INTRODUCTION

NUMBER OF VESSELS:
17483 ships made full transits through the Suez Canal two directions, against 17148 ships in 2014, registering an increased of 335 ships, equal to 2.0%.
The daily average of transits was 47.9 ships this year against 47.0 ships in 2014.

NET TONNAGE:
Transiting net tonnage registered an increase of 36.0 million tons, from 962.7 million tons in 2014 to 998.7 million tons equal to 3.7% this year.
This increase resulted from the increasing tonnage of Tankers by 14.7 million tons (9.0%), LNG by 6.1 million tons (9.1%), General Cargo by 1.2 million tons (8.3%), Container Ships by 19.3 million tons (3.6%), Ro/Ro Ships by 2.7 million tons (42.2%), and Passenger Ships by 0.8 million tons (29.9%).

While the other types registered a decrease in net ton, Bulk Carriers by 5.6 million tons (5.2%), Combined Carriers by 0.3 million tons (73.6%), Car Carriers by 2.8 million tons (4.6%), and Others Ships by 0.2 tons (3.6%).

FLAGS:
104 different ship flags were represented in the Suez Canal traffic this year, against 103 ship flags in 2014 also. On the top of these flags were Panama, Liberia and Marshall (Is.).

GOODS TRAFFIC:
Transiting goods traffic showed an increase of 0.6 million tons (0.1%) this year.
Southbound goods registered an increase of 1.2 million tons (0.3%), while the Northbound goods decreased by 0.6 million tons (0.1%).

The most important areas in goods traffic north the Canal were North, West Europe shared (26.9%) from the total goods transit SCA and East, S.E. Med. Shared (20.5%) and of south the Canal were South East Asia shared (34.2%) and Arabian Gulf shared (26.9%).

Southbound Oil & Products quantities increased by 7.4 million tons (9.7%), while Northbound quantities decreased by 3.3 million tons (3.2%).
### Part 1

**SHIP TRAFFIC**

1- **TRAFFIC EVOLUTION**

**Table (1)**

NO & Net Ton Evolution (1975 - 2015)

<table>
<thead>
<tr>
<th>Year</th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Daily Avg.</td>
</tr>
<tr>
<td>1975*</td>
<td>5,579</td>
<td>26.6</td>
</tr>
<tr>
<td>1976</td>
<td>16,806</td>
<td>45.9</td>
</tr>
<tr>
<td>1977</td>
<td>19,703</td>
<td>54.0</td>
</tr>
<tr>
<td>1978</td>
<td>21,266</td>
<td>58.3</td>
</tr>
<tr>
<td>1979</td>
<td>20,363</td>
<td>55.8</td>
</tr>
<tr>
<td>1980</td>
<td>20,795</td>
<td>56.8</td>
</tr>
<tr>
<td>1981</td>
<td>21,577</td>
<td>59.1</td>
</tr>
<tr>
<td>1982</td>
<td>22,545</td>
<td>61.8</td>
</tr>
<tr>
<td>1983</td>
<td>22,224</td>
<td>60.9</td>
</tr>
<tr>
<td>1984</td>
<td>21,361</td>
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</tr>
<tr>
<td>1985</td>
<td>19,791</td>
<td>54.2</td>
</tr>
<tr>
<td>1986</td>
<td>18,403</td>
<td>50.4</td>
</tr>
<tr>
<td>1987</td>
<td>17,541</td>
<td>48.1</td>
</tr>
<tr>
<td>1988</td>
<td>18,190</td>
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</tr>
<tr>
<td>1989</td>
<td>17,628</td>
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</tr>
<tr>
<td>1990</td>
<td>17,664</td>
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<tr>
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<tr>
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<tr>
<td>1994</td>
<td>16,370</td>
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<td>41.2</td>
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<tr>
<td>1996</td>
<td>14,731</td>
<td>40.2</td>
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<tr>
<td>1997</td>
<td>14,430</td>
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<tr>
<td>1998</td>
<td>13,472</td>
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<tr>
<td>1999</td>
<td>13,490</td>
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<tr>
<td>2000</td>
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<tr>
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<td>13,986</td>
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<td>15,667</td>
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<td>2004</td>
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<td>2006</td>
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<td>2009</td>
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<tr>
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<tr>
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<td>17,224</td>
<td>47.2</td>
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<tr>
<td>2013</td>
<td>16,596</td>
<td>45.5</td>
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<tr>
<td>2014</td>
<td>17,148</td>
<td>47.0</td>
</tr>
<tr>
<td>2015</td>
<td>17,483</td>
<td>47.9</td>
</tr>
</tbody>
</table>

* : Normal transit days = 210.
Figure (1)

NO & Net Ton Evolution (1975 - 2015)
## 2- MONTHLY TRAFFIC

**Table (2)**

**Monthly NO & Net Ton (2014, 2015)**

<table>
<thead>
<tr>
<th>Month</th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>2015</td>
</tr>
<tr>
<td>Jan.</td>
<td>1,368</td>
<td>1,411</td>
</tr>
<tr>
<td>Feb.</td>
<td>1,238</td>
<td>1,219</td>
</tr>
<tr>
<td>Mar.</td>
<td>1,405</td>
<td>1,437</td>
</tr>
<tr>
<td>Apr.</td>
<td>1,385</td>
<td>1,443</td>
</tr>
<tr>
<td>May</td>
<td>1,426</td>
<td>1,561</td>
</tr>
<tr>
<td>Jun.</td>
<td>1,338</td>
<td>1,485</td>
</tr>
<tr>
<td>Jul.</td>
<td>1,451</td>
<td>1,458</td>
</tr>
<tr>
<td>Aug.</td>
<td>1,577</td>
<td>1,585</td>
</tr>
<tr>
<td>Sep.</td>
<td>1,458</td>
<td>1,515</td>
</tr>
<tr>
<td>Oct.</td>
<td>1,558</td>
<td>1,500</td>
</tr>
<tr>
<td>Nov.</td>
<td>1,458</td>
<td>1,401</td>
</tr>
<tr>
<td>Dec.</td>
<td>1,486</td>
<td>1,468</td>
</tr>
<tr>
<td>Total</td>
<td>17,148</td>
<td>17,483</td>
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</tbody>
</table>
Figure (2)

### Number of vessels

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<tr>
<th>Month</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jun.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jul.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sep.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec.</td>
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</tbody>
</table>

### Net Ton

<table>
<thead>
<tr>
<th>Month</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Jan.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Feb.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mar.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apr.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>May</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jun.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jul.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aug.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sep.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oct.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nov.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 3 - TRAFFIC BY SHIP TYPE

**Table (3)**

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
<th>%</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>2015</td>
<td>%</td>
<td>2014</td>
<td>2015</td>
<td>%</td>
</tr>
<tr>
<td>Tankers</td>
<td>4,053</td>
<td>4,316</td>
<td>6.5</td>
<td>163,085</td>
<td>177,782</td>
<td>9.0</td>
</tr>
<tr>
<td>L N G</td>
<td>614</td>
<td>670</td>
<td>9.1</td>
<td>66,894</td>
<td>72,996</td>
<td>9.1</td>
</tr>
<tr>
<td>Bulk Carriers</td>
<td>3,051</td>
<td>2,878</td>
<td>-5.7</td>
<td>107,737</td>
<td>102,156</td>
<td>-5.2</td>
</tr>
<tr>
<td>Combined Carriers</td>
<td>4</td>
<td>2</td>
<td>-50.0</td>
<td>462</td>
<td>122</td>
<td>-73.6</td>
</tr>
<tr>
<td>General Cargo</td>
<td>1,259</td>
<td>1,527</td>
<td>21.3</td>
<td>14,824</td>
<td>16,060</td>
<td>8.3</td>
</tr>
<tr>
<td>Container Ships</td>
<td>6,129</td>
<td>5,941</td>
<td>-3.1</td>
<td>536,316</td>
<td>555,579</td>
<td>3.6</td>
</tr>
<tr>
<td>Ro/Ro Ships</td>
<td>228</td>
<td>387</td>
<td>69.7</td>
<td>6,360</td>
<td>9,046</td>
<td>42.2</td>
</tr>
<tr>
<td>Car Carriers</td>
<td>1,003</td>
<td>939</td>
<td>-6.4</td>
<td>59,666</td>
<td>56,927</td>
<td>-4.6</td>
</tr>
<tr>
<td>Passenger Ships</td>
<td>67</td>
<td>68</td>
<td>1.5</td>
<td>2,534</td>
<td>3,292</td>
<td>29.9</td>
</tr>
<tr>
<td>Others</td>
<td>740</td>
<td>755</td>
<td>2.0</td>
<td>4,869</td>
<td>4,692</td>
<td>-3.6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>17,148</td>
<td>17,483</td>
<td>2.0</td>
<td>962,747</td>
<td>998,652</td>
<td>3.7</td>
</tr>
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</table>
### (3-1) - TANKERS:

**Table (4)**

**Tankers Traffic (2014, 2015)**

<table>
<thead>
<tr>
<th>Direction</th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>2015</td>
</tr>
<tr>
<td><strong>North / South:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laden</td>
<td>1,552</td>
<td>1,701</td>
</tr>
<tr>
<td>In ballast</td>
<td>254</td>
<td>287</td>
</tr>
<tr>
<td>Sub - Total</td>
<td>1,806</td>
<td>1,988</td>
</tr>
<tr>
<td><strong>South / North:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laden</td>
<td>1,837</td>
<td>1,796</td>
</tr>
<tr>
<td>In ballast</td>
<td>410</td>
<td>532</td>
</tr>
<tr>
<td>Sub - Total</td>
<td>2,247</td>
<td>2,328</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4,053</td>
<td>4,316</td>
</tr>
</tbody>
</table>

### (3-2) - LNG:

**Table (5)**

**LNG Traffic (2014, 2015)**

<table>
<thead>
<tr>
<th>Direction</th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>2015</td>
</tr>
<tr>
<td><strong>North / South:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laden</td>
<td>93</td>
<td>88</td>
</tr>
<tr>
<td>In ballast</td>
<td>211</td>
<td>238</td>
</tr>
<tr>
<td>Sub - Total</td>
<td>304</td>
<td>326</td>
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<tr>
<td><strong>South / North:</strong></td>
<td></td>
<td></td>
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<tr>
<td>Laden</td>
<td>243</td>
<td>284</td>
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<tr>
<td>In ballast</td>
<td>67</td>
<td>60</td>
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<tr>
<td>Sub - Total</td>
<td>310</td>
<td>344</td>
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<td><strong>Total</strong></td>
<td>614</td>
<td>670</td>
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### (3-3)- BULK CARRIERS:

Table (6)


<table>
<thead>
<tr>
<th>Direction</th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2014</td>
<td>2015</td>
</tr>
<tr>
<td>North / South :</td>
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<td></td>
</tr>
<tr>
<td>Laden</td>
<td>1,686</td>
<td>1,648</td>
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<tr>
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<td>Sub - Total</td>
<td>1,696</td>
<td>1,656</td>
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<td>South / North :</td>
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<td></td>
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<td>Laden</td>
<td>775</td>
<td>846</td>
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<td>376</td>
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<tr>
<td>Sub - Total</td>
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<td>1,222</td>
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<tr>
<td>Total</td>
<td>3,051</td>
<td>2,878</td>
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### (3-4)- COMBINED CARRIERS:

Table (7)


<table>
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<tr>
<th></th>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
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<tr>
<td></td>
<td>2014</td>
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<tr>
<td>Laden</td>
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<td>In ballast</td>
<td>2</td>
<td>0</td>
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<tr>
<td>Total</td>
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### (3-5)- GENERAL CARGO SHIPS:

**Table (8)**

**General Cargo Ships Traffic (2014, 2015)**

<table>
<thead>
<tr>
<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
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</thead>
<tbody>
<tr>
<td>2014</td>
<td>2015</td>
</tr>
<tr>
<td>Laden</td>
<td>1,101</td>
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<tr>
<td>In ballast</td>
<td>158</td>
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<tr>
<td>Total</td>
<td>1,259</td>
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### (3-6)- CONTAINER SHIPS:

**Table (9)**

**Container Ships Traffic (2014, 2015)**

<table>
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<tr>
<th>NO (Vessel)</th>
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</thead>
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<td>2015</td>
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<td>Laden</td>
<td>6,062</td>
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<tr>
<td>In ballast</td>
<td>67</td>
</tr>
<tr>
<td>Total</td>
<td>6,129</td>
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</table>

### (3-7) -Ro / Ro SHIPS:

**Table (10)**


<table>
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<td>2014</td>
<td>2015</td>
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<tr>
<td>Laden</td>
<td>203</td>
</tr>
<tr>
<td>In ballast</td>
<td>25</td>
</tr>
<tr>
<td>Total</td>
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</table>
### (3-8)- CAR CARRIERS:

**Table (11)**


<table>
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<tr>
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<th>NO (Vessel)</th>
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</tr>
</thead>
<tbody>
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<td></td>
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<td>2015</td>
</tr>
<tr>
<td>Laden</td>
<td>995</td>
<td>937</td>
</tr>
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<td>In ballast</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
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</table>

### (3-9)- PASSENGER SHIPS:

**Table (12)**


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</tr>
</thead>
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<td>2015</td>
</tr>
<tr>
<td>Laden</td>
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<td>61</td>
</tr>
<tr>
<td>In ballast</td>
<td>15</td>
<td>7</td>
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<td>Total</td>
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<td>68</td>
</tr>
</tbody>
</table>

### (3-10)- OTHER SHIPS:

**Table (13)**


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<th>NO (Vessel)</th>
<th>Net Ton (1000)</th>
</tr>
</thead>
<tbody>
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<td></td>
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<td>2015</td>
</tr>
<tr>
<td>Laden</td>
<td>701</td>
<td>725</td>
</tr>
<tr>
<td>In ballast</td>
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### 4 - TRAFFIC BY FLAG

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NO & Net Ton by Flag (2014, 2015)

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<tr>
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<td>-66.7</td>
</tr>
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<td>103</td>
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<td>104</td>
<td>DOMINICA</td>
<td>1</td>
<td>1</td>
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<td>105</td>
<td>VATICAN CITY STATE</td>
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<td>0</td>
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<tr>
<td>106</td>
<td>TUNISIA</td>
<td>7</td>
<td>0</td>
<td>-100.0</td>
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<td>ESTONIA</td>
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<td>0</td>
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<td>-100.0</td>
</tr>
<tr>
<td>109</td>
<td>IRELAND</td>
<td>2</td>
<td>0</td>
<td>-100.0</td>
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<td>110</td>
<td>EL SALVADOR</td>
<td>1</td>
<td>0</td>
<td>-100.0</td>
</tr>
<tr>
<td>111</td>
<td>FIJI</td>
<td>1</td>
<td>0</td>
<td>-100.0</td>
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<td>112</td>
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<td>0</td>
<td>-100.0</td>
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<td>113</td>
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<td>0</td>
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<td>114</td>
<td>DJIBOUTI</td>
<td>2</td>
<td>0</td>
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<td>115</td>
<td>MEXICO</td>
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<td>-100.0</td>
</tr>
</tbody>
</table>

| Total | | 17148 | 17483 | 2.0 | 962747 | 998652 | 3.7 |

(*) Less than 1000 ton
Part 2
CARGO TRAFFIC

1 - CARGO TON BY DIRECTION
Table ( 16 )
Cargo Ton By Direction ( 2014 , 2015 )

<table>
<thead>
<tr>
<th>Direction</th>
<th>2014</th>
<th>2015</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>North / South</td>
<td>416,048</td>
<td>417,212</td>
<td>0.3</td>
</tr>
<tr>
<td>South / North</td>
<td>406,296</td>
<td>405,704</td>
<td>-0.1</td>
</tr>
<tr>
<td>Total</td>
<td>822,344</td>
<td>822,916</td>
<td>0.1</td>
</tr>
</tbody>
</table>

Figure ( 3 )

Cargo Ton by Direction

[Bar chart showing cargo ton by direction for 2014 and 2015]
## 2 - CARGO TON BY REGION

### Table ( 17 )

Cargo Ton (From & To) by Region (2015)

<table>
<thead>
<tr>
<th>Region</th>
<th>Cargo Ton (1000)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North the Canal:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East, S.E. Med.</td>
<td>168,503</td>
<td>20.5</td>
</tr>
<tr>
<td>North Med.</td>
<td>159,952</td>
<td>19.4</td>
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<tr>
<td>West, S.W. Med.</td>
<td>88,845</td>
<td>10.8</td>
</tr>
<tr>
<td>Black Sea</td>
<td>85,968</td>
<td>10.4</td>
</tr>
<tr>
<td>North, West Europe &amp; U.K.</td>
<td>221,087</td>
<td>26.9</td>
</tr>
<tr>
<td>Baltic Sea</td>
<td>7,130</td>
<td>0.9</td>
</tr>
<tr>
<td>America</td>
<td>71,760</td>
<td>8.7</td>
</tr>
<tr>
<td>Others</td>
<td>19,672</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td>822,916</td>
<td>100.0</td>
</tr>
<tr>
<td><strong>South the Canal:</strong></td>
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<tr>
<td>Red Sea</td>
<td>156,844</td>
<td>19.1</td>
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<tr>
<td>East Africa &amp; Aden</td>
<td>4,741</td>
<td>0.6</td>
</tr>
<tr>
<td>Arabian Gulf</td>
<td>221,576</td>
<td>26.9</td>
</tr>
<tr>
<td>South Asia</td>
<td>78,340</td>
<td>9.5</td>
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<tr>
<td>South East Asia</td>
<td>281,331</td>
<td>34.2</td>
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<tr>
<td>Far East</td>
<td>75,483</td>
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<tr>
<td>Australia</td>
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<tr>
<td>Others</td>
<td>415</td>
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<td><strong>Total</strong></td>
<td>822,916</td>
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### 3 - CARGO TON BY COUNTRIES

#### Table (18)

Cargo Ton (From & To) by Countries (2015)

<table>
<thead>
<tr>
<th>Country</th>
<th>Cargo Ton (1000)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North the Canal:</strong></td>
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<td></td>
</tr>
<tr>
<td>Spain</td>
<td>73,941</td>
<td>9.0</td>
</tr>
<tr>
<td>Egypt</td>
<td>71,873</td>
<td>8.7</td>
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<tr>
<td>Netherlands</td>
<td>71,408</td>
<td>8.7</td>
</tr>
<tr>
<td>U.K.</td>
<td>61,741</td>
<td>7.5</td>
</tr>
<tr>
<td>Italy</td>
<td>60,826</td>
<td>7.4</td>
</tr>
<tr>
<td>United States</td>
<td>60,581</td>
<td>7.4</td>
</tr>
<tr>
<td>Turkey</td>
<td>54,019</td>
<td>6.6</td>
</tr>
<tr>
<td>Greece</td>
<td>52,531</td>
<td>6.4</td>
</tr>
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<td>France</td>
<td>42,578</td>
<td>5.2</td>
</tr>
<tr>
<td>Ukrania</td>
<td>41,447</td>
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<tr>
<td>Other</td>
<td>231,973</td>
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<td><strong>Total</strong></td>
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<td><strong>100.0</strong></td>
</tr>
<tr>
<td><strong>South the Canal:</strong></td>
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<td></td>
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<tr>
<td>Saudi Arabia</td>
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<td>20.9</td>
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<td>Singapore</td>
<td>163,299</td>
<td>19.8</td>
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<tr>
<td>Malaysia</td>
<td>100,924</td>
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</tr>
<tr>
<td>China</td>
<td>47,533</td>
<td>5.8</td>
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<tr>
<td>India</td>
<td>46,149</td>
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<td>United Arab Emirates</td>
<td>43,120</td>
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<td>Oman</td>
<td>33,169</td>
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<td>Iraq</td>
<td>29,940</td>
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<tr>
<td>Srilanka</td>
<td>26,325</td>
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</tr>
<tr>
<td>Qatar</td>
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<tr>
<td>Other</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>822,916</strong></td>
<td><strong>100.0</strong></td>
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### Southbound Cargo Ton by Cargo Type (2015)

<table>
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<tr>
<th>Cargo Type</th>
<th>2014</th>
<th>2015</th>
<th>%</th>
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<tbody>
<tr>
<td>Oil &amp; Products</td>
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<td></td>
</tr>
<tr>
<td>Crude Oil</td>
<td>18474</td>
<td>18963</td>
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<tr>
<td>Motor Spirit (Gasoline)</td>
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<td>9858</td>
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<td>Gas Oil &amp; Diesel Oil</td>
<td>2237</td>
<td>2208</td>
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<tr>
<td>Fuel Oils</td>
<td>27740</td>
<td>26206</td>
<td>-5.5</td>
</tr>
<tr>
<td>Naphta</td>
<td>15371</td>
<td>18258</td>
<td>18.8</td>
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<tr>
<td>LPG</td>
<td>1488</td>
<td>1669</td>
<td>12.2</td>
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<td>Other</td>
<td>5,076</td>
<td>6,553</td>
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<td><strong>Total</strong></td>
<td>76,316</td>
<td>83,715</td>
<td>9.7</td>
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<td>Other Goods</td>
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<tr>
<td>LNG</td>
<td>5946</td>
<td>5614</td>
<td>-5.6</td>
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<tr>
<td>Cereals</td>
<td>38870</td>
<td>43495</td>
<td>11.9</td>
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<tr>
<td>Fertilizers</td>
<td>11481</td>
<td>8513</td>
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<tr>
<td>Fabricated Metals</td>
<td>10892</td>
<td>9538</td>
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<tr>
<td>Cement</td>
<td>16</td>
<td>136</td>
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<td>Chemicals</td>
<td>8451</td>
<td>7630</td>
<td>-9.7</td>
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<tr>
<td>Coal &amp; Coke</td>
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<td>3372</td>
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<td>Food Stuffs</td>
<td>2046</td>
<td>2116</td>
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<tr>
<td>Machinery &amp; Parts</td>
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<td>3940</td>
<td>3.4</td>
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<tr>
<td>Minerals &amp; Rocks</td>
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<td>632</td>
<td>-40.7</td>
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<td>Ores &amp; Metals</td>
<td>31989</td>
<td>30126</td>
<td>-5.8</td>
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<tr>
<td>Oil Seeds</td>
<td>2110</td>
<td>2098</td>
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<tr>
<td>Wood, Timber &amp; Lumber</td>
<td>252</td>
<td>269</td>
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<tr>
<td>Molasses</td>
<td>219</td>
<td>178</td>
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<tr>
<td>Veg. Oils</td>
<td>2942</td>
<td>3089</td>
<td>5.0</td>
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<tr>
<td>Cont. Cargo</td>
<td>212699</td>
<td>209653</td>
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<tr>
<td>Other</td>
<td>3,207</td>
<td>3,098</td>
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<tr>
<td><strong>Total</strong></td>
<td>339,732</td>
<td>333,497</td>
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<tr>
<td><strong>Grand Total</strong></td>
<td>416,048</td>
<td>417,212</td>
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1 - Oil & Products:

Table (20-1)
Southbound Oil & Products by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Russia</td>
<td>17,245</td>
<td>Singapore</td>
<td>28,688</td>
</tr>
<tr>
<td>Turkey</td>
<td>9,492</td>
<td>South Korea</td>
<td>9,281</td>
</tr>
<tr>
<td>Cyprus</td>
<td>8,339</td>
<td>United Arab Emirates</td>
<td>7,170</td>
</tr>
<tr>
<td>Netherlands</td>
<td>8,336</td>
<td>Saudi Arabia</td>
<td>7,008</td>
</tr>
<tr>
<td>Algeria</td>
<td>5,531</td>
<td>China</td>
<td>5,904</td>
</tr>
<tr>
<td>Italy</td>
<td>4,662</td>
<td>Egypt</td>
<td>5,592</td>
</tr>
<tr>
<td>Malta</td>
<td>4,636</td>
<td>India</td>
<td>5,026</td>
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<td>Greece</td>
<td>4,454</td>
<td>Indonesia</td>
<td>3,673</td>
</tr>
<tr>
<td>Spain</td>
<td>4,143</td>
<td>Japan</td>
<td>2,265</td>
</tr>
<tr>
<td>Libya</td>
<td>2,557</td>
<td>Taiwan</td>
<td>1,474</td>
</tr>
<tr>
<td>Egypt</td>
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<td>Jordan</td>
<td>1,274</td>
</tr>
<tr>
<td>Denmark</td>
<td>1,865</td>
<td>North Korea</td>
<td>1,175</td>
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<tr>
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<td>1,751</td>
<td>Malaysia</td>
<td>935</td>
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<tr>
<td>Norway</td>
<td>1,472</td>
<td>Oman</td>
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<td>Belgium</td>
<td>1,047</td>
<td>Yemen</td>
<td>682</td>
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<tr>
<td>Mexico</td>
<td>1,033</td>
<td>Thailand</td>
<td>557</td>
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<tr>
<td>Latvia</td>
<td>932</td>
<td>Pakistan</td>
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<td>U.K.</td>
<td>900</td>
<td>Sudan</td>
<td>321</td>
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<tr>
<td>France</td>
<td>615</td>
<td>Sri Lanka</td>
<td>261</td>
</tr>
<tr>
<td>Ukrania</td>
<td>609</td>
<td>Kuwait</td>
<td>217</td>
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<tr>
<td>Other</td>
<td>1,893</td>
<td>Other</td>
<td>972</td>
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<td><strong>Total</strong></td>
<td><strong>83,715</strong></td>
<td><strong>Total</strong></td>
<td><strong>83,715</strong></td>
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</tbody>
</table>
### Table (20-2)

Southbound Cereals by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ukrania</td>
<td>12,374</td>
<td>Saudi Arabia</td>
<td>13,704</td>
</tr>
<tr>
<td>Russia</td>
<td>11,486</td>
<td>China</td>
<td>4,298</td>
</tr>
<tr>
<td>Germany</td>
<td>3,894</td>
<td>South Korea</td>
<td>3,432</td>
</tr>
<tr>
<td>Romania</td>
<td>3,366</td>
<td>Iran</td>
<td>3,046</td>
</tr>
<tr>
<td>United States</td>
<td>1,826</td>
<td>Bangladesh</td>
<td>1,940</td>
</tr>
<tr>
<td>Spain</td>
<td>1,522</td>
<td>Jordan</td>
<td>1,905</td>
</tr>
<tr>
<td>Turkey</td>
<td>1,456</td>
<td>Djibouti</td>
<td>1,682</td>
</tr>
<tr>
<td>France</td>
<td>1,312</td>
<td>Thailand</td>
<td>1,501</td>
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<tr>
<td>Lithuania</td>
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<td>Yemen</td>
<td>1,444</td>
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<td>Greece</td>
<td>879</td>
<td>Singapore</td>
<td>1,425</td>
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<td>Bulgaria</td>
<td>709</td>
<td>Sudan</td>
<td>1,399</td>
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<tr>
<td>Brazil</td>
<td>707</td>
<td>United Arab Emirates</td>
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<tr>
<td>Latvia</td>
<td>535</td>
<td>Egypt</td>
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<td>Poland</td>
<td>474</td>
<td>Indonesia</td>
<td>1,071</td>
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<tr>
<td>Other</td>
<td>1,690</td>
<td>Other</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>43,495</strong></td>
<td><strong>Total</strong></td>
<td><strong>43,495</strong></td>
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</table>
### Southbound Ores and Metals by Exporting & Importing Countries (2015)

<table>
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<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
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<tr>
<td>Ukrania</td>
<td>18,685</td>
<td>China</td>
<td>17,771</td>
</tr>
<tr>
<td>Norway</td>
<td>3,848</td>
<td>Singapore</td>
<td>4,711</td>
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<tr>
<td>Russia</td>
<td>3,370</td>
<td>Saudi Arabia</td>
<td>2,492</td>
</tr>
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<td>Turkey</td>
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<td>Japan</td>
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<tr>
<td>Greece</td>
<td>982</td>
<td>Qatar</td>
<td>1,327</td>
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<tr>
<td>Canada</td>
<td>742</td>
<td>United Arab Emirates</td>
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<td>Spain</td>
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<td>Egypt</td>
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<td>Egypt</td>
<td>211</td>
<td>South Korea</td>
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<td>North Korea</td>
<td>192</td>
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<td>Bahrain</td>
<td>165</td>
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<td>Brazil</td>
<td>133</td>
<td>Kuwait</td>
<td>100</td>
</tr>
<tr>
<td>Belgium</td>
<td>79</td>
<td>Jordan</td>
<td>52</td>
</tr>
<tr>
<td>Germany</td>
<td>78</td>
<td>Srilanka</td>
<td>50</td>
</tr>
<tr>
<td>Italy</td>
<td>73</td>
<td>India</td>
<td>48</td>
</tr>
<tr>
<td>Other</td>
<td>175</td>
<td>Other</td>
<td>110</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>30,126</strong></td>
<td><strong>Total</strong></td>
<td><strong>30,126</strong></td>
</tr>
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</table>
4 - Fabricated Metals :

**Table (20-4)**

Southbound Fabricated Metals by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turkey</td>
<td>3,044</td>
<td>United Arab Emirates</td>
<td>2,524</td>
</tr>
<tr>
<td>Ukrainia</td>
<td>2,039</td>
<td>Saudi Arabia</td>
<td>1,630</td>
</tr>
<tr>
<td>Russia</td>
<td>1,132</td>
<td>Egypt</td>
<td>657</td>
</tr>
<tr>
<td>Brazil</td>
<td>1,000</td>
<td>India</td>
<td>612</td>
</tr>
<tr>
<td>United States</td>
<td>580</td>
<td>Iraq</td>
<td>579</td>
</tr>
<tr>
<td>U.K.</td>
<td>276</td>
<td>Djipouti</td>
<td>578</td>
</tr>
<tr>
<td>Greece</td>
<td>234</td>
<td>Yemen</td>
<td>418</td>
</tr>
<tr>
<td>Belgium</td>
<td>229</td>
<td>Jordan</td>
<td>397</td>
</tr>
<tr>
<td>Spain</td>
<td>162</td>
<td>China</td>
<td>380</td>
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<td>Canada</td>
<td>151</td>
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<td>354</td>
</tr>
<tr>
<td>Romania</td>
<td>146</td>
<td>Thailand</td>
<td>302</td>
</tr>
<tr>
<td>Slovenia</td>
<td>114</td>
<td>Taiwan</td>
<td>195</td>
</tr>
<tr>
<td>Germany</td>
<td>98</td>
<td>Bahrain</td>
<td>174</td>
</tr>
<tr>
<td>Jamaica</td>
<td>81</td>
<td>Oman</td>
<td>133</td>
</tr>
<tr>
<td>Other</td>
<td>252</td>
<td>Other</td>
<td>605</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>9,538</strong></td>
<td><strong>Total</strong></td>
<td><strong>9,538</strong></td>
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### Table 20-5

**Southbound Fertilizers by Exporting & Importing Countries (2015)**

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Russia</td>
<td>2,176 (1000)</td>
<td>India</td>
<td>4,491 (1000)</td>
</tr>
<tr>
<td>Morocco</td>
<td>1,736 (1000)</td>
<td>Bangladesh</td>
<td>683 (1000)</td>
</tr>
<tr>
<td>Lithuania</td>
<td>1,302 (1000)</td>
<td>China</td>
<td>564 (1000)</td>
</tr>
<tr>
<td>United States</td>
<td>700 (1000)</td>
<td>Pakistan</td>
<td>512 (1000)</td>
</tr>
<tr>
<td>Spain</td>
<td>445 (1000)</td>
<td>Djibouti</td>
<td>357 (1000)</td>
</tr>
<tr>
<td>Ukrania</td>
<td>323 (1000)</td>
<td>Thailand</td>
<td>316 (1000)</td>
</tr>
<tr>
<td>Tunisia</td>
<td>291 (1000)</td>
<td>Indonesia</td>
<td>307 (1000)</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>230 (1000)</td>
<td>Malaysia</td>
<td>267 (1000)</td>
</tr>
<tr>
<td>Algeria</td>
<td>203 (1000)</td>
<td>Iran</td>
<td>250 (1000)</td>
</tr>
<tr>
<td>Estonia</td>
<td>185 (1000)</td>
<td>Saudi Arabia</td>
<td>194 (1000)</td>
</tr>
<tr>
<td>Israel</td>
<td>172 (1000)</td>
<td>Kenya</td>
<td>167 (1000)</td>
</tr>
<tr>
<td>Germany</td>
<td>160 (1000)</td>
<td>Singapore</td>
<td>117 (1000)</td>
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<tr>
<td>Lebanon</td>
<td>142 (1000)</td>
<td>Vietnam</td>
<td>79 (1000)</td>
</tr>
<tr>
<td>Malta</td>
<td>109 (1000)</td>
<td>Sudan</td>
<td>50 (1000)</td>
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<tr>
<td>Other</td>
<td>339 (1000)</td>
<td>Other</td>
<td>159 (1000)</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8,513</strong></td>
<td><strong>Total</strong></td>
<td><strong>8,513</strong></td>
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### Southbound Chemicals by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morocco</td>
<td>2,154</td>
<td>India</td>
<td>3,537</td>
</tr>
<tr>
<td>Spain</td>
<td>1,616</td>
<td>Pakistan</td>
<td>1,023</td>
</tr>
<tr>
<td>Ukrainia</td>
<td>896</td>
<td>Singapore</td>
<td>953</td>
</tr>
<tr>
<td>Netherlands</td>
<td>754</td>
<td>China</td>
<td>546</td>
</tr>
<tr>
<td>United States</td>
<td>364</td>
<td>Saudi Arabia</td>
<td>469</td>
</tr>
<tr>
<td>Senegal</td>
<td>281</td>
<td>Egypt</td>
<td>341</td>
</tr>
<tr>
<td>Tunisia</td>
<td>215</td>
<td>Jordan</td>
<td>218</td>
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<tr>
<td>Belgium</td>
<td>186</td>
<td>United Arab Emirates</td>
<td>116</td>
</tr>
<tr>
<td>France</td>
<td>184</td>
<td>Oman</td>
<td>98</td>
</tr>
<tr>
<td>Italy</td>
<td>181</td>
<td>Malaysia</td>
<td>86</td>
</tr>
<tr>
<td>Russia</td>
<td>156</td>
<td>Indonesia</td>
<td>57</td>
</tr>
<tr>
<td>Turkey</td>
<td>138</td>
<td>Australia</td>
<td>46</td>
</tr>
<tr>
<td>Germany</td>
<td>97</td>
<td>Kuwait</td>
<td>31</td>
</tr>
<tr>
<td>Israel</td>
<td>88</td>
<td>Madagascar</td>
<td>23</td>
</tr>
<tr>
<td>Other</td>
<td>320</td>
<td>Other</td>
<td>86</td>
</tr>
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<td><strong>Total</strong></td>
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<td><strong>Total</strong></td>
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### Table (20-7)

