



Admiral / AbdelKader Darwish

# sczone ports integration & development

## SUEZ CANAL ECONOMIC ZONE

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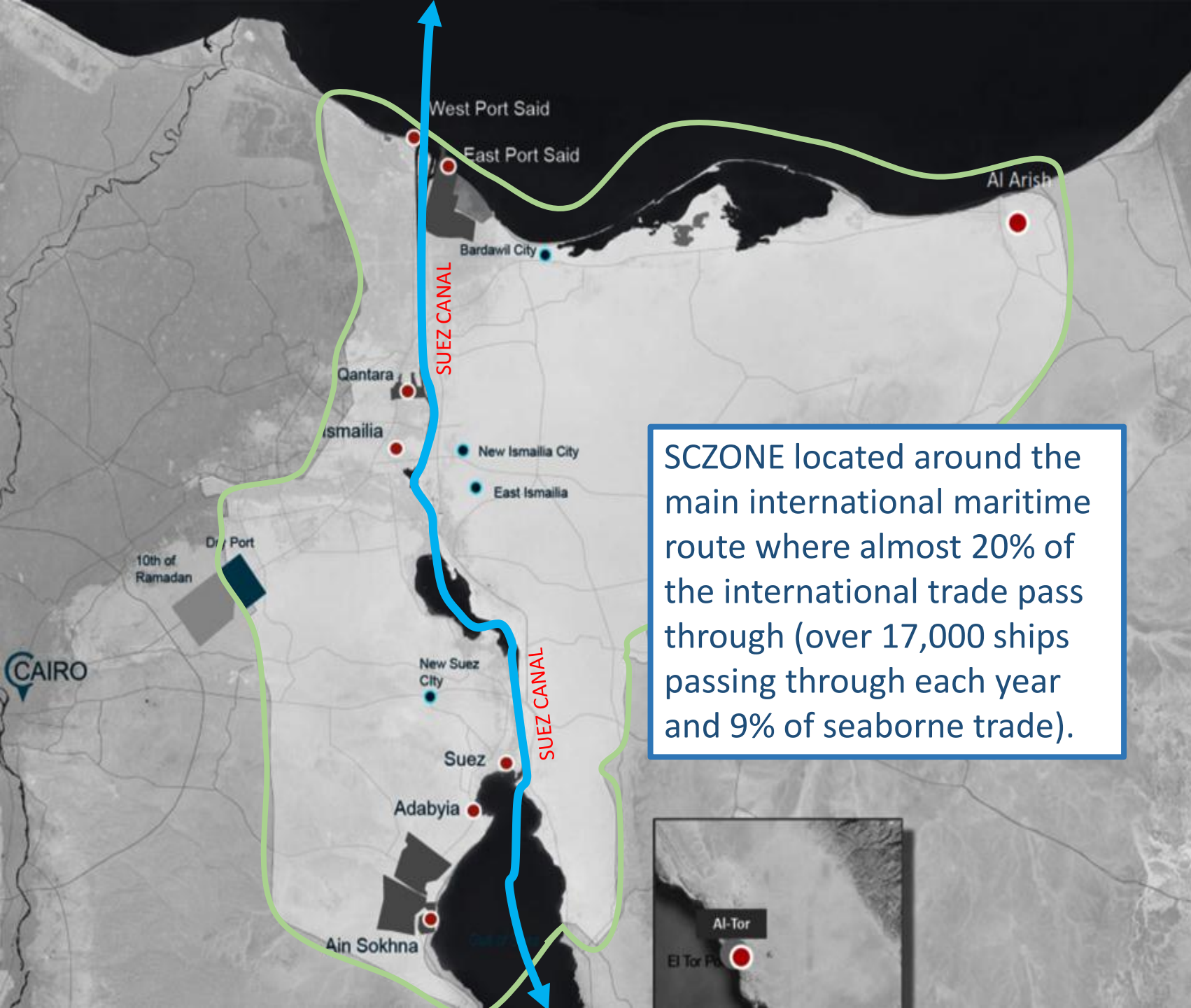
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## 1- Integrated Zone

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SCZONE located around the main international maritime route where almost 20% of the international trade pass through (over 17,000 ships passing through each year and 9% of seaborne trade).

# Integrated Zone

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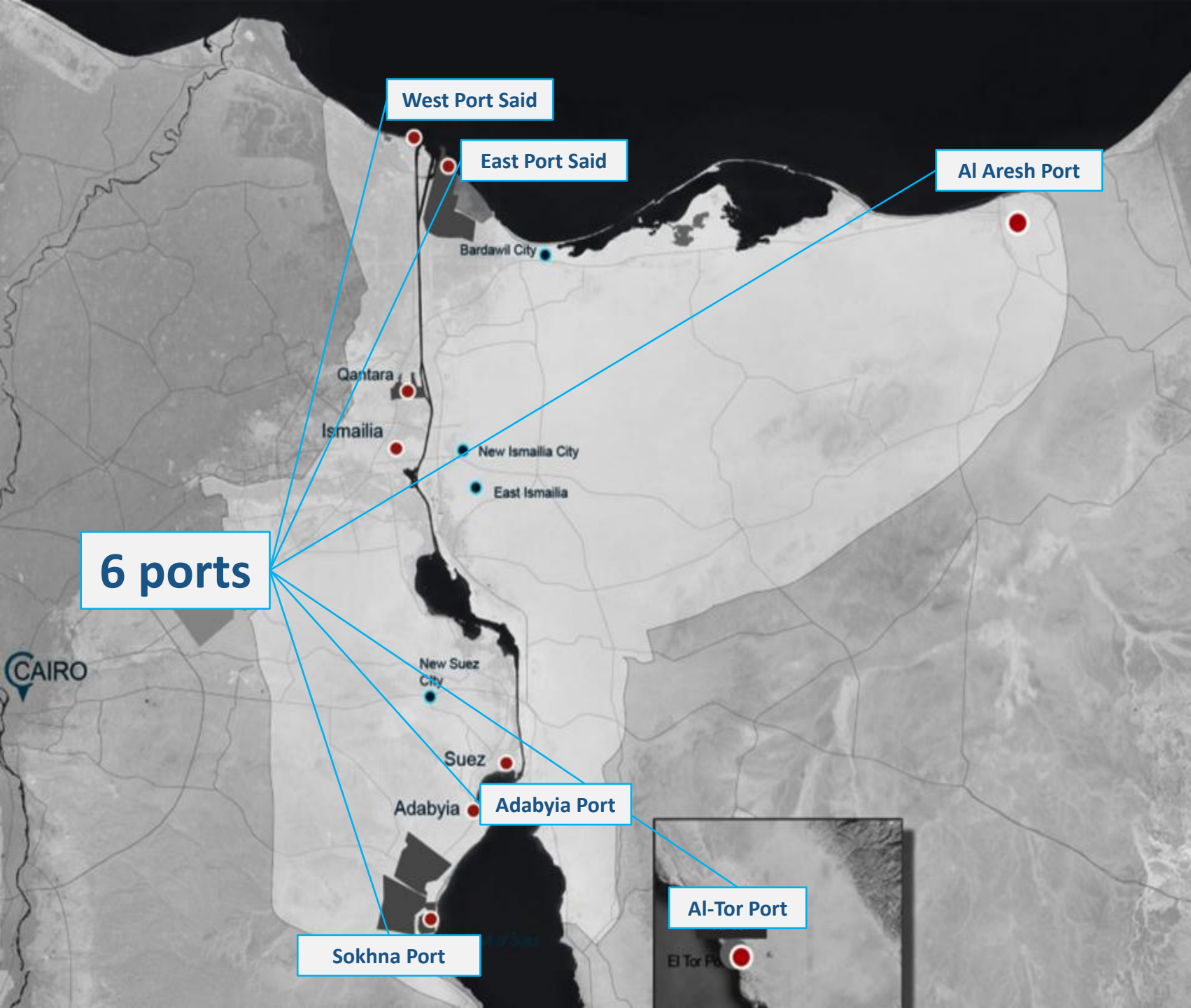


