EDECS
25
Years of
Excellence
1995 - 2020

Contents

Our Vision

To be the region's leading Construction Company in marine, infrastructure, and civil works; delivering value to our clients.

Our clients' satisfaction is our team's drive. Excellence in serving our clients is at the heart of our profession.

Our Mission

Working closely with our clients to develop creative solutions to meet their challenges is our daily job.

We are committed to provide the highest levels of quality and safety in all aspects of our work. This has earned us a unique place as leaders in our field.

One of our fundamental principles is delivering effective and successful projects with the highest levels of expertise, commitment and reliability.

We rely on our continuously trained, well experienced and highly motivated professionals who use the latest and modernized heavy on-shore and marine equipment to serve our clients and ensure that their interests are optimally served.

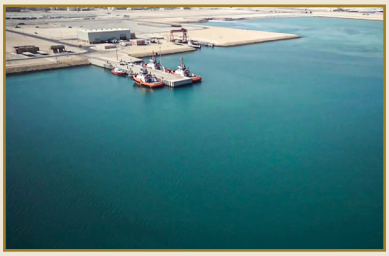
EXCELLENT TRACK RECORD ..... CONTINUOUS ACHIEVEMENTS

A determined start .....

EDECS Co. for Engineering and General Contracting was established in 1995 as a general civil engineering construction company focusing on heavy civil engineering works. And under an ambitious vision for expansion and specialization in the field of marine works, ports, soil moving and infrastructure works. Since the foundation of the company, the company has continued in this field with expansion in dredging, marine works, roads, bridges and hydraulic stations and also possessing the latest and most advanced equipment for excellence in these areas.

EDECS is an Egyptian joint stock company with authorized capital of 500 million EGP and the paid up capital of 350 million EGP.

..... established to lead



Over the last 25 years of hard work and success, EDECS has become an important company with an active role in the fields of marine works, ports, roads, bridges, infrastructure, earthmoving works, desalination and purification plants for drinking water, sewage treatment, draining and soil improvement, protecting beaches and fish farms. As a result of the well-known work and management of EDECS's team, the company's growth rate has gradually increased in recent years, which has resulted in achievement in signing contracts with many parties from the public, private, governmental and regional sectors.

Excelling locally ..... ensures our place regionally

Building on our success in delivering projects to governmental and private sector clients with highly appreciated performance in terms of quality, safety, time, and cost, we extended our operations to Saudi Arabia (as an investment company) specializing in marine works with plans to further extend our operations to other Middle East and Gulf states.

STRENGTHS ARE RECOGNIZED

Based on the company's financial and technical capabilities, equipment and long business history And diversified with success partners, And global contracting, the company is qualified and registered with senior officials and clients to obtain Mega projects on a large scale.

EDECS is registered as a Grade 1 construction company with the Egyptian Federation for Construction & Building Contractors and as a Grade 2 construction company in Saudi Arabia which puts us as one of very few companies that are licensed to bid and construct solely or jointly for large scale projects (unlimited size) in our areas of specialization.

LANDMARK PROJECTS

Through our four branches in Egypt (Cairo, Port Said, and Ismailia) and our branch in Saudi Arabia (Riyadh), our project teams have been managing our operations, delivering landmark projects. Close daily follow-up and control from our strong management team (And they we are working on an ERP system to integrate with all *EDECS* department) to ensure that our strict policies and procedures are followed in all aspects of our operations.

Construction of 680m berth in Damietta Port, Egypt.

El-Salam Bridge crossing Suez Canal, Egypt

Shore protection - Methanol Terminal Project - Damietta Port, Egypt

Constructing Berths 9 & 10 - Ras Al-Khair Port, Saudi Arabia

COLLABORATION

EDECS builds its success on collaborating with International and national contractors to fulfil its clients' requirements.

Dredging & Slope Protection-Port Said with BOSKALIS-HYUNDAI-BALLAST NEDAM-JAN DE NUL

Port Said Container Terminal with Archirodon

El-Salam Bridge with Kajima

Dredging Work for Intake Line at Sokhna Thermal Power Plant with Egyptian Dutch Dredging Co. & Abeko Server Co.

Polypropylene Factory with UHDE-Petrojet

Shore Protection for Bunkering & Storage Marine Terminal East Port-Said Port for Mashreq Petroleum Co.

Shore Protection - Navigation Channel East Port-Said Port with Arab Contractors

GREAT CLIENTS ..... GREAT PROJECTS

We are proud of our contributions to great projects for great clients

We are proud of our contributions to great projects for great clients.
We completed large projects for great clients in collaboration with major contractors

Construction of Joseph Tito Bridge length ١٢٠٠m Cairo, Egypt.

Construction of ٦٨٠m berth in Damietta Port, Egypt.

Design, Dredging & Construction of Berths ١٠ & ٩ (& extension of Berth ٨) - Ras Al-Khair Port, Saudi Arabia for SEAPORTS Authority (SEAPA), Kingdom of Saudi Arabia.

SPECIALISATION MEANS STRENGTH

Marine Works: Quay Walls, Dredging Works, Terminal Construction, etc.

Roads & Pavement Works: Asphalt and Concrete

Large Scale Earthworks: Soil Improvements, Shoring & Dewatering, Excavation, Backfilling, etc.

Shore Protection Works

General Contracting: Utilities, Infrastructures, Foundations, Buildings, etc.

POWERED BY

Competent Management System (CMS) IS committed to and keen to comply with international standards of quality, health and safety in all work sides.

Human Resource Management (HSM) recruiting and hiring competent employees in all *EDECS* scopes.

Supply Chain System Management (SCM) maintaining excellent relations with suppliers and subcontractors and utilized logistic control to ensure the resilience in business continuity.

Modern, state of the art equipment to configure perfect tools for every job.

Strong financial blanket to support all needs and face calculated risks.

Qualified technical office and planning team offering technical support for clients.

On spot client service through our branches in Cairo, Port Said, Ismaillia and Riyadh.

Maintenance

Our state-of-the-art workshop is fully prepared to test, repair, overhaul or modify most components in our equipment.

The workshop is operated by highly skilled and well experienced technicians and operators. It is critical to our operations as we rely on its services to keep the performance of our equipment to the highest standards.

By keeping a reasonably sufficient stock of spare parts and having supply arrangements (by air, sea and land) with most spare parts suppliers, we manage to minimize the breakdown and repair times of our equipment and vehicles to focus on our site operations and maximize our productivity.

QUALITY & SAFETY ASSURANCE

- **Quality,** which has been our focus through the years, plays a key role in today's market. For that purpose, the company provides on-site dedicated teams equipped with all needed tools to carry out any required tests.

- **Health &Safety** has always been at the top management's core of interests as one of our prime goals.

  We work on meeting all safety requirements of our Egyptian & International clients. That kept company clear records through all previous projects testified by government (Egyptian Bureau of Labor) and clients.

- **Accreditations:** International Recognition was a result of the management's continuous efforts pursuing quality and safety; qualifying the company for:

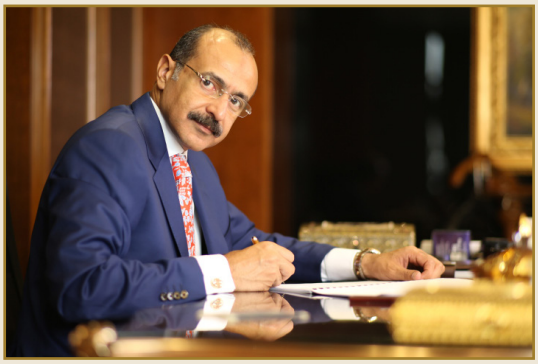
  - **ISO - 9001** Quality Management System (QMS).
  - **OHSAS - 18001** Occupational Health and Safety Management System and to migrate to **ISO - 45001**
  - Working to acquire **ISO - 14001**

EDECS Co. as a leading company, which executes projects in the fields of Excavation, Backfilling, Earth and Asphalt Road Construction, Marine Works and Shore Protection, Foundations and Building Works, recognizes that the disciplines of quality management system and the importance of protecting the health and safety of its employees, customers, suppliers and contractors personnel within work premises over which it has control is an integral part of its core management functions. The organization views these as a primary responsibility and the key to good business in adopting appropriate standards for Quality and Safety.

The Integrated System Policy ensures the following points:
- Provision of safe working environment.
- Quality first and delivery on time every time.
- Meet or exceed customer expectations.
- Suitable profit to stay in construction field.

Our management system principles are:

- Prompt response to customer requirements related to contract requirements.
- Training our staff in the needs and responsibilities of quality management.
- Focus on periodic maintenance of company equipment ensuring they stay in good condition.
- Identification of hazards and assessment of risks.
- Implementation of necessary control measures to ensure that risks are reduced to as low as practically possible.
- Compliance with applicable health and safety laws and other requirements that relates to *EDECS Co*.
- It is the Company's policy to fully implement and operate the ISO 9001:2015 & OHSAS 18001:2007.
- Consedring the success and effictivness of our all stakeholders.



Implementation of this policy's is a prime management objective and the responsibility of all employees. *EDECS Co.* management avails sufficient resources including qualified and trained personnel to meet the policy objectives.

Signed :

Date: 01/07/2020

Chairman

(ISO 9001 : 2015)

ZERTIFIKAT ◆ CERTIFICATE ◆ 認證證書 ◆ СЕРТИФИКАТ ◆ CERTIFICADO ◆ CERTIFICAT

TÜV SÜD Management Service

CERTIFICATE

The Certification Body
of TÜV SÜD Management Service GmbH
certifies that

EDECS - El Dawlia for Engineering & Contracting
315 El-Teseen St., 5th Settlement, New Cairo
11835 Cairo
Egypt

has established and applies
a Quality Management System for

**Ports constructions,
Roads constructions & Civil Earthworks for
Power plants, Desalination plants and Underground utilities.**

An audit was performed, Order No. **707099213**.
Proof has been furnished that the requirements
according to

ISO 9001:2015

are fulfilled.
The certificate is valid from **2019-04-26** until **2022-04-25**.
Certificate Registration No.: **12 100 57811 TMS**.

Product Compliance Management
Munich, 2019-04-26

TÜV SÜD Management Service GmbH • Zertifizierungsstelle • Ridlerstrasse 57 • 80339 München • Germany
www.tuev-sued.de/certificate-validity-check

TÜV

(BS OHSAS 18001 : 2007)

ZERTIFIKAT ◆ CERTIFICATE ◆ 認證證書 ◆ СЕРТИФИКАТ ◆ CERTIFICADO ◆ CERTIFICAT

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according to

OHSAS 18001:2007

are fulfilled.
The certificate is valid from **2019-04-26** until **2021-03-11**.
Certificate Registration No.: **12 116 57811 TMS**.

Product Compliance Management
Munich, 2019-04-26

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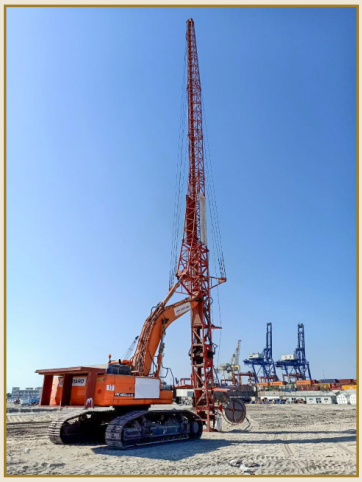
TÜV

Construction of Multi-Purpose Terminal Alexandria Sea Port – Berths 55/62

Owner: **Egyptian Group for Multi-purpose Stations**

Consultant: **Dar Al Handasa & Modern Engineering Consultant Office**



Project Overview:

Alexandria Port is the leading center for the ports of the Arab Republic of Egypt in terms of the volume of commercial traffic, as about 60% of Egypt's foreign trade is traded through it. Alexandria is the second most important city in the Arab Republic of Egypt, with a main port area of 22.8 km^2 and a plan to increase port capacity and storage spaces in the port based on the importance of the geographical and economic location of the port.

The Scope of works* includes the following:

Increase the capacity and storage space for Alexandria port by:

1- Construction of a container berth on the northern side of the project site, with a length of 900 m and a depth of 17.5 m.
2- Construction of a container berth on the western side of the project site, with a length of 520 m and a depth of 17.5 m.
3- Construction a container berth on the southern side of the project site, with a length of 425 m and a depth of 14 m.
4- Construction a berth on the southern side of the project site for non-contained goods with a length of 505 meters and a depth of 14 meters.
5- Execution of storage yards at the project site, with Area 550000 m^2.
6- Construction an environmental barrier of 2650 m length to protect the environment of the navigational stream in the port during sand filling works with supplied sand materials.

7- Backfilling works for the entire area of the project to execute and construct a berth and yards with estimated quantities of about 10 million m^3, the backfill will be carried out by using land and marine equipment by Hopper dredger.

8- Executing the soil improvement works for the entire area of the project for the berth and yards with an area of 473,749 m^2, by using pre-fabricated vertical drains (PVD), Vibro-compaction (VC), and rapid impact compaction (RIC).

9- After the completion of the soil improvement works, the initiation of construction of the berth with length 2350 m and 33.9 m in width, which consists of:

- Front diaphragm wall with a width of 1.20 m and a depth of up to 36.3 m and a length of 1420 m and estimated concrete quantities of 61,800 m^3 for the berths with a depth 17.5 m.
- Front diaphragm wall with a width of 1 m and a depth of up to 36.3 m and a length of 930 m and estimated concrete quantities of 33,759 m^3 for the berths with a depth 14.50 m.
- Piles with a diameter of1.20 m and a depth of up to 36.3 m and 35.00 m with a total length of 48,642 m' and estimated concrete quantities of 49,000 m^3.
- Barrettes with dimensions of 2.8 x 0.8 m and a depth of up to 36.3 m and -35.00 m with a total length of 24,212 m' and estimated concrete quantities of 54,235 m^3.

10- After completing the construction works of piles and diaphragm walls, works of beams, girders and slabs will be executed with total concrete quantities of 120,000 m^3.

11- The quantities of steel reinforcement planned to be used in the project to execute the works of piles, diaphragm walls, barrettes, beams, girders and slabs,estimate of 85,000 tons.

12- After completing the work of the beams and girders, the initiation of furnished the berth with 174 rubber fenders, 170 bollards and the installation of ladders and a crane rail at the top of the berth.

13- After completing the soil improvement works for the yards, the initiation of execution of base coarse layer with 40 cm thickness which will be compacted on two layers for the surface area of the storage yard, which is estimated of 500,000 m^2, and then it will be covered with an interlock layer with a stress of 550 kg / cm^2.

* Part of the works is executed by another company.

Project Duration: **Apr. 2020 – Apr. 2022 (24 months)**

Contract Value: **5.350 Billion EGP**

CONSTRUCTION OF TWO BERTHS (10 & 9) IN RAS AL-KHAIR PORT, SAUDI ARABIA: DESIGN & BUILD CONTRACT

Owner: **SEAPA - Seaports Authority, Kingdom of Saudi Arabia**

Engineer: **Lievense Arabia**

Project Overview:

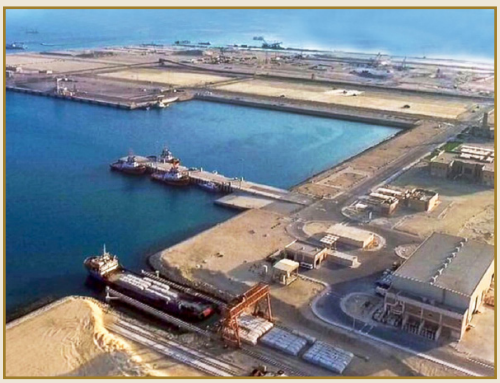
Ras Al-Khair Port is the latest industrial port in Saudi Arabia located at the heart of its fastest developing industrial regions. When completed, the port will handle about 895.4 million metric tons of industrial products annually.

The amount of minerals to be exported through the port will amount to 4.335 million tons. Imports will amount to some 660,000 tons.

EDECS and Rawbai Joint Venture was awarded the design and build contract to construct two container berths (No. 9 & 10) and complete Berth No. 8; totaling around 1,000 m of docking wharf.
The scope of work includes dredging more than 3.5 million cubic meters to level -16.20 m of the basin and dredging trenches to level -26 m with reclamation of more than 1.5 million cubic meters in the lagoon area and more than 2 million cubic meters behind the gravity-type quay wall.

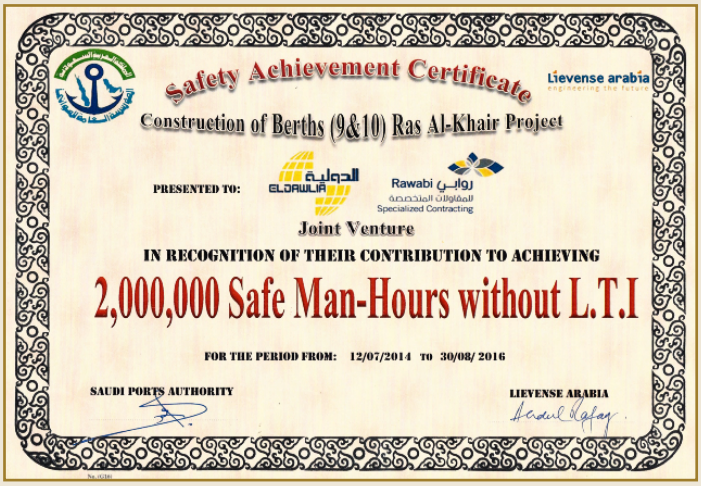
Two ready mix concrete plants were installed to secure a heavy daily demand of more than 1,000 m^3 (totaling about 200,000 m^3 of concrete for the quay-wall, capping beams and other works). A jetty was constructed to accommodate a heavy crane of 500 tons needed to handle about 5,000 precast concrete blocks weighing 100 tons on average.

More than 530,000 tones of rocks are supplied and installed for rock backfilling and anti scouring works. Work includes the supply & installation of cell fenders and bollards, construction interlock paving areas, asphalt roads, construction of seawater firefighting and potable water systems, removal of the existing bund wall, and construction of a 3,000 m long fence.



Project Duration: **Jul. 2014 – Dec. 2016 (30 months)**

Total Value: **307 Million SR**



Safety Achievement Certificate

Lievense arabia

Construction of Berths (9&10) Ras Al-Khair Project

PRESENTED TO: الدولية ELDAWLIA — Rawabi روