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For the Government of Eritrea

THE SUPREME COURT OF ERITREA
ASMARA, ERITREA

In the Matter of: Saba Yakob Gde, plaintiff Vs Government of Eritrea, defendant	Case No.: SC260726SAB00002 *(The taking case)*

STATEMENT OF AGREED FACTS

PROOF OF SERVICE: executed via CAAM on all parties.

STATEMENT OF AGREED FACTS

1. The plaintiff in this action is Saba Yakob Gde. She is a native and citizen of Eritrea and has resided in the United States as a lawful permanent resident for approximately fifteen years.
2. The plaintiff has a sister who resides in or near Asmara, Eritrea. The sister is a single mother of four children, all younger than twelve years of age.
3. The sister and her four children occupy a one-bedroom dwelling. The bedroom is approximately four meters by four meters. The kitchen and bathroom are communal and are shared with three other families, each with several children.
4. The plaintiff and her sister belong to a village near Asmara. Their parents have a home in that village.
5. For several years, the plaintiff considered assisting her sister to build a modest three-bedroom home on that land because the existing living arrangement was overcrowded and inadequate.
6. For a substantial period before the events at issue, the Government of Eritrea materially restricted residential and other construction activity. The parties do not agree on the purpose, legal basis, or precise scope of those restrictions.
7. During that period, cement, concrete blocks, and other construction materials were difficult to obtain through ordinary commercial channels. Limited quantities were sold through informal or unofficial channels at elevated prices. The defendant (the Government of Eritrea) does not adopt the plaintiff's characterization of those transactions as equivalent to trade in controlled substances.
8. More recently, residential construction began or resumed on traditional home plots in villages near Asmara. The parties have not agreed whether this change resulted from a formally published government authorization, an administrative practice, local implementation, or action by villagers.
9. After learning of that development, the plaintiff set aside approximately US$40,000 to assist her sister with construction of a modest three-bedroom home and made those funds available in Asmara.
10. The plaintiff converted the US-dollar funds into Eritrean Nakfa through a government-sanctioned exchange channel at a rate of ERN 15.5 to US$1. At that rate, US$40,000 converted to ERN 620,000.
11. The plaintiff began purchasing principal construction materials, including concrete blocks and cement.
12. The plaintiff encountered cement prices ranging from approximately 1,600 to 2,000 Nakfa per 100 kilograms (one *quintal*).
13. At the exchange rate used by the plaintiff, 1,600 Nakfa per 100 kilograms equals approximately US$103.23 per 100 kilograms, or US$1,032 per metric tonne. 2,000 Nakfa

per 100 kilograms equals approximately US$129.03 per 100 kilograms, or US$1,290 per metric tonne. These are arithmetic conversions and are not an agreement that the official rate reflects a free-market exchange rate.

14. The price of cement caused the plaintiff to compare cement prices in neighboring and other commercially relevant cement-producing countries and to consider the cost of lawful delivery to Eritrea.
15. The plaintiff obtained assistance from persons with cement-market and logistics experience to review the comparisons and prepare a commercial assessment.
16. That work resulted in a report dated July 25, 2026, titled "Commercial Assessment: Importing OPC 42.5 Cement to Asmara, Eritrea—Peaceful Regional Trade Scenario," referred to in this Statement as the "Cement Assessment."
17. The Cement Assessment compares ordinary Portland cement, preferably OPC or CEM I 42.5N, and normalizes prices to US dollars per metric tonne, per 50-kilogram bag, and per 100 kilograms. It distinguishes ex-factory, domestic wholesale or retail, export or FOB, bagged, and bulk price levels where the evidence permits.
18. At the plaintiff's instruction, the Cement Assessment assumes peaceful maritime and regional trade, open borders, normal banking and insurance access, no sanctions-related payment impediment, efficient customs clearance, favorable import taxation, competitive private importers, and no politically driven freight premium or supply interruption.
19. Under those assumptions, the Cement Assessment estimates the landed cost in Asmara at approximately:
    a. US$104 per metric tonne from northern Ethiopia by road;
    b. US$119 per metric tonne from Pakistan through Massawa;
    c. US$120 per metric tonne from Saudi Arabia through Massawa;
    d. US$129 per metric tonne from Iran through Massawa;
    e. US$131 per metric tonne from Oman through Massawa;
    f. US$134 per metric tonne from Egypt through Massawa;
    g. US$145 per metric tonne from the United Arab Emirates through Massawa; and
    h. US$146 per metric tonne from Türkiye through Massawa.
20. The Cement Assessment recommends, for a normal sustainable competitive market, an Asmara wholesale price of approximately US$130 to US$140 per metric tonne and an Asmara retail price of approximately US$145 to US$155 per metric tonne, equal to approximately US$14.50 to US$15.50 per 100 kilograms.
21. The Cement Assessment further states that sustained competition from Ethiopia could reduce retail pricing toward US$13 to US$14 per 100 kilograms.
22. Comparing the plaintiff's reported Asmara cement price of US$103.23 per 100 kilograms with the Cement Assessment's modeled retail price of approximately US$14.50 per 100 kilograms produces a ratio of approximately 7.1 to 1.
23. At the upper reported Asmara price, the ratio approaches ten times when compared with the Cement Assessment's sustained-Ethiopia-competition case.
24. The Cement Assessment identifies Ethiopia as the lowest-cost modeled source by direct road; Pakistan as the lowest-cost modeled maritime source, closely followed by Saudi Arabia; and Türkiye as the principal quality and export-execution alternative.

