

Industrial and Port Developments in East Port Said, Sokhna Port and the Surrounding area of the Suez Canal

In August 2015, the Egyptian government gladly inaugurated the opening and operation of the Suez Canal expansion which spans from km 60 to km 95, 35km of length for the new navigational channel, in addition to both the widening and deepening of the draft of the Great Bitter Lakes by-passes and Ballah by-pass (10km - Ballah western by-pass and 27 km -The Great Bitter Lakes western by-pass) hence allowing for an additional 37 km expansion, and coming to the project's total length of 72 km.¹

The expansion project will allow for two-way vessel traffic along parts of the Suez Canal route, also enabling larger vessels to transit the canal. This publically funded \$8.2 billion project is expected to expand capacity of the canal to allow 97 ships to transit per day, however these numbers are projected for 2023 as the canal currently has 49 vessels per day on average transiting.

However, the larger project lies in the surrounding Ports such as East Port Said, Sokhna Port and the larger logistics area the Suez Canal Zone.



[SUEZ CANAL BEFORE AND AFTER THE EXPANSION PLAN]²

East Port Said Port³

East Port Said is located alongside the north east of the Suez Canal. The port is well distinctly situated to be a major transshipment hub and gateway port, in addition to being equipped with shielded deepwater facilities capable of accommodating large vessels.

In 2005 A.P. Møller Terminals (55% owner), in association with the Suez Canal Port Authority established the Suez Canal Container Terminal (SCCT) a privately run container terminal, which allowed East Port Said to blossom into one of the world's 40 busiest ports.

Moreover, an expansion plan is already underway to complete a side channel in East Port Said that would allow for vessels direct entry into the port without the waiting of a convoy. The side channel is expected to be completed in the first half of 2016.⁴

¹ SOURCE: <http://www.suezcanal.gov.eg>

² SOURCE: <http://maersklinesocial.com>

³ SOURCE: <http://www.sczone.com.eg>

⁴ Reuters, November 26, 2015 & AmCham Egypt Watch Bulletin, December 2015

Moreover, there are proposed plans for further expansion in the area, over a site of 2,600 hectares, which are expected to amplify the port's standing, 4 berths with a total length of 4,500m, a minimum annual throughput of 3.3 million TEU in addition to 3,800 hectares available for light and medium manufacturing including automotive parts and vehicle assembly, textiles, pharmaceuticals, agribusiness and electronics.

These developments include:

- ① SCCT (SCCT1, SCCT2 and SCCT 3 is the expected expansion to the north of the existing terminal)
- ② Additional fully integrated container terminals supported with (1) yard capacity of 15,120 TEU's, (2) ground slots for laden and reefer containers, which will increase the container capacity by 20 million TEU's by 2050.
- ③ A large-scale multipurpose general and dry bulk terminal that would offer both vertical and flat storage solutions for a wide range of dry bulk commodities along 7 berths with a total length of 1,500m and a total yard area of 1.05 km².
- ④ Outer-turning basin with a 1000m diameter and 20 m draught, and enhanced port automation and the next generation container handling equipment (basin width is 800m; basin depth 18m). The outer turning basin is a dedicated area for automotive products, which will allow for a range of added value services that can be included at this location such as PDI of new car imports.
- ⑤ A Liquid Bulks Terminal that is intended to accommodate large tonnage of different liquid bulk commodities (up to 5 million tons), 4 berths with a total length of 800m, and a yard capacity of 480,000m². The layout will provide for LNG storage tanks to meet the latest international regulatory position on improving.





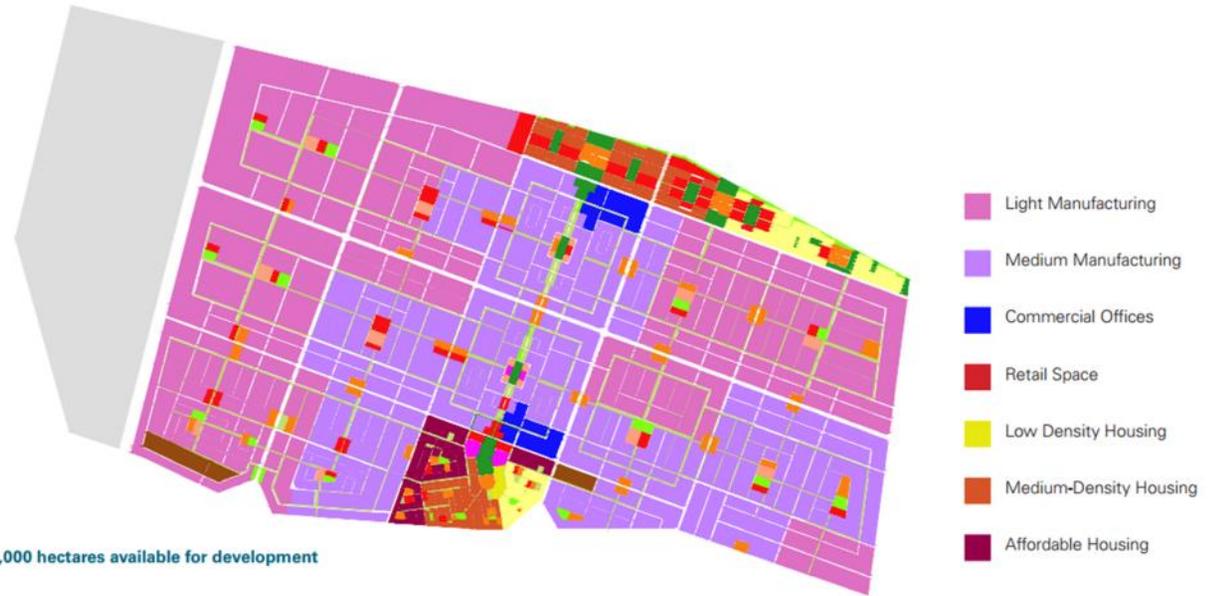
Over 4,000 hectares available for development

