



Logistics Capacity Assessment Report

Saudia Arabia



CONTENTS

1	AREA OVERVIEW	3
1.1	Facts File.....	3
1.2	Description of Procedure at Overland Entry Points.....	3
2	LOGISTICS CAPACITY	4
2.1	Ports Assessment - The largest Port Network In The Middle East.....	4
2.1.1	The Customs Procedures for Cargo Clearance.....	4
2.1.2	Services and Available Capacities	5
2.1.3	Rules and Regulations.....	9
2.1.4	Jeddah Islamic Port.....	10
2.1.5	King Abdul Aziz Port - Dammam.....	15
2.1.6	King Fahd Industrial Port - Jubail	19
2.1.7	Yanbu Commercial Port.....	21
2.1.8	Jubail Commercial Port.....	23
2.1.9	King Fahd Industrial Port – Yanbu	25
2.1.10	Jizan Port.....	28
2.1.11	Dhiba Sea Port.....	28
2.2	River Ports Assessment.....	43
2.3	Airfield Assessment	43
2.3.1	Introduction	43
2.3.2	International Airports.....	43
2.3.3	Domestic Airports	45
2.4	Road Assessment.....	45
2.5	Railway Assessment.....	47
2.6	Storage Assessment.....	48
2.7	Communication Assessment.....	48
2.8	Milling Assessment	49



1 AREA OVERVIEW

1.1 Facts File

Official Name:	Al-Mamlaka Al-Arabia As-saudyia. (The Kingdom Of Saudi Arabia).
Country Size Areas	2,2500,000 Square Kilometers
Physical Features:	Deserts, Plateaux and Mountain. The Kingdom of Saudi Arabia is not a landlocked country. It is boarded by the Red Sea from the West and the Arab Gulf from the South East.
Highest Point:	Jabal Sawda
Population:	21.4 million (1999 estimate) 77% Urban, 23% rural.
Flag:	Green Banner of Islam, bearing the inscription: "There is no GOD but GOD; and Mohamed is his Messenger". The sword was added in 1906, symbolizing the military success of Islam and of Ibn Saud, founder of the Kingdom.
Currency:	Saudi Riyal
Capital:	Riyadh (estimated population, 2001, 4.3 Million)
Head of State and Prime Minister:	King Fahd bin Abdul Aziz, custodian of the two Holly Mosques.
Highest Court:	Supreme Council of Justices
Administrative:	Al-Baha, Al-Jouf, Asir, Eastern, Hail, Jizan, Madinah, Mecca, Najran, Northern Boarder, Qasim, Riyadh and Tabouk
Type of Food generally consumed:	♦ Staple: Wheat, Rice and Dates ♦ Protein: Pulses, chicken, fish and Meat except pork.

1.2 Description of Procedure at Overland Entry Points

Application:

The following regulations apply to all vessels, companies or organizations entering, using or making use of any of the ports belonging to one of the GCC Saudi Ports.

Obligations to carry a copy of the Port Regulations:

Every vessel, which arrives in any of the Saudi Ports, must have a copy of regulation on board, or must obtain a copy immediately after first arrival in any of the Saudi Ports.

Neither Non-possession nor ignorance of the regulations will be considered a reason for NON-IMPO of a penalty for violation of these regulations.

The responsibility of any vessel in the National territorial waters of any Gulf Cooperation Council (GCC) will not only rest with the master and his crew, but with the Owner and his agent.

Definitions:

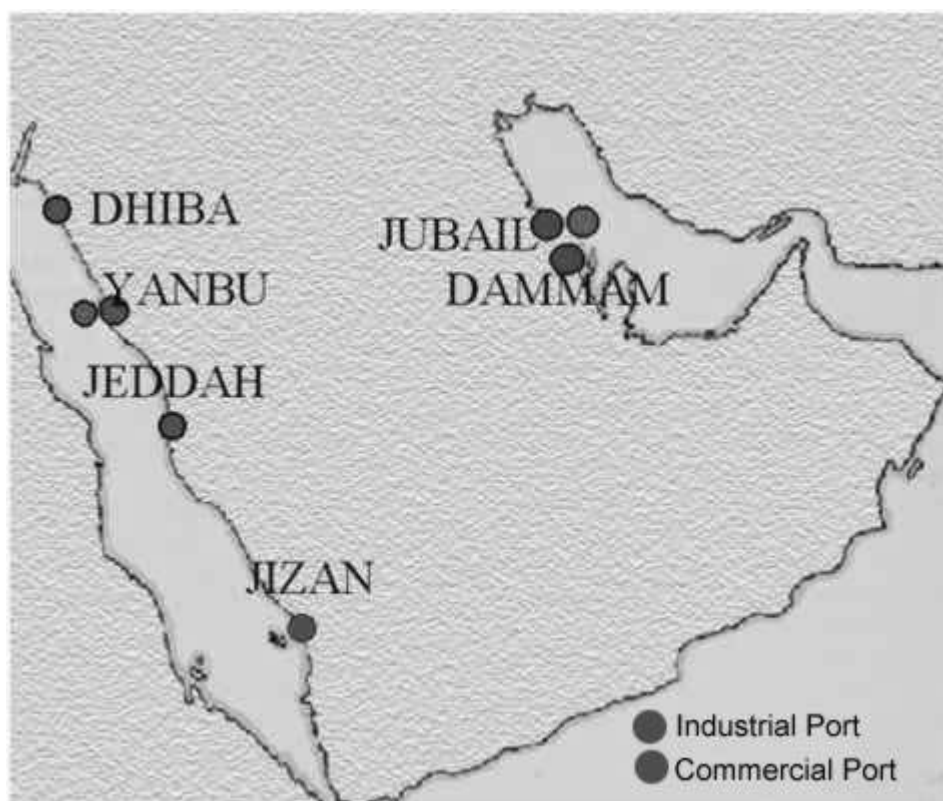
Means the President of that Organization which individual member state of the Gulf Cooperation Council has charged with the management and administration ports or the authorized person to act on his behalf.

Concerned Administration: Before the arrival of the vessel, the, the ship agent informs the Port authorities of the vessel's ETA. At the case of ATA, the ship agent informs the Port Authorities of the Vessel's arrival and writes letter to the concerned authorities requesting the permit for the vessel entrance to the berth as per its turn. After permission is granted for the vessel to move to the berth, a representative (Captain or Pilot) appointed by the Port Authorities, visits the vessel and guides it to berth. Upon vessel's arrival to berth, Port Authorities, Security and Customs representatives check the vessel's hatches and equipment, meet the Captain of the Vessel and sign the related documents before starting any stevedoring or discharge operation.



2 LOGISTICS CAPACITY

2.1 **Ports Assessment** - The largest Port Network In The Middle East



Name of Ports:

- Jeddah Islamic Port
- King Abdul Aziz Port, Dammam
- King Fahd Industrial Port, Jubail
- Yanbu Commercial Port
- Jubail Commercial Port
- King Fahd Industrial Port, Yanbu
- Jizan Port
- Dhiba Port

The Ports Authority supervises the management and operation of the eight main seaports located on the two coasts of Saudi Arabia with a total of 183 Berths; 137 of them in the six commercial ports and the other 46 are in the two industrial ports. These berths constitute the biggest port network in the Middle East.

For detailed information related to the Government ports, Cargo, Customs and Tariff dues, please See Port Assessment.

2.1.1 The Customs Procedures for Cargo Clearance

The Government procedures begin with the customs authorities request the Commercial Companies to provide the Import License issued by the Ministry of Trade attached with the related documents such as Original Invoice of Value, Bill of lading, and Airway bill, Packing List, Certificate of Origin etc. Lately a certificate that proves food commodity is not Genetically treated has been part of the set of documents requires. Without this certificate NO food commodity will be released from the customs bond Area. As of 1/1/2003 standard Customs Tariff has been applied all over the GCC Countries.



2.1.2 Services and Available Capacities

Berths:

Distributed between eight commercial and industrial ports there are, respectively, 183 and 46 berths of various type, construction and purpose in the Kingdom.

The ultimate responsibility for the management and operation of these Red Sea and Arabian Gulf ports and berths, the largest such network in the Middle East, rests with the Saudi Ports Authority, headquartered in Riyadh.

Specialized Terminals:

The Saudi ports are subdivided into a number of independent terminals. There are separate terminals for handling containers, general cargo, frozen and chilled cargo, bulk cargo, Ro-Ro vessels, and livestock and further into terminal operational areas, equipment, warehouses, workshops, and open yards.

This specialization in work has led to increases in productivity and savings in operating costs, whilst providing better services.

This organization has also facilitated the participation of the private sector in the management and operation of the ports since each terminal is run independently by the expertise of its field.

Equipment:

The Ports Authority has given high priority to mechanization by providing more than 3500 pieces of equipment that allow the ports to handle all types of cargo and offer services to all types of ships.

This was one of the main factors behind the ports' success over the last 22 years in handling more than one billion tons of cargo. The flexible way in which the Saudi ports are managed, also played a role in utilizing the equipment by exchanging it between fully ports, when required for economical reasons or operational developments.

Since the modernization of equipment is directly linked to the increase in productivity and the decrease in maintenance costs, the Ports Authority has put on-going programs to develop the port's equipment periodically.

Two Ship Repair Yards:

The two yards; namely King Fahd Ship Repair Yard in Jeddah Port, and King Fahd Ship Repair Yard in Dammam port have attained their position in the field of ship maintenance.

Both yards are fully equipped with the most modern equipment and provide their services at competitive prices.

The construction cost of these two centers has reached around SR1.6 billion (US\$430 million).

Since their inception, 2675 ships have been repaired at these two yards

Lighthouses and Navigational Aids:

Marine control towers have been built in all ports to the best international standards, to ensure the safest marine navigation.

There is also a comprehensive network of navigational aids to direct traffic in and out of Saudi ports, and to mark channels and hazards in Saudi waters.

There are about 633 navigational aids, of which 72% are solar-powered. Two vessels dedicated for this purpose maintain them periodically. One serves the Kingdom's Red Sea coast, while the other operates in the Gulf.

These navigational aids have helped to maintain a high level of safe navigation in Saudi ports and regional waters. They have also helped the ships to navigate to and from Saudi ports round the clock throughout the year, thus decreasing the freight rates. This, in turn, has a positive effect at the prices of goods in the local markets and national exports.

Due to the Saudi Ports Authority's experience and accomplishments in the field of navigational safety, the Kingdom of Saudi Arabia has been re-elected for the fifth time as a member of Executive Committee of the International Association of Lighthouses Authorities (IALA).

Passengers Terminals:

The Ports Authority gives high priority to passenger services, especially pilgrims.

It has constructed two fully equipped terminals; most notable are those in Jeddah Islamic Port, and the port of Dhiba.



Over one million passengers pass across these two ports each year.

Experience in Handling Large Volumes of Cargo

The Saudi Ports Authority serves the largest economy in the region, handling 95% of the exports and imports of the Kingdom (excluding crude Oil). This represents 61% of the total cargo handled in the GCC states.

The Saudi ports have efficiently handled more than 1.3 billion tons of imports and exports during the last 23 years.

This flow of cargo is sufficient to ensure an adequate volume of work for the private sector, hence, makes the participation and investment in the Saudi ports economically a profitable one.

Transit:

Although the Ports Authority has successfully utilized the Saudi ports' capacities and strategic geographical locations, it has employed all of its resources and expertise to attract more ships and cargo to Saudi ports. To achieve this goal, the Saudi Government has consented to introduce transshipment service in Jeddah, Dammam, and Jubail ports.

These ports were designated because they have the expertise, equipment, and open spaces to provide the new service, which is expected to boost the leading position of Saudi ports in the region.

Re-Export:

The Ports Authority, in coordination with the Ministry of Finance and National Economy, has also introduced a new service; "Re-export". This service will gradually be provided in all Saudi ports.

Open yards, covering an area of 1,500,000sqm, have been designated for re-export services in the ports of Jeddah and Dammam. The private sector will manage and operate these areas.

The new service it is believed will strengthen the role of the Saudi ports in the national economy and open new markets for local trade. It will help in providing a strategic storage of goods for the Kingdom's markets with lower expenses than those of the neighboring markets.

Many trading sectors will benefit from the new service especially the trades of cars, spare parts, electrical machines and food products.

Training Centers:

The Ports Authority owns and operates two training centers, one in Jeddah port, established in 1977 and the other in King Abdul Aziz port in Dammam, established in 1979. Both centers provide intensive training programs in many fields such as pilotage, diving, navigation of marine craft, maintenance and cargo handling.

These programs are provided for the local staff of the Ports Authority, other government sectors and the port related private sector.

Since they were established, over 14,500 Saudis have been trained in these two centers.

The Ports Authority's success in its training plans is demonstrated by the increasing number of Saudi nationals employed in SEAPA reaching 97%, while piloting positions are fully occupied by Saudis.

As a result of the professional training services the Saudi Ports Authority provides, the Gulf Co-operation Council States have chosen the Training Center in Dammam port to be for training GCC seaports staff.

Unified Rules and Regulations:

The Authority has published a comprehensive list of rules and regulations to indicate what is expected from all involved parties, locally and internationally dealing with Saudi ports including shipping lines, shipping agents, cargo brokers, and consignees etc.

It gives a clear, unified guidance to all port users, and is printed in both English and Arabic.

These rules and regulations were adopted by the G.C.C. states in 1985 and subject to periodic reviews.

A Reasonably Priced Tariff:

A unified tariff applies in all Saudi ports. This tariff is clear and easy to apply. It specifies the tariffs to be paid by all the port related parties whether agents, exporters, or importers, in return for the services rendered by the ports.

It is also considered profitable for the investors and at the same time competitive with international seaports' tariffs.



A Wide Statistics Database:

Since inception, the Ports Authority has maintained a comprehensive and wide database of statistics for all the Saudi ports. This information is published monthly and annually in both Arabic and English. These publications provide complete statistics of ships calling the Saudi ports (discharged or loaded), types of cargo, their origins, and quantities (imported or exported) and are categorized according to international standards.

This information is of great significance to investors. It provides them with the resources for developing their feasibility studies and also gives them a clear picture on their intended investment fields.

Recent Economic Developments:

Since the inauguration of the Ports Authority in 1976, its main duty was to develop and improve the port operations as well as to run them according to international standards.

The Authority has re-organized the ports, revitalized productivity, and improved the equipment and work procedures to the level of the best international seaports.

All Saudi ports now recover all expenses from their revenues, and also achieve a surplus to the National Treasury. In the past, the Government was providing the ports with annual financial assistance.

But now a new era in marine trade has begun, requiring new tools to comply with.

Free trade policies are influencing world trade, and competition is becoming ever more vigorous. Ports, all over the world, are competing as never before, and are making huge investments to upgrade their equipment and modernize their operations to meet the new requirements.

The great change in the Saudi national economy, which has changed drastically from a consuming and importing one to a producing and exporting one. Exports, now, account for 70% of the total cargo handled in the Saudi ports, compared to less than 10% in the early eighties.

The New Program:

Saudi ports handle 95% of the kingdom's imports and exports, (excluding the crude Oil) and are considered the largest port network in the Middle East. Cargo volume in Saudi ports is the largest in the region.

