

## **Chapter 4 Development plans of major Egyptian ports**

### **4.1 National policy on ports**

Transportation sector including ports is considered to be one of the main economic sectors that support the production base in Egypt.

In the Fourth Five-Year Plan (1997/98 - 2001/02) for Economic and Social Development, the most important policies on ports are summarized as follows:

- To supply "intermediate" sea ports between the existing ports to encourage new industrial and commercial developments and linking it with the roadway and railway networks.
- To double the capacity of sea ports to meet the increasing volume of Egyptian trade.
- To encourage the private sector and increase its role in the transport sector by different means starting with the BOT.

Port development of each port is conducted mainly by each port authority under the control of Maritime Transport Sector within Ministry of Transport based on master plans up to 2017 elaborated by each port authority.

BOT system in preparing, operating and management of the terminal with period of privilege of 30 years has been introduced at East Port Said Port and North Ain Sukhna Port. These two ports are expected to open and start container handling in 2001.

## 4.2 Greater Alexandria Port

### 4.2.1 Alexandria Port

The Master Plan and the Short-term Plan for the Greater Alexandria Port were proposed by JICA in 1999 as shown in Table 4.2.1.

Table 4.2.1 Facility Plan of Alexandria Port proposed by JICA

Items of Plans	1st Phase Project (short-term Plan)		Completion (Master Plan)	
Project Period	up to 2007		up to 2017	
Project Cargo Volume of Final Year (thousand tons)	35,722		44,327	
		million LE		million LE
1. Multi-purpose Terminal		443		494
1.1 Infrastructure				
(1) Deep water berth (14m below C.D.)	960m		1,440m	
(2) Open yard	13ha		17ha	
(3) Dedicated access road (700m long) with a fly-over	Development			
1.2 Superstructure				
(1) Warehouses	6,000sq.m		12,000sq.m	
(2) Gate house	Development			
(3) Truck scale	Development			
1.3 Multi-purpose QGC	2 units		2 units	
2. Redevelopment of the existing Grain Terminal at West Zone		118		118
2.1 New berth (14m below C.D.)	270m		270m	
2.2 Grain handling equipment				
(1) Rail-mounted unloader	2 units		2 units	
(2) Belt conveyers	Development			
3. New coal berth at the existing Coal/Coke Terminal	Development	23		23
4. Redevelopment of El-Mahmudia Quay	Development			
5. Deepening of the Inner Harbor Basins	Development			
6. New port road bridge connecting East and Central Zone	Development	10		10
7. Common port facilities	Development	4		4
(1) VTMS	Development			
(2) Waist oil receiving facility at El-Dekheila Port	Development			
Grand Total		598		649

Source) "Final Report on Master Plan and Rehabilitation scheme of the Greater Alexandria Port",  
November 1999, JICA

## 4.2.2 El-Dekheila Port

The major existing development proposals of El-Dekheila Port up to the year 2017 are shown in Table 4.2.2.

Table 4.2.2 Major Existing Development Proposals of El-Dekheila Port

Facilities	Description	Situation
1. General Cargo Berth No.94/3, 94/4	Depth: 12.0m, Length: 500m	Under construction
2. Ro-Ro Berth No.99, 95/1	Depth: 12.0m, Length: 130m+50m	Under construction
3. Timber Berth No.98-2	Depth: 12.0m, Length: 270m	Under construction
4. Marine Service Jetty (No.101)	For tugs, pilot launches and mooring launches with draft of 6.0m	Under construction
5. Extension of existing Mineral Berth No.90-1	Depth: 24.0m, Length: 300m, to accommodate 250,000 DWT-size vessel	Plan
6. Extension of existing Mineral Berth No.90-2	Depth: 20.0m, Length: 600m	Plan
7. Dry Bulk and Chemical Berth (Location unknown)	Depth: 12.0m, Length: 940m for Bulk, Length: 200m for Chemical, Capacity for both berth: 3.6 million tons	Plan
8. Dangerous Cargo Berth (Location unknown)	Depth: 11.0m, Length: 1,400m, Capacity: 1.0 million tons	Plan
9. Road and yard pavement	Roads: 1.0 million sq.m Yard extension: 48,000 sq.m	Plan
10. Breakwater	Additional breakwater, renewing the existing one	Under study

Source) "Egyptian Ports Information", March 2000, MOMT & EMDB,

"Final Report on Master Plan and Rehabilitation scheme of the Greater Alexandria Port",  
November 1999, JICA

### 4.3 Damietta Port

The development plans of Damietta Port up to the year 2017 are shown in Table 5.3.1. New multi-purpose berths of which total length and depth are 600m and 15m will open in 2002.