25. The Cement Assessment identifies approximately 8,000 to 10,000 metric tonnes as the minimum efficient maritime shipment, with shipments of approximately 15,000 to 25,000 metric tonnes preferred where port, storage, and inland transport capacity permit.
26. The parties agree that the Cement Assessment exists, contains the calculations summarized above, and was provided to government officials before the filing of this action.
27. The defendant does not, by entering into this Statement, admit the accuracy of every source, assumption, estimate, or conclusion contained in the Cement Assessment.
28. No supplier identified in the Cement Assessment had issued the plaintiff a binding offer for a particular shipment. The modeled figures remain subject to live quotations, product certification, vessel availability, customs treatment, and performance of the Massawa–Asmara or Ethiopian overland transport corridors.
29. Before commencing this action, the plaintiff met with the Director of the National Bank of Eritrea, or an authorized senior official of the Bank, and asked for an explanation of the official exchange rate.
30. At that meeting, the plaintiff was informed that the National Assembly had enacted the National Bank Act and that the National Bank is a constitutional institution with authority under the Constitution and the Act to regulate Eritrea's currency and foreign-exchange rates.
31. Paragraph 30 records the representation made to the plaintiff. It does not resolve the legal correctness or constitutional validity of that representation.
32. The parties agree that the Government treats the Eritrean Nakfa as Eritrea's sole legal tender; that foreign currencies are not permitted to circulate as legal tender; and that foreign currencies must be exchanged through the National Bank or another authorized bank or channel at rates issued or approved by the Government from time to time.
33. The plaintiff asked how the official exchange rate was determined and why it differed from what she understood to be the market relationship between the two currencies. No explanation that the plaintiff regarded as adequate was provided. The defendant does not agree that the explanation or governing policy was legally inadequate.
34. The plaintiff stated that compulsory conversion at the official rate substantially reduced the domestic value of her US-dollar funds and could operate as a governmental taking or deprivation of value. The National Bank did not accept that characterization.
35. The plaintiff continued examining the exchange regime, restrictions on construction and trade, and prices of essential goods. She eventually concluded that the Government's actions violated provisions of the Constitution of Eritrea and statutes enacted in furtherance of the Constitution. The defendant denys that legal conclusion.
36. Before filing suit, the plaintiff met again with the Director of the National Bank and with the Advocate General of Eritrea, or another authorized government legal representative.
37. The plaintiff presented her exchange-rate comparisons, the Cement Assessment, and her analysis of what selected imported essential goods could cost in Asmara under competitive conditions. She left copies of those materials with the government officials.

38. The plaintiff asserted that restrictions on exchange, construction, trade, and access to essential goods had suppressed economic activity and produced prices unsupported by a sufficient public interest.
39. The plaintiff cited cement as an example and asserted that some prices were many times —and, in some comparisons, approximately ten times—the prices that would exist in neighboring or competitive import markets. The defendant does not admit those characterizations or their legal significance.
40. The plaintiff informed the government officials that she intended to commence an action in the Supreme Court of Eritrea and requested agreement on facts that could narrow the issues for decision.
41. Government officials did not accept the truth of all the plaintiff's factual assertions or expert conclusions. The parties nevertheless agreed that the legal questions could be presented through agreed facts and stipulated factual positions without resolving every underlying factual disagreement.
42. For purposes of deciding the questions of law raised by the Complaint, the parties agree that the Court may treat the facts and commercial estimates stated above as stipulated assumptions.
43. The limited stipulation in paragraph 42 is not a general admission by the defendant and does not prevent the Court from requiring additional evidence if a disputed fact becomes material to its decision.
44. The plaintiff has commenced the present action challenging the constitutionality and legality of the official exchange regime and related restrictions on economic activity.
45. The parties agree that the legal issues presented for decision and the relief requested by the plaintiff are set forth in the Complaint.

