

## DKT Allseas Bahri Shipping: Press Release

### **Tilbury call marks the start of Bahri's multi-purpose link to the Middle East**

The arrival of the ro-con+ vessel *Bahri Jeddah* at the Port of Tilbury has marked the start of a new, highly flexible shipping link between the UK and the Middle East region.

The service, operated by the National Shipping Company of Saudi Arabia (Bahri), offers shippers a completely new option for shipping heavy roll-on/roll-off, project and containerised cargoes between the UK, Northern Europe and the Gulf region. It began in November with calls including Bremerhaven, Antwerp and Bilbao and now, with UK-based cargo building strongly, Tilbury is confirmed as part of the monthly schedule.

The 25,957 dwt multipurpose *Bahri Jeddah* and sister ship *Bahri Abha*, built in 2013, are flexible, self-geared ro-con+ vessels offering 6.8 metre height clearance, 250-tonne ramp capacity and two 120-tonne deck cranes with tandem lift capacity of 240 tonnes.

They have seven decks, including two hoistable decks, the ability to carry up to 700 cars, and a combined deck capacity of 25,000 square metres, plus container capacity for 300 TEU. The ships are fully equipped to carry standard containers, rolling vehicles, tracked vehicles, static cargo, project cargo and high & heavy cargo.

There is also the capability to handle 'sensitive' MoD (Ministry of Defence) and IMO Class 1 goods, subject to the appropriate export licences, etc., being in place.

DKT Allseas Shipping, a 50/50 joint venture between Allseas Global Logistics and De Keyser Thornton, is the liner agent for the service. Trevor Kay, Bahri service Line Manager at DKT Allseas, said: "Thanks to the extreme flexibility of these vessels and the service, we have the benefit of not being limited to any single target sector of the market. However, a major focus is big project cargoes, which can be handled by the

onboard cranes and via ro-ro. The unique factor is that shippers now have the benefit of a direct call into the UK, instead of having to tranship to Antwerp.”

After the Northern Europe calls, the service passes through the Suez Canal to call at Jeddah, Jebel Ali and Dammam. A wide range of other ports in the region will be served by inducement or by transshipment via own tonnage and approved partner carriers.

“As Bahri is the national shipping line, government projects in Saudi Arabia are an important focus,” said Trevor Kay. “ For example, Saudi Arabia’s large railway projects will take several years of engineering and major construction work. Minor civil engineering has begun, with consequent demand for excavators and general construction equipment. Steel, sleepers, rail track and, eventually, rolling stock, will all be required, as well as all of the construction materials and engineering equipment for building stations, roads, parking and other services.

“The four rail projects will span Saudi Arabia, with the potential for connecting to other countries, and the work will continue for several years. The logical progression for any extensive rail connection would be the development of urbanisation along the route; Bahri would seek to continue securing shipments of the construction equipment and cargoes related to infrastructure support, such as power generation, telecommunications and water supply, etc.

“In addition, we have the ability to transport associated cargoes ranging from bridge sections to tunnelling equipment and steel fabrications, to name a few.”

The Bahri vessels are already carrying a wide variety of high & heavy cargo, including power generation equipment and construction machinery, as well as sensitive cargo for the Saudi government, he added.

The service is also looking to serve some major Egyptian oil & gas projects through Alexandria, for example. “Also on inducement, we are willing to consider Djibouti, Dar es Salaam , Mombasa, Sohar, Abu Dhabi, Doha, Bahrain, Kuwait, Umm Qasr, Massawa, Jubail, Mumbai and Karachi/Port Qasim. These are all opportunities that offer plenty of scope.”