Appendix 13-4 Capital Dredging Volume along Beheiry/Nobaria Canal

Capital dredging of for inland waterway improvement (Component A-1) in the scheme of master plan is roughly estimated based on cross sectional profiles obtained at 1 km interval along Beheiry/Nobaria canal by the Study Team. The likely volume of capital dredging for a case of navigable waterway having 2 m water depth and 35 m width to allow permissible draft of 1.6 m at minimum water level is estimated 355 thousands m3 as presented herein below.

Table A13.4.1 Capital Dredging Volume along Beheiry/Nobaria Canal

			Cupital D	100 <u>5,115</u> 1.
Sector	Section	Area	Length	Volume
	No	(m2)	(m)	(m3)
Sector 1	1-41	0	-	0
Sector 2	42-80	0	-	0
Sector 3	81-108	0	-	0
Sector 4	109			
	136	0	-	o
	137	9.325	1000	4,663
	138	1.244	1000	5,285
	V4			9,947
Sector 5	139	0.546	-	_
	140	15.898	1000	8,222
	141	10.854	1000	13,376
	142	0.273	1000	5,564
	143	3.224	1000	1,749
	144	1.267	1000	2,246
	145	3.018	1000	2,143
	146	11.91	1000	7,464
	147	1.942	1000	6,926
	148	0.593	1000	1,268
	149	5.171	1000	2,882
	150	2.592	1000	3,882
	151	2.942	1000	2,767
	152	7.412	1000	5,177
	153	1.367	1000	4,390
	154	8.105	1000	4,736
	155	5.682	1000	6,894
	156	2.788	1000	4,235
	157	0.43	1000	1,609
	158	1.427	1000	929
•				

Sector	Section	Area	Length	Volume
	No	(m2)	(m)	(m3)
Sector 6	179	10.349	_	-
	180	13.801	1000	12,075
	181	29.083	1000	21,442
	182	2.172	1000	15,628
	183	1.175	1000	1,674
	184	4.946	1000	3,061
	185	0.831	1000	2,889
	186	2.319	1000	1,575
	187	6.397	1000	4,358
	188	7.918	1000	7,158
	189	6.068	1000	6,993
	190	4.044	1000	5,056
	191	-		-
	192	0	2000	4,044
	193	0	1000	0
	194	1.278	1000	639
	195	_	_	_
	196	0	2000	1,278
	197	3.332	1000	1,666
	198	0.709	1000	2,021
	199	2.786	1000	1,748
1	200	0	1000	1,393
	V6			94,695
			Total	355,410

159	0.629	1000	1,028
160	2.89	1000	1,760
161	4.344	1000	3,617
162	2.548	1000	3,446
163	12.771	1000	7,660
164	3.41	1000	8,091
165	6.881	1000	5,146
166	5.265	1000	6,073
167	4.552	1000	4,909
168	8.694	1000	6,623
169	5.774	1000	7,234
170	9.867	1000	7,821
171	4.964	1000	7,416
172	13.143	1000	9,054
173	14.173	1000	13,658
174	13.085	1000	13,629
175	11.233	1000	12,159
176	14.216	1000	12,725
177	14.311	1000	14,264
178	21.7	1000	18,006
V5			250,768

Remarks:

(1) Beheiry Canal: Section 1-80 km

Sector 1: Sections 1-41 (km)

Sector 2: Sections 42 -80 (km)

(2) Nobaria Canal: Section 81-200 km

Sector 3: Sections 81-108 (km)

Sector 4: Sections 109 -138 (km)

Sector 5: Sections 139-178 (km)

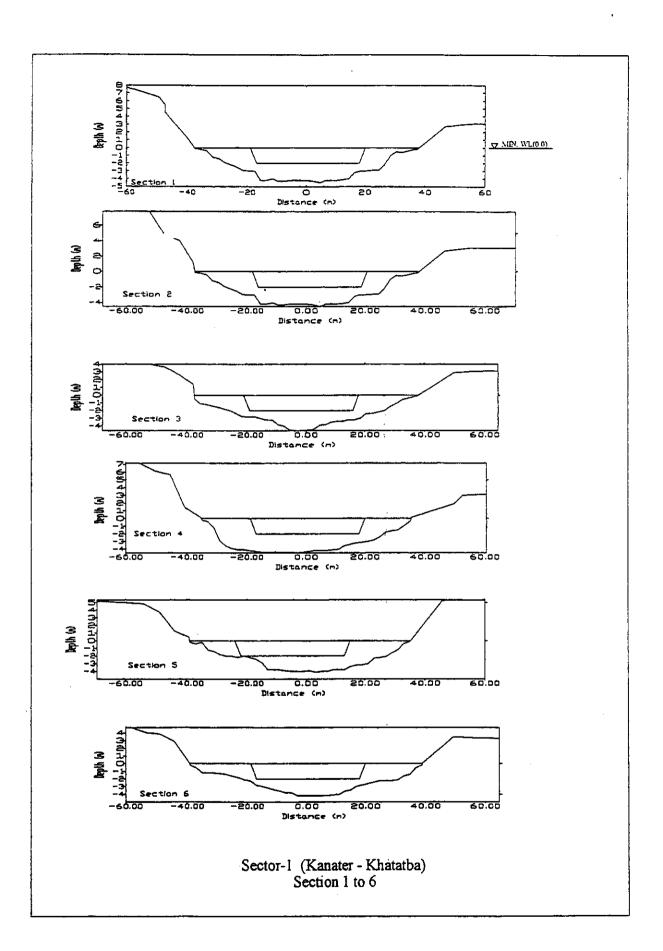
Sector 6: Sections 179 -200 (km)

