

Vol. 8. No. 2. 2021
©Copyright by CRDEEP Journals. All Rights Reserved.

Contents available at:

www.crdeepjournal.org

International Journal of Social Sciences Arts & Humanities (ISSN: 2321-4147)(CIF: 3.625)
Peer Reviewed Journal



Full Length Research Paper

The Future of Logistical Services for Egyptian Ports and its Economic Importance

Gaber Ahmed BassyouniShehata¹; Azza Ahmed Abd El-DaimAhmd² and Ahmed HasanSrour³

¹-Prof. of Agricultural Economics, Dept. of Agricultural Economics – College of Agriculture (SabaBasha), Alexandria University, Egypt

²Director of Human Resources Needs Analysis Department - Central Administration for Resource Planning - Egyptian Customs Authority

³Lecturer of Agricultural Economics, Dept. of Agricultural Economics – College of Agriculture (SabaBasha), Alexandria University, Egypt

ARTICLE INFORMATION

Corresponding Author:
Gaber A. BassyouniShehata

Article history:
Received: 17-06-2021
Accepted: 28-06-2021
Published: 30-06-2021

Key words:
Logistics - Logistics Services
Performance Index -
Egyptian Ports.

ABSTRACT

The research mainly dealt with the importance of benefiting from recent developments in logistical services, and exploring growth opportunities through them, especially for countries that seek to achieve progress in the process of economic and social development, based on World Bank data sources and various studies in this regard, and some indicators and statistics of the maritime transport sector. By using the realistic analytical approach, the study showed that there is a discrepancy in trade logistics between countries of the world, including advanced in the logistical performance index such as Germany, some European Union countries and other developed countries, and those countries are ranked at the top of the World Bank's Logistics Performance Index (LPI). There is also a wide variation for the Arab countries in the logistic services performance index, some of which are advanced in the index such as the UAE, Saudi Arabia and other countries of the Gulf Cooperation Council, and some of them occupy middle positions such as Egypt and some of them occupy low ranks in the index, which confirms the importance of improving customs, developing infrastructure, and strengthening International shipping capabilities. The study indicated that the success of trade logistics depends on the availability of advanced infrastructure and human resources with adequate skills, as well as a legislative and investment climate that helps attract capital, and the geographical location of the logistical areas on global shipping lines and their proximity to vital ports is one of the most important signs of success, with the necessity of taking With modern technology in the field of developing logistics services, and this leads to advancing the national economy through increased trade exchange, in addition to benefiting from digital wealth in the field of logistics services, achieving environmental sustainability, and the need for a stable political environment that attracts investors in logistics services.

Introduction

Logistics are one of the new types of activities, which is the result of activities related to each other, and those activities that represent the link between production and marketing sites that are related to each other. It entails the commercial management, plants, planning works, organization, leadership, smell and management of those activities that lead to the support of the center and pioneer and its distinction and then increase its profits. It adds the services that it calls or its services, repays them, returns them, and raises them⁽⁶⁾.

Thus, the activities and logistics services have become one of the vital topics that have increased interest in recent years in the field of integrated business management in terms of its concept, importance, components and practice in contemporary business organizations due to the large size of organizations, the multiplicity of their activities, the expansion and multiplicity of their product lines and markets, which led to an increase in interest in logistical activities, which it has become the backbone of these organizations that aim to serve customers while achieving competitive advantage⁽⁴⁾. Sea ports are considered one of the most important fields of application of logistical activities and services, and are considered the backbone of Egypt's foreign trade and its gates to the outside world, as it is the main link in the multimodal transport chain, in addition to its vital role in pushing the

economic development process, so the presence of advanced logistical areas in The Egyptian ports are an important factor that helps the flow of trade depending on the advantage of the location and the large water bodies, and also the provision of services and logistical activities helps to attract foreign capital, create job opportunities, in addition to creating advanced modern technical and administrative expertise, revitalizing local markets, and increasing national income^(15-d).

Ports vary in Egypt due to the large water area surrounding them, and there are about 61 ports in Egypt, of which 15 commercial ports are: Alexandria Port - Port Said Port - Suez Port - Damietta Port - East Port Said Port - Dekheila Port - Nuweiba Port - Safaga Port - Port Sokhna - Sharm El Sheikh Port - El Tour Port - El Arish Port - Hurghada Port - Adibiya Basin Port - Petroleum Basin Port. There are also many specialized ports that are divided into oil ports, numbering (11), the most important of which is RasGhareb port and mining ports, the number of which is (7), the most important of which is Safaga Port Mining (Abu Tartour), and (5) tourist ports, the most important of which is Port Ghareb, and about (21) fishing ports, the most important of which is fishing in Port Said^(9&15-a).

