

HAZARD, WHO MIGHT BE HARMED/HOW	BEFORE CONTROL MEASURES			CONTROL MEASURES			WITH CONTROL MEASURES IN PLACE			
	SEVERITY	LIKELIHOOD	HAZARD RATING	ACTION TO TAKE/MITIGATING INFORMATION			ACTION BY WHOM/WHEN	SEVERITY	LIKELIHOOD	HAZARD RATING
Risk to team personal safety caused by unpredictable political situation especially around election times. Egypt particularly unpredictable at present. Presidential elections scheduled on our route include Algeria (April - we are due there immediately before) and Turkey (August - we're due there mid July). Getting caught up in violence between local groups/individuals (particularly prevalent in Libya).	4	4	16	<p>* Monitor FCO advice before and during travel: www.gov.uk/foreign-travel-advice and do not travel to areas where FCO advises against all travel (on our route this currently affects Syria and Libya between Misratah and Ra's Lanuf). Plan contingency routes to avoid these areas (routes to bypass Syria: 1. Freighter Alexandria-Ismir, 2. drive from Jordan through Northern Iraq-Turkey. Route to bypass Libya: Ferry Tunis-Civitavecchia, then ferry Salerno-Ashod).</p> <p>* Avoid delay in Morocco and Algeria so that we pass through Algeria before the election - take into account the possibility of the Morocco/Algeria border still being closed in March 2014 (was due to reopen 2012 but currently closed) and allow time for Alternative Route 1 (ferry Melilla-Almeria-Ghazaouet) if required. Monitor events in Turkey re our progress in June/July 2014, allow plenty of time and take appropriate action depending on timings and our route into Turkey (TBC depending on FCO advice for the surrounding countries). Avoid large crowds, political gatherings and demonstrations. Monitor the situation in Egypt and make decisions accordingly.</p> <p>* Ask local advice and use information available locally to make dynamic decisions based upon the situation.</p> <p>* Keep the team together.</p>			ALC/LFE Before and during expedition (FCO advice recorded tenth day of every month Mar 2013-Aug 2014)	3	3	9
Hostage/kidnap/attack. Particularly dangerous areas in the countries we are traveling through include: Southern Algeria (within 450km of Mali, Niger and Mauritania borders and within 100km of Libya and Tunisia borders south of Souk Ahras), Libya, Syria, Iraq, Egypt from Suez Canal to Nuweiba.	5	3	15	<p>* Our route in Algeria does not go that far south, crossing the border close to Tabarka in Tunisia. Instances of kidnap/attack are rare in the north of Algeria. We will consider hiring a local male guide in Libya (a specific person has been recommended to us). We will not be travelling to Syria unless FCO advice changes. Should we drive through Northern Iraq to bypass Syria we will follow FCO advice to employ a professional security company and drive in convoy. We have been offered protection/escort by the British Ambassador in Egypt when crossing Suez Canal into Sinai and to Nuweiba.</p> <p>* Carry equipment to communicate with UK and local embassies and authorities. Inform British Consulate of our itinerary in advance and send updates where possible.</p> <p>* Build up local contacts so that a network of support is available. Where possible ensure our arrival is expected to maximise chances of assistance in the event of non arrival (see 'Support Web' page).</p> <p>* Have high and low tech emergency evacuation plans (e.g. GPS with SOS button, maps, flares).</p> <p>* (Funding permitting) complete a hostile environment training course prior to travel.</p> <p>* Avoid driving at night in areas with greater risk of kidnap/attack: this includes Algeria outside of main cities and the whole of Libya.</p> <p>* Obey curfews (currently in place in Egypt). Stay away from town centres in Muslim countries after Friday prayers and on religious holidays. Religious holidays during our travels include: 27 May, Lailat al Miraj (we'll be in Jordan); 14 Jun, Lailat al Bara'ah (we'll be in Syria/Lebanon or more likely one of the Alternative Routes 3); Ramadan 28 Jun-28 Jul (we'll be in Syria/Lebanon/Turkey/Europe).</p>			ALC/LFE Before and during expedition	5	2	10
Risk of being detained as suspected spies	4	3	12	<p>* Dress ourselves as non militarily as possible. Be discreet with high tech/sensitive equipment (satellite phone, detailed maps, laptop). Paint vehicle in non military colours.</p>			ALC/LFE During expedition	4	2	8
Two women travelling together: vulnerable to attack/sexual assault from locals and other travellers	4	3	12	<p>* We have been advised by a lone female overland traveller to Egypt that it is sensible for women to wear extremely baggy clothing and headscarves in Egypt to avoid sexual attention. We have discussed this aspect of our trip with several women who have travelled to this area without men and the general opinion is that women appear less threatening to people and are therefore less at risk of attack. It is important to be aware of the risks from other travellers and make dynamic decisions based on the situation at the time.</p>			ALC/LFE Research before, action during expedition	4	2	8

