

Introduction

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Since the great world recession that occurred in 1929-1939, the scenarios of deterioration of markets, economies and transport traffic are being repeated all around the world. The current world economic crisis started with bank collapses due to the real-estate problem. The crisis led to the recession of the world trade and the slowing down of its growth rates. The crisis affected severely the world maritime transport market as it is considered the main indicator of the world trade: it goes in parallel with its increase or decrease.

The main impact of the world economic crisis on the maritime transport sector on the world's level is the decrease of the world demand on goods and services and the decrease of the world trade volume consequently and the decrease of the transport traffic , freight, chartering prices, the non operation of several units of the world fleet, the decrease of its capital value, the decrease of demand on maritime labor , incomes,..

While the Egyptian maritime transport was not affected by the economic crisis until the end of 2008, preventive measures should be taken in order to prevent the aggravation of the world economic crisis impacts on the Egyptian maritime transport especially that the recession will be followed by ascendant rates until it reaches the marketability. Therefore, the future estimates expect a continuous increase in the world trade traffic and the maritime traffic consequently.

This new edition of the Statistical Year Book issued by the Egyptian Maritime Data Bank includes a summary on the traffic of Egyptian ports during 2004-2008 as well as a detailed presentation of the overall data of Egyptian ports traffic and the traffic of each port authority separately during 2008.

Section 1: Egyptian Main Ports' Traffic

This section presents the development in the total traffic of Egyptian main commercial ports with regard to the number of vessel calls, cargo throughput, container and passengers' traffic during 2004-2008. It also presents the details of Egyptian ports' traffic in 2008 with regard to the ports affiliated to the four port authorities: Alexandria, Damietta, Port Said and Red Sea during 2008.

During 2004-2008, Egyptian Ports achieved a significant increase in the number of vessel calls as well as the volume of cargo and containers' traffic. They received up to 20299 vessel calls from different types achieving a growth rate up to 3.4% (2008 compared to 2007) compared to a growth rate up to 6.7% (2007 compared to 2006). This went along with the average of vessels dwell-time in ports, which reached 2.7 day in 2008 compared to 3.5 day in 2007 and 3.4 day achieved in 2006. In 2008, the Egyptian ports handled about 116.2 million tons compared to 112.2 million tons in 2007 achieving a growth rate up to 3.5% (2008 compared to 2007) and 5.2% (2007 compared to 2006).

The number of TEUs handled in Egyptian ports increased and reached, it reached 6.1 million TEUs in 2008 compared to 5.1 million TEUs in 2007 achieving a growth rate up to 19.8% (2008 compared to 2007)) and 11.1% (2007 compared to 2006).

Vessel Calls at Egyptian Main Commercial Ports

During 2008, the commercial ports received 20299 vessels flying flags of more than 103 states with gross tonnage up to 282.2 million tons and deadweight up to 331.9 million tons

• Cargo throughput in Egyptian Main Ports

The Egyptian main ports handled about 116.2 million tons of different types of cargo in which local cargo reached about 81.1 million tons representing 69.8% of the total cargo throughput in Egyptian main commercial ports.

• Egyptian Exports and Imports

The Egyptian exports (local) in main ports reached about 28.9 million tons representing 35.6% of the

Egyptian seaborne foreign trade. The Egyptian imports (local) in main ports reached about 52.2 million tons representing 64.4% of the Egyptian seaborne foreign trade.

• Classification of Cargo Throughput in Main Commercial Ports According to the Type:

- The Egyptian main commercial ports handled about 55.3 million tons of containerized cargo (local and transit), representing about 47.6% of the total cargo throughput.
- The Egyptian main commercial ports handled about 6.1 million TEUs, in which local containers represent 36.3% while transit containers represent 63.7%.
- Dry bulk cargo have a significant importance in the Egyptian foreign trade compared to other types of cargo, as it represents 26% of the total traffic in Egyptian ports.
- The general cargo handled in Egyptian main commercial ports represented 11.9% of the total cargo throughput in Egyptian ports.
- Liquid bulk cargo occupied the smallest share with regard to the types of cargo handled in main commercial ports representing only 11.2%
- Transit cargo represented 30.2% of the total cargo throughput in main commercial ports. Port Said Ports Authority preoccupied the largest share of transit cargo handling.