The transfer of ports to logistical services adds an added value to the exported or imported goods, and Egypt is in dire need for these services, especially after the increase in free zones to 9 regions in light of the increase in foreign investments that need these services in the maritime transport sector, which makes it imperative to develop the ports administratively. To help in accommodating these services, and providing cadres capable of providing these services that are in line with the modern trend in customs procedures inside the Egyptian ports so that these ports become transit points and not just customs ports⁽¹⁾.

The topic was chosen after the activities and logistics services became one of the vital topics that have increased interest in recent years in the field of integrated business management in terms of its concept, components and practice in contemporary business organizations due to the large size of organizations, the multiplicity of their activities, and the expansion and number of their product lines and markets, which led to increasing interest in logistical activities, which has become the backbone of these organizations aiming at serving customers while achieving competitive advantage⁽³⁾.

Egyptian ports lack services that enable them to achieve availability while waiting for customers, for providing commercial centers with a positive effect on the gross domestic product.

The research aims mainly to study the indicators of logistics services for Egypt and to know its global position among the countries of the world, and this objective is achieved through the following sub-objective: -

- 1 - Learn about the basic concepts related to logistics, logistics areas, services and logistics activities in the various departments of business organizations.
- 2 - Reviewing the logistical services and logistical areas available in Egyptian ports internationally and comparing them with the local ones.
- 3 - Getting acquainted with the opinions of some clients (customs brokers) of the quality and efficiency of the Alexandria port.
- 4 - The orientation of ways and possibilities of boosting economic growth rates by raising the efficiency of the performance of these services and the accompanying infrastructure in the Egyptian seaports.
- 5 - Identify some of the challenges and problems facing maritime transport and logistics services in Egypt.

Material and methods

In order to achieve these objectives, the urge relied on two types of data, the first of which is secondary sources and is represented in reviewing the Arabic and foreign references related to the subject of the study, the Transport Information Center, as well as the World Bank data. The second is preliminary data through designing a questionnaire form concerned with the study problem through a personal interview with some customs brokers to know the extent of the efficiency and quality of work in Alexandria Port. The focus was on Alexandria because it is the researcher's residence.

The study combines the inductive approach and the deductive approach in the analysis, where the inductive approach was used to extrapolate the reality observed in relation to the indicators of the performance of logistical services, then the deductive approach was used to analyze the reflection of those indicators on the problems and challenges that formulated the present in order to anticipate the recommendations for the future, as well as the quantitative methods that were used. Based on secondary data sources, the collected information is monitored and analyzed to achieve the objectives of the study.

The basic Concepts

The concept of logistics:

Logistic is an English word and consists of two words, which are Lodge, which means to lead, and Istic which means to relate to, and by joining the two parts, the word becomes Logistic, meaning any matter related to shelter, and the word has been modified to become Logistic, which is an adjective and the name of it is Logician, which is a specialist in the art of transporting soldiers, housing them and providing them with food⁽²⁾.

Logistics is a comprehensive term for transporting, housing, and supplying soldiers. That is, managing the flows of personnel and resources to support the war effort by transporting soldiers, equipment, supplies and ammunition from camps and warehouses in specific military areas to battlefields in other remote locations, in the shortest possible time and at the lowest possible cost⁽²⁾. The term logistics originated in a military establishment, as it began to be used in the French army in 1905 with the aim of ensuring the timely arrival of supplies and ammunition in the best possible way, and then it was used extensively during World War II, as it was one of the factors in the victory of the allied armies, and as soon as the World War ended it until studies aimed at applying logistics in the field of business began in what was known as Business Logistics, where it was found that the cost of logistics

activities ranges between (41% -61%) of the cost of the final product, and it was found that applying the concept of logistics business management leads to a reduction of the cost by about 21 % However, there was no serious interest in logistical activities in business organizations⁽⁷⁾.

The concept of logistics is associated with roads and infrastructure only, but logistics is a broad concept whose definition is simplified, which is "managing the details of a process, by reducing time and cost" and it is not limited to transportation and handling only⁽⁵⁾.

Concept of logistics services:

Commercial logistics refers to the activities necessary to transfer goods from producers to consumers, such as transportation and warehousing, consolidation of goods, customs clearance, insurance, distribution and payments. The Council of Supply Chain Management Professionals defines "logistics" as a part of the supply chain process to plan, implement, and control the movement of production which bidirectional effective storage of materials, information and services flow from the point of production of products to the point of consumption in order to meet customer requirements^(10&15-e).