Note: Information in this page is not final and subject to change

- LEGEND
- AUTOMOBILE ASSEMBLY PARTS
 - CONSTRUCTION AND BUILDING MATERIAL
 - AGRICULTURE-BUSINESS AND FOOD PROCESSING
 - TEXTILE AND READY-MADE GARMENTS
 - HOME APPLIANCES AND ELECTRONICS
 - PHARMACEUTICALS
 - ICT
 - RESIDENTIAL: HIGH END APARTMENT
 - RESIDENTIAL: MIXED USE
 - RESIDENTIAL: TERRACED HOUSING
 - RESIDENTIAL: AFFORDABLE HOUSING APARTMENT
 - COMMERCIAL: RETAIL
 - COMMUNITY FACILITIES
 - COMMERCIAL: OFFICES - HOTELS
 - COMMERCIAL: R&D
 - PUBLIC OPEN SPACES
 - LOGISTICS
 - UTILITIES
 - BASIN
 - EMPTY DEPOTS/ TRUCKS
 - CONTAINER TERMINAL
 - GENERAL CARGO + CAR STORAGE

□ SITE BOUNDARY

SCALE



The East Port Said Port and Industrial Development Complex is projected to become Egypt's primary transshipment hub and trade-oriented gateway

3,800 hectares available for light and medium manufacturing, including automotive parts and vehicle assembly, textiles, pharmaceuticals, agribusiness and consumer electronics.

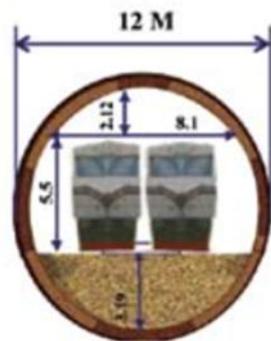
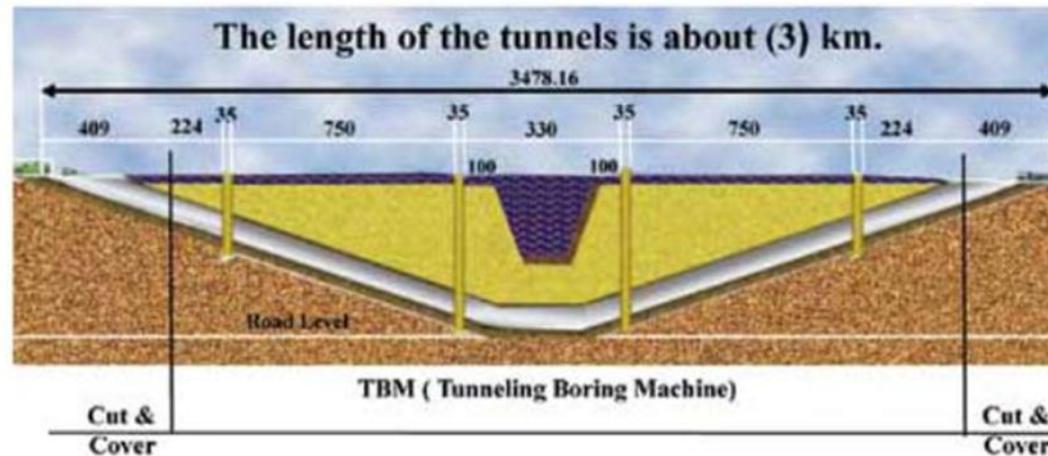
273 hectares of land available for residential development

A 6-hectare business park dedicated to commercial and R&D services.

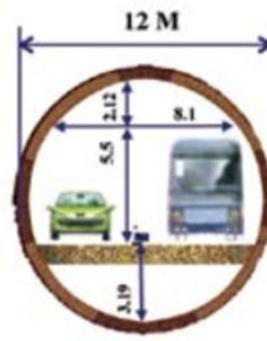
Tunnels in Port Said and Ismailia

The Suez Canal, cutting across the Sinai Peninsula, connects various canal cities such as Port Said, Port Tawfik, Ismailia, Ballah, and Suez to the industries involved with the canals varied commerce. Hence, with the expansion, and further developments of the terminals and ports, there has been additional planning in further facilitating the movement of people, vehicles and trains from one side of the canal to the other by the digging of tunnels under the canal to connect cities on both its eastern and western banks.

