

An aerial photograph of a body of water, likely a bay or a large lake, with a sandy beach area visible in the upper left. Several small boats are scattered across the water. The water transitions from a light, sandy color near the shore to a deep blue further out. The image is framed by a dark teal vertical bar on the left and a white border on the right and bottom.

The Syrian Chamber of Shipping

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The Syrian Chamber of Shipping



- The Syrian Chamber of Shipping (SCOS) was established in 2006 under Public Law no.20. The Ministry of Transport then issued SCOS bylaw through Decision no. /1705/ of 2006.
- The Syrian Chamber of Shipping is structured from a combination of private and public maritime sector companies and establishments which gives the Chamber the privilege to better serve and represent the Syrian maritime industry as a whole.

Currently, the Chamber consists of three divisions as follows:

1- Shipping Agencies.

2- Ship Owners' and Operators.

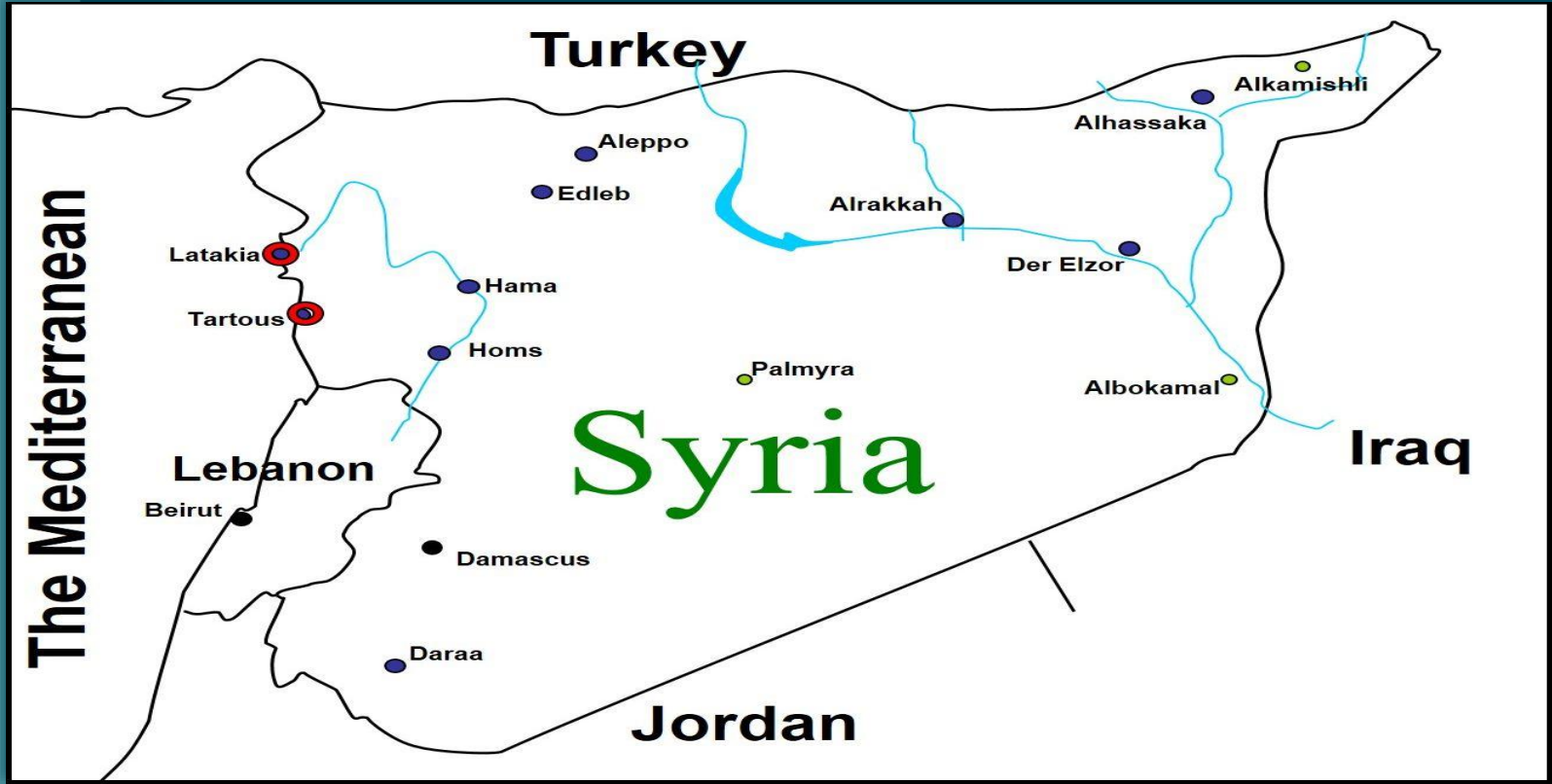
3- Marine Activities, which includes Port Companies, Brokers, Ship Yards, Class Representatives, Marine Insurance and P&I Representatives, Ship Repairs, Marine Surveyors, Ship Chandlers, and Container Terminals, Marine Training Centers and other professions.

The Chamber's major functions include and are unlimited to,

- 1 - draft legislations consultancy regarding laws proposed by the Ministry of Transportation or other government and non-government departments related to the maritime industry.
 - 2 - conduct research and studies while providing statistics on shipping related matters.
 - 3 - organize conferences, seminars, courses, lectures and issuing journal bulletins to keep members up to date with internal and external Maritime Transport developments and modifications.
 - 4 - inform members of developments in international shipping and maritime legislation.
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- offer expert advice on specialized shipping issues.
 - represent and preserving members' interests locally and internationally.
 - work on promoting and developing the Syrian public and private merchant fleets
 - monitoring all technical developments in the shipping industry.