Types of logistics services

Logistics services are divided into three types⁽¹⁴⁾:

- Supply Chain Management: It includes a number of integrated activities as an extension of the physical delivery process, and includes: inventory management, internal supply, internal and external supply, returns management, and a number of various value-added services such as product assembly, packaging, etc.

- Shipping and storage: It is the shipping services for the heavier materials, which weigh more than 50 kg, and it uses all means of supply, air, sea, land and railways.

-Express mail: The express mail services mainly use shipment by air or land to complete the process of delivering documents, documents and parcels, and the courier delivery company can own some or all of the required aircraft and vehicles, or it can enter into a private or long-term lease contract, and usually its weight does not increase about 50 kg.

The importance of logistics services:

The importance of logistics services can be summarized in the following points^(8, 13):

A- Positive logistical management results in an added value for products that can be identified in the characteristics that the product acquires, which includes the delivery of the right product in the right quantity to the right consumer, at the right price and at the appropriate cost, and thus consumer satisfaction increases and thus the competitiveness of the company and the national economy as a whole.

B- At the national level, the country's ability to quickly and efficiently deliver its products contributes to increasing its competitiveness in the domestic and foreign markets.

C- An efficient logistics system affects economic development in a positive way, reduces unemployment and poverty, and thus raises the standard of living of individuals, and eliminates the deficit in the balance of payments by enhancing the competitiveness of countries' products in foreign markets. Logistical development leads to the achievement of a sustainable competitive advantage and the improvement of world trade.

There are eight trends driving the future of logistics, emphasized by the World Economic Forum:

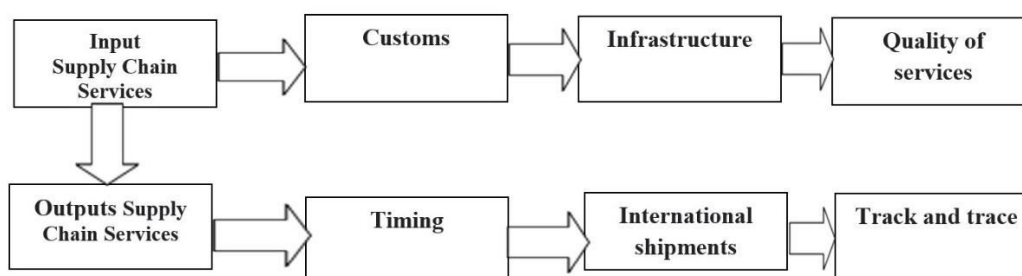
- 1- Importance of developing skills in the field of logistics services.
- 2- Restructuring international supply chains.
- 3- Flexibility of supply chains.
- 4- Environmental sustainability of logistics services.
- 5- Digital transformation of supply chains.
- 6- E-commerce, which drives demand chains.
- 7 - Infrastructure development.
- 8- Merger and integration of businesses.

The World Bank's Logistics Performance Index (LPI)^(15-c):

The Logistics Performance Index (LPI) illustrates a wide range of factors that affect performance, and the results generated from it have clear benefits, especially for developing countries, which seek to use a wide range of tools and policies to improve logistics. The tool indicates that improvements in logistics performance enhance the integration of countries in world trade.

It was stated in the 2007 First Logistics Performance Index report that logistics is a network of services that support the physical movement of goods, cross-border trade and intra-border trade. Logistics includes a range of activities beyond the scope of transportation, including warehousing, mediation, express delivery and vital infrastructure services such as terminals. Increasingly, competition at the global level between logistics service providers is increasing, and more diversified solutions are being offered for trade and manufacturing, increasing the annual turnover of these global networks to about 4.3 trillion dollars.

Figure (1) - Input and Output indicators in the Logistics Performance Index



Source: World Bank, Logistics Performance Index.

The World Bank's Logistics Performance Index analyzes the countries of the world through six indicators:

- 1- Efficiency of customs clearance and border management.
- 2- Quality of infrastructure related to trade and transportation.
- 3- Ease of arranging shipments with competitive prices.
- 4- Efficiency and quality of logistics services
- 5- The ability to track and trace shipments.
- 6- The speedy arrival of the shipments to the recipients at the scheduled or expected time.

The main results of the International Logistics Performance Index for the year 2018:

According to table No. (1), the top ten high-income countries in the world, most of which are in Europe, came in the top ten in the classification of the Logistic Performance Index (LPI), and this is normal because these countries dominated the chain industry during the period (2012- 2018) as it was found that Germany came in the first with a logistic performance index of about 4.2, followed by Sweden, Belgium, Austria and Japan in the second to fifth places with performance indicators amounting to about 4.05, 4.04, 4.03, 4.02 respectively during 2018, according to World Bank data .

