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SUEZ CANAL HISTORY IN BRIEF

It is recorded that Egypt was the first country to dig a canal across its lands with a view to activating world trade.
The first Canal was dug under the reign of SENAUSERT III pharaoh of Egypt (1887 – 1849 B.C.) linking the Mediterranean Sea in the North to the Red Sea in the south via the River Nile and its branches
This Canal often abandoned to silting and was successively reopened to navigation by SITY I (1310 B.C.)NIKHAW (610 B.C.).Persian King DANIUS I.PTOLEMY II (285 B.C.). Emperor TRAJAN (117 A.D.). And AMRO IBN EL-ASS. Following The Islamic conquest.

In modern times. The Suez Canal is actually the first canal directly linking the Mediterranean Sea to the Red Sea .

Excavation of the present Canal was begun on April 25. 1859 and it was opened for international navigation on November 17. 1869
The Canal was closed five times. The last time was the most serious since it lasted for 8 years following the 1967 war
The Canal was then reopened for navigation on June 5. 1975

Characteristics of the present Canal
Lengths

<table>
<thead>
<tr>
<th>Description</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length</td>
<td>195 km</td>
</tr>
<tr>
<td>From the fairway buoy to Port Said lighthouse</td>
<td>18 km</td>
</tr>
<tr>
<td>From Suez roadsteads to the southern entrance</td>
<td>15 km</td>
</tr>
<tr>
<td>From Port Said to Ismailia</td>
<td>78 km</td>
</tr>
<tr>
<td>From Ismailia to Port Tewfik</td>
<td>84 km</td>
</tr>
<tr>
<td>Doubled parts of the canal</td>
<td>68 km</td>
</tr>
<tr>
<td>Breadth at water level</td>
<td>365 m</td>
</tr>
<tr>
<td>Breadth between buoys</td>
<td>180 m</td>
</tr>
<tr>
<td>Maximum permissible draught of ships</td>
<td>62 feet</td>
</tr>
<tr>
<td>Cross – sectional area</td>
<td>3600 m²</td>
</tr>
</tbody>
</table>

Advantages of the Canal
- Longest canal in the world with no locks
- Navigation goes day and night
- Compared with other waterways Percentage of accidents is almost nil
- Liable to be widened and deepened when required to cope with the expansion in ships sizes

Transit of Ships
- Ships transit the canal in three convoys daily:
  - First convoy from port said at 0100hrs
  - Second convoy from port said at 0700hrs
  - Third convoy from Suez at 0600hrs
- Pilotage is compulsory for all kinds of ships
- Four pilots are successively credited with each ship from the first light buoy of the entry port till the light buoy of the exit port
- A speed limit is imposed in the Canal; it varies from 13 to 14 Km per hour according to the category and tonnage of ships. In the southern sector it varies between 11 and 15 Km per hour depending on the velocity and direction of the tidal current
- On the average, a ship takes 15 hours to transit the canal
NORTHBOUND TRANSIT

Arrival Limit

First Group (tanker group)
Fixed arrival limit: 0100 hrs North of Latitude 29.42.8 N

The limit time for arrivals from South can be extended as shown below:

A. When arriving between 0100hrs and 0300hrs, such ships can join the tanker group against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.
B. When arriving after 0300hrs and up to 0400hrs such ships can still join the tanker group against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.
C. Vessels arriving after 0400hrs may join the northbound convoy, if traffic conditions permit against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of SDR 20000.

Movement of Group: From 0600hrs to 1130hrs

Second Group (ordinary group)
Fixed arrival limit: 0300 hrs North of Latitude 29.42.33 N

The limit time for arrivals can be extended as shown below:

A. When arriving between 0300hrs and 0400hrs, such ships can join the ordinary group against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.
B. When arriving after 0400hrs and up to 0500hrs such ships can still join the ordinary group against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.
C. Vessels arriving after 0500hrs may join the northbound convoy, if traffic conditions permit against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of SDR 20000.

Movement of Group: Depending on the length of first group
NORTHBOUND TRANSIT

Vessels entitled to first / second group

First Group includes the following vessels types:

- VLCC's in ballast
- Vessels over 38 feet draft
- LPG/LNG vessels loaded or not equipped with a gas free certificate
- Vessels over 90,000 Suez Canal Gross Tonnage (SC GRT)
- Loaded tankers carrying petroleum grade A or similar (Flash point below 23° C)
- Heavy Lifters
- Vessels carrying floating units of 300 SCRGT and over
- Navy Ships
- 3rd and 4th generation Container Ships
- Vessels carrying chemicals in bulk not fitted with double bottom
- Vessels carrying radio actives (Group 3)
- Vessels carrying dangerous cargo
- Vessels carrying deck cargo protruding more than half of the vessels breadth on any side

2nd group excludes following vessel types

- Depending on number in vessels in 1st Group:
  Excludes all other vessels
NORTHBOUND TRANSIT

Operators instructions

Following information should be submitted to SC Shipping Services – Egypt four days before vessel's arrival.

