

## EAST PORT SAID PORT

The potentials of Port Said have long been recognised, most recently in 2005 with the development of East Port Said container terminal that is now among the top 40 busiest in the world - despite significant sea and land-side access limitations.

This speaks volumes for the attractiveness of the location which offers sheltered deep water facilities capable of accommodating the largest ships in the world now operating, as well as those vessels planned for the future; all with negligible deviation from the Suez Canal for the main lane vessels.



Three terminals are proposed:

### Container Terminal

To accommodate an additional 20 million TEU's per annum on a phased basis.

### General Cargo & Dry Bulks Terminal

A large scale multi-purpose general and dry bulk terminal offering vertical, as well as flat, storage solutions for a wide range of dry bulk commodities. The general cargo aspects include palletised and unitised commodities, as well as automotive products. A range of added-value services can be included at this location such as PDI of new car imports, bagging of dry bulks, and palletising of unitised products.

### Liquid Bulks Terminal

Accommodating 5 million tonnes of a variety of different liquid bulk commodities. This can be increased by locating additional storage in the general logistics area. The layout provides for LNG storage tanks to meet the latest international regulatory position on improving exhaust emission from ships.

## CAPITAL EXPENDITURE COSTS

Costings are indicative of main infrastructure and superstructure components.

### Container terminal:

US\$3 billion per terminal (based on 1500m x 700m)

### Liquid Bulk:

US\$700 million including quay walls, offices, internal roadways, services and storage tanks up to 100,000m<sup>3</sup> located within individual bunds each of 25,000m<sup>2</sup> (160m x 160m).

### Dry Bulk/General Cargo:

US\$750 million.

- 1 Existing SCCT Terminal
- 4 Liquid Bulk
- 2 Container Terminals
- 5 General Cargo/ Dry Bulk
- 3 Vehicle Storage

Outer Turning Basin	1000m diameter, 20m draught forming part of basin entrance
Basin Width	800M
Basin Entrance	Width 1000m allowing for direct access/egress from the main Suez Canal or via the separate by-pass channel that segregates port traffic from canal traffic and provides direct access and egress to and from the Mediterranean.
Conceptual design Basin Depth	Minimum 18m
Conceptual design depth alongside	16m
All Terminal Areas	Inclusive of office buildings, maintenance facility, security office, training and safety facility, emergency response and occupational health centre, government inspection and turnout facility, entrance/exit gates. Internal or external option for railhead. Pre-gate external to terminal area.
Government Agencies	Range of government agencies accommodated in terminal and adjoining area.
Security	To ISPS and Egyptian government requirements including CCTV monitoring.
Logistics Support	Adjoining area to port incorporating warehouses, forwarding and clearance agents, financial companies, and transport providers.

### CONTAINER TERMINAL

Conceptual terminal total berth length	Different berth lengths available. Maximum berth length option 4500m linear; intermediate berth length 3000m linear; minimum berth length 1500m linear.
Equipment	Not set - conceptual design arrangements assume ultra large vessel capable cranes with multiple container lifting spreaders and minimum outreach from quay of 65m to address future generation of container ships.
Yard Capacity	Horizontal Layout 15,120 TEU Ground Slots for laden and reefer containers. Additional space for empty containers in empty yard. Perpendicular Layout 10,080 TEU Ground Slots for laden and reefer containers. Additional space for empty containers in empty yard. Theoretical minimum annual throughput 3.3 million TEU depending on dwell time and stack height/utilisation.

### GENERAL CARGO & DRY BULK TERMINAL

Conceptual terminal total berth length	Different berth lengths available. Maximum berth length option 1500m linear
Equipment	Not set but conceptual design arrangements assume combination of harbour mobile cranes, and specialist dry bulk material handling equipment including pneumatic equipment for grain and enclosed other system types for other bulks of type suitable to minimise dust emission.
Yard Capacity	Total Yard area 1500m x 700m = 1,050,000Sm <sup>2</sup> . Comprising of area for: Grain Silos Other commodity vertical Silos Up to 8 Transit sheds each of 200m x 50m (10,000m <sup>2</sup> ) suitable for both dry bulks and general cargo. Automotive area of 418,000m <sup>2</sup> . Open storage areas of 170,100 m <sup>2</sup>

### LIQUID BULKS TERMINAL

Conceptual terminal total berth length	Different berth lengths available. Maximum berth length option 800m linear
Equipment	Static storage tanks suitable for a wide range of industrial oils, petroleum products as well as fats, acids and other liquid chemicals with connecting pipe lines. Berth transfer equipment includes: <ul style="list-style-type: none"> <li>• Transfer arms and flexible hoses.</li> <li>• Two ship bunker berths</li> <li>• Vehicle loading gantry</li> </ul>
Yard Capacity	480,000 m <sup>2</sup> which can be extended

For more information:



General Authority for the Suez Canal Economic Zone  
www.SCZone.com.eg | info@SCZone.com.eg



www.dargroup.com | info@dargroup.com