Table (1) - The top ten countries in the world in the logistics performance index during the period (2012-2018)

Economy	2018		2016		2014		2012	
	rank	score	rank	score	rank	score	rank	score
Germany	1	4.20	1	4.23	1	4.12	4	4.03
Sweden	2	4.05	3	4.20	6	3.96	13	3.85
Belgium	3	4.04	6	4.11	3	4.04	7	3.98
Austria	4	4.03	7	4.10	22	3.65	11	3.89
Japan	5	4.03	12	3.97	10	3.91	8	3.93
Netherland	6	4.02	4	4.19	2	4.05	5	4.02
Singapore	7	4.00	5	4.14	5	4.00	1	4.13
Denmark	8	3.99	17	3.82	17	3.78	6	4.02
United kingdom	9	3.99	8	4.07	4	4.01	10	3.90
Finland	10	3.97	15	3.92	24	3.62	3	4.05

Source: World Bank, Logistics Performance Index 2012, 2014, 2016, and 2018

Data in table (2) shows to the ten low-income countries that came at the bottom of the ranking list, which are either unstable countries affected by armed conflicts, natural disasters or political unrest, or landlocked countries that by their nature face challenges from the side of geography or economies of scale when communicating. With global supply chains, as Afghanistan, Angola, Burundi, Niger and Sierra Leone came at the bottom of the ranking list for the Logistics Performance Index at the level of science, with performance indicators amounting to about 1.95, 2.05, 2.06, 2.07 and 2.08 respectively during 2018. This explains the continuing gap between high-income countries and others on the level of Low-income logistics performance.

Table (2) - The ten low-ranking countries in the logistics performance index during the period (2012-2018)

Economy	2018		2016		2014		2012	
	rank	score	rank	score	rank	score	rank	score
Afghanistan	160	1.95	150	2.14	158	2.07	135	2.30
Angola	159	2.05	139	2.24	112	2.54	138	2.28
Burundi	158	2.06	107	2.51	107	2.57	155	1.61
Niger	157	2.07	100	2.56	130	2.39	87	2.69
Serra leone	156	2.08	155	2.03	Na	Na	150	2.08
Eritrea	155	2.09	144	2.17	156	2.08	147	2.28
Libya	154	2.11	137	2.26	118	2.50	137	2.03
Haiti	153	2.11	159	1.72	144	2.27	153	2.55

Zimbabwe	152	2012	151	2.08	137	2.34	103	2.55
Central African republic	151	2.15	na	na	134	2.36	98	2.57

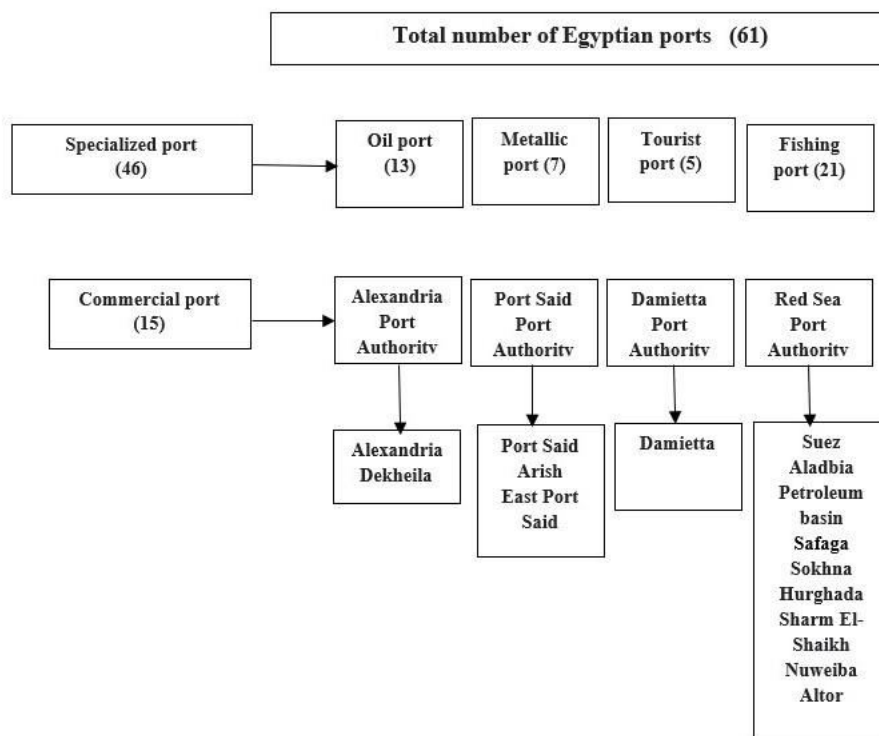
Source: World Bank, Logistics Performance Index 2012, 2014, 2016, and 2018

