



## Egypt Private Sector Participation in Dry Port and Logistics Centre **MCDF- JUNE 2026**



# 10<sup>th</sup> of Ramadan DP and Logistics Centre ("10 DP/LC")

## About the project

- Development, operation and maintenance of a **dry port for containerised cargo** as well as a **logistics centre**
- Land allocated for project is ~ 250 acres
- Customs bonded facility - Port of call close to shippers

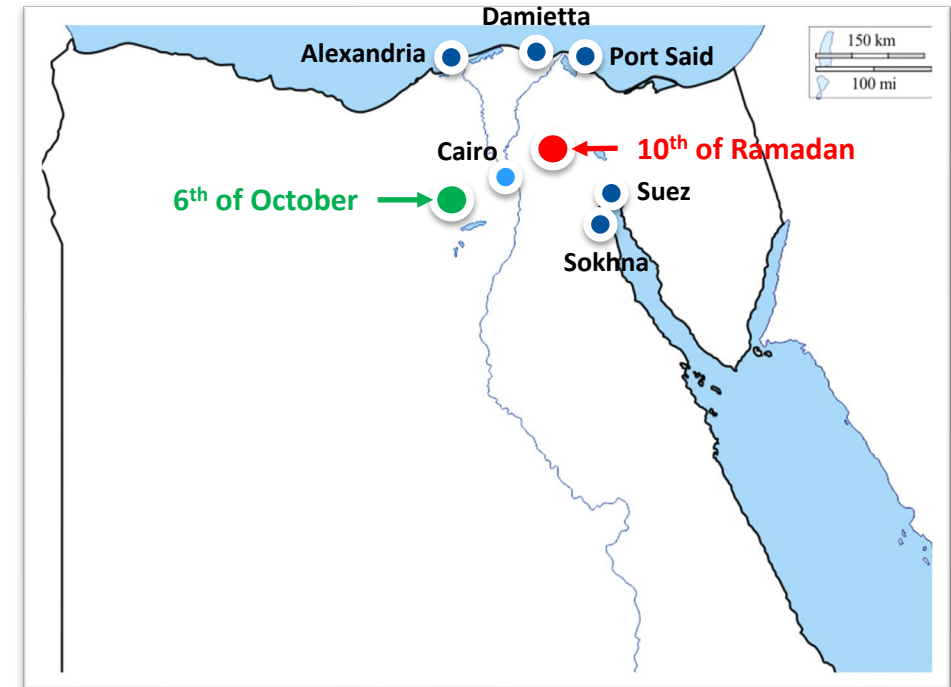
## Demand estimates

Healthy market outlook for the 10R DP/LC – Base Case Annual Demand

# - Approx.	Y3*	Y5	Y10	Y20	Y30
<b>Dry Port TEU</b>	407k	655k	712k	819k	981k
<b>Log. Center EurPallets</b>	608k	1m	1.4m	1.9m	2.3m

\* After ramp-up period

## Egypt Map



## Project location

- **Southern part of 10<sup>th</sup> of Ramadan City**, located in the Sharkia State in Northern Egypt, approx. **70 km Northeast of Cairo**. **Urban expansion** in Egypt is **eastwards** from the Greater Cairo Area (e.g. New Cairo and the New Administrative Capital City).
- Dry port will facilitate trade destined for Egypt's main consumer centres (the Greater Cairo Area) or originating from industrial centres in its vicinity (e.g. the 10th of Ramadan Industrial Zone (IZ), Badr City etc.). Main Egyptian gateway container ports close to 10R DP/LC are Damietta, Port Said (East and West), Sokhna and even Greater Port of Alexandria. Cairo-Damietta, Cairo-Port Said and Cairo-Suez corridors are the most relevant transport corridors for the 10R DP/LC.
- It is worth noting the following express electric train projects which may extend to the Project:
  - El-Sokhna on the Gulf of Suez to El-Alamein and Alexandria via the New Administrative Capital;
  - Linking Safaga with the cities of Upper Egypt; and
  - Connecting 6th of October city with Aswan.

