

SOKHNA PORT

Sokhna Port was first opened in 2001 by a consortium of private investors to serve the special economic zone located in its hinterland. The port has steadily grown since and attracted large sums of investment into a variety of projects including a liquid bulk terminal, a sugar refinery, and storage and warehousing facilities. Since 2008, the port has been run under a concession.

With large scale industrial development foreseen in the port's hinterland, and high growth expected in the Suez Canal Zone and domestic economy more broadly, an ambitious masterplan for the expansion of Sokhna Port has been prepared which allows for extensive container and general cargo/dry bulk terminals, as well as additional liquid bulk berths.



CAPITAL EXPENDITURE COSTS

Costings are indicative of main infrastructure and superstructure components.

Container terminal:

US\$2.3 billion per terminal (1500m x 700m).

Liquid Bulk:

US\$750 million including quay walls, offices, internal roadways, services and storage tanks up to 100,000m³ located within individual bunds each of 25,000m² (160mx160m).

Dry Bulk/General Cargo:

US\$ 956 million.

- 1 Existing Container Terminals
- 2 Container Terminals
- 3 Liquid Bulk
- 4 General Cargo/ Dry Bulk

PRELIMINARY SPECIFICATIONS

Outer Turning Basin	750M diameter and 15m draught forming part of basin entrance.
Basin Width	680M
Basin Entrance	Width 680m allowing direct access/egress from red sea. Port entrance unaffected by suez canal convoy traffic.
Design Basin Depth	Minimum 18m
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 Container Terminal Total Berth Length	Different berth lengths available. Maximum berth length option 2200m linear in the first phase with land safeguarded for future expansion.
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.
Estimated Maximum Container Yard Capacity	Total yard area 2200m x 630m = 1,386,000m ² . Horizontal layout: 21840 Teu ground slots for laden and reefer containers. Additional space for empty containers in empty yard. Theoretical minimum annual throughput 5.1 Million teu per annum depending on dwell time and stack height/utilisation.

GENERAL CARGO/ DRY BULK

Conceptual Dry Bulk Terminal Total Berth Length	Different berth lengths available minimum 1000m. Maximum up to 2200m
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 system for other bulks of a type suitable to minimise dust emission.
Estimated Maximum Dry Bulk Terminal Capacity	On minimum option 20 million tonnes per annum subject to transit storage time etc. Up to 8 transit sheds each of 200m x 50m (10,000m ²) suitable for both dry bulks and general cargo. Open storage areas of 800,000m ²

For more information:



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