Ship's full particulars:

- DWT
- INT GRT
- INT NRT
- SC GRT
- SC NRT
- Flag
- Call Sign
- Draft
- LOA
- Beam

In addition any other relevant details, such as, coming from, bound for, master's name, number of crew, etc.

Full style/address of operator.
NORTHBOUND TRANSIT

Masters instructions

VHF channels in use:
6, 8, (9 main control office, Ismailia ), 10, 11, 12, 13, 14, 15, 16, 71, 73 and 74.

7 / 5 days / 72 / 48 / 24 / 12 Hours ETA notice to:

    SC Shipping Services Co. EGYPT
    Tel +2 066 3235323
    Fax +2 066 3235322
    email office@scssegypt.com

Master should provide following in first ETA e-mail:

Full particulars of ship (sc grt, sc nrt, dwt, draft, loa, nationality, call sign, ex names, and date of last transit, type of cargo and quantity, or if in ballast, gas free or not and IMO class of any dangerous cargo).
If no changes since last transit, please state “particulars no change”.

Master should include following in his last ETA e-mail to the agent:

“No bamboats or others are allowed to board my vessel except the officials, please advise port police accordingly ”

Please note:
Information / instructions concerning all other matters should be directed to SC Shipping Services Egypt, who will coordinate and authorize additional requirements.

Special information for master to avoid unexpected expenses:
Master should know that only authorized personnel are allowed to board his ship and he can always ask for their official license and/or identification card.

Important:

- Do not sign any vouchers/invoices for services not rendered.
- All vouchers/invoices should state amount and type of service requested.
- Before signing any presented document, master should clarify necessity of particular service offered.
- Service requested should be rendered and in a satisfactory manner before signing.
- Do not sign/stamp any blank paper. No blank space below signature. ”
- Always keep a photocopy of signed papers onboard.
- All spirits (incl. wines) and excess cigarettes must be properly manifested and together with any "x" rated materials to be placed in bonded store room prior to arrival and request / insist sealing by custom's officer.
- Officers/crew to be warned to comply, or otherwise ship may be detained and may be charged for "smuggling".

For sake of good order, master should send an e-mail to SC Shipping Services EGYPT when entering the canal advising name of ship chandler and type of service rendered.
This also applies if no services have been requested/rendered during ships canal transit/port call.
NORTHBOUND TRANSIT

Documents required

The following documents and certificates should be on board ships passing the Canal:

- Suez canal special tonnage certificate and calculation sheet issued by recognized classification society, (in absence of this certificate the SCA will charge toll on a provisional tonnage usually on grt).
- Certificate of Registry, showing latest ship's name and present owners
- General arrangement plan
- Engine room plan
- Capacity plan
- Statistical declaration *
- Copies of cargo manifests and bills of lading (Dangerous / radioactive cargo should be properly manifested and submit stow plan verified by a competent authority of loading port)
- Declaration concerning use of double bottom tanks and the lower parts of the high tanks *
- Declaration concerning vessels in ballast *
- Declaration concerning state of navigability *
- Classification certificate
- Piping plan and general arrangement for LPG/LNG tankers
- Piping plan and general arrangement for LPG/LNG tankers
- All other known documents / certificates which a seaworthy trading ship should have on board

Master is required to fill in various forms handed to him by the agent.
NORTHBOUND TRANSIT

First time transit

Following documents should be mailed to the agent in due time prior to transit.

- 3 copies of Suez Canal certificate
- 3 copies of GA plan
- 3 copies of capacity plan
- 3 copies of engine room plan

Forwarding address:

SC Shipping Services Co.,
RESTA shopping center        Tel   +2 066 3235323
Suite 323                     Fax   +2 066 3235322
Port Said                     Cell Ph +2 0124089460
Egypt                         E-mail office@scssegypt.com

Please notify us with shipment details (Courier name, AWB no) in order to follow up delivery.