**10R DP/LC is well-positioned to become a natural extension of the main gateway container ports of Egypt and cater to consumer centres in Greater Cairo Area and industrial zones in its vicinity thus improving the efficiency of Egyptian logistics supply chains.**

# 10 DP/LC - Envisaged contractual structure

## Government's responsibilities

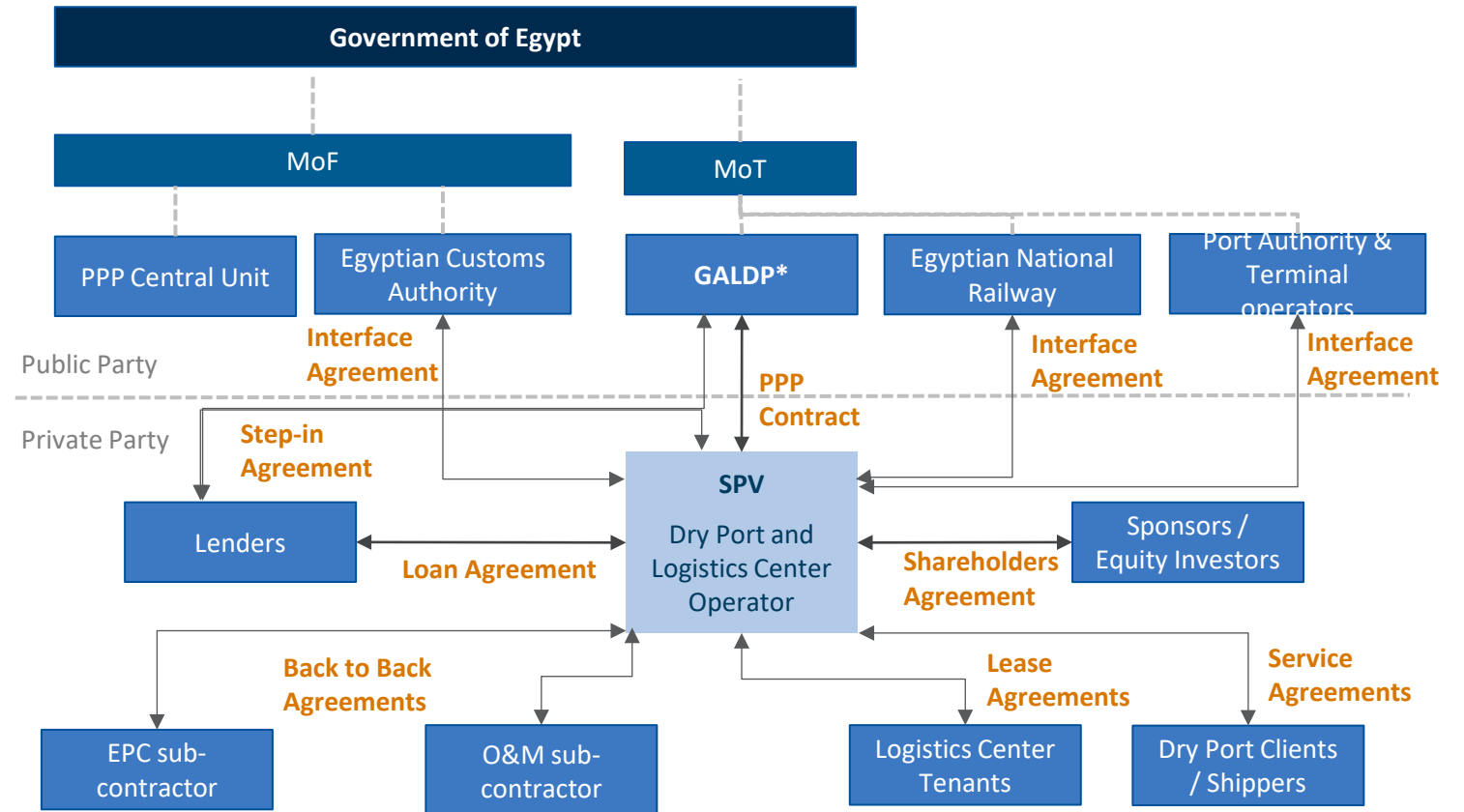
- **Allocate land** of ~ 250 acres of state-owned land
- **Give right of use** to private operator for 30 years
- **Provide utilities** at the site
- **Construct railway line** connecting the project to the rail network of Egypt
- **Provide relevant government personnel** (such as customs) at site for smooth operations
- Issue relevant **permits and licenses**
- **Monitor** the project during its term