Table 4.3.1 Suggested Five Year Plan up to 2017 of Damietta Port

(Unit: 1,000 LE)

Item Project & Investment Operation	01/02 from 4th Plan (97-2002)	5th Plan 02/03-06/07	6th Plan 07/08-11/12	7th Plan 12/13-16/17	Total
Replacement & renew 1238 project renew infrastructure & services					
Buying lands outside the fence of the port 505 feddans (=212ha) for new oil project	20,000	50,000	-	-	70,000
Support infrastructure network	1,500	7,500	8,000	5,000	22,000
Electric generation station	-	-	14,000	4,000	18,000
Building for administrative	-	-	-	3,000	3,000
Deepening navigation channel and connecting channel	5,000	25,000	25,000	30,000	85,000
Supporting breakwater	-	2,500	2,500	5,000	10,000
Setting up by-pass on navigation channel	-	-	-	10,000	10,000
Setting up gates east side	-	-	-	2,000	2,000
Setting up pollution purifying station	-	-	-	5,000	5,000
Importation lorries	450	2,000	2,000	2,750	7,200
Importation bus & mini-bus	150	850	900	2,000	3,900
Importation technical & fire equipment	100	500	500	3,000	4,100
Importation machines & tools	160	1,000	1,000	2,000	4,160
Furniture	50	300	300	500	1,150
Cost of postponed revenue	-	100	120	-	220
Total of the 1238 project	27,410	89,750	54,320	74,250	245,730
1239 project renew marine & other equipment					
Tugs & launches	-	16,000	17,000	30,000	63,000
Assistant services unit	-	-	-	20,000	20,000
Fire equipment	500	-	1,500	-	2,000
Buses & mini-buses	400	850	900	1,000	3,150
Machines & equipment	100	550	600	750	2,000
Tools & equipment	100	550	600	750	2,000
Furniture for office	100	500	500	750	1,850
Total of the 1239 project	1,200	18,450	21,100	53,250	94,000
Widening & renew 3240 project construction new berth, etc.					
Storages and areas	-	10,000	12,000	14,000	36,000
New berths	42,000	200,000	160,000	300,000	702,000
Construction of new berth length 400m depth 15m for exporting gas	studies 2,000	-	-	-	2,000
Deepening of container berth and grain berth length 1,650m	-	80,000	-	-	80,000
Turning basin 14.5-15.0m	1,000	-	-	-	1,000
Turning basin 14.5-15.0m	-	20,000	-	-	20,000
Total of the 3240 project	45,000	310,000	172,000	314,000	841,000
Grand total	73,610	418,200	247,420	441,500	1,180,730

Source) Damietta Port Authority

## 4.4 Port Said Port

### 4.4.1 Port Said Port

The development plan of Port Said Port is shown in Table 4.4.1.

Table 4.4.1 Suggested Five Year Plan up to 2017 of Port Said Port

(Unit: 1,000 LE)

Item	up to 2007	up to 2012
Development of Arish Port	334	
Development of Tourist Port	20,700	
Deepening basins: Sherif Basin	29,840	
Arsinal Basin	10,250	
Garbage Burner	575	
Administrative and Workshop Bild.	5,103	
Trucks and Winches	2,007	
Different Machines & Tools	7,157	1,655
Furniture	1,754	345
Renewing and Replacing:	5,313	247
Total	83,033	2,247

Source) Port Said Port Authority

### 4.4.2 East Port Said Port

#### (1) Aim of the project

Aim of the East Port Said Port Project is as follows:

- Serves the Industrial Free Zone under the general policy of the country for the development of Sinai.
- Turning Port Said area into an international center for trade, transit, storage and distribution.
- Integration with the hub ports in the Arabic Area: Jebel Ali - Salalah - Aden - Jeddah
- Strengthening the role of the Suez Canal for the purpose of attracting the international maritime lines so as to transfer container market into a multi-modal transport through the adjacent countries and ports on the Mediterranean Sea.
- Attracting a larger share of the transit containers from the competing ports in the area such as: Jiatauro - Limasol - Malta.