Both Port Said and Ismailia are intended to each have three functioning tunnels to allow safe passage from under the canal. Two tunnels are to be dedicated as automobile roads (one for east to west traffic and vice versa) in addition to a tunnel that is intended to have railway facilities installed. Ismailia's first tunnel is already underway and is expected to be completed by the end of 2017. The digging equipment for the Port Said tunnels is expected to arrive on 20/12/2015 in order to begin the digging process.



Double Track lines



One way Road



One way Road

Ain Sokhna Said Port⁵

Ain Sokhna Port is located south of Suez on the Red Sea. Currently there is a privately operated container terminal run by DP WORLD since 2008.

The new area for development makes available 4,000 hectares for light and medium manufacturing activities 2,260 hectares for heavy industries - including petrochemicals and oil refining, in addition to a central business district for commercial and retail activities, as well as a business and R&D park 1,616 hectares of mixed-use residential development. Moreover it has over 110 hectares available for community facilities (including schools and healthcare facilities)

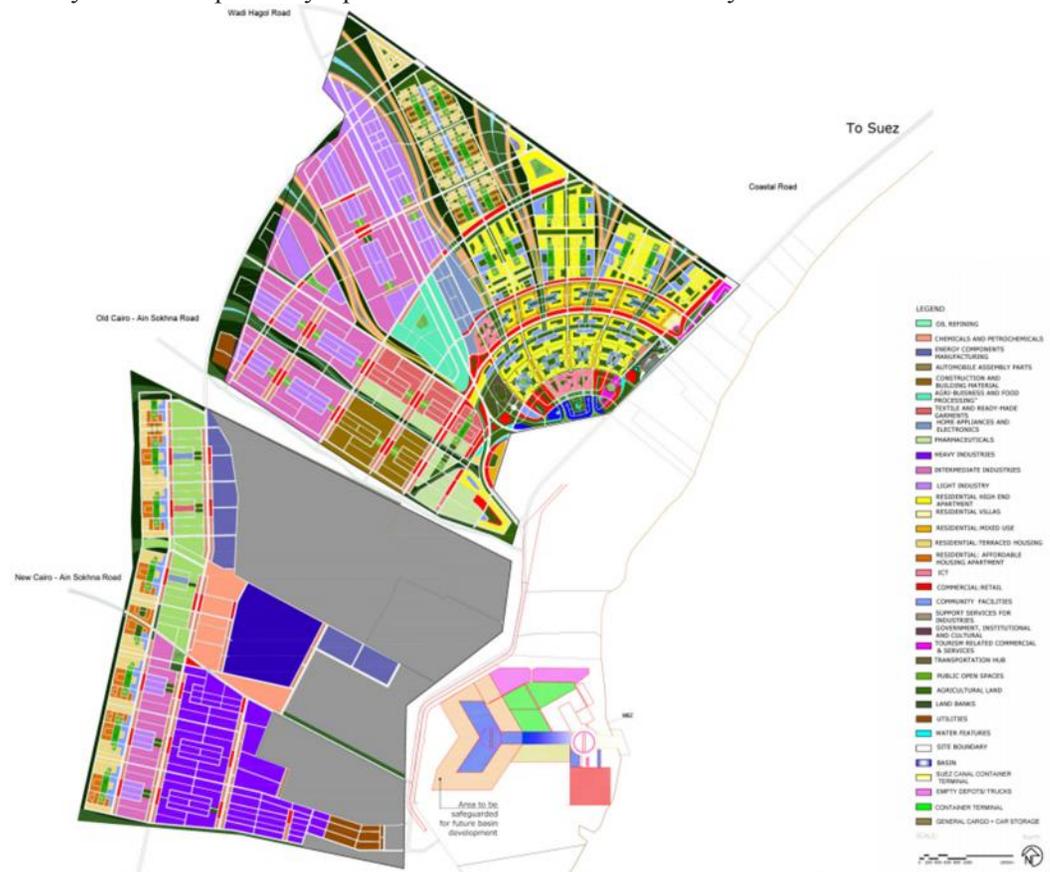
The project is expected to be an ultra-modern multi-purpose facility capable of handling large ships, built for the purpose for future needs, with a basin width and entrance of 680m with direct access from the Gulf of Suez (basin depth of 18m). Moreover, the port automation will be enhanced with next generation container handling equipment.

Moreover, a new container terminal at the total length of 2, 200m and consist of 6 Berths.

- Total container yard area of 1.39km²
- 22,000 TEU ground slots for laden and reefer containers
- Potential annual throughput of 5.1 million TEU

Also, there is a plan for a dry bulk terminal with 3 berths and with the capacity for 20 million tons per annum.

In addition to our Alexandria and Cairo offices, our teams in our offices located in both Port Said and Suez have been monitoring the developments in the region and will keep a close watch on any further changes and/or developments announced on which we will not fail to keep you fully updated.



⁵ SOURCE: <http://www.szone.com.eg>

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