# industrial Zones

**4 industrial zones**

A promising investment zones  
with total area of **461 K.m<sup>2</sup>**

## SUEZ CANAL ECONOMIC ZONE



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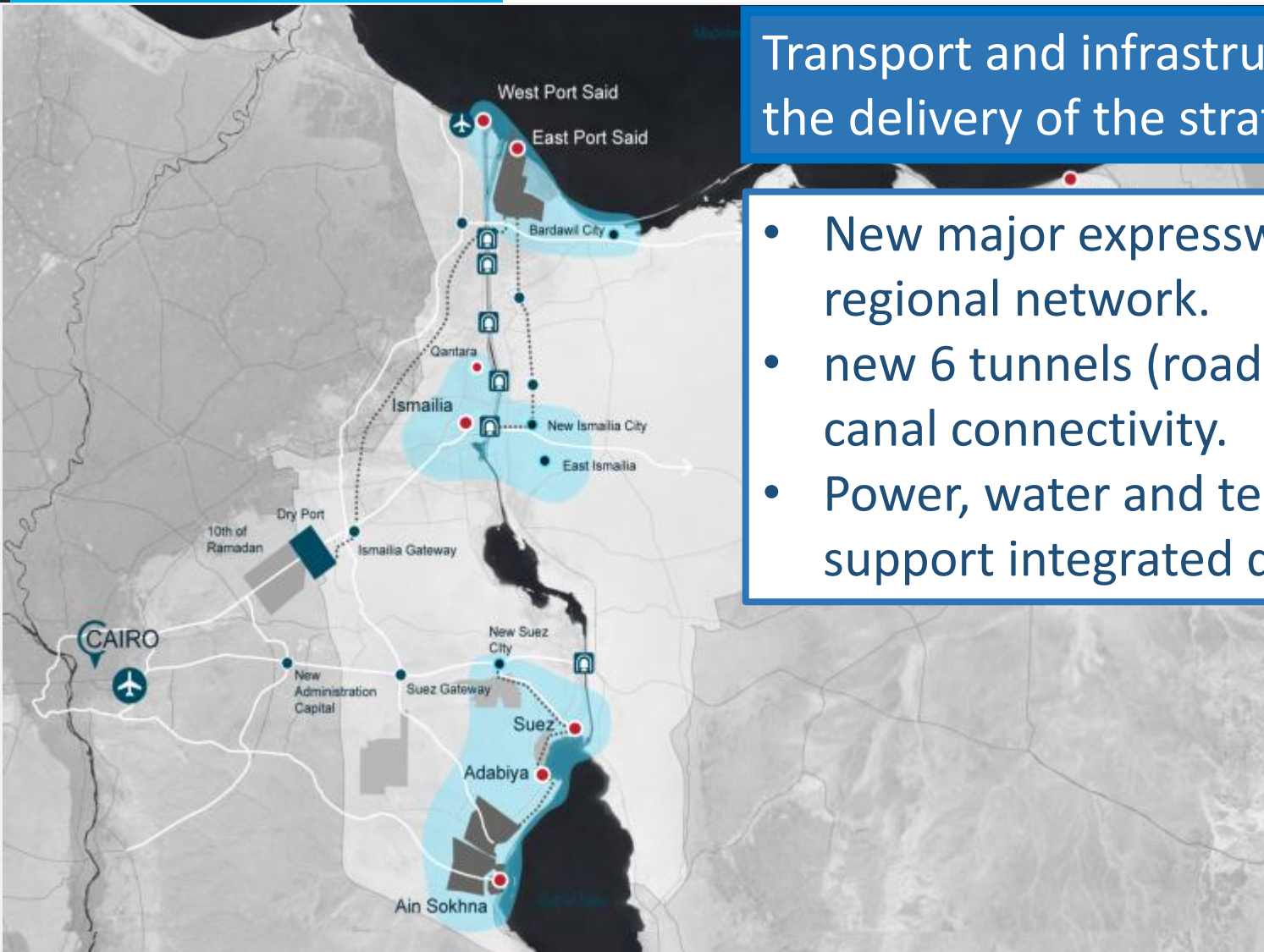
## 2- Accessibility

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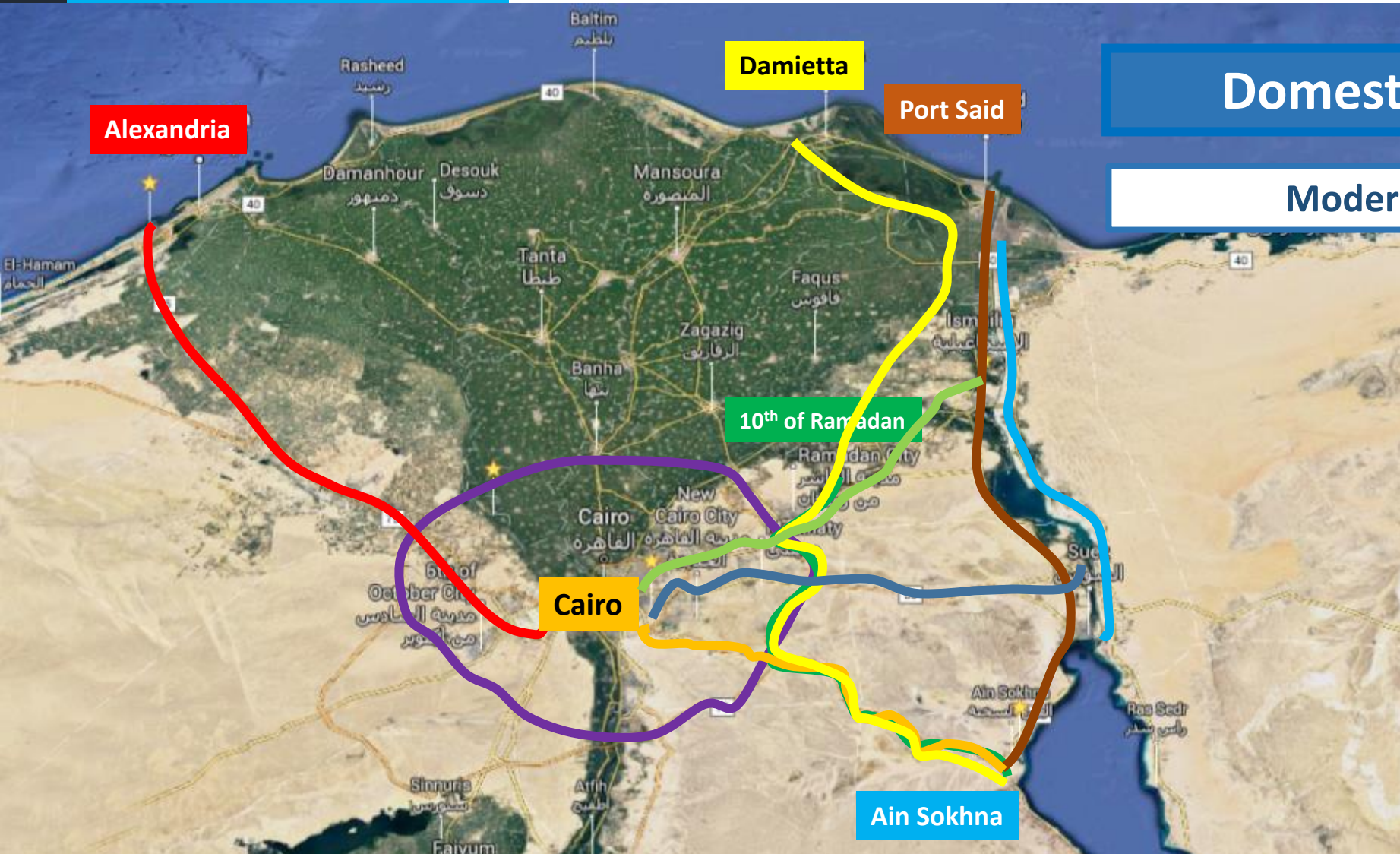
Transport and infrastructure linkages will be integral to the delivery of the strategy.

