THE NEW SUEZ CANAL CHALLENGE

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NEW SUEZ CANAL

- Two way traffic over 71 km
- Scope Challenge Consortium = parallel to original canal over 35 km (KP58.2 – KP 92.6)
- Cutting transit time from 20hrs to 11hrs
- Increase capacity from 49 ships/day tot 97 ships/day
- Increase in Revenues
2000 – 600 BC

- Several dynasty’s have “dredged” canals connecting the Nile with the Red Sea

1798 NAPOLEON

- Interest in finding the remains of an ancient waterway passage
- 1804 erroneous “survey measurements” indicated a height difference of 10m between Mediterranean & Red Sea
**SUEZ CANAL HISTORY**

1854
- Ferdinand de Lesseps enlisting the interest of the Egyptian viceroy Said Pasha in the project.

1858
- La Compagnie Universelle du Canal Maritime de Suez. Private Egyptian concern, its stock owned chiefly by French and Egyptian interests.

1859
- Start of the works

1869
- 17 November 1869 Opening of the Suez Canal
THE SUEZ CANAL – AUGUST 2014

17,000 VESSEL TRANSITS PER YEAR
5 BILLION USD TRANSIT FEES PER YEAR
5% OF EGYPT’S GDP
CANAL ONE WAY TRAFFIC
THE SUEZ CANAL – THE FUTURE

30,000 VESSEL TRANSITS PER YEAR
12 BILLION USD TRANSIT FEES PER YEAR
25% OF EGYPT’S GDP (INC SCZONE)
THE GOAL IS TWO WAY TRAFFIC

TO BE ACCOMPLISHED IN 1 YEAR
TENDER ANNOUNCEMENT - 5TH AUGUST 2014

- Depth: 24 m
- Width: 147 - 177 m (toe line)
- Length: 35 km
- Volume: 170 million m$^3$

- President Abdel Fattah al-Sisi
  
  “The Project has to be finished within one year”
TENDER PROCESS

SCOPE OF WORKS CHALLENGE CONSORTIUM

- 35 km Channel (Lot 2,3,4 &5)
- 2 Service Channels
THE CHALLENGE:

- Project governed by time pressure but with a fixed end date of August 1\textsuperscript{st} 2015
- No preparation period
- Record number of equipment required
- Record daily productions
- Technically not complicated – main challenges in logistics, organization and planning
### 1 YEAR INCLUDING TENDER

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>13 August 2014</td>
<td>RECEIVED TENDER</td>
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<td>17 September</td>
<td>TENDER SUBMISSION</td>
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<td>20 Sept – 15 Oct</td>
<td>NEGOTIATIONS</td>
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<td>15 October 2014</td>
<td>CONTRACT AWARD</td>
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<tr>
<td>17 October</td>
<td>7 DREDGERS DEPARTED</td>
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<td>5 November 2014</td>
<td>1ST DREDGER COMMENCED</td>
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STARTING THE PROJECT

$1,500,000 PROJECT

220 MILLION M3 OF DREDGING

10 MONTHS TO GO

21 CUTTER SUCTION DREDGERS

5 TRAILING SUCTION HOPPER DREDGERS

2000 PEOPLE ON SITE

1.4MIO M3 PER DAY (PEAK PRODUCTIONS)

1,500M3 FUEL PER DAY
EQUIPMENT WAS UNDERWAY
 Brazil
 Russia
 Indonesia
 Persian Gulf

LOCAL EQUIPMENT SUPPLIERS
 Quick start and direct available
 Competitive and paid in EGP
 Limited reclamation experience

PREPARING ON THE GO
PHASE 01
MAKING SPACE

CREATING ACCESS

- Access via the north & south entrance
- Access via 2 Service Canals
- Access via 2 Cross Canals (not part of the design)
- Floatation dredging only
ANd MORE SPACE

PHASE 02: CREATING SPACE

- More CSD equipment arriving
- Creating width and depth
- Plan ahead the shore connections
- TSHD’s added to the fleet
DELIVERING THE NEW CANAL

PHASE 03: CREATING A CANAL

- Use equipment to the maximum
- Prepare areas for final surveys
- Clean up high spots and reducing the capacity
- Handover and acceptance by the Client
AND THE ENVIRONMENT CONTINUES

THINK IN SOLUTIONS

- Site is a military zone
- Both canals dissect the area
- Road connections between Sinai and Ismailia area
- Irrigation channel crossing the New Canal route
- Accommodation for all
- Late IT (Wi-max) availability
- Working in Consortium with 4 different Partners
- 45 Nationalities
- Use dredgers to their maximum capability
DREDGERS DO NOT COME ALONE
DREDGERS DO NOT COME ALONE

HUMAN RESOURCES:
- Almost 2000 people on site
- Up to 200 drivers
- 4 Accommodation barges
- 1 Cruise vessel
- 40 Auxiliary vessels
MOB DREDGING AND DEMOB AT ONCE

MOBILISATION COMPLETED IN JUNE
DEMOB COMMENCED IN MAY
CANAL DELIVERED 1 AUGUST 2015
DEMOB COMPLETED 31 OCTOBER 2015
SUEZ CANAL PROJECT PROGRESS PICTURES:
SUEZ CANAL
PROJECT PROGRESS PICTURES:
1 AUGUST 2015 – FINAL COMPLETION