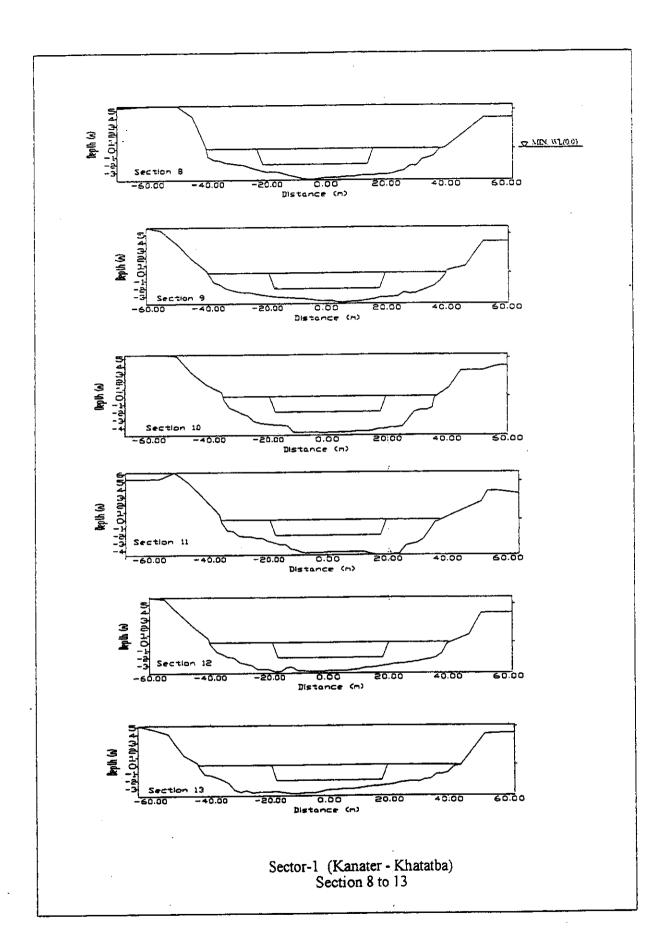
(3) Requirements for Navigable Waterway

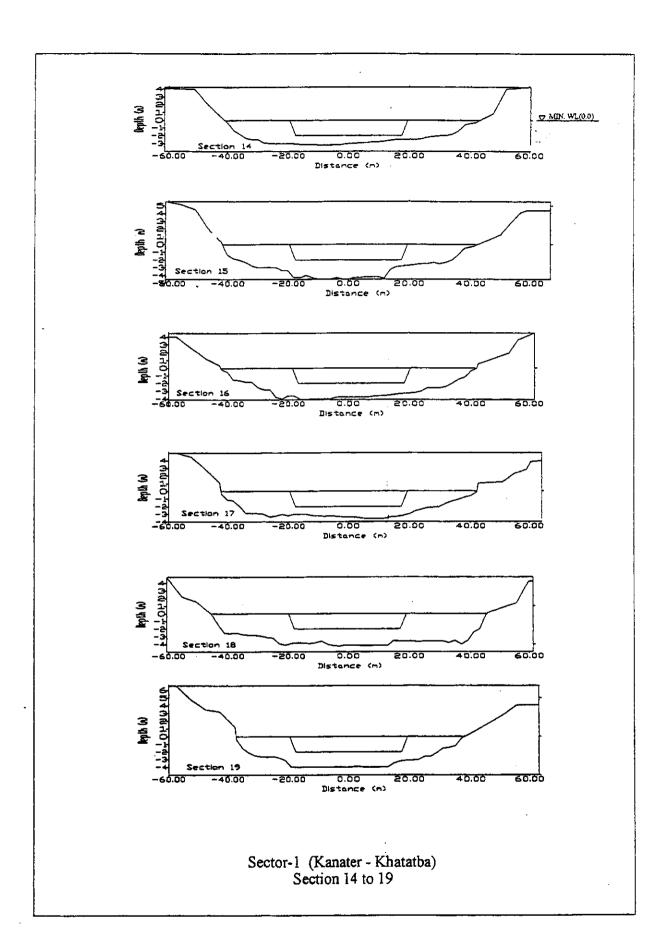
Width of Fairway = 35 m

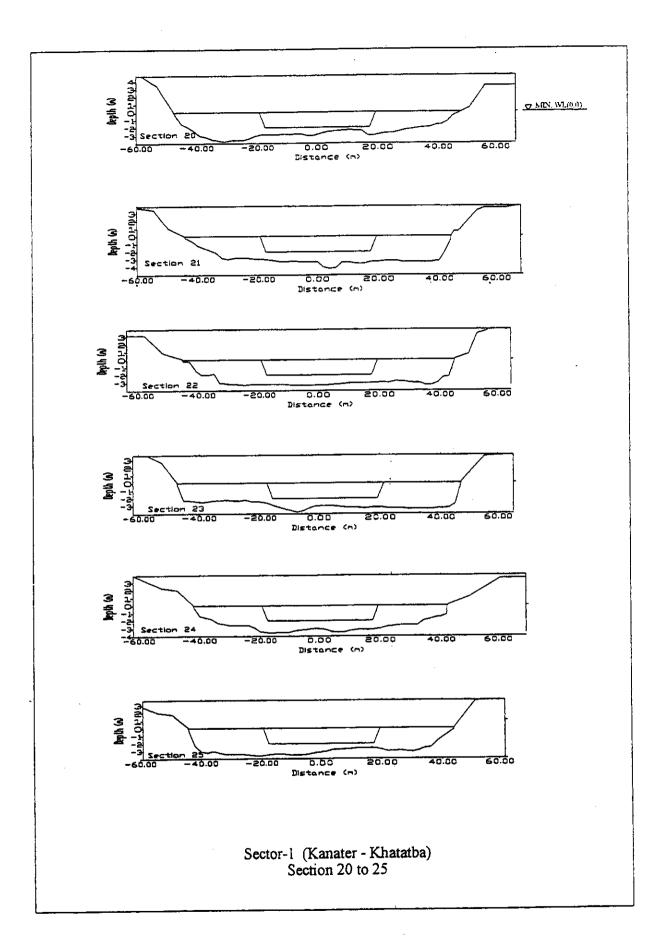
Depth of Water = 2.0 m

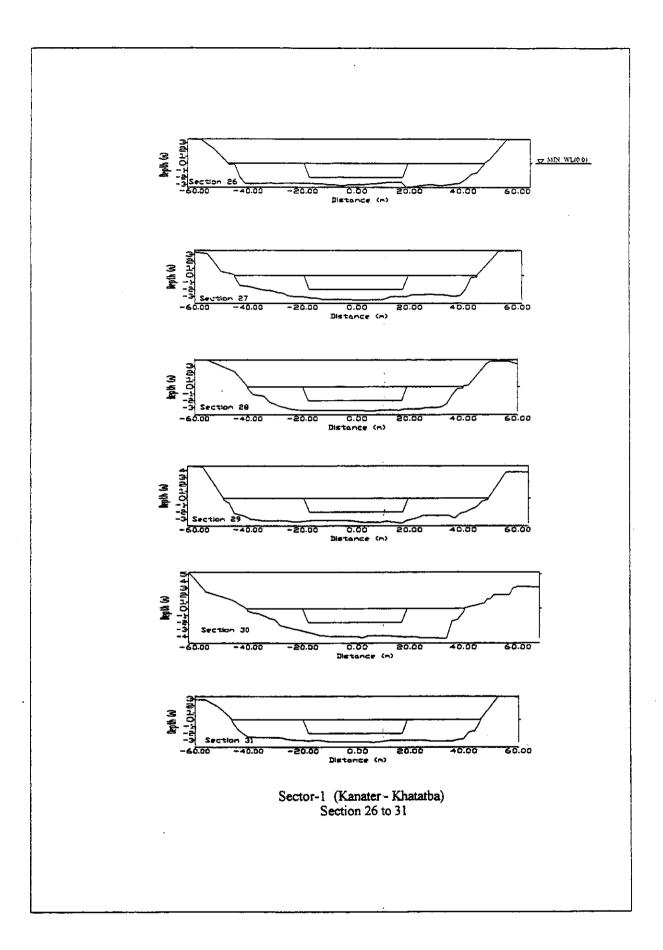
(2) Nobaria Canal: Section 81-200 km

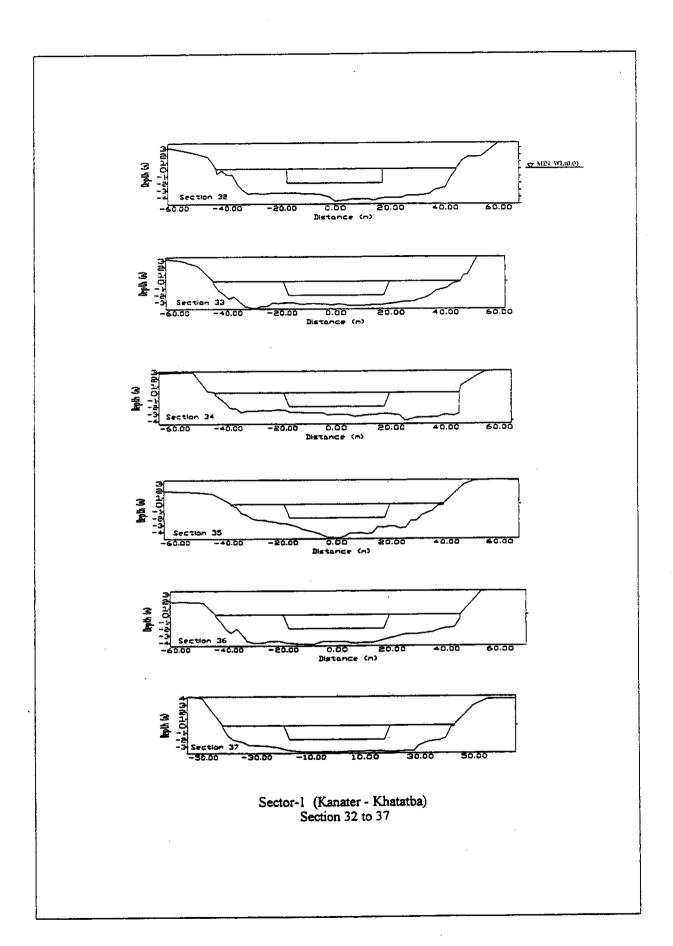


