



Middle East Logistics and Consultant Group

NEWSLETTER

OCTOBER 2022

A joint meeting between Damietta Port Authority and Damietta Alliance developing and operating the 2nd CONTAINER TERMINAL.

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following-up the major projects in Damietta port, Chairman of the port met the Alliance consisting of Hapag-Lloyd, Eurogate and Contship in attendance of the alliance Partner and consultant MELC Group.

This meeting was attended by the Minister's assistant for Maritime Transport, Vice-chairman of operations, Vice -chairman of planning & investment and other authority's leaders. The discussion took place on all technical matters, work flow, timetables and commitments of the parties.



Damietta Containers Procures three gantry cranes

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The Hong Kong flagged vessel; ZHEN HUA 15 has arrived at Port of Damietta carrying three gantry STS quay cranes totaling 4092 tons. Zhen Hua 15 is 233 m long, 32 meters wide and has a draft of 9.5 meters. and With Investment Cost Of 57 million Egyptian Pound. The Total Number Of The Rubber Tire Yard Gantry Cranes Becomes 13 Cranes Which Will Increase Handling Efficiency And Will Raise Performance Rates.

The newly arrived cranes are built by the global Chinese Company ZPMC and are capable for handling containers up to 90 tons. Each of the procured gantries is 51 meters high; 27 meters wide and has a spreader outreach of 71 meters.

Maersk revises Middle East to Europe service network

Maersk will streamline its ME3 service in response to the changing market conditions in the eastern Mediterranean and Black Sea area.

Effective from 12 August, Maersk will replace the Turkish Ambarli port with the Egyptian Port Said in the ME3 service rotation. The first vessel without an Ambarli call will be the 4,650 TEU Maersk Utah. The new ME3 rotation will be Port Said – Salalah (Oman) – Jebel Ali (UAE)– Dammam (Saudi Arabia) – Jubail (Saudi Arabia) – Jebel Ali – Salalah – Port Said

"All eastern Mediterranean and Black Sea area to/ from Middle East will now be served as transshipment via our HUB in Port Said," said the Danish shipping company. Maersk has also announced new feeder services, L74 and L76, which are expected to give increased flexibility. New L74 pro-forma rotation: Port Said – Constanta (Romania) – Ambarli – Port Said
New L76 pro-forma rotation: Port Said – Ambarli – Thessaloniki (Greece) – Ambarli – Izmit Korfezi (Turkey) – Port Said

Damietta Port Authority is discussing the implementation of the instantaneous access system with the Hapag-Lloyd line.

Headed by Chairman of the board of Directors of Damietta port authority, a meeting Included representatives of Hapag-Lloyd line and Damietta container & cargo handling company to discuss the flow of cooperation and study the mechanisms of work development and facilitate the procedures of **accumulation** and departure as well as Operating the procedures and movement planning within instantaneous access system for ships of the line "JIT" to achieve the maximum benefit possible from the automated systems, this comes considering Hapag-Lloyd line is one of the main lines dealing with the port of Damietta.

The agreement came in the presence of vice chairman of the board and administration of the operation and leadership of the authority and the integrated solutions company.

This cooperation contributes to the promotion of Joint improvement, productivity and performance Efficiency of operations at ports and terminals, that comes within the framework of the special Global Partnership Program for container terminals, powered by Hapag Lloyd's who chosen the port of Damietta Within more than 60 ports and terminals.

In May a delegation from Hapag-Lloyd visits Damietta container and cargo handling company to Identify the aspects of the company's development, automated operating system of the station and the project of strengthening and deepening Container berths, equipment development and increase the capacity of reefer terminal.



The Minister of Transport witnesses the signing of two agreements in the field of maritime transport in the port of Alexandria

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Egypt Minister of Transport witnessed the signing of two agreements in the field of maritime transport:

- Terminal Operating Agreement with a technical endorsement from CMATH Terminals Holding Co. to operate the multi-purpose terminal in Alexandria seaport (Trans Misr Terminal – TMT), which is owned by the Egyptian Group for Multipurpose Terminals (EGMPT) for a period of 15 years and
- Terminal Service Agreement to provide container handling services for the CMA-CMG group at the new berth of the terminal for a period of 5 years.

