

NAVIGATION FEATURES IN THE ARCTIC AND ITS IMPACT ON THE SUEZ CANAL REVENUES

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ABSTRACT

Polar navigation is one of the most dangerous trips. The main reason for the increased risk of ice, as well as other unfavorable navigation conditions in high latitudes and northern latitudes, including very low temperatures, ice-covered coasts, which are difficult to distinguish coastal marks, and the inability to cope with the dangers caused by polar nature, and the movement of shipping in the high latitude area is relatively small, and the main reason can be found in the lack of population and the lack of major ports in this area, and the inability to use certain methods because of the ice covering large areas. However, significant changes have occurred in the past few years, and these changes have resulted in a new role in the Polar Regions in terms of the new major routes of commercial vessels, especially in the Arctic, which will save time and expenditure.

These changes have occurred as a result of a number of reasons, including the increased exploitation of mineral resources in Polar Regions, the development of tourism, etc., including the development of new technologies that enable us to use them. All this encourages global warming and the accompanying melting of ice. Specifically, thawing has opened the possibility of using new ship routes, which today represent entirely new challenges for the global shipping industry. And the opening of the Arctic route as an alternative route for the transport of goods between the Far East and Europe. It seems that shipping companies are very likely to use these roads because of the enormous fuel consumption, fuel cost, operating cost, emissions and time of the cruise. This transformation will not only affect the maritime business activity in the Suez Canal but will also affect the Egyptian economy in many respects as the number of vessels passing through the Suez Canal and the Indian Ocean decreases.

KEYWORDS: *Polar Areas, Global Warming, A New Route for Ships, Crew Training, IMO*

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