Southbound LNG by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algeria</td>
<td>2,289</td>
<td>Egypt</td>
<td>995</td>
</tr>
<tr>
<td>Spain</td>
<td>604</td>
<td>Japan</td>
<td>877</td>
</tr>
<tr>
<td>Netherlands</td>
<td>544</td>
<td>Jordan</td>
<td>707</td>
</tr>
<tr>
<td>Belgium</td>
<td>437</td>
<td>Malaysia</td>
<td>558</td>
</tr>
<tr>
<td>Norway</td>
<td>341</td>
<td>South Korea</td>
<td>526</td>
</tr>
<tr>
<td>France</td>
<td>316</td>
<td>United Arab Emirates</td>
<td>518</td>
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<tr>
<td>Nigeria</td>
<td>314</td>
<td>China</td>
<td>382</td>
</tr>
<tr>
<td>Trinidad and Tobago</td>
<td>453</td>
<td>India</td>
<td>333</td>
</tr>
<tr>
<td>U.K.</td>
<td>132</td>
<td>Singapore</td>
<td>269</td>
</tr>
<tr>
<td>Malta</td>
<td>128</td>
<td>Kuwait</td>
<td>183</td>
</tr>
<tr>
<td>Other</td>
<td>56</td>
<td>Other</td>
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<td><strong>Total</strong></td>
<td><strong>5,614</strong></td>
<td><strong>Total</strong></td>
<td><strong>5,614</strong></td>
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Table (21)
Main Southbound Cargo by Region (2015)

(1000 Ton)

<table>
<thead>
<tr>
<th>Region</th>
<th>Oil &amp; Products</th>
<th>Cereals</th>
<th>Ores &amp; Metals</th>
<th>Fabricated Metals</th>
<th>Fertilizers</th>
<th>Chemicals</th>
<th>LNG</th>
<th>Others</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Origins:</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East, S.E. Med.</td>
<td>20044</td>
<td>1,465</td>
<td>1,342</td>
<td>3,069</td>
<td>350</td>
<td>356</td>
<td>0</td>
<td>34,522</td>
<td>61,147</td>
</tr>
<tr>
<td>North Med.</td>
<td>14274</td>
<td>1,352</td>
<td>1,109</td>
<td>405</td>
<td>188</td>
<td>253</td>
<td>248</td>
<td>66,087</td>
<td>83,917</td>
</tr>
<tr>
<td>West, S.W. Med.</td>
<td>12407</td>
<td>1,522</td>
<td>292</td>
<td>162</td>
<td>1,038</td>
<td>2,196</td>
<td>2,893</td>
<td>22,704</td>
<td>43,212</td>
</tr>
<tr>
<td>Black Sea</td>
<td>18641</td>
<td>27,886</td>
<td>22,303</td>
<td>3,379</td>
<td>2,744</td>
<td>1,132</td>
<td>0</td>
<td>4,842</td>
<td>80,926</td>
</tr>
<tr>
<td>North, West Europe &amp; U.K.</td>
<td>13870</td>
<td>5,623</td>
<td>4,194</td>
<td>661</td>
<td>220</td>
<td>1,177</td>
<td>1,650</td>
<td>75,172</td>
<td>102,569</td>
</tr>
<tr>
<td>Baltic Sea</td>
<td>1497</td>
<td>2,709</td>
<td>11</td>
<td>33</td>
<td>1,569</td>
<td>14</td>
<td>0</td>
<td>864</td>
<td>6,698</td>
</tr>
<tr>
<td>America</td>
<td>2982</td>
<td>2,909</td>
<td>875</td>
<td>1,829</td>
<td>766</td>
<td>364</td>
<td>453</td>
<td>18,246</td>
<td>28,423</td>
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<tr>
<td>Other</td>
<td>0</td>
<td>29</td>
<td>0</td>
<td>0</td>
<td>1,638</td>
<td>2,137</td>
<td>370</td>
<td>6,144</td>
<td>10,319</td>
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<td><strong>Total</strong></td>
<td>83,715</td>
<td>43,495</td>
<td>30,126</td>
<td>9,538</td>
<td>8,513</td>
<td>7,630</td>
<td>5,614</td>
<td>228,581</td>
<td>417,212</td>
</tr>
<tr>
<td><strong>Destinations:</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Sea</td>
<td>14734</td>
<td>16,742</td>
<td>1,815</td>
<td>3,572</td>
<td>567</td>
<td>943</td>
<td>1,703</td>
<td>67,176</td>
<td>107,252</td>
</tr>
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<td>East Africa &amp; Aden</td>
<td>326</td>
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<td>0</td>
<td>76</td>
<td>208</td>
<td>23</td>
<td>0</td>
<td>2,063</td>
<td>4,167</td>
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<td>3,456</td>
<td>3,842</td>
<td>296</td>
<td>367</td>
<td>766</td>
<td>60,379</td>
<td>87,386</td>
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<tr>
<td>South Asia</td>
<td>5727</td>
<td>2,241</td>
<td>98</td>
<td>782</td>
<td>5,712</td>
<td>4,561</td>
<td>460</td>
<td>16,403</td>
<td>35,984</td>
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<td>South East Asia</td>
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<td>4,372</td>
<td>4,752</td>
<td>688</td>
<td>1,085</td>
<td>1,111</td>
<td>829</td>
<td>67,511</td>
<td>114,234</td>
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<td>Far East</td>
<td>20365</td>
<td>9,004</td>
<td>20,005</td>
<td>578</td>
<td>607</td>
<td>560</td>
<td>1,856</td>
<td>13,747</td>
<td>66,722</td>
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<tr>
<td>Australia</td>
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<td>0</td>
<td>0</td>
<td>38</td>
<td>46</td>
<td>0</td>
<td>1,302</td>
<td>1,448</td>
</tr>
<tr>
<td>Other</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>19</td>
<td>19</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>83,715</td>
<td>43,495</td>
<td>30,126</td>
<td>9,538</td>
<td>8,513</td>
<td>7,630</td>
<td>5,614</td>
<td>228,581</td>
<td>417,212</td>
</tr>
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</table>
5 - NORTHBOUND GOODS TRAFFIC

(5 -1) - BY Cargo Type :

**Table (22)**

Northbound Cargo Ton by Cargo Type (2014, 2015) (1000 Ton)