The agreements were signed by the Chairman and Managing Director of the Egyptian Group for Multipurpose Terminals (EGMPT), the CMA-CGM Executive Vice President of Assets and Operations and the CEO of CMATH Terminals Holding Co. The minister pointed out that the aim of the first agreement is to ensure compliance with international standards



for operating terminals and to define the minimum requirements for providing service from the operator, which in turn will lead to providing the highest competitive rates for container handling maintaining the efficiency of equipment owned by the state.

The second agreement included several clauses regulating commitments of each party and the achievement of upward handling volumes of containers, as well as the optimal operation of the berth, which It helps to increase the revenues.

The Minister of Transport confirmed that the multi-purpose terminal in Alexandria Port is one of the most important projects implemented in the field of maritime transport It handles 12 to 15 million tons of cargo annually and receives 6 to 7 ships of large tonnage at the same time, as the length of the berths is estimated at about 2450 meters.

In addition, the multi-purpose terminal will raise the classification of Alexandria port, and qualify it to receive ships with large tonnage, and is one of the main tributaries of the logistic station that was established behind the port.

Details of the exploitation of 55,000 meters in the Port of Alexandria

The Port Authority of Alexandria under the Ministry of Transport has offered shippers land areas of up to 54,000 square meters in separate areas within the port walls, according to the usufruct system, and sessions are scheduled to decide on the offers at the end of this August.

The offered lands are spread over 4 yards, including 3 in the fifth zone of the port, two with an area of 10,000 square meters and 5,000 square meters for the third, while the fourth yard is located outside the port in Nagaa Al-Aluminum area on an area of 29,000 square meters.

Capital of competing entities must not be less than 20 million pounds, with proof of ownership of loading and unloading equipment.

According to the project task, the exploitation of areas of 10,000 and 5,000 square meters will be under the usufruct system for a period of 5 years, while the area of Nagaa aluminum will be for 10 years, and will be distributed among all types of goods and containers.

It is planned to exploit an area of 5,000 square meters in the fifth region for the establishment of a gas station for the supply and service of cars and equipment within the port of Alexandria, for an exploitation period of up to 10 years, and awarding the winner 6 months for processing.



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Details of the exploitation of 55,000 meters in the Port of Alexandria

Al-Mal acquired new conditions for the exploitation of these lands, including subjecting to the provisions of Law no. 182 of 2018, which regulates contracts concluded by public bodies and its executive regulations, as well as all decisions and regulations that are in force without conflict with the provisions of this law.

The port authority has prescribed the delivery of a series of documents, including a license to carry out activities in the port, and a person who competes to apply for an auction to obtain a license to carry out maritime transport activities issued by Resolution 800 of 2016, with the need for the company's activity to be in accordance with nature of land use, not less than the capital The licensee is worth EGP 20 million, with the statement of equipment representing 50% of the capital value.

The Administration asked the companies competing for the offer to submit a statement approved by the Central Department for Financial-Commercial Affairs of the Administration, proving that there are no legally indisputable liabilities.

The body obliged the contestants for the use of the land to submit a statement on the work methods that the company will follow in working with equipment, methods of quality control and assurance, health and safety at work, and to fill in all the data and documents necessary to obtain a permit for activities connected to the port.

The brochure required the submission of a documented statement of equipment owned by the company, provided its value is not less than £10 million, accompanied by certificates of validity for that equipment, calibration certificates for cranes and proof of company ownership, as well as proof of registration in the electronic invoice system established by the Egyptian tax administration.

The Port Authority obliged the winner to use the land to obtain all consents, permits and licenses necessary to exploit the shipyard and engage in activities of all kinds from competent and competent authorities, without any responsibility on their part.