#### (2) Outline of the project

First phase of the project is shown in Table 5.5.1. In the second phase, total length and width of container quay and total area will be 2,400m, 500m and 1.2 million sq.m. respectively. In following phases, total length of container quay wall will be 7,000m, and

total length of other quay wall at the northern and southern basins will be 4,800m. Total project investment will amount to 480 million USD.

Table 4.5.1 First Phase of East Port Said Port Project

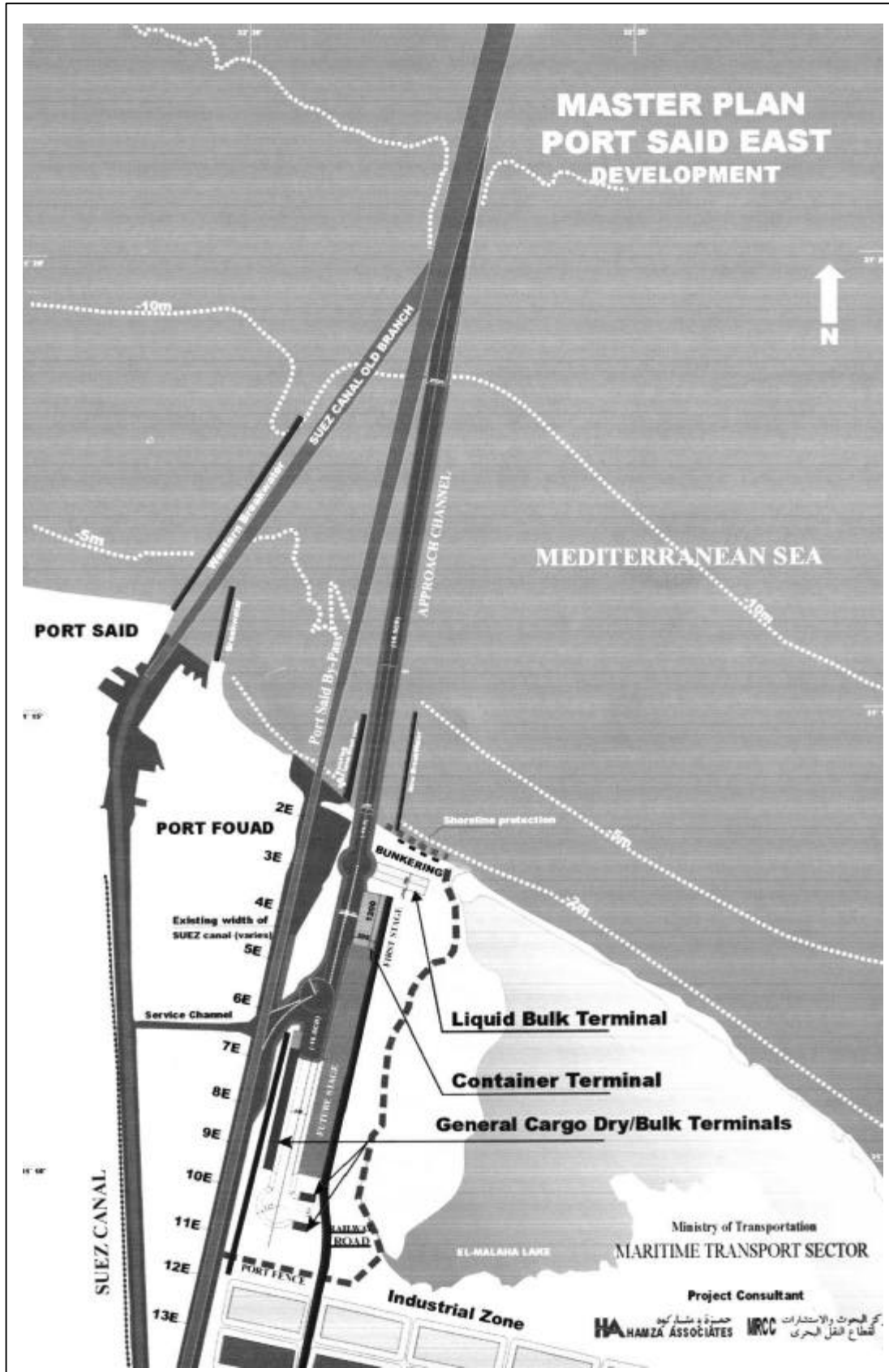
Item	Content
1. Access channel from the sea	Length 13km, depth 18.5m, width 250m at the bottom, slope 15:1 Contractor: Port Said Dredging Contractors, a consortium of Jan De Nul (Belgium), Ballast Nedam (Netherlands), Boskalis (Netherlands) and Hyundai (Korea) Target of dredging works: 97.2 million cub.m (Contractor:85.2, SCA:12) Executed up to 25/3/2000: 56.4 million cub.m. (Average monthly rate: 5 million cub.m)
2. Eastern breakwater	Length of 2,300m, Contractor: Port Said Dredging Contractors
3. Inland access channel	Length 3.8km, depth 16.5m, width 250m at the bottom, slope of 4:1.
4. Channel connecting with the Suez Canal By-pass	
5. Container terminal quay wall	Length 1,200m, depth 16.5m for receiving container ships of length 350m, width 50m and depth 15m, also general cargo ships of length 270m and depth 15m. Of the fifth generation carrying up to 6,000 TEUs and of generations currently under production carrying up to 9,000 TEUs. Contractor: Rodio Company (Italy) with Arabian International Company (Egypt) Executing period: Aug. 1999 - Dec.2000
6. Container terminal yard	Length 1,200m, width 500m, total area 0.6 million sq.m.