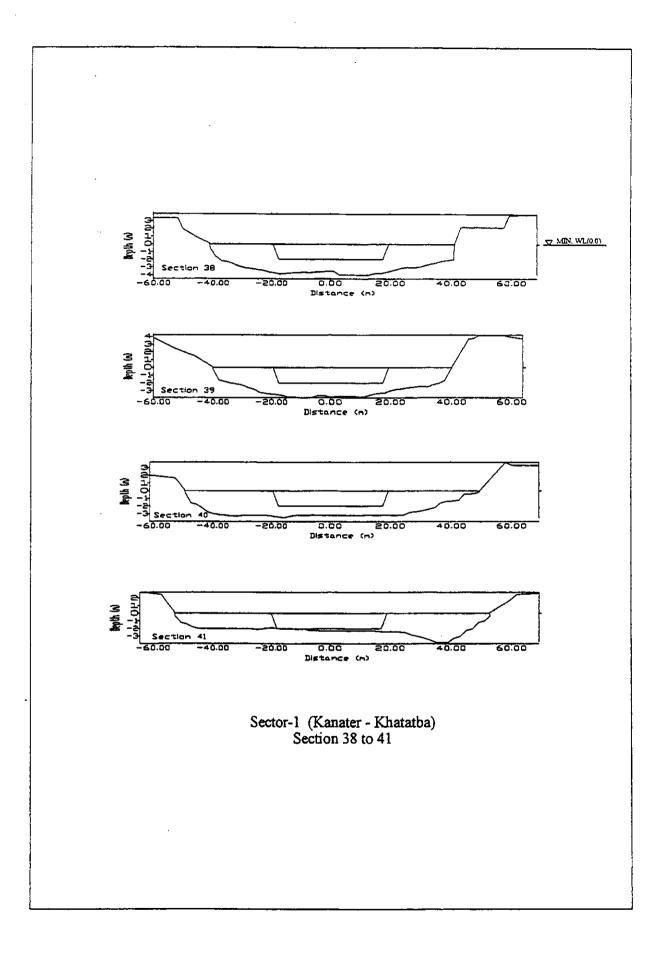


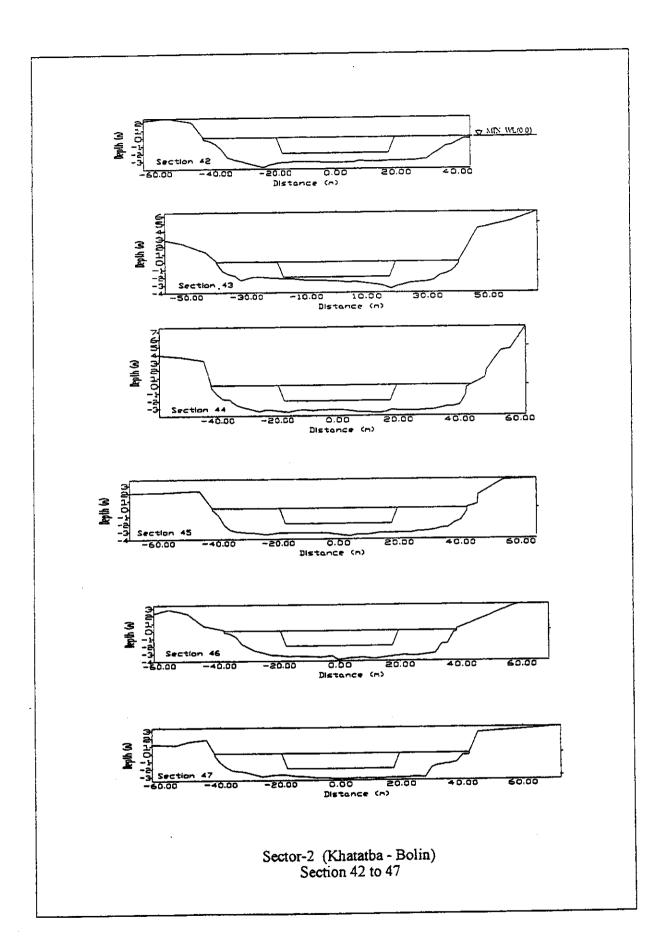


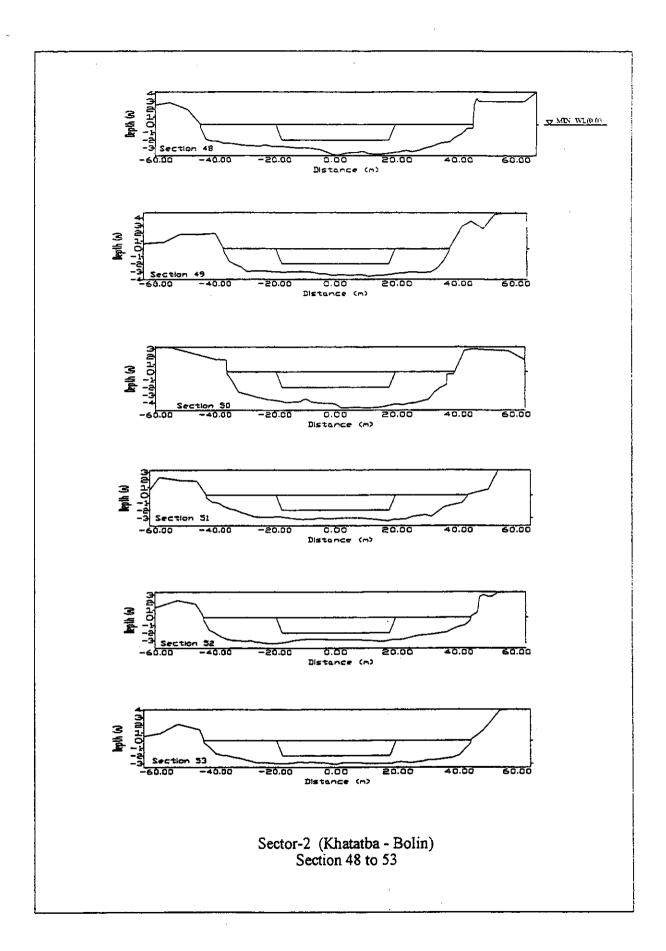


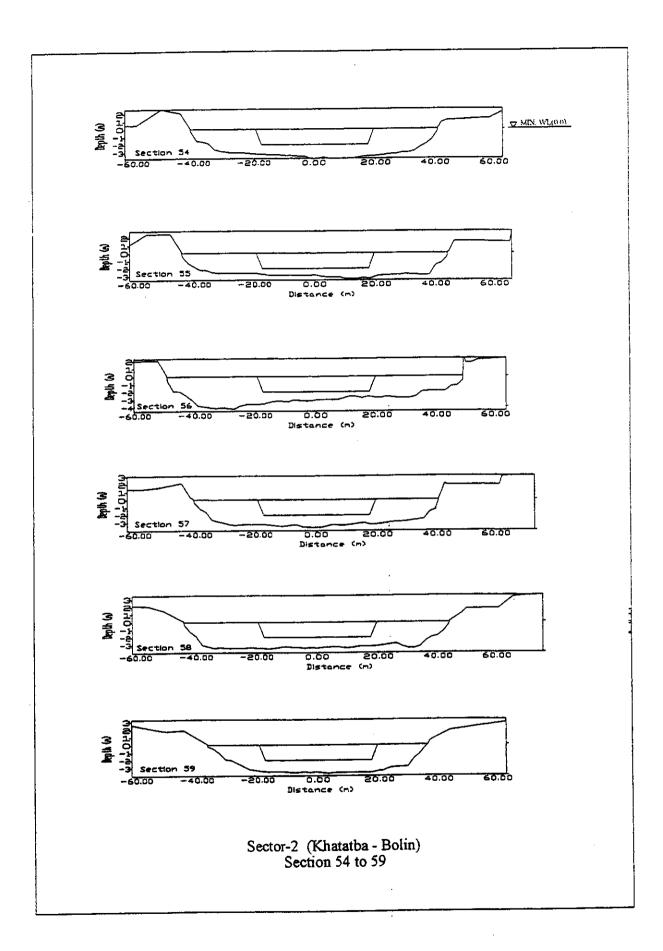


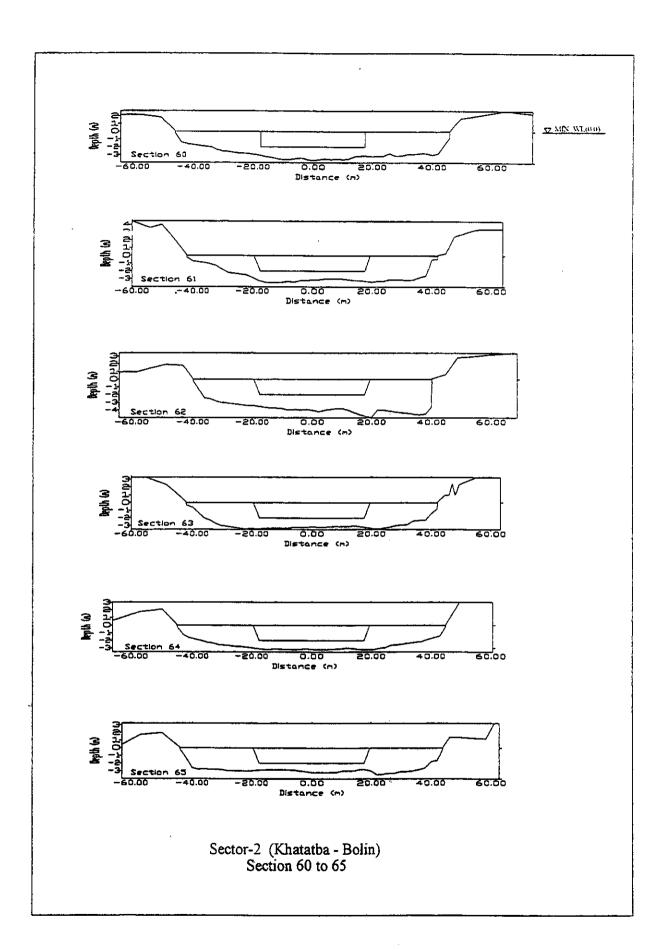


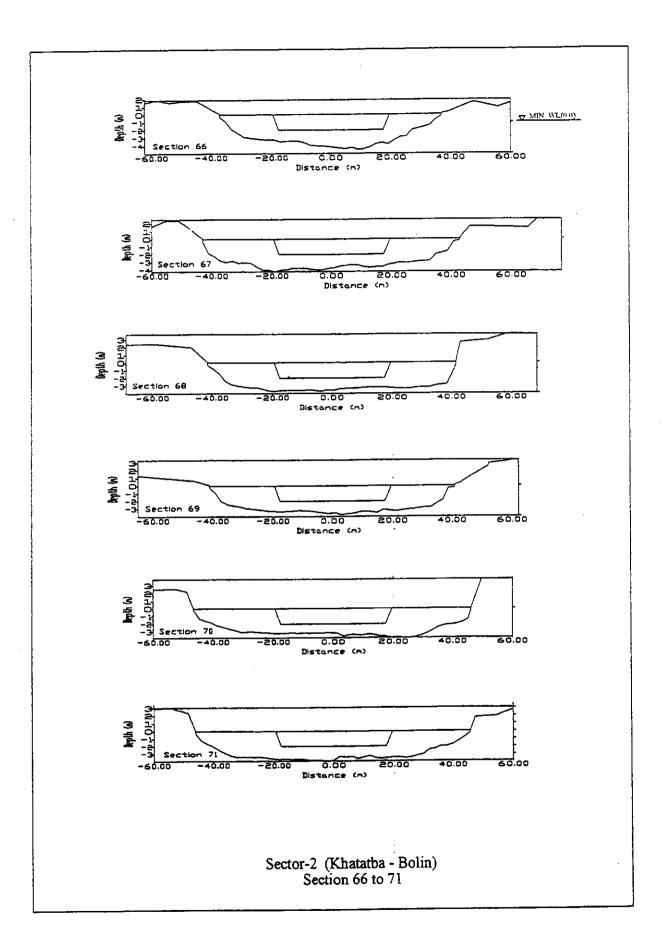


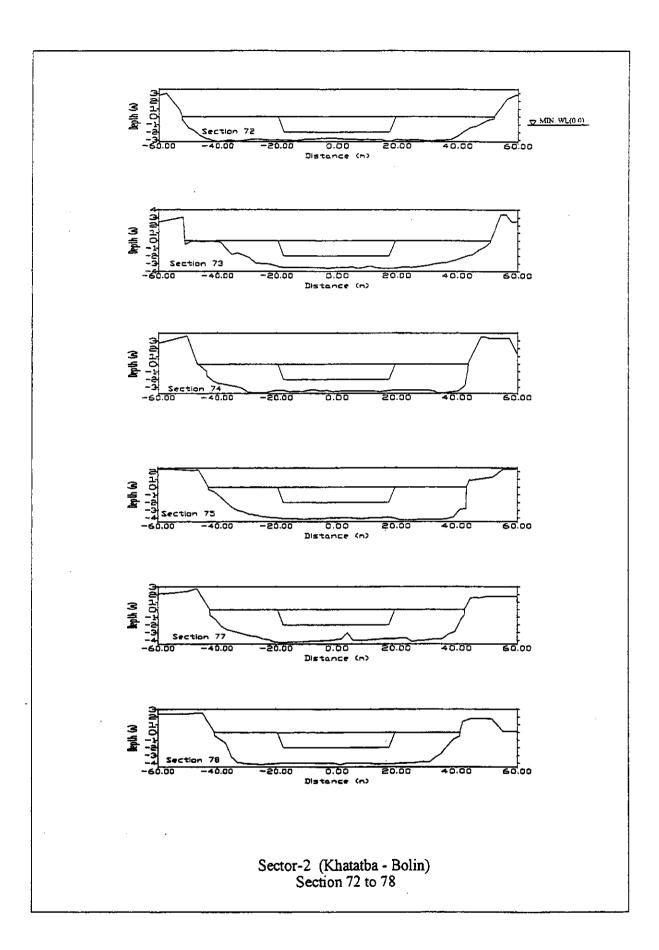


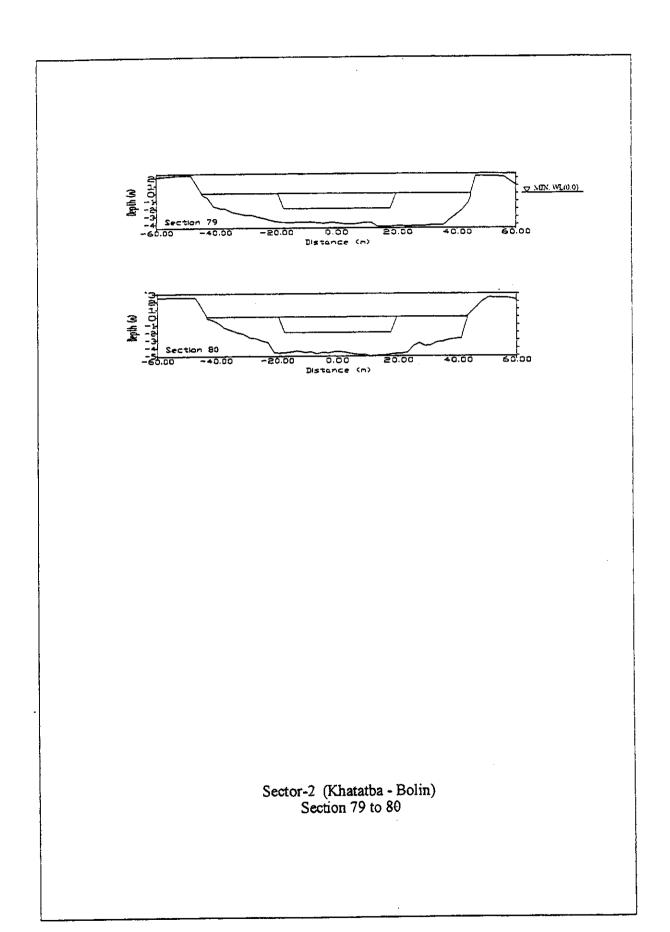