- New major expressway linking East Port Said to the regional network.
- new 6 tunnels (road and railway ) to increase cross canal connectivity.
- Power, water and telecommunication networks to support integrated development.



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**Domestic Connectivity**

**Modern Roads Network**

Cairo – Sokhna Highway Road

Regional Ring Road

Cairo – Alex Highway

Sokhna – 10<sup>th</sup> of Ramadan

Suez – Ismailia – Port Said

30<sup>th</sup> June Axis

Port Said – Suez Eastern Road

Cairo-Suez desert road

Cairo-Ismailia desert road



**Domestic Connectivity**

**Linked to 6 Tunnels**

**Port Said Tunnels**

**Ismailia Tunnels**

**Suez Tunnels**



## Domestic Connectivity

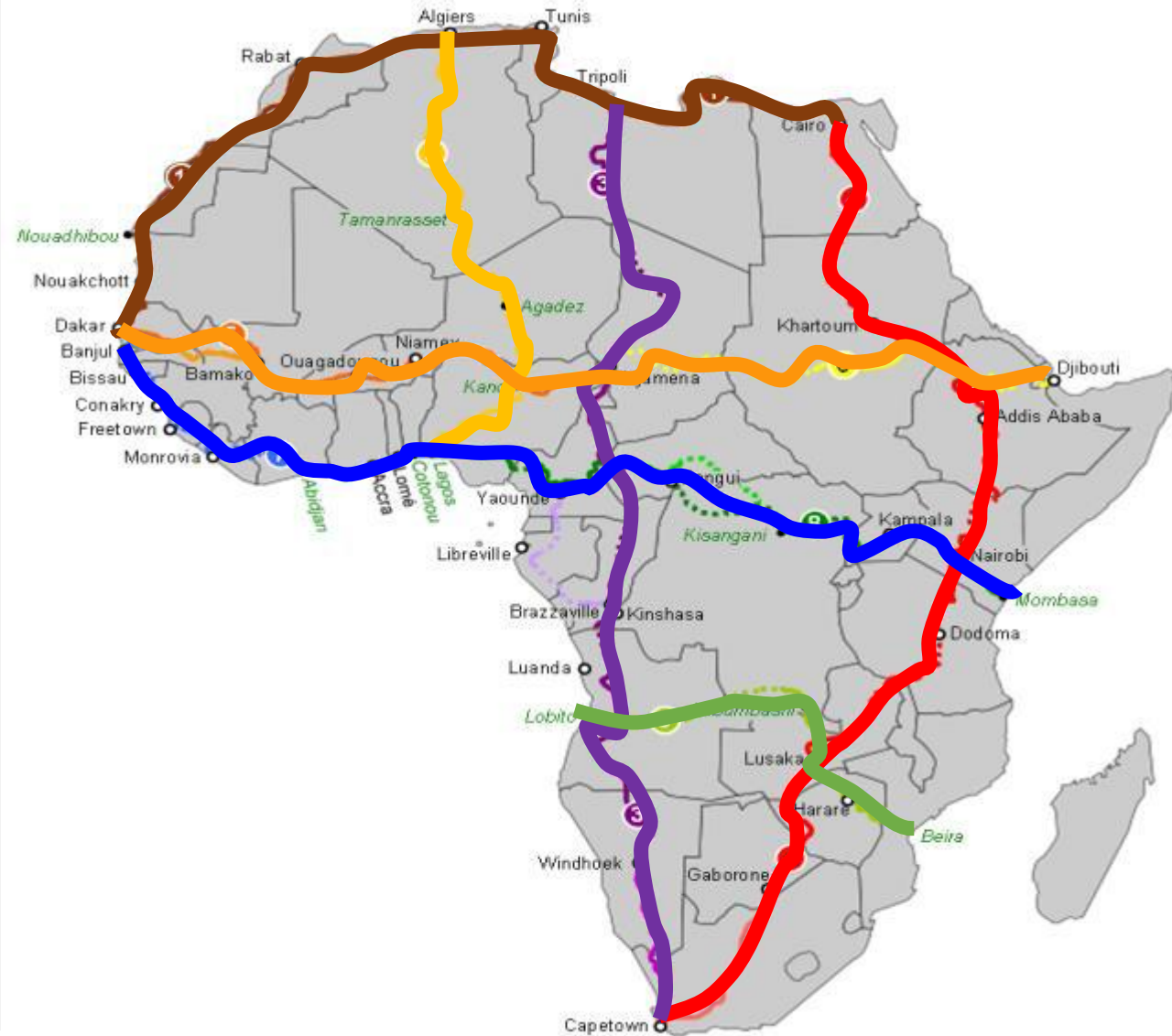
Linked to International Airports

100 KM to Cairo Intl. Airport

170 KM to Cairo West Intl. Airport

60 KM to the Admin. Capital Airport

150 KM to Almalleez Airport

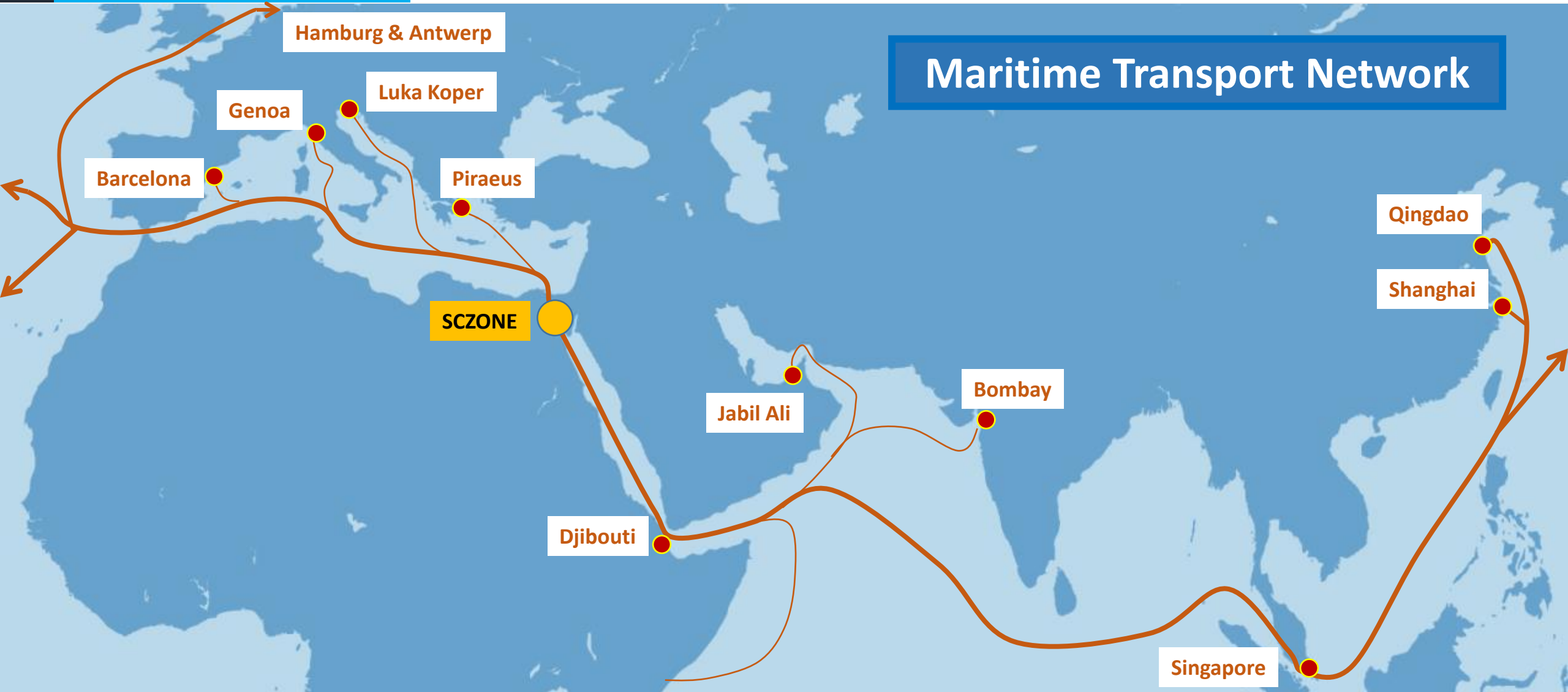


## International Roads Network

### Linked to The Transport African Highways

- 1 **Cairo - Dakar**
- 2 **Algeria - Lagos**
- 3 **Tripoli - Cape town**
- 4 **Cairo - Cape town**
- 5 **Dakar - Ndjamena- Djibouti**
- 6 **Dakar - Lagos - Mombasa**
- 7 **Dakar - Lagos - Mombasa**
- 8 **Dakar - Lagos - Mombasa**
- 9 **Beira - Lobito**





## 3- Connectivity

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## Using a Common Communications Infrastructure