• Shipping lines

Egyptian main commercial ports deal with several shipping lines. MAERSK Shipping Line occupied the first position with regard to the number of handled TEUs, as it handled 2 million TEUs.

• Shipping Agencies:

In 2008, 264 shipping agencies dealt with the main Egyptian commercial ports, providing services for 20299 vessels⁽¹⁾ of different types including 228 shipping agencies providing services to 13862 vessels carrying cargo and containers representing 68.3% of the total number of vessels calling at Egyptian ports in 2008.

• Passengers and Tourism

The Egyptian main commercial ports received more than 3 million passengers. More than 67.4% of them were Egyptian passengers, while foreign passengers represented 32.6%. Red Sea Ports Authority occupied the first position with regard to the number of passengers compared to other Port Authorities, as it received about 81.6% of the total passengers and tourists' traffic in Egyptian ports authorities.

Section 2: Vessels' Traffic in Suez Canal

This section presents a summary of the vessels traffic in Suez Canal, with regard to the number of vessels, their net tonnages and cargo volumes classified according to the area, in addition to the cargo volumes classified according to the type.

From this section, we can deduce that 2008 witnessed a remarkable upswing in both the number of vessel calls and net tonnages transiting Suez Canal. 21415 vessels transited Suez Canal with an increase up to 1031 vessel calls compared to last year achieving an increase rate up to 5.1%. The number of vessel flags transiting Suez Canal reached 99 flags, on top of which is Panama, followed by Liberia and then the United Kingdom. Moreover, 2008 witnessed the greatest net tonnage of vessels transiting Suez Canal since its opening, reaching 910.1 million tons, with a growth rate up to 7.3% compared to 2007.

Section 3: Statistics of the Egyptian Authority for Maritime Safety

This section includes statistics on the Egyptian merchant fleet, maritime units, reports on issued and valid seamen passports, reports on accidents and pollution according to the status on 31/12/2008 and the following conclusions were deduced:

• The Egyptian Merchant Fleet

The number of vessels in the Egyptian merchant fleet reached 170 vessels with deadweight (DWT) up to 1.5 million tons in which 57.1% are cargo vessels and 42.9% are service vessels. The number of fleet operating units is 135 units with total deadweight up to 1.4 million tons representing 90.7% of the total deadweight of the Egyptian merchant fleet. Bulk carriers (grains) came on the top of the Egyptian fleet composition with regard to deadweight with 701 thousand tons DWT, 12 carriers and average DWT reaching 52 thousand tons representing 45.8% of the total DWT of the fleet.

• Maritime units

There are various types and numbers of registered maritime units in main ports. They are used in fishing, tourism, maintenance, bunkering, training and others. The number of maritime units owned by Egyptian ports reached about 20.1 thousand maritime units; while the number of operating units reaches 19.8 thousand units representing 98.1% of the total maritime units. Cruise units came on the top with regard to the number of units (9203 units) and then come fishing units with 8289 units.

• Seamen Passports

The Egyptian maritime labor has a remarkable technical and professional experience; their certificates are internationally recognized and are not limited to the local use. Moreover, about 98.5% of the holders of valid seamen passports do not exceed 60 years old, which reflects their productive ability. The majority of holders of valid qualification certificates and seamen passports are within the category of "Third maritime engineer" (795 ingeneers).

• Casualties and Pollution

With the development of the maritime transport industry and the increase in the number, type and size of vessels, the percentage of maritime risks increased. The pollution accidents in 2008 recorded 148 accidents with an increase up to 68.2% compared to 2007.

Data sources

Section 1: Main Commercial Ports Traffic

The data sources of this section are the computer departments of the Port Authorities, which are responsible for the input of data on ports traffic (vessel traffic, container handling, cargo and passenger traffic) in the databases of the Egyptian Maritime Data Bank through the software operating in the Port Authorities. The data source of the container terminal of Sokhna Port is DP World Co. that operates the port.

Section 2: Vessels' Traffic in Suez Canal

The data included in this section were collected from different publications of Suez Canal Authority.

Section 3: Statistics of the Egyptian Authority for Maritime Safety

The only source of all data on Egyptian Fleet, maritime labor and seamen passports is the Egyptian Authority for Maritime Safety. All data were introduced in the Egyptian Maritime Data Bank software operating in the Authority through its computer department.