\* GALDP is leading the initiative of implementing Dry Ports and Logistics centres in Egypt

## Private operator's responsibilities

- **Design, build and finance** dry port and the logistics centre in phases and as per specifications
- **Operate and maintain** as per stipulated KPIs
- **Transfer project to govt.** at the end of the term in a condition that meets the stipulated requirements
- Operator will also act as **Intermodal Service Provider**; providing integrated end-to-end intermodal service

## Envisaged contractual structure



# 10 DP/LC – Envisaged financial flows

## Revenues

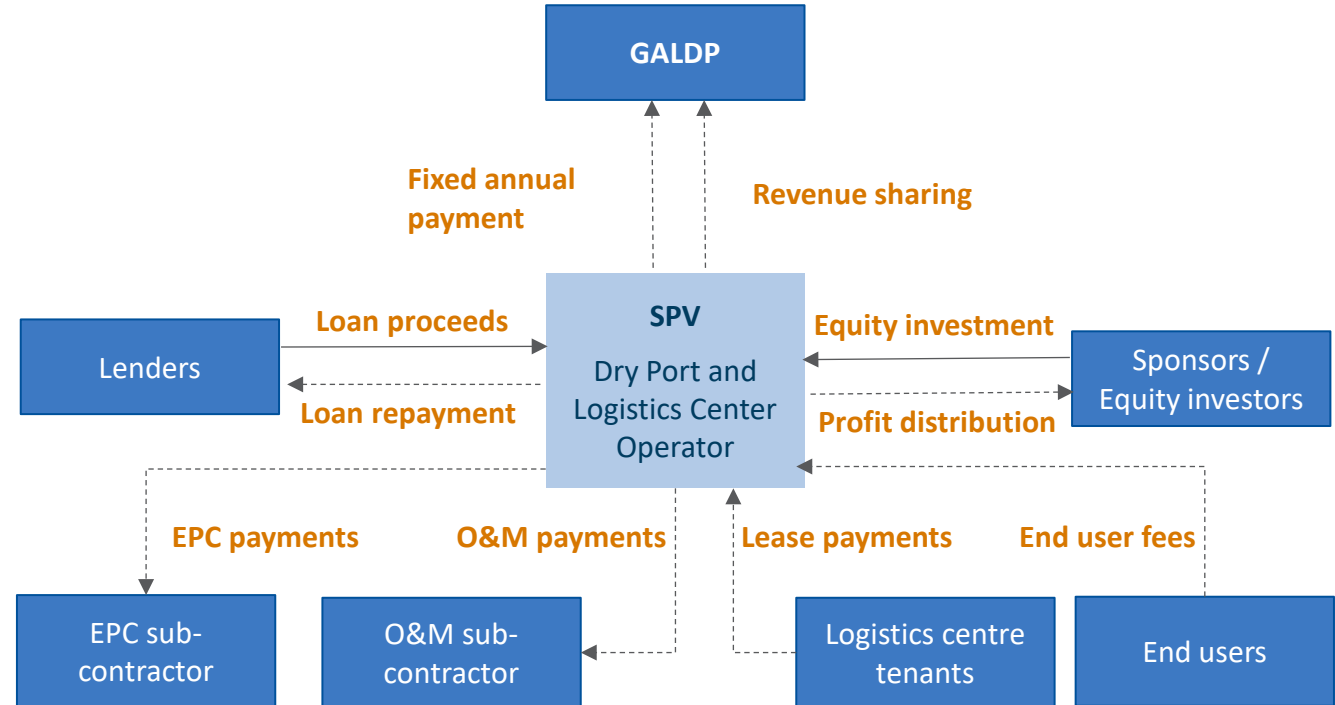
- **Demand, pricing and collection risk** borne by the private operator
- **Driven by end user payments** from dry port users will be made for intermodal services, container/cargo handling, warehousing and storage and container freight station service
- Supplemented by **lease rentals** from Logistics centre tenants
- A significant portion of the Project **revenues are envisioned to be denominated in USD**, thus increasing the potential for sourcing debt on international markets.

