

## Jeddah Port

### DPW JEDDAH

Road & Bridges Limitation	Container type	20	40	HO
Maximum vehicle width		2.44 meters	(anything out of gauge prior approval from police)	
Maximum height		5 meters		
Max. cargo weight allowed			(cargo + container + tractor + chassis): 37 tons Skeletal Chassis	
Avg. truck weight			Two 20 footers on one chassis is allowed but the maximum weight is restricted to above mentioned	
Ava. Chassis weight			Cargo + container + tractor + chassis): 70 tons Platform Chassis	
Permissible load on Roads			Cargo weight should not exceed container maximum payload weight	
Max. container tare weight		2.5 Tons	4.2 Tons	
<b>Remarks</b>				
<input type="checkbox"/> Maximum weight = truck + chassis + container + cargo weight				
<input type="checkbox"/> Cargo weight should not exceed container maximum payload weight				
<input type="checkbox"/> Customers must ensure to comply with above vehicle-capacity restrictions. vehicle of higher capacity, or (b) offload excess cargo and transfer to another vehicle				
<input type="checkbox"/> Customers are solely liable for any fines, penalties and/or extra costs as a result of non-compliance.				

Terminal Limitation	Location	Name	Remarks	Important Timing
DP World South Container Terminal - east-west trade routes through the Red Sea		<a href="http://web.dpworld.com/our-business/marine-terminals/middle-east-europe-africa/saudi-arabia-jeddah/">http://web.dpworld.com/our-business/marine-terminals/middle-east-europe-africa/saudi-arabia-jeddah/</a>	11 QC (7 ZPMC & 4 Hyundai )	Loading cut off time – 6hrs prior to vessel arrival Storage as per JIP applicable rules

### Transshipment Restrictions

- Port Rashid: Class 1 cargo not allowed. Class 7 is allowed only upon prior approvals from various Government Departments.
- Jebel Ali: Class 1 & 7 are allowed only upon prior approvals from various Government Departments
- Port Rashid & Jebel Ali: Class 2 to 9, no restrictions.
- Dangerous Cargoes IMCO classes 1.4/2.1/3.1/4.2/6.1 are allowed to be transhipped at Jebel Ali but subject to prior approval.
- With new IMCO DG Rules in force wef 1st January 2004, feeder operators have imposed restrictions on DG cargoes. Prior approval is a must before accepting booking.

- All Gas Lighter shipments require prior approval from feeder operators.
- Charcoal shipments require prior approval from feeder operators.

#### Remarks

Quantity Limit of Dangerous Cargo In Transit for Jeddah Islamic Port.

Class 2 - Gases: Compressed, Liquefied or Dissolved Under Pressure	Class 2.1 - Flammable Gases (Not To Exceed 75 Tons)	Class 2.2 - Non Flammable Gases (No Limit)	Class 2.3 - Poisonous Gases (Not To Exceed 75 Tons)
Class 3 - Flammable Liquids	Class 3.1 - Low Flapoint Group Below - 18 C (0 F) (200 Tons)	Class 3.2 - Intermediate Flash Point Group - 18 C (0 F) up to and including 23 C (73 F) (00 Tons)	Class 3.3 - High Flash Point Group - 23 C (3 F) up to and including 61 C (41 F) (No Limit)
Class 4 - Flammable Solids	Class 4.1 - Flammable Solid (1 Label Only) (No Limit)	Class 4.2 - Spontaneously Combustible Substances (200 Tons)	Class 4.3 - Emit Flammable Gases When Wet (No Limit)
Class 5 - Oxidising Substances / Organic Peroxides	Class 5.1 - Oxidising Substances (250 Tons)	Class 5.2 - Organic Peroxides (50 Tons)	
Class 6 - Poisonous and Infectious Substances	Class 6.1 - Poisonous (Toxic) Substances (No Limit)	Class 6.2 - Infectious Substances (No Limit)	
Class 8 - Corrosives	No Limit		
Class 9 - Miscellaneous Dangerous Substances	No Limit		

### Customs Requirements

- Full name and address of Inbound Consignee/Notify Party/Also Notify Party in the country are required. PO Box is not acceptable.
- Actual piece count must be declared. The unit of Package, Skid, Pallet and Bundle are not acceptable.
- Import and import transshipment cargo manifests must be submitted to the concerned authorities 48hrs prior to vessel arrival as per Port & Customs Regulations. Hence, details have to be submitted to local office at least 72 hrs prior to vessel arrival.

