



Circular Number 2010/06

Egyptian and Tunisian Unrest – Precautions to be taken by Vessels transiting this area.

The current situation in Egypt has not as yet disrupted port operations or the Suez Canal operations but has had an impact at some of the countries ports. The BE&O P&I club continues to monitor the situation and requests our assureds' to do the same.

The civil unrest in Egypt has been reported to have been encouraged due to the recent uprising in Tunisia. People are in streets protesting against corruption, unemployment, cost of living, and generally against local rulers.

The earlier nationwide curfew has now been reduced to only three cities of Cairo, Alexandria and Suez, between 1700hrs to 0700hrs.

Suez Canal operations

Suez Canal transits are running smoothly and safely as per normal, although slightly affected by the communication restrictions implemented recently. Furthermore, the Commercial International Bank - Marine Department (CIB) is open for a limited number of hours each day allowing agents to cover Suez Canal transit payments.

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EMERGENCY 24 HOUR HOT-LINE 0044 (0) 7944020973



Due to the fact that the situation in Egypt is fluid at the moment there will be continuous changes in circumstances, the assureds' are advised to contact their Local Correspondents or DGS Marine as Managers for the BE&O P&I Club to resolve any queries arising.

Maritime Security

The BE&O P&I Club's loss prevention department reminds the assureds' that the situation in Egypt can get further detrimental given that the present circumstances are ideal for terrorist activities. The club highlights some of the important and basic security measures that a prudent Master must adhere to when transiting or calling ports in unstable countries.

- 1) Masters' are instructed to strictly adhere to the ISPS security levels, they must confirm the security level the port is operating at prior to arrival and if required, increase the security level onboard to match that of the port.
- 2) Always ensure that each access point on the ship is guarded sufficiently and if the accommodation ladder is not in use then it is to be raised high above the ground dock /jetty.
- 3) The crew on watch should have an all round visibility including the over sides.
- 4) Additional crewmembers should be placed on the ship if necessary; to ensure that maximum security measures are maintained.

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- 5) In port, the accommodation areas, Navigation Bridge, cargo areas, the poop deck and forecastle deck should be fully illuminated during the hours of darkness.
- 6) Report immediately to the harbour police and to the Owners/Operators of any suspicious activity or unknown people around the vessel.
- 7) Visitors during hours of darkness to be limited to a minimum.
- 8) Unexpected visitors should not be allowed to board the vessel.
- 9) The ship should be thoroughly searched prior and after leaving the port, with the search being logged in the ship's log book.
- 10) Watch keeping should be kept at all times and by all means available to the ships' crew. Pirates and or attackers will use the element of surprise in their favour, which can be mitigated by having a vigilant crew.
- 11) Ships at anchor are the most frequent targets by pirates. If possible the time period at anchorage should be limited by the Owners / Masters to minimum.

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12) Log all security actions in the ship's log. If required, do not hesitate to confirm with the Owners /Operators/the BE&O P&I Club of any actions / precautions to be taken prior to arrival.

The BE&O P&I Club intends to update their assureds' and their seagoing staff on the developing unrest in the region however, should the assured have any further queries on the foregoing, please contact:

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