyage instructions are for SV6/ST4 unamended. If any changes are made or another form used please check orders very carefully. \***

**West Africa High Risk Area (WAF HRA) and Voluntary Reporting Area (WAF VRA):**



| VRA  | HRA Zone 2   | HRA Zone 1  |
|--|--|---|
| 20 48N 17W<br>20 48N 29W<br>14N 29W<br>17 10S 08E<br>17 10S 11 42E | Area Bounded by:<br>Land Border of Ivory Coast and Liberia<br>01 42N 07 33W<br>01 42N 01 30 W<br>06S 06E & Land Border Angola / Democratic Republic of Congo | 001 East / Land<br>01 42N / 001 00E<br>00 00N / 002 41E<br>00 00N / 008 50E<br>00 19N / 009 19E |

## WAF HRA Transit Minimum Security Operational Requirements Notification

All Chartered Vessels calling to any port to load / discharge within the designated WAF HRA, without instructions to berth immediately shall:

- Tender NOR as per charterers' instructions.
- Not drift / wait or anchor inside the WAF HRA Zones 1 & 2. (without prior GMSAT team approval).
- Proceed to a position at least 200nm offshore remaining outside the WAF HRA until the terminal has confirmed in writing that they are ready in all respects to receive the vessel. Proceed to a position outside of Zone 1 of the WAF HRA until the Terminal has confirmed in writing that they are ready in all respects to receive the vessel.
- Forward a copy of the transit Risk Assessment, security hardening photos, Nigerian security questionnaire (Nigerian SQ required only if calling Nigeria) to [STASCOMARSECOPS@shell.com](mailto:STASCOMARSECOPS@shell.com), [D.Weston@shell.com](mailto:D.Weston@shell.com) and [Rik.Groves@shell.com](mailto:Rik.Groves@shell.com)

In view of the maritime security threats in the region it is recommended that full anti-Piracy Hardening measures, procedures and additional lookouts are in place to mitigate risk of boarding and hijacking although this is subject to Owners' ultimate discretion. Please make use of regional best practice guidance as directed by GMSAT. If Owners/Master decide not to proceed with any of these measures they must inform Charterers immediately.

All chartered vessels shall notify STASCO Global Maritime Security Assessment Team (GMSAT) by email to [STASCOMARSECOPS@shell.com](mailto:STASCOMARSECOPS@shell.com) a minimum of 5 days prior to transiting the West Africa HRA and all vessels shall inform GMSAT on leaving the West Africa HRA Zones 1 & 2.

### Reporting:

All Vessels must register and report to MDAT-GoG.

### Risk assessment:

Passage within the WAF HRA area shall be fully risk assessed by Owners taking into consideration the latest security threats in the area. The Risk Assessment MUST be sent to [D.Weston@shell.com](mailto:D.Weston@shell.com) and [Rik.Groves@shell.com](mailto:Rik.Groves@shell.com) and [STASCOMARSECOPS@shell.com](mailto:STASCOMARSECOPS@shell.com)

### Hardening:

**Charterers' recommended hardening measures are as follows. Owners must take their own decision on the suitability of these measures taking into account latest security threats. If Owners/Master decides to harden at a lower level they must inform Charterers immediately.**

|        |  |
|--------|--|
| Zone 1 | Mandatory.   |
| Zone 2 | Mandatory.   |
| VRA    | Not required to be deployed. However hardening equipment must be available should orders change requiring HRA entry. |

**Speed:**

|        |   |
|--------|---|
| Zone 1 | Vessel to proceed at Full Service speed when unescorted.<br>When escorted Minimum of 10Kts<br>Where a vessel is capable speeds greater than that of the escort vessel, the Master may choose to reach RV position with the pilots or if outbound leave the HRA more promptly. |
| Zone 2 | Vessel to proceed at Full Service speed.  |
| VRA    | No Restriction<br>Confirm propulsion can operate at Full Service speed and is immediately available.  |

**Route:**

|        |  |
|--------|--|
| Zone 1 | As per GMSAT instruction, which will include safe anchorage areas and armed escort requirements. |
| Zone 2 | As per GMSAT instruction, which will include safe anchorage areas.                               |
| VRA    | No restriction.  |

**Immobilization:**

Owners should consider implications of immobilization of vessels propulsion within the West Africa HRA very carefully.

**Anchoring / Drifting:**

Vessels shall not drift / wait or anchor inside the WAF HRA Zones 1 & 2 without prior GMSAT approval. Vessels shall proceed to a safe position outside the WAF HRA Zones 1 & 2 until the terminal has confirmed in writing that they are ready in all respects to receive the vessel.

**Armed Escort Vessels:**

The decision to use armed escort vessels is recommended but is ultimately for the Owners to take. Details of any proposed armed escort services must be included in the vessel security questionnaire. GMSAT recommend the use of a Security Escort Vessel (SEV). An SEV will be required unless a credible alternative safety and security mitigation can be provided, which will need to be detailed in the companies Risk Assessment and submitted to GMSAT for review.

**Anchorage:**

The decision to wait at a Terminal anchorage area within Nigerian waters is supported by GMSAT from a security perspective, provided that the Terminals dedicated security patrol vessels, minimum of 2, are on call and will remain on call for the duration of the vessels stay. Permission will however still be required from GMSAT prior to anchoring.

**No coastal transits East of Lome permitted:**

Please note that no coastal transits departing East from Lome will be allowed. On departure from Lome, all vessels must maintain a Southerly course to latitude 02 00N before heading East to re-enter HRA zone 1 on a Northerly course to their port of destination or to their SEV RV point.