



Suez Canal Container Terminal

**September 20, 2007 Press Release**

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## **Suez Canal Container Terminal (SCCT) signs concession agreement for Phase II of the East Port Said terminal development**

- **Phase II of the deepwater Container Terminal strategically located at the Mediterranean side of the Suez Canal will double the capacity of the leading terminal in the East Mediterranean**

Port Said, Egypt - Positive negotiations between the Egyptian government and Suez Canal Container Terminal (SCCT) have resulted in signing an agreement launching Phase II of SCCT's container terminal.

The signing ceremony took place at the Egyptian Cabinet today attended by HE Prime Minister Dr. Ahmed Nazif, HE Minister of Transportation Mohamad Mansour and executives from SCCT and the A.P. Moller-Maersk Group. The Phase II development will double the SCCT terminal capacity by 2011 and elevate SCCT's role as one of the largest container terminals in the Middle East and Mediterranean.

This new phase will expand SCCT not only in size but in manpower, boasting 24 Super-Post Panamax cranes and a terminal capacity of 5.1 million TEUs.

Jens Floe, Managing Director of SCCT, based in Port Said stated "SCCT is excited to launch this new expansion for our customers and it's vital role in their global supply chains. Equally important, we are creating the port infrastructure necessary to position Egypt as a leader in world ports. Our partnership with the Egyptian government and their foresight will generate continued economic expansion in Egypt and in the regional economy".

In the short time that it has been operating Suez Canal Container Terminal (SCCT) has managed to successfully establish itself as a leading transshipment centre for the Eastern Mediterranean, increasing shipping and exporting opportunities for local and international businesses.

## **SCCT- Suez canal Container Terminal**

Suez Canal Container Terminal (SCCT) is a transshipment container terminal located at East Port Said Port. SCCT is a state-of-the-art facility, strategically located at the northern entrance to the Suez Canal. Its outstanding location offers zero deviation to ocean carriers and close proximity to the East Mediterranean and Black Sea markets. SCCT is operated by APM Terminals and began operating in 2004 and currently occupies an overall area of 600,000 square meters and is equipped to handle 2.55 million TEUs annually. SCCT is an Egyptian joint venture company (Public-Private Partnership), the majority (60%) shareholding of SCCT is held by APM Terminals.  
scctportsaid.com

### **APM Terminals**

APM Terminals, with corporate headquarters in The Hague, Netherlands, is a leading global container terminal owner and operator with operations at more than 45 terminals, serving approximately 60 shipping lines. The facilities generated a throughput of 28.4 million TEU in 2006.  
apmterminals.com

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## **Frequently-asked questions about SCCT, Port Said for press use:**

1. Site selection: Why did SCCT choose the location of Port Said, Egypt?

### **Strategic location**

Port Said is ideally-located in northern Egypt on the Northern entrance of the Suez canal. The Suez Canal serves as one of shipping's largest crossroads.

SCCT is targeting the containership industry whose liner networks can use the location as a Mediterranean transshipment hub for north-south and east-west liner services. The location will also serve as a growth platform for Europe, North America and Africa.

Vessels will not have to deviate from the main shipping lane in the Straits, saving fuel costs and time.

### **Boosts Egypt's competitiveness in world markets**

A series of free trade zones (logistical; commercial; industrial) will be established in the port to complement the terminal and attract foreign investment to Egypt's industries.

### **Deepwater port with today's most advanced cranes**

Capable of handling today's largest container ships that have 22 (containers) wide beams and deepwater draft requirements.

### **Phase II expansion**

The future terminal capacity will allow growth.

2. Job creation: How many jobs will be created by the Phase II in new SCCT Port Said?

Directly, 1250 jobs have already been created and another 1250 direct jobs will be created by end of Phase II. 99% of all jobs are Egyptian staff.

3. What is SCCT Port Said value addition to the Egyptian People with this terminal project?

Training of Egyptian staff in international best practices in management, business, customer service. Teams were sent to overseas locations like Aqaba, Jordan, Salalah, Oman, Tanjung Pelepas, Malaysia.

Global trainers were flown in to Port Said to help educate and fast-track locals to assume new jobs.

Promote modern management culture of teamwork, merit, open two-way communication, talent development and strong corporate values.