Date: July 26th 2026

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EXHIBIT 1

Cost of Bringing Cement into Asmara

Simple assessment assuming peace and normal trade

Assessment date: July 25, 2026

1. Purpose of this assessment

This assessment estimates what cement should cost in Asmara if:

- The region is peaceful.
- Borders are open.
- Ships travel safely through the Red Sea.
- International payments can be made normally.
- Eritrea allows private businesses to import cement.
- Import taxes are low.
- Customs works efficiently.
- Several importers compete with each other.

This is a planning estimate. It is not a firm offer from a cement factory, shipping company, or government office.

2. The measurement used in this assessment

This assessment uses the **quintal**, because that is the measurement commonly understood in Eritrea.

One quintal equals 100 kilograms.

Ten quintals equal one metric tonne. International shipping companies normally calculate large shipments in metric tonnes, but this assessment states the prices mainly by quintal.

The cement would normally be packed in smaller bags. However, this report does not discuss the price of each smaller bag. It gives the total price for one quintal.

3. Main conclusion

Under peaceful and competitive conditions, the total cost of bringing one quintal of cement to Asmara could be approximately:

- **From Ethiopia by road: US$10.43 per quintal**
- **From Pakistan through Massawa: US$11.90 per quintal**
- **From Saudi Arabia through Massawa: US$12.00 per quintal**
- **From Iran through Massawa: US$12.87 per quintal**
- **From Oman through Massawa: US$13.09 per quintal**
- **From Egypt through Massawa: US$13.41 per quintal**

After allowing the importer, wholesaler, and retailer to make reasonable profits, a normal retail price in Asmara would be approximately:

US$14.50 to US$15.50 per quintal.

If Ethiopia supplied cement regularly and several importers competed strongly, the retail price could fall to approximately:

US$13 to US$14 per quintal.

If shipments were small or transportation became expensive, the retail price could rise to approximately:

US$18 to US$19 per quintal.

4. Cement prices in possible supplying countries

The following are approximate prices in the countries that could supply Eritrea.

These are not all the same type of price. Some are factory prices, some are export prices, and some are shop prices. They are included to show the general price of cement in the region.

Country	Approximate price for one quintal	Type of price
Pakistan	US$4.15–US$4.20	Export price for a large shipment
Iran	US$4.80–US$5.20	Seller’s proposed export price
Ethiopia	US$6.20–US$9.49	Local market observations
Türkiye	US$6.50–US$6.90	Export price
Egypt	US$6.60–US$7.20	Estimated export price
Oman	US$6.24–US$7.80	Local market estimate
Saudi Arabia	About US$8.37	Average local retail price

United Arab Emirates	US$7.22–US$10.64	Retail price
Kenya	About US$18.53	Retail price for comparable cement
Sudan	About US$27.50	Emergency market price, not a normal price

These figures show that cement itself is generally inexpensive. Transportation, port charges, taxes, storage, damaged bags, financing, and seller profits add to the final price.

5. Total cost delivered to Asmara

The following figures include the cement price and the estimated cost of bringing it to Asmara.

They include transportation, insurance, taxes, customs clearance, unloading, storage, damaged bags, financing, and a small allowance for unexpected costs.

They do not include the importer's or retailer's profit.

Source and route	Estimated total cost in Asmara for one quintal
Ethiopia by road	**US$10.43**
Pakistan through Massawa	**US$11.90**
Saudi Arabia through Massawa	**US$12.00**
Iran through Massawa	**US$12.87**
Oman through Massawa	**US$13.09**
Egypt through Massawa	**US$13.41**
United Arab Emirates through Massawa	**US$14.50**
Türkiye through Massawa	**US$14.61**
Sudan by road	**US$15.93**

6. Example: bringing cement from Pakistan

For one quintal of Pakistani cement, the estimated costs are:

- Cement from the factory: **US$3.40**
- Transport and export costs in Pakistan: **US$0.80**
- Sea transportation to Massawa: **US$3.00**
- Cargo insurance: **US$0.03**

- Unloading and handling in Massawa: **US$0.90**
- Eritrean tax, inspection, and customs clearance: **US$0.56**
- Road transportation from Massawa to Asmara: **US$2.20**
- Storage, damaged bags, financing, and unexpected costs: **US$1.01**

Total cost in Asmara: approximately US$11.90 per quintal.