It is apparent that maintaining the leading position held by the Saudi ports helping to consolidate the Kingdom's national economy and its external trade is of paramount importance.

On 15.3.1997, Royal approval was granted to pass responsibility for all operations and maintenance of berths, and equipment owned by the Ports Authority to the private sector, to be managed on a commercial basis, based on the following principles:

- The Ports and their facilities will continue to be owned by the government,
- The private sector will be given incentives to invest in the field of heavy equipment necessary to operate the ports effectively,
- The ports will be managed on a commercial basis,
- New services will be provided,
- More Saudis will be employed and trained.

Under this new program, investment opportunities in the Saudi ports have been put into bidding during the year 1997, according to the following rules:

- The government and the private sector will share the terminal revenues.
- The competition is based on bidding and the priority will be given to the party who offers the highest percentage to the government share.
- The opportunity is available for all Saudi companies, which have, or their partner has, experience in the field of the terminal in question.
- To widen the private sector's participation and provide competition, the operator will not be allowed to participate in more than one contract at the same port.
- The operator will invest in new equipment, which will be port property at the end of the contract.
- The contract includes a program for recruiting and training Saudi nationals.
- The operator will collect the charges, calculated in accordance with the port tariffs.
- The operator will market the port services to attract the maritime trade.

Passing of Ports Management and Operation to the Private Sector:

Since the Saudi ports are subdivided into a number of independent terminals (container terminals, general cargo terminals, reefer cargo terminals, bulk cargo terminals, etc.) with every terminal having



its own area, equipment, warehouses, workshops and open yards, the responsibilities of managing and operating the ports were passed to the private sector in a terminal by terminal basis.

In late 1997, the Ports Authority started the process of passing the ports terminals to the private sector through public bidding.

Today, all the port's terminals are managed and operated by the private sector

Privatization Program Participants:

Jeddah Islamic Port

- Southern Container Terminal: "Saudi Maintenance Corp." jointly with "Dubai Port Authority".
- Northern Container Terminal: "Gulf stevedoring Contracting Co."
- Ro-Ro Vessels Cargo Terminal: "Globe Marine Services Co."
- King Fahd Ship Repair Yard: "Bakri International Energy Co. Ltd."
- Bulk Cargo Terminal: "Ajwa R.M.T.I. Ltd."
- Chilled and Frozen Cargo Terminal: "United National Marine Projects Co."
- Southern General Cargo & Livestock Terminal: "Mansour Al-Mosaed Co."
- Northern General Cargo Terminal: "Universal Technical Co."
- Marine Services in Jeddah & Jizan: " Abdullah A. Al-Turki establishment"

King Abdul Aziz Port - Dammam

- Bulk Cargo Terminal: "Arabian Agricultural Services Co. (Arasco)"
- Container and Reefer Cargo Terminal: "International Ports Services Co. Ltd."
- King Fahd Ship Repair Yard: "Dena Marine Co."
- Eastern General Cargo Terminal: "Gulf Stevedoring Contracting Co."
- Marine Services: " Al-Zamil for Operation & Maintenance".
- Central General Cargo Terminal " Al-Nawa for Technical Services".

King Fahd Industrial Port - Jubail

- General Cargo Terminal: "Gulf stevedoring Contracting Co."
- Marine Services: "Al-Bakri Marine Navigation Co. "

King Fahd Industrial Port - Yanbu

- General Cargo Terminal: "Globe Marine Services Co."
- Marine Services: "Red Sea Marine Services Co."

Jubail Commercial Port

- General Cargo Terminal: "Dena Marine Co. Ltd."
- Bulk Cargo Terminal: "Arabian Agricultural Services Co. (Arasco)"
- Marine Services: "Al-Bakri Navigation Co."

Jizan commercial Port

- General Cargo Terminal: "Al-Nawa Technical Services Co."
- Marine Services: "A.A.Al-Turki Establishment "

Yanbu Commercial Port

- General Cargo Terminal: "AJWA R.M.T.I Ltd."
- Marine services: "Red Sea Marine Services Co. Ltd."

Dhiba Commercial Port

- General Cargo Terminal: "Saudi Maintenance Co.-SYANCO".



Summary Of Cargo Throughput
JUNE – 2002
For Major Saudi Arabian Ports

(Dead weight in tonnes)

Cargo Type	MONTH		YEAR TO DATE	
	Discharged	Loaded	Discharged	Loaded
BulkCargo(solid)	1,220,368	861,884	7,651,976	4,193,563
Bulk Cargo(liquid)*	103,101	3,947,062	664,008	23,361,734
General Cargo	505,858	66,986	3,381,934	526,048
Containers (in tonnes)	956,917	568,278	5,061,953	3,306,018
Ro-Ro& Vehicles	72,261	16,899	472,140	57,741
Livestock	13,758	0	104,250	959
Total	2,872,263	5,461,109	17,336,261	31,446,063
Total Port throughput	8,333,372		48,782,324	

* Bulk cargo excluding crude Oil

2.1.3 Rules and Regulations

Regulations for vessels in port:

Berthing, unberthing and shifting of vessels

Allocation of Berths:

- A vessel shall occupy only the quay, jetty, pier or anchorage berth allocated to her by the port management.
- The port is empowered to issue special additional regulations to change the allocation of berths, to save time, or to revoke or change an allocation already made.
- The masters of vessels mooring at a berth or alongside another vessel must ensure that the vessel is upright and that there are no over-side projections. He must also see that the vessel is provided with fenders.
- Port harbour craft will moor at berths allocated for such purpose, which should display suitable notices, visible day and night, specifying their purpose.

Mooring of Vessels:

- The master should ensure that his vessel is provided with sufficient fenders to adequately protect the vessel and port premises when berthing and unberthing.
- When berthed at or while alongside any quay the master of a vessel shall at all times keep the vessel properly and effectively moored to the satisfaction of the port management. The moorings must be kept taut and adjusted from time to time to allow for the change in draught and rise and fall of the tide. The moorings must also be so arranged that they can be quickly and easily released.
- During berthing and unberthing the master should not use his engines in such a manner as to cause damage to the bed or banks of the harbour or to another vessel.
- Only the special equipment installed at the berth, such as bollards or rings may be used for mooring.
- Mooring men are compulsory for the handling of mooring lines.



- The knots of the heaving lines shall not be loaded in such a manner as may cause injury to the mooring men or third parties.

Owner's Risk:

All vessels within the port limits are there at the risk of their MASTERS or OWNERS who shall be held responsible for any loss or damage, which may arise in consequence of their faulty navigation, or, by vessel breaking a drift from their anchor or moorings, or through negligence on the part of their crew.

2.1.4 Jeddah Islamic Port

2.1.4.1 Geographical Advantage

Jeddah Islamic Port has an excellent location in the middle of the international shipping route between east and west. The port lies on the Red Sea coast at latitude 28° 21' north and longitude 39° 10' east. It is the kingdom's principal port serving the holy cities of Makkah and Madinah. The port serves the commercial centers through which 59% of the kingdom's imports by sea are being handled. The importance of Jeddah Islamic Port increased and reached its maximum limit when the Kingdom was developing into a modern and civilized country

2.1.4.2 Services

Cargo Services:

The Kingdom established the Seaport Authority, in September 1976, whereupon it started developing Jeddah Islamic Port and its facilities were expanded from modest 10 operational berths in 1976 to the 58 berths of international status in service today.

Jeddah Islamic Port, which is a congestion free harbor, occupies 10.5 square kilometers, with 58 deep-water quays having an overall length of 11.2 kilometers with a draft reaching 16 meters. Which can accommodate the latest generation of large container vessels (with a capacity of 6500 TEUs).

The port provides handling services for all types of cargo by means of highly specialized cargo terminals, distributed as follows:

- Container terminals
- Bulk grain terminals
- Bulk edible Oil terminal
- Ro-Ro cargo terminals
- General cargo terminals
- Live stock terminals
- Chilled and frozen cargo terminals
- Passenger terminal

Marine Service:

The port has a large fleet of marine craft such as salvage tugboats, fire-fighting boat, other marine craft specialized in fighting pollution and a buoy laying vessel. Along with other crafts for pilotage, mooring and collecting garbage. In addition a floating crane of 200 tones capacity are also available.

The marine tower controls the traffic of vessels. It is provided with most sophisticated wire/wireless communication equipment to serve navigation, to control and guide vessels.

These facilities enable the port to carry out its marine function efficiently to meet the operational demands.

Cargo Handling Equipment:

The port has available modern specialized equipment such as quay container gantry cranes, straddle carriers, rubber tired gantry cranes, and yard cranes mobile cranes for handling various types of cargo. Significant numbers of reefer points to provide reefer containers with electricity. Various types of forklifts, low and high trailer with different load capacities. This is in addition to bulk grain discharging equipment. Complete range of cargo handling equipment for all types of cargo with adequate reserve of equipment to ensure smooths an expeditious cargo handling operations.

Workshop/ Maintenance Facilities:

The following purpose built workshops facilities are located throughout the port area.



Type of workshop	Number of workshops
Cargo handling equipment	7
Marine equipment	1
Civil engineering	1
Electrical engineering	1
Electronic engineering	1

Ship Repair Yard:

One of the important facilities in the port is King Fahd Ship Repair Yard. It is equipped with the most modern facilities for maintenance, repair of vessels, and building of small crafts. It comprises of two floating docks, which can receive vessels up to 45000 tons. In addition two berths (170) meters long to receive vessels up to 60000 tones.

Types of Berth and Storage Facilities:

Jeddah Islamic Port consists of (58) berths, which have been distributed to handle specialized type of cargo. Which are as follows:

Berth by cargo handling type	No. of berths
Container Terminal (South)	7
Container Terminal (North)	4
Ro-Ro and Passenger Terminal	10
Bulk Grain Terminal	7
Bulk Edible Oil & Bulk Sugar Terminal	2
General Cargo Terminal (South)	12
General Cargo Terminal (North)	10
Chilled and Frozen Cargo Terminal	4
Livestock Terminal	2

Storage Area:

The total area of the port is approximately 9 sq. kilometers and 2.5 sq. kilometers of which is used as storage areas which are divided into:

- Open storage area of 2.1 sq. kilometres and
- Covered storage area of 0.4 sq. KMs consists of 59 warehouses and transit sheds

In addition the Grain Silo & Grain Mills and Rice mill also have silos for storing grain. Tanks are available to store edible Oil.

Privatisation:

The port has assigned the management, operation and maintenance of the berths in the port to the private sector in the following areas:

- King Fahd Ship Repair Yard
- Ro-Ro and passenger terminal



- Bulk Grain Terminal
- North Container Terminal
- Southern Terminals for general cargo and live stock
- North Terminal for general cargo
- South Container Terminal
- Operation, administration and maintenance of all marine crafts and navigation channel including marine control.

These contracts have been leased on 10 years & 20 years bases with the lessees having to invest significantly in new equipment, modernization and upgrading of these facilities.

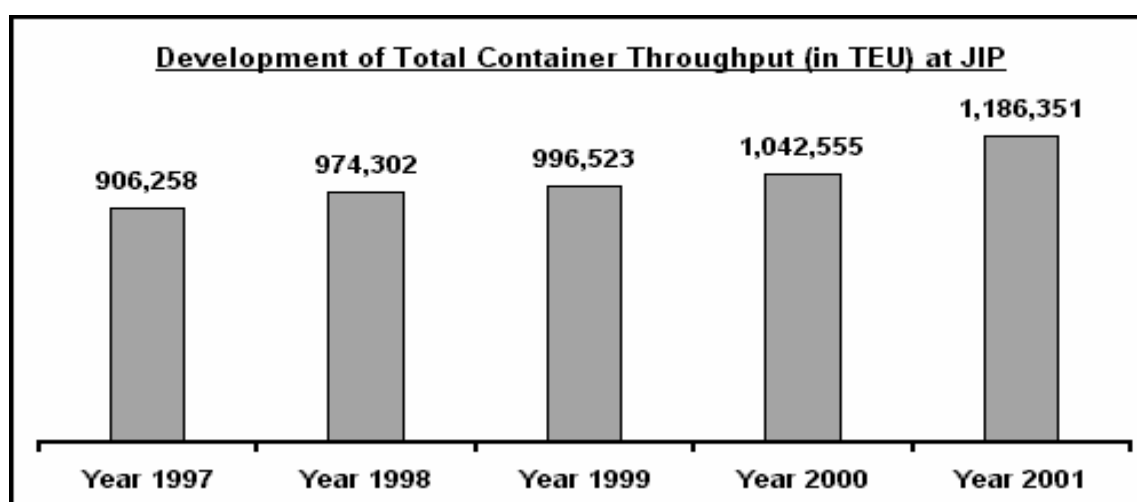
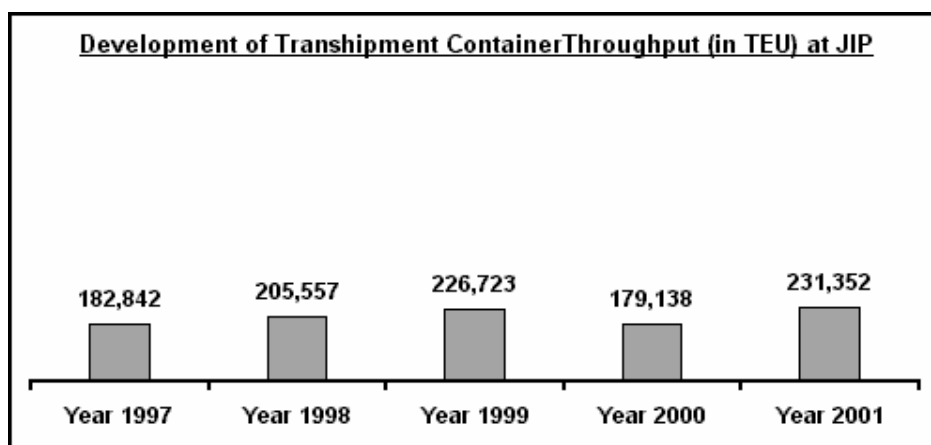
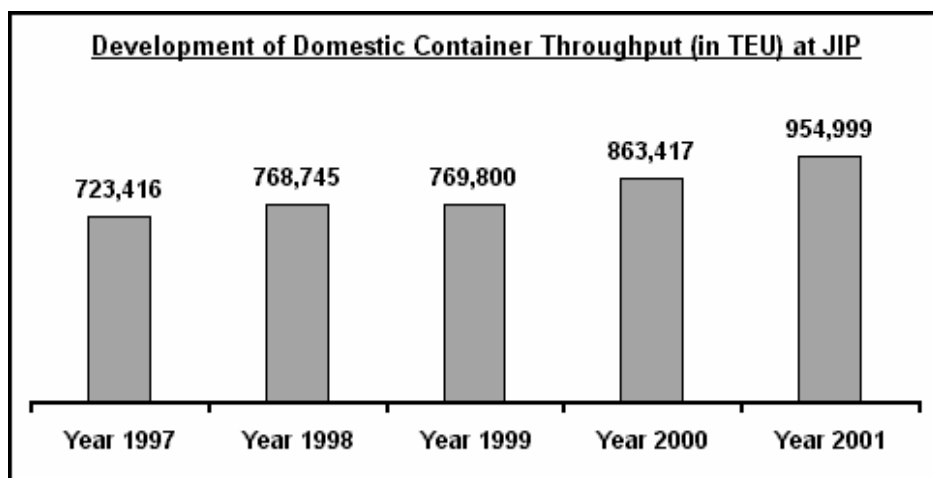
Terminals and Facilities Operators:

Company	Contracted Terminal
United National Marine Projects Co. Ltd.	Chilled & Frozen Cargo Terminal
Bakri International Energy Co. Ltd.,	King Fahd Ship Repair Yard
Globe Marine Services Co. E-mail: emj@globejip.com	Ro-Ro Cargo Terminal
Gulf Stevedoring Contracting Company Ltd.	Northern Container Terminal
Masnour Al-Musaid Company	Southern General Cargo Terminal & Livestock Terminal
Saudi Maintenance Company (Siyanco) & Dubai Port Authority	Southern Container Terminal
Universal Technical Company E-mail emj@utcjip.com	Northern General Cargo Terminal
Ajwa R.M.T.I. Ltd.	Bulk Cargo Terminal
A.A.Al-Trki Establishment	Marine Services

Saudi Container / RoRo Terminals handled over 1.7 million TEU in 2001:

During 2001, for the first time, Saudi Container/RoRo Terminals handled more than 1.7 million TEU, an increase of 12.6 % compared to the previous year. Despite further increased container traffic in 2001, all scheduled vessels berthed without waiting time and received quick dispatch. Import and export container attained the shortest ported well time. The Saudi Ports Authority simplified its transshipment conditions and Jeddah Islamic Port handled 231,352 TEU in transshipment, which is an increase of 29.2 % compared to the previous year.