4. Has the terminal been designed with environmental standards and technology?

Electric gantry cranes and eco-friendly terminal equipment is used. The ECO-RTG equipment uses 50% less fuel than other equipment and reduces air pollution.

5. What are the terminal specifications?

- 5.1 million TEU capacity utilisation by 2011.
- 49 year concession started May 2004.
- 60% owned APM Terminals International, 40% share Egyptian private and public sectors.

#### **Terminal Area**

- 2400 meters of quay (option for additional 450 meters).
- 1.2 million square meter container yard.

#### **Equipment Phase 1 + 2**

- 24 Super-Post Panamax gantry cranes. Capable of reaching 22 containers across.
- 74 ECO-RTGs (Environmentally-friendly Rubber tire gantry cranes)
- 150 Terminal Trucks
- 1500 Refrigerated plugs for powering refrigerated cargo with potential for 2745.

#### **Key infrastructure**

- 2 rail tracks of 2850 meters offering on dock rail service.
- Direct highway access to hinterland connecting to interior Egypt market.

#### **Port infrastructure**

- Deepwater: 17.5 meters alongside over 2400 meters of quay and 16 meters over 350 meters of quay.
- Ideal access: 2 nautical miles from main shipping lane.
- Free port – no Customs intervention.

## **Frequently Asked Questions about APM Terminals global activities:**

### 1. Who is APM Terminals?

APM Terminals was established as a separate and independent company within the A.P. Moller-Maersk Group in 2001 to serve the containership industry with a global network of container terminals.

Today, headquartered in The Hague, Netherlands, the company is one of the largest, independent global terminal operators with more than 45 ports in 30 countries, 19,000 colleagues and 28.4 million Twenty-foot equivalent units (TEU) annual volume in 2006. The client portfolio consists of 60 shipping lines.

### 2. What is our role in world commerce?

The container trade powers the global economy. As one of the fastest growing global terminal operators in the world, APM Terminals plays a significant role in expanding the global economy by investing, managing and operating more than 45 ports that keep global trade moving. Our ports connect world markets and make international transportation both affordable and efficient. Equally important, our ports create jobs that improve local and regional economies.

### 3. How do we bring our global experience to local markets and operations?

#### Our people

The quality of our people define our future success and ability to deliver solutions to our customers. We look for the best talent in the world that we can develop and grow to serve our customers. We invest in our people through global training, career growth and executive development programs.

#### Our operations and best practices

Our experience in ports around the world gives us unique insight into operating high performance ports that enable our customers to do more with their vessels.

### 4. How do we serve our customers?

At each of our ports, our liner customers depend on us to provide them the performance and business solutions that can expand their business and service their vessels in the safest, most efficient manner.

5. Who are our top customers?

Maersk Line, CMA-CGM, Hanjin, Evergreen, COSCO, MSC, APL, ZIM, Horizon, K-Line.

6. How does APM Terminals compete against other port operators?

Competition intensifies every year. 2005 and 2006 have seen significant activity in the port industry with acquisitions, selling of shares and terminal operators now commanding a high financial value. We welcome competition. It makes everyone better.

7. What is the economic impact of our operations in local and regional communities?

Ports and shipping play a major role in modernizing society. Thanks to a growing world economy is growing, our container terminals create a sustainable platform for growth, increasing opportunities for business and communities.

Our container terminals are an investment into communities that bring attractive job opportunities to local residents and improved transportation infrastructure to the region and economic development for the future.

8. Who is our local partner?

Our local partner in Egypt is a consortium of private and public local and international investors: IFU of Denmark, Suez Canal Authority, and National Bank of Egypt are all leaders in their area and exemplifies our philosophy that a long term partnership is the best approach to business development. The spirit of expansion in our partners in the Port Said Terminal has been a key value driver enhancing our ability to compete.

9. How do we protect the environment in our activities?

We are pursuing the use of eco-friendly cargo handling equipment in our terminals such as our eco-rubber tire gantry cranes that reduce fuel consumption by 50% and safeguard the environment.

We also use electric gantry cranes that are quiet and clean.

10. What's the outlook for the global container trade?

Steady growth.

Grows at 10%+ every year, placing challenges on port, roads and rail infrastructures to keep pace.

Will double by 2014, placing demands on ports. According to the Drewry Report: 2001 volume was 247 million TEU and jumped to 442 million TEU in 2006.