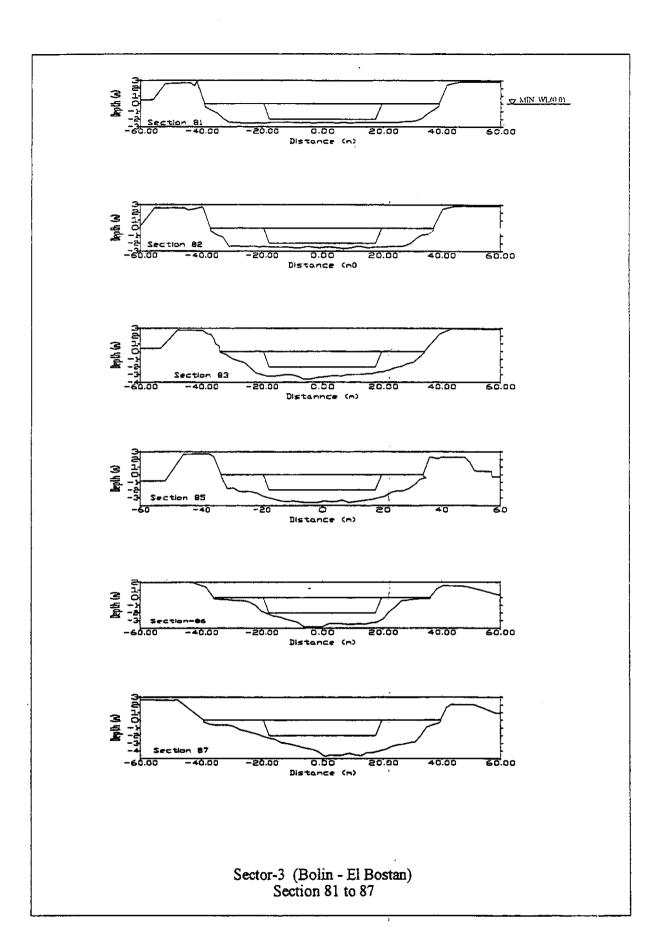


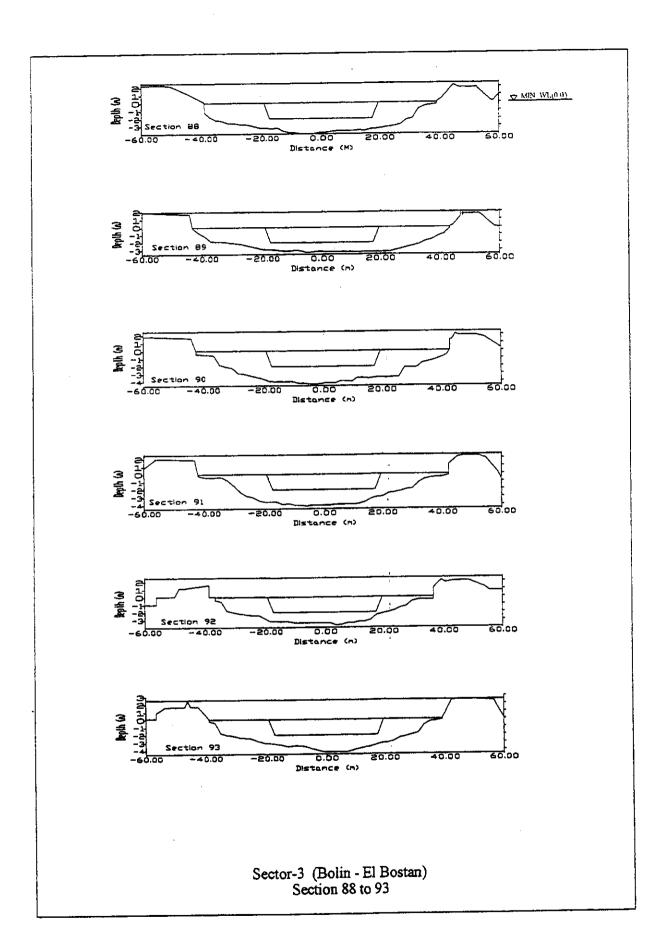


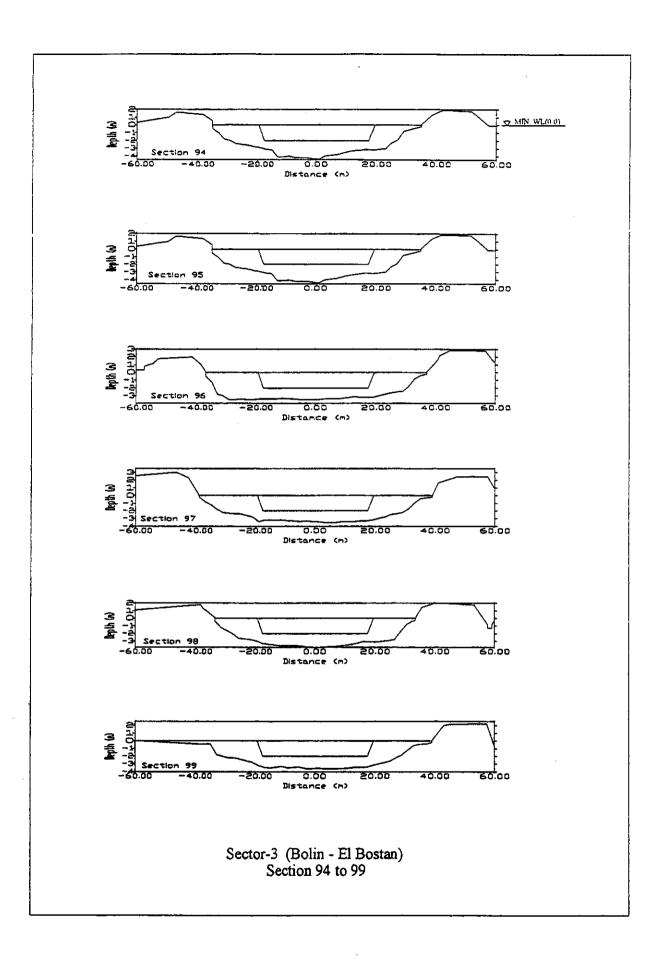


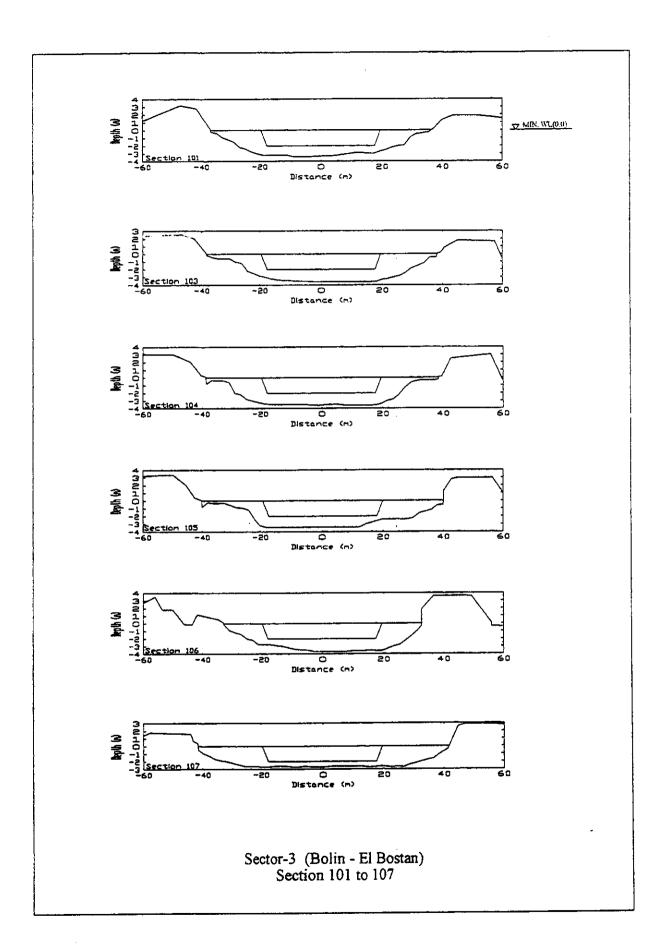


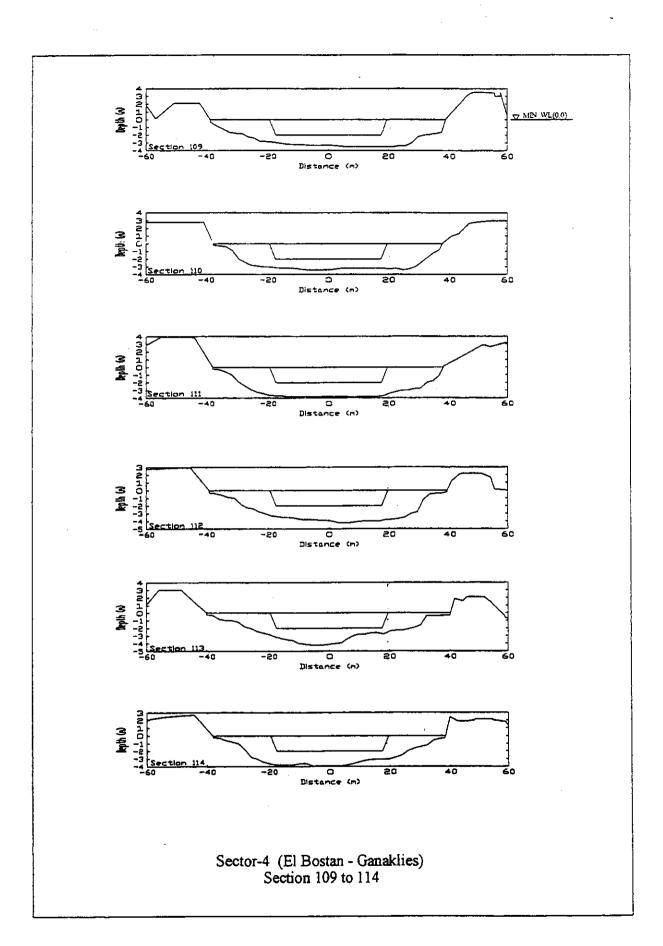


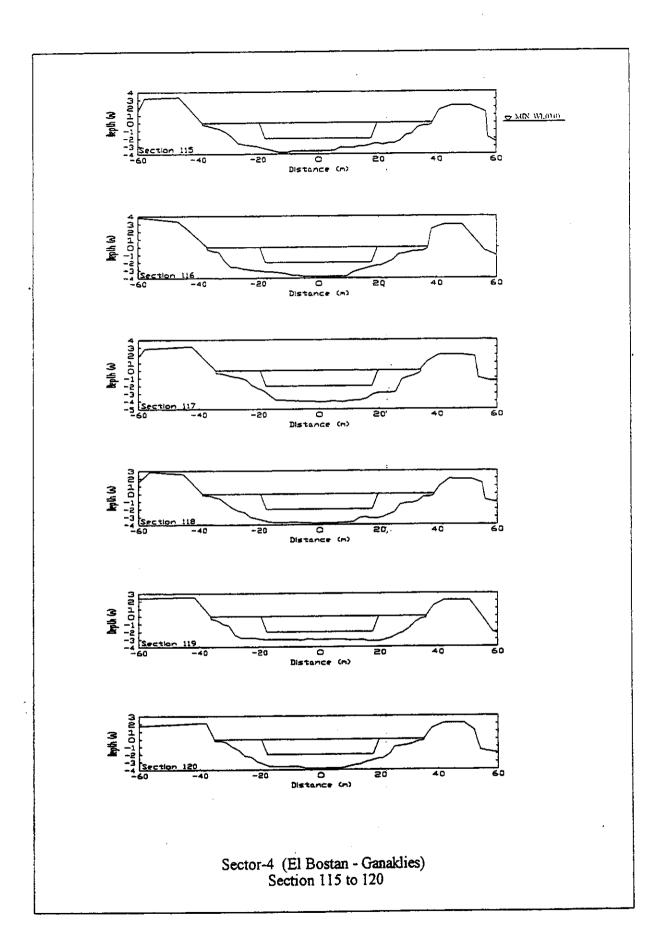


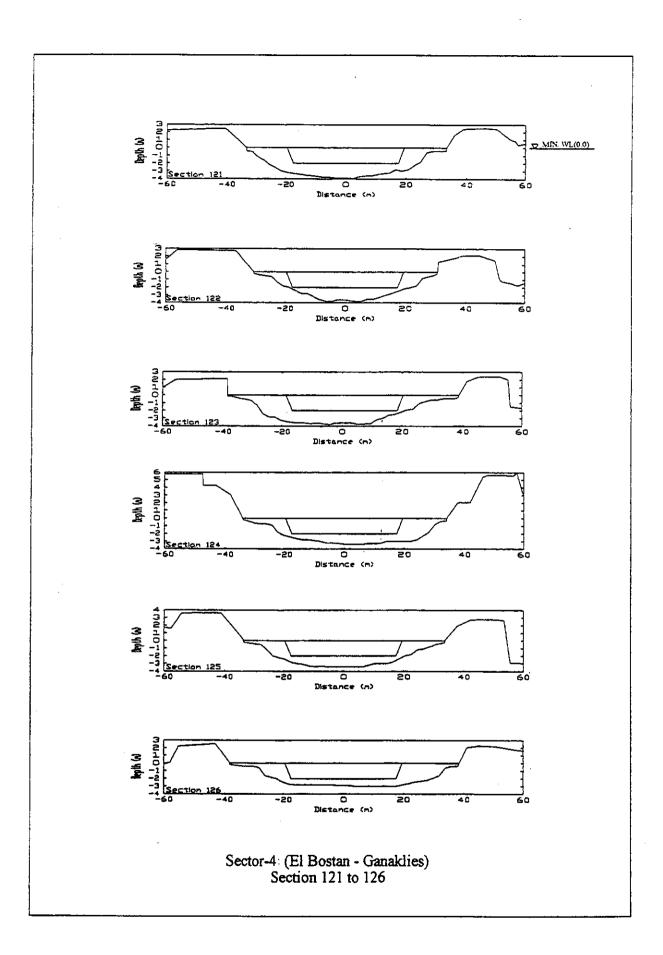


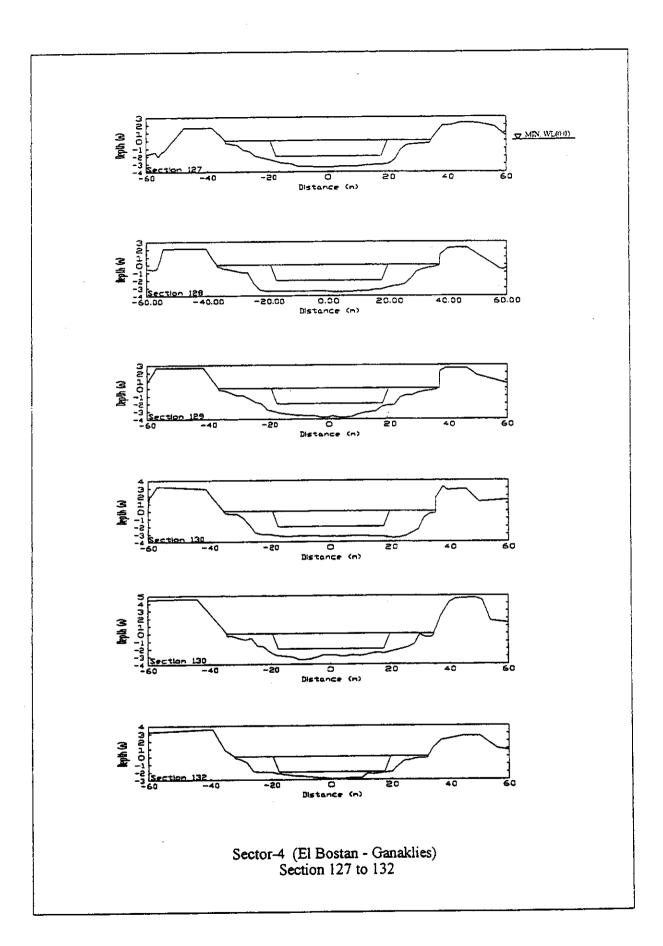