Alternatively, plans can also be handed over by master directly to the SCA inspector on arrival.
NORTHBOUND TRANSIT

Tugs / imposed tugs

In laden:
- Under 70.000 SCNT if Suez Canal Authority deem it necessary or if draft exceeds 47 ft, one tug escort
- Between 70.000 - 90.000 SCNT, one tug escort
- Over 90.000 SCNT, two tugs escort

In ballast:
- Over 130.000 SCNT, one tug escort
- Ships with beam 218 - 233 ft, one tug. If beam over 233 ft, two tugs
- Towed scrap vessels 80.000 SCNT and over, one tug

LPG/LNG vessels from 25.000 SCNT will be escorted by one tug (except if gas free). If tank on deck completely separated from cargo tanks with maximum tonnage 180 ts will be considered as Gas free. Exemptions from tug escort:

- Laden if carrying other than LPG cargo.
- Ballast (NGF) but after a laden voyage with cargo other than LPG.
- If in ballast must present a Gas Free Certificate issued by a recognized class or locally authorized survey bureau.
NORTHBOUND TRANSIT

Mooring / Projector

Mooring:
All vessels transiting Canal must hire mooring boats from the Canal Mooring and Light company. All boats are to assist ship to moor in the Canal ports, in case of need or emergency. Ship must be equipped with lifting means of 4 Mts. capacity, with valid certificate and must be installed in a position well clear of the ship's propellers. Ships with SCGRT up to 2,500 ts should hire one mooring boat. If over 2,500 ts two mooring boats should be hired. For the operation of mooring boats three crew (shore men) are boarding per boat. Ships that cannot lift the Canal mooring boats are allowed to use their own life boats (subject to being open life boat and with motor) provided same is approved by the harbour master / harbour master assistance.

Please note:
Ship’s officers must supervise lifting/lowering of mooring boats ensuring that all safety measures have been properly taken. Ship remain ultimately responsible for any human accident or damage caused during operation for mooring boats and Canal projector.

Canal projector:
All ships passing the Canal should have onboard a canal projector placed on the axis of the bow, able to illuminate 1800 meters. Vessels carrying petroleum products (or inflammable substances), LPG/LNG, should have their own "gastight" projector. Also, ships with bulbous bow must have their own projector unless their bow is 10 ft below sea level, in order not to endanger lowering and lifting operations to eliminate high risk of accidents. Vessels that have their own projector should be of approved type and have a certificate of type test issued by a pertinent recognized authority, being in accordance with the Canal rules.

Please note:
Ships should supply uninterrupted electricity for smooth and continuous operation of the projector. For safety reasons the electric cables and connections leading to the projector position, must be permanently fixed and installed. A gastight junction box must be permanently installed close to the projector. Irrespective if own or hired projector, two shore electricians will board to operate the projector during transit. Accommodation should be provided for them. Ship should comply with above conditions, otherwise subject to transit during day time only. In addition, if the defects are not restored until third consecutive transit a fine of USD 4,300 is imposed.
NORTHBOUND TRANSIT

Special restrictions

**Height**: High bridge air draft 68 m
**Length**: No restrictions
**Beam**: Current maximum permissible beam 245 ft.
Ships with beam over 245 ft may be allowed to transit the Canal under special request. If beam over 210 ft the beam wind should not exceed 10 knots. (See the draft/beam table for further information)
**Draft**: Ships can transit Suez Canal South or Northbound with up to maximum draft 62ft with beam 175 ft. For ships of larger beam exist a comprehensive table of SCA, which provides the draft a ship can transit.(See the draft/beam table for further information)

**Ships passing Canal should not exceed draft of loadline (tropical)**.
Important: For updated information owners should always consult their agent on this subject.

**Please note**:
There are special regulations concerning floating units of SCGRT 300 Ts or more depending on type of on carrying ship (container/heavy lift/vehicle carrier etc.)

**Vessels carrying Cement in bulk and/or in containers**
are subject to external / internal hull / Cargo inspection and will be treated as regular vessels provided

- Containerized cement do not exceed 20% of ship's GRT or 1.000 tons, whichever is less.
- Containerized cement to be compactly stowed on ship's deck at highest level and must be precisely located
- Containers must be labeled "containing" cement.

Vessels have to be inspected and checked (hull and deck) by a committee of different authorities prior to transiting the Suez Canal.
Arrival limit at anchorage for vessels carrying cement is at noon.

**Conventional ships carrying deck cargo**
Ships carrying deck cargo should stow it in a manner that will provide clear view from the bridge and will not affect visibility, otherwise the passage may be rejected or extra pilotage will be charged or Canal tug will be imposed. Vessels with deck cargo protruding from sides in excess of the fixed limits, are allowed to transit provided:

- After inspection it is found that there is no problem in excess of the fixed limits.
- Depending on the kind and packing condition of cargo on deck the chargeable Canal Tonnage may be increased.
- Fixed limits.
- The cargo or units on deck should not protrude more than the half of the vessel's breadth, on any side, with a maximum of 15 meters on each side, if the ship's beam exceeds the 30 meters.