The terms of reference specify a period of land use of up to 5 years from the date of the end of the processing period, and a maximum of 6 months or the actual start of work, whichever comes first. as well as electronic connection to the body.

She indicated that during the preparation and qualification period, 50% of the total price of the anchored auction will be calculated from the date of receipt of the arena, taking into account the start of calculation at the price related to the auction after the end of the specified processing period or the start of actual work, whichever is earlier.

She pointed out that the use of the shipyard is related to the expiration of the validity period of the work permit, and it is handed over to the competent authority without any defects and damage without the need for a warning, warning or action by the competent authority, and it is the same right to activate the letter of guarantee in order to meet its obligations without reference on the client in this regard.

The Port Authority obliged the winner to take out final insurance in the amount of 10% of the total value in exchange for the right to use the land for the next 3 years.

According to the terms of reference, the Port Authority will receive a minimum of £5 per tonne for quantities stored in warehouses, with the need to reach a target of 20,000 tonnes per year of general cargo, timber and containers.

Details of the exploitation of 55,000 meters in the Port of Alexandria

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The usufructuary fee is subject to an annual increase of 7% in accordance with Resolution 800 of 2016, and payment of the first installment of the Authority's debt in quarterly installments payable in advance within no more than 3 business days from the date of completion of the processing period and actual delivery, whichever occurs first before, and in case of non-payment, the Management has the right to cancel the award and take away the final insurance.

The body obliged the holder of the land concession to pay all other obligations related to electricity, water, telephone, taxes and fees, as well as all new events in accordance with the laws and ministerial and administrative decisions that regulate and apply in the port, and all amendments that may appear in the future.

She stated that during the ninth month of each year, she is required to submit a bank guarantee with a value due for the following year.

Information from the competent authority indicates that there is a yard in the area of aluminum, and the authorized person is only obliged to store and handle containers, general goods and timber, with the prohibition of storing flammable dangerous substances and cars.

The license holder is also obliged to submit the price list of the services he provides to the parties to the competent authority, and in case of violation, the authority issues him a warning, and if the offense is repeated, the license to perform the activity will be revoked until further notice.

The licensee also bears full responsibility for damage, shortage or loss of stored goods, and has no right to refer to the Competent Authority for compensation, reduction or exemption from his obligations, and the licensee cannot demand any reduction in the price at which the auction was awarded for any reason, such as an increase in the auction price. Costs, increase in worker's wages, change in process rate or other reasons.

The body concluded that it can cancel the license before the expiration of its validity at its own will, according to the requirements and reasons of public interest, about which the body is independent of its own assessment, and this will be notified to the license holder, and the accounting is done up to the date of the evacuation record, and in that case included is the licensee's final insurance or what is left of it. Once the Competent Authority has paid all of its obligations, the Competent Authority shall have no obligation to compensate or provide any alternative premises.

Last April, the Alexandria Port Authority decided to cancel the bid it was holding for the exploitation of the Naga aluminum area.

Sources said the cancellation of the bid was due to significantly lower prices compared to the prices set by the authority, despite the intensity of competitors from companies and legal entities to take over the project.

This was the second auction that was canceled during the current year, as the auction of the logistics zone in Nagaa Aso with an area of 20.3 thousand square meters was canceled last December, due to the lack of prices for the use of the square meter to achieve the financial value determined by the authority.

The two projects are located outside the customs department, and are distinguished by their proximity to the main road, either inside or outside the port, in addition to being located on the Nubar channel near the international coastal road.

AICT raises its service tariff by 15% for the second month in a row

Alexandria International Container Terminals "AICT" decided raising the tariff for services of imports and exports by 15% provided, Although the last increase approved was last June.

AICT said that the decision was taken due to the increase of Containers, explaining that the capacity of the terminals is up to 600 thousand containers, while it has achieved more than 900 thousand containers during the year.

According to the new tariff list, the 20-foot container was discharged 2120 EGP, instead of 1992 EGP in June, and for a 40-foot container amounted to 3080 pounds, compared to 2895 last month.