After adding reasonable business profits, the normal retail price would be approximately **US$15 per quintal**.

7. Example: bringing cement from Ethiopia

For one quintal of cement from northern Ethiopia, the estimated costs are:

- Cement from the factory: **US$5.50**
- Ethiopian road transportation and export documents: **US$1.80**
- Eritrean tax and customs clearance: **US$0.57**
- Road transportation inside Eritrea: **US$1.60**
- Storage, damaged bags, financing, and unexpected costs: **US$0.96**

Total cost in Asmara: approximately US$10.43 per quintal.

This would be the cheapest route, but only if:

- The Eritrea–Ethiopia border is fully open.
- A northern Ethiopian factory has enough cement.
- The cement meets the required quality.
- Trucks cross the border regularly.
- Customs does not cause long delays.
- Full trucks are used.

A large truck would normally carry approximately **280 to 320 quintals**.

8. Costs after cement reaches Massawa

For cement arriving by sea, the assessment allows approximately:

- **US$0.90 per quintal** for unloading and port handling.
- **US$0.20 per quintal** for customs assistance, inspection, and paperwork.
- **US$2.20 per quintal** for transportation from Massawa to Asmara.
- **US$0.35 per quintal** for about one month of storage.
- About **1.5 percent** for torn bags, moisture, and handling losses.
- Financing costs for approximately two months.
- **US$0.30 per quintal** for unexpected expenses.

The Massawa-to-Asmara transportation cost is important. Although the road is only about 113 kilometres, it climbs from sea level to more than 2,300 metres.

The road is steep, narrow, and winding. Trucks use more fuel, tyres, and brakes. They also take longer to complete each trip.

9. Reasonable selling prices in Asmara

Low-cost and highly competitive market

This situation assumes regular Ethiopian deliveries, full trucks, low operating costs, and strong competition.

- Cost in Asmara before business profit: about **US$10.43 per quintal**
- Wholesale price: about **US$11.39 per quintal**
- Retail price: about **US$12.07 per quintal**

"Wholesale" means the price paid by dealers or large buyers.

"Retail" means the price paid by the final customer.

Normal market

This situation assumes that cement comes from both Ethiopia and overseas suppliers.

- Cost in Asmara before business profit: about **US$11.50 per quintal**
- Wholesale price: about **US$13.17 per quintal**
- Retail price: about **US$14.48 per quintal**

A reasonable normal retail range would therefore be:

US$14.50 to US$15.50 per quintal.

Expensive transportation or small shipments

This situation assumes that transportation is expensive or the shipment is too small.

- Cost in Asmara before business profit: about **US$14 per quintal**
- Wholesale price: about **US$16.63 per quintal**
- Retail price: about **US$18.63 per quintal**

Even in this expensive situation, the estimated retail price remains below **US$20 per quintal**.

10. Comparison in Eritrean nakfa

The original assessment used an official exchange rate of 15 nakfa to one US dollar.

At that rate:

Price in US dollars	Equivalent in nakfa
US$13 per quintal	195 nakfa
US$14 per quintal	210 nakfa
US$14.50 per quintal	About 218 nakfa
US$15.50 per quintal	About 233 nakfa
US$19 per quintal	285 nakfa

If the exchange rate is 15.5 nakfa to one US dollar:

Price in US dollars	Equivalent in nakfa
US$13 per quintal	About 202 nakfa
US$14 per quintal	217 nakfa
US$14.50 per quintal	About 225 nakfa
US$15.50 per quintal	About 240 nakfa
US$19 per quintal	About 295 nakfa

These are only mathematical conversions. They do not determine whether the official exchange rate is fair.

11. What could increase the price?

Using Pakistani cement as an example:

- If sea transportation rises by 25 percent, the retail price could rise to about **US$16 per quintal**.
- If fuel and road costs rise by 20 percent, the retail price could rise to about **US$15.64 per quintal**.
- If the cement factory raises its price by 15 percent, the retail price could rise to about **US$15.68 per quintal**.
- If Eritrea imposes a 5 percent import duty, the retail price could rise to about **US$15.48 per quintal**.
- If Eritrea imposes a 10 percent import duty, the retail price could rise to about **US$15.97 per quintal**.
- If the cement arrives in a small shipment, the retail price could rise to about **US$18.36 per quintal**.