<table>
<thead>
<tr>
<th>Cargo Type</th>
<th>2014</th>
<th>2015</th>
<th>%</th>
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<tr>
<td><strong>Oil &amp; Products:</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Crude Oil</td>
<td>68966</td>
<td>61753</td>
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<tr>
<td>Motor Spirit (Gasoline)</td>
<td>19539</td>
<td>18735</td>
<td>-4.1</td>
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<td>Gas Oil &amp; Diesel Oil</td>
<td>10208</td>
<td>15330</td>
<td>50.2</td>
</tr>
<tr>
<td>Fuel Oils</td>
<td>48</td>
<td>504</td>
<td>950.0</td>
</tr>
<tr>
<td>Naphta</td>
<td>0</td>
<td>33</td>
<td>---</td>
</tr>
<tr>
<td>LPG</td>
<td>524</td>
<td>300</td>
<td>-42.7</td>
</tr>
<tr>
<td>Others</td>
<td>3275</td>
<td>2634</td>
<td>-19.6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>102,560</td>
<td>99,289</td>
<td>-3.2</td>
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<td><strong>Other Goods:</strong></td>
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<tr>
<td>LNG</td>
<td>18958</td>
<td>21940</td>
<td>15.7</td>
</tr>
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<td>Cereals</td>
<td>423</td>
<td>286</td>
<td>-32.4</td>
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<tr>
<td>Fertilizers</td>
<td>6960</td>
<td>4087</td>
<td>-41.3</td>
</tr>
<tr>
<td>Fabricated Metals</td>
<td>11647</td>
<td>17723</td>
<td>52.2</td>
</tr>
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<td>Cement</td>
<td>153</td>
<td>11</td>
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<tr>
<td>Chemicals</td>
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<td>10561</td>
<td>3.1</td>
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<tr>
<td>Coal &amp; Coke</td>
<td>10434</td>
<td>11145</td>
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<td>357</td>
<td>527</td>
<td>47.6</td>
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<td>Machinery &amp; Parts</td>
<td>3501</td>
<td>3295</td>
<td>-5.9</td>
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<td>Minerals &amp; Rocks</td>
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<td>1571</td>
<td>67.8</td>
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<td>Ores &amp; Metals</td>
<td>1064</td>
<td>511</td>
<td>-52.0</td>
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<td>Oil Seeds</td>
<td>1476</td>
<td>1096</td>
<td>-25.7</td>
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<td>Wood, Timber &amp; Lumber</td>
<td>608</td>
<td>513</td>
<td>-15.6</td>
</tr>
<tr>
<td>Molasses</td>
<td>1069</td>
<td>544</td>
<td>-49.1</td>
</tr>
<tr>
<td>Veg. Oils</td>
<td>10651</td>
<td>10950</td>
<td>2.8</td>
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<tr>
<td>Cont. Cargo</td>
<td>222279</td>
<td>219057</td>
<td>-1.4</td>
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<tr>
<td>Other</td>
<td>2972</td>
<td>2598</td>
<td>-12.6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>303,736</td>
<td>306,415</td>
<td>0.9</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>406,296</td>
<td>405,704</td>
<td>-0.1</td>
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</table>
### Northbound Oil & Products by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iraq</td>
<td>28,848</td>
<td>United States</td>
<td>16,862</td>
</tr>
<tr>
<td>Saudi Arabia</td>
<td>21,215</td>
<td>Turkey</td>
<td>13,651</td>
</tr>
<tr>
<td>India</td>
<td>12,109</td>
<td>Netherlands</td>
<td>13,307</td>
</tr>
<tr>
<td>United Arab Emirates</td>
<td>9,456</td>
<td>France</td>
<td>12,821</td>
</tr>
<tr>
<td>Kuwait</td>
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<td>Spain</td>
<td>7,646</td>
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<tr>
<td>Iran</td>
<td>8,962</td>
<td>Italy</td>
<td>6,542</td>
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<td>Singapore</td>
<td>2,128</td>
<td>Greece</td>
<td>6,096</td>
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<td>Egypt</td>
<td>6,090</td>
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<tr>
<td>Egypt</td>
<td>1,417</td>
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<td>4,408</td>
</tr>
<tr>
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<td>Malta</td>
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</tr>
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</tr>
<tr>
<td>Malaysia</td>
<td>555</td>
<td>Canada</td>
<td>1,055</td>
</tr>
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<td>Jordan</td>
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<td>278</td>
<td>Belgium</td>
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<tr>
<td>Bahrain</td>
<td>230</td>
<td>Portugal</td>
<td>432</td>
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<tr>
<td>China</td>
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<td>Germany</td>
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</tr>
<tr>
<td>Thailand</td>
<td>95</td>
<td>Israel</td>
<td>301</td>
</tr>
<tr>
<td>Djibouti</td>
<td>65</td>
<td>Denmark</td>
<td>204</td>
</tr>
<tr>
<td>Yemen</td>
<td>65</td>
<td>Morocco</td>
<td>178</td>
</tr>
<tr>
<td>Maldives</td>
<td>11</td>
<td>Syria</td>
<td>134</td>
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<tr>
<td>Other</td>
<td>7</td>
<td>Other</td>
<td>3,935</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>99,289</strong></td>
<td><strong>Total</strong></td>
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</table>
### Table (23-2)

Northbound LNG by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Qatar</td>
<td>21,394</td>
<td>U.K.</td>
<td>9,423</td>
</tr>
<tr>
<td>Oman</td>
<td>182</td>
<td>Italy</td>
<td>4,218</td>
</tr>
<tr>
<td>Yemen</td>
<td>119</td>
<td>Belgium</td>
<td>2,851</td>
</tr>
<tr>
<td>Iraq</td>
<td>115</td>
<td>Spain</td>
<td>2,494</td>
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<tr>
<td>United Arab Emirates</td>
<td>115</td>
<td>Turkey</td>
<td>1,136</td>
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<tr>
<td>Egypt</td>
<td>7</td>
<td>Netherlands</td>
<td>601</td>
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<tr>
<td>Jordan</td>
<td>6</td>
<td>Mexico</td>
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</tr>
<tr>
<td>Singapore</td>
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<td>France</td>
<td>275</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Portugal</td>
<td>178</td>
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<tr>
<td></td>
<td></td>
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<td>119</td>
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<tr>
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<td>Other</td>
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<td><strong>Total</strong></td>
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</table>
### Fabricated Metals

**Table (23-3)**

Northbound Fabricated Metals by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Singapore</td>
<td>8,781</td>
<td>Turkey</td>
<td>4,900</td>
</tr>
<tr>
<td>Saudi Arabia</td>
<td>1,914</td>
<td>Italy</td>
<td>3,176</td>
</tr>
<tr>
<td>China</td>
<td>1,405</td>
<td>Egypt</td>
<td>2,300</td>
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<tr>
<td>India</td>
<td>1,258</td>
<td>Spain</td>
<td>1,975</td>
</tr>
<tr>
<td>Iran</td>
<td>710</td>
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<tr>
<td>United Arab Emirates</td>
<td>695</td>
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<td>729</td>
</tr>
<tr>
<td>South Korea</td>
<td>395</td>
<td>Israel</td>
<td>681</td>
</tr>
<tr>
<td>Djipouti</td>
<td>380</td>
<td>Slovenia</td>
<td>614</td>
</tr>
<tr>
<td>Sudan</td>
<td>359</td>
<td>Portugal</td>
<td>478</td>
</tr>
<tr>
<td>Jordan</td>
<td>294</td>
<td>United States</td>
<td>402</td>
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<td>Belgium</td>
<td>370</td>
</tr>
<tr>
<td>Srilanka</td>
<td>260</td>
<td>Greece</td>
<td>246</td>
</tr>
<tr>
<td>Egypt</td>
<td>176</td>
<td>Georgia</td>
<td>209</td>
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<tr>
<td>Malaysia</td>
<td>142</td>
<td>U.K</td>
<td>159</td>
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<tr>
<td>Other</td>
<td>668</td>
<td>Other</td>
<td>742</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>17,723</strong></td>
<td><strong>Total</strong></td>
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</table>
Table (23-4)

Northbound Coal & Coke by Exporting & Importing Countries (2015)

<table>
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<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Singapore</td>
<td>5,279</td>
<td>Turkey</td>
<td>3,583</td>
</tr>
<tr>
<td>Indonesia</td>
<td>2,203</td>
<td>Italy</td>
<td>3,253</td>
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<td>Australia</td>
<td>2,181</td>
<td>Ukrania</td>
<td>1,612</td>
</tr>
<tr>
<td>South Africa</td>
<td>432</td>
<td>Spain</td>
<td>797</td>
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<tr>
<td>America</td>
<td>347</td>
<td>Slovenia</td>
<td>540</td>
</tr>
<tr>
<td>New Zealand</td>
<td>338</td>
<td>Romania</td>
<td>434</td>
</tr>
<tr>
<td>China</td>
<td>182</td>
<td>Israel</td>
<td>228</td>
</tr>
<tr>
<td>Iran</td>
<td>95</td>
<td>Belgium</td>
<td>161</td>
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<td>Oman</td>
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<td><strong>Total</strong></td>
<td><strong>11,145</strong></td>
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## 5- Vegetable Oils:

**Table (23-5)**

Northbound Vegetable Oils by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indonesia</td>
<td>3,705</td>
<td>Netherlands</td>
<td>3,559</td>
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<td>3,419</td>
<td>Spain</td>
<td>2,733</td>
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<tr>
<td>Malaysia</td>
<td>2,128</td>
<td>Italy</td>
<td>1,906</td>
</tr>
<tr>
<td>India</td>
<td>1,050</td>
<td>Turkey</td>
<td>999</td>
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<td>Saudi Arabia</td>
<td>225</td>
<td>Russia</td>
<td>622</td>
</tr>
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<td>Sri Lanka</td>
<td>217</td>
<td>Greece</td>
<td>267</td>
</tr>
<tr>
<td>Egypt</td>
<td>101</td>
<td>Ukrania</td>
<td>140</td>
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<td>Jordan</td>
<td>42</td>
<td>Denmark</td>
<td>126</td>
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<td>Yemen</td>
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<td>Algeria</td>
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<td>United States</td>
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<tr>
<td>Other</td>
<td>0</td>
<td>Other</td>
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<td><strong>Total</strong></td>
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6 - Chemicals :

Table (23-6)

Northbound Chemicals by Exporting & Importing Countries (2015)

<table>
<thead>
<tr>
<th>Exporting Country</th>
<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
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</thead>
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<td>Spain</td>
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<td>Morocco</td>
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<td>Netherlands</td>
<td>1,478</td>
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<td>671</td>
<td>Turkey</td>
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<td>Malaysia</td>
<td>653</td>
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<td>841</td>
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<tr>
<td>Egypt</td>
<td>618</td>
<td>United States</td>
<td>668</td>
</tr>
<tr>
<td>India</td>
<td>453</td>
<td>Egypt</td>
<td>358</td>
</tr>
<tr>
<td>Indonesia</td>
<td>359</td>
<td>Belgium</td>
<td>339</td>
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<tr>
<td>Kuwait</td>
<td>310</td>
<td>Tunisia</td>
<td>286</td>
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<td>Qatar</td>
<td>279</td>
<td>France</td>
<td>238</td>
</tr>
<tr>
<td>Jordan</td>
<td>248</td>
<td>Malta</td>
<td>217</td>
</tr>
<tr>
<td>Iran</td>
<td>203</td>
<td>Israel</td>
<td>154</td>
</tr>
<tr>
<td>Bahrain</td>
<td>149</td>
<td>Slovenia</td>
<td>136</td>
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<td>Pakistan</td>
<td>75</td>
<td>Venezuela</td>
<td>91</td>
</tr>
<tr>
<td>Other</td>
<td>113</td>
<td>Other</td>
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<td><strong>Total</strong></td>
<td><strong>10,561</strong></td>
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</table>
### Northbound Fertilizers by Exporting & Importing Countries (2015)

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<th>Cargo Ton (1000)</th>
<th>Importing Country</th>
<th>Cargo Ton (1000)</th>
</tr>
</thead>
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<td>United States</td>
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<td>636</td>
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<td>881</td>
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<td>440</td>
<td>Spain</td>
<td>327</td>
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<tr>
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<td>Romania</td>
<td>251</td>
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<td>418</td>
<td>France</td>
<td>187</td>
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</tr>
<tr>
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<td>302</td>
<td>Italy</td>
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</tr>
<tr>
<td>Bahrain</td>
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<td>66</td>
</tr>
<tr>
<td>Kuwait</td>
<td>173</td>
<td>Morocco</td>
<td>54</td>
</tr>
<tr>
<td>China</td>
<td>55</td>
<td>Belgium</td>
<td>33</td>
</tr>
<tr>
<td>Israel</td>
<td>44</td>
<td>Lebanon</td>
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<tr>
<td>Maldives</td>
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<td>Netherlands</td>
<td>19</td>
</tr>
<tr>
<td>India</td>
<td>32</td>
<td>Malta</td>
<td>10</td>
</tr>
<tr>
<td>Other</td>
<td>23</td>
<td>Other</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>4,087</strong></td>
<td><strong>Total</strong></td>
<td><strong>4,087</strong></td>
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</tbody>
</table>
### Main Northbound Cargo by Region (2015)

#### Origins:

<table>
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<tr>
<th>Region</th>
<th>Oil &amp; Products</th>
<th>L N G</th>
<th>Fabricated Metals</th>
<th>Coal &amp; Coke</th>
<th>Vegetable Oil</th>
<th>Chemicals</th>
<th>Fertilizers</th>
<th>Others</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
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<td>6228</td>
<td>133</td>
<td>3061</td>
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<td>406</td>
<td>2878</td>
<td>717</td>
<td>36169</td>
<td>49592</td>
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<td>13</td>
<td>432</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>129</td>
<td>574</td>
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<td>21805</td>
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<td>183</td>
<td>26</td>
<td>5353</td>
<td>2810</td>
<td>25378</td>
<td>134190</td>
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<td>1636</td>
<td>0</td>
<td>1267</td>
<td>560</td>
<td>65</td>
<td>26708</td>
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<td>440</td>
<td>136051</td>
<td>167097</td>
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<td>0</td>
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<td>395</td>
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</table>

#### Total: 99,289, 21,940, 17,723, 11,145, 10,950, 4,087, 230,009, 405,704

#### Destinations:

<table>
<thead>
<tr>
<th>Region</th>
<th>Oil &amp; Products</th>
<th>L N G</th>
<th>Fabricated Metals</th>
<th>Coal &amp; Coke</th>
<th>Vegetable Oil</th>
<th>Chemicals</th>
<th>Fertilizers</th>
<th>Others</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>East &amp; S.E. Mediterranean</td>
<td>22667</td>
<td>1136</td>
<td>8698</td>
<td>3942</td>
<td>1175</td>
<td>1794</td>
<td>901</td>
<td>67043</td>
<td>107356</td>
</tr>
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<td>North Mediterranean</td>
<td>18930</td>
<td>4495</td>
<td>4103</td>
<td>3870</td>
<td>2209</td>
<td>1342</td>
<td>209</td>
<td>40877</td>
<td>76035</td>
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<tr>
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<td>2494</td>
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<td>899</td>
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<td>2802</td>
<td>327</td>
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<td>762</td>
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<td>400</td>
<td>1348</td>
<td>5041</td>
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<td>13055</td>
<td>1284</td>
<td>358</td>
<td>3834</td>
<td>2017</td>
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<td>0</td>
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<td>0</td>
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<td>793</td>
<td>2075</td>
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<td>17</td>
<td>1800</td>
<td>54</td>
<td>7393</td>
<td>9352</td>
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</tbody>
</table>

#### Total: 99,289, 21,940, 17,723, 11,145, 10,950, 4,087, 230,009, 405,704