**Please note**:
Cargo on deck, like cars, containers etc. may change classification of vessel to a more expensive Suez Canal toll.

**VLCC Ships**
SCA is open to applications to accept transit of VLCC partially loaded which will lighten part of their cargo at Suez and proceed northbound to reload at Port Said. SCA before reply will take into consideration all relevant parameters, having the operation always under supervision.

**ULCC Ships**
Ships with the maximum allowed beam of 230 ft - 233 ft may transit with special approval from SCA.
SOUTHBOUND TRANSIT

Arrival Limit

1st Convoy
Fixed arrival limit: 1900 HRS South of latitude 31 28,7 N

The limit time for arrivals from North can be extended as shown below:

A. Vessels arriving between 1900 and 2100 hrs can join the first southbound convoy against a payment of a surcharge equal to 3% of he normal transit dues with a maximum of SDR 7000.

B. Vessels arriving after 2100 hrs and up to 2200 hrs can join the first southbound convoy against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.

C. Vessels arriving after 2200 hrs may join the first southbound convoy, if traffic conditions permit, against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of SDR 20000.

Movement of Convoy: From 0000 HRS to 0500 HRS

2nd Convoy
Fixed arrival limit: 0300 HRS LT South of latitude 31 28,7 N

The limit time for arrivals from North can be extended as shown below:

A. Vessels arriving between 0300 and 0400 hrs can join the second southbound convoy against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.

B. Vessels arriving after 0400 hrs and up to 0500 hrs can join the second southbound convoy against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.

C. Vessels arriving after 0500 hrs may join the second southbound convoy, if traffic conditions permit, against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of SDR 20000.

D. Vessels allowed to join the second southbound convoy as per Circ No. 2/2003, 3/2003, if they arrive after the limit time stated in item (a) they have to pay a surcharge of 8% of the normal transit dues with a maximum of SDR 17000, and 10% if they arrive after the limit time stated in items (b,c) with a maximum of SDR 20000.

Movement of Convoy: From 0630 HRS to 0900 HRS

Please note:
A limited number of vessels can join 2nd Convoy pending on the number of mooring berths at El-Ballah, maximum beam to pass through El Ballah loop is 160 ft and draft is 42 feet.
SOUTHBOUND TRANSIT

Vessels entitled to First and Second Convoy

**First Convoy** includes following vessel types:

- VLCC's in ballast
- Vessels over 42 feet draft
- LPG/LNG vessels loaded or not equipped with a gas free certificate
- Vessels over 90.000 Suez Canal Gross Tonnage (SC GRT)
- Loaded tankers carrying petroleum grade A or similar (Flash point below 23°C)
- Heavy Lifters
- Vessels carrying floating units of 300 SCRT and over
- Navy Ships
- 3rd and 4th generation Container Ships
- Vessels carrying chemicals in bulk not fitted with double bottom
- Vessels carrying radioactives (Convoy 3)
- Vessels carrying dangerous cargo
- Vessels carrying deck cargo protruding more than half of the vessels breadth on any side

**Second Convoy** excludes following vessel types:

- Vessels over 42 feet draft
- Vessels with beam over 145 feet at 39.1 feet draft
- LPG/LNG vessels loaded or not equipped with gas free certificate
- Vessels over 90.000 Suez Canal Gross Tonnage (SC GRT)
- Loaded tankers carrying petroleum grade A or similar (Flash point below 23°C)
- Navy Ships
- Vessels carrying chemicals in bulk not fitted with double bottom
- Vessels carrying radioactive substances, dangerous waste (IMDG Convoy 1)
SOUTHBOUND TRANSIT

Operators instructions

Following information should be submitted to SC Shipping Services – Egypt four days before vessel's arrival.

Ship's full particulars:

- DWT
- INT GRT
- INT NRT
- SC GRT
- SC NRT
- Flag
- Call Sign
- Draft
- LOA
- Beam

In addition any other relevant details, such as, coming from, bound for, master's name, number of crew, etc.

Full style/address of operator.
SOUTHBOUND TRANSIT

Masters instructions

VHF channels in use: 12, 13, 16

7 / 5 days / 72 / 48 / 24 / 12 Hours ETA notice to:

SC Shipping Services Co. EGYPT
Tel +2 066 3235323
Fax +2 066 3235322
email office@scssegypt.com

Master should provide following in first ETA e-mail:
Full particulars of ship (sc grt, sc nrt, dwt, draft, loa, nationality, call sign, ex names, and date of last transit, type of cargo and quantity, or if in ballast, gas free or not and IMO class of any dangerous cargo).
If no changes since last transit, please state "particulars no change".