Source) Port Said Port Authority

### (3) Preparing, Operating and Managing of the Container Terminal

Preparing, Operating and Managing of the Container Terminal will be done under a BOT scheme with period of privilege of 30 years. Opening of the terminal is expected in September 2001 with handling rate of 0.6 million TEUs with 5 QGCs. The handling rate will increase to 1.7 million TEUs in 2007. Composition of capital of the BOT company is as follows:

- 60% Suez Canal Container Co. (a national company)
  - 30% European Container Company ECT (Dutch), 30% Maersk (Danish)
- 40% Suez Canal Container Handling Co. (a national company)
  - 5% Suez Canal Authority, 5% The National Bank, 30% Private Investors



Source) PSPA

Figure 4.4.1 Master Plan of East Port Said Port

## 4.5 North Ain Sukhna Port

In March 1998, Egyptian government initiated the development project of the area located north west of the Gulf of Suez near Ain Sukhna. The development of the area comprises the following:

- Economic & Industrial Zone

The construction of two industrial and economic free zones to establish heavy and petrochemical industries and other economical activities. The objective of the free zones is to cover the local needs, increase exports, and also to create new employment opportunities.

- International Modern Port

The construction of a multipurpose international port to serve the import and export of general cargo and container handling. An area of 22.3 km<sup>2</sup> is allocated for the port. The site of the port is located 40 km south of the Port of Suez. The port is affiliated with the Red Sea Ports Authority.

- Utilities & Facilities

The construction of different utilities for the project, such as roads, railways, power network, potable water, etc.

The Port Master Plan comprises the construction of four inland berthing basins; two of which are to the north and each are 750m in length and 350m in width, while the other two are to the south and each are 1000m in length and 350m in width. An approach channel of 3,650m length, 250m width and 18m depth, two breakwaters and a turning circle of 650m diameter. The port will be constructed in phases according to the future economic growth.

Phases I is currently in progress and comprises the construction of the followings:

- 2000m quay wall
- Approach channel
- Two breakwaters
- Turning circle
- Fences, gates and utilities
- Port facilities and phase I services

The Egyptian Government will finance the construction of the following:

- Approach channel and navigation aids
- Breakwaters
- Quay walls
- Main utilities including potable water, waste water networks and a power station
- Main communication and transportation such as rails and roads networks
- Fences and gates
- Governmental buildings (Port Authority, Customs, other services)

On the other hand, the Government plans to operate the port on a BOT basis. Accordingly,



the government invited international companies specialized in port operation for BOT tender, optimum tender. The concession agreement with the winning bidder was signed in May 1999. The operator will be responsible for the following:

- Equipment and cranes
- Buildings construction
- Storage areas and facilities
- Port operation
- Utilities within the boundary of the berths

The other three basins will be constructed on a BOT basis in the future phases according to economic growth.