Logistics services sector in Egypt:

Performance of Egyptian ports and traffic in them: About the Egyptian ports^(15-d):

There are many ports in Egypt due to the large water area surrounding them, and the total number of Egyptian ports reached 61, of which there are 15 commercial ports and they are: Alexandria Port - Port Said Port - Suez Port - Damietta Port - East Port Said Port - Dekheila Port - Nuweiba Port - Port Safaga - Sokhna Port - Sharm El Sheikh Port - El Tour Port - El Arish Port - Hurghada Port - Adibiya Basin Port - Petroleum Basin Port. There are also many specialized ports (46) and are divided into (13) petroleum ports, the most important of which is RasGharib port and mining ports. (7) The most important of which is Safaga mining port (Abu Tartour), and fishing ports, their number (21), the most important of which is fishing in Port Said.

Figure (2) - Total number of Egyptian ports



Source: Maritime Transport Sector Information Center www.mts.gov.eg

The total area of the Egyptian commercial ports⁽⁹⁾ is about 515.37 km² with a design capacity of about 7 113.8 million tons of cargo, except for the ports of Sharm El-Sheikh and Hurghada, as they are intended for passengers and not cargo.

The design capacity for containers is 11 million TEUs in the ports of Alexandria, Dekheila, and Damietta, East and West Port Said, and Sokhna, and this is shown in table (3). It can be seen from the data of table (3) that the capacity of Alexandria Port came in first place at about 37.9 million tons, which indicates the importance of Alexandria Port in the logistical supply chains, at a rate of about 22.2% of the total capacity of the Egyptian port. Dekheila port came in second place with a capacity of about 27.1 million tons, then the port of Sokhna, Damietta, Port Said and East Port Said came in the centres from the second to the fifth with a capacity of about 23.5, 21.75, 12.17, 12 million tons, rates of about 13.8% 12.7%, 7.5% and 7.03% of the total capacity of the Egyptian port, respectively.

Data in table (4) indicate to moving goods of Egyptian Port Authority in million tons in 2018, which is the Alexandria Port Authority came in the first place among these ports in terms of export consignments 47.8 million tons, represents about 47.65% of the total cargo for Egyptian ports, followed by the economic zone, then Damietta Port, followed by Red Sea Port, with a movement of about 37.2, 12.6 and 2.7 million tons, respectively. This shows the importance of Alexandria Port in carrying goods and goods from abroad, indicating its height, then its index, and then the port's logistic index.

It was found that the port of the Economic Zone came in the first place in terms of export movement of goods with a volume of about 28.1 million tons, representing about 48.9% of the total export movement from the export goods from the Egyptian port, followed by Alexandria and Damietta Port, and the Red Sea with an export company amounted to about 14.6 and 12.1 and 2.7 million tons, respectively, which indicates the importance of the economic zone in the logistical supply chains of the export movement, and hence the increase in the logistical performance index of the port of the economic zone

Table (3) - The designed capacity of the Egyptian ports

Port	Area		Maximum designed capacity			Container berths		Total berths (including containers)(
	total Km ²	land Km ²	goods million ton	containers (Million TEUs)	numbers	length (m)	Plunger (m)	numbers	length (m)	Plunger (m)
Alexandria	8.6	1.8	37.9	1	5	967	14	64	9697	14
Dekheila	6.2	3.5	27.1	1	6	1520	14	20	4660.5	20
Damietta	11.8	8	21.75	1.4	4	1050	14.5	23	5880	14.5
Port Said	3	1.3	12.175	1.1	3	350	13.2	32	4427	13.2
Arish	0.23	0.05	1.2	0	0	0	0	2	364	8
East Port Said	72.1	70.6	12	5.4	4	2400	19	4	2400	19
Suez	158.7	2.3	6.6	0	0	0	0	14	2100	8.2
Petroleum basin	158.7	1.16	8	0	0	0	0	7	828	10
Aladbia	158.7	1.1	11	0	0	0	0	9	1840	13
Sokhna	87.8	22.3	23.5	1.1	1	750	17	9	2400	17
Hurghada	9.94	0.04	0	0	0	0	0	1	330	10
Safaga	57.15	0.62	6.5	0	0	0	0	6	1327.4	14
Altor	1.65	0.5	0.38	0	0	0	0	1	75	5
Nuweiba	9.9	0.4	2.5	0	0	0	0	3	385	9
Sharm El-Shaikh	88.3	0.2	0	0	0	0	0	2	741	10
Total	515.37	113.87	170.605	11	23	7037		197	3745.9	