On going investment in modernization of berth – and terminal container handling equipment in 2002, 2003 and 2004 will assist to meet further challenges from growing containerized traffic in the years to come.



Jeddah Islamic Port (Regional Container Hub Port) increases its Berth Capacity:

As February 2002, Jeddah Islamic Port started to enhance its container crane capacity by the installation of further 4 super post panamax ship/shore gantry cranes. This brings the total of container cranes to 21, of different sizes, along its 2,680 meters of berth.

This will enable Jeddah Port to handle even the largest existing container vessels up to 15 meters draft.



Main Specification of Ship/Shore Gantry Cranes Available at Jeddah Port:

Units	Lift capacity under spreader	Lift capacity under hook	Outreach from fender line	Height of spreader above quay	Type of spreader
3	60 tons	70 tons	52.5 meters (21 units across vessel)	38.0 meters	Telescope Twin lift
4	60 tons	70 tons	52.5 meters (21 units across vessel)	38.0 meters	Telescope Twin lift
3	50 tons	60 tons	48.5 meters (19 units across vessel)	36.6 meters	Telescope Single lift
1	40.0 tons	50 tons	46.4 meters (18 Units across vessel)	36.6 meters	Telescope Single lift
2	50 tons	60 tons	40.4 meters (16 units across vessel)	32.0 meters	Telescope Single lift
2	40 tons	40 tons	32.3 meters (13 units across vessel)	26.0 meters	Telescope Single lift
2	30.5 tons	30.5 tons	33.4 meters (13 units across vessel)	25.1 meters	Single lift
2	30.5 tons	30.5 tons	33.4 meters (13 units across vessel)	25.1 meters	Single lift
2	30.5 tons	30.5 tons	25.5-28.5 meters (10-11 units across)	21.2 meters	Single lift

The massive investment in Jeddah Port's container terminal facilities underlines its ambition to build up its position as 'The Container Hub' of the Middle East region.

Establishment of a New Container Terminal:

The Saudi ports authority has established a second container terminal in the port. Operations commenced

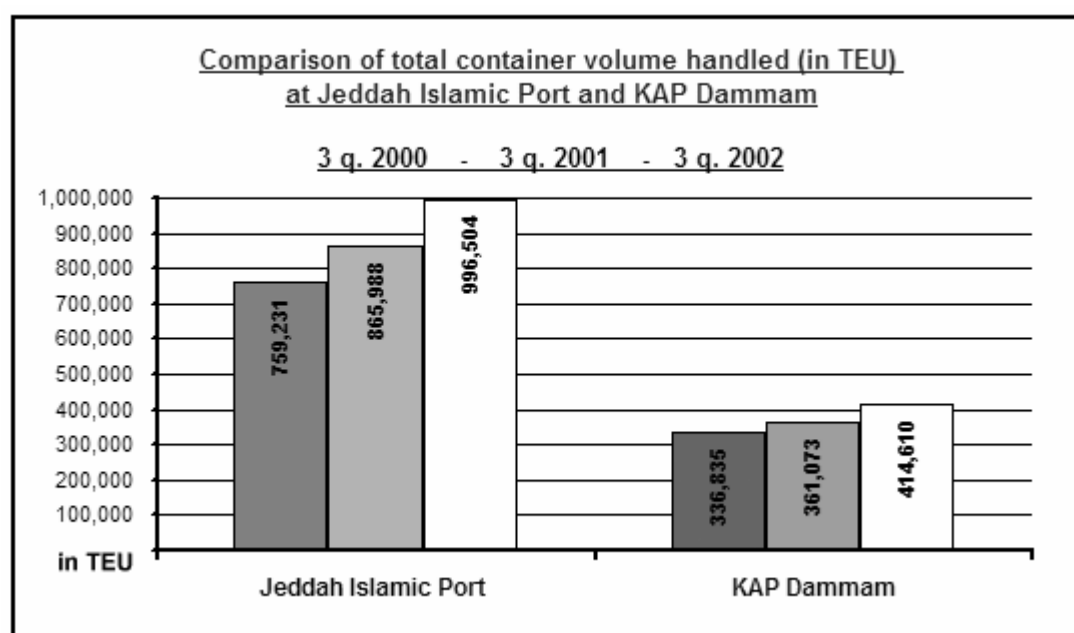


in August 2000. It consists of four deep water container berths with a total of 1000 meters, served by seven super post panamax ship- to- shore gantry cranes of 60 tones capacity, rubber tired yard gantry cranes, straddle carriers, reach stackers, tractor heads and trailers. The terminal is capable of handling up to 1 million TEU annually.

Re-Export Zone:

Another new project is the establishment of a re-export zone in which goods will be stored and repackaged; it can either be re-exported or consumed in the local market.

Saudi Trade and Export Co. (Tusdeer) operate the Area.



Contact:

Jeddah Islamic Port

P.O. Box 9285

Jeddah 21188, Saudi Arabia

Phone: +966-2-6471200

Fax: +966-2-6477411

Port Director general: Mr. Mohammed Al-Ghaithi

Port assistant director: Mr. Saher Tahlawi

2.1.5 King Abdul Aziz Port - Dammam

2.1.5.1 Geographical Advantage

King Abdul Aziz Port, Dammam, is the principal port of Saudi Arabia In the Gulf and is located approximately mid-way along the Eastern Coast at: Latitude 26° 30' N Longitude 50° 12' E.

King Abdul Aziz Port is the main gateway through which cargoes from All over the world enter the Eastern and Central Provinces of the Kingdom. It is strategically placed to service the requirements of the Oil Industry, the continuous development of Riyadh, the capital, and the Major provincial cities in the Eastern and Central Provinces.

2.1.5.2 Services

The Port is fully self-sufficient with its own administration offices, mechanical and marine workshops, electrical, telephone and marine communications networks and water refinery. It has its own clinic, fire department and a large housing complex for port employees, with mosques and a supermarket.

There is an excellent highway system connecting Dammam Port with the town of Dammam and the rest of the country.



Port Services Include:

- A congestion-free port
- A container terminal
- A container freight station
- A cold store terminal
- A railway service to Riyadh
- A grain terminal with static and mobile ship-handling machinery
- Transshipment facilities for containers and for all types of cargo, vehicles
- A grain terminal with static and mobile ship-handling machinery
- Transshipment facilities for containers and for all types of cargo, including successful training center, marine control tower with up-to-date communications facilities. Experienced stevedores and container operators, 24 hours per day, 7 days per week service, without incurring Overtime premiums, for all port operations.
- A modern ship-repair yard
- A nascent free trade zone

Types of Cargoes Handled:

- General Cargo
- Containers
- Ores
- Grains and pulses
- Edible Oils
- Cement and cement clink reefer
- Fertilizers
- Ro/Ro

The largest vessel to discharge in Dammam Port, “ Leon”, 145,000 DWT.
Depths alongside vary from 8.0 meters to 13.5 meters.

Berths:



Berths 1, 2, 3	Grain discharge General cargo. rail connected
Berths 4,9,11 and 13	Dedicated bagged fertilizer
Berth 10	General cargo. Ro/Ro ramps at 14 and 22
Berths 14-22	Container terminal. Ro/Ro ramp at 23
Berths 23-26	Ro/Ro and project cargo
Berths 27-29	Grain discharge
Berths 30	General cargo and gray cement
Berth 31-34	Cold store and Ro/Ro ramp
Berth 35	Bulk ores. White cement. Gray cement. Clinker and edible Oils. Ro/Ro ramp at 36
Berths 36, 37 and 38	Explosives terminal. Otherwise Cement.
Berth 39	Clinker. Gypsum and other bulks

Bulk ores. White cement. Gray cement. Clinker and edible Oils. Ro/Ro ramp at 36
Explosives terminal. Otherwise Cement. Clinker. Gypsum and other bulks

The total areas in the various zones:

Central berths	(Berth 1-13) is 411,270 m ² with 10 warehouses of 55,470 m ²
Eastern berths	(Berths 14-22) 497,650 m ² with 10 warehouses of 58,850 m ²
Western berths	(Berths 27-34) 744,600 m ² with 8 warehouses of 47,080 m ² (Berth 35) cold store 28,800 m ²

The whole port covers an area of 193 million m². For increased efficiency 2 container gantry cranes have been moved from Berth 23 and refurbished, making a total of 8: 15 new straddle carriers, 25 terminal tractors, 20 3-ton forklift trucks and 2 empty container handlers are being added to the fleet.

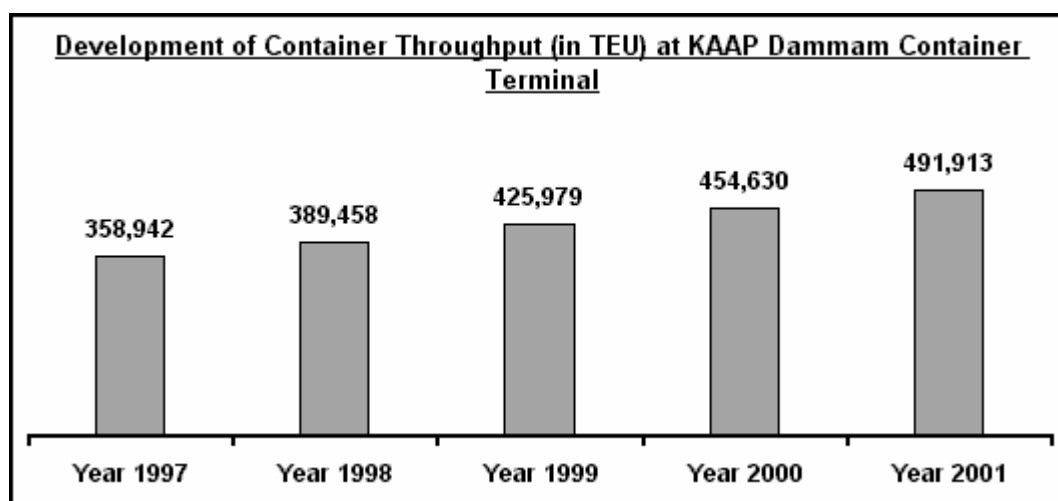
Terminals and Facilities Operators:



Company	Contracted Terminal
International Ports Services Co. Ltd. (IPS)	Container Terminal
Arabian Agricultural Services (ARASCO)	Bulk Cargo Terminal
Dena Marine Co.	King Fahd Ship Repair Yard
Gulf Stevedoring Contracting Co. Ltd.	Eastern General Cargo Terminal
Al-Nawa Technical Services	Central General Cargo Terminal
Al-Zamil for Operation and Maintenance	Marine Services

Saudi Container / RoRo Terminals handled over 1.7 million TEU in 2001:

During 2001, for the first time, Saudi Container/RoRo Terminals handled more than 1.7 million TEU, an increase of 12.6 % compared to the previous year. Despite further increased container traffic in 2001, all scheduled vessels berthed without waiting time and received quick dispatch. Import and export container attained the shortest ported well time. The Saudi Ports Authority simplified its transshipment conditions and Jeddah Islamic Port handled 231,352 TEU in transshipment, which is an increase of 29.2 % compared to the previous year. On going investment in modernization of berth – and terminal container handling equipment in 2002, 2003 and 2004 will assist to meet further challenges from growing containerized traffic in the years to come.



Re-Export Zone:

A re-export zone has been established in the port. Goods will be stored and repackaged and then can either be re-exported or consumed in the local market.

Saudi Development & RE-export Services Co. Ltd operates the area

New Grain Storage:

A new grain storage warehouse is in service. Arabian Agricultural Services (ARASCO) developed it Two Cement Silos:

Plans for the construction of two silos for cement and cement clinker storage are approved. The Saudi Cement Co will develop them.

Contact:

P.O. Box 28062



Dammam 31188 Saudi Arabia

Phone: +966-3-8332500

Fax: +966-3-8571727

Port Director General: Mr. Naeem Ibrahim Al-Naeem

Assistant Port Director: Mr. Abdullah Abdulaziz Al-Hamad

Summary Of Cargo Throughput
OCTOBER - 2002
King Abdul Aziz Port, Dammam

(Dead weight in tones)

Cargo Type	MONTH		YEAR TO DATE	
	Discharged	Loaded	Discharged	Loaded
Bulk Cargo(solid)	286,662	135,815	2,749,355	1,045,653
Bulk Cargo (liquid)*	14,398	914	82,054	47,944
General Cargo	305,525	36,993	2,685,360	117,834
Containers (in tonnes)	293,623	207,592	2,527,219	1,883,955
Ro-Ro& Vehicles	19,940	13	163,166	2,819
Live stock	3,105	-	15,274	-
Total	923,253	381,327	8,222,428	3,098,205
Total Port throughput	1,304,580		11,320,633	

*Bulk cargo excluding crude Oil

2.1.6 King Fahd Industrial Port - Jubail

2.1.6.1 Geographical Advantage

Transforming the Kingdom of Saudi Arabia from a raw material exporter to a gas/Oil industrial producer led to the construction of King Fahd Industrial Port in Jubail, starting in 1974. Being located Adjacent to Jubail Industrial City, the port was designed for importing raw materials required by local industries, also for the export of the industrial products such as Petrochemicals, Refined Petroleum Products, Chemical Fertilizers and Sulphur.