**SCZONE on emerging security, operational, and cost-cutting opportunities through its ports.**

**With an underlying operational communication infrastructure, core processes can be consolidated across SCZONE ports operations, whether on the dock or in the office.**

**A multi-service network for all information data, voice, or video and enable Ports to use and scale their network investment when deploying or integrating new applications.**





## Improved Security and Safety

1. **Networked Video Surveillance**
2. **Container Security**
3. **Operational Efficiency**
4. **Wireless Mobility**
5. **Access Control**
6. **Increasing Tenant Satisfaction**
7. **Value-Added Services to Tenants**



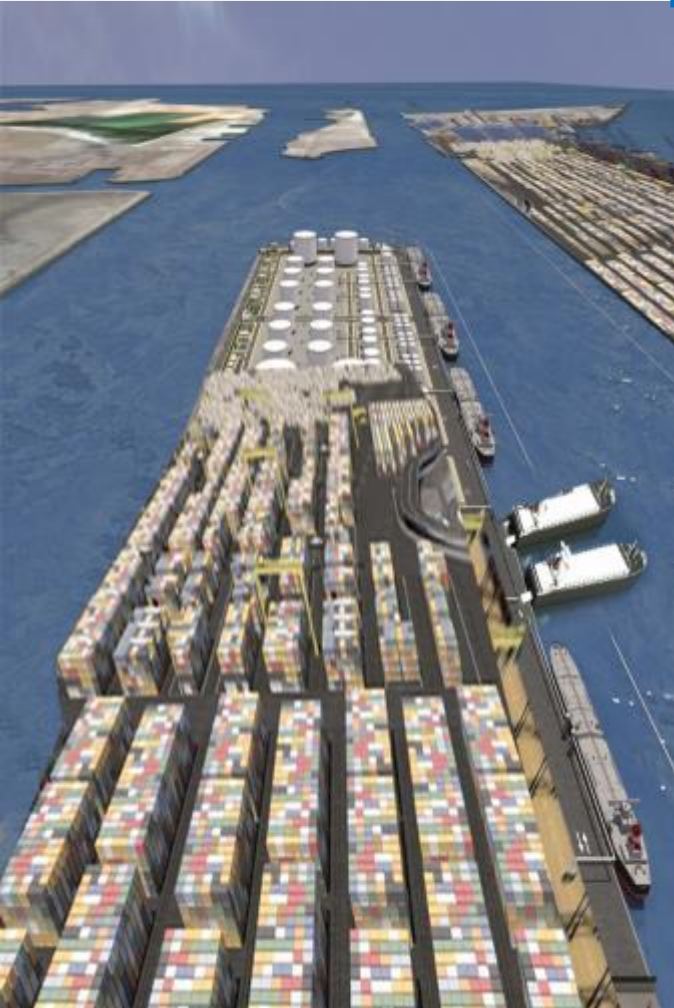
## The Technologies role in SCZONE ports

1. All these previous technologies must be integrated into an existing port information infrastructure that, today, is often highly fragmented across both port authority and tenant operations.
2. SCZONE Port managers must use investments in security upgrades to enhance overall productivity.

**This is the future for SCZONE port operations.**



## PORTS of the Future



“seaports of the future” is rapidly taking hold as authorities increasingly use network-centric innovations to improve:

1. Security of cargo
2. Decision-making and responsiveness .
3. Compliance and communication with government organizations and other ports .
4. Flexibility and resource utilization .
5. Satisfaction of terminal operators and other tenants.

## 4- Forecasting Trade indicators

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## Total Growth in goods movement to ports