Source: Maritime Transport Sector Information Center www.mts.gov.eg

Table (4) - Goods movement to Egyptian port authorities during 2018

Item	Million tons				
	Alexandria Port Authority	Economic Zone	Damietta Port Authority	Red Sea Port Authority	Egypt
import	47.8	37.2	12.6	2.7	100.3
export	14.6	28.1	12.1	2.7	57.5
Total	62.4	65.3	24.7	4.5	157.8

Source: Maritime Transport Sector Information Center www.mts.gov.eg

Data in table (5) refer to container traffic to Egyptian port authorities in 2018, and it is clear that the Economic Zone Port Authority came first in relation to container traffic to Egyptian port authorities in terms of total incoming and outgoing container traffic at a rate of 3.8 million TEUs, representing about 56.7% of the total. The container traffic of the Egyptian Ports Authority, followed by the Alexandria Port Authority, with 1.7 million containers equivalent to the total export and import.

Table (5) - Container traffic to Egyptian port authorities during 2018

Commission	Million containers equivalent		
	import	export	total
Alexandria port outhority	0.9	0.8	1.7
Economic zone	1.9	1.9	3.8
Damietta port authority	0.6	0.6	1.2
Total of Egypt	3.4	3.4	6.7

Source: Maritime Transport Sector Information Center www.mts.gov.eg

Egypt center in the logistics performance index

Egypt's ranking on the Logistics Performance Index fell to 67th globally, according to the latest report issued by the World Bank Group's Global Trade and Regional Integration Unit for the year 2018, compared to the 57th rank in 2012.

Egypt fell in the logistics performance index by ten places since 2012, when it ranked 57th in the world, and until 2018, during which it settled at the 67th globally, while Jordan, the closest Arab competitor, rose from 102nd globally to 84th in the latest version of the index for 2018.

Egypt was placed on the index, which measures six main components, namely customs, infrastructure, ease of international shipment, quality of logistics services, timelines for their performance, and their traceability - to procedural policies that can support the improvement of each component separately during the period from 2012 to 2018, by classification The 65th, 55th, 59th, 55th, 64th and 67th globally, respectively. The decline in Egypt's ranking on the global index of logistical services performance is attributed to three main reasons, the first of which is that the state is targeted by security, especially after the January 2011 revolution.

Table (6) – Egypt center and some low and middle income countries are ranked in the logistics performance index

Economy	2018		2016		2014		2012	
	rank	score	rank	score	rank	score	rank	score
Afghanistan	160	1.95	150	2.14	158	2.07	135	2.30
Angola	159	2.05	139	2.24	112	2.54	138	2.28
Burundi	158	2.06	107	2.51	107	2.57	155	1.61
Niger	157	2.07	100	2.56	130	2.39	87	2.69
Serra leone	156	2.08	155	2.03	Na	Na	150	2.08
Eritrea	155	2.09	144	2.17	156	2.08	147	2.28
Libya	154	2.11	137	2.26	118	2.50	137	2.03
Haiti	153	2.11	159	1.72	144	2.27	153	2.55
Zimbabwe	152	2.02	151	2.08	137	2.34	103	2.55
Central African republic	151	2.15	na	na	134	2.36	98	2.57

Source: World Bank, Logistics Performance Index 2012, 2014, 2016, and 2018

Ranking of Egypt and some Arab countries in the logistics performance index:

In the customs clearance index, Egypt ranked 77th, with a rate of 2.6 points, and in the infrastructure index it ranked 58th with a rate of 2.82 points, and in international shipping, Egypt ranked 73th with a rate of 2.79 points, while it ranked 63th in the quality of services and competitiveness index with a rate of 2.82 points. In the tracking index, it ranked 89th with a rate of 2.72 points. It is noticed from the data of Table (7) that the United Arab Emirates came first in the Arab world in terms of all the six performance indicators of logistical services mentioned in Table (7), which indicates the importance of the United Arab Emirates.

