

**Voyage Instructions for Time Chartered / Voyage Chartered Vessels:
West African Zones**

Approved By: **Andy Keane**

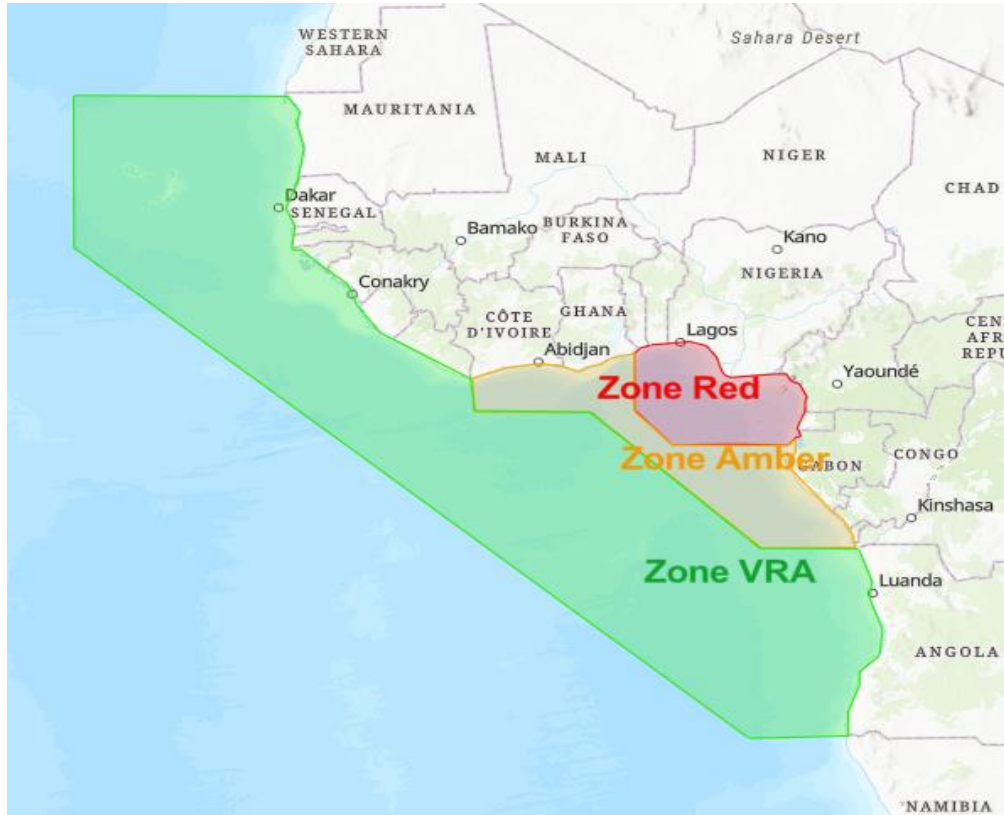
Manager Maritime Security & Fleet QHSSE – January 2023

SECURITY MEASURES FOR TRANSIT THROUGH GLOBAL MARITIME SECURITY ZONES (MSZs)

1. Vessels are required to follow the recommended speeds, routings and reporting requirements as advised by STASCO's Global Maritime Security Assessment Team (GMSAT)*.
2. Vessel Managers are required to contact STASCO GMSAT in good time but minimum 72 hours prior to entry/ transit of a Maritime Security Zone (Amber/Red) and to keep relevant operations parties copied as per instructions and recommendations provided by STASCO GMSAT.
3. Vessels programmed to pass through one or more of the defined RED/ AMBER Maritime Security Zones, within the areas defined below, are required to advise STASCO GMSAT of the vessel's ETA's as per GMSAT instructions provided to the vessel managers.
4. Vessel managers to liaise with STASCO GMSAT in good time but minimum 72 hours prior to entry into an amber zone to confirm security requirements, BMP compliance and inspection requirements for the proposed voyage specific to the maritime security zone(s) to be transited.
5. Vessel under Shell Charter are required to comply with current BMP requirements and may undergo a BMP Inspection on a case-by-case basis. GMSAT will advise the vessel technical managers if an inspection is to be conducted.
6. For good order, the following are defined as containing AMBER / RED Zones:
 - **RED SEA / INDIAN OCEAN / GULF OF ADEN**
 - **GULF OF GUINEA / WEST AFRICA**
 - **MALACCA STRAITS / SOUTHEAST ASIA / SOUTH CHINA SEA**

THE GMSAT INSTRUCTIONS ARE AVAILABLE UNDER THE "ROUTE GUIDANCE" BUTTON ON THE TOP RIGHT CORNER OF THE SHELL SECURITY QUESTIONNAIRE LINK. IT IS THE RESPONSIBILITY OF THE VESSEL TECHNICAL MANAGERS TO ENSURE THAT GMSAT INSTRUCTIONS ARE DISCUSSED WITH AND UNDERSTOOD BY THE VESSEL MASTER.

West Africa Maritime Security Zone coordinates are:



VRA (Green)	Amber	Red
20 48N 17W 20 48N 29W 14N 29W 17 10S 08E 17 10S 11 42E	Area Bounded by: Land Border of Ivory Coast and Liberia 01 42N 07 33W 01 42N 01 30 W 06S 06E & Land Border Angola / Democratic Republic of Congo	001 East / Land 01 42N / 001 00E 00 00N / 002 41E 00 00N / 008 50E 00 19N / 009 19E

WAF Zones Transit Minimum Security Operational Requirements Notification

All Chartered Vessels calling to any port to load / discharge within the designated WAF Maritime Security Zones (MSZ), without instructions to berth immediately shall:

- Tender NOR as per charterers’ instructions.
- Not drift / wait or anchor inside the WAF RED or AMBER zones. (Without prior GMSAT team approval).
- Proceed to a position outside of WAF RED zone until the terminal has confirmed in writing that they are ready in all respects to receive the vessel.

Notification:

- 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, Rik.Groves@shell.com and D.weston@shell.com.

In view of the maritime security threats in the region it is recommended that in the RED and AMBER Maritime Security Zones 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 a minimum of 5 days prior to transiting the West Africa RED or AMBER Maritime Security Zones and all vessels shall inform GMSAT on leaving the West Africa RED or AMBER Maritime Security Zones.

Reporting:

All Vessels must register and report to MDAT-GoG.

Risk assessment:

Passage within the WAF RED or AMBER Maritime Security Zones 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 and Rik.Groves@shell.com and 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.

RED	Mandatory.
AMBER	Mandatory.
VRA (Green)	Not required to be deployed. However hardening equipment must be available should orders change requiring entry into the RED or AMBER Maritime Security Zones.

Speed:

RED	Vessel to proceed at Full-Service speed when unescorted. When escorted Minimum of 10Kts 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 RED and or AMBER Maritime Security Zone more promptly.
AMBER	Vessel to proceed at Full-Service speed.
VRA (Green)	No Restriction Confirm propulsion can operate at Full-Service speed and is immediately available.

Route:

RED	As per GMSAT instruction, which will include safe anchorage areas and armed escort requirements.
AMBER	As per GMSAT instruction, which will include safe anchorage areas.
VRA (Green)	No restriction.

Immobilization:

Owners should consider implications of immobilization of vessels propulsion within the West Africa RED and AMBER Maritime Security Zones very carefully.

Anchoring / Drifting:

RED Maritime Security Zone - No drifting allowed

AMBER Maritime Security Zone - No drifting allowed without GMSAT approval

VRA (Green) - Drifting allowed

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) from one of the PMSC's listed on West African security questionnaire. 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 (East of Lome, Togo) will be allowed without GMSAT approval.