## Dividing the Growing on future plans

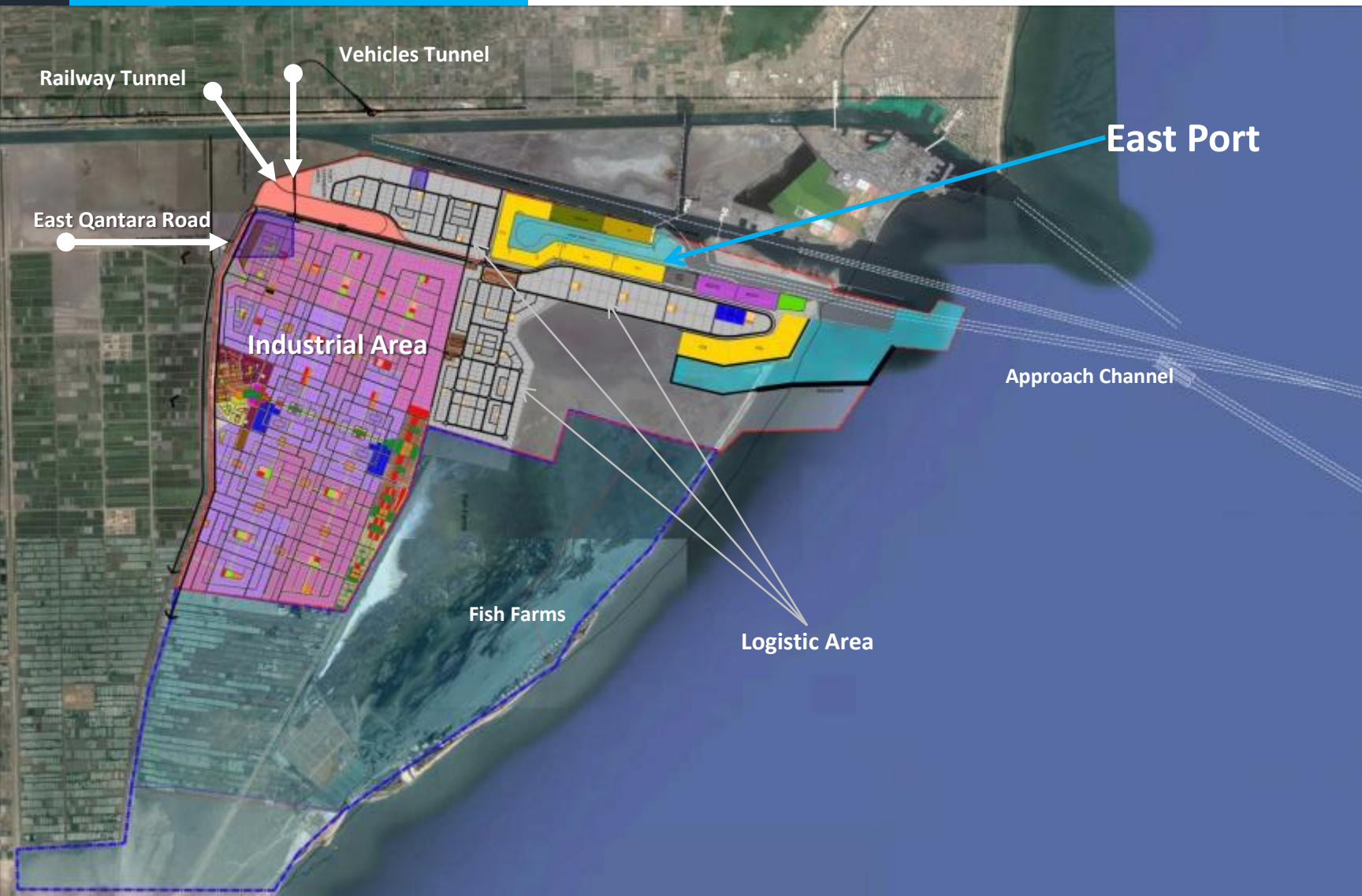
Million  
Tons

2030	2025	2020	
4,5	3	3	General Cargo
12,2	8,6	6	Dry Bulk
12,7	7,8	4,3	Liquid Bulk
4	4	3	Containers
2,5	2	1,5	Transit

## 5- Investment Opportunities in SCZONE Ports

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OPPORTUNITIES  
IN  
**EAST PORT  
SAID**



