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Date : _____
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التاريخ : _____
المرفقات : _____

1- Studies carried out in the field of the development of foreign trade:

Ser.	Title of the Study	Objectives	Carried Out By	Year	Results	Recommendations
1	The Possibility of Facilitating the Seaborne Trade Traffic between Egypt and African Countries by Chartering (10) Vessels from International Shipping Agencies	Facilitating the seaborne trade traffic between Egypt and African countries by chartering (10) vessels from international shipping agencies	Ministry of Transport in coordination with competent ministries (Ministry of Public Business Sector- Ministry of Commerce and Industry)	2020	<p>1- There is a number of trade agreements between Egypt and specific ports in African countries (main ports- hubs) such as COMESA Agreement – Tripartite Free Trade Agreement – Continental Free Trade Agreement)</p> <p>2- Three companies operating in the field of foreign trade are affiliated to the Ministry of Public Business Sector namely El Nasr Co. for Imports and Exports (the company is being developed after the establishment of a new board of directors).</p> <p>3- In order to facilitate the trade traffic between Egypt and African countries an electronic brochure was issued including the Egyptian</p>	<p>1- Provide the necessary support for facilitating the cargo traffic between Egypt and African countries as part of the procedures taken by the government to support exports in order to open new markets for Egyptian products and import raw materials available in the African countries and necessary for the industry. The government bears a part of the costs of transport by the current shipping lines through the Egyptian Company for Maritime Transport MARTRANS (a SAE company established according to the Ministerial Decree 415/1963)</p> <p>2- The development of the existing shipping companies with vessels flying their flag and empowering their board of directors in order to</p>

Dept. : _____
Ref. : _____
Date : _____
Enc. : _____

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التاريخ : _____
المرفقات : _____

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					<p>products, their inputs of raw materials that need to be imported.</p> <p>4- As for logistic services a comprehensive package is provided including land transport, customs clearance, assembling in the export port, storage, insurance, promotion, financing; through cooperation agreements with Egyptian Banks.</p> <p>5- To provide maritime transport service between Egyptian and African ports coordination must be maintained with world shipping lines until the demand increases.</p>	<p>achieve the required economic viability as follows:</p> <p><u>Al Kahera Co. for Ferries and Maritime Transport (Ministry of Transport):</u></p> <ul style="list-style-type: none"> - Expanding the merchant fleet by considering the purchase of two new cargo vessels and leasing one of the existing vessels owned by the company (passengers) to use the resulting income to charter another cargo vessel. - The company is currently coordinating with major investors to participate in providing vessels to transport cargo. Thus, the company can operate shipping lines in the Red Sea to transport Egyptian exports to the Gulf countries and to be linked with African countries.

MINISTRY OF TRANSPORT

MARITIME TRANSPORT SECTOR

PRESIDENT'S OFFICE

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Date : _____
Enc. : _____

جمهورية مصر العربية
Arab Republic of Egypt

قطاع النقل البحري

MARITIME TRANSPORT SECTOR
(MTS)



وزارة النقل

قطاع النقل البحري رئاسة القطاع

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التاريخ : _____
المرفقات : _____

Ser.	Title of the Study	Objectives	Carried Out By	Year	Results	Recommendations
						<p><u>Arab Bridge Co. (Ministry of Transport):</u></p> <ul style="list-style-type: none">- Increasing its capabilities in coordination with other partners (Iraq and Jordan) whether by buying or chartering vessels that cope with the needs of trade between Arab countries. <p><u>National Shipping Co. (Ministry of Public Business Sector):</u></p> <ul style="list-style-type: none">- The Company made a comprehensive plan to replace and renew its fleet. A dry bulk vessel was bought to replace one of the old vessels and work is ongoing in order to replace the rest of old fleet vessels.3- When the promotional and marketing plans succeed, the demand on maritime transport between Egypt and African countries increases, and the economic feasibility of operating vessels by Egyptian companies is

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Dept. : _____
Ref. : _____
Date : _____
Enc. : _____

الإدارة : _____
رقم الصادر : _____
التاريخ : _____
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						<p>proved, we can buy suitable vessels and operate shipping lines between Egyptian and African ports on two phases:</p> <ul style="list-style-type: none">- Phase (1): A shipping line towards North Africa and North West Europe by operating (2) multi-purpose vessel (purchased) on the shipping line (Alexandria/North West Europe)- Phase (2): the operation of a shipping line towards East Africa by operating (2) multi- purpose vessels (semi-liner shipping line) between one of the Red Sea port as a loading port and the ports of Jeddah and Port Sudan in case of the existence of cargo; and then to the ports of East Africa (Djibouti/ Mombasa/ Dar El Salam). In this case, we can buy multi-purpose vessels to transport Egyptian foreign trade, as buying RO RO Vessels will not feasible.