Table (7) - Egypt's ranking in the Arab region in the Logistics Services Performance Index in 2018

Index components (LPI)	World ranking		Customs Clearance		Infrastructure		Global Shipments		Quality Logistics		Shipments Tracking		Timing of Arrival	
	Rank	Point	Rank	Point	Rank	Point	الترتيب	الدرجة	Rank	Point	Rank	Point	Rank	Point
UAE	11	3.96	15	3.63	10	4.02	5	3.85	13	3.92	13	3.96	4	4.38
Diameter	30	3.47	38	3.00	27	3.38	9	3.75	31	3.42	30	3.56	36	3.70
Oman	43	3.20	44	2.87	39	3.16	36	3.30	49	3.05	66	2.97	29	3.80
Saudi	55	3.01	66	2.66	43	3.11	56	2.99	57	2.86	46	3.17	67	3.30
the two seas	59	2.93	63	2.76	68	2.72	55	3.02	58	2.86	60	3.01	68	3.29
Kuwait	63	2.86	56	2.73	45	3.02	98	2.63	67	2.80	96	2.66	59	3.37
Egypt	67	2.82	77	2.60	58	2.82	73	2.79	63	2.82	89	2.72	74	3.19
Lebanon	79	2.72	106	2.38	73	2.64	70	2.80	104	2.47	74	2.80	77	3.18
Jordan	84	2.69	88	2.49	70	2.72	119	2.44	93	2.55	84	2.77	76	3.18
Giboti	90	2.63	113	2.35	60	2.79	118	2.45	135	2.25	72	2.85	85	3.15
Tunisia	105	2.57	107	2.38	133	2.10	115	2.50	123	2.30	71	2.86	70	3.24
Comoros	107	2.56	72	2.63	113	2.25	116	2.49	138	2.49	138	2.21	120	2.80
Morocco, West, sunset	109	2.54	115	2.33	93	2.43	103	2.58	101	2.49	112	2.51	114	2.88
Algeria	117	2.45	138	2.13	96	2.42	122	2.39	113	2.39	103	2.60	124	2.76
Sudan	121	2.43	136	2.14	125	2.18	102	2.58	96	2.51	115	2.51	139	2.62
Mauritania	135	2.33	128	2.20	112	2.26	145	2.16	144	2.19	119	2.47	134	2.68
Syria	138	2.30	154	1.82	82	2.51	126	2.37	124	2.29	128	2.37	148	2.44
To whom	140	2.27	104	2.040	131	2.12	141	2.21	131	2.26	146	2.16	151	2.43
Somalia	144	2.21	145	2.00	157	1.81	100	1.61	121	2.30	140	2.23	157	2.20
Iraq	147	2.18	153	1.84	140	2.03	131	2.32	159	1.91	144	2.19	129	2.77
Libya	154	2.11	149	1.95	115	2.25	159	1.99	153	2.05	160	1.64	123	2.77

Source: World Bank, logistics performance index database.

Problems and challenges facing the maritime transport and logistics sector in Egypt^(11&12):

The maritime transport and related logistics services sector in Egypt suffers from some problems, such as:

- 1- The overlap of specializations between the different authorities in the ports.
- 2- Poor infrastructure for ports.
- 3- Lack of maintenance operations and obsolescence of some equipment.
- 4- Lack of clear regulatory rules.
- 5- The obsolescence of the national fleet, the stagnation in the prices of port fees and services that the government controls to determine, and the lack of trained workers.
6. Given that all energy-related CO₂ emissions can be attributed to transportation, the environmental sustainability of logistics is an important trend. Strong logistics performers are looking for environmentally friendly shipping options. In countries in the top

five in the Logistics Performance Index, it is noted that shipping companies often demand environmentally friendly shipping options. As for the bottom fifth, this percentage drops to only about 5%.

These problems result in negative effects such as high shipping costs, inefficiency, difficult clearance procedures, and consequently a low demand from shipping lines at Egyptian ports.

Some of the challenges facing maritime transport and logistics in Egypt

- 1- Increasing in international trade movement and the boom in maritime transport, especially container traffic.
- 2- Increasing competition in the field of maritime transport and logistical services on the part of developing countries.
- 3- The expansion of the scope of logistics services operations and the emergence of the third and fourth generation of network ports, all of which represent opportunities for a better use of them, exploiting the advantage of the geographical location, and keeping pace with the progress that has been made in this field.
- 4 - The transfer of global trade movement from advanced economies to emerging developing countries, the urbanization of these countries, the growth of consumer demand and the transfer of the least valuable industries to new locations (such as China to Indonesia). Shifts in international transport patterns are likely to occur so that transport in some roads grows faster than others, this provides an opportunity to open new markets, and the cape of good hope road may emerge as an alternative to the Suez Canal.
- 5- Competition between ports in the Arab region and the Mediterranean, and then it is necessary to keep pace with developments in the movement of those ports in order for Egypt to enter the arena of competition in the transit trade and liquid bulk.
- 6- Maritime piracy and related costs: Africa is directly affected by the geographic focus of piracy activities, and one of the studies showed that maritime piracy costs the global economy about 7- 12 billion dollars annually, including ransoms, insurance premiums, changing routes of ships, security equipment, and freedom forces. Somali piracy in particular is raising the cost of shipping in the Indian Ocean.

