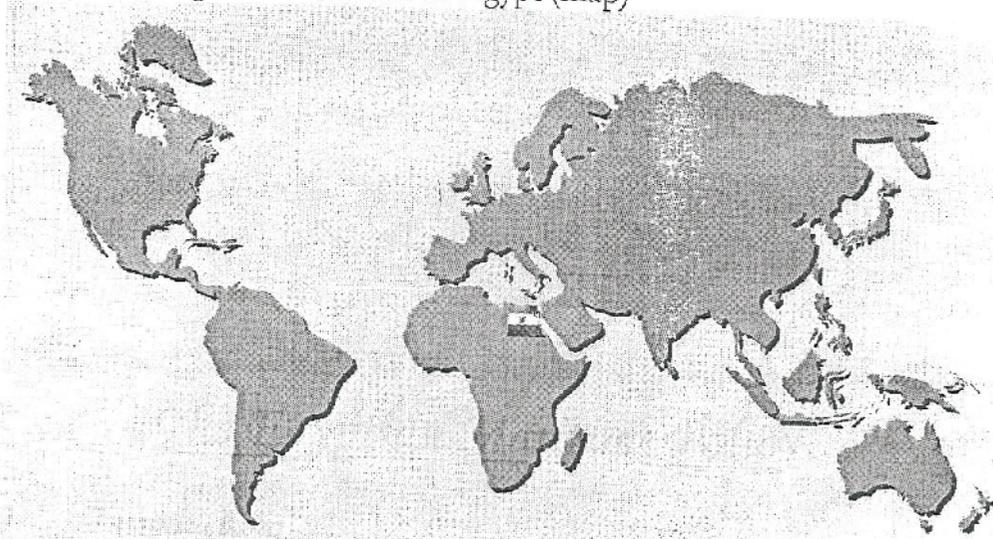


# The Egyptian Maritime Policy

## *I- Introduction:*

- 1- The distinguished location of Egypt (map)



- 2- The maritime transport industry that includes all the service and industrial activities related to the sea and that are affected by laws and conventions issued by the international and regional maritime transport organizations (IMO, ILO, REMPEC).

The maritime transport industry is composed of three main elements with other important sub elements.

The main three elements are:

- Ports and coastal installations
- The fleet and its subsidiaries
- The maritime community, its activities and services.

## The General Strategic Objective:

The active contribution to the growth of the national economy by activating the Egyptian foreign trade and creating new resources and job opportunities.

## Three targets derive from the general strategic objective:

- 1- The strategic objective of ports:

To enable ports to become logistic hubs, a link in the multi modal transport chain capable of facing the international competition, attracting investments and operating according to the world performance indicators.

## **2-The strategic objective of maritime transport:**

To transport at least 10% of the Egyptian foreign trade onboard the Egyptian fleet on the short term, and 25% on the long term, promote the maritime services sector, develop the shipbuilding industry and encourage the private sector to invest in the maritime transport activities.

## **3- The preservation of the Egyptian position in international forums related to maritime transport industry by complying with international requirements.**

### **There are several sub-targets namely:**

- The development of Egyptian ports to cope with the development of maritime transport industry and providing them with the necessary competitiveness factors through updating the infrastructure of ports and facilities to play the role of a link in the multi modal transport chain as well as distribution and logistic centers instead of being restricted to be gateways or outlets.
- Raising the efficiency of personnel working in the field of maritime transport according to the international standards and increasing the possibilities of employing them onboard Arab and Foreign vessels.
- The use of information technology
- The achievement of a safe and clean navigation in regional waters according to the international standards and the prevention of maritime pollution.
- Encouraging the private sector investment through owning vessels flying the Egyptian flags.

### **These objectives and targets can be achieved through five programs:**

- The restructuring – The development of the economic performance and the encouragement of investments – Raising the level of services in Egyptian port and ensuring the highest security levels – Raising the efficiency of the administrative body – The compliance with international requirements.

### **Hereinafter an abstract of each program:**

#### **1- Restructuring:**

- The restructuring of the Egyptian commercial port authorities and the application the landlord management system along with luring the private sector to participate in the super structure projects in main ports, provide services and operate port facilities.