Dept. : _____
Ref. : _____
Date : _____
Enc. : _____

الإدارة : _____
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التاريخ : _____
المرفقات : _____

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						<p>4- Buying new vessels (by concluding contracts with shipyards to build vessels with the needed requirements) and a stated- owned company undertakes the operation. On the very short term we can charter vessels until the vessels building process is complete. The study recommends:</p> <ul style="list-style-type: none">- Chartering new vessels complying with international standards according to the priorities of Egypt's foreign trade.- Providing the necessary funding to state-owned shipping companies including the chartering costs or the difference between operation costs and real income.

Dept. :
Ref. :
Date :
Enc. :

الإدارة :
رقم الصادر :
التاريخ :
المرفقات :

2- The Studies Carried out in the Field of the Development of Egyptian Fleet:

Ser.	Title of the Study	Objectives	Carried Out By	Year	Results	Recommendations
1	The Development of the Egyptian Merchant Fleet to Serve Egypt's Foreign Trade According to Egypt's Vision 2030	1- The development of the strategic, security and economic aspects of the country by owning a modern maritime transport fleet to achieve the independence and sovereignty of the state (to prevent the pressure of international alliances or the risk of unavailability of means of transporting strategic goods). 2- The establishment of shipping lines to serve Egypt's foreign trade and linking Egyptian ports to Arab, African and European ports. 3- The development and support of Egypt's foreign trade system	Maritime Transport Sector	2021	1- Europe is Egypt's biggest trading partner with average of 47% while Africa and South America are the smallest. 2- Egypt's foreign trade is currently transported via the vessels of the international shipping lines. 3- It is indispensable to make use of the trade volume with Europe by operating lines for Egyptian vessels passing by North Africa and heading towards Europe to achieve the economic feasibility of operation as a first phase; then operating lines with East Africa as a second phase	1- The development of the existing shipping companies with vessels flying their flag and empowering their board of directors in order to achieve the required economic viability as follows: <u>Al Kahera Co. for Ferries and Maritime Transport (Ministry of Transport):</u> - Expanding the merchant fleet by considering the purchase of two new cargo vessels and leasing one of the existing vessels owned by the company (passengers) to use the resulting income to charter another cargo vessel.

Dept. :
Ref. :
Date :
Enc. :

الإدارة :
رقم الصادر :
التاريخ :
المرفقات :

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		and increase the competitiveness of Egyptian exports whether with regard to quality or costs.			(Purchase decision is the best option in this case).	<ul style="list-style-type: none"> - The company is currently coordinating with major investors to participate in providing vessels to transport cargo. Thus, the company can operate shipping lines in the Red Sea to transport Egyptian exports to the Gulf countries and to be linked with African countries. <p><u>Arab Bridge Co. (Ministry of Transport):</u></p> <ul style="list-style-type: none"> - Increasing its capabilities in coordination with other partners (Iraq and Jordan) whether by buying or chartering vessels that cope with the needs of trade between Arab countries. <p><u>National Shipping Co. (Ministry of Public Business Sector):</u></p> <ul style="list-style-type: none"> - The Company made a comprehensive plan to replace and

Dept. :
Ref. :
Date :
Enc. :

الإدارة :
رقم الصادر :
التاريخ :
المرفقات :

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						<p>renew its fleet. A dry bulk vessel was bought to replace one of the old vessels and work is ongoing in order to replace the rest of old fleet vessels.</p> <p>2- The importance of the existence of a new Egyptian society to be responsible for the establishment of a strong fleet of modern vessels according to the priorities of Egypt's foreign trade as the fleet vessels must be managed by strong entities that have human expertise and technical capabilities to manage, operate and maintain the vessels. The study proposes that the Egyptian Group Co. (Ministry of Transport, Ministry of Public Business Sector, Suez Canal Authority) starts expanding its activity to include owning, managing and operating vessels</p>

Dept. :
Ref. :
Date :
Enc. :

الإدارة :
رقم الصادر :
التاريخ :
المرفقات :

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						<p>flying the Egyptian flag as well as the operation of shipping lines serving the Egyptian foreign trade in cooperation with international operators such as CMA.</p> <p>3- The importance of supporting and providing the necessary funding for Egyptian companies and urge them to invest in owning and operating vessels flying the Egyptian flag through the following:</p> <ul style="list-style-type: none">- Sovereign state owned funds, allocating governmental funding, financial leasing system, banks and Egyptian government guarantees.- The establishment of investment funds in the field of maritime transport according to the subscription system-alliances between Egyptian banks and insurance

Dept. :
Ref. :
Date :
Enc. :

الإدارة :
رقم الصادر :
التاريخ :
المرفقات :

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						<p>companies to provide loans for those who want to buy or build vessels.</p> <ul style="list-style-type: none">- Allocating a percentage of the ports, customs and agencies income for the benefit of the development of the Egyptian merchant fleet.- Allocating a percentage of the Egyptian seaborne trade to Egyptian vessels owned by national companies. <p>4- Urging private sector and investors to invest in the field of owning vessels flying the Egyptian flag by offering incentives such as tax exemptions, etc.</p> <p>5- Improving the quality of the Egyptian products.</p> <p>6- Increasing the volume of trade exchange and opening new markets, which will lead to an</p>

Dept. :
Ref. :
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						increase of the maritime transport demand and thus achieving the economic feasibility of operation.