## Development Plan



**1 Fully Integrated Container Terminals**

1500 ML  
800,000 M<sup>2</sup>

**2 Multi-Purpose Terminal**

1650 ML  
700,000 M<sup>2</sup>

GC

L.B

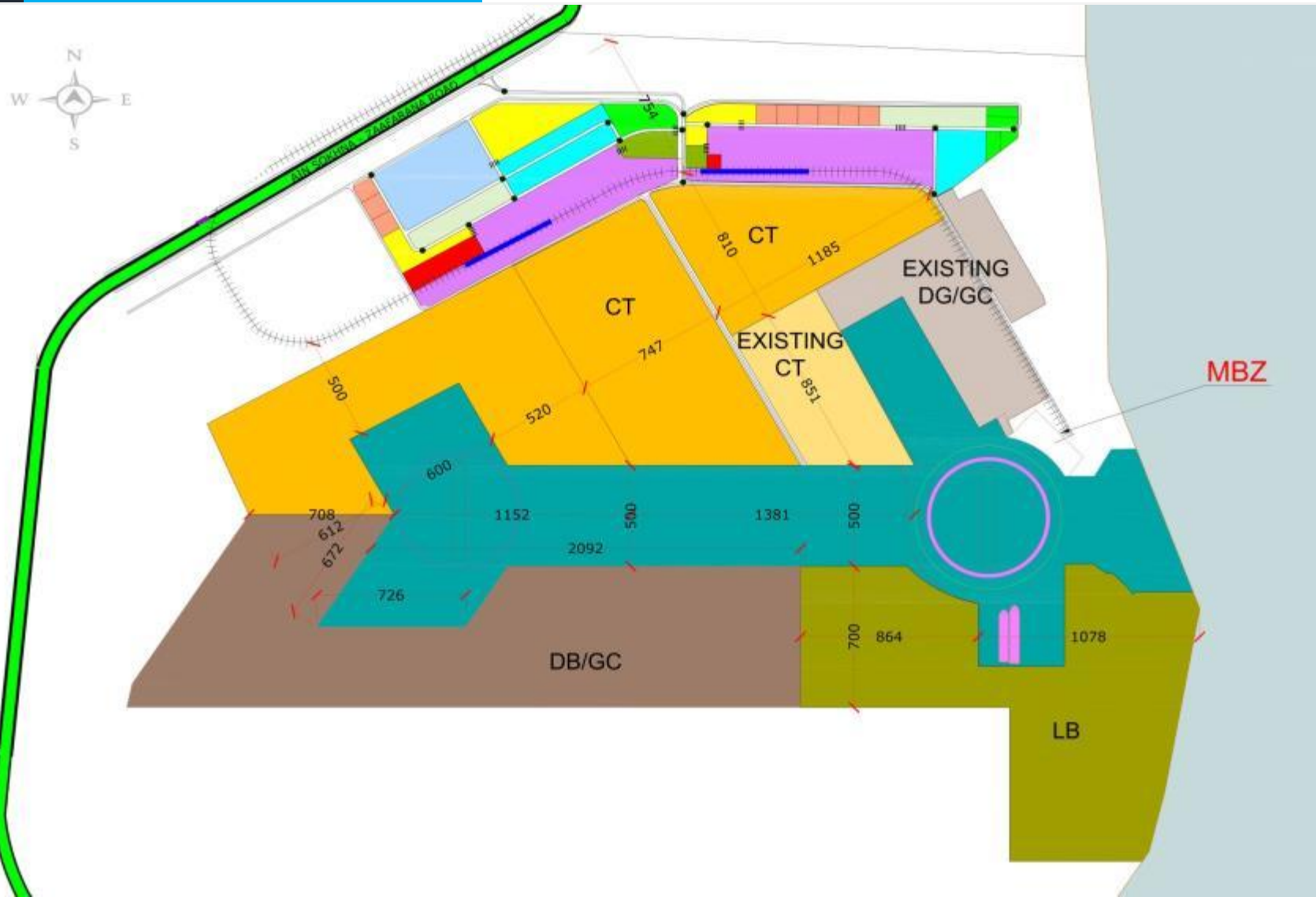
D.B

ROR

**3 Liquid Bulk Terminal**

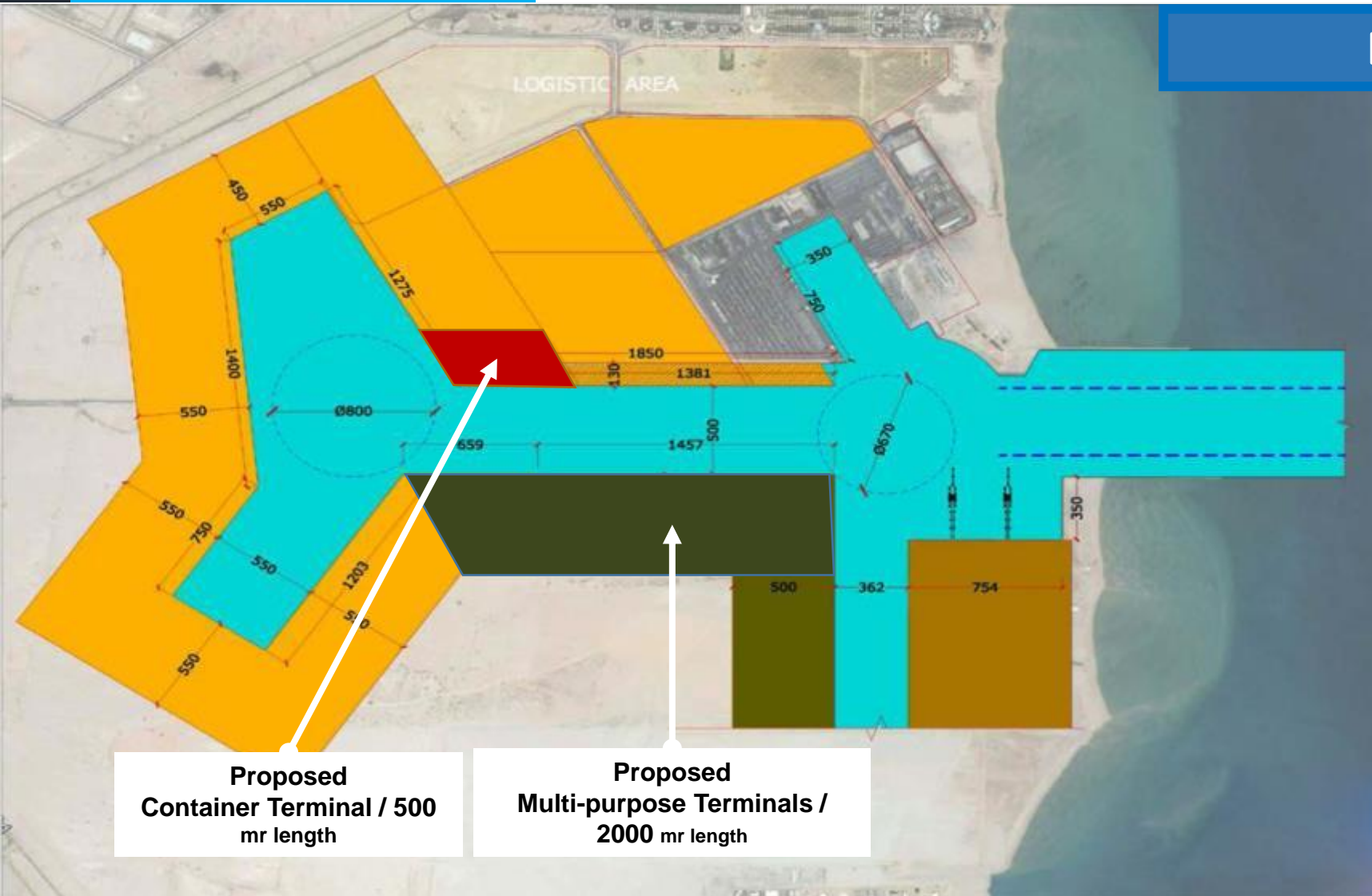
950 ML  
425,000 M<sup>2</sup>

**4 Logistics Area – 7 km<sup>2</sup>**



# OPPORTUNITIES IN SOKHNA PORT

## Development Plan



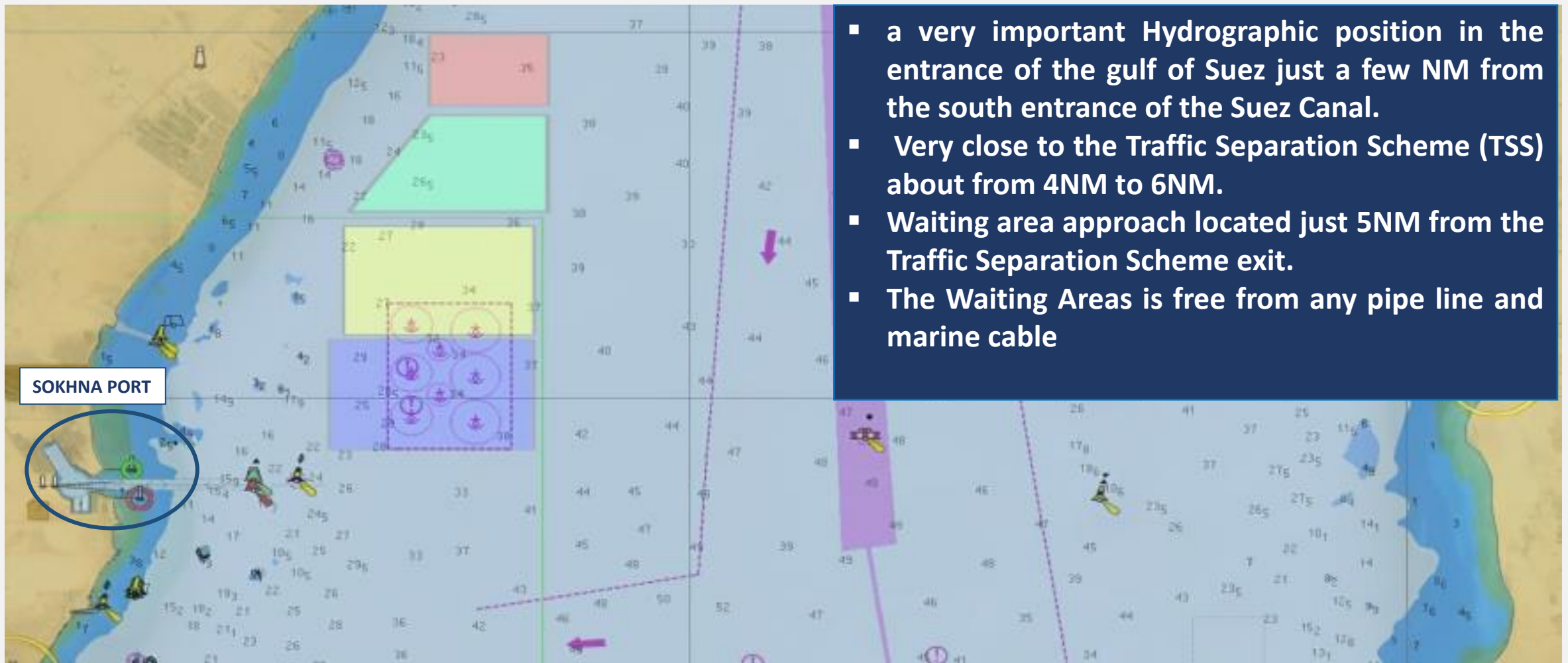
### Multi Purpose Terminal

2000 ML  
700000 M<sup>2</sup>

### Container Terminal

500 ML  
200000 M<sup>2</sup>

## Bunkering and maritime services areas



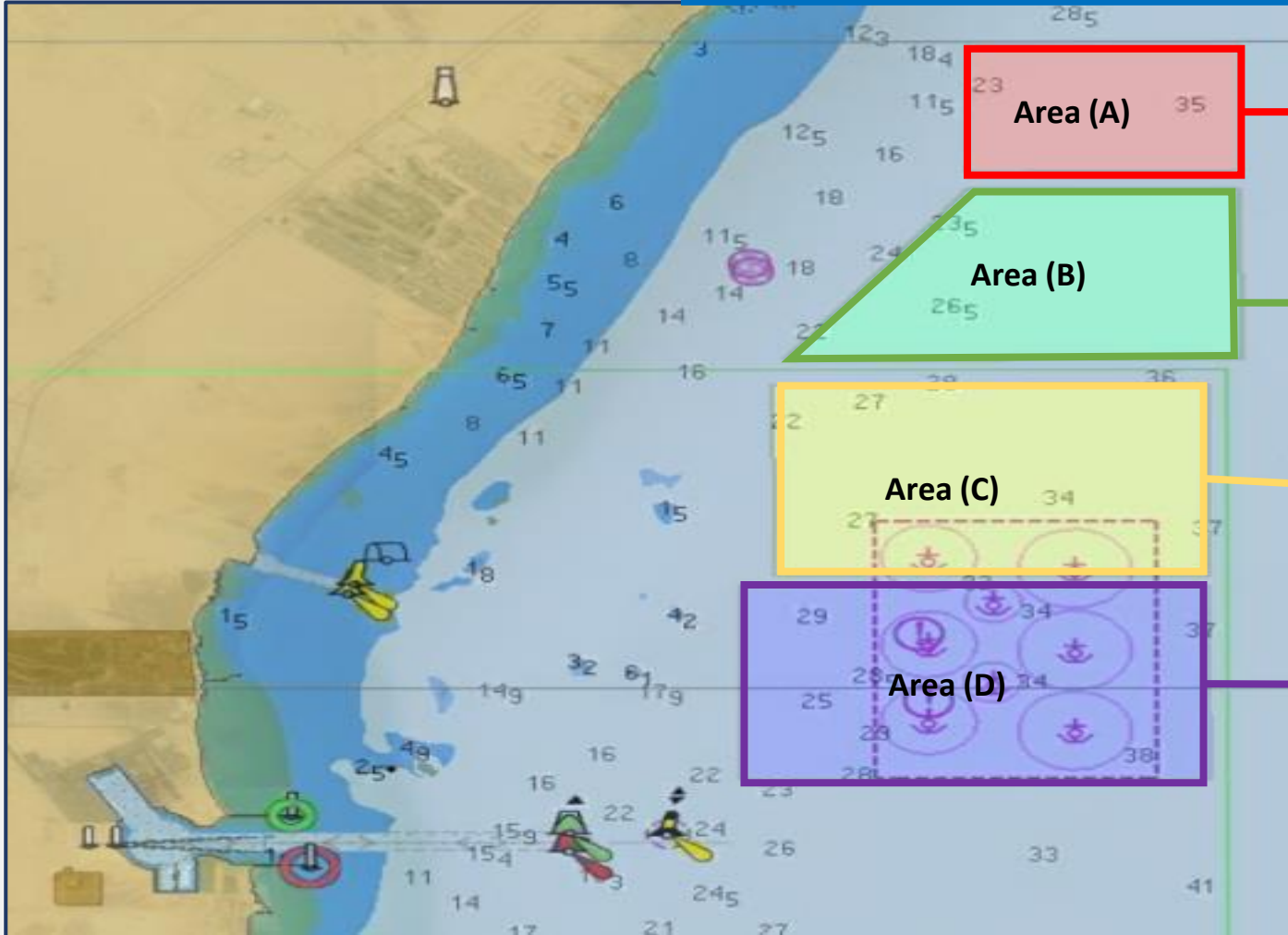