- The qualification of the companies operating in the field of maritime transport industry to work according to the markets mechanisms as independent economic units that have their own resources.
- The establishment of dry ports
- Enabling Egyptian ports to enter the era of a new generation of ports being a link in the multi modal transport chain as well as logistic centers and hub ports
- Allowing the port authorities to participate in the establishment of specialized companies.

## **2- The Development of the Economic Performance and the Encouragement of Investments :**

- Providing all the facilitations and reducing the prices of port services to attract further shipping lines and enhance the exports.
- Guiding the private sector to invest in the establishment and management of the superstructure projects and port facilities and perform the different activities within the main seaports( stevedoring companies – storing and warehousing companies – value added companies)
- The contribution of private sector to the establishment of shipping companies and purchase of modern vessels as well as the establishment of maritime services companies and owning maritime services vessels to serve the petroleum sector.
- Providing the necessary facilities and establishing container handling terminals to attract the largest number of transit containers (capacity up to 1 million TEUs)
- The establishment of hub ports (East Port Said Port)
- The establishment of new specialized berths and ports (42 specialized ports: mining , tourism , petroleum and fishing)
- The horizontal development of ports performance (the completion of the berths development plan) and the vertical development by trying to achieve the international performance rates in Egyptian ports.

## **3- Raising the Level of Services in Egyptian Ports:**

- Using a new mechanism in dealing with clients and investors and enhance the services level.
- Using the web sites of Maritime Transport Sector and port authorities for providing the clients with the required data and applicable regulations.
- The establishment of the Egyptian Maritime Data Bank as a nucleus of an Arab Data Bank.
- Enhancing the maritime safety and security factors through the development of navigational aids, lighthouses and the use of automatic monitoring.

- Raising the efficiency of maritime inspection operations to ensure the safety of Egyptian and foreign vessels through the activation of the role of Port State Control (PSC).

#### **4- Raising the Efficiency of the Administrative Body:**

- The implementation of the electronic management in ports.
- Training the human cadres working in the maritime transport sector and Egyptian port authorities as well as the development of the specialized training centers and institutes to apply the international standards of maritime qualification (Training Institute affiliated to the Maritime Transport Sector – Port Training Institute – Arab Academy for Science, Technology and Maritime Transport).
- The application of the quality management system (ISO) and the professional health and safety system in Egyptian port authorities
- The compliance of the Egyptian legislations with the international requirements.

#### **5- Compliance with International Requirements:**

##### **A- The International Maritime Organization (IMO):**

- Considering that Egypt is a member in IMO since 1958, and is also a member in IMO's council for 16 years consecutively and that it will be running for the renewal of its membership in the meetings of the General Assembly of IMO, Egypt bears a great responsibility as a pioneer Arab country with regard to the implementation of the conventions issued by the Organization and the elaboration of the national regulations to cope with the international galloping mutations.

#### **The Actions Taken By Egypt in This Regard:**

##### **1- The qualification of the Egyptian maritime administration for the IMO Voluntary Audit Scheme:**

Through the training program implemented by the IMO complex in the Arab Academy for Science, Technology and Maritime Transport. The IMO was notified accordingly.

##### **2- Compliance with the International Requirement:**

- A) With regard to the safety of maritime navigation through the following:
- Law no. 232/1989 on the safety of vessels and the ministerial decree no. 143/1990 on the bylaw of the provisions of the above mentioned law were issued according to the safety requirements stated in the International Convention for the Safety of Lives at Sea (SOLAS) and other safety related conventions. The provisions

of the law and the decree are being amended to cope with the amendments carried out on the Convention according to the international requirements issued in this regard.

- The implementation of the Automatic Identification System AIS.
- The Compliance with the international requirements related to the Standards of Training, Certification and Watch keeping (STCW) through the Egyptian maritime administration in coordination with the Arab Academy for Science, Technology and Maritime Transport being the recognized institute for such training.
- Work is ongoing for the establishment of LRIT system as a national center that can be transformed into an Arab cooperative centre in the future following the example of the EU Centre and its TORs for the establishment of the Egyptian centre.