Expenses amounted for Dispensing 20-foot Open-Top or Flat containers from, 2989 to 3180 pounds, and for 40-foot 4620 pounds, compared with 4342 pounds last June.

An increase on the 2021 tariff for unloading with the customer's equipment, amounted to 2940 pounds for a 20-foot container, having been 2763 pounds, and 4800 pounds for the 40-foot, compared with 4512.

The IMO containers unloading has also been raised, with customer's equipment up to 5880 pounds per 20-foot container and 9600 pounds for a 40-foot container, compared to 5527 and 9024 respectively in June. While unload the containers with the equipment of the terminal "open top" or "flat" tariff for a 20-foot container amounted to 4920 pounds, compared to 4624 last month and the 40-foot containers 8010 pounds from the previous 7529.



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DMT – MUNDRA (T.T 12 Days)

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Egypt decides to grant 5-year residency to investors in SCZone

Head of the General Authority for the Economic Zone of the Suez Canal, (SCZone), announced Tuesday the approval of offering five-year residency grants to investors in the economic zone, which facilitates them and contributes to improving the business climate.

This came during the first meeting of the authority's board of directors for the current fiscal year 2022–2023, where officials of the financial departments and internal audit reviewed the financial statements and the final account of the authority for the last fiscal year 2021–2022.

A quinquennial residence (five-year residence) permit is granted for a period of five years, which may be renewed for foreigners of the following categories: Foreign investors and their wives and children, Egyptians who lost their Egyptian nationality as a result of their permission to naturalize a foreign nationality - while not retaining their Egyptian nationality, as well as their minor children who were covered by the permission.

In another context, Head of the General Authority for the Economic Zone of the Suez Canal said that the water desalination plant in Ain Sukhna will be operated on the first of next October to serve the existing projects in the industrial zone, where the production capacity of the plant is 100,000 cubic meters / day.

Egypt's SCZone approves establishment of 4 new logistic projects

The Board of Directors of the Suez Canal Economic Zone (SCZone) approved Tuesday the establishment of four new logistic projects, including an integrated logistic project in East Port Said, which was submitted by the Rosa Grains-Roots Commodities consortium.

The project includes a clean dry bulk terminal for handling grains, and a logistics area for value-added operations, the SCZone elaborated.

The investment cost of the logistics zone is estimated at about LE 200 million, for the first phase, which is located on an area of 400,000 square meters.

In July, the House of Representatives approved the contract for the dry bulk station, which includes the construction of the project on a quay length of 500 meters and an area of 267,000 square meters with investments of LE 2.2 billion.

Sokhna Port Development

In Ain Sokhna port, the board of directors of the authority agreed to start the procedures for activating the initialing contract between the authority and the consortium of Hutchison Ports, COSCO and CMA to build the superstructure, manage and operate the container terminal in the port of Sokhna.

The project includes work in the first phase on a quay of a length of 1,200 meters with an area of 720,000 square meters, and a second phase of a quay of 1400 meters in length with an area of 740,000 square meters.

Multipurpose station

The Board of Directors approved the project to establish a multi-purpose terminal for the Sky Investment – Reliance Logistics consortium, in East Port Said Port, provided that the authority will start taking the necessary measures towards this contract.

The project includes the construction of a station with a quay length of 900 meters and a handling area of 380,000 square meters, with cumulative investments estimated at \$65 million.

New expansions

The Board of Directors of the Economic Zone approved the establishment of expansions for the Suez Canal Container Terminal in East Port Said Port, with a length of 955 meters and an area of 510 thousand square meters, with cumulative investments estimated at \$500 million.

