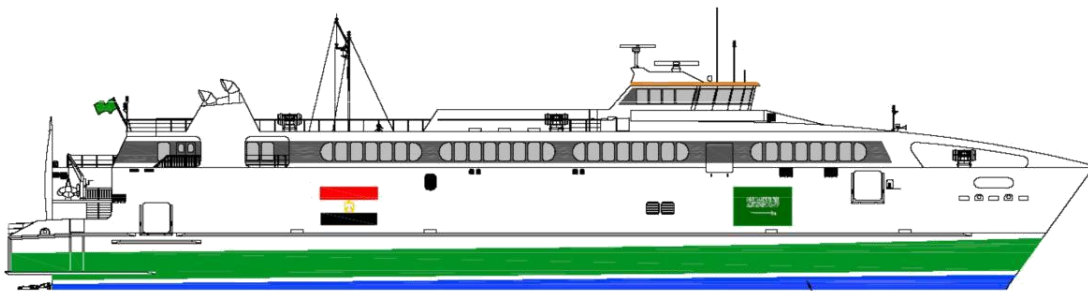


*The development strategy of the
passenger ships on the maritime line
between Egypt and Saudi Arabia using
the HSC*



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The marine line that exists among the Red Sea ports, especially between Egypt and Saudi Arabia, is considered to be the most vital and important lines which are allocated for transferring passengers whereas 250 000 passenger travel between Egypt and Saudi Arabia. So the vessels that exist in this line were considered as the most important means of transportation.

Here when we see the companies that work on this marine line, we will find that nowadays there are two companies. They are:-

- Nama company for maritime, it has 4 passenger vessels:
 1. M/V Mahba built in 1971, carries 1050 passengers
 2. M/V Mauda , built in 1973, carries 1100 passengers.
 3. Masara vessel, built in 1976, carries 800 passengers.
 4. Rahma vessel, built in 1976, carries 900 passengers.

- The national maritime, it has 2 passenger vessels:
 1. M/V Dahab, built in 1986, carries 1000 passengers.
 2. M/V Wady El Nile vessel, built in 1987, carries 900 passenger.

We can elicit from the previous information that all the passenger vessels that exist in that marine line are worn-out as their ages exceeded 20 years. So, there is no safety for the passenger `when they travel on them. On the other hand, we see the passengers' categories; most of them are old and illiterate. So it's difficult for them to understand and use the vessels safety equipment easily. Also, the crew number is great, it's about 90-100 person, this number is too great to be trained on the safety equipment.

On a ship engaged on a voyage where passengers are scheduled to be on board for more than 24 h, musters of the passengers shall take place within 24 h after their embarkation. Passengers shall be instructed in the use of the lifejackets and the action to take in an emergency.

Whenever new passengers embark, a passenger safety briefing shall be given immediately before sailing, or immediately after sailing. The briefing shall include the instructions required by regulations 8.2 and 8.4, and shall be made by means of an announcement, in one or more languages likely to be understood by the passengers. The announcement shall be made on the ship's public address system, or by other equivalent means likely to be heard at least by the passengers who have not yet heard it during the voyage. The briefing may be included in the muster required by paragraph 2.2 if the muster is held immediately upon departure. Information cards or posters or video programmes displayed on ships video displays may be used to supplement the briefing, but may not be used to replace the announcement(SOLAS, safety of life at sea, III/19-2.2,III/19-2.3,p306.).