|  |  |  |  |
| --- | --- | --- | --- |
| MISSION | LCA Seaport Assessment | REGION | Al-Arish, Egypt, RBC |
| DATE | 10 January 2024 | COMPILED BY  (NAME, ORGANISATION) | Myron Kamensa, WFP-LC and Ahmed Bassiouny, WFP-LC |
| EMAIL | myron.kamensa@wfp.org | PHONE |  |

# Logistics Assessment

Seaports

| **Final Checklist for Seaport Assessment Activities** | | **Done** | **Comments** |
| --- | --- | --- | --- |
| 1 | List and map primary, secondary seaports and – if applicable – landing sites of potential use to and within the emergency zone |  |  |
| 2 | Establish capacity requirements for current relief scenario: Type, volume, weight of cargo to be transported from where to where |  |  |
| 3 | If applicable – consult with the Ministry of Transport/ Infrastructure/ Urban Development to initiate repairs to damaged wharves |  |  |

### Useful tips:

Liaise with the freight forwarding agents, HQ and your suppliers for information.

Confirm that containers are in a proper condition and certified.

Check means of loading cargo and containers on trucks.

Evaluate the access of transport means into the port area.

Verify the different port charges, detention and port free time periods.

*This assessment is not designed to be exhaustive and/or may not fully relevant; skip the section(s)/question(s) that are not applicable in the assessed context or modify as needed.*

| **Seaport Assessment** | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Seaport name:** | | | **AL-ARISH PORT** | | **Classification** | | Primary port  Secondary port  Jetty/landing | | |
| **Seaport focal point contact:** | | | **Admiral Mohamed Cherif Hassan** | | **Seaport Code / LOCODE:** | | | **EGAAC** | |
| **Location of the seaport:** | | | **Al Arish, North Sinai, Egypt** | | **GPS Coordinates (DDD.dddddd):** | | | [31.150030, 33.829840](https://maps.app.goo.gl/zgQGyY2ymnYjudxz6) | |
| **Is the seaport fully operational?** | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | **Quayside access procedures:** | | | | |
| **Is the seaport operational at night?** | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | |  | | | | |
| **If yes operating hours:** | **24/7** | | | |  | | | | |
| **What are the existing communications means?** | | Radio Room  Mobile phone  Satellite phone  Landline  Other: | | | | **Does facility have working ship to shore communication/Telex?** | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | |

| **Seaport Assessment** | | | | | | | | | | | | | | | | | | | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Operations Support Structures:** | | | | | | | | | | **Rehabilitation Required?** | | | | **If structures need rehabilitation, please provide additional details:** | | | | | | | | | | | |
| **Berths** | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | | | | | | | | | |
| **(Un)loading areas** | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | | | | | | | | | |
| **Cargo storage areas** | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | **There is an open warehouse with 2,400 sqm** | | | | | | | | | | | | |
| **Traffic control tower** | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | | | | | | | | | |
| **Services Available:** | | | | | | | | | | **Services Contact Details:** | | | | | | | | | | | | | | | |
| Customs | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | Adel Elzanaty, General Manager for Customs, 01008191817; Ahmed Gomaa Seliem, contact person, 01003336989 | | | | | | | | | | | | | | | |
| Immigration | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | |  | | | | | | | | | | | | | | | |
| Cargo Storage facilities | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | Open warehouse (covered) with 2,400 sqm being used by a private company | | | | | | | | | | | | | | | |
| Seaport security | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | |  | | | | | | | | | | | | | | | |
| Broker/Freight Forwarder | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | Through a company | | | | | | | | | | | | | | | |
| Stevedoring | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | There are accredited companies by the port authorities. | | | | | | | | | | | | | | | |
| **Describe estimated throughput capacity at the port by road:** | | | | | | | | | | | | **The biggest vessel handled was 4,000MT capacity.** | | | | | | | | | | | | | |
| **Describe estimated throughput capacity at the port by road:** | | | | | | | | | | | |  | | | | | | | | | | | | | |
| **Other comments of throughput and loading (e.g. containerized or non-containerized)** | | | | | | |  | | | | | | | | | | | | | | | | | | |
| **Technical Data:** | | | **Operational** | | | | | | **Length (m)** | | | | **Depth at low tide (m)** | | | | **Comments** | | | | | | | | |
| Berth 1 (new) | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | **1000** | | | | **12 meters** | | | | **For dry bulk and general cargo handling** | | | | | | | | |
| Berth 2 | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | **242** | | | | **7 meters** | | | | **For dry bulk and general cargo handling** | | | | | | | | |
| Berth 3 | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | | **120** | | | | **5 meters** | | | | **For service boats** | | | | | | | | |
| Berth 4 | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | |  | | | |  | | | |  | | | | | | | | |
| Berth 5 | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | |  | | | |  | | | |  | | | | | | | | |
| **Minimum depth, pilot station to berth** (low tide, meter) | | | | | |  | | | | | | | **Other comments on seaport**  **(tidal fluctuations, seasonality effects)** | | | | | | **Bad weather normally occurs between January to April** | | | | | | |
| **Mean tidal range** (meter) | | | | | |  | | | | | | |
| **Handling Capacity** | | | | | | | | | | | | | **Equipment operational?** | | | **Number of operational Units** | | | | **Comments** | | | | | |
| Hand loading/offloading | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | N/A | | | N/A | | | | There are port accredited companies doing port handling services. There is another assessment of port handling service providers. | | | | | |
| Gantry Crane | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | Capacity (mt) |  | |  | | |
| Reachstacker, Toploader | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | Capacity (mt) | |  | |  | |
| Forklift | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | Capacity (mt) |  | | Separate company | | |
| Fixed Port Crane (stationary/rail mounted) | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | Capacity (mt) |  | |  | | |
| Mobile Harbour Crane | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | 2 | | | | Capacity (mt) | |  | | Separate company | |
| Grain Elevator | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | |  | | | | | |
| Warehouse MHE (hand cart, pallet truck, etc) | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | N/A | | | | Separate company | | | | | |
| Belt Conveyor | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | |  | | | | | |
| Bagging Equipment | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | N/A | | | |  | | | | | |
| Yard Truck/Tractor | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | Capacity (mt) | |  | | Outside the port | |
| Yard Trailer | | | | | | | | | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | |  | | | | Capacity (mt) | |  | |  | |
| **Other comments on handling capacity**: | | | | **Containers should only be 25MT gross weight (20MT net).** | | | | | | | | | | | | | | | | | | | | | |
| **Storage Type** | | | | | | | **Estimated Capacities** | | | | | | | | **Comments** | | | | | | | | | | |
| Container Yard | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | Number of TEUs | | | | | |  | | **It is part of the future plan but not yet established as of yet** | | | | | | | | | | |
| Reefer Connections | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | Number of connections | | | | | |  | |  | | | | | | | | | | |
| Silo Facilities | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | Estimated space (mt) | | | | | | **4 x** | | **Only for Cement** | | | | | | | | | | |
| Covered Warehouse | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | Estimated space (m2) | | | | | |  | | **2,400 sqm – no gates and not all sides have walls** | | | | | | | | | | |
| Bonded | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | Estimated space (m2) | | | | | |  | |  | | | | | | | | | | |
| Climate Controlled | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | Estimated space (m2) | | | | | |  | |  | | | | | | | | | | |
| Cold storage | | |  |  |  |  | | --- | --- | --- | --- | |  | Yes |  | No | | | | | | Estimated space (m2) | | | | | |  | | Min temp (c) | | |  | | Max temp (c) |  | | | |  |
| **Security:** | | Fence  Guards  Light  Alert Procedures  Fire truck/response crew  Communications | | | | | | | | | | | | | | | | | | | | | | | |
| **Other comments*:*** | | | | | |  | | | | | | | | | | | | | | | | | |
| **Road access to Seaport:** | | | | | Impossible  Weather dependant  Need rehabilitation  Good | | | | | | | | | | | | | | | | | | | | |
| **Rail access to Seaport:** | | | | | Impossible  Weather dependant  Need rehabilitation  Good | | | | | | | | | | | | | | | | | | | | |
| **Describe any vehicle access constraints:** | | | | |  | | | | | | | | | | | | | | | | | | | | |
| **Other general comments:**  ***About Al Arish Port[[1]](#footnote-2)*** | The port does not have any equipment in it. There are 4 handling companies accredited by Al-Arish port authority:   1. El Rehab – handled 4 vessels in Al-Arish port. 2. [Saddam Services](https://wfp.sharepoint.com/:b:/s/PalestineLogisticsCluster/ERw7JpgEDxNIvu_KnDzbSakB6vklgT0c68GUhSoppHzAVw?e=U9kXk5) – handled the latest Turkish vessel in Al-Arish port. [Eleman Shipping Co](https://wfp.sharepoint.com/:b:/s/PalestineLogisticsCluster/EXWMalccrAtEiIBoi8q2nR8BGRAbXNn6qTgSX-Q1Rgo5xg?e=ccRbcO). (sister company) 3. Sea Service – no experience yet 4. Sinai Speed – no experience yet   [Stevedoring Companies Assessment](https://wfp.sharepoint.com/:x:/s/PalestineLogisticsCluster/EessLudFBYFPgSYDTsUl6kcBT2BFpHAm6vBINr0mCriRKQ?e=YoKPlY)  Since 1987, work has been carried out to safeguard the port's seawards, allowing it to handle dry-bulk, general cargo, and agricultural exports, as well as various maritime services and a fishing harbor. It is located on the Mediterranean Sea, 150 kilometers east of East Port Said on Sinai.  Al Arish port consists of one dry bulk terminal, one berth of 242 m for dry bulk and general cargo handling, a second berth for service boats (the water depth of the berth is 4m). Mooring facilities are also available for fishing vessels by up to 60 m long jetty. There is a new Berth constructed with around 1,000 meters long and with a draft of 12 meters.  The port covers an area of approx. 40 acres, respectively 168,000 m². 56,000 m²are used for open storage of dry bulk commodities. Furthermore, 2 sheds by the joint size of 1,500 m² are available for storing goods sensitive to sunlight and weather.  After executing the port current development works, the total area will reach 65,000 m2 and Quay wall will be of total length of 369M. The handling for General Cargo 1.2 million tons per annum.  **Connectivity**   * The port is located East of the Mediterranean Coast of the Sinai Peninsula, approx. 45 km from the Egyptian / Palestinian border at Rafah. * The port is connected to the International Coastal Road running from East to West. Furthermore, another major road (M55) is linked to the port by municipal roads. This road connects Al Arish with Hasna, which is located about 88 km South of Al Arish. * The M55 connects the Eastern direction further to Taba at the Gulf of Aqaba (300 km distance from Al Arish) and in Western direction to Suez (255 km from Al Arish). Road connections to Cairo and to Port-Said are available. | | | | | | | | | | | | | | | | | | | | | | | | |

A blueprint of a building

Description automatically generated

Figure 1 – Al-Arish Port Future Project

1. *Reference:* <https://sczone.eg/services/al-arish-port/> [↑](#footnote-ref-2)