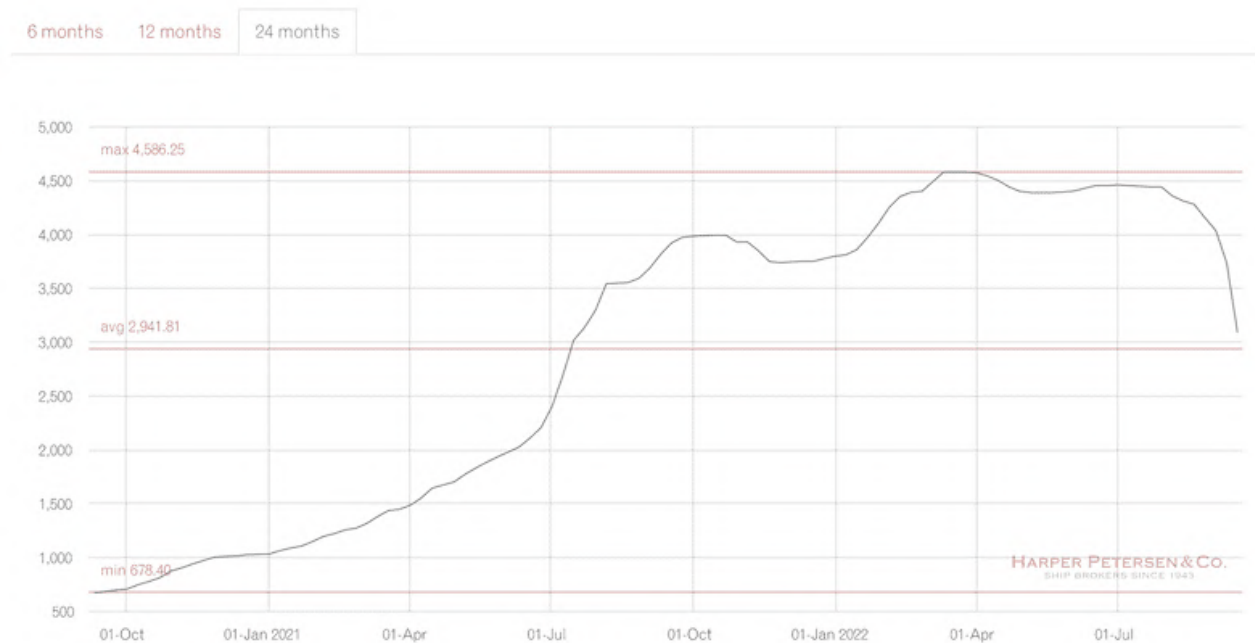
The terminal is currently operating with a berth of 2,400 meters and a handling space of 1.2 million square meters. It is the current main terminal for operating the East Port Said Port.

Containership Charter Market Coming Back to Earth

There's been a lot of speculation about when and how fast the container shipping market would return to pre-pandemic norms. Today there is more hard data indicating the pandemic-fueled bull has run its course.

The HARPEX index tracks pricing in the charter market for container ships on the basis of actual weekly fixtures.

The latest HARPEX reading of 3,095 is down a massive 17% from the previous week, with declines recorded in all nine classes of ships. Pulling the chart back a bit, you can see charter rates have now fallen by about 33% from the HARPEX's all-time high reading of 4,586.25, which was recorded as recently as April.



HARPEX reading for 16 Sep 2022. Credit: HARPER PETERSEN

In the chart above, the average reading over the last 24 months is 2,941.81, so charter rates are still slightly above the 24-month average. While the chart shows a minimum reading of 678.40 around September 2020, the HARPEX actually hit a pandemic low of 412 points a few months earlier in June 2020. So comparing those low values with the latest reading, the market is still well above where it was early on in the pandemic.

The decline of containership charter market rates have no doubt lagged the collapse of container spot rates. According to Drewry's weekly composite World Container Index, spot rates have now fallen 29 weeks in a row, with the latest reading of \$4,942 per 40-foot container 52% below the peak of \$10,377 reached in September 2021. So it seems the container ship charter market is now starting to catch up to declining spot rates, considering the HARPEX continued to show gains into the Spring, and overall weaker sentiment in the market.

With all signs pointing to a softening market in the months ahead, it seems the container shipping's pandemic-fueled bull run has indeed run its course. The question now is how far will the market fall before finding a new post-pandemic bottom?



