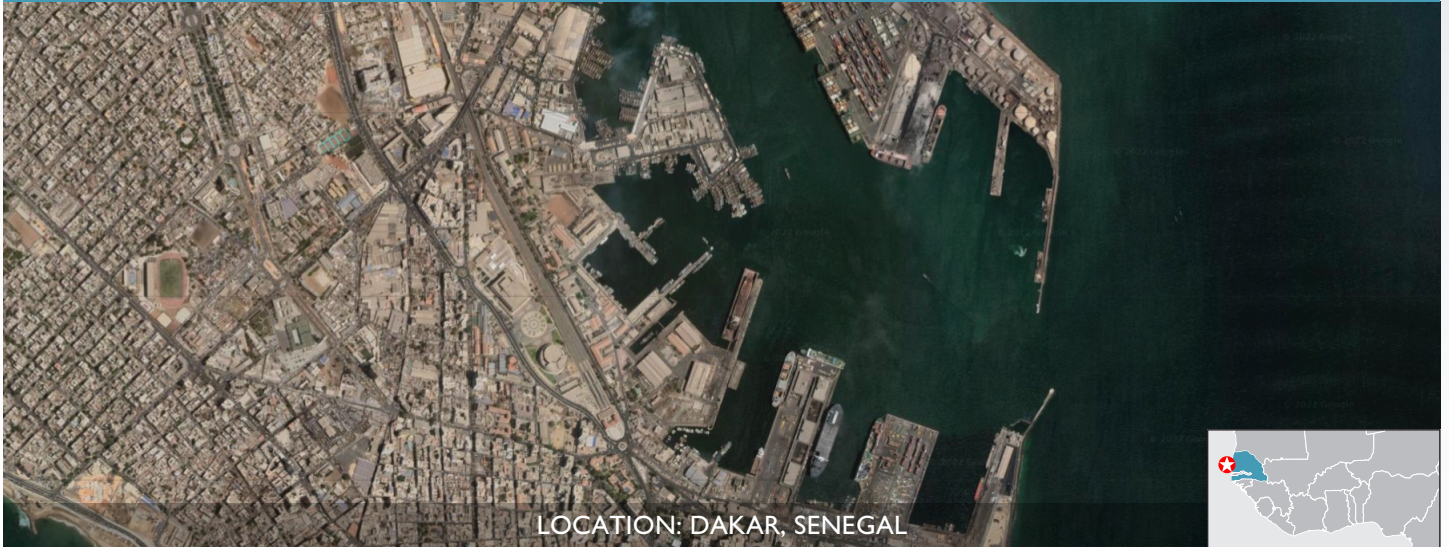




**FERTILIZER PORT FACT SHEET FOR THE ECOWAS REGION**



LOCATION: DAKAR, SENEGAL

**INFRASTRUCTURE**

- **Dry bulk berths:**
  - Q3** Dedicated to transit to Mali,
  - Q5** Bulk phosphate ICS,
  - Q8** Bulk mineral+fertilizer
- **3 berths usable for fertilizer**
- **Berth length: Q3** 645 m, **Q5** 360 m, **Q8** 700 m
- **Max simultaneous vessel capacity: 3**
- **Max vessel draught: Q1** 10.5 m, **Q3** 10 m, **Q4** 7 m, **Q5** 11 m, **Q8** 8-11 m, **Q10** 18 m
- **Access to mainland:**
  - Road** International road to Mali. Weight limit 30 t per truck.
  - Rail** To Dakar, Koulikoro-Mali (1,287 km). Projected to Niger. Not in service since 2018.
- **Competing ports/corridors:** Abidjan-Bamako, San Pedro-Bamako
- **Destination countries of transit goods: Mali** Bamako, Kayes, Sikasso. **Burkina Faso** Bobo Dioulasso.
- **Maximum bulk carrier:**
  - Q3** 30,000 t, **Q5** 30,000 t,
  - Q8** 30,000 t

**CAPACITY**

- **1 storage area suitable for fertilizer** with a total capacity of **216,000 m<sup>2</sup>**
- **1 bonded warehouse** with a total capacity of **98,000 m<sup>2</sup>**
- **Planned development: –**
- **425,077 tons of fertilizer handled in last 5 years**
- **Optimal offloading rate per day: 1,500–2,000 t/day** x 2 docks

**OPERATIONS**

- **1% spillage** (loss of weight during operations):
- **Congestion at sea: Medium**
- **Bulk carrier berthing time (days):** Min **0.3** – Max **11** – Average **5.3**
- **Bulk carrier anchorage time (days):** Min **0.1** – Max **15** – Average **2.8**
- **Peak months: –**
- **Road traffic exiting port: Low**
- **Dry bulk handling system:** Mobile crane, mobile bagging station. Bulk in Bags out.
- **US \$6.30/t stevedoring cost**
- **US \$20/t average port charges for fertilizer imports**
- **Average number of rainy days: 48**
- **Main products/crops/clients:** General goods/main port.

**Key operators and their contacts:**

**Port of Dakar (SNDKR)**  
+221 849 4545  
pad@portdakar.sn  
www.portdakar.sn  
BP 3195 21 Boulevard de la Libération  
Dakar – Senegal

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