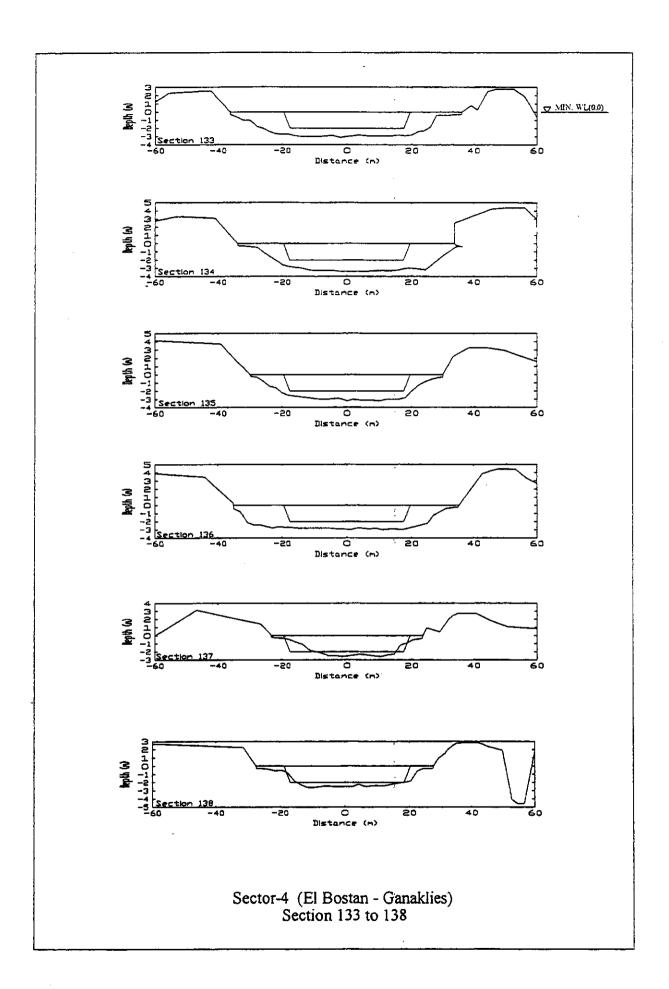


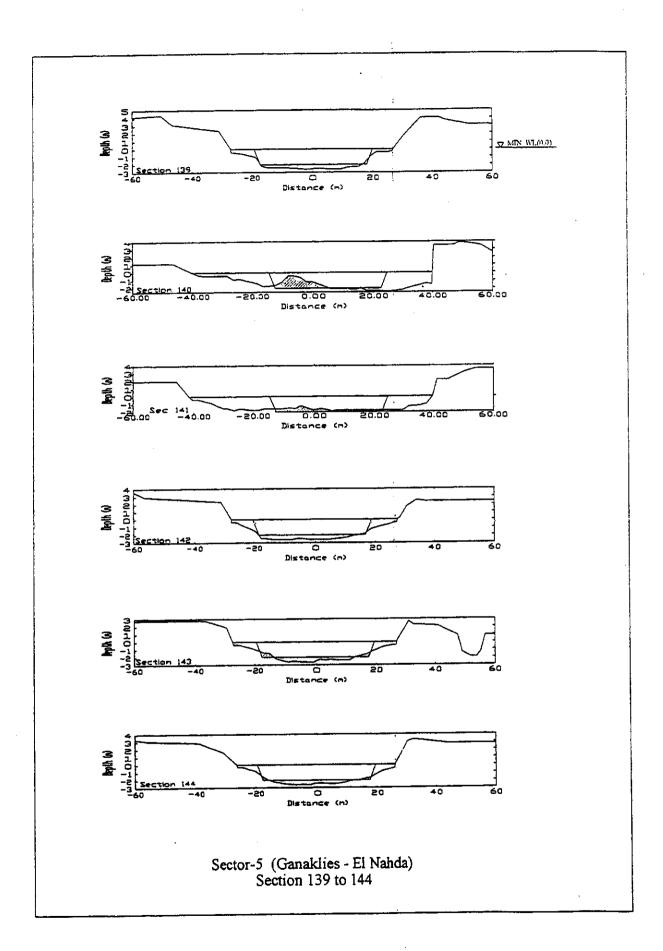


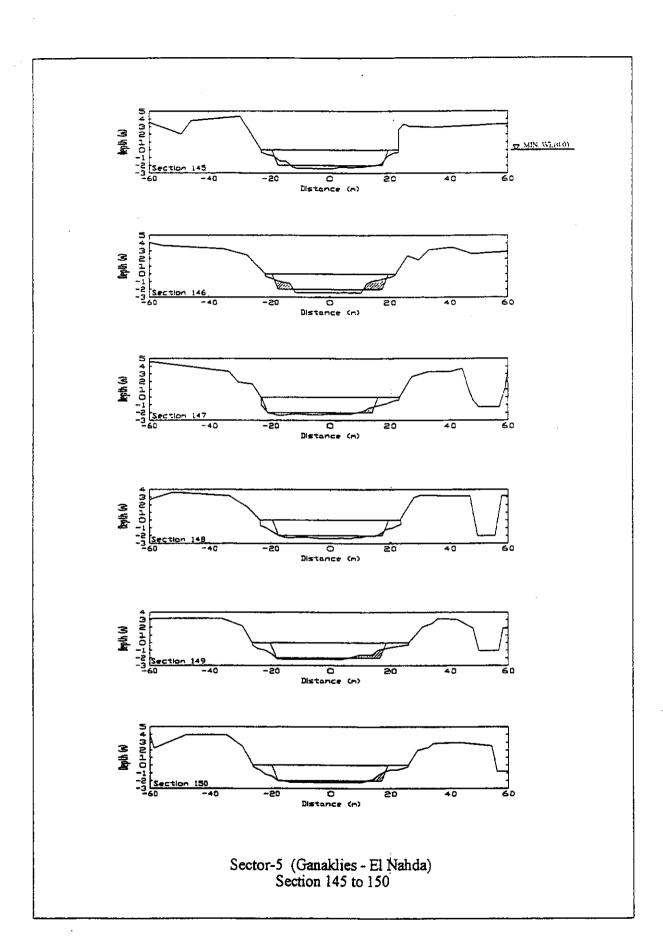


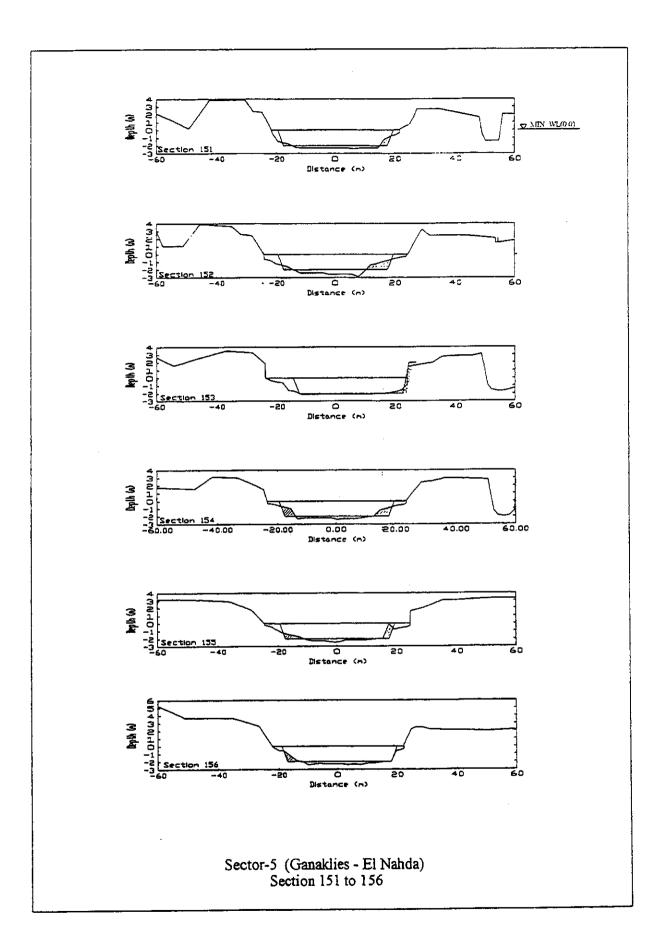


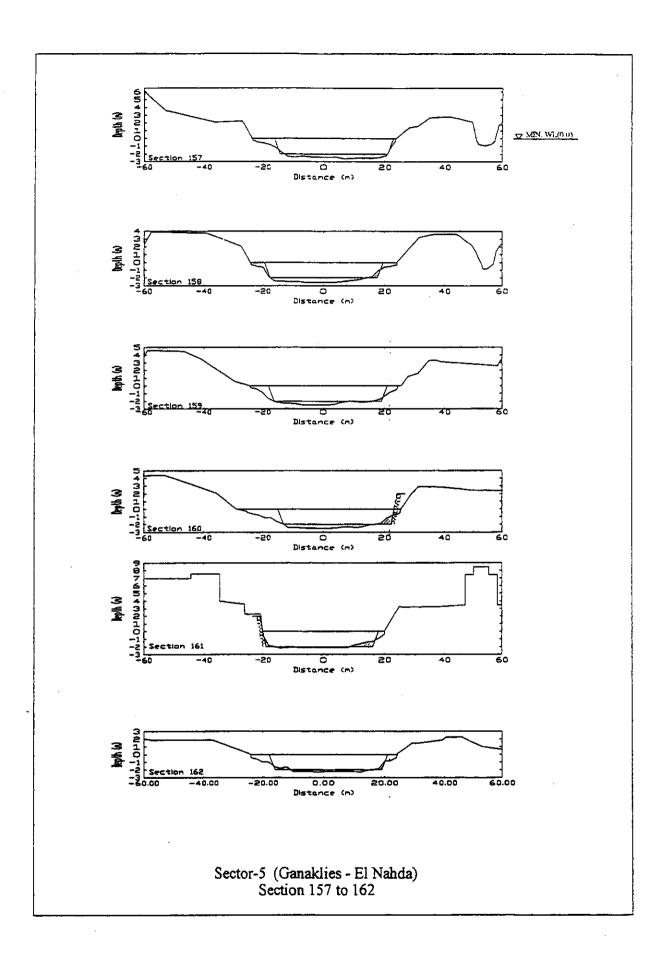


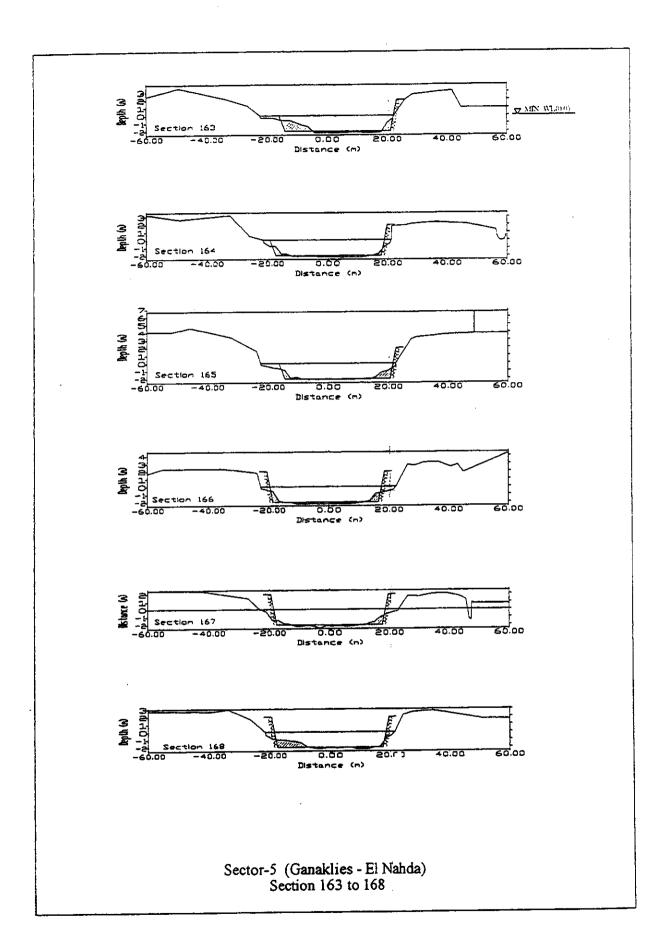


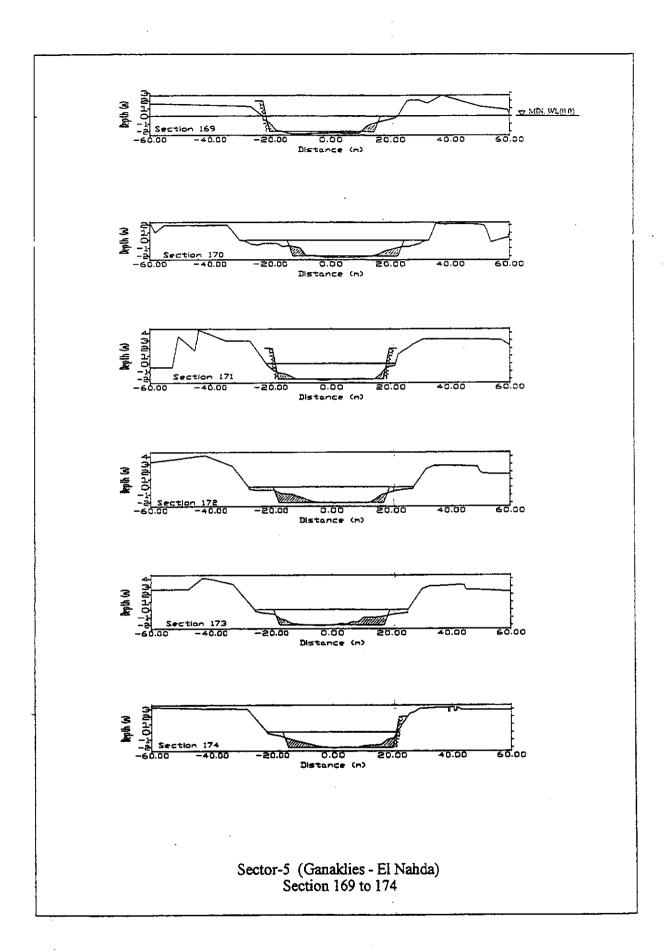


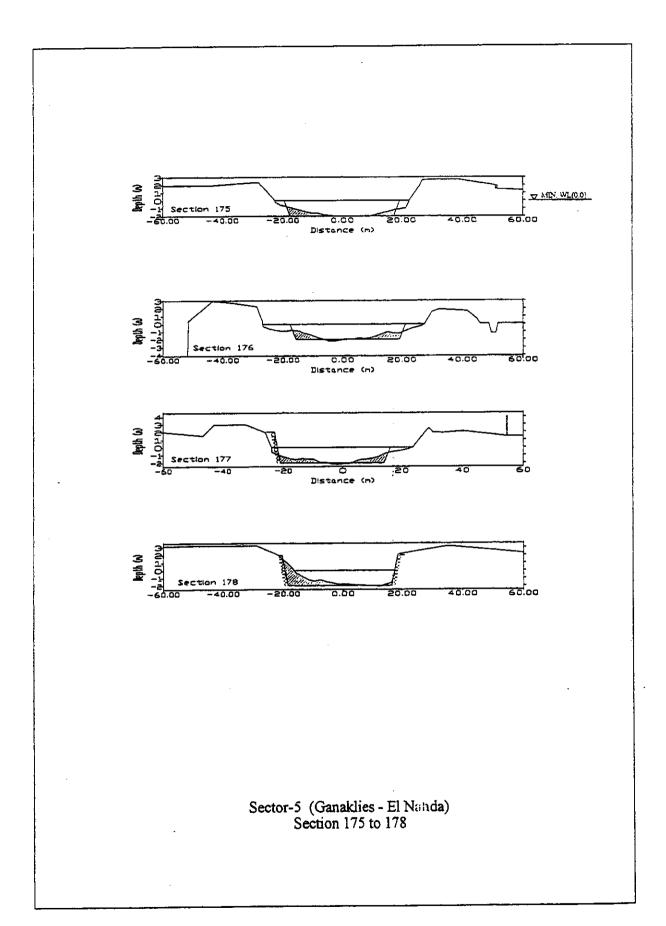


