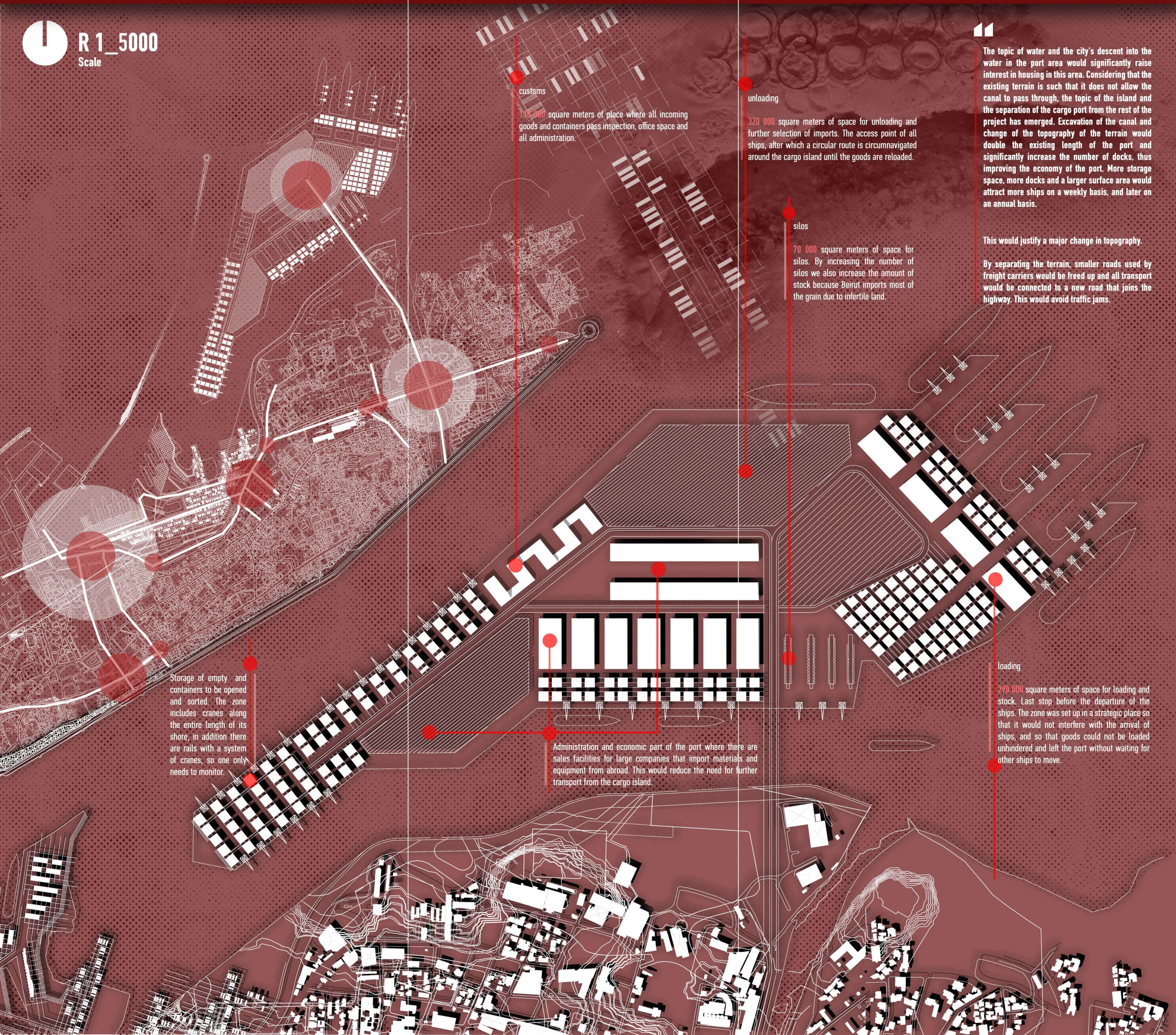


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Scale



customs

138 000 square meters of place where all incoming goods and containers pass inspection, office space and all administration.

unloading

320 000 square meters of space for unloading and further selection of imports. The access point of all ships, after which a circular route is circumnavigated around the cargo island until the goods are reloaded.

silos

70 000 square meters of space for silos. By increasing the number of silos we also increase the amount of stock because Beirut imports most of the grain due to infertile land.

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The topic of water and the city's descent into the water in the port area would significantly raise interest in housing in this area. Considering that the existing terrain is such that it does not allow the canal to pass through, the topic of the island and the separation of the cargo port from the rest of the project has emerged. Excavation of the canal and change of the topography of the terrain would double the existing length of the port and significantly increase the number of docks, thus improving the economy of the port. More storage space, more docks and a larger surface area would attract more ships on a weekly basis, and later on an annual basis.

This would justify a major change in topography.

By separating the terrain, smaller roads used by freight carriers would be freed up and all transport would be connected to a new road that joins the highway. This would avoid traffic jams.

Storage of empty and containers to be opened and sorted. The zone includes cranes along the entire length of its shore, in addition there are rails with a system of cranes, so one only needs to monitor.

Administration and economic part of the port where there are sales facilities for large companies that import materials and equipment from abroad. This would reduce the need for further transport from the cargo island.

loading

290 000 square meters of space for loading and stock. Last stop before the departure of the ships. The zone was set up in a strategic place so that it would not interfere with the arrival of ships, and so that goods could not be loaded unhindered and left the port without waiting for other ships to move.