For Ethiopian cement:

- A 20 percent increase in fuel and road costs could raise the retail price to about **US$14.04 per quintal**.
- A 15 percent increase in the factory price could raise it to about **US$14.25 per quintal**.
- Small or irregular truck deliveries could raise it to about **US$14.49 per quintal**.

The Ethiopian route is especially affected by fuel costs and the efficient use of trucks.

The sea route is especially affected by the size of the shipment.

12. Best source countries

Ethiopia: cheapest possible source

Ethiopia would probably be the cheapest source if the border is open and northern factories can supply enough good-quality cement.

It would be suitable for regular deliveries by truck.

Saudi Arabia: best nearby sea supplier

Saudi Arabia has large cement factories and a short sea route to Massawa.

It probably offers the best balance of price, distance, and dependable supply.

Pakistan: cheapest source for a large sea shipment

Pakistan has low export prices and experience supplying large quantities of cement.

The main disadvantages are the longer sea journey and the need to obtain a current written price.

Türkiye: most dependable quality alternative

Türkiye has a large and organized cement export industry.

Its cement would cost more, but its quality, testing, documents, and shipping arrangements are generally dependable.

Other possible sources

- Iran may be competitive, but the factory, quality certificates, and reliability of production must be carefully checked.
- Oman is a practical middle-cost source.
- Egypt has large factories and a relatively short Red Sea route.
- The United Arab Emirates is dependable but more expensive.
- Sudan remains expensive because of the long road journey.
- Kenya is too expensive to be commercially attractive.

13. Size of an efficient shipment

For sea transportation, the practical minimum shipment would be approximately:

80,000 to 100,000 quintals.

A better and more efficient sea shipment would be approximately:

150,000 to 250,000 quintals.

In international shipping documents, these amounts may be described as 8,000 to 10,000 metric tonnes and 15,000 to 25,000 metric tonnes.

For road transportation from Ethiopia:

- Each full truck should carry approximately **280 to 320 quintals**.

- A regular buying program should be at least **20,000 quintals per month**.
- Larger programs could involve 50,000 to 100,000 quintals per month.

Small shipments cost more because transportation, paperwork, port charges, and other expenses are divided among fewer quintals.

14. Recommended purchasing plan

The importer should request prices from several countries at the same time.

For Ethiopian road deliveries, request prices for:

- 20,000 quintals per month;
- 50,000 quintals per month; and
- 100,000 quintals per month.

For sea deliveries, request prices for:

- 100,000 quintals; and
- 200,000 quintals.

The importer should require:

- Cement suitable for ordinary home and building construction.
- Strong moisture-resistant bags.
- Factory test results.
- Independent testing before shipment.
- Sealed trucks for deliveries from Ethiopia.
- Official truck-weight records.
- Covered storage in Eritrea.
- Written confirmation of taxes and import duties.
- Written confirmation that Massawa can receive and unload the ship.
- Clear rules about delays and extra ship charges.

The importer should have at least two approved supply countries.

A sensible plan would be:

- Ethiopia for regular road deliveries;
- Saudi Arabia or Pakistan for large sea shipments; and
- Türkiye as a dependable backup source.

15. Main business risks

Even if the region is peaceful, the following risks remain:

- The factory may increase its price.
- The factory may not supply the promised amount.
- The cement may not meet the required strength.
- Bags may tear or absorb moisture.
- A suitable ship may not be available.
- Massawa may not have space to receive the ship.
- Unloading may take longer than expected.
- Delays may cause extra ship charges.
- There may not be enough trucks at Massawa.
- The Massawa–Asmara road may slow deliveries.
- Eritrea may impose a higher tax than expected.
- Covered storage may not be available.
- The importer may depend too heavily on one country or factory.

16. Final conclusion

Under peaceful and competitive conditions:

- The cheapest likely source would be **Ethiopia**, at about **US$10.43 per quintal delivered to Asmara**.
- The cheapest sea sources would be **Pakistan and Saudi Arabia**, at about **US$11.90 to US$12 per quintal delivered to Asmara**.
- The most dependable quality source would probably be **Türkiye**.

- A reasonable wholesale price would be **US$13 to US$14 per quintal**.
- A reasonable retail price would be **US$14.50 to US$15.50 per quintal**.
- Strong Ethiopian competition could reduce the retail price to **US$13 to US$14 per quintal**.
- Small shipments or expensive transportation could raise the retail price to **US$18 to US$19 per quintal**.

