

2.1.2 Libya Port of Benghazi

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Port Overview

Benghazi port is one of the biggest ports in Libya, located in eastern side of Libya on the Mediterranean coast, with total size: 4,400,000 Sqm. The port is managed by the Libyan Ports Company. The Port resumed operations October of 2017, having suspended operation in 2014 due to internal disruptions. The infrastructure is in workable condition, navigation and buoys are in place.

From 2007, the Port of Benghazi had been the primary gateway for inward humanitarian traffic consigned to the Darfur, Sudan and Chad.

The port consists of the old harbour and the Juliana harbour. The old harbour contains nine berths (1-9) for receiving general cargos, containers and Berthing Tugs. The "Old Port "is no longer in use due to infrastructural damage. The Juliana harbour contains nine berths (10-18) for receiving general cargos and containers, silos, direct delivery goods and bulk items.

Port website: [Port of Benghazi Website](#)

Key port information can also be found at: [Maritime Database Website information on Libya](#)

Port Location and Contacts	
Country	Libya
Province or District	Benghazi
Nearest Town or City (Distance from Port)	Benghazi (8.4km)
Port's Complete Name	Port of Benghazi
Latitude	32.11667
Longitude	20.040000
Managing Company or Port Authority (If more than one operator, break down by area of operation)	Libyan Port Company
Management Contact Person	Hussein Al Sharaa
Closest Airport and Frequent Airlines to / from International Destinations	Benghazi Airport Only Libyan Airlines depart and arrive to the airport

Description and Contacts of Key Companies

Benghazi Port is managed and operated by The Libyan Ports Company – Eastern coast. To note, the Libyan Ports Company is no longer one company. Libyan Ports Company – Eastern coast is independent of Libyan Ports Company – West & Middle coast due to political issues between east and west. Contacts for the Benghazi port are as follows:

Port Manager - Captain Yazeed Bozrida

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Email: Bozrida35@yahoo.com

Head of Benghazi port Security & safety department - Captain Hussin Mohamed Elshara

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Head of Handling & Storage section - Abdel Kareem Maati Hamad

Mob: +218924423356

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For more information on Libya Port of Benghazi contact details, please see the following link: [4.4 Libya Port and Waterways Company Contact List](#)

Port Performance

The Port of Benghazi resumed operations October of 2017, having suspended operation in 2014, due to internal disruptions. The infrastructure is in workable condition, navigation and buoys are in place.

The dedicated port shed, located on the quay side, that was used remains structurally sound, repairs are required to the roof, side panels and the sliding doors will need to be repaired. The "Old Port" is no longer in use due to infrastructural damage

The operating structure requires an infusion of cargo handling equipment, warehouse and terminal space. All the quay walls have new and serviceable fenders which are in good condition. Channel draft 12.5 m Maximum 11 m vessel depth can access;

Humanitarian shipments always have priority at the port.

Seasonal Constraints		
	Occurs	Time Frame
Rainy Season	Yes	Oct-Mar
Major Import Campaigns	No	
Other Comments	A Mediterranean type climate prevails. The rainy season is from October to March with heavy showers of rain only along the narrow coast in the northern part of Libya. Issues to consider for Bulk shipping operations.	

Handling Figures for 2018	
Vessel Calls	300
Container Traffic (TEUs)	15096 / TEU
Handling Figures Bulk and Break Bulk for 2018	
Total Cargo handling	200,000 MTN

Discharge Rates and Terminal Handling Charges

The port tariffs as advised by the Port Management to be low compared to the other ports of the world, there is an inherited concept of cross-government subsidy. The tariffs are very low, being established back to the 1980s.

On one hand the lower port rates endeavour to ensure and keep the costs of the landed commodities to Libya at an affordable rate, however conversely, there is no mechanism in the rates structure or operating budgets to include a percentage for the purchase of equipment, structured maintenance and training.

Berthing Specifications

Berth	Draft (m)	LOA (m)	Remarks
1,2,3	9	958	
4	5	135	

5	5	100	
7,8,9	6.5	547	
10,11,12,13	10.5	1145	
14	12.5	150	
15	8.2	520	Grain, Bulk, Containers
16	12.5	150	
17,18	6.5	800	
10	12.5	200	Dedicated tanker berth

General Cargo Handling Berths

Cargo Type	Berth Identification
Imports - Bagged Cargo	N/A
Exports - Bagged Cargo	N/A
Imports and Exports – RoRo	N/A
Other Imports	N/A

Port Handling Equipment

The port equipment is managed by the government.

Equipment	Available	Total Quantity and Capacity Available	Comments on Current Condition and Actual Usage
Dockside Crane	No		
Container Gantries	No		
Mobile Cranes	Yes	2	Liebert Mobile cranes (75 MT and 100 MT)
Reachstacker	Yes	6	5x45 MT Capacity & 1x12 MT Capacity – Empty container handling
RoRo Tugmaster (with Trailer)	Yes	6	5x45 Tons Capacity & 1x60 Tons
Grain Elevator with Bagging Machines	Yes	2	1x 1 Grain ship unloader – capacity 300 MT per hour 1x 1 Grain ship pneumatic conveyor 120 MT per hr
Transtainer	Yes	5	45 MT
Forklifts	Yes	3	7MT, 12MT, and 3MT

There are also 4 Grabs and 2 Weighbridges at the port.

Container Facilities

Facilities	20 ft & 40ft
Container Facilities Available	1 for 20 ft & 40 ft
Container Freight Station (CFS)	1
Refrigerated Container Stations	Up to 100 stations
Daily Take Off Capacity (Containers per Day)	100-150 TEUs
Number of Reefer Stations (Connection Points)	Up to 100 stations
Emergency Take-off Capacity	100-150 TEUs

Customs Guidance

According to national legislation, all humanitarian cargos are exempted from duties and taxes. Exemption letter/certificate should be obtained from MOFA and sent to port authority prior to shipment arrival. Once the custom clearance agent provides all clearance documents and finalizes the normal process, the shipment will be temporarily released, and transported (the shipment would be escorted by custom police) to the organization's warehouse. Normally it takes from 1 to 3 working days to temporarily clear the shipment. The warehouse will be closed and sealed until the Food and Drug Control Centre tests the commodities and confirms the compliance of the shipment with Libyan standards, then issuing the final release.

The port working hours are: From Saturday to Thursday, 7:00 am to 6:00 pm. The port still running limited activities out of the working hours and holidays, based on the need.

Controller of Customs, Benghazi. Brigadier General. Adel Al Wami, contact number +218912099944

For more information on Libya Port of Benghazi customs details, please see the following link: [1.3 Libya Customs Information](#)

Terminal Information

Grain and Bulk Handling

The available handling option at the port is to discharge Grain and Bulk directly to Trucks or any mobile tanks to store it out-side of the port. Berth 7 located at the berth are Vegan and ship-shore bulk handling equipment. The most significant traffic is liquid bulk, through tankers through the medicated tanker berth, followed by Dry bulk which will be grain and some cement.

Main Storage Terminal

Storage Type	Number of Storage Facilities	Area (m2)
Bagged Cargo	1	7500 m2
Refrigerated Cargo	N/A	
General Cargo	1	7500 m2

Hinterland Information

All cleared items are moved out of the port by private trucks. The trucks are categorized by size, type, each truck has a sequence number, and all are recorded in a waiting list. The trucks movement process is managed by the Union of Trucks.

Port Security

The Port is said to be ISPS compliant, presently undergoing an International Ships and Port Security Audit. Level 2.

Security	
ISPS Compliant	YES
Current ISPS Level (Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional)	2
Police Boats	Yes
Fire Engines	NO