



Valuable information About the Suez Canal

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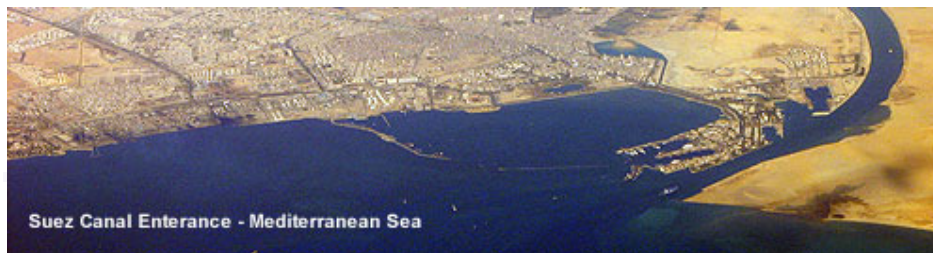
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1- Importance & Advantage of SC

The Suez Canal is considered to be the shortest link between the east and the west due to its unique geographic location; it is an important international navigation canal linking between the Mediterranean sea at Port said and the red sea at Suez . The unique geographical position of the Suez Canal makes it of special importance to the world and to Egypt as well.



This importance is getting augmented with the evolution of maritime transport and world trade. The maritime transport is the cheapest means of transport, whereas more than 80 % of the world trade volume is transported via waterways (seaborne trade).



Saving in distance, time and in operating costs for vessels that transit the Canal, also firm up this importance.



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2- Saving in distance via SC

The geographical position of the Suez Canal makes it the shortest route between East and West as compared with the Cape of Good Hope. The Canal route achieves saving in distance between the ports north and south of the Canal, the matter that is translated into other saving in time, fuel consumption and ship operating costs as shown in the table below :

About 10 % of the world seaborne trade passed through the Suez Canal in 2007.

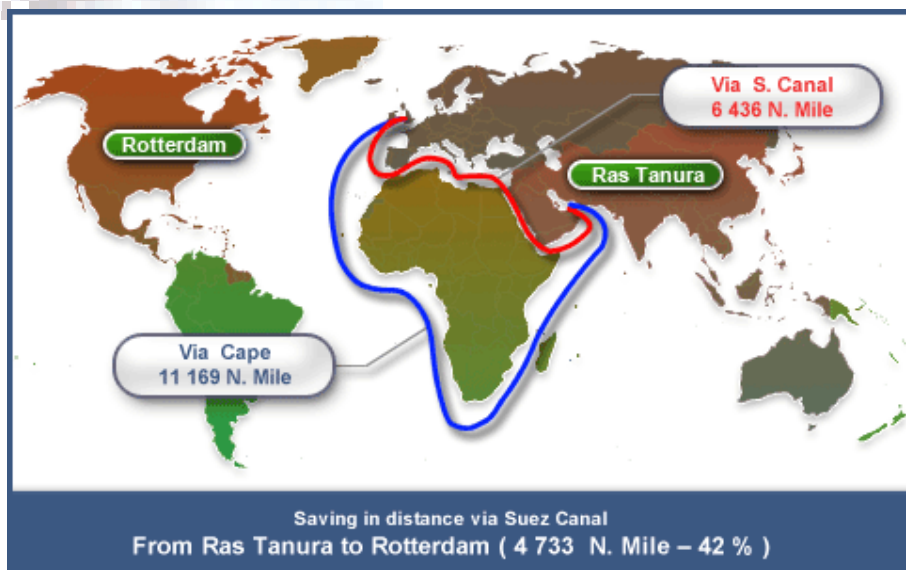
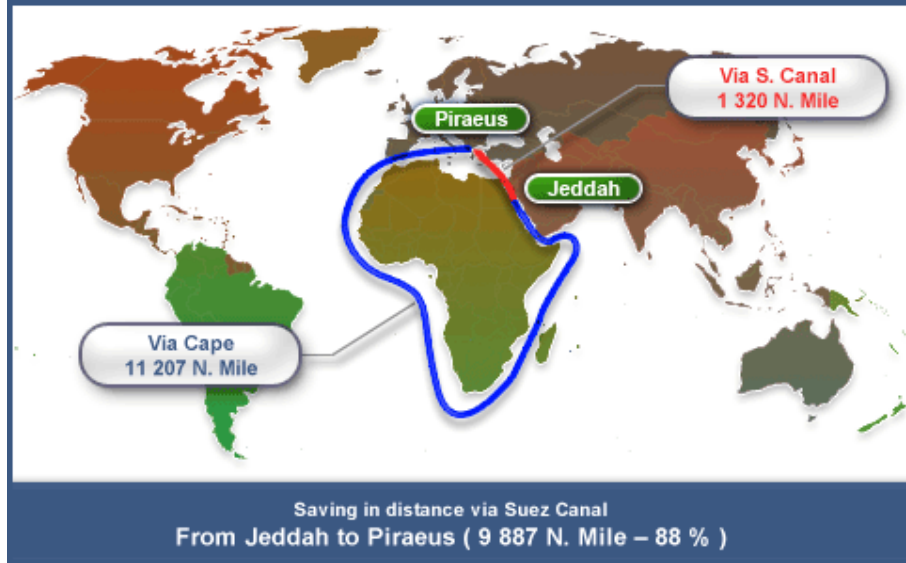
From	To	Distance (Nautical Miles)		Saving	
		SC	Cape	Miles	%
Ras Tanura	Constanza	4 144	12 094	7 950	66
	Lavera	4 684	10 783	6 099	57
	Rotterdam	6 436	11 169	4 733	42
Jeddah	New York	8 281	11 794	3 513	30
	Piraeus	1 320	11 207	9 887	88
Tokyo	Rotterdam	6 337	10 743	4 406	41
	Rotterdam	11 192	14 507	3 315	23
Singapore	Rotterdam	8 288	11 755	3 647	29