Conclusion

A questionnaire form was designed for some customs brokers, to find whether or not they deal with companies that provide logistical services. During personal interviews were conducted with 11 customs brokers working in Alexandria Port, their ages ranged from 30 to 50 years. It was found that 45% of them have a university degree, while 55% have an intermediate qualification only, and they stated that they deal with the ports of Alexandria, Damietta, Port Said, Safaga, and Nuweiba. Logistical services, and they do not need packing and distribution services because customers do not request them. Rather, they may resort to a company that provides transportation service to transport goods from the port to the customers' warehouses. Consequently, the quality and strengths of the logistics services as seen by the extractors were not recognized, which necessitates the promotion and definition of the logistical services and the advantages that will accrue to them from using those services, and it is important to provide modern information related to the shipping, export and import business and make it available to its applicants. The abstracts suggested establishing a database for services. Establish a portal or electronic directory for services and facilitate the electronic exchange of information.

Recommendations

- 1- Exchanging information electronically and making use of the digital course in the field of logistics services.
- 2- Cooperation between parties dealing with logistical centers and customs procedures, improving infrastructure, communication and information network, and achieving environmental sustainability.
- 3- The necessity of a political environment that attracts investors in logistics services.
- 4- Providing advanced infrastructure and human resources that have adequate skills.
- 5- The need for a legislative and investment climate to help attract capital.
- 6- Looking at logistics as one of the economic service sectors that generate income and facilitate the exchange process at the international level.
- 7- Developing strategies, enhancing innovation, knowledge and data, and facilitating investments.

References

- 1- Abdel QaderFathiLashin (2009), Modern Concepts in the Management of Transport and Logistics Services, Arab Administrative Development Organization, Egypt, second edition.
- 2- Abaid Ali Ahmed Hegazy (2016), Logistics as an alternative to competitive advantage, Knowledge facility, Alexandria
- 3- Ahmed Abdel Monsef (1993), Global Developments in Maritime Transport and the Role of Egyptian Ports, Arab Academy for Science, Technology and Maritime Transport. Alexandria.
- 4- Anderson, R and Jerman, R(2017), The Influence of Logistic Management on Quality Service, Journal of logistic and Transport, Vol.34.
- 5-Donald J, Bowersox m David J, Closs , M, Bixby Cooper (2010), Supply chain logistics management, third edition, Michigan State University.
- 6- Mohamed Ali Ibrahim(2011), Modern Trends in Logistics, Forum on the Modern System in Port Management (Logistics - Customs - Arbitration) Aqaba, Jordan, March .
- 7- Ronald H. Ballou, Logistics Management - Supply Chain Planning and Organizing (2003),Arabization and Review, Zaki Ibrahim Sultan, Osama Ahmed Selim, Dar Al-Marikh Publishing, Cairo.
- 8- Ronaldo Inch Palo (2006), Logistics Management: Planning, Organizing and Controlling the Supply Chain, translated by Turki Ibrahim Sultan, Osama Ahmed Muslim, Dar Al-Marikh, Riyadh .
- 9- Maritime Transport Data Bank, electronic journal, various issues

- 10- Ministry of Transport (2019), A study on multimodal transport and the logistics system for the eastern Mediterranean region and the comprehensive plan in the Arab Republic of Egypt, the General Authority for Transport Projects Planning, Final Report, Volume (1).
- 11- Ministry of Investment, Invest In Egypt: Logistics and Transportation.
- 12- Sherif Maher Heikal (2015), Logistics and Seaports for Change, Al-Wafa Legal Library, first edition, Alexandria.
- 13- Tafaida Ali Hilal, Materials and Supply Management, Al-Ishaa'a Technical Library and Printing Press, first edition, Alexandria, 2002, p. 19.
- 14- Thabet Abdel Rahman Idris (2009), Efficiency and Quality of Logistics Services, Basic Concepts and Methods of Measurement and Evaluation, University House, Egypt.
- 15- Internet sites: -
 - 15-a- Maritime Transport Sector Information Center www.mts.gov.eg
 - 15-b- <http://www.emergency-logistics123.com>
 - 15-c- Worldbank.org/LPI
 - 15-d- www.emdb.gov.eg/ar
 - 15-e- www.dvawan.info/rado/plasmatv/7663a31