

2.1.2 Syrian Arab Republic Tartous Port

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Key port information can be found at: [Website of the Maritime Database on the Tartous Port](#)

Port Overview

- Tartous Port is along the coast of the Mediterranean Sea
- 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 range is ± 50 cm
- The Port comprises 3 piers with 24 berths (total length of the berths is 6,366 m)
- Draft varies between depths of between 4 - 12 m
- The entrance channel width is 200 meters, 14.5 m deep
- The Port has the necessary equipment to handle a variety of vessels: RoRo cargo; bagged and bulk cargo; liquids; and containers
- Average monthly activity is approximately 350,000 Mt; total Port capacity (import and export) is 12 million tons per year
- The Port operates a three-shift system 24 hours a day, each shift of 8 hours
- For operation on all in coming cargo except containers, RoRo, car carriers and bulk cargo vessels which are operated to the demand of their owners shippers, as well as live sheep, vegetable and fruit cargo, where operation may go on without stop (24 hours a day)
- For bulk cargo operation, the port company has the necessary equipment needed for discharging such as: grabs, hoppers and serial suckers
- Cargo owners are also allowed to bring into the port and use their own discharging equipment for boosting the discharging operation

Advantages of the Port

- The Port is connected to the railways network (2,342 km) to transport goods to and from other governorates, and neighboring countries
- Aprons of the port and warehouses are closed to quays
- Fees and fares levied on goods and vessels are lower than those levied in neighboring countries
- The port is closed to related establishments and companies free zone department, custom department, Navigation Agencies Company

Port website: [Website of the Tartous Port](#)

Port Location and Contacts	
Country	Syria
Province or District	Lattakia
Town or City (Closest location) with Distance (km)	Name : Lattakia km: n/a
Port's Complete Name	Tartous Port
Latitude	35.51667
Longitude	34.75
Managing Company or Port Authority (If more than one operator, break down by area of operation)	General Directorate of Ports
Management Contact Person	Mr. Zaki Najeeb – General Manager
Closest Airport and Frequent Airlines to / from International Destinations	Airport Name: n/a Airlines: n/a

Description and Contacts of Key Companies

4.3 Syrian Arab Republic Port and Waterways Company Contact List

Port Performance

Handling Figures	Year 2008
Vessel Calls	2,776
Container Traffic (TEUs)	22,087

Discharge Rates and Terminal Handling Charges

- 4,000 – 5,000 Mt per day, per bulk cargo
- 1,500 – 1,800 Mt per day, per bagged cargo

Note: The information provided in the attached document, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.

Syria Port of Tartous Additional Information

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Berthing Specifications

Type of Berth	Quantity	Length (m)	Maximum Draft (m)
Conventional Berth	22	6,366	4 - 12
Container Berth	3	540	11 - 12
Silo Berth	n/a	n/a	n/a
Berthing Tugs	7		
Water Barges	2		

Pilotage Fees

A Team of qualified people managing pillage activities, are available 24 hours a day and control the towage, pillage and berthing of the vessels calling the port and using modern tugboats

- \$ 0.0188 / barrel / vessel GRT / Operation

Tug Services

- The pilot station has a modern watch tower and a radio station tower.
- The radio station operates on VHF channels N°s 11,13,14, & 16
- \$ 0.0586 / barrel / vessel GRT / Operation

Mooring Services

Port and Harbour Dues

- The above indicated cargo handling fee is collected against operations of passage on quay, stowage goods on trucks, moving cargo from ship holds, and cargo damage, overtime, cleaning, machinery usage, with the observation of the rates stated in table N° 3, both if full operation or part of it is done
- The handling fee including both parts, i.e. that levied on the vessel and that levied on the cargo for the LCL container cargo in accordance with the weight ratio of each Bill of Lading against the total weights of the Bills of Lading included therein under the fifth category referred to above
- 50% of the part levied on cargo out of the cargo handling fee is collected on the cargo coming from land to the port, and then coming to land, depending on the cargo category (i.e. entry and exit)
- An additional fee equal to 25% of the handling fee (the part levied on cargo) is collected for discharging cargo from containers (stripping) or pallets or trucks or trailers or vehicles, and transporting the cargo to its storage locations defined and then reloading it on the transport means against the service offered by the port
- Shifting: Moving cargo from one of the ship holds to another hold or another place within the same hold, or via the quay or by barges: The fee for the cargo to be shifted directly from one hold to another or from a place to another within the same hold – for this operation the part levied on the ship is collected is double
For the cargo transported across the quay or on barges from a ship hold to another or from one place to another within the same hold, a rate of 50 % of the part levied on cargo is collected out of the cargo handling and cargo passage fees, in addition to double the part levied on the vessel