- a very important Hydrographic position in the entrance of the gulf of Suez just a few NM from the south entrance of the Suez Canal.
- Very close to the Traffic Separation Scheme (TSS) about from 4NM to 6NM.
- Waiting area approach located just 5NM from the Traffic Separation Scheme exit.
- The Waiting Areas is free from any pipe line and marine cable

## Bunkering and maritime services



1. Bunkering.
2. Slops Collection.
3. Sludge Collection.
4. Lube Oil supply.

## Bunkering and maritime services waiting area



**Area (A) LPG = 2 Sq.NM**  
Depth from 23 : 35 meter  
Distance from fairway entrance = 6 NM

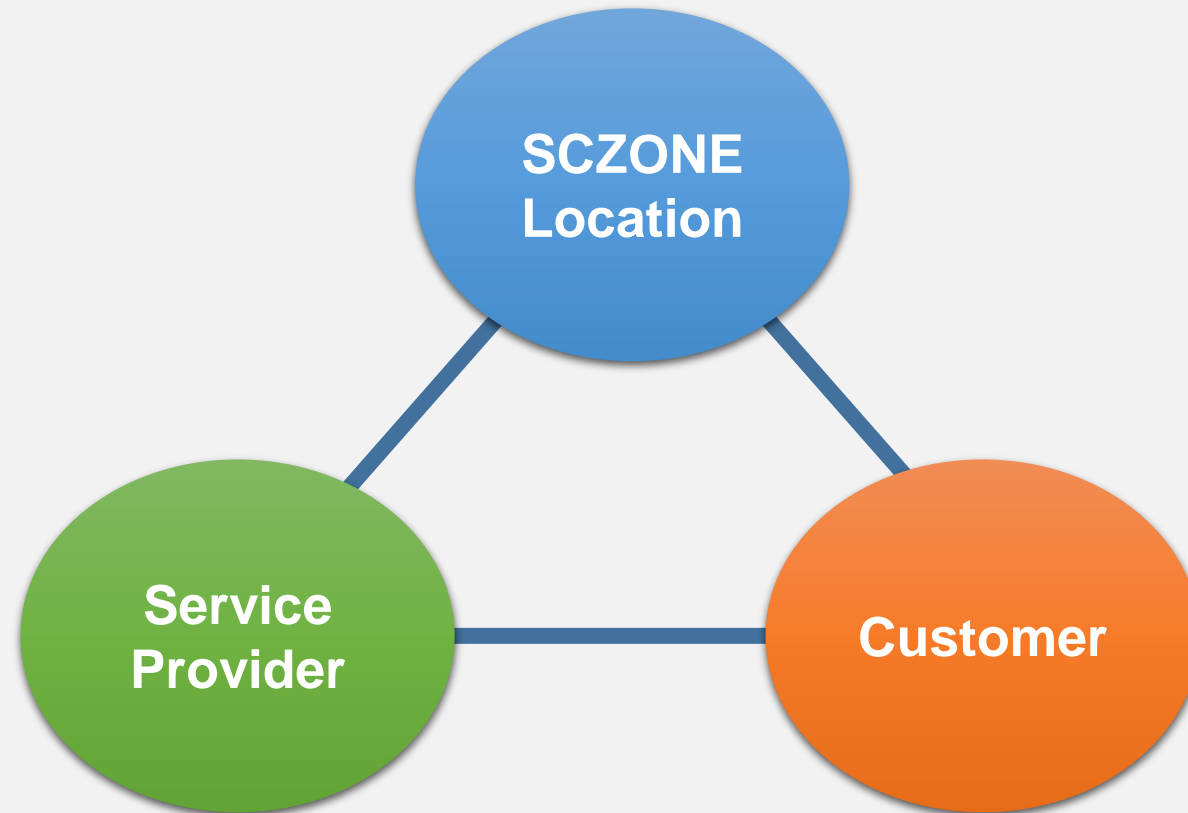
**Area (B) STS = 3.5 Sq.NM**  
Depth from 22 : 30 meter  
Distance from fairway entrance = 5 NM