Latitude 27° 01' N

Longitude 49° 40' E

Port Particulars :

- King Fahd Industrial Port Jubail 27° 01' N = 49° 40' E British Admiralty charts 3718, 3788
- Port operational 24hrs/day 365 days per year.
- Port approach channels covered by radar: contact "INDUSTRIAL MARINE" V.H.F ch.16- 67
- Pilotage compulsory vessel over 150 GRT. Boarding ground 27° 07' N = 49° 47' E
- Voith Schneider Propulsion tugs to assist with berthing / unberthing.
- Only daylight movements of loaded L.P.G carriers.
- Inner and outer anchorage good holding ground.
- Load line zone – tropical.
- Tidal range about 2.2m-dock density 1024 – 1026.
- Prevailing wind N N W' ly
- Saudi Arabian flag to fly 24 hrs a day.
- Fresh water available on all operational berths.
- Free pratique applied for on berthing. All vessels must have copy of G.C.C Rules & Regulations for Seaports. Bunkers available through appointed Agent. Fire fighting vessels, Anti Pollution craft and 2 Salvage tugs of 5200HP on station.



2.1.6.2 Services

A variety of cargoes are handled mainly at the dedicated berths of companies with long-term land lease agreements.

Bulk Solids:

Chemical Fertilizers are exported mainly as bulk cargoes but facilities are available for the handling of bagged fertilizers.

Iron Ore in pellet and lump form is imported over a dedicated berth then transported to the Iron and Steel Producing Plant via conveyor belt.

Bulk Liquids:

A total of six Refined Petroleum Products are exported over two dedicated berths. There are facilities available for the import of Base Lube Oil products.

A total of 18 various Petrochemicals are handled at five berths.

Liquid Petroleum Gas Products:

Four products, Ethylene, Butadiene, Propylene and Vinyl Chloride Monomer are handled at one dedicated berth.

Facilities are available for handling Butane at one of the Petrochemical berths.

Facilities are available for handling Ammonia at two of the berths.

Size of Vessels:

Bulk Solid-carrying vessels, from 6,000dwt to 110,000dwt

Petrochemical carrying vessels, from 5,000dwt to 45,000dwt

Refined Product Carrying vessels, from 12,000dwt to 360,000dwt

L.P.G carrying vessels, from 1,000dwt to 30,000dwt

Berths:

The Port has a total of 27 berths of which 19 are fully operational.

There are 5 berths available for shallow draft vessels and port craft.

There are 3 berths of 346mtr in length, depth of water 30mtr capable of accepting vessels of 360,000MT DWT. (not yet commissioned)

The 19 operational berths as follows:

1 Low Ramp module berth ramp width 33m drafts 7.6m, largest module handled 2200mt.

1 High Ramp module berth ramp width 33m draft 7.6m Both of these berths are directly linked to a specially designed road for direct transportation of the modules to the City.

7 Bulk Solid berths 230-250m in length draft 12.6m 13.3 @ high water.

2 Open berths 230-250mtr in length draft 12.6mtr 13.3 @ high water. Used for import export heavy Lift / Project Cargo.

5 Petrochemical, Bulk Liquid berths (3 with L.P.G facilities) 280mtr in length draft 14.4mtr

@ High water 15.2mtr. Equipped with shore gangways.

1 LPG berth 280m in length draft 14.4m @ high water 15.2m with shore gangway.

1 Refined Product berth 280m in length draft 14.4m @15.2m with shore gangway.

1 Open Sea Tanker Terminal berth for Refined Products, draft 25m with shore gangway.

Terminal Operators:

Company	Contracted Terminal
Gulf Stevedoring Contracting Company	Cargo Terminal
Al-Bakri Navigation Co.	Marine Services

Petrochemical berths have been upgraded project commenced with berths being interconnected and Hose Towers with flexible hoses being introduced to eliminate shifting between berths and to facilitate speedier turn rounds.



Development of new Petrochemical Tank Farm Area accommodating new and existing users storage tanks additional products introduced.

Studies being carried out with a view to further development of the Petrochemical Quay Area adding additional berths for future expansion.

Contact:

The Director General Phone: +966-3-3578000

King Fahd Industrial Port in Jubail. Telex: 832031 JUBIPT SJ

P.O.B. No.547 Fax: +966-3-3578011

Al Jubail 31951

Kingdom of Saudi Arabia

Port Director General: Mr. Muthanna Essa Al-Kurtas.

Assistant Director General: Mr. Ibrahim Abdul Mohsen Al-Hamad

2.1.7 Yanbu Commercial Port

2.1.7.1 Geographical Advantage

Yanbu Commercial Port is located on the East coast of Red Sea approximately 460 nautical miles South of Suez Canal and 168 nautical miles North-West of Jeddah. It is a natural harbor sheltered by the mainland to the North and East and by coral reefs to the South and Southeast. A mile long channel reaches it.

Port limits: the seaward boundaries of Yanbu Commercial Port are:

- (1) 24° 06' N 38° 00' E
- (2) 24° 06' N 37° 57.5' E
- (3) 24° 03.5' N 37° 57.5' E
- (4) 24° 03.5' N 38° 05.5' E

These port limits are shown on Saudi Port Authority Chart nos. 17 and 171.

Port control:

All marine activities including ship-movements in the port are monitored and controlled by the "Yanbu Commercial Port Control" situated at a position Latitude 24° 05' N Longitude 38° 03' E. This station also provides a liaison with the terminal operators and emergency services.

2.1.7.2 Services

Yanbu Commercial Port is the nearest major Saudi seaport to Europe and North America and is the focal point of the most rapidly growing area on the Red Sea. Traditionally it has served as the nearest gateway for sea borne pilgrims bound for the holy city of Madinah. Port expansion in 1979 increased the capacity to nine berths with modern facilities and equipment. It can handle in excess of 3 million tones of cargo per year.

Yanbu Commercial Port played a major role in development of many refineries and project plants by handling huge quantities of general cargo, project cargo, heavy lifts, containers and various construction material (including bulk cement / clinker) in the early years. Today export of bulk cement and clinker is handled at this port. Millions of tons of bulk-barley are regularly handled at this port for onward distribution to various parts of the country. It also caters to the requirement of the Industrial city of Yanbu 20 KMs south of this port through import handling of bulk Rutile, Petcoke, project cargo etc. As a major trading partner this port also contributes towards the social and economic development of the Yanbu community.

Terminal Capacity:

Yanbu Commercial Port is suitable for handling different types of ships including General cargo, Ro – Ro, passenger ships, bulk-cargo etc. The mile-long entry channel is over 200 meters wide and ships with beam up to 50 m and LOA of 260 m can safely navigate through this port. Currently the port is accessible to ships of up to 10.36 m draught. Very soon the terminal operator would undertake dredging operations of the harbor to increase the depth to up to 12 m. Some of the large vessels that have called at this port are m.v. Mega Brook (29.5.1995) with LOA: 267.58m / Beam: 39m / DWT: 123000. ; m.v. Exemplar LOA: 265.57m / Beam: 40.4m / DWT: 122760.

Yanbu Commercial Port is designed and equipped to handle a wide range of cargo-mix including general cargo, Ro-Ro cargo, containers (on conventional vessels), and bulk cargo and passenger traffic.

DESIGNED CAPACITY FOR DIFFERENT TYPE OF CARGO

Berths:



General 6 Berths, 1,840,000 tones
 Dry – Bulk Cargo (food, grain and others)
 3 Berths 1,870,000 tones
 T O T A L = 9 Berths 3,710,000 tones.

The terminal operator is obliged to handle up to 4 ships simultaneously per day. Against the above capacity the actual cargo handled during the past four years is given below:

PERIOD: 1995, 1996, 1997 and 1998
 Imports: 851,009, 801,326, 1,055,750 and 554,570
 Exports: 24,295 - 15,365 - 10,977 and 92,026
 TOTAL: 875,304 816,691 1,066,727 and 646,596.

CARGO TERMINAL:

Yanbu Commercial Port has 9 deep-water berths to handle ships over 100,000 DWT with current draught of up to 10.36 meters.

BERTH NUMBER, LENGTH, DRAUGHT AND TYPE OF BERTH.

No1 170 m, 8.22 m, Passenger Terminal
 No2 210 m, 8.53 m, General Cargo
 No3 210 m, 10.97 m, Dry-bulk Silo Terminal
 No4 106 m, 10.36 m, General Cargo
 No5 260 m, 10.36 m, General / Bulk Cargo
 No6 260 m, 10.67 m, General / Bulk Cargo
 No7 280 m, 10.67 m, General / Bulk Cargo
 No8 190 m, 10.97 m, Bulk Cargo
 No9 260 m, 11.12 m, Bulk Cargo

The cargo terminal is provided with extensive storage facilities. There are 6 transit sheds adjacent to berths and 3 warehouses with a total covered storage space of 61950 m². In addition the port has one cold storage warehouse measuring (80m x28m x13m) and one hazardous goods warehouse (45m x11m x 6.2m). This port has a vast paved open storage area measuring approximately 529,400 m².

The Bulk Cement Handling Plant has two silos each with a storage capacity of 20,000 tones. Through conveyor bridges it is linked with a mechanical unloader (Siwertell) at berth No3.

The passenger terminal also has a large pilgrim Hall with adequate facilities to complete immigration and customs formalities of the passengers.

New Port Equipment & Services:

Yanbu Commercial Port has a large fleet of cargo-handling equipment suitable for handling various types of general cargo, containers, unitized homogeneous cargo, heavy-lifts and dry-bulk cargo. Since most of the cargo handled at this port is bulk in nature, there has been an ongoing effort to increase the quantity of various bulk-cargo handling equipment. The current terminal operator is contracted to purchase additional hydro-mechanical grabs, pay-loaders and one multi-purpose tower crane which would greatly enhance the cargo-handling capacity of this port.

Yanbu port has a 200-ton capacity floating-crane to facilitate the handling of heavy-lifts and over-dimensional packages, which cannot be discharged by ship's crane.

Navigation of ships at this port has been restricted by draught limitations. The present terminal operator is also obliged to undertake necessary dredging operations inside the harbor, which would eventually facilitate calling of ships at this port with more draught.

The port has an adequate number of marine craft including tugboats, pilot-launches etc. for safe navigation and docking / undocking of ships. Marine facility at this port would also be privatized very soon through a lease contract.

Regular export shipments of bulk cement / clinker to African states in the current year has considerably boosted the export trade through this port.

Terminals and Facilities Operators:

Company	Contracted Terminal
AJWA R.M.T.I. Ltd. PHONE : 04-3905072 / 04-3227811 FAX :04- 3905072	General Cargo Terminal
RED SEA MARINE SERVICES Co. Ltd. PHONE: 04-3253511 & 02-6519995	Marine Services



FAX: 04-3253501 & 02-6512908	
Saudi Maintenance Company (SIYANCO) PHONE: 04-3902850 FAX: 04-3902950	Passenger Terminal

Contact:

P.O. Box 1019 Yanbu Al-Bahar, Saudi Arabia

Phone: +966-4-3222100

Fax: +966-4-3227643

Port Director General: Mr. Abdullah Bin Awad Al-Zemei

Phone: +966-4-3222470

Fax: +966-4-3227643

Assistant Port Director General: Mr. Mohammed Hamidi

Summary Of Cargo Throughput
OCTOBER - 2002
Yanbu Commercial Port

(Dead weight in tonnes)

Cargo Type	MONTH		YEAR TO DATE	
	Discharged	Loaded	Discharged	Loaded
BulkCargo(solid)	39,008	57,411	512,156	605,610
Bulk Cargo(liquid)*	-	-	-	18,538
General Cargo	1,384	2,758	8,150	46,948
Containers (in tonnes)	-	3,110	201	18,784
Ro-Ro& Vehicles	-	-	-	-
livestock	-	-	-	-
Total	40,392	63,279	520,507	689,880
Total Port throughput	103,671		1,210,387	

* Bulk cargo excluding crude Oil

2.1.8 Jubail Commercial Port**2.1.8.1 Geographical Advantage**

Jubail Commercial Port lies on Arabian Gulf in the Eastern Province of the Kingdom of Saudi Arabia. It is 80 Kilometer north of Dammam.

One of the biggest construction projects in the Kingdom, it has the most modern cargo handling, safety and fire fighting equipment.

The port is on an area 50 km² in the East and West of the Port there is a breakwater berth of ten kilometers.

The Economic Importance of the Port:

Jubail Commercial Port is a vital economic utility because of its effective role in export and import policy in Eastern Region of Saudi Arabia. This is because it is near to production centers, which could lead to low cost of material, coming to K.S.A. and material export to world markets. This Port has alleviated the burden of King Abdulaziz Port in Dammam with regard import & export. Job opportunities for Saudi Nationals are available now in the Port so it is playing a social part in the life of Saudis.

2.1.8.2 Services

The Saudi Ports Authority has established the following constructions in the Port:



Open storage yards totaling 450,000 m² and covered stores with total area of 87,000 m² inside the port area.

Dangerous goods stores of 1800 m²

Storage yards with area of 900,000 m² outside.

Berths:

There are 16 berths, as follows.

Berth No. 1 – Floating Crane.

Berth Nos. 2 & 3 – visiting ships.

Berth Nos. 4,5,6,7,8,9,10,13 & 14 – general cargo handling.

Berth Nos. 11 & 12 – discharging bulk grain.

Berth Nos. 15 & 16 – containers & Ro-Ro.

Length and Depth of Berths

1700 m long & 12m deep – general cargo berths.

1600 m long & 14 m deep – for general cargo berths.

1500 m long & 14 m deep – for container berths.

In addition there are berths for port craft with 170 m long and Fishing Harbor berths 170 m long and 3 m deep.

Mechanical Station Equipment:

These include equipment, stations and other fixations necessary for handling of goods and water supply. (Saline water & Treated water).

Equipment:

Mobile Cranes with capacities of 20 – 100 tones.

Mobile Cranes with capacities of 40 tones with automatic motor wheel and hydraulic arm of four parts.

Container Cranes:

With 36 ton capacity automatic motor (diesel)

On wheels with head arm (German Made)

Fixed Equipment

There are (32) Nos. of 60 tones Electronic and Mechanical weighs for trailers weighing 24 hrs. Per day.

Overhead moving cranes working electrically in workshops, Rabit Cranes, Diesel generators, steam cleaning stations and small concrete mixers.

Services rendered by specialized stations:

The port has a vast area that can handle 14,000 containers in addition to container station the design of which is according to modern techniques of safety and fire fighting. There is also cooling units and automatic control systems for A/C stations.

Marine Facilities and Services.

The port has a fleet of small and specialized craft which enables the port to do maneuvers for the coming and going ships in all condition in a safe manner without delay in addition 200 tons capacity Floating Crane has been operated to provide better service.

Communication Service in the Port:

Fixed and handheld radios

Emergency communication

Radio Communication for Safety Security and Fire Fighting.

Direct telephones and internal telephones.

Fire Fighting and Pollution Control Service

There is a big Fire fighting station equipped with modern fire fighting equipment and it is ready in all times.

This station also has (11) Fire fighting vehicles 2 ambulances and 2 water tankers.

All Port affiliated vessels have Fire fighting equipment.

There are also pollution control vessels to keep environment clean and to dispose of any spills in the sea and on berths.