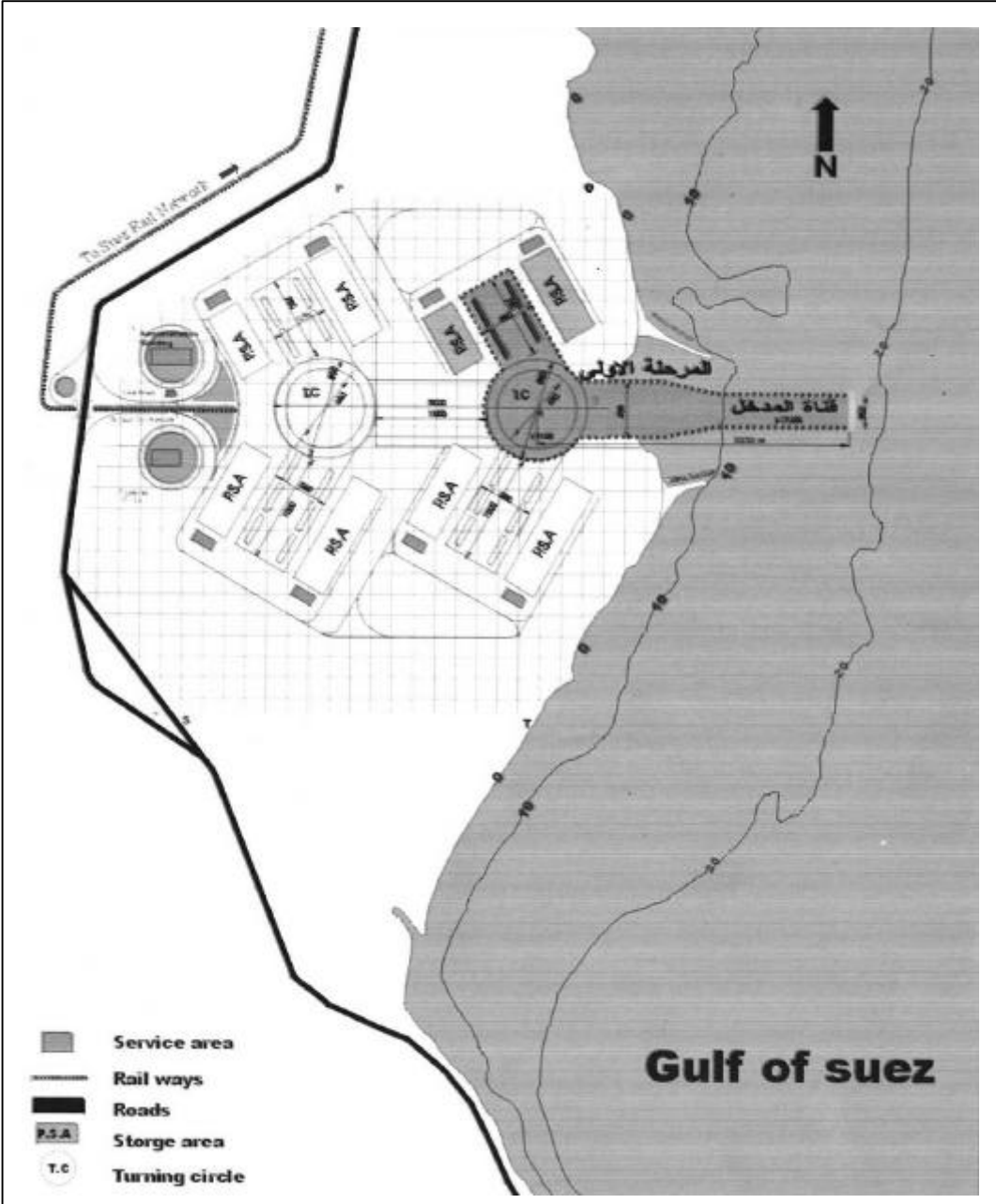


Figure 4.5.1 Master Plan of North Ain Sukhna Port