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3- Vision & Mission

Suez Canal Mission

- To ascertain that the vital role of the Suez Canal in service of the world economy and trade is established.
- To manage and run the Suez Canal in a way that maximizes its capabilities and position.
- To upgrade performance of the Suez Canal to cope with the requirements and challenges of the present and future time as well as the international changes.

Suez Canal objectives

- To draw up plans for the Suez Canal .
- To develop and promote the navigable channel.
- To secure safety, security and relevant services for the transiting vessels.

Suez Canal Duties

- To draw up and execute plans that secure optimized transits for vessels.
- To develop and maintain the Canal to be able to handle the evolution of the world trade and the growth of the World Fleet.
- To provide the transiting vessels with services, towage and repairs.
- To build ships and different marine units at the SCA's shipyards.
- To draw up plans and policies for the companies affiliated to the SCA.

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4- Canal Nature

The Canal runs between Port Said harbor and the Gulf of Suez, through soils which vary according to the region. At Port Said and the surrounding area, the soil is composed over thousands of years of silt and clay sedimentations deposited by the Nile waters drifted by Damietta branch. This formation extends to Kantara, 40 km to the south of Port Said, where silt mixes with sand. The central region of the Canal between Kantara and Kabret consists of fine and coarse sands, while the southern region contains dispersed layers of rocks, varying in texture from soft sand to some calcium rocks.



The Suez Canal is a sea level Canal and the height of water level differs slightly and the tide is 50 cm high in the north and 2 m high in the south. The banks of the Canal are protected against the wash and waves, generated by the transit of ships, by revetments of hard stones and steel piles corresponding to the nature of soil in every area. On both sides of the Canal, there are mooring bollards every 125 m for the mooring of vessel in case of emergency, and kilometric sign posts helping locate the position of ships in the waterway. The navigable channel is bordered by light and reflecting buoys as navigational aids to night traffic.



The side gradient of the water cross section differs according to the nature of the soil, which is 4:1 in the north and 3:1 in the south.

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The Suez Canal has been doubled in four parts (78 Km.), and this allows the transit of ships in both directions. :

1. Port Said by-pass	36.5 km accomplished in 1980
2. Ballah by-pass	9.0 km accomplished in 1955
3. Timsah by-pass	5.0 km accomplished in 1980
4. Deversoir by-pass and the Bitter Lakes area	27.5 km accomplished in 1890

CHARACTERISTICS OF THE SUEZ CANAL :

Item	Unit	1869	1956	1962	1980	1994	1996	2001 till now
Overall Length	Km	164	175	175	190.25	190.25	190.25	190.25
Doubled Parts	Km	--	29	29	78	78	78	78
Width at 11 m depth	m	44	60	90	160	180/210	180/210	200/210
Water depth	m	10	14	15.5	19.5	20.5	21	22.5
Max. Draft of ship	Feet	22	35	38	53	56	58	62
Cross Sectional Area	m ²	304	1100	1800	3600	3800/4300	3900/4500	4800
Max. Loaded ship	DWT	5000	30000	80000	150000	180000	185000	220000

INFLUENCE OF THE SUEZ CANAL ON WORLD TRADE :

The geographical position of the Suez Canal makes it the shortest route between East and West as compared with the Cape of Good Hope. The Canal route achieves saving in distance between the ports north and south of the Canal, the matter that is translated into other saving in time, fuel consumption and ship operating costs as shown in the table below : About 8.5% of the world seaborne trade passed through the Suez Canal in 2006.

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5- Historical outline

The Suez Canal is considered to be the shortest link between the east and the west due to its unique geographic location; it is an important international navigation canal linking between the Mediterranean sea at Port said and the red sea at Suez. The idea of linking the Mediterranean sea with the red sea by a canal dates back to 40 centuries as it was pointed out through history starting by the pharaohs era passing by the Islamic era until it was dredged reaching its current condition today.



It is considered to be the first artificial canal to be used in Travel and Trade. The Whole Idea of establishing a canal linking between the red sea and the Mediterranean dates back to the oldest times, as Egypt dredged the first artificial canal on the planet's surface. The pharaohs dredged a canal link in between river Nile and the red sea. This canal ran a while and then stopped until Muslims conquered Egypt under the leadership of Amr-Ebn-El-Aas complying with the orders of Omar Ebn El Khattab. When the Portuguese discovered Ras El Raga El Saleh at the beginning of the 16th century the world trade movement changed making Egypt and Alexandria not considered the heart of it anymore.

After that it was Francis Delicips the one with the idea of re-dredging the Canal in (25 April, 1859) and was formally opened during the ruling of El Khedive Ismael (17 November, 1869) in a major celebration which was attended by most of Europe's kings and Princes and the license period was 99 years from the date of opening of the canal and then it becomes after that a property of the Egyptian Government, and the French owned most of its stock.



After July 1952 Revolution, president Gamal Abd El Naser publicized the canal in announcement in (26 July, 1956) making the management of the canal a 100% Egyptian, which enraged the major countries leading to the Triad assault on Egypt in (29 October, 1956) which caused to the closing of the canal and it was reopened in (march 1957) and after that it was closed again (1976) due to the ships laying in the bottom of the canal and was not reopened again until (June 1975).



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6- Stages of developing the Suez Canal

The dredging of the canal took almost 10 years using Egyptian labor, and it was opened for navigation for the first time in 17 November, 1869. Its depth was about 8 meters, its water area was 304 m² and the largest ship load that can pass through was 5000 tons, which was typical for ships sizes in these days. As the ships developed and increased its sizes, the canal needed to be developed, which happened when it was still a foreign joint venture before being publicized to take ships with depth of 35 feet and its water area to be 1100 m² by the end of 1956 and when the canal was publicized by the Egyptian government on the 26th of July, 1956. The Egyptian administration was keen to develop the



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7- Navigation canal even more on different stages

In May 1962, the water area of the canal was to reach 1800 m² and the allowed depth to 38 feet. In June 1966, a development was to be executed on 2 stages as it was announced the depth would reach 48 and 58 feet consecutively. This program was started in February 1962, but was soon halted due to the war that erupted on the 5th of June, 1967. It was reopened for international; navigation in June 1975 after purifying it from the ships that sank in its bottom during in the 1962 and 1973 wars with the same water area and depth before it was closed. The development projects then started by the Egyptian administration in order to receive ships of a 210,000 tons load, specially after increasing the water are to 4800 m² and a depth of 62 feet , with a length of 190.25 km, in addition to the redesign of the canal's turns so that each one has a half radius of at least 5000 m and also dredging a new verge starting from the 17th km south of port said heading directly to the Mediterranean east of port Fouad to allow the loaded ships going north to go to the sea without passing through port said port. The Suez canal is distinguished by its stable level of water which varies very slightly having the highs tide reaching 50 cm in the north while reaching up to 2 m in the south.

Vice Admiral/Ahmed Fadel has assured head of the Suez Canal port authority, the depth will reach 66 feet by 2006 pointing out that this stage will enable all container vessels; about 17,000 container vessels; as well as taking all bulk vessels world wide. His Excellency also pointed that the Canal will be able to take in about 99 % of all methods used in world maritime transport after reaching a depth of 72 feet in 2012, as well as taking about 99% of he dead weight tons for the bulk vessels 82% of the petroleum tanks and a 100% of all the remaining types of ships used in maritime transport; specially container vessels with all its future generations; in addition to empty vessels reaching up to 560 thousand tons.



Current state for year 2006 - 2005 - 2006

The position of the Suez Canal for year 2006

Total number of vessels calling at Suez Canal 18664 ship

Net Tonnage 742.7 million Ton

Container Vessels 6974 ship

Net Tonnage of Container Vessels 366549 Thousand Ton

Cargo volume from North to South 252215 Thousand Ton

Cargo volume from South to North 376420 Thousand Ton

Total cargo volume 628.6 million Ton

Containerized cargo from North to South 126082 Thousand Ton

Containerized cargo from South to North 150817 Thousand Ton

Total of Containerized cargo 276899 Thousand Ton



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The position of the Suez Canal for year 2005

Total number of vessels calling at Suez Canal 18193 ship
 Net Tonnage 671782 Thousand Ton
 Container Vessels 6557 ship
 Net Tonnage of Container Vessels 321302 Thousand Ton
 Cargo volume from North to South 244836 Thousand Ton
 Cargo volume from South to North 326269 Thousand Ton
 Total cargo volume 571105 Thousand Ton
 Containerized cargo from North to South 119006 Thousand Ton
 Containerized cargo from South to North 128130 Thousand Ton
 Total of Containerized cargo 247136 Thousand Ton

The position of the Suez Canal for year 2004

Total number of vessels calling at Suez Canal 16850 ship
 Net Tonnage 621230 Thousand Ton
 Container Vessels 5928 ship
 Net Tonnage of Container Vessels 284307 Thousand Ton
 Cargo volume from North to South 211563 Thousand Ton
 Cargo volume from South to North 309427 Thousand Ton
 Total cargo volume 520990 Thousand Ton
 Containerized cargo from North to South 108341 Thousand Ton
 Containerized cargo from South to North 112038 Thousand Ton
 Total of Containerized cargo 220379 Thousand Ton
 Number of passing containers (approximately) More than 15 Million TEU

Totals of Suez Canal

	2001	2002	2003	2004	2005	2006
Total Crossing Vessels (Vessel)	13986	13447	15667	16850	18193	18664
		-3.9%	16.5%	7.6%	8.0%	2.6%
Net Tonnage (million tons)	456.1	444.8	549.4	621.2	671.8	742.7
Number of Containers (Vesel)	4700	4549	5209	5928	6557	6974
Total Cargo Volume (million tons)	372.4	368.8	457.9	521	571.1	628.6
		-1.0%	24.2%	13.8%	9.6%	10.1



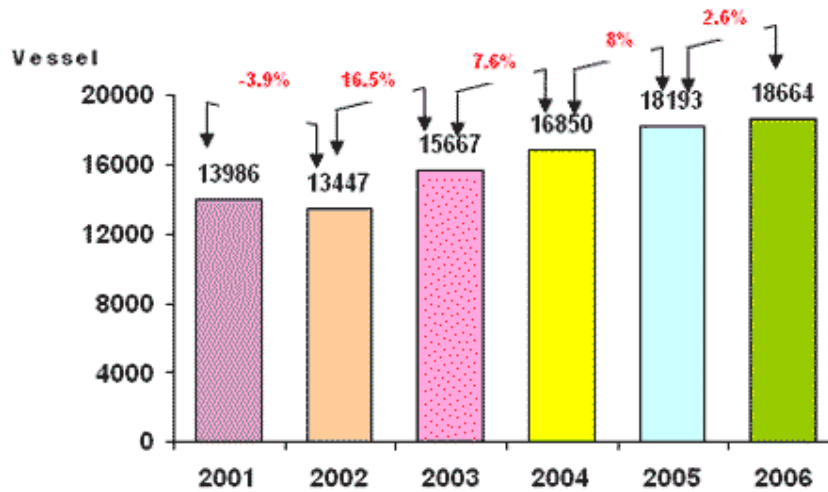
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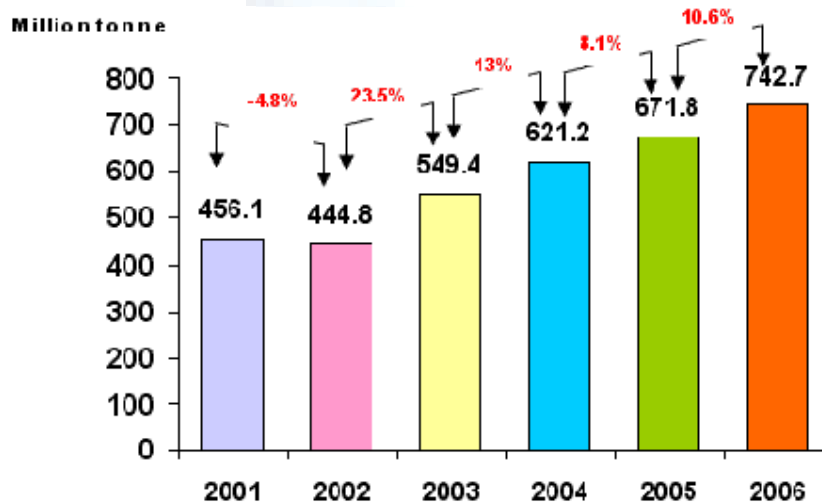
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Traffic of Vessels Crossing Suez Canal



Net Tonnage of Vessels Crossing Suez Canal





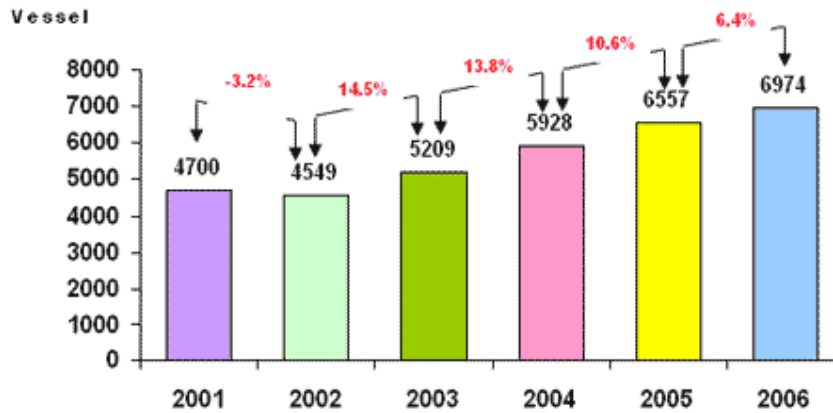
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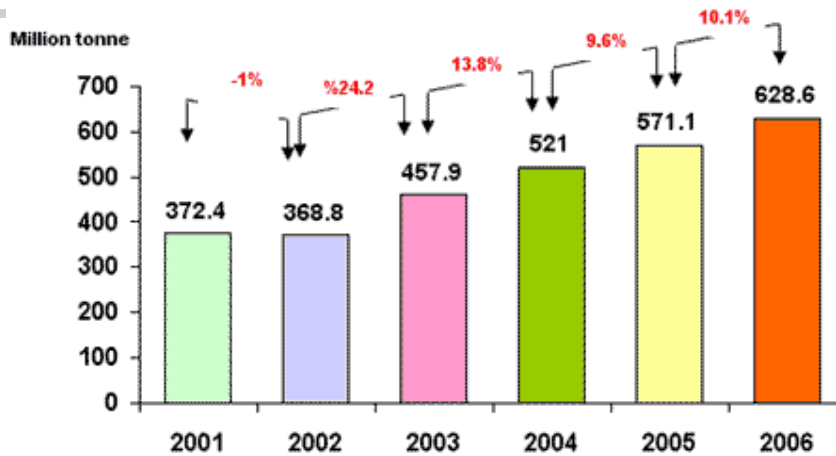
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Number of Containers Crossing Suez Canal



Total Cargo Crossing Suez Canal





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Seabird Marine Services

**One of the Leading
Marine Service Providers &
Shipping Agency and Freight Forwarder.
Established in 2002 at Port Said,
Providing the following services at All
Egyptians Ports:-**



- ***Shipping Agency / Owner Representatives / Suez Canal Transit Shipping Agency***
- ***Ship Suppliers / Ship Chandler / Vessel Catering Services & Repairer***
- ***Petroleum Services / Offshore Supplying / Technical Assistance***
- ***Freight Forwarder Agents (From / To, Egypt)***

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