

SUEZ LOGJAM

The grounding of the Ever Given in the Suez Canal provided a reminder of the fragility of global logistics, and the huge volumes of goods – and sums of money – that can be held up by unanticipated disruption

Suez Canal

\$12-14m

Revenue derived daily by Egypt from allowing ships passage through the Suez Canal

50

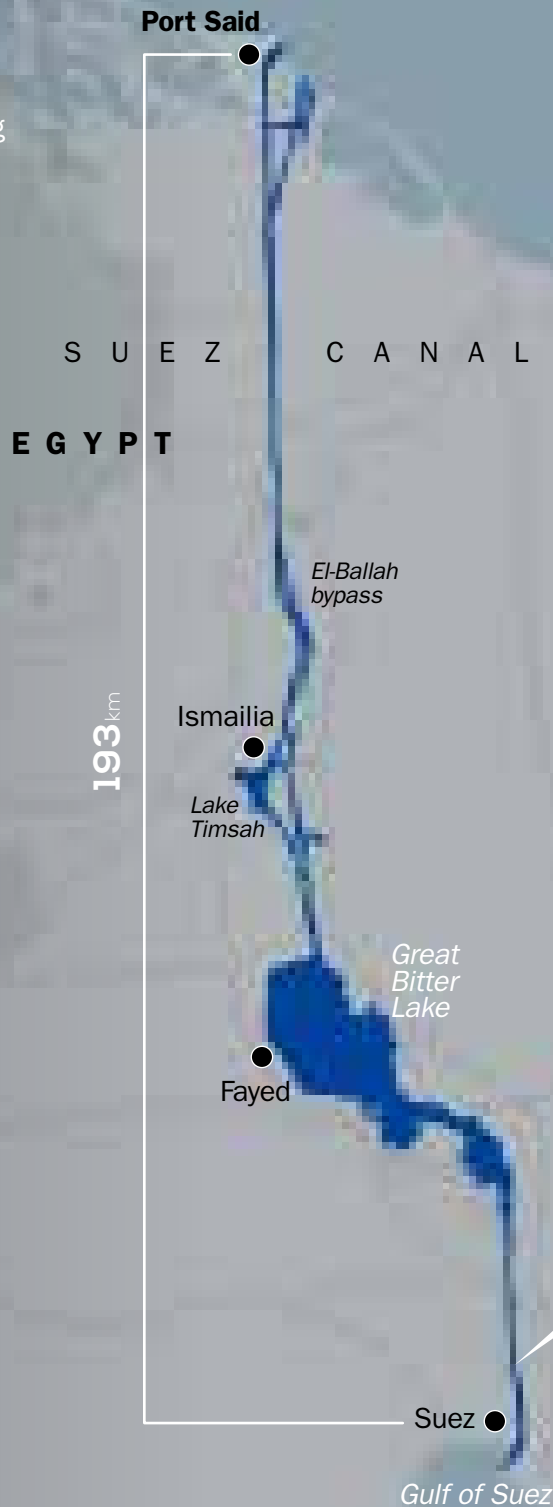
Number of container, bulk and tanker ships that traverse the Suez Canal each day

\$9.6bn

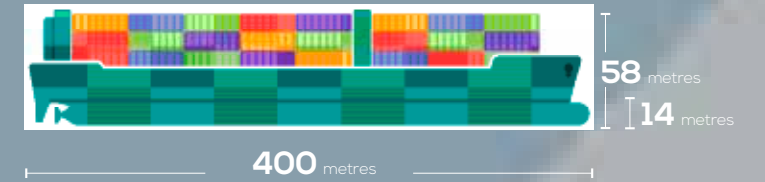
Average value of the cargo contained on a typical batch of 50 ships

24,000km

Distance by sea from Suez to Port Said around the Horn of Africa



Ever Given



Gross tonnage: **200,000 tonnes** | Cargo containers: **18,000**
Cargo value: **\$360m**

Ever Given delay

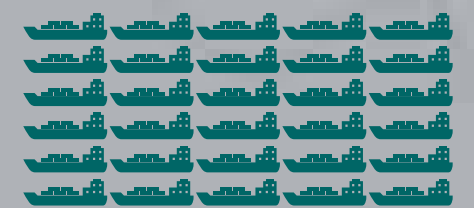
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Number of days that traffic was blocked as tug crews and excavators worked to extricate the grounded ship



400

Estimated number of ships backed up at either end of the canal waiting for a resolution



\$450,000

Typical additional cost of a detour around the Cape of Good Hope compared to travelling through the Suez Canal



\$916m

Value of compensation demanded by the Suez Canal Authority (SCA) as compensation for the blockage



\$300m

Value of the component of the SCA's compensation claim that relates to "loss of reputation"



Sources: Suez Canal Authority, MEED