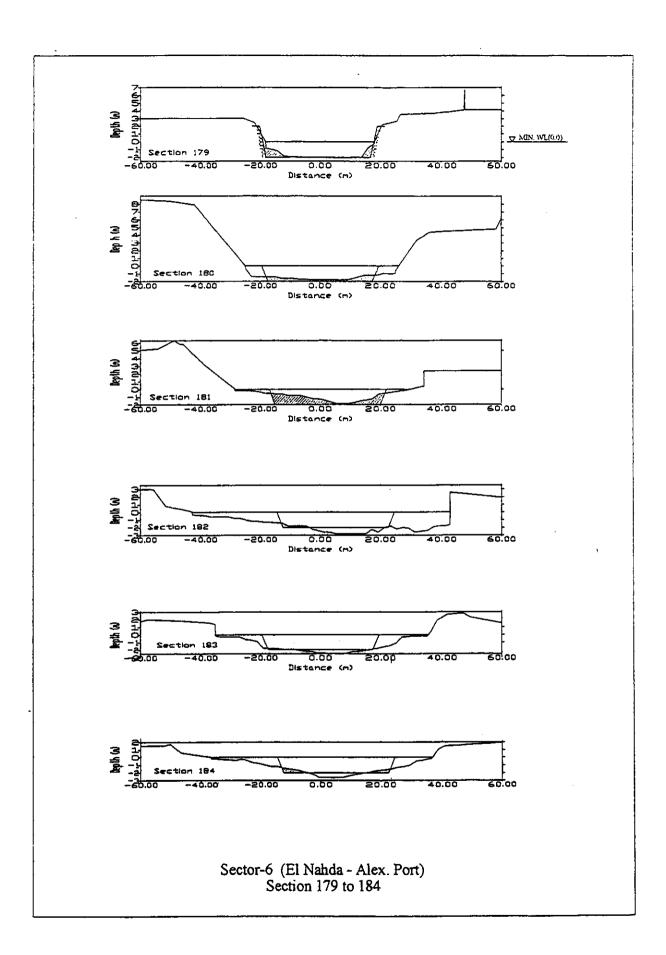


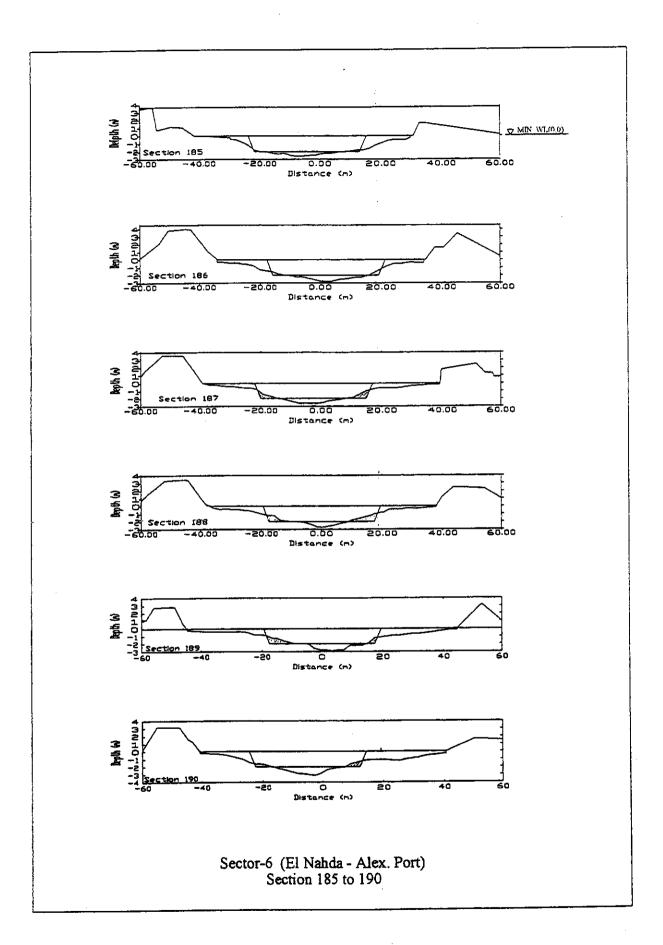


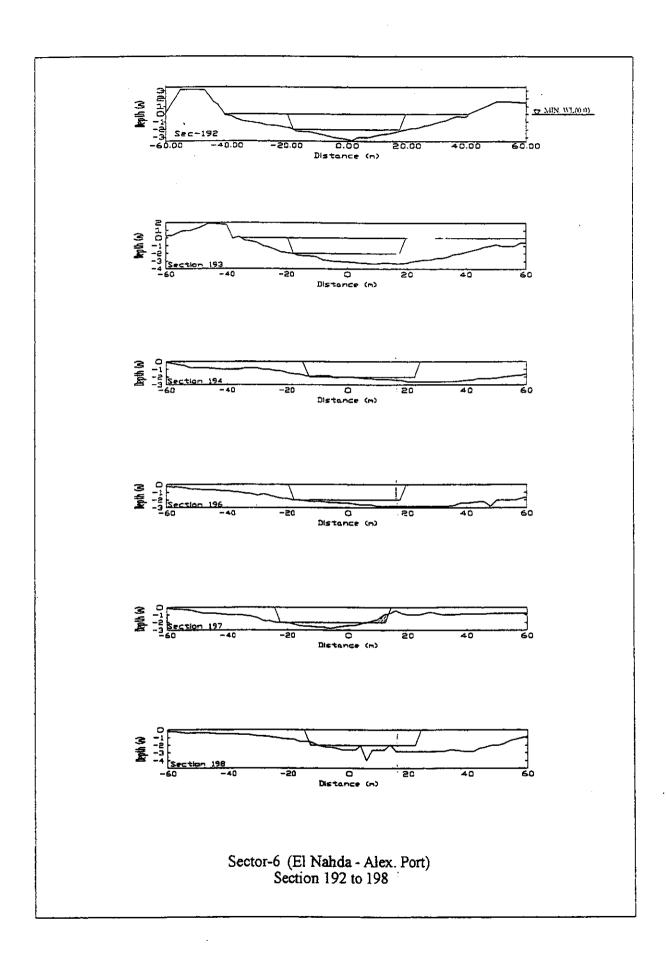


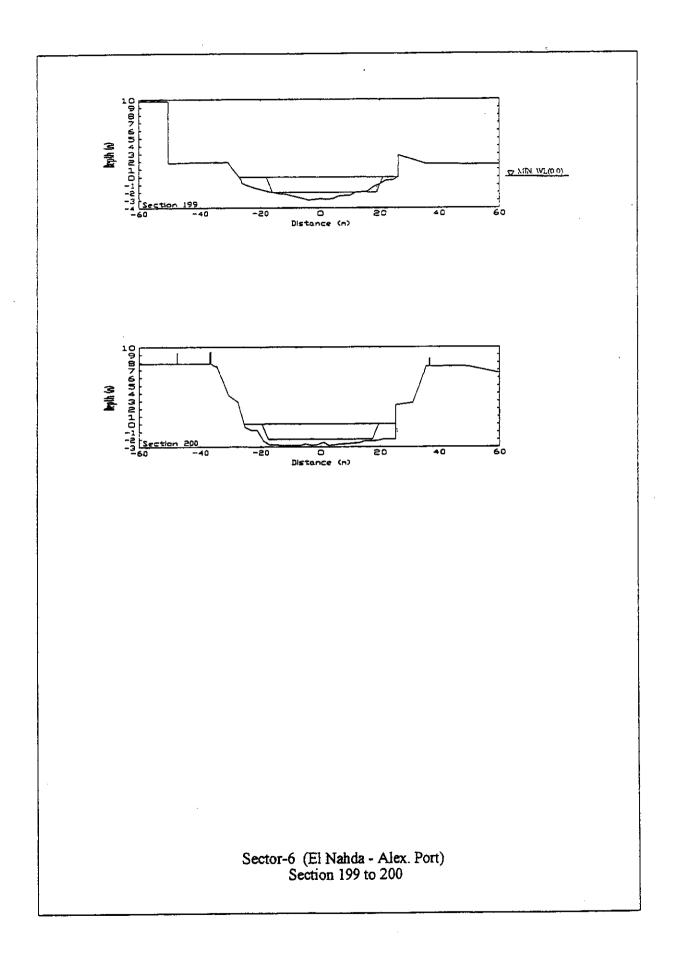












Appendix-14.1 Economic Benefits of the Projects

Table Economic Benefits of Alex-Cairo IWT Project Generated through Project Life (Short-Term Plan)

