

The studies carried out in the field of East Med Ports Competitiveness:

No	Name of the Study	Study Objectives	The organization that prepared the study	The Publishing year of the study	Findings of the study	Recommendations
1	A Comparative Study on the competitiveness of East Port Said with East Med Ports.	<p>1- Attracting the World Shipping Alliances to the Egyptian Ports and raising their competitiveness with adjacent ports especially in the field of transit trade.</p> <p>2- Revitalization of handling cargoes and ship calls in East Port Said Port and Suez Canal Container Terminal (SCCT) and attracting transit trade in order to be a hub port for</p>	Maritime Transport Sector	2018	<p>1- The study focused on the total cost of the voyage including port dues, tariffs, port services fees, and the cost of handling in the container terminal (loading/unloading) ,which is the main element for the shipping line and should be characterized by price elasticity in both the port and the container terminals.</p> <p>2-Port dues are collected for the port authority , lighthouses dues are collected and charged for the Egyptian Authority for Maritime Safety, and handling revenues are charged for the container companies separately and individually.</p> <p>3- Both port dues and lighthouses dues are identified by ministerial decrees whereas container</p>	<p>- First: In order to encourage the transit in East Port Said Port, we suggest the following:</p> <p>1- Charging the tugs according to the movement and not the work hour with regard to transit(taking into the consideration the costs of operating tugs)</p> <p>2- Charging pilot tugs according to movement not according to the working hour (taking into the consideration the costs of pilot tugs operating costs).</p> <p>3- Not to increase the charges that are more than five likes those mentioned in Law no.24 for 1983 and standardization and unifying the charges .</p> <p>4- Applying the suggested above- mentioned reductions in addition to those stipulated in the SC Zone resolution no. 127/2017.</p> <p>Second: Suez Canal Container</p>

		<p>transit trade and to raise its competitiveness with adjacent ports.</p>		<p>handling costs are characterized by price elasticity because they are specified a resolution of the company's board of directors, so the coordination among port authorities and the container handling companies is necessary for granting packages of concessions.</p> <p>4- Damietta Port Authority followed a successful marketing strategy resulted in the coordination and cooperation between Damietta Port Authority and the Shipping Line YML ,being the representative of THE ALLIANCE, which is the alliance composed of 5 shipping lines .This cooperation includes granting a package of concessions, concerning handling costs ,storages of transit containers costs in addition to a packages of reductions to be applied at the end of the year on the number of handling movements, which in turn led to the continuous increase in the calls and the</p>	<p>Terminal (SCCT) :</p> <p>1- We suggest that SCCT in East Port Said offers a reduction of 18.5% on the prices of handling the transit containers in order to set a competitive position (as a first step)</p> <p>2- Reconsider the impact of these abovementioned reductions on the numbers of vessels and transit containers.</p>
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