Jubail Commercial Port handling all kind of vessels (except Liquid Bulk vessels; Oil tankers, Oil Product Tankers & GENERAL Petrochemical Tankers, Gas Carrier)

CARGO

Ro – Ro

Dry Chemical Products



Barges
 Containers
 Bulk Raw Materials
 Bulk Grain
 Heavy Lifts & Projects Cargo
 No restriction for size of vessels Loa (or) Boa expect that maximum allowable Draft is 13.3 Meters at High Water

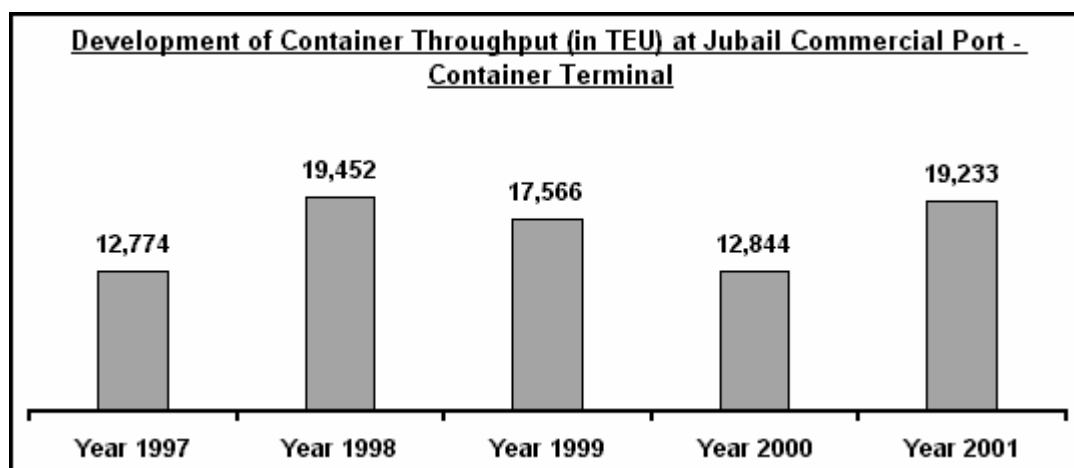
Terminals and Facilities Operators:

Company	Contracted Terminal
Dena Marine Co.	Cargo Terminal
Al-Bakri Navigation Co.	Marine Services
Arabian Agricultural Services (ARASCO)	Bulk Grain Terminal

Saudi Container / RoRo Terminals handled over 1.7 million TEU in 2001:

During 2001, for the first time, Saudi Container/RoRo Terminals handled more than 1.7 million TEU, an increase of 12.6 % compared to the previous year. Despite further increased container traffic in 2001, all scheduled vessels berthed without waiting time and received quick dispatch. Import and export container attained the shortest port dwell time.

The Saudi Ports Authority simplified its transshipment conditions and Jeddah Islamic Port handled 231,352 TEU in transshipment, which is an increase of 29.2 % compared to the previous year. On going investment in modernization of berth – and terminal container handling equipment in 2002, 2003 and 2004 will assist to meet further challenges from growing containerized traffic in the years to come.



Contact:

P.O. Box 276
 Jubail 31951, Saudi Arabia
 Phone: +966-3-3620600
 Fax: +966-3-3613337
 Port Director General: Mr. Ibrahim Al-Taiyeb
 Assistant Port Director General: Mr. Mohammed Al-Khater

2.1.9 King Fahd Industrial Port – Yanbu

The boundaries and names on maps used in this document do not imply official endorsement by the World Food Programme or the United Nations. Facts and figures in the document are to the best of our knowledge accurate and up to date at the time of writing but subject to change at any time. The World Food Programme makes no warranty or representation as the reliability of the data contained herein Page.



2.1.9.1 Geographical Advantage

King Fahd Industrial Port at Yanbu lies on the Red Sea Coast some 300 Kms. North of Jeddah Islamic Port, extending 25 kms on the Coast. It's Considered to be The largest Port for loading Crude Oil, it's Refined Products & Petrochemicals in the Red Sea, it lies in the middle of the line between Europe & America through Suez Canal & the Far East through Bab Elmandeb. Especially built to serve the Industrial Complex & meet 'Its requirements including export of the various Industrial Products such as the construction material & equipment which gives the port a significant role in the economy of the region

These port limits are shown on Saudi Port Authority Chart nos. 17 and 171.

Port control: All marine activities including ship-movements in the port are monitored and controlled by the "Yanbu Commercial Port Control" situated at a position Latitude 24° 05' N Longitude 38° 03' E. This station also provides a liaison with the terminal operators and emergency services.

2.1.9.2 Services

The Port can handle all types & sizes of Oil tankers & container, general cargo, bulk cargo & Ro-Ro vessels & also provide pilotage, towage & mooring services. Staff in the Central Tower determines the movements of shipping over a two approaching channels, the Northern Channel for vessels arriving from the Suez Canal & the Southern Channel for vessels arriving from Bab Elmandeb, which extend to 75 nautical miles. Fresh water is available at berths & a Bunkering Station Is also available in the Port. The Port provides Stevedoring Services for Cargo such as Crude Oil, Crude Oil Refined Product, Petrochemicals (both liquid & solid), Heavy lifts for the Projects & all types of General Cargo.

Types of Berths & Storage Areas:

1- General Cargo & Container Terminal

There are seven berths along a 1420-m wharf of which two berths for handling containers & one for Ro-Ro cargo with dredged depth of 14 meters below LAT. The Terminal has been equipped with three Mobile Cranes with capacity of 40t each & all other equipment. Export cargo from the industrial complex & imports for construction works are handled through this terminal including heavy lift and production supporting materials.

2 - Bulk Terminal

Consists of a wharf 500 meters in length with two dry bulk berths. The water off the wharf is dredged to 15.5 m below LAT. Can accommodate Bulk Carriers up to 60,000dwt. Sulphur product is now handled through this terminal

3 - Crude Oil Terminal

Consists of a jetty trestle with four loading berths. This Terminal can accept the vessels up To 500,000 DWT with dredged depth of 32 meters below LAT.

4 - Petroleum Derivatives Export Terminal (Export Refinery)

Has three berths dredged to 18.5 m below LAT. Built for exporting Petroleum Derivatives Such as Benzene, Diesel & Oils, can accommodate tankers up to 150,000 DWT,

5 - Petrochemicals Terminal

Consists of one berth dredged to 13.5 m below LAT. Used for exporting liquid petrochemical products such as Glycol & Propylene. Another berth under construction expected to be finished before the end of 1999 & will be used for the same purpose for handling vessels up to 40,000 DWT

6 - Natural Gas Terminal

Consists of two berths dredged up to 18.3 m below LAT. Used for exporting Natural Gas Products such as Butane, Propane & Naphtha. Accommodates vessel up to 150,000 DWT

7 - Local Refinery Terminal

Consists of four berths dredged up to 16 m below LAT. Used for Local Distribution of Petroleum Derivatives {local export}. Accommodates vessel up to 80,000 DWT

Storage Areas

1- Reefer Container Area - has 40 points for supplying reefer containers with power.



- 2- An Area of 167,067m² for Container storage.
- 3- An Area of 10,000 m² for storage of General Cargo.
- 4- An Area of 800 m² for Hazardous Cargo.
- 5- An Area of 18,000 m² covered by warehouses.

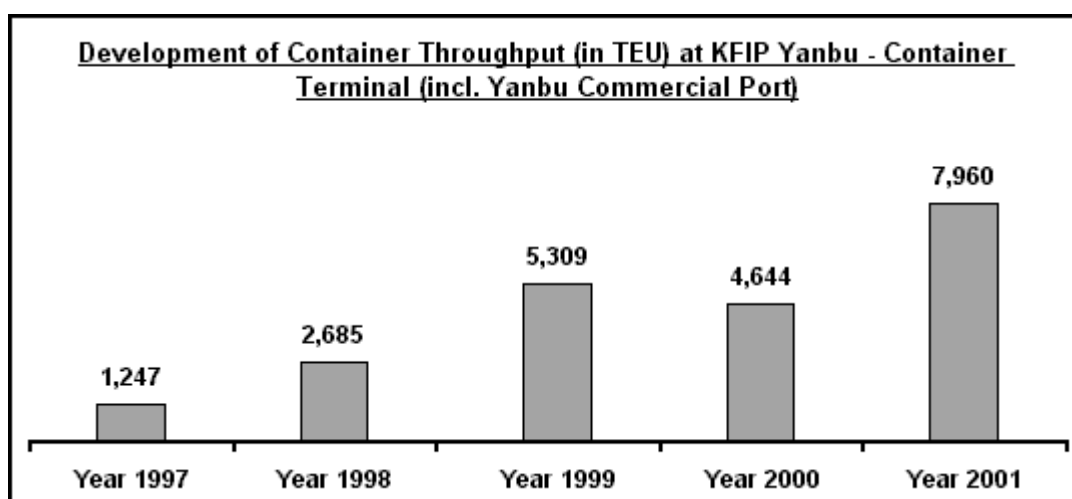
Terminals and Facilities Operators:

Company	Contracted Terminal
Globe Marine Services Co.	Cargo Terminal
Red Sea Marine Services Co.	Marine Services

Saudi Container / RoRo Terminals handled over 1.7 million TEU in 2001:

During 2001, for the first time, Saudi Container/RoRo Terminals handled more than 1.7 million TEU, an increase of 12.6 % compared to the previous year. Despite further increased container traffic in 2001, all scheduled vessels berthed without waiting time and received quick dispatch. Import and export container attained the shortest port dwell time.

The Saudi Ports Authority simplified its transshipment conditions and Jeddah Islamic Port handled 231,352 TEU in transshipment, which is an increase of 29.2 % compared to the previous year. On going investment in modernization of berth – and terminal container handling equipment in 2002, 2003 and 2004 will assist to meet further challenges from growing containerized traffic in the years to come.



The General Cargo & Container Terminal is now operated by Globe Marine Services Co. Ltd. (Private Sector) under a lease contract for a period of ten years. The contract obliges the contractor to update & maintain the cargo handling equipment & provide new equipment. The contractor shall perform the cargo handling works, maintenance & all required services against a percentage from the revenue collected by him.

The pilotage services, operation & maintenance of craft, navigational aids & other marine facilities were leased to a specialized company for a period of ten years against a percentage from the operation revenue, which will be collected by the contractor. The contractor will be in charge of updating and maintaining the port crafts as well as providing new ones.

Contact:

P.O. Box 30325 Yanbu, Saudi Arabia

Phone: +966-4-3967000

Fax: +966-4-3967037

Port Director General: Dr. Humood Assistant

Port Director General: Mr. Mansour Khabiri.



2.1.10 Jizan Port

2.1.10.1 Geographical Advantage

Position: (British Admiralty chart 15 and plan 212)
 Lat. 16 ° 54 'n (Saudi charts #26 #27)
 Long. 42 ° 32'e (Admiralty Pilot # 64)
 (time zone UTC+3 hours)

Jizan Port is ideally situated on the southern Red Sea coast and is very close to the main east/west sea-trade routes to Europe, the Far East and Arabian Gulf.

Jizan airport offers a shuttle service to the main international airports in the Kingdom.

Jizan also has excellent road access to the hinterland container depots & thus is able to serve the whole of the Arabian Peninsula's southeast.

Jizan Port is a modern, well-equipped, deep-water port with a highly skilled work force ensuring a quick efficient turn around of vessels at every opportunity.

2.1.10.2 Services

Cargo imports Include livestock, barley (in bulk), & general cargo.

Cargo exports Include general cargo, foodstuffs, and cement clinker (bulk & bagged). All vessels should be self-sufficient. There are only two restrictions just now.

- length of vessel i.e. 220 m (max.)
- draft of vessel i.e. 10.5 m (max.)

Berths:

11 berths are available for cargo operations. The depths at the berths vary from 10.7 meters to 8.8 meters at Lowest Astronomical Tide (LAT).

Storage

Shed storage is 17000 m²

Open storage is 60300 m²

Container terminal (open storage) 122000 m²

Terminals and Facilities Operators:

Company	Contracted Terminal
Al-Nawa Technical Services Company Phone: +966 (2) 672 2460 fax: +996 (2) 671 3410	General Cargo Terminal
A.A.Turki Company Dammam Phone: + 966 (3) 833 2339 Fax: +966 (3) 833 9881	Marine operation & maintenance

Contact:

Jizan Port Management

P.O. Box 16 Jizan, Saudi Arabia

Phone: + 966-7-3171000

Fax: +966-7-317 0777

Port Director General: Mr. Ali hamoud Bakri

Assistant Port Director General: Mr. Abdul Hameed Souri

2.1.11 Dhiba Sea Port

2.1.11.1 Geographical Advantage

Port of Dhiba is strategically located at the north end of the Red Sea coast of Saudi Arabia at

Latitude 27° 33' N

Longitude 35° 31' E



It is a natural harbor protected on all three sides by hills. This port has vast hinterland on the inland frontier up to the Northeast coast of Saudi Arabia and extends up to the Mediterranean Sea on the maritime front. It is nearest Saudi's port to the Suez Canal and other Egyptian ports.

The distance between Dhiba Port and Suez Canal is 253 nautical miles. The Vessel takes approximately 17 Hours, with average speed 12kts. to reach Suez Canal from Dhiba port. It is the last Saudi's port developed to serve the north West provinces of the kingdom.

2.1.11.2 Services

Berths:

Total Number of berths. 3.

Berth No. 3 Type RORO, Length 200 m, Draft 10 m, Length of Ramp 30 m

Berth No. 2 Type LOLO (General Cargo), Length 200 m, Draft 10 m

Berth No. 1 Type LOLO (Livestock), Length 200 m, Draft 10 m

Storage Area:

Full Covered Storage Area 6000 m²

Top Covered Storage Area 6000 m²

Uncovered Storage Area 150000 m²

Working Hours: 24 Hours.

Navigation:

Approaches to the Port:

Northern approach:

All vessels which are coming from North or North West can approach to Dhiba port between Dhiba Port cardinal buoy (27° 34.80' N) & (35° 26.00' E), And Dhiba south cardinal buoy (27° 36.25' N) & (35° 23.80' E).

Southern approach:

All vessels which are coming from South, West and South-West, can approach to Dhiba port between Marash South cardinal buoy (27° 30.50' N) & (35° 26.60' E), and Al-Sajdah West cardinal buoy (27° 26.18' N) & (35° 31.08' E).

Pilotage:

Compulsory for all vessel above 150 NRT. Pilot boards in position (27° 34.22 N) & (35° 29.65 E)

Channel:

Length: 1482 m (0.8 nautical miles)

Width: 95 m

Depth: 11 m

Port Authority Chart no: 24, 124

Admiralty Chart No: 8

Wind and Sea:

Wind: North, North - East

Sea: Normal

VHF:

Channel 16 (Dhiba Port Control)

Channel 13 (Dhiba Port Pilot)

Restrictions:

All vessels must have a Saudi shipping agent before entering Saudi territorial waters.

Medical:

Government clinic is available for 24 hours.

Master to advise by radio prior if medical attendance required on board.