**Verband
Hamburger
und Bremer
Schiffsmakler e.V.**

New ConTex Container Ship Time Charter Assessment Index

New ConTex*		1671
29.09.22		6 mos 12 mos
Gearred	1100 TEU	\$22.609
	1700 TEU	\$28.891
	2500 TEU	\$38.836
Gearless	2700 TEU	n.a. \$42.200
	3500 TEU	\$46.055
	4250 TEU	\$51.700

Legend		
↑	up	+ 2% or more
↗	steady up	from +1% to +1,9%
→	steady	+/- 1 %
↘	steady down	from -1% to -1,9%
↓	down	- 2% or less

*New ConTex evaluation is EXCLUDING 1100/1700/5700/6500 TEU groups for 12 months period & 2500/2700/3500/4250 TEU groups for 24 months period

New ConTex-Commentary - issued:

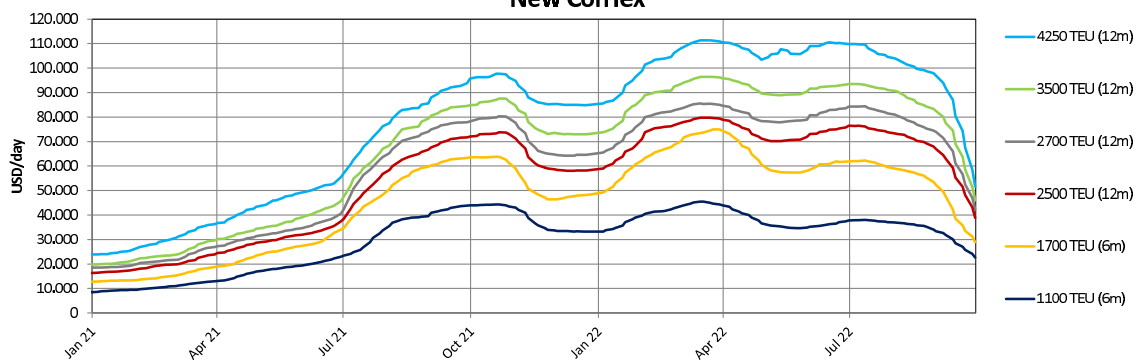
29.09.22

The temperature is dropping fast, not only in Northern Europe but also in the Container Chartering market and consequently the New ConTex Indices are all bathed in red. Well, not surprisingly...it is basically negativity all around. The Container Chartering Market sees very, very little activity with only a few fixtures to report with rates continuing their fall. Growing positions lists, an increasing number of spot vessels and Golden Week upon us suggest that this trend is likely to continue. As decreasing cargo volumes even force Liner Companies to close down services, and more strike activity is expected in the UK, relief is simply not in sight. This being said, on a historical level, Charter rates are still very high, however it is the speed that has changed the markets tone that is baffling people. The market dropped almost 50% year-on-year! Given the events that have actually forced these developments, one should probably not be surprised, yet it is still hard to fathom. The good news:.....It is Friday! Stay healthy everyone and before you fall too much into self pity due to the foregoing words, remember there are many people with much, much more severe problems at the moment than historically still high Charter Rates.

