

New Port of Aqaba, Jordan

PROJECT DESCRIPTION

Project Scope	Design, build, finance, operate and transfer the New Port of Aqaba under a 30-year contract.
Location	Southern Industrial Zone (SIZ) in ASEZ, Jordan
Key Authorities	ASEZA (regulation) and ADC (development)
Nature of New Port	The New Port comprises four distinct new facilities which will be located in a large basin created by dredging into the foreshore: <ol style="list-style-type: none">1. General Cargo & Ro-Ro Terminal;2. Grain Terminal;3. Ferry Terminal; and4. Marine Service Harbor (operated by APMSCO).

General & RoRo Terminal

Description:	The General Cargo and Ro-Ro Terminal will consist of a new multi-user, multi-purpose general cargo terminal. It will replace the existing general cargo berths in the Main Port and will accommodate other cargoes displaced by other port developments.
Location:	The new General Cargo and Ro-Ro Terminal will be situated on 89 hectares of land in the SIZ to the south of the Industrial Terminal
Products:	Timber, iron, steel, bagged rice, sugar, and animal feed, bulk silica, vehicles, livestock.
Capacity:	The General Cargo and Ro-Ro Terminal will have an initial capacity of 1.3 million tonnes of general cargo (break bulk) and 300,000 vehicles as well as 70,000 head of livestock with future potential expansion to 2.0 million tpa break bulk, 400,000 vehicles and 100,000 livestock.
Throughput:	Throughput volumes are expected to increase from current levels of approximately 950,000 tpa and 100,000 vehicles to about 1.5 million tpa and 330,000 vehicles by 2035. Based on existing general cargo business and projected increases in ship size calls, it is estimated that ship calls will increase from 447 per year to 505 per year by 2035.

Grain Terminal

Description:	The new Grain Terminal will replace the existing grain facilities at the Main Port. It will handle the import of grains for the Jordan Silos and Supply General Company (“JSSGC”) and private importers. It will also handle the
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transshipment of grain to other markets.

The Grain Terminal will consist of a new grain berth, storage terminal with truck loading facilities and a bagging plant.

- Location:** There will be a dedicated grain berth in the New Port with conveyor connection to storage silos to be constructed adjacent to the berth.
- Products:** Wheat, barley, corn.
- Capacity:** The Grain Terminal will have a capacity of 2.3 million tpa with the capacity to handle 3 million tpa through the addition of a second grain elevator.
- Throughput:** Total throughput for the Grain Terminal is expected to increase from the current level of 1.4 million tpa to reach 2.5 million tpa by 2035.

Ferry Terminal

- Description:** The relocation of the existing ferry terminal will:
- Free up space for required expansion of the Middle Port container terminal;
 - Provide a much needed upgrade, expansion, improved operations and enhanced security for the ferry terminal.
- Location:** The existing ferry terminal in Aqaba is located south of the container terminal in the Middle Port. ADC plans to relocate the ferry terminal to a new site in the South Port adjacent to the border with Saudi Arabia.
- Products:** Passengers and passengers' vehicles, buses, cars, trucks between Aqaba, Jordan and Nuweiba, Egypt.
- Capacity:** N/A
- Throughput:** Forecast for 2015 (assumes that the restriction on buses on the ferries will be lifted and that 80% of passengers will be accompanied by either cars or buses):
- Passengers—1,500,000
 - Buses—28,000
 - Cars—65,000
 - Trucks—60,000

Marine Services Harbor

- Description:** The Marine Services Harbor will be designed, built, financed and transferred as part of the Project (replacing the equivalent facility at the Main Port).
- Upon completion of construction, it will be transferred to the Aqaba Port Marine Services Company (APMSCO) who will operate, maintain and manage the Marine Service Harbor. APMSCO is responsible for pilotage, towage and mooring services.
- Location:** The location of the Marine Services Harbor will be situated in a small basin created by dredging into the foreshore and will be protected by the Industrial Jetty approach to the north and a small breakwater to the south.

Products: N/A

Capacity: Berths for five tug and 13 small craft; slipway with adjacent boat storage; HRH Prince Hamza Oil Spill Response Centre (1,500m² shed); and APMSCO maintenance workshop (1,500m²) and offices (1,000m²).

Throughput: N/A

2008 Tender Timeline

EOI PHASE	Issue EOI	June 29
RFQ PHASE	Issue RFQ	July 13
	Deadline of Submission of SOQ	August 14
RFP PHASE	Issue Final RFP and D&O Agreement	August 24
	Bidders Conference	September 14
	Deadline for Submission of Proposals	November 9
NEGOTIATION PHASE	Announcement of Preferred Bidder	November 20
	Sign off Development Agreement	December 21
	Final Approvals and Official Signing	December 30