Master should include following in his last ETA e-mail to the agent:
"No bamboats or others are allowed to board my vessel except the officials, please advise port police accordingly"

Please note:
Information / instructions concerning all other matters should be directed to SC Shipping Services Egypt, who will coordinate and authorize additional requirements.

Special information for master to avoid unexpected expenses:
Master should know that only authorized personnel are allowed to board his ship and he can always ask for their official license and/or identification card.

Important:

- Do not sign any vouchers/invoices for services not rendered.
- All vouchers/invoices should state amount and type of service requested.
- Before signing any presented document, master should clarify necessity of particular service offered.
- Service requested should be rendered and in a satisfactory manner before signing.
- Do not sign/stamp any blank paper. No blank space below signature.
- Always keep a photocopy of signed papers onboard.
- All spirits (incl. wines) and excess cigarettes must be properly manifested and together with any "x" rated materials to be placed in bonded store room prior to arrival and request / insist sealing by custom's officer.
- Officers/crew to be warned to comply, or otherwise ship may be detained and may be charged for "smuggling".

For sake of good order, master should send an e-mail to SC Shipping Services EGYPT when entering the canal advising name of ship chandler and type of service rendered.
This also applies if no services have been requested/rendered during ships canal transit/port call.
SOUTHBOUND TRANSIT

Documents required

The following documents and certificates should be on board ships passing the Canal:

- Suez canal special tonnage certificate and calculation sheet issued by recognized classification society, (in absence of this certificate the SCA will charge toll on a provisional tonnage usually on grt).
- Certificate of Registry, showing latest ship's name and present owners
- General arrangement plan
- Engine room plan
- Capacity plan
- Statistical declaration *
- Copies of cargo manifests and bills of lading (Dangerous / radioactive cargo should be properly manifested and submit stow plan verified by a competent authority of loading port)
- Declaration concerning use of double bottom tanks and the lower parts of the high tanks *
- Declaration concerning vessels in ballast *
- Declaration concerning state of navigability *
- Classification certificate
- Piping plan and general arrangement for LPG/LNG tankers
- Piping plan and general arrangement for LPG/LNG tankers
- All other known documents / certificates which a seaworthy trading ship should have on board

Master is required to fill in various forms handed to him by the agent.
SOUTHBOUND TRANSIT

First time transit

Following documents should be mailed to the agent in due time prior to transit.

- 3 copies of Suez Canal certificate
- 3 copies of GA plan
- 3 copies of capacity plan
- 3 copies of engine room plan

Forwarding address:

SC Shipping Services Co.,
RESTA shopping center  Tel  +2 066 3235323
Suite 323  Fax  +2 066 3235322
Port Said  Cell Ph  +2 0124089460
Egypt  E-mail  office@scssegypt.com

Please notify us with shipment details (Courier name, AWB no) in order to follow up delivery.

Alternatively, plans can also be handed over by master directly to the SCA inspector on arrival
SOUTHBOUND TRANSIT

**Tugs / imposed tugs**

**In laden:**
- Under 70,000 SCNT if Suez Canal Authority deem it necessary or if draft exceeds 47 ft, one tug escort
- Between 70,000 - 90,000 SCNT, one tug escort
- Over 90,000 SCNT, two tugs escort

**In ballast:**
- Over 130,000 SCNT, one tug escort
- Ships with beam 218 - 233 ft, one tug. If beam over 233 ft, two tugs
- Towed scrap vessels 80,000 SCNT and over, one tug

LPG/LNG vessels from 25,000 SCNT will be escorted by one tug (except if gas free). If tank on deck completely separated from cargo tanks with maximum tonnage 180 ts will be considered as Gas free. **Exemptions from tug escort:**

- Laden if carrying other than LPG cargo.
- Ballast (NGF) but after a laden voyage with cargo other than LPG.
- If in ballast must present a Gas Free Certificate issued by a recognized class or locally authorized survey bureau.
Mooring / Projector

Mooring:
All vessels transiting Canal must hire mooring boats from the Canal Mooring and Light company. All boats are to assist ship to moor in the Canal ports, in case of need or emergency. Ship must be equipped with lifting means of 4 Mts. capacity, with valid certificate and must be installed in a position well clear of the ship's propellers. Ships with SCGRT up to 2.500 ts should hire one mooring boat. If over 2.500 ts two mooring boats should be hired. For the operation of mooring boats three crew (shore men) are boarding per boat.