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Vehicle/transport related hazards: carjacking, driving hazards (poor/unexpected road conditions, other road users), vehicle breakdown, sand, rapid changes in driving conditions, servicing vehicle, risk of injury from vehicle repair/maintenance, noise level from engine, low availability of diesel (especially in Egypt and to a lesser extent in Algeria, Libya and Iraq)	4	4	16	<ul style="list-style-type: none"> * Team training: mechanics, driving, first aid, knowledge of local driving regulations. 1 crew member has 2 years experience working for Dragoman Overland as an expedition leader, overland driver and bush mechanic. Between us we have driven in Morocco, Egypt and Jordan and visited Lebanon and Syria. * Small emergency kit kept on our person including: cash, mobile phone, matches, string, knife, compass, torch, small water bottle, GPS spot connect device, sanitiser, duck tape. * Equipment: extra fuel, drinking water, water purification, emergency food and medical supply, tools, spare parts, maps, navigation equipment, vehicle maintenance manuals, fire extinguisher, sand mats, shovel, ear defenders, safety glasses * Take regular breaks from driving to avoid accidents resulting from tiredness. Wear seatbelts. * Maintain vehicle to high standard with regular servicing. Retain control over vehicle allowing others to help but not take over (further damage will be our problem not theirs). Remain calm in the event of vehicle breakdown to avoid making things worse. Use levers or momentum when additional strength is required rather than straining muscles lifting heavy mechanical items. * Research daily route and adapt accordingly: road conditions, weather, local availability of essentials (e.g. hospital locations), location of additional hazards (e.g. land mines off road in Libya). Listen to local advice. * Load vehicle securely with low centre of gravity, weight evenly distributed, not overloaded. * Insulate inside of vehicle to guard against long term cumulative health impact of noise from engine over a 5 month period. Wear ear defenders as required. MOT recently carried out on vehicle has already improved noise to some extent. * We have been advised that diesel is available in all countries on our route but not necessarily at every fuel station. Fill up whenever available and carry extra fuel. * Research ferry safety records: Dover/Calais and Algeciras/Ceuta ferries are well established with good safety records but specialist advice should be sought for the other ferries required on alternative routes taken. 	ALC/LFE During expedition	3	3	9
Robbery	3	4	12	<ul style="list-style-type: none"> * Keep lifesaving equipment (e.g. first aid kit) in a secure location to avoid theft of critical items. Be discreet with expensive looking items. Build lockable safe into vehicle for documents. Keep electronic copies of all important documents. 	ALC/LFE Before and during expedition	3	3	9
Cultural sensitivities: risk of causing offence or harm to local people due to insufficient understanding of local culture/religion/customs, fewer relationships established with local people leading to lack of support network for the team. Bureaucracy/paperwork resulting in less freedom of movement and fewer personal contacts made.	4	3	12	<ul style="list-style-type: none"> * Gain as much awareness as possible of local culture, religion, customs and language. Relevant languages are Arabic, French, Hebrew and Turkish. 1 crew member speaks fluent French and both are learning Modern Standard Arabic (the Arabic dialect that spans the widest area on our route). Ask permission to take photographs. Dress modestly. Follow AITO guidelines for responsible travel: www.aito.co.uk. Be patient, open-minded and diplomatic when negotiating with suppliers (e.g. local guides). Be open to new friendships and unfamiliar experiences whilst maintaining an awareness of associated hazards. Listen to local advice. * Ensure all paperwork is in order and translated into local languages if required. Allow plenty of time at border crossings. Behave respectfully and confidently to those in authority. If necessary leave the vehicle in a secure location and proceed by public transport. Instances where this may be useful: leaving vehicle in Jordan and entering Israel without it, leaving vehicle in Turkey and entering Lebanon without it. Both crew are familiar with crossing borders overland. 	ALC/LFE Research before, action during expedition	4	2	8
Illness, dehydration, sunstroke, hypothermia, infection, risk from local fauna and flora	4	3	12	<ul style="list-style-type: none"> * Equipment: first aid kit and Oxford Handbook of Expedition and Wilderness Medicine, clothing/shelter for all weather conditions. Appropriate vaccinations prior to travel. Pay attention to personal hygiene to avoid risk and spread of infection. All crew to have first aid training. Take local advice re hazards associated with flora and fauna. 	ALC/LFE Research before, action during expedition	3	2	6
Post trip re-acclimatisation: dealing with complexities of re-integrating back into life in the UK	2	3	6	<ul style="list-style-type: none"> * Recognise the challenges of post trip re-acclimatisation and discuss this. Build on experiences gained during Shifting Sands. 	ALC/LFE Before, during and post expedition	2	2	4

NOTES

The hazard rating is calculated by multiplying the severity of the hazard by the likelihood of the hazard occurring.

Hazard severity and likelihood are graded 1-5 with 1 being the least severe/likely and 5 being the most severe/likely.

A HAZARD RATING OF 10 OR BELOW IS AN ACCEPTABLE LEVEL OF RISK. A HAZARD RATING OF 11 OR ABOVE IS AN UNACCEPTABLE LEVEL OF RISK.