Fresh Water:

Berth supply by shore installations, otherwise by barge.



Terminals and Facilities Operators:

Stevedoring Company:
Saudi Maintenance Corporation "SIYANCO"
P.O. Box # 149, North Dhiba, K.S.A
Tel. +966 (4) 432 1862

Contact:

P.O. Box 190 Dhiba, Saudi Arabia
Phone: +966-4-4321060
Fax: +966-4-4322679
Port Director General: Mr. Mohammed Al-Shareef

CONTENTS

Serial No.	Item
1	Schedule (a) : <u>dues collected from the owner or agent of the vessel.</u>
2	Schedule (b) : <u>first; charges collected from the owner or agent of the vessel.</u>
3	Schedule (b): <u>second; charges collected from the consignee/shipper.</u>
4	<u>Schedule of charges for the services of transit & transshipment cargoes.</u>
5	<u>Appendix to schedule (b): charges for the equipment and services.</u>

Definitions:

the following should be observed when applying this tariff:

- The ton equals one thousand kilograms, packing materials are considered part of the cargo weight.
- Cargo volume is obtained by measuring the total space occupied by the cargo including enclosed spaces and packing materials.

Dues and charges for services in the kingdom of Saudi Arabia ports and harbors belonging to the ports authority are collected in accordance with the following two schedules a & b.

Schedule (a)	
Dues collected from the owner or agent of the vessel	

Port or harbor dues:

Item No.	Description	Rate Sr.	Unit
1.1	Port arrival dues	1000	Per call for any vessel
1.2	Port departure dues	1000	Per call for any vessel



1.3	Waste collection dues	100	Per vessel per day or part thereof.
1.4	Departing passengers dues	20	Per person.

- Waste collection dues are collected whether the vessel uses the service or not.
- Passengers who have performed hajj or umrah are exempted from the dues as shown in 1.4 above.

Exemptions:

The following vessels will be exempted from paying the dues shown in (1.1),(1.2),(1.3) above.

- Any vessel with a capacity of less than 150 net tons.
- Sailing vessels, sambuks and lash barges.
- Fishing and pleasure boats, unless they occupy part of a commercial berth.
- Tugs, barges, dredgers, launches, etc., which do not normally leave territorial waters, unless they occupy part of a commercial berth.
- Naval vessels.

Schedule (b) First: charges collected from the owner or agent of the vessel
--

1. Charges for loading and discharging of cargo from vessels (import & export)

Item No.	Description	Rate Sr.	Unit
1.1	General cargo	20	Per ton or cubic meter, whichever is higher, or part thereof.
1.2	Bagged cement (export) handled by shipper with his equipment.	7.5	Per ton or part thereof.

Notes:

- General cargo includes all types of cargo excluding vehicles, self-powered equipment, livestock, bulk cargo and cargo loaded on containers, flats or trailers.
- General cargo which requires special equipment and/or treatment for handling will be charged as per (1.1) above plus the charges for the additional services provided as per (2.8).
- General cargo handled by container cranes will be charged triple the rate stated in (1.1) above.

1.3 vehicles and self-powered equipment will be charged as per their weight as follows:

Item No.	Description	Rate Sr.	Unit
1.3.1	Less than 3 tons	100	Per unit.
1.3.2	3 tons up to 10 tons	150	Per unit.
1.3.3	Over 10 tons up to 40 tons	400	Per unit.
1.3.4	Over 40 tons	1000	Per unit.

**Notes:**

- Head truck will be charged as per (1.3) above and trailer attached to the head will be charged as per trailers item (1.6).
- Vehicles and self-powered equipment, which cannot be driven on/off the vessel for any reason such as shortage of fuel, or if requiring discharge/loading by crane will be charged triple the rate in (1.3) above.
- Tracked vehicles must be carried on trailers or flats and must be charged as per trailer item (1.6), except tracked vehicles, so prepared that when driven will not adversely affect the ports facilities , will be charged as per item (1.3) above.

1.4 livestock:

Item No.	Description	Rate Sr.	Unit
1.4.1	Sheep/goats	2	Per head.
1.4.2	Other livestock	5	Per head.

1.5 bulk cargo:

Item No.	Description	Rate Sr.	Unit
1.5.1	Bulk cargo	8	Per ton or part thereof.
1.5.2	Bulk cargo for consignees/shippers having facilities within the port, handled by them with their equipment, including cargo handled at the project berths in the industrial ports.	4	Per ton or part thereof.
1.5.3	Exported bulk cement and cement clinker handled by the shipper with his equipment.	1	Per ton or part thereof.
1.5.4	Crude oil, gas and liquid petroleum products handled at specialized berths.	1	Per ton or part thereof.

The charges for containers, flats and trailers, whether full or empty, export or import, i.e. each way, will be collected as follows:

1.6 containers, flats and trailers handled from/onto ro-ro vessels (ro-ro operations):

Item No.	Description	Rate Sr.	Unit
1.6.1	20 feet or less	270	Per unit.
1.6.2	Over 20 feet up to 40 feet	400	Per unit.
1.6.3	Over 40 feet	540	Per unit.



1.7 containers handled from/ onto cellular vessels:

Item No.	Description	Rate Sr.	Unit
1.7.1	20 feet or less	280	Per unit.
1.7.2	Over 20 feet up to 40 feet	420	Per unit.
1.7.3	Over 40 feet	560	Per unit.

1.8 containers, flats & trailers handled from/ onto non-cellular vessels:

Item No.	Description	Rate Sr.	Unit
1.8.1	20 feet or less	400	Per unit.
1.8.2	Over 20 feet up to 40 feet	600	Per unit.
1.8.3	Over 40 feet	740	Per unit.

1.9 pre-fabricated homes:

Item No.	Description	Rate Sr.	Unit
1.9.1	20 feet or less	450	Per unit.
1.9.2	Over 20 feet	600	Per unit.

The scope of services covered by the charges for loading & discharging between vessel and berth as shown in (1) above (excluding item nos. 1.2, 1.5.2, 1.5.3 and 1.5.4, charged for facilities provided by the port):

A) services included:

- Lashing and unlashng of containers & ro-ro cargo on vessels with standard fittings.
- Opening and closing of hatches excluding work covered by item (2.1).
- Provision of workers.
- Provision of associated gears for handling cargo such as pallets, ropes & lifting wires.
- Provision of head trucks and forklifts for ro-ro operations.
- Provision of specialized cranes for handling containers at the container vessels.
- Provision of bulk cargo handling equipment at bulk cargo vessels.
- Tallying & counting of cargo and production of outturn report.
- Overtime.
- Supervision of cargo handling on vessel and berth.
- Use of port barges.
- The charges will be collected whether all or part of these services are provided.

B) services excluded:

- Any other equipment not included in the abovementioned included services.
- Handling of cargo damaged as a result of marine incidents will be charged as per item (2.8) for non-marine additional services.
- Idle time for which the vessel or ship's agent is responsible will be charged as per idle time item no. (2.6).
- Restowing of cargo destined for other ports on board will be charged as per cargo restowing item



no.(2.7).

2 - additional services:

2.1 using additional equipment for lifting covers of hatches at the container terminal will be charged at a rate of sr. 300 per cover.

2.2 every additional container, flat or trailer movement within the port area as per the request of the owner or agent of the vessel will be charged at a rate of sr. 60 per unit.

2.3 container requiring additional spreaders will be charged by applying an additional charge amounting to sr. 300 per unit (export or import).

2.4 connecting refrigerated container or trailer to power supply, or running its motor and supply of fuel and monitoring of temperature for any period of the first three days after discharging day, sr. 200 per unit will be collected.

2.5 discharging, sorting & stacking contents of lcl container or trailer will be charged as follows:

Item No.	Description	Rate Sr.	Unit
2.5.1	20 feet or less.	850	Per unit.
2.5.2	Over 20 feet up to 40 feet.	1700	Per unit.
2.5.3	Over 40 feet.	2250	Per unit.

2.6 idle time for which the vessel or ship's agent is responsible will be charged as follows:

Item No.	Description	Rate Sr.	Unit
2.6.1	Container vessels discharged by specialized container cranes.	1500	Per crane per hour or part thereof.
2.6.2	Ro-ro and passenger vessels.	1000	Per hour or part thereof.
2.6.3	General cargo vessel and others.	200	Per gang hour or part thereof.

2.7 restowing of cargo destined for other ports on board will be charged as for normal handling charges shown in { b: first} for each operation, and if restowing required unloading of cargo on the berth and then returning it back on the vessel, it will be charged double the mentioned rates.

2.8 any other additional non-marine services (such as cleaning vessel hatches, repair of damaged cargo boxes, handling of cargo which requires special equipment and/or treatment) will be charged at the rate of actual cost plus 20%, the customer requesting the service must provide the materials used. Actual cost will be computed as follows:

- Charges for equipment used as per appendix to schedule "b".
- Charge for labor is sr. 10 per hour or part thereof.
- Charge for skilled labor or technician is sr. 20 per hour or part thereof.
- Charge for engineer or supervisor is sr. 30 per hour or part thereof.

2.9 any other additional marine services (such as rescue, pollution control or fire fighting operations) will be charged at the rate of actual cost plus 20%. Actual cost is computed as follows:

- Value of materials used.



- Charges for equipment used according to appendix to schedule “b”.
- Charges for other equipment used which are not covered by appendix to schedule “b” and will be computed based on cost of operation, maintenance and depreciation.
- Charge for labor is sr. 50 per hour or part thereof.
- Charge for supervisor is sr. 100 per hour or part thereof.
- Charge for senior supervisor is sr. 200 per hour or part thereof.
- Charge for diver is sr. 1000 per hour or part thereof.

3 - storage charges

3.1 storage charges for export empty container, trailer or flat for any period exceeding two days before the day of loading is sr. 2 per foot per day or part thereof. Free storage period for empty export reefer containers and trailers will be twenty (20) days from the date of completion of the vessel on which the reefer container or trailer was imported.

Free storage period for containers, which for public interest, are banned from entering the kingdom and stripped in the custom area, will be thirteen (13) days from the date of clearing their contents by the customs department.

3.2 storage charges for empty lcl container or trailer after an elapse of ten (10) days from discharging date is sr. 15 per 20 feet per day or parts thereof.

4. Charges for marine services:

Exemptions:

- Military vessels.
- Fuel supply vessels, water supply vessels, pleasure vessels, fishing vessels, tugs, service launches and barges. If they occupy a space at a commercial berth, half the rate shown in (4.2) will be charged.

4.1 charges for pilotage, mooring, un-mooring and services of the marine control tower, including use of tugs, mooring launches and pilot launch will be collected as follows:

- Port arrival.
- Port departure.
- Shifting between berths within the port area will be charged at half rate.

Charges according to capacity of the vessel in gross tons, as follows:

Item No.	Description	Rate
4.1.1	500 tons or less.	Sr. 500
4.1.2	Over 500 tons up to 3000 tons.	One (1) riyal per ton
4.1.3	Tonnage over 3000 tons up to 15,000 tons.	15 halala per ton
4.1.4	Tonnage over 15,000 tons.	10 halala per ton

4.2 charges for use of the berth by the vessel will be collected according to the capacity of the vessel in gross tons, as follows:

Item No.	Description	Rate Sr.	Unit
4.2.1	500 tons or less.	500	Per day or part thereof.



4.2.2	Over 500 tons and up to 3000 tons.	1000	Per day or part thereof.
4.2.3	Over 3000 tons and up to 15000 tons.	1500	Per day or part thereof.
4.2.4	Over 15000 tons.	2000	Per day or part thereof.

4.3 charges for use of the anchorage area will be collected according to the capacity of the vessel in gross tons, as follows:

Item No.	Description	Rate Sr.	Unit
4.3.1	3000 tons or less.	250	Per day or part thereof.
4.3.2	Over 3000 tons.	500	Per day or part thereof.

Notes:

- 1 - capacity of the vessel in gross tons may be grt or gt. Where a vessel has both grt and gt the higher tonnage shall apply. Where a vessel has dual grt's the higher tonnage shall apply.
- 2 - time of using the berth starts when the vessel is made fast and ends when the last line is let go. Every 24 hours or part thereof will be computed as a day.
- 3 - time of using anchorage area starts when the vessel anchors and ends when the anchor is lifted. Every 24 hours or part thereof will be computed as a day.
- 4 - charges stated in (4.1) will be collected whether all or part of the services are provided for the vessel. Except for vessels which do not require tugs services, half the charges will be collected.
- 5 - vessels which require special assistance such as a vessel not under command or has defective steering, will be charged double the rate shown in (4.1).
- 6 - charges stated in (4.3) will not be applied to a vessel in the anchorage area waiting for the availability of suitable berth.
- 7 - charges stated in (4.1) will be collected if shifting of the vessel is requested by the vessel or her agent.
- 8 - charges stated in (4.2) will not be collected for the following periods:
 - Time spent at the berth without cargo handling due to written instruction of a government authority.
 - Time spent at the berth, when cargo handling is not carried out for a period of more than 24 hours for a reason, which is not the responsibility of the vessel or her agent.

Schedule "b"
Second: charges collected from the consignee/shipper

1 - charges for port services for cargo imported or exported:

Item No.	Description	Rate Sr.	Unit
----------	-------------	----------	------



1.1	General cargo	35	Per ton or part thereof.
1.2	Vehicles and equipment	35	Per ton or part thereof.
1.3	Bagged cargo & foodstuff	20	Per ton or part thereof.
1.4	Bagged cement (exported)	10	Per ton or part thereof.

Notes:

General cargo includes all types of cargo excluding vehicles, self-powered equipment, livestock, bulk cargo and cargo loaded on containers, flats or trailers.

1.5 livestock

Item No.	Description	Rate Sr.	Unit
1.5.1	Sheep/goats	2	Per head.
1.5.2	Other livestock	5	Per head.

Notes:

Port services charges as shown in (1.1) to (1.5) above are collected for transporting cargo after discharging from ship to transit sheds or storage areas, sorting, stacking and transportation to the customs hall for inspection and then loading onto the consignee's means of transport and vice versa in the case of export whether all or part of the service is provided.

Item No.	Description	Rate Sr.	Unit
1.6	Bulk cargo (including foodstuff, bulk cargo handled at the cement silos, grains, oils or similar) excluding crude oil, gas and liquid petroleum products.	6	Per ton or part thereof.
1.7	Exported bulk cement and clinker.	3	Per ton or part thereof.

Notes:

Port service charges as in (1.6) & (1.7) are collected for using the port's infrastructure.

1.8 containers, flats & other types of trailers (including export charges):

Item No.	Description	Rate Sr.	Unit
1.8.1	20 feet long or less	270	Per unit.
1.8.2	Over 20 feet up to 40 feet	415	Per unit.



1.8.3	Over 40 feet	415	Per unit.
-------	--------------	-----	-----------

Notes:

Port service charges as in (1.8) above are collected for transporting containers, flats and other types of trailers after discharging from the ship to the import storage area, stacking and then loading onto the consignee's means of transport for delivery and vice versa in the case of export whether all or part of the service is provided.