Ships that cannot lift the Canal mooring boats are allowed to use their own life boats (subject to be open life boat and with motor) provided same is approved by the harbour master / harbour master assistance.

Please note:
Ship's officers must supervise lifting/lowering of mooring boats ensuring that all safety measures have been properly taken. Ship remain ultimately responsible for any human accident or damage caused during operation for mooring boats and Canal projector.

Canal projector:
All ships passing the Canal should have onboard a canal projector placed on the axis of the bow, able to illuminate 1800 meters. Vessels carrying petroleum products (or inflammable substances), LPG/LNG, should have their own "gastight" projector. Also, ships with bulbous bow must have their own projector unless their bow is 10 ft below sea level, in order not to endanger lowering and lifting operations to eliminate high risk of accidents. Vessels that have their own projector should be of approved type and have a certificate of type test issued by a pertinent recognized authority, being in accordance with the Canal rules.

Please note:
Ships should supply uninterrupted electricity for smooth and continuous operation of the projector. For safety reasons the electric cables and connections leading to the projector position, must be permanently fixed and installed. A gastight junction box must be permanently installed close to the projector. Irrespective if own or hired projector, two shore electricians will board to operate the projector during transit. Accommodation should be provided for them. Ship should comply with above conditions, otherwise subject to transit during day time only. In addition, if the defects are not restored until third consecutive transit a fine of USD 4,300 is imposed.
SOUTHBOUND TRANSIT

Special restrictions

**Height:** High bridge air draft 68 m
**Length:** No restrictions
**Beam:** Current maximum permissible beam 245 ft.
Ships with beam over 245 ft may be allowed to transit the Canal under special request. If beam over 210 ft the beam wind should not exceed 10 knots. (See the draft/beam table for further information)
**Draft:** Ships can transit Suez Canal South or Northbound with up to maximum draft 62 ft with beam 175 ft. For ships of larger beam exist a comprehensive table of SCA, which provides the draft a ship can transit. (See the draft/beam table for further information)

**Ships passing Canal should not exceed draft of loadline (tropical).**
Important: For updated information owners should always consult their agent on this subject.

**Please note:**
There are special regulations concerning floating units of SCGRT 300 Ts or more depending on type of on carrying ship (container/heavy lift/vehicle carrier etc.)

**Vessels carrying Cement in bulk and/or in containers**
are subject to external / internal hull / Cargo inspection and will be treated as regular vessels provided

- Containerized cement do not exceed 20% of ship's GRT or 1.000 tons, whichever is less.
- Containerized cement to be compactly stowed on ship's deck at highest level and must be precisely located
- Containers must be labeled "containing" cement.

Vessels have to be inspected and checked (hull and deck) by a committee of different authorities prior to transiting the Suez Canal.
Arrival limit at anchorage for vessels carrying cement is at noon.

**Conventional ships carrying deck cargo**
Ships carrying deck cargo should stow it in a manner that will provide clear view from the bridge and will not affect visibility, otherwise the passage may be rejected or extra pilotage will be charged or Canal tug will be imposed. Vessels with deck cargo protruding from sides in excess of the fixed limits, are allowed to transit provided:

- After inspection it is found that there is no problem in excess of the fixed limits.
- Depending on the kind and packing condition of cargo on deck the chargeable Canal Tonnage may be increased.
- Fixed limits.
- The cargo or units on deck should not protrude more than the half of the vessel's breadth, on any side, with a maximum of 15 meters on each side, if the ship's beam exceeds the 30 meters.

**Please note:**
Cargo on deck, like cars, containers etc. may change classification of vessel to a more expensive Suez Canal toll.

**VLCC Ships**
SCA is open to applications to accept transit of VLCC partially loaded which will lighten part of their cargo at Suez and proceed northbound to reload at Port Said. SCA before reply will take into consideration all relevant parameters, having the operation always under supervision.