**Area (C) Services = 4.5 Sq.NM**  
Depth from 22 : 37 meter  
Distance from fairway entrance = 3 NM

**Area (D) Waiting = 5 Sq.NM**  
Depth from 25 : 38 meter  
Distance from fairway entrance = 2 NM

**total area of 15 Sq.NM**

## Bunkering and maritime services



**Development Plan**

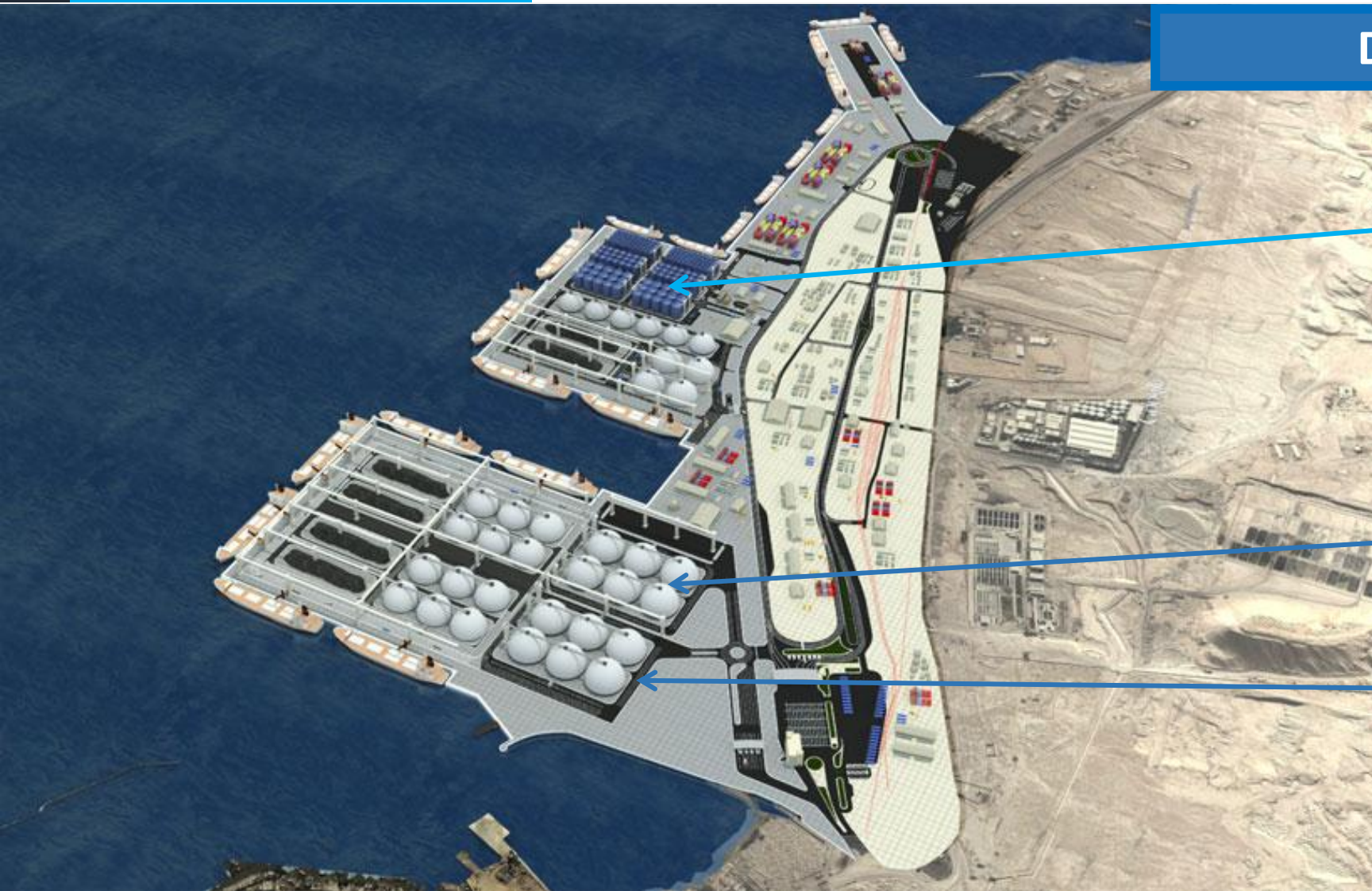
**Liquid Terminal**

**600 ML**  
**120.000 M<sup>2</sup>**

**Dry Bulk Terminal 2**

**Dry Bulk Terminal 3**

**800 ML**  
**250.000 M<sup>2</sup>**

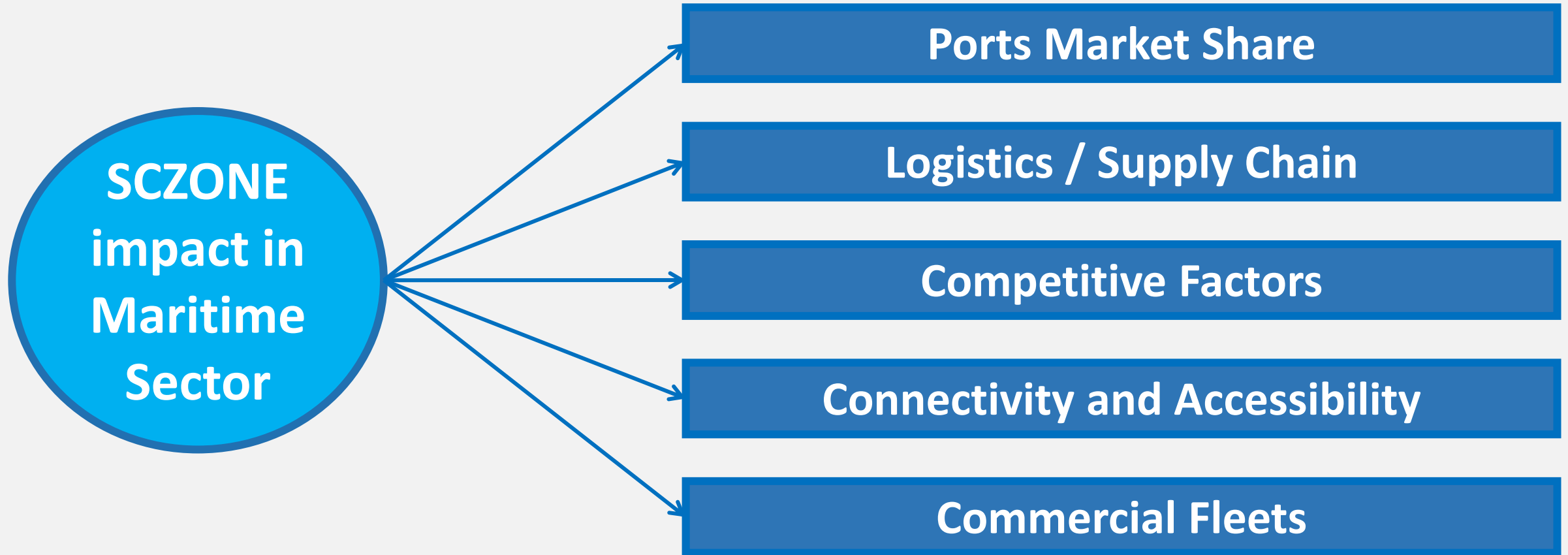




## 6- SCZONE impact in Maritime Sector

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**Thank You**