A 15-seat board of directors governs the Chamber. The boards of directors' members are elected for a four-year term. Ten members represent the private maritime sector while the other five are named by the Syrian Ministry of Transportation representing the Public Maritime Sector.



*A few of SCOS contributions

1. - SCOS effectively contributed to the issuance of the following local laws and codes;
2. 1. shipping agencies tariffs,
3. 2. the Syrian Merchant Maritime Law,
4. 3. ship registration law no.27
- 5.
6. - SCOS organized two international symposiums about EDI systems implementation.
7. - SCOS organized a handful of conferences and forums about maritime industry in Syria.
8. - SCOS oversaw and funded a complete research of establishing shipyards on the coast of Syria, namely in Arab al-Mulk, Baniyas.
- 9.

10. SCOS continues to play a key role in the Syrian Maritime Sector in collaboration with MoT and all other relevant authorities and bodies to improve and develop all aspects of this sector and its workers as one further step towards achieving economic progress.

An aerial photograph of the Port of Tartous, showing a large area filled with stacks of blue and red shipping containers. Several yellow gantry cranes are visible, along with a paved area and a body of water in the foreground. The image is overlaid with a semi-transparent teal color and white text. A white horizontal line is at the top, and a white vertical line is on the left side. A teal vertical bar is on the right side.

Port of Tartous

Tartous Port overview

1. Tartous Port is along the coast of the Mediterranean Sea
2. Port distance from the capital Damascus is 258km.
3. The prevailing wind is southwesterly with a maximum wind speed of 9 on the Beaufort scale (125 km/h), but winds of such speeds are rare
4. Tidal range is ± 50 cm
5. The Port comprises 3 piers with 24 berths (total length of the berths is 6,366 m)
6. Draft varies between depths of between 4 - 12 m
7. The entrance channel width is 200 meters, 14.5 m deep



1. The Port has the necessary equipment to handle a variety of vessels: RoRo cargo; bagged and bulk cargo; liquids; and containers
2. The Port operates a three-shift system 24 hours a day, each shift of 8 hours
3. Cargo owners are allowed to bring into the port and use their own discharging equipment for boosting the discharging operation.
4. The Port is connected to the railways network (2,342 km) to transport goods to and from other governorates, and neighboring countries
5. Aprons of the port and warehouses are closed to quays



Terminal Information

Multipurpose Terminal

All quays can be used for multipurpose usage expect for the container & phosphate quays

Grain and Bulk Handling

- The operation for handling general Bulk & Break Bulk Cargo vessels at the Tartous Port made it the preferable entry ports for such shipments
 - The 24 hour working system in the port as the well as the experienced staff in discharging and handling such shipments
 - The availability of machinery and discharging equipment were always strong reason for most of the freight forwarding companies and importers in Syria to appoint Tartous as their operational base.
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Main Silo Terminal

Grain Silos

The capacity of the grain silos is 85,000 Mt and has the latest equipment for sterilization and protection of all commodities

Phosphate Silos

This facility contains 22 cells with a total capacity of 88,000 Mt

Main Storage Terminal

Warehouses are close to berths to ensure the shortest time for cargo handling operations

The Port Company can refuse entry of cargo into its facilities if commodities are mispacked or decaying or if they cause harm to other cargo or to the public health.

Cargo can also be stored in open yards available

The total storey area of storage warehouses is 92,483 m²

The total storage volume of the warehouses is 524,507 m³















The background image shows a port facility with several red gantry cranes and stacks of colorful shipping containers (yellow, blue, and orange) in the foreground. The scene is set against a clear blue sky and a body of water. The image is overlaid with a semi-transparent blue filter and white decorative lines: a vertical bar on the left, a horizontal line at the top, and another horizontal line at the bottom.

Port Of Latakia

Port Overview

- Latakia Port is along the coast of the Mediterranean Sea
 - The port is 350 km from Damascus
 - The prevailing wind is southwesterly with a maximum wind speed of 9 on the Beaufort scale (125 km/h), but winds of such speeds are rare
 - Tidal activity has a range of ± 40 cm
 - The Port comprises 23 quays with a total length of 4,280 m
 - Draft for bulk and bagged cargo vessels is 4 -10 m and the draft for container vessels is 12 m
 - The Port has the necessary equipment to handle a variety of vessels: bagged and bulk cargo; liquids; and the Port specializes in container shipments
 - Total area of the port is 1,500,000 m², of which 200,000 m² is the segregated container yard
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Terminal Information

1. The container terminal in Lattakia port is operated by LICT (Latakia International Container Terminal).

2. LICT Total Area: 656.800m² (Phase1 & Phase2)

3. Container Storage Capacity : 16,000 TEUs Full / 11,500 TEUs Empty

No. of Berths : 4

Berth Lengths: Berth 12 and 12A – 360m / Berth 14 and 15 – 450m

Berth Controlling Depth : 11.8m to 13.3m

4.

- **Multipurpose Terminal**

- All quays are designed for multipurpose usage except for the container quays.

- **Grain and Bulk Handling**

- Port authorities do not provide grain bagging machines; such equipments are provided by private sector as per the market rate

- **Main Storage Terminal**

- The port has 23 covered warehouses with total area of 128,000 m²
 - The port has one refrigerated shed with a capacity of 1,500 Mt
 - There are 14 storing yard with a total surface of 50,000 m² (Concrete & Asphalt)
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شكراً على حسن استماعكم
Thank you for listing