**ULCC Ships**
Ships with the maximum allowed beam of 230 ft - 233 ft may transit with special approval from SCA.

Transit Guide : Forwarding of mail
DRAFT RESTRICTION

DRAUGHT FOR VESSELS IN BALLAST CONDITION TRANSITING NORTH OR SOUTHBOUND (1)(2)(3)

<table>
<thead>
<tr>
<th>BEAM</th>
<th>RECOMMENDED DRAUGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 254 ft, 3 inch</td>
<td>Less than or equals 40 ft.</td>
</tr>
</tbody>
</table>

(1) Vessels of a Beam Over 210 ft. and up to 254 ft, 3 inch can transit the Canal in a beam wind Not exceeding 10 Knot.
(2) Vessels of a Beam Over 254 ft, 3 inch may be allowed to transit the Canal with a special request.
(3) Ballast tankers must comply with Art. 119.
## DRAFT RESTRICTION

**DRAUGHT FOR VESSELS IN LADEN CONDITION TRANSITING NORTH OR SOUTHBOUND**

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# DRAFT RESTRICTION

DRAUGHT FOR VESSELS IN LADEN CONDITION TRANSITING NORTH OR SOUTHBOUND

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Page 25 of 34
FORWARDING OF MAIL

When sent by courier, please address as follows:

TO ‘SHIP’S NAME’
C/O SC Shipping Services Co.,
RESTA shopping center
Suite 323
Port Said
Egypt
Tel +2 066 3235323
Fax +2 066 3235322
Cell Ph +2 0124089460
E-mail office@sssegypt.com

Please make sure that this mail will arrive in due time prior to vessel’s arrival at Suez or Port Said.

IMPORTANT!
Fyg BA-charts couriered with DHL will be detained at Cairo Airport.
Please do not use DHL for BA-charts!

Please notify us with reference numbers etc.
FORWARDING OF SPARS

For easy clearance at Cairo airport and immediate dispatch of spares to/from vessel, the sender is requested to dispatch spares as follows:

TO ‘SHIP'S NAME’ Ship's spares in transit
C/O SC Shipping Services Co.,
RESTA shopping center Tel +2 066 3235323
Suite 323 Fax +2 066 3235322
Port Said Cell Ph +2 0124089460
Egypt E-mail office@scssegypt.com

Consignee in the AWB must be written as follow:

- AWB MUST show 'Ship's spares in transit'
- All parcels MUST be marked with AWB no.
- All Original documents must accompany the cargo and detailed packing list should be included in the shipment.
- All documents should be included in the pouch attached to the AWB. No documents should be placed inside the parcels.
- Original AWB (with minimum two copies).
- Upon dispatch, forwarding@scssegypt.com must be notified together with copies of commercial invoice + AWB + detailed packing list.
- Kindly ensure that parcels will arrive latest 48 hours prior to vessel's arrival. Finally, kindly ensure that all wooden boxes/pallets are fumigated before shipment (and marked with the related country's fumigation stamp). Spare parts arriving Egyptian Airports which are not stored in Fumigated wooden Boxes/pallets and without the fumigation stamp on the wooden box/pallet will cause at least one day delay for local fumigation in additional to extra expenses.
CREWCHANGE

Joining and repatriating crew

Crew may join or land for repatriation at canal ports.

Sign off/landing formalities of leaving crew and transportation from canal port to Cairo airport is attended by SC Shipping Services (crewing@scssegypt.com)

Joining crew

- Be in possession of valid seaman's book.
- Hold an introduction letter from the owners stating ship's name, the port ship arrives and the Canal agent's name.
- To hold contract of employment.
- Officers should also bear their license of competency.

Owners / masters should provide SC Shipping Services (crewing@scssegypt.com) with the following:

- Name
- Position
- Nationality
- Date and place of birth
- International passport number, date of issue and expiry date
- Seaman book, date of issue and expiry date
- Arrival flight details

Repatriating crew

Owners / masters should provide SC Shipping Services (crewing@scssegypt.com) with the following:

- Name
- Position
- Nationality
- Date and place of birth
- International passport number, date of issue and expiry date
- Departure flight details

Please send us full flight details, including copy of passport for off-signing crew members 48 hours prior departure Cairo Airport. This is especially important for Indian and Filipino off-signers.

Also to declare if PTA has been arranged or tickets are to be issued by the Canal agents with seamen's fare.

Visa

For European and USA citizens entry visa not required. Visa for other nationalities can be granted on arrival at Cairo airport, but it is recommended to be obtained before departing their country to avoid eventual delays. For certain countries entry visa is required prior arriving Cairo.

As per 7th May 2003 Egyptian Authorities have decided that crew changes of people coming from following countries:

- Indians
- Pakistanis
- Bangladeshis
- Somalese
- Sri Lankans
is expected to send data and information, including copy of passport and visa to their agent 72 hours prior arrival Cairo Airport.

IMPORTANT:
Far Eastern/African crew can not board ship flying flag other than their nationality. Master/officers may be excluded from this rule provided bearing translated license of competency. Women not holding seaman's book may be considered as passengers, which can affect the canal tolls charged, especially when ship is in ballast condition.