The assessment therefore concludes that, under the assumptions stated above, a normal competitive price in Asmara should be far below **US$100 per quintal**.

Important limitation

Every figure in this assessment must be confirmed before money is committed.

Written prices should be obtained from:

- cement factories;
- shipping companies;
- Massawa port representatives;
- Eritrean customs authorities;
- insurance companies;
- storage operators; and
- trucking companies.

The prices should be collected at about the same time so that they can be compared fairly.

Below are the direct links used in the assessment.

Country or subject	Source	Actual link
Egypt	Egyptian Cement—published prices	https://www.egyptian-cement.com/products/products-prices/
Egypt and Türkiye	Argus—cement export prices,	https://www.argusmedia.com/en/news-and-insights/latest-market-news/2775803-cbam-uncertainty-stalls-turkish-
Sudan	Atalayar—cement prices in Port	https://www.atalayar.com/en/articulo/politics/sudan-rising-prices-have-hit-civilians-in-port-sudan-and-an-economic-
Ethiopia	Informal Ethiopian market-price report	https://www.facebook.com/miningsolutionspro/videos/908721685204557/
Ethiopia	Dangote Cement	https://www.scribd.com/document/986307220/Dangote-
Türkiye	Cementürk—domestic and	https://cementurk.com.tr/en/turkey-is-faced-with-the-risk-of-losing-cement-export-markets/
Iran	Zagruse—Portland cement export offer	https://www.zagruse.com/articles/en/cementexport/
Saudi Arabia	CemNet—Saudi cement sales and	https://www.cemnet.com/News/story/180348/cement-sales-strong-in-saudi-arabia.html
Saudi Arabia	BSF Capital—Saudi cement-sector	https://argaamplus.s3.amazonaws.com/32f1d881-7c43-4292-ab2b-ea0f9f520d41.pdf
United Arab	G Tech—Ras Al Khaimah ordinary	https://gtechtrading.com/product-category/building-materials/cement-concrete/cement/
United Arab	FEPY—National ordinary Portland	https://www.fepy.com/national-ordinary-portland-cement-opc-50kg
Oman	Al Badi Group—cement catalogue	https://www.albadigroup.com/en/shop.aspx?SubCatID=1397
Oman	Cement clearance-price observation	https://www.instagram.com/p/DSRnC1liAnf/
Kenya	Construction Kenya—cement prices	https://www.constructionkenya.com/3007/cement-price-kenya/
Pakistan	S&P Global Cement Weekly—	https://energy.spglobal.com/rs/325-KYL-599/images/Platts_Cement_Weekly_market_report_Inaugural_Issue.pdf
Eritrean	PwC—Eritrea tax	https://www.pwc.co.za/en/publications/vat-in-africa/eritrea-
Massawa–Asmara	Colombo and others—road study	https://www.mdpi.com/2412-3811/8/8/121
Massawa port	Massawa Port Authority	https://www.eritreaembassy-japan.org/data/General_Information_On_Massawa_Port_Authority.pdf

Eritrea–Ethiopia	Bertelsmann Transformation	https://bti-project.org/en/reports/country-report/ERI
Iran	Tehran Times—cement-production	https://www.tehrantimes.com/news/508527/Iran-s-cement-industry-achieves-90-million-ton-capacity
Egypt	CemNet—Egyptian cement production	https://www.cemnet.com/News/story/180742/egypt-s-cement-production-up-18-in-2025.html
Egypt	Reuters—gas prices for cement	https://www.reuters.com/business/energy/egypt-raises-natural-gas-prices-industries-amid-volatile-energy-prices-2026-05-03/
Türkiye	TürkÇimento—cement and clinker	https://www.turkcimento.org.tr/en/news_detail/cement-and-clinker-statistical-data
Egyptian pound	Trading Economics	https://tradingeconomics.com/egypt/currency
Ethiopian birr	Exchange Rates UK	https://www.exchangerates.org.uk/USD-ETB-spot-exchange-rates-history-2026.html
Turkish lira	Wise	https://wise.com/us/currency-converter/usd-to-try-rate/history
Kenyan shilling	Wise	https://wise.com/us/currency-converter/usd-to-kes-rate/history

The freight, Massawa handling, Massawa–Asmara trucking, insurance, storage, financing and profit figures were **commercial assumptions**, not figures taken from these links. They must be replaced by live written quotations before the assessment is used for an actual purchase.