- Transshipment: Shifting of cargo from a ship directly to another or through the quay or via barges:
On the cargo shifted directly from one vessel to another the part levied on the vessel out of the cargo handling fee is collected from both vessels. For the cargo transported from one vessel to another across the quay or via barges 50 % of the part levied on cargo and full part levied on the vessel from both vessels, is collected
- The Syrian Prime Minister issued Letter No 2596 DD13/5/ 2004 declaring the port dues and fees for both Tartous & Lattakia Ports taking in consideration providing competitive rates with the neighboring ports, this Tariff is still valid and applicable up to date (Copy of Port dues and fees is attached with)

Dockage, Buoyage and Anchorage

The fees for vessels anchoring, berthing, pilotage and towage, are defined as per below:

- The vessels berthing at the quay are not subject to the anchoring fee
- The anchoring and berthing fees are reduced to 50 % for passenger and tourist vessels
- The anchoring, berthing, pilotage and towage fees are reduced at a rate of 60% for Ro-Ro classified vessels
- Double the anchoring or berthing fee, as the case may be, is applied to the empty vessels both after loading or unloading are over or for vessels coming to wait or for repairer similar cases throughout the time of their stay within the basin at the quay or at the breakwater

Supply of Fresh Water

Charges for General Services

- The rates and fees of the above table are doubled in case these services are used outside the port territory, but in case they are rendered inside the ship holds, an additional fee of 50 % of the above rates and fee are paid

General Cargo Handling Berths

Cargo Type	Berth Identification
Imports - Bagged Cargo	18
Exports - Bagged Cargo	18
Imports and Exports - RoRo	2
Other Imports	12

Port Handling Equipment

Is the port equipment managed by the government or privately?

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[Syria Port of Tartous Additional Information](#)

Container Facilities

Facilities	20 ft	40 ft
Container Facilities Available	Yes	Yes
Container Freight Station (CFS)	Yes, 1	Yes, 1
Refrigerated Container Stations	Yes	Yes
Other Capacity Details		
Daily Take Off Capacity (Containers per day)	200	
Number of Reefer Stations (connection points)	72	
Emergency Take-off Capacity (Give an indication)	n/a	
Off take capacity of gang shift (in Containers per shift)	n/a	n/a

Customs Guidance

Terminal Information

Multipurpose Terminal

- All quays can be used for multipurpose usage except 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 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
- This gave more support to the port operation efficiency as most of the freight forwarding agents and clearing agents had their own discharging equipment situated in the port adding more capacity to the port operation
- The Port Authority do not provide grain bagging machines; such equipment is provided by private sector per market rate

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
- There is one dedicated berth with a 12m draft. This berth can accommodate vessels of up to 50,000 Mt cargos
- This silo handles grain coming from the silos in the hinterland via trucks and railway wagons. This material is discharged automatically at a capacity of 400 Mt per hour
- The silo is fitted with two gantry discharging units for discharging grains to and from vessels at a capacity of 400 Mt an hour

Phosphate Silos

- This facility contains 22 cells with a total capacity of 88,000 Mt
- The Phosphate pier has two berths (N^os 18 & 19) and extends into the basin a distance of 270m and has a depth of 11m
- The width of the quay with the bitts is 22m and 16.25m without the bitts. On each side of this pier vessels of up to 25,000 Mt load, can be berthed
- This pier was arranged for the export of the Phosphate extracted from mines in Syria

Main Storage Terminal

- Warehouses are close to berths to ensure the shortest time for cargo handling operations
- There are 15 warehouses for all kinds of cargo
- 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 port warehouses are divided into **Storage Warehouses** which include:

- One central freight station (or that known as the consolidation shed) with a total area of 15,000 m² close to the container yard and dedicated for de-stuffing containers
- This shed has a high storage capacity for different kinds of cargo. Its doors are more than 4m wide and its floor was specially designed for facilitating the machinery operation inside warehouses during cargo handling
- Two multi-storey warehouses (N^os 3 & 4), 4 single-story storage warehouses and 8 longterm storage warehouses

Dedicated warehouses which are:

- A cooled warehouse for keeping fruit and other materials.
- The area of this warehouse is 1,500 m² and its storage capacity is 1,000 Mt

Explosive Materials Warehouse

- This was built in an isolated part of the port and surrounded by an earth hill.
- Dangerous cargos are stored in it for a short period while the required formalities for taking such cargo out, are finalized

Agricultural Quarantine

- Has an area of 4,912 m² with a sterilization station

Port Security

Security

ISPS Compliant (Yes / No)	Yes	
Current ISPS Level	1	Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional
Police Boats	n/a	
Fire Engines	n/a	