2 - additional service charges for container & trailers:

Item No.	Description	Rate Sr.	Unit
2.1	Every additional movement.	60	Per unit.
2.2	Stripping of container/trailer contents.	120	Per unit.
2.3	Restuffing of cargo into container/trailer.	120	Per unit.
2.4	Refrigerated containers/ trailers for any period in excess of three days after discharging day.	100	Per unit/day or Part thereof.
2.5	Transfer of overdue containers to the unclaimed cargo yard.	200	Per unit.
2.6	Failure by the consignee to attend the mutually agreed appointment for customs inspection of containerized goods will result in the return of the container to the import stack. The new appointment will require payment of:	120	Per each operation.
2.7	Transfer of contents of a container/trailer to another container/trailer plus stacking and restuffing (for other than customs purposes): -unrefrigerated: -refrigerated:	200 400	Per 20 feet or Part thereof

2/3/1:

In addition to the charges stated in (2.2) & (2.3) above an amount of sr. 350 will be collected for each 20 feet container or less and sr. 750 for each container longer than 20 feet if the contents of the container were stowed in a way that cannot be handled by mechanical cargo handling equipment.

2.8 charges for refrigeration services for refrigerated & frozen cargo:
(will be collected in addition to the storage charges shown in item (3) of this schedule)

Item No.	Description	Rate Sr.	Unit
2.8.1	For any period during the first three days.	20	Per ton or part thereof.



2.8.2	With effect from the fourth day	20	Per ton per day or parts thereof.
-------	---------------------------------	----	-----------------------------------

3- storage charges:

Description	Rate Sr.	Unit
Storage charges	20	Per ton per day or parts thereof until the date of clearing the cargo outside the port.

- Storage charges will be collected for the period of storage at the ports after thirteen (13) days from the date of completion of discharge. Storage charges will also be collected on export cargoes delivered to the port after ten (10) days from the day after entering customs premises. The two eid holidays are to be excluded from these two periods.
- In the case of exports of national industries, the period of exemption will be thirteen (13) days.
- Bulk cargo in silos such as cement, grains, oils, chemicals, etc. And on the project berths at the industrial ports will be exempted from the storage charges.

4- additional services:

- Any other additional services will be charged at the rate of actual cost plus 10 %, the customer requesting the service must provide the materials used. Actual cost will be computed as follows:
- Charges for equipment used as per appendix to schedule "b".
- Charges for labor is sr. 10 per hour or part thereof.
- Charges for skilled labor or technician is sr. 20 per hour or part thereof.
- Charges for engineer or supervisor is sr. 30 per hour or part thereof.

Charges for services of transit & transshipment cargoes collected from the owner or agent of the vessel

FIRST: CHARGES FOR HANDLING TRANSIT CARGO

Item No.	Description	Rate Sr.	Unit
1.1	General cargo	15	Per ton or cubic meter, whichever is higher, or part thereof.

Notes:

- General cargo includes all types of cargo excluding vehicles, self-powered equipment, livestock, bulk cargo and cargo loaded on containers, flats or trailers.
- General cargo which requires special equipment and/or treatment for handling will be charged as per (1.1) above plus the charges for the additional services provided as per item (4) of this schedule.
- General cargo handled by container cranes will be charged triple the rate stated in (1.1) above.

1.2 charges for refrigeration services for refrigerated & frozen cargo:
(will be collected in addition to the storage charges shown in item (3) of this schedule)

Item No.	Description	Rate Sr.	Unit
----------	-------------	----------	------



1.2.1	For any period during the first three days.	10	Per ton or Part thereof.
1.2.2	With effect from the fourth day.	10	Per ton per day or parts thereof.

1.3 vehicles and self-powered equipment will be charged as per their weight as follows:

Item No.	Description	Rate Sr.	Unit
1.3.1	Less than 3 tons	100	Per unit.
1.3.2	3 tons up to 10 tons	150	Per unit.
1.3.3	Over 10 tons up to 40 tons	400	Per unit.
1.3.4	Over 40 tons	1000	Per unit.

Notes:

- Head truck will be charged as per (1.3) above and trailer attached to the head will be charged as per trailers item (1.6).
- Vehicles and self-powered equipment, which cannot be driven on/off the vessel for any reason such as shortage of fuel, or if requiring discharge/loading by crane will be charged triple the rate in (1.3) above.
- Tracked vehicles must be carried on trailers or flats and must be charged as per trailer item (1.6), except tracked vehicles, so prepared that when driven will not adversely affect the ports facilities, will be charged as per item (1.3) above.

1.4 livestock

Item No.	Description	Rate Sr.	Unit
1.4.1	Sheep/goats	2	Per head.
1.4.2	Other livestock	5	Per head.

1.5 bulk cargo

Item No.	Description	Rate Sr.	Unit
1.5.1	Bulk cargo	8	Per ton or part thereof.
1.5.2	Bulk cargo for consignees/shippers having facilities within the port, handled by them with their equipment, including cargo handled at the project berths in the industrial ports.	4	Per ton or Part thereof.

The charges for containers, flats and trailers, whether full or empty will be collected as follows:

1.6 containers, flats and trailers handled from/onto ro-ro vessels (ro-ro operations):

Item No.	Description	Rate Sr.	Unit
----------	-------------	----------	------



1.6.1	20 feet or less	270	Per unit.
1.6.2	Over 20 feet up to 40 feet	400	Per unit.
1.6.3	Over 40 feet	540	Per unit.

1.7 containers handled from /onto cellular vessels:

Item No.	Description	Rate Sr.	Unit
1.7.1	20 feet or less	280	Per unit.
1.7.2	Over 20 feet up to 40 feet	420	Per unit.
1.7.3	Over 40 feet	560	Per unit.

1.8 containers, flats & trailers handled from/onto non-cellular vessels:

Item No.	Description	Rate Sr.	Unit
1.8.1	20 feet or less	400	Per unit.
1.8.2	Over 20 feet up to 40 feet	600	Per unit.
1.8.3	Over 40 feet	740	Per unit.

1.9 pre-fabricated homes:

Item No.	Description	Rate Sr.	Unit
1.9.1	20 feet or less	450	Per unit.
1.9.2	Over 20 feet	600	Per unit.

2. Charges for additional services for containers & trailers

Item No.	Description	Rate Sr.	Unit
2.1	Container requiring additional spreaders will be charged by applying an additional charge amounting to	300	Per unit.
2.2	Every additional movement	60	Per unit.
2.3	Stripping of container/ trailer contents.	120	Per unit.
2.4	Re-stuffing of cargo into container/trailer	120	Per unit.



2.5	Transfer of overdue containers to the unclaimed cargo yard.	200	Per unit.
2.6	Failure by the consignee to attend the mutually agreed appointment for customs inspection of containerized cargo will result in the return of the container to the import stack. The new appointment will require payment of :	120	Per operation.

2.7 connecting refrigerated container or trailer to power supply (or running its motor and supply of fuel) and monitoring of temperature:

- Sr. 400 for any period of the first three days after discharging day.
- Sr. 200 per day or part thereof for any period in excess of three days after discharging day.

2.8 discharging, sorting & stacking contents of lcl container or trailer will be charged as follows:

Item No.	Description	Rate Sr.	Unit
2.8.1	20 feet or less.	850	Per unit.
2.8.2	Over 20 feet up to 40 feet.	1700	Per unit.
2.8.3	Over 40 feet.	2250	Per unit.

SECOND: CHARGES FOR HANDLING TRANSHIPMENT CARGO

1. Containers & trailers:

The following charges will be collected for containers/trailers transported, full or empty from any vessel to other, either directly to other vessels or after being stored at the transit area:

Item No.	Description	Rate Sr.	Unit
1.1	20 feet or less	560	Per unit.
1.2	Over 20 feet upto 40 feet	840	Per unit.
1.3	Over 40 feet.	1120	Per unit.

1.4 an additional charge of sr. 600 will be collected for containers requiring additional spreaders.

1.5 connecting refrigerated container or trailer to power supply, or running its motor and supply of fuel and monitoring of temperature:

- Sr. 400 for any period of the first three days after discharging day.
- Sr. 200 per day or part thereof for any period in excess of three days after discharging day.

2. Cargo other than containers & trailers:

Will be charged as shown in (1.1) to (1.5) in (first) of this schedule, once when discharged and once when loaded.



THIRD: STORAGE CHARGES FOR TRANSIT & TRANSHIPMENT CARGO

Description	Rate Sr.	Unit
Storage charges	10	Per ton per day or parts thereof until the date of clearing the cargo outside the port.

- Storage charges will be collected for the period of storage at the ports after twenty (20) days from the date of discharge. The two eid holidays are to be excluded from this period.
- Bulk cargo in silos such as cement, grains, oils, chemicals, etc. Will be exempted from the storage charges.
- Transshipment cargo at gazan port is exempted from storage charges for three months.
- Storage charges for empty lcl container or trailer after an elapse of ten (10) days from discharging date is sr. 15 per 20 feet per day or parts thereof.

FOURTH: OTHER ADDITIONAL SERVICES

Any other additional services will be charged at the rate of actual cost plus 20 %, the customer requesting the service must provide the materials used. Actual cost will be computed as follows:

- Charges for equipment used as per appendix to schedule "b".
- Charges for labor is sr. 10 per hour or part thereof.
- Charges for skilled labor or technician is sr. 20 per hour or part thereof.
- Charges for engineer or supervisor is sr. 30 per hour or part thereof.

2.2 River Ports Assessment

River Transport is not available in Saudi Arabia

2.3 Airfield Assessment

2.3.1 Introduction

45. Civil aviation occupies a special place in any account of the Kingdom's transportation systems.

In 1945, Franklin D Roosevelt, President of the United States of America, presented a DC-3 Dakota to the late King Abdul Aziz. Quick to realize the contribution that air travel could make to the development of the Kingdom, the King promptly ordered two more planes.

These three planes formed the embryo of what has grown into Saudi Arabian Airlines, the Kingdom's flag carrier, and now one of the world's leading airlines - an airline which has in its fleet today more than 100 aircraft (including a number of Boeing 747s, Boeing 767, 777s and Airbuses) and which, in early 1999, had 24 local and 52 international stations and was transporting 12.7 million passengers and 253 million kilogram of cargo. The airline continues to expand to meet increasing demand.

46. Contacts for air operation (Broker, Freight, forwarding, etc)

Saudi Air Lines is the Only National Air Line Company in the Kingdom. Private airlines companies are not available to date.

2.3.2 International Airports

The Kingdom has three international airports. In 1981, the late King Khalid opened the King Abdul Aziz International Airport in Jeddah. This airport, which has special facilities for handling the annual influx of pilgrims performing Hajj, has a land area of 105 square kilometers.

The King Khalid International Airport was opened in 1983. Located 35 kilometers north of Riyadh, with a land area of 225 square kilometers, the King Khalid International Airport is a masterpiece of modern architecture,



blending traditional Arab designs with the requirements of efficiency, and incorporating into the whole the essential Islamic character of the Kingdom. It is decorated with the works of many Saudi artists. It has four terminals and, from its inauguration, had the capacity to handle 7.5 million passengers a year. By 2000, its capacity had doubled.

The third international airport, the King Fahd International Airport, is at Dhahran. The King Fahd International Airport has an area of 780 square kilometers, making it the largest airport in the Kingdom. There are two parallel runways, each 4,000 meters long. The airport has the capacity to handle 7 million passengers annually.

Jeddah, Riyadh and Dammam International airports receives all types of planes.

Details are changeable due to continuous improvements in the Airfield Runways, Taxi and Parking area

Description of the Ground Movement and Taxi Access to Fuel and Maintenance and Unloading Area:

Fuel/ Oil type	Available according to the international standards
Fuel Facilities/Capacity	8 tankers of 20,000 liters. at each international airport
Hanger Facilities	One of the major maintenance and Air plane repairs centers in the Middle East
Use of Aircraft stand, ID, Signs, TWY guide lines and Visual Docking /Parking guide System	Most of the Sophisticated systems available in the Middle East

Description of Navigation Aid and Support Available:

According to the latest international standards.

All types of Air Planes can be operated from the airfield.

Currently Saudi Airline owns different type and models of planes, different Models of Boeing, Airbus and MD 90 among other type of light planes.

Information Regarding Security In General:

- ❖ Inside Terminal: Security Personnel, Police forces and Air Aviation security personnel are available 24 hrs at all terminals.
- ❖ Outside Terminal: Police and Security personnel are available at all airports. No Military Personnel could be seen around the airports, but they are ready to interfere and on standby 24 hrs.

Availability, Location and Condition of the following Facilities:

Base Operating room or building	YES [X]	NO []
Control Tower	YES [X]	NO []
Weather Facilities	YES [X]	NO []
Cargo Terminal	YES [X]	NO []
Cargo Handling Equipment	YES [X]	NO []
Loading Ramps	YES [X]	NO []
Fire Protection System	YES [X]	NO []
Passenger Terminal	YES [X]	NO []
Amenities	YES [X]	NO []
Pass/Cargo Terminal to Airfield	YES [X]	NO []
Aircraft Support Services	YES [X]	NO []
Latrine and Disposal Service	YES [X]	NO []
De-Icing Equipment	YES [X]	NO []
Ground Power and Starter Units	YES [X]	NO []
Fueling Capacities	YES [X]	NO []

All above are available at all International Airports.

The level of Weather Forecasting Support and Information Flow:

The following Metrological information are provided:

Hours of Services	24 Hours
Type of Landing Forecast	Trend



Interval of Issuance	Every half and hour
Briefing/Consultation provided	S, F, SIG
Flight Documentation/Language	English/Arabic
Charts available for provide information	Upper charts, SIG, WX charts
ATS Units provided with information	Jeddah, Riyadh and Dammam ACC, APP, TWY

Security Conditions, Including Perimeter strength, Location, Presence, Baggage Check/Controls, Customs and Alert Procedures:

Security guards, baggage check and customs Officials are on duty 24 hours and present at all airports in Saudi Arabia Kingdom, supported with very sophisticated computerized systems and electronic devices.

2.3.3 Domestic Airports

In addition to the construction of these three international airports, domestic airports are being systematically expanded. There are 22 regional and local airports, linking all parts of the Kingdom. All 22 Domestic Airports are constructed according to the international standards, and equipped with all landing/take off facilities, in addition to strong security presence, electronic baggage inspection.

Ministry of Defense and Aviation is the technical supervisory body that operates all Saudi Arabia Kingdom Civil Airports, International and Domestic. Also it is the main body that supports all aviation services for all international airlines companies working in the country. In addition to that the Civil Aviation construct and maintains all airports and the required operational equipments according to the International specifications. Saudi Airlines is the only National airline. The Government of Saudi Arabia Kingdom owns it. Saudi Airlines has an extensive network that links the Kingdom of Saudi Arabia with the different parts of the world. Huge efforts and timely plans are made to meet the Pilgrimages season from the Islamic Countries around the world. The Domestic network covers Links all Saudi Governorate in a very organized and discipline manner. Saudi Airlines has ambitious plans to meet the future requirement, administratively and technically in addition to the continuous plans for purchasing new planes to meet the increasingly demands on flying Saudi Airlines, not forgetting the incomparable quality of services provide, which led the Saudi Airline to be among the best Airlines all over the world.