Year 2007	Alex	-Ceiro I	Damiett			Break	UUIN			Container				Initial &				
				o⊸Coino I	Alay -	-Çairo	Damiett	a -Cairo	Alay.	-Cairo		a -Cairo	Benefit	re-	Maintenanc e &		present	4:
2007	IWI	unit benefit		unit benefit		unit benefit		unit benefit		unit benefit	IWT	unit benefit	total	1.		Cost total	value	discount
2007	'000MT	US\$/MT	'000MT	US\$/MT	000MT	US\$/MT	TM000	US\$/MT	'000TEU	US\$/TEU	'000TEU	US\$/TEU	'000US\$	investment '000US\$	operation '000US\$	10001100	1104	rate
	4001	000	OUGHT I	034111	000111	052771		034/41	COULED	0337120	OOTED	USTRIEU	000033	1,034	000033	'000U\$\$	-1034	
2008														5,117		1,034 5,117	-1034 -4300	1,00
2009												·- -		19,474		19,474	-13751	0.84
2010	362	0.89	308	2,16	238	1.35	24	1.51	76	16.0	11	22.00	2,810	1,282	603	1,885	549	0.700
2011	402	0.89	345	2.16	262	1.35	82	1.51	84	16.0	22	22.00	3,398	-193	566	372	1,509	
2012	442	0.89	382	2.16	285	1.35	139	1.51	92		32	22.00	3,986	-504	528	24	1,660	0.49
2013	481	0.89	419		309		197	1.51	99	16.0	43	22.00	4,574		503	122	1,568	0.352
2014	521	0.89	456	2.16	332		254	1.51	107	16.0	53	22.00	5,162	1.153	471	1,624	1,047	0.33
2015	561	0.89	493	2.16	356		312	1.51	115	16.0	64	22.00	5,750	-128	461	333	1,347	0.249
2016	600	0.89	530		379	1.35	266	1.51	122	16.0	74	22.00	6,182	-128	438	310	1,227	0.209
2017	640	0.89	567		402	1.35	220	1.51	130	16.0	85	22.00	6,614	-880	421	-459	1,242	0.176
2018	679	0.89	604	2.16	426		174	1.51	137	16.0	96	22.00	7,046	-880	410	-470	1,109	0.148
2019	719	0.89	641	2.16	449	1.35	129	1.51	145	16.0	106	22.00	7,478	-11,955	403	-11,552	2,360	0.124
2020	759	0.89	678	2.16	473		83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	875	0.104
2021	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	735	0.088
2022	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	618	0.074
2023	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	519	0.062
2024	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-305	396	90	406	0.052
2025	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	367	0.044
2026	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	308	0.037
2027	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	259	0.031
2028	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	217	0.026
2029	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-2,167	396	-1,771	211	0.022
2030	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	154	0.018
2031	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	129	0.015
2032	759	0.89	678.	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	108	0.013
2033	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	91	0.011
2034	759	0.89	678	2.16	473	1,35	83	1.51	153	16.0	117	22.00	7,910	466	396	862	64	0.009
2035	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-569	396	-174	62	0.008
2036	759	0.89	678	2.16	473	1.35	83		153	16.0	117	22.00	7,910	-757	396	-362	53	0.006
2037	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-193	396	202	42	0.005
2038	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-504	396	-108	36	0.005
2039	759	0.89	678		473	1,35	83	1.51	153	16.0	117	22.00	7,910	-8,124	396	-7,729	60	0.004
2040	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-193	396	202	25	0.003
2041	759 759	0.89	678 678	2.16	473 473	1.35	83 83	1.51	153	16.0	117	22.00	7,910	-128	396	268	21	0.003
2042	759	0.89	678	2.16 2.16	473	1.35 1.35	83	1.51	153	16.0	117	22.00	7,910	-128	396	268	17	0.002
2043	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	16	0.002
2045	759	0.89	678	2.16	473	1.35	83	1.51	153 153	16.0	117	22.00	7,910	466	396	862		0.002
2045	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00 22.00	7,910 7,910	-880	396	-484	11	0.001
2047	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880 -880	396 396	-484	9	0.001
2048	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484 -484	8	0.001
2049	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-2,167	396	-1,771	6	0.001
2050	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-2,167	396	-1,771	- 6	0.001
2051	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484 -484	- 3	0.001
2052	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484 -484	4	0.000
2053	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	484	3	0.000
2054	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	516	396	912	- 3	0.000
2055	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	\$	0.000
2056	759	0.89	678	2.16	473		83	1.31	153	16.0	117	22.00	7,910	-880	396	-484	- 1	0.000
2057	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484	11	0.000
2058	759	0.89	678	2.16	473	1.35	83	1.51	153	16.0	117	22.00	7,910	-880	396	-484		0.000
2059	759	0.89	678		473	1.35	83	1.51	153	16.0	117	22.00	7,910	7,489	396	7,885	0	0.000
												22.77	1,101	-,,-0/1		Total	0.00	0.000

Table Economic Benefits of River Port Project Generated through Project Life (Short-Term Plan)

Alex-Carro Damietro Damietro Work Provided Work Wor														EIRR =	10,50%
Vit		A1				• • • • • • • • • • • • • • • • • • • •			. 6 /	Benefit	Initial &	Maintenanc		present	
WOMAT	Year									lotai			Cost total		discoun
2009										2511000	nvestment	Operation	'000i i C E	Onneice	rate
2009	2007								004100	000004		0,000			1.00
2000 239 1.15 24 1.51 76 3.0 11 21.00 77.7 767 518 1.285 3.81 1.00 2.01 2.02 1.15 30 1.51 34 3.0 2.2 21.00 1.033 4.37 509 3.38 529 0.02 2.02 2.03 3.09 1.15 42 1.51 59 3.0 3.2 2.00 1.333 1.257 477 7.760 3.07 7.21 0.00 2.00 3.00	2008	_											4 886		0.90
2010 239	2009					-			i						0.83
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2023 356 1.15 54 1.51 115 3.0 64 21.00 2.173 -1.314 429 885 628 0 2025 336 1.15 54 1.51 115 3.0 64 21.00 2.173 -7.0 429 -311 462 0 2025 336 1.15 54 1.51 115 3.0 64 21.00 2.173 0 429 429 311 462 0 2026 336 1.15 54 1.51 115 3.0 64 21.00 2.173 0 429 429 256 0 2026 336 1.15 54 1.51 115 3.0 64 21.00 2.173 0 429 429 256 0 2027 336 1.15 54 1.51 115 3.0 64 21.00 2.173 0 429 429 256 0 2028 336 1.15 54 1.51 115 3.0 64 21.00 2.173 0 429 429 228 240 208 336 1.15 54 1.51 115 3.0 64 21.00 2.173 0 429 429 249 218 0 2028 336 1.15 54 1.51 115 3.0 64 21.00 2.173 5.359 429 5.788 410 0 2039 336 1.15 54 1.51 115 3.0 64 21.00 2.173 5.359 429 5.788 410 0 2031 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 5.788 410 0 2031 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 5.788 410 0 2031 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 5.788 410 0 2031 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 885 285 0 2032 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 885 288 0 2033 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 885 288 0 2033 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 885 288 0 2033 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 885 234 0 2034 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 429 439 4402 118 0 2035 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 4 429 442 442 443 0 2036 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 1 4 429 885 234 0 2038 336 1.15 54 1.51 115 3.0 64 21.00 2.173 1 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2021			54			3.0								0.2
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2042 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,206 429 -777 93 0 2043 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,206 429 -777 84 0 2044 356 1.15 54 1.51 115 3.0 64 21.00 2,173 33 429 462 44 0 2045 356 1.15 54 1.51 115 3.0 64 21.00 2,173 36 429 465 40 0 2046 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 37 0 2048 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 33 0 2049<				54	1.51	115	3.0	64	21.00					105	0.03
1.50 1.15 34 1.51 115 3.0 64 21.00 2.173 33 429 462 44 0.0				54	1.51	115	3.0	64	21.00	2,173		429	-777	93	0.03
1.50 1.15 34 1.51 115 3.0 64 21.00 2.173 33 429 462 44 0.0				54	1.51	113		64	21.00	2,173	-1,206	429	-777	84	0.02
2045 356 1.15 54 1.51 115 3.0 64 21.00 2,173 36 429 465 40 0 2046 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 37 0 2047 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 33 0 2048 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 33 0 2049 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 30 0 2049 356 1.15 54 1.51 115 3.0 64 21.00 2,173 5,359 429 5,788 -57 0 2051						115	3.0	64	21.00	2,173		429	462	44	0.0
2046 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 37 0 2047 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 33 0 2048 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 30 0 2049 356 1.15 54 1.51 115 3.0 64 21.00 2,173 5,359 429 5,788 -57 0 2050 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 43 0 2051 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0						115	3.0	64	21.00	2,173	36	429	465		0.02
2047 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 33 0.0 2048 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 30 0 2049 356 1.15 54 1.51 115 3.0 64 21.00 2,173 5,359 429 5,788 -57 0 2050 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 43 0 2051 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 39 0 2051 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0						115		64	21.00	2,173	0	429	429	37	0.02
2048 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 30 0 2049 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -5,359 429 5,788 -57 0 2050 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 43 0 2051 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 39 0 2052 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0 2053 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 32 0							3.0	64	21.00	2,173		429	429		0.0
2049 356 1.15 54 1.51 115 3.0 64 21.00 2,173 5,359 429 5,788 -57 0. 2050 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 43 0. 2051 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 39 0. 2052 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 39 0. 2052 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0. 2053 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 32 0. <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3.0</td> <td></td> <td></td> <td>2,173</td> <td></td> <td></td> <td>429</td> <td></td> <td>0.0</td>							3.0			2,173			429		0.0
2050 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 43 0 2051 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 39 0 2052 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0 2053 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0 2054 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 32 0 2054 356 1.15 54 1.51 115 3.0 64 21.00 2,173 83 429 512 16 0						115	3.0	64	21.00	2,173	5,359	429			0.0
2051 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 39 0. 2052 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0. 2053 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 32 0. 2054 356 1.15 54 1.51 115 3.0 64 21.00 2,173 83 429 512 16 0. 2055 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 15 0. 2055 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 14 0.			1.15			115	3.0	64		2,173					0.01
2052 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 36 0 2053 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 32 0 2054 356 1.15 54 1.51 115 3.0 64 21.00 2,173 83 429 512 16 0 2055 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 15 0 2056 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 15 0 2057 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 12 0 2057 </td <td></td> <td></td> <td></td> <td>54</td> <td>1.51</td> <td>115</td> <td></td> <td>64</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0.01</td>				54	1.51	115		64							0.01
2053 356 1.15 54 1.51 115 3.0 64 21.00 2,173 -1,314 429 -885 32 0 2054 356 1.15 54 1.51 115 3.0 64 21.00 2,173 83 429 512 16 0 2055 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 15 0 2056 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 14 0 2057 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 14 0 2057 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 11 0 2058				54	1.51	115	3.0	64		2,173					0.01
2054 356 1.15 54 1.51 115 3.0 64 21.00 2,173 83 429 512 16 0 2055 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 15 0 2056 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 14 0 2057 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 12 0 2058 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 11 0 2058 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 11 0 2059				54	1.51			64							0.01
2055 356 1.15 54 1.51 115 3.0 64 21.00 2.173 0 429 429 15 0 2056 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 14 0 2057 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 12 0 2058 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 11 0 2059 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 11 0 2059 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 11 0 0					1.51			64							0.0
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2058 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 429 429 11 0. 2059 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 424 424 10 0.	2057	356													0.00
2059 356 1.15 54 1.51 115 3.0 64 21.00 2,173 0 424 424 10 0.															0.00
															0.00
							. 3.0			-,,,,,			Total =	0.00	0.00