New ConTex Development

Vessel type	Evaluated Period	Today	Week-on-Week				Month-on-Month			Year-on-Year		
		29.09.22	22.09.22	Change	Change	30.08.22	Change	Change	30.09.21	Change	Change	
New ConTex*		1671	2055	-384	↓ -18,7%	2950	-1.279	↓ -43,4%	3204	-1.533	↓ -47,8%	
1100 TEU	6 mos	\$22.609	\$25.795	-\$3.186	↓ -12,4%	\$34.071	-\$11.462	↓ -33,6%	\$43.925	-\$21.316	↓ -48,5%	
	12 mos	\$20.477	\$23.314	-\$2.837	↓ -12,2%	\$30.421	-\$9.944	↓ -32,7%	\$36.679	-\$16.202	↓ -44,2%	
1700 TEU	6 mos	\$28.891	\$33.500	-\$4.609	↓ -13,8%	\$53.546	-\$24.655	↓ -46,0%	\$63.538	-\$34.647	↓ -54,5%	
	12 mos	\$25.995	\$30.582	-\$4.587	↓ -15,0%	\$48.550	-\$22.555	↓ -46,5%	\$49.038	-\$23.043	↓ -47,0%	
2500 TEU	12 mos	\$38.836	\$48.150	-\$9.314	↓ -19,3%	\$67.968	-\$29.132	↓ -42,9%	\$72.082	-\$33.246	↓ -46,1%	
	24 mos	\$28.695	\$34.705	-\$6.010	↓ -17,3%	\$49.905	-\$21.210	↓ -42,5%	\$45.259	-\$16.564	↓ -36,6%	
2700 TEU	12 mos	\$42.200	\$52.436	-\$10.236	↓ -19,5%	\$74.505	-\$32.305	↓ -43,4%	\$78.245	-\$36.045	↓ -46,1%	
	24 mos	\$31.664	\$37.982	-\$6.318	↓ -16,6%	\$54.759	-\$23.095	↓ -42,2%	\$48.405	-\$16.741	↓ -34,6%	
3500 TEU	12 mos	\$46.055	\$58.500	-\$12.445	↓ -21,3%	\$83.350	-\$37.295	↓ -44,7%	\$84.915	-\$38.860	↓ -45,8%	
	24 mos	\$35.750	\$43.600	-\$7.850	↓ -18,0%	\$63.485	-\$27.735	↓ -43,7%	\$53.625	-\$17.875	↓ -33,3%	
4250 TEU	12 mos	\$51.700	\$67.560	-\$15.860	↓ -23,5%	\$97.953	-\$46.253	↓ -47,2%	\$95.725	-\$44.025	↓ -46,0%	
	24 mos	\$40.450	\$50.300	-\$9.850	↓ -19,6%	\$71.729	-\$31.279	↓ -43,6%	\$64.430	-\$23.980	↓ -37,2%	
5700 TEU	12 mos	\$68.111	\$84.833	-\$16.722	↓ -19,7%	\$116.601	-\$48.490	↓ -41,6%	\$105.989	-\$37.878	↓ -35,7%	
6500 TEU	12 mos	\$75.511	\$91.561	-\$16.050	↓ -17,5%	\$122.714	-\$47.203	↓ -38,5%	\$113.450	-\$37.939	↓ -33,4%	

New ConTex



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News brief

- DP World Moderates Outlook After Record First-Half Profit
- India Rice Export Ban Traps 1M Tons In Ports
- Retail Imports Growth Turns Negative as Fed Tries to Rein in Consumer Demand
- Two-Tier Market Emerges as Container Spot and Contract Rates Diverge
- Container Shipping Marks Seven Straight Quarters of Record Profits
- CMA CGM Expects Shipping Slowdown After Another Strong Quarter
- Xeneta: Higher Long-Term Container Rates Will Help Carriers to Huge Profits in 2022
- MSC to operate new terminal in Rotterdam
- MSC Line excels in owning the largest container carrier in the world. (Translate)
- MSC to operate new terminal in Rotterdam.
- Damietta Port Offers a package of storage yards for management and operation.
- Damietta Port achieves an increase in ship traffic during June by 23%
- Alexandria Port Authority Handles 2,886 Containers In 48 Hours.
- Alexandria Container Handling achieved 839.5 thousand.
- Accelerating digital transformation 'main pillar' in developing Suez Canal economic zone.
- Traffic in the Suez Canal Runs Smooth Still Adm. Rabie: "57 vessels transit through the Canal today recording a net tonnage of 3.4 million tons".
- The Suez Canal witnesses the circulation of 89 ships, the highest daily transit rate in its history
- Egypt Introduces Measures to Help Clear Backed Up Ports.
- West Port Said Container Terminal added three giant yard cranes to its equipment fleet.