Principal Government Aviation Traffic Authority: Ministry of Defense and Aviation

Principal Military and/or Civil Defense Authority: Ministry of Defense and Aviation

Duration of customs clearance varies from three days to seven days.

Saudi Arabian Airlines:

Civil aviation has grown in parallel with the Kingdom's ambitious development plans. Its advantage over road and rail in terms of speed for users has made it the transportation mode of choice and its contribution to the Kingdom's successful progress cannot be over-estimated.

Of its history, Saudi Arabian Airlines makes the following proud claims:

The airline has played a vital role in the development of the country. Well before the Kingdom's road network was built, Saudi Arabian Airlines made possible access to the most remote areas of the country, providing a network of transport and communication that was essential for the development of commerce and industry, education, health care and other urban amenities.

Internationally, Saudi Arabian Airlines has also played an important role in the Kingdom's development. Within two years of its founding, Saudi Arabian Airlines began operations outside the Kingdom. Within the space of a little more than a decade, it became the region's largest airline. Today, with over 12 million passengers carried each year and an international network linking 50 cities on four continents, Saudi Arabian Airlines is one of the world's major airlines and ranks 15th among the 165 member airlines of the International Air Transport Association (IATA).

2.4 Road Assessment

With the massive increase in traffic that has ensued from the Kingdom's industrial and agricultural development, it has been necessary to upgrade many of the inter-city roads to expressways, with anything up to eight lanes for traffic. Some of the more important inter-city highways are:

- Dammam – Abu Haydriya – Ras Tanura Highway (257 KMs)



- Khyber – Al Ola Highway (175 KMs)
- Mecca – Madinah Highway (421 KMs)
- Riyadh – Dammam Highway (383 KMs)
- Riyadh – Sedir – Al Qasim Highway (317 KMs)
- Riyadh – Taif Highway (750 KMs)
- Taif – Abha –Jizan Highway (750 Kms)

The cities too have become congested by the growth in traffic and a number of cities now enjoy the benefits of modern ring roads that serve to speed vehicles on their way and reduce congestion and pollution in city centers.

A further development is the construction of networks over and under passes within the cities, which again serve to facilitate driving in city centers.

While a major effort has been devoted to inter-city and in-city road building, agricultural communities have not been neglected. Even isolated villages are now connected by road to the main road network, so that the Kingdom can now boast a fully integrated, modern, nation-wide network of roads.

The climates and terrain of the Kingdom are inimical to road building. Burning hot deserts and high mountain ranges, each pose different but equally challenging problems for contractors. Nowhere were these problems more intimidating than in the south west of the Kingdom, where mountain ranges soar to 3,000 meters. A series of projects involving the construction of magnificent viaducts has been undertaken so that even the more inaccessible parts of the Kingdom in this region may now be reachable by roads.

Contacts for Road Transport Operations:

Chambers of Commerce – Jeddah, Riyadh and Dammam.

Local Transport Companies:

The list of Local Transport companies is too long to list all companies in the assessment. They are located all over the Kingdom, with concentration in the main cities, and port. Below is a list of the biggest transport companies, selected according to their Trucking and storage capacities, in addition to other facilities, which might be useful to WFP.

List of Major Companies:

Company Name	Contact Person	Phone. No.	Fax No.	Address	Remarks
Al Muhaidib Group	Mr. Emad Abdel Gadir Mr. Essam Abdul Gadir	00966 - 2 671 0000 00966 – 3 858 7587/8326	00966-2 617333 00966 – 3 833 6082	Jeddah Dammam	Additional Facilities available, Storage facilities
Yosuf Bin Ahmed Kanoo	Mr. Jassim M Al Khalaf Mr. Jim Gray	00966 3 8355698/6000 8323001 8348880	00966 3 8355726 8345369	Dammam	Transport, clearance and forwarding storage Facilities
Globe Marine Services	Mr. Shafgat Ali Mr. Raju Vargehse	00966 3 8310000/ ext. 1511 ext. 1621	00966 3 8311222	Dammam	Partner of Geologicistic Storage facilities
Al Mohr Int. Group	Mr. Ali Yahia Mr. A. Rahman Amin	00966 2 6371777 / 6354222 6378089/6371888	00966 2 6352794 6352794 1-2422842	Jeddah Riyadh	Custom Clearance, Transport storage facilities
Almosim Cargo Service	M. Mansour Y. But Mr. Mohamed Ayad	00966 1 479 0537/4771278 00966 1 477 9999	477 1278 478 8943	Riyadh	Freight forwarding and Transport Also airliner IATA member
TransDesert Transport Co.	Mr. Anwar Ali Mr. Roy Turnball	00966 1 498 0571/4984024 00966 2 637	00966 1 4985167 00966 2 637 7592/6371801	Riyadh Jeddah	Transport and storage facilities



			1660/6369069				
Al- Tayar Group	Mr. Wondmagegn	Guade	00966 1 464 3334/4652267	4633133/465604 9	Riyadh	Transport and storage facilities, also IATA Member	

All though the Road infrastructure is considered as one of the best in the region, rules for restricted tonnage loaded on trucks is imposed on transport companies. (Max. 30 Tons) Tonnage above restriction requires road permission. Yet all types of truck with capacities varies from 25 tons to 100 Tons is available in the Kingdom. Trucks are of a late models equipped with all facilities for long trips.

License Requirements and Procedures:

Present written request to Ministry of Transport, attached all required documents such as registration at Chamber of Commerce, Company Profile, Bank Account and Guarantee. It takes about two to three weeks to get a registration License.

Main Border Crossing Points:

Adequate rental vehicle is available. All types from city cars to 4 wheels drive vehicles.

Border Crossing Points:

- Jordan: Halat Ammar
- Iraq: New Ar'ar
- Kuwait: Ar Ruq'i
- Bahrain: Dammam
- U.A.E: Batha Entry Point
- Yemen: Samda Entry Point

2.5 Railway Assessment

Railways remain the least developed means of transportation in the Kingdom. There are vast distances to cover, in often-adverse environmental conditions, and it was inevitable that airline services seem to be a more practical mode of transportation to a country undertaking a major development program in the second half of the twentieth century.

The Kingdom's railways currently consist primarily of a single track, standard-gauge line, running for 570 kilometers from Riyadh to Dammam in the eastern region. This line, which was opened in 1951, passes through Dahrhan, Abqaiq, Hofuf, Harad and al-Kharj and has benefited from substantial renovation in recent years. An additional line joining Hofuf with Riyadh was opened in 1985.

The Kingdom's railways are managed by the Saudi Arabian Railway Corporation (now the Saudi Government Railways Organization), established in 1966 as an independent public utility, governed by a board of directors.

Contact for Railway Transport Operation:

Saudi Government Railroad Organization
 Dhahran Airport Street
 PO Box 92 Dammam 31411
 Tel: 871 2222
 Function: Runs the Dammam-Riyadh railway.

Rail Track Network:

Railways currently consist primarily of a single track, standard-gauge line, running for 570 kilometers from Riyadh to Dammam in the eastern region.

List Major Transit Points:

Dahrhan, Abqaiq, Hofuf, Harad and al-Kharj



2.6 Storage Assessment

Warehouses are located mainly at Jeddah, Riyadh, Dammam, Yanbu, Jubail and Qasim with huge storage capacities varies between 10,000 MTs. – 20,000 Mts. Also there are small different storage capacities located at the rest cities of the Kingdom vary between 400 Mts. – 8,000 Mts according to the location and the population. The private sector owned more than 60% while the rest is owned by the Public sector. All bond stores are purely governmental assets.

All warehouse are of concrete construction with Iron Sheets roof with the exception of few warehouse at the remote areas, which are constructed of prefabricated materials. Also there are open sheds for industrial factories.

Rental Condition:

Rent is according to type, volume of commodity, and location of store, General it is very expensive warehouses. No fixed rate is available at present. At Borders, store of 400 – 800 Mts. capacity cost around 8,000 \$/month.

Indicative rate for handling is 5 \$ per Mts.

Mechanical handling equipment is available, eg. Forklift, Electrical belt etc.

Wooden pallet are manufactured locally at the cost of 25 to 30 \$ according to the specifications and type of wood used.

Pesticides and Fumigants companies are available at all towns of Saudi Arabia with great experience in this field. The average cost for fumigation is 10\$ per Metric ton.

2.7 Communication Assessment

In 1991 Saudi Arabia had one of the most modern telecommunication systems in the world. An extensive system of microwave and fiber-optic coaxial cables crisscrossed the country and linked Saudi Arabia with Jordan, Kuwait, Bahrain, Qatar, the United Arab Emirates and Yemen. Troposphere-scatter radio linked the Kingdom with Sudan and undersea coaxial cable extended from point in the west coast to Egypt and Djibouti. Telephone service was entirely automatic and international direct distance dialing was available to all subscribers. In 1991 the country counted 1.6 million telephones or about eleven telephone per 100 inhabitants.

Eight Satellite ground stations provides worldwide transmission of telephone, telex, data, ship- to- shore, and broadcast signals. Five satellite ground stations operated with international Telecommunication Satellite Corporation (Intelsat) Atlantic Ocean and Indian Ocean Satellites. In addition, two satellite ground stations in the Arab Satellite Communications Organization (Arabsat) network could simultaneously handle 8,000 telephone calls and seven separate television channels to the twenty-two member countries of the Arabsat system. Another satellite ground station was linked to the international Marine Satellite System that provided communication to ships at sea. Broadcast facilities across the country, more than 400 transmitters provided radio and television services to all urban areas in the Kingdom.

The development of the Kingdom's economy has generated a massive increase in the volume of mail, which the Postal Services have handled. In a continuing process of expansion, the Fourth Development Plan provided for five new Central Post Offices (in the Holly City of Madinah, Abha, Buraidah, Jizan and Sakaka) to complement the three main postal complexes in Riyadh, Jeddah and Dammam. An efficient postal network now covers all the cities and villages of the Kingdom, with 488 main and 175 branch post offices.

The development of Telex services in the Kingdom has kept pace with every innovation in telex technology. From the early days of electro-mechanical devices, through the installation of electronic machines in 1978, to the introduction in 1980's of the most sophisticated equipment, cable of handling Arabic and Latin text simultaneously, the Ministry of Posts, Telegraph and Telephones has ensured that the Kingdom's ever-growing need for efficient telex communication services has been handsomely met.

Saudi Consolidated Electricity Companies (SCECOs)

The first SCECO (SCECO-East) was created in 1976). This was followed in 1979 by SCECO-South. Another consolidated company provides electricity for the south west of the Kingdom, and the central region is served by SCECO-Central.

The General Electricity Corporation (GEC) had overall responsibility for the Kingdom's electricity system and had a direct responsibility for the provision of electrical supplies to rural areas not then covered by the consolidated companies. The GEC represented the government equity holdings in all the independent

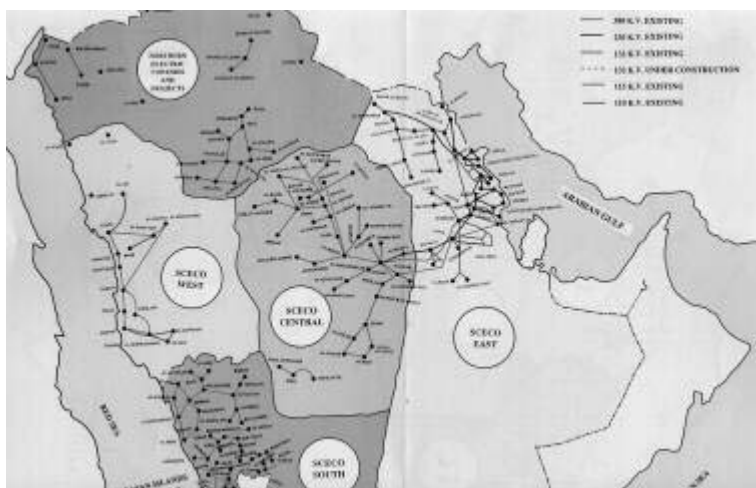


electricity- generating companies and was a source of finance for those companies' capital requirements. In 1998, the Government announced the reorganization of the electricity sector by establishing a stock market company, named the Saudi Electric Company, through the merger of all the electricity companies operating in the Kingdom.

Electricity Production: Fossil fuel: 100%

Hydro, Nuclear and others: 0%

Electricity consumption: 114.855 billion KWH (2000)



SCECOs in the Kingdom of Saudi Arabia

The modern Telephone network provides 3.1 million landlines.

The Telecommunication Corporation, 2.75 mobile cellular, provides GSM services. (1998)

In 1999, the Internet Services became available in the Kingdom with the entire connections routed through a State Server (Internet Service Provider), sited at the King Abdul Aziz City for Science and Technology. The Ministry of Post, Telegraph and Telephones provides the external means to access the Internet and the services is available for research establishments, academics and both Public and Private Companies.

Communication equipment is available in the country.

The following UN agencies do have offices in the Saudi Arabia Kingdom: UNDP, UNCHR, UNICEF.

Prior to their arrival to the Kingdom, all technical staff are required to obtain Entry Visa, from the Saudi Embassy in their respective countries.

2.8 Milling Assessment

Grain Board Corporation, governmental body, is considered one of the dynamic and progressive governmental companies. Specializing in grain marketing and Wheat Flour distribution, it is recognized as a leader in the Kingdom. In the year 1965, 5h3 total capacities of the Silos reached 100,000 Metric Tons. Modernization continued in line with the Kingdom development where it reached 1,000,000 Tons and in the year 1985 it reached its maximum capacities by which are 2,380,000 Metric Tons in 10 silos and 6 milling plants around the Kingdom.

Storing Capacities per Silo:

<u>Silo</u>	<u>Grain/MT/year</u>
Riyadh Silo	535,000
Eastern region	80,000
Qasim Silo	485,000
Holly Mecca Silo	120,000
Asir Silo	40,000
Al Jouf Silo	20,000
Tabouk Silo	100,000
Haeil Silo	300,000
Wadi Al Dawaser Silo	500,000



Al Kharag Silo

200,000

Particular Milling Production Plants:

Milling Plant	Wheat	Flour	Brand
Riyadh	1,170,0	877,5	292,5
Holly Mecca	1,195,0	1,462,5	487,5
Easter Region	1,050,0	1,462,5	262,5
Qasim	750,0	562,5	187,5
Asir	1,500,0	1,125,0	375,0
Tabouk	600,0	450,0	150,0

Additional Information on Milling Factories:

The Grain Board, governmental body, operates all mills.

General Comments:

This is an Oil-based economy with strong government controls over major economic activities. The petroleum sector accounts for roughly 75% of budget revenues, 40% of GDP, and 90% of export earnings. About 35% of GDP comes from the private sector. Roughly 4 million foreign workers play an important role in the Saudi economy.

The government in 1999 announced plans to begin privatizing the electricity companies, which follows the ongoing privatization of the telecommunications company. The government is expected to continue calling for private sector growth to lessen the kingdom's dependence on Oil and increase employment opportunities for the swelling Saudi population. Shortages of water and rapid population growth will constrain government efforts to increase self-sufficiency in agricultural products