Table Economic Benefits of Boulin Canal Creation Project Generated through Project Life (Short-Term Plan)

											EIRR =	17.7%
	Raw phosph	ate from	Bulk cargo.		Grease imp	orted via	Benefit	investment	Maintenanc	Cost total	present	
Year	Sibaiya	14.4	Alex. and K		Alex Port		total	Cost	e&	Cost total	value	discount
	IWT	unit benefit		unit benefit	IWT	unit benefit			Cost	<u> </u>		rate
	MT	US\$/MT	MT	USS/MT	MT	US\$/MT	US\$	US\$	US\$	USS	US\$	
2006					L			601,528		601,528	-601,528	1.00
2007		<u></u>						66,836		66,836	-56,958	0.85
2008								5,962,745		5,962,745	-4,330,333	0.73
2009								-148,444	-	-148,444	91,870	0.62
2010	258,000	4.00	205,000	1.68	26,000	1.24	1,408,640	573,666	275,950		294,836	0.53
2011	265,000	4.00	210,600	1.68	26,400	1.24	1,446,544	-192,690	275,809	83,119	612,800	0.45
2012	272,000	4.00	216,200	1.68	26,800	1.24	1,484,448	-80,000	274,659	194,659	494,019	0.38
2013	279,000	4.00	221,800	1.68	27,200	1.24	1,522,352	-167,500	274,517	107,017	461,979	0.33
2014	286,000	4.00	227,400	1.68	27,600	1.24	1,560,256		274,375	106,875	404,277	0.28
2015	293,000	4.00	233,000	1.68	28,000	1.24	1,598,160		274,234	249,044	319,806	0.24
2016	300,000	4.00	238,600	1.68	28,400	1.24	1,636,064	-87,500	273,227	185,727	292,984	0.20
2017	307,000	4.00	244,200	1.68	28,800	1.24	1,673,968	-87,500	273,227	185,727	256,204	0.20
2018	314,000	4.00	249,800	1.68	29,200	1.24	1,711,872	-167,500	273,227	105,727	235,632	0.17
2019	321,000	4.00	255,400	1.68	29,600	1.24		-1,142,690	270,027	872,663	327,864	0.13
2020		4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	169,985	
2021	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680		272,219			0.11
2022	328,000	4.00	261,000	1.68	30,000	1.24		-160,000		112,219	152,124	0.09
2023	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	123,449	0.08
2024	328,000	4.00	261,000	1.68	30,000			-80,000	272,219	192,219	105,202	0.07
2025	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	89,652	0.06
2025	328,000	4.00				1.24	1,787,680	0	272,219	272,219	72,570	0.05
2027	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	0	272,219	272,219	61,844	0.04
2027	328,000	4.00		1.68 1.68	30,000	1.24	1,787,680	0	272,219	272,219	52,703	0.03
2029	328,000	4.00	261,000		30,000	1.24	1,787,680	0	272,219	272,219	44,913	0.03
			261,000	1.68	30,000	1.24	1,787,680	-654,000	272,219	-381,781	54,792	0.03
2030	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	34,339	0.02
2031	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680		272,219	112,219	30,731	0.02
2032	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	24,938	0.02
2033	328,000	4,00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	21,252	0.01
2034	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680			-4,812,781	74,925	0.01
2035	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	822,150	272,219	1,094,369	6,707	0.01
2036	328,000	4.00	261,000	1.68	30,000	1,24	1,787,680	0	272,219	272,219	12,493	0.01
2037	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	54,810	272,219	327,029	10,261	0.01
2038	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	0	272,219	272,219	9,073	0.01
2039	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	2,281,000	272,219	2,553,219	-3,906	0.01
2040	328,000	4.00	261,000	1,68	30,000	1.24	1,787,680	-80,000	272,219	192,219	6,937	0.00
2041	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-105,190	272,219	167,029	6,005	0.00
2042	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	5,038	0.00
2043	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	4,293	0.00
2044	328,000	4.00		1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	3,659	0.00
2045	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	54,810	272,219	327,029	2,854	0,00
2046	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	0	272,219	272,219	2,524	0.00
2047	328,000	4.00	261,000	1.68	30,000	1,24	1,787,680	0	272,219	272,219	2,151	0.00
2048	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	ő	272,219	272,219	1,833	0.00
2049	328,000	4.00	261,000	1.68	30,000	1.24		-3,629,000		-3,356,781	5,302	0.00
2050	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-167,500	272,219	104,719	1,478	0.00
2051	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-247,500	272,219	24,719	1,320	0.00
2052	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-80,000	272,219	192,219	1,018	
2053	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-167,500	272,219	104,719	915	0.00
2054	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680					0.00
2055	328,000	4.00		1.68	30,000			-167,500	272,219	104,719	780	0.00
2055			261,000			1.24	1,787,680	-87,500	272,219	184,719	633	0.00
	328,000	4.00	261,000	1.68	30,000	1,24	1,787,680	-87,500	272,219	184,719	539	0.00
2057	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-87,500	272,219	184,719	460	0.00
2058	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	-87,500	272,219	184,719	392	0.00
2059	328,000	4.00	261,000	1.68	30,000	1.24	1,787,680	0	0	. 0	372	0.00
										Total	0.00	

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Appendix-14.2 Component of annual concession fee

(thousand LE)

	(moabana bb)
Annual wage of officers	328
Cost of office equipments	28
Cost of infrastructures	1,411
Return of the borrowing	1,592
Others(Boat, car and etc.)	55
Royalty	1,191
Total	4,605

Note: Number of officers: 20

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APPENDIX 15-I MITIGATION MANAGEMENT PLAN

(A) Mitigation Management Plan – Alexandria Project

Environmental element	Potential Negative Impacts	Mitigation Measures	Implementing Authority
Biology			
Fauna/Flora	*No negative impacts because water in	*Prevent the discharge of	Ministry of Interior
	the Lake and near the outlet of Nubaria	different types of wastes water	Ministry of Defense
(construction)	Canal is heavily polluted by all kinds of contaminants that affect already the aquatic organisms.	into the Lake and the canal.	EEAA
Biology			
Fauna/Flora (Operation)	*Increased the intensity and frequency of navigation may increase the rate of aquatic weed infestations along the	infestation.	Ministry of Water Resources and Irrigation
	*Highly contaminated water with oil and grease may hazard fish, benthic organisms and planktons. *Re-suspended sediment caused by navigations my increase water contamination that may hazard all living organisms especially in the lake.	installing strong law to include suitable shipping boats, speed	RTA Ministry of Tourism
	*Accident caused by shipping boat may cause pollution to the water that may affect the aquatic habitats.	Speed limit laws should be imposed	RTA
	Salinity may increase within the water of the Lake and Canal as a result of increasing the intensity and frequency opening the locks, which may change the aquatic habitats.	*Monitor water quality. *Install more effective down stream pumps near the locks.	Ministry of Water Resources and Irrigation

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Environmental element	Potential Negative Impacts	Mitigation Measures	Implementing Authority
Socio-Economy			
Population Composition	Gender imbalance in the truck loading/unloading society	Training them for the new jobs in barge loading/unloading and/or finding other jobs for them	RTA Ministry of transportation NGO
Income	Truck loading/unloading laborers loosing jobs and income	Same as mentioned above	RTA Ministry of transportation NGO
	Truck owners/drivers loosing business	Directing them to possible other locations with new business (e.g. New port east of Port-Said, Industrial area at Ain El-Sukhna, etc.)	Ministry of local development RTA Ministry of transportation
Economic Activities	No Expected Effects		
Social Conditions	Deterioration in the truck loading/unloading society	Same as mentioned above	Ministry of local development RTA Ministry of transportation
Land Use and Land Tenure	No Expected Effects		
Industry	No Expected Effects		
Port Services	No Expected Effects		

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APPENDIX 15-I MITIGATION MANAGEMENT PLAN

(B) Mitigation Management Plan – Boulin Project

Environmental element	Potential Negative Impacts	Mitigation Measures	Implementing Authority
Socio-Economy		_	
Population Composition	Gender imbalance in the area (migration of males to find alternate sources of living)	Helping the owners/renters of dispossessed lands and affected agricultural laborers to resettle with their families in other locations.	Ministry of Agriculture (MOA) Ministry of Water Resources & Irrigation (MWRI) Ministry of Local Development (MLD)
	Inflow of strangers to the area because of newly needed facilities (Cafeteria, Restaurant, etc.)	Giving loans to some of the area's residents to help them start such kinds of newly needed businesses.	MLD
	Generation of illegal, unplanned, unhealthy services in the area (Cafeteria, Restaurant, etc.), that may also work in illegal drug trafficking	Same mentioned above	MLD Ministry of Interior (MOI)
Income	About 136 families will loose their income due to land dispossession (Owners and renters), an estimates of 680 persons, in addition to agricultural laborers that will loose employment opportunity.	Carefully studying each individual case to sufficiently compensate each family to successfully restart their lives in other locations, in addition to giving them loans to own lands if possible. It is possible to find lands for substitution at many locations in the newly reclaimed desert lands where many owners illegally leave their lands uncultivated to sell them for illegal housing construction.	MOA MWRI MLD RTA

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	Temporary loss of income by land	Proper compensation for both land	MOA
	owners and land renters due to land	owners and land renters for these	MWRI
	usage during construction	damages, including the possible	MLD
		rise in animal fodder due to	RTA
		importing it from outside the area	
	•	at different prices	
	Dispossession of about 35 houses,	Carefully studying each family, in	MOA
	affecting about 70 families (about	view of land dispossession to	MWRI
	700 persons).	properly compensate the affected	MLD
	• •	families.	RTA
	4 fishermen, together with their	Properly compensating the affected	MLD
	families (about 20 persons) will loose	families and helping them to restart	
	their income due to scaring the fish	their fishing profession at other	
	away.	locations.	
	Farmers that will loose their income	Help them resettle at other	MLD
Economic Activities	can only be farmers	locations to continue their lives as	MOA
Economic Activities	can only be farmers	farmers (as mentioned above).	MOA
	Fishermen that will loose their	Help them resettle at other	MLD
	income can only be farmers	locations to continue their lives as	MOA
	income can only be farmers	fishermen (as mentioned above).	MOA
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Social Conditions	Family division	Proper compensation to resettle whole families.	MLD
	Demonstration of the set of		BAT TO
	Permanent dispossession of about 66	Proper compensation to owners,	MLD
	feddans	renters and laborers.	MOA
		Legal permission to	Ministry of Housing (MOH)
Land Use and Land Tenure	Possibility of escalating illegal	affected families that will stay	MLD
	housing construction	in the area to rebuild their	
		houses.	
		Legal permission to the	
		needed new facilities (and	,
		well-planning them).	
		Detailed survey to current	
		buildings in the area, and	
		regularly monitoring for any	
		illegal construction.	

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Irrigation Facilities	Possible damage to the irrigation and drainage network Possible damage to field distributors (Meskas) and irrigation lifters (Sakias).	Direct compensation to the government Direct compensation to the land owners	
Irrigation Water Use Agricultural Practices	No expected effects No expected effects		
Fauna/Flora	*Increased sediment re-suspension may hazard fish larvae, benthic organisms and planktons.	*Removal and proper disposal of dredged material. *Prevent dumping the soil into the waterways.	TRA MLD

Potential impacts of inland waterways transport project at Bolin area (operation) and their Mitigation measures.

Environmental element	Potential Negative Impacts	Mitigation Measures	Implementing Authority
Fauna/Flora	*Increased the intensity and frequency of navigation may increase the rate of aquatic weed infestations along the waterways and the lake.	*Monitor the aquatic weed infestation. *Provide weed control measures.	MWRI
·	*Highly contaminated water with oil and grease may hazard fish, benthic organisms and planktons. *Re-suspended sediment caused by navigations my increase water contamination that may hazard all living organisms especially in the lake. *Accident caused by shipping boat may cause pollution to the water that may affect the aquatic habitats.	*Control the navigation by installing strong law to include suitable shipping boats, speed and regulation that regulate shipping of all kinds of dangerous cargo. *Monitor water quality and the aquatic organism biodiversities.	RTA MWRI