Prohibited Articles: All materials exported from or imported into Saudi Arabia are subject to examination by Customs authorities. The import of certain articles is strictly prohibited. Such articles include, but are not limited to the following:

1. explosives and firearms, including air rifles
2. implements of war of any kind, including antique weapons
3. religious matter not pertaining to the Moslem faith
4. playing cards and gambling devices
5. narcotics and all other non-prescription drugs
6. alcoholic beverages of any description
7. printed materials, photographic matter or video tapes depicting anything which could be considered pornographic.

info@ports.gov.sa <http://www.ports.gov.sa>

### Cargo Restrictions IM/DG

Technical name of cargo	Class & UN no	Type of packing	Remarks
NITRIC ACID, other than red fuming, all concentrations	Class 8 / UN 2031 Page 8195	55% and below/Plastic jerrican	No objection./ All season
		More than 55%/Plastic jerrican	Not allowed to discharge as per port memorandum no. 1/1151 dated 03-03-1418. Requires DPM approval letter to discharge cargo.
		More than 55%/Glass bottles with outer packing	All season onNo objection/All seas
GAS LIGHTERS	Class 2.1/UN 1057 Page 2154		ot allowed to discharge as per port memorandum no. 1/1151 dated 03-03-1418 (During peak summer time.) Requires DPM approval letter to discharge cargo. Stow in sheds
			No objection during off-peak summer time.

#### Remarks

DG CIRCULAR FOR JEDDAH EFFECTIVE 12TH DEC 2015

all DG shipment/s Import into Jeddah, Saudi Arabia (SAJED) will be subject to new shipment regulations effective 12 December, 2015. It will become mandatory for the consignee to arrange prior approval from the port authorities to ensure cargo discharge in Jeddah

The process for obtaining approval is as follows

- Consignee/importer to submit the approval form to Jeddah port customs for verification of import approvals and obtain no objection endorsement to discharge the cargo in Jeddah, Saudi Arabia.
- Consignee/importer to submit verified form to the shipping agent.

Shipping agent to complete the form by inserting Bill of Lading number, port of loading, vessel name / voyage, date of arrival and submit the form along with the Hazardous cargo manifest to Jeddah port authority before ship arrival.

Any DG shipment without prior permit will be retained on board the vessel will not be in position to discharge any containers which have no prior permit after the implementation date.

**Out of Gauge Cargo**

OOG dimensions (Normal handling):  
 O/ Length – 1.8 m each side  
 O/ Width – 1.0 m each side  
 O/ Height – 2.5 m each side  
 Prior confirmation required from Operations for handling OOG cargo.

**Contact Details**

Terminal Name	Key Contact	Tel No.	Remark
DP World South Container Terminal	Mr. Mohammad Al Shaikh – CEO Mr. Shahid Ali – Ops Manager	012 627 0080 Ext 500 012 627 0080 Ext 575	

**General information**

Name	Remarks
Quay Length	1500m
Permissible Draft	15.5m
Additional turning basin	550m
Height of quay above mean water level	2.85m
Width of quay apron	30m

**Equipment and activities**

Name	Remarks
Shore Cranes	ZPMC/ Hyundai SPP cranes ; Max Outreach – 60m/ 22 across , Lifting capacity 50/60 T (single/Twin), 80T under hook, Lift height 38-40 m
Rubber Tired Gantry Cranes	32
Reach Stackers	10
Empty Handlers	11
Terminal Tractor	97
Forklift	53
Bay Loaders	Nil
Min-Lift	1
Quay Mobile Cranes	SWL & Usage either container or BB - Nil
Cargo Handling	All cargo types possible to handle - Yes
Working Conditions	06:00 -18:00, 18:00- 06:00
Tugs	Units , availability – To be confirmed with JIP Marine Ops
Reefer Plugs	1200
Logistics and Warehousing	63,124 sq.m warehouse facility(6 nos)
Berthing	Berthing Window
System Installed	Navis Sparcs 3.7
Container Storage Area	628,423 sq.m
"One-Stop-Shop"	Container Web Tracking available

**Healthy and safety & Security Environment**

Terminal traffic management plan (TMP) in place along with designated Pedestrian walkways and crossings in yard.  
 Saudi ports are compliant. All vessels over 500 g.t. sailing internationally and calling at Saudi Aramco ports and terminals must have a valid International Ship Security Certificate (ISSC) issued by the vessel's flag state in accordance with the ISPS Code.  
 Failure of a vessel to have on board a valid ISSC from and after the effective date, or failure otherwise effectively to implement the provisions of the ISPS Code will result in denial of access of a vessel to all Saudi Aramco ports and marine terminals at the vessel's sole cost and expense.  
 Any vessel failing to comply with the requirements under section 1 above or arriving later than expected under the revised ETA, may lose its berthing registration and will be held responsible for all expenses incurred by the port management.  
 Exemption from the requirements listed under paragraph 1 above may be granted by the port management to vessels engaged in coastal trading or which have departed from a neighbouring country, depending on the availability of proper communication between the relevant ports, and the duration of the vessel's voyage