Disembarking crew should hold valid seaman's book or passports. It is strongly recommended PTA tickets to be collectable at desk of airline company at Cairo airport and not in Cairo town office.

Please SC Shipping Services (crewing@scssegypt.com) prior to any crew change.
**SUEZ CANAL**

Quick connections for **Suez Canal Authority** according to (I S P S) as follows:-

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Furthermore, On 28th June 2004 we received following from SCA.

Quote

Please note that I S P S code will start in Port Said as from 01/07/2006 and this will be according to the I S P S code instructions for port and vessels which will berth inner roads.

Also please note that the applied security levels, will be the three levels mentioned in the I S P S code.

Attached copy of contacts nos. for the port and main branches, please advise same to all of the concerning parties.

best regards

CHAIRMAN OF PORT SAID PORT AUTHORITY
MARINE GENERAL / AHMED MOHAMED ELSADIK

PORT SAID PORT AUTHORITY COMMAND
NAME : GENERAL / AHMED MOHAMED ELSADIK
NAME : GENERAL / MOKHTAT ABDUL WAHID AMMAR
ADDRESS : CROSS STREETS OF AZMI AND MOSTAFA KAMIL STREETS - RAIL WAY SQUARE
TEL: +2 066 3348251 - +2 066 3348253
FAX: +2 066 3348 262
FOR ANY OTHER INFOS PLS CONTACT PORT SAID PORT CONTROL

PORT SECURITY ORGANIZER
NAME : MAJOR GENERAL / HASAN MOSTAFA IBRAHIM
TEL: +2 066 3348 258 - MOBILE PHONE +2 012 4528088
FAX: +2 066 3348262
FOR ANY OTHER INFOS PLS CONTACT PORT SAID PORT CONTROL

PORT SECURITY OFFICER
NAME : MAJOR GENERAL / MOHAMED ZAKI BAD ELDEEN
TEL: +2 066 3224137 - +2 066 3331200 - +2 066 3331400 - +2 066 3331600 - +2 066 3386382
FAX: +2 066 3238500 - MOBILE : +2 012 3936461

PORT EMERGENCY PIC
NAME : MAJOR GENERAL / SALAH ALSABOU
TEL: +2 066 33482 61 MOBILE +2 012 3287757
FAX: +2 066 3348262

INVIROMENT PIC
NAME : MAJOR GENERAL : FEKRY ABDULATI
TEL: +2 066 3350920 MOBILE +2 012 720 1087
FAX: +2 066 3348262

MEDICAL EMERGENCY
NAME : DR. MOHSIN AMIN MOHAMED
TEL: +2 066 3224831 - +2 066 228651
FAX: +2 066 3224831
SUEZ CANAL MOVEMENTS - TUGS REQUESTING AND PILOTAGE

NAME: PILOT / MOHAMED HEGAZY
TEL: +2 066 3386166
FAX: +2 066 3386580

FIRE FIGHTING AND EXPLOSIVE DEPT.
NAME: COLONIL: MOHAMED HUSSEIN
TEL: +2 066 338266 MOBILE +2 0123957206 - +2 012 3957208

BERTHES CONTROL

TOURIST BERTH
MAJOR GENERAL / MOSTAFA MAHMOUD
TEL: +2 066 3250 243 MOBILE +2 012 751 9383
FAX: +2 066 3348262

SHIPLYARD
MAJOR GENERAL / AHMED FARAG
TEL: +2 012 33179153
FAX: +2 066 3348262

ABBAS BERTH MAJOR GENERAL / ELBADRY FARID
TEL: +2 066 3344019
MOBILE +2 012 7329008
FAX: +2 066 3348262

HUSSEIN DOK
MR. AHMED HAMMODA
TEL: +2 066 3442024
MOBILE +2 012 4682605
FAX: +2 066 3348262

FYG PORT SAID PORT CONTROL CAN BE REACHED 24 HOURS PER DAY AND IN ALL CASES YOU MAY CONTACT THE PORT ORGANIZER AS HE WILL BE AVAILABLE ALL THE TIME

Unquote
ISPS QUICK CONNECTIONS

REDSEA PORTS

Furthermore, On 26th July 2004 we received following from SCA.

Quote

RED SEA PORTS AUTHORITY
OPERATION CENTER

PLEASE FIND BELOW IMPLEMENTED ISPS CODE (FULL STYLE)
THIS WILL TAKE PLACE FOR RED SEA PORTS AUTHORITY - EGYPT

RED SEA PORTS AUTHORITY PRESIDENCY
ADIMARL SALAH EL WELELE
ADIMARL MOHFOUZ TAHA
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