## Payments to public partner

- Operator to pay a **fixed annual payment** to GALDP; and
- Operator to **share revenues** with GALDP.
- Payments are envisaged to be **determined via the tender process**

## Project Finance

- SPV will be responsible for **securing financing**
- Aim is to **mobilise international non-recourse/limited project financing**



# 10 DP/LC – Other key terms



Term	Details
Agreement period	<ul style="list-style-type: none"> <li>Scheduled construction period for Phase 1 + 30 years</li> </ul>
Initial construction period	<ul style="list-style-type: none"> <li>2 years from Effective Date (i.e. achievement of conditions precedents)</li> <li>Future phased expansion during concession period</li> </ul>
Design capacity and Phasing	<ul style="list-style-type: none"> <li>Phasing linked to actual demand. Estimated phasing is:               <ul style="list-style-type: none"> <li>Phase 1 – 450,000 TEU per annum</li> <li>Phase 2 – 825,000 TEU per annum</li> <li>Phase 3 – 1,085,000 TEU per annum</li> </ul> </li> </ul>
Design flexibility	<ul style="list-style-type: none"> <li>The private partner will be given the flexibility to design the project subject to minimum technical specifications</li> </ul>
Operations	<ul style="list-style-type: none"> <li>The project will provide 24-hour operations and will be subject to minimum Key Performance Indicators</li> </ul>
Ownership	<ul style="list-style-type: none"> <li>Land will remain under the ownership of the public partner</li> <li>Infrastructure, superstructure and equipment will remain under the ownership of the private partner and will be transferred to the public partner on termination or expiry. The project shall be handed over in a condition as stipulated in the project agreements.</li> </ul>
Arbitration	<ul style="list-style-type: none"> <li>Seat of arbitration is Cairo</li> <li>Arbitration in accordance with Cairo Regional Centre for International Commercial Arbitration (CRCICA)</li> </ul>
Governing law	<ul style="list-style-type: none"> <li>Governed and construed in accordance with the laws of the Arab Republic of Egypt</li> </ul>
Procurement framework	<ul style="list-style-type: none"> <li>PPP Law (Law no. 67 of 2010)</li> </ul>
Other terms	<ul style="list-style-type: none"> <li>Consistent with international standards which includes relief events, compensation events including lack of train service, early termination payments, force majeure and change in law compensations.</li> </ul>



## Egypt Private Sector Participation in Industrial Waste Water Plants

# MCDF- JUNE 2026



# Industrial Waste Water Treatment Plants

## Unlike Domestic Waste Water Plants



Feature	Industrial WWTP	Domestic WWTP
Users	Known and Identified	Unknown
Payment to SPV	Direct Payment by users	Tendering Authority (Government)
Billing	Separate bill to each user (Factories)	One bill to Tendering Authority
Pricing of treatment service	Multiple pricing schemes based on: <ul style="list-style-type: none"> <li>• Volume</li> <li>• Contamination Load (COD/BOD/TSS)</li> </ul>	One fixed price/m <sup>3</sup>
Collection from users	Private Sector (SPV)	Government
Government responsibility in case of non-payment	<ul style="list-style-type: none"> <li>• Gov. may Suspend license</li> <li>• Environmental regulator penalize/stop license</li> </ul>	Government Risk



**Thank You**