B) The Requirements Related to the Protection of Maritime Environment from Pollution:

- The commitment to apply the provisions of the international conventions related to the protection of maritime environment from pollution. Law no. 4/1994 on the protection of environment was issued according to the international conventions in this regard.
- A permanent committee in the Maritime Transport Sector was established to study all the issues related to the protection of maritime environment in Egyptian ports and another permanent committee was established to consider the protection of maritime environment from the risks of dumping wastes at sea and providing the necessary permits according to the amended 1996 Protocol of London Convention 1972.

C) Maritime Security:

- The implementation of ISPS Code on vessels, ports and facilities as well as the establishment of Maritime Safety Institute.

3- The Access of Egypt in the international conventions issued by IMO. Procedures are being taken to adopt the access in 5 conventions and consider the access in other 4 conventions.

**B) The International Labor Organization:**

The Maritime Transport Sector is always keen to participate in the meetings held by the ILO to review the existing conventions or consider and adopt new ones. The last one was the Seafarers Identity Documents 2003 that amends Convention 185 and maritime

transport convention 2006. The necessary requirements and compliances are under study to join the two conventions.

- **The International Conventions Related to Maritime Labor Issued by ILO:**

Egypt joined several conventions related to the following fields:  
Control of seafarers employment conditions, seafarers employment contracts, repatriation of seafarers, the minimum professional efficiency that should be available in the masters and officers of merchant vessels, the obligations of the ship owner in case of illness, injury or death of seafarers, medical insurance for seafarers, food and meals of seafarers onboard vessels, competence certificates of vessels cooks, seafarers retirements, medical examination of seafarers, competence certificates of seafarers, crew accommodation onboard vessels, protection of seafarers from maritime casualties, the social impacts of the new methods used in cargo handling on ports berths, the continuance of seafarers employment , minimum requirements for merchant vessels, professional health and safety in cargo handling operations.

To facilitate the employment of trained Egyptian maritime labor, several Memorandums of Understanding MOUs were concluded for the mutual recognition of qualification certificates with 19 Arab and foreign countries.

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## Training Institutes in Egypt

### 1- The Arab Academy for Science, Technology and Maritime Transport (AASTMT) :

- The Arab Academy for Science, Technology and maritime transport (AASTMT) is the approved institute of maritime education and training for the Egyptian maritime author.
- The curriculum follows the requirement 8<sup>th</sup> IMO, and Egypt is in the white List for the coming 5 years.
- The MET of AASTMT got the ISO certificate from the DNV Since 1999, which is renewed every 3 years.
- MOU is Signed every 3 years between the IMO & AASTMT to be recognized as the coordinate of MET in the Middle East.
- The Maritime education and training center in the AASTMT provides all required facilities to implement the IMO model courses and STCW as adopted in Manila 2010.
- The AASTMT provides 2nd Mate, 1st Mate, Master 2nd engineer, and all special courses related the maritime sector.

### 2- Port Training Institute :

Port Training Institute (PTI) was established on 26th of July 1982 as an affiliated institute to the Arab Academy for Science, Technology & Maritime Transport (AASTMT). A committee of the Chairmen of Port Authorities & subsidiary companies of The Holding Company for Maritime Land Transport (17 authorities and companies) defined the focal mission of the Institute as follows: "Training and Upgrading the Maritime Sector Personnel".

PTI delivers courses in the fields of Port Management & Supervision, Port Management & Finance, Port Operation, Management of Safety Operations in Ports, Computer & Information Systems, Engineering & Technical Works, Gantry Cranes, Yard Cranes and Off-shore (fixed and mobile) Cranes and English Language. Training courses are delivered by a team of Technical and managerial experts in education and training. Furthermore, we tailor courses according to the needs of our customers, and in accordance with the international standards and requirements of the ISO 9001:2008.

PTI trains the personnel working in seaports, maritime transport companies, industrial companies as well as petroleum sector. The training is for all human resources on the technical and administrative level to cope with the technological development in the different fields.

The Institute qualifies the newly recruited personnel in seaports, maritime transport companies, industrial companies as well as petroleum sector. It qualifies and trains graduates of universities, high institutes, and high schools, middle schools in addition to commercial and industrial technical institutes. The training for various human resources provides more specialized and trained technical cadres for the labor market.

The Institute also provides such services for Arab and African regions. Furthermore, it exchanges experiences with authorities and organizations concerned with ports and maritime transport as well as the other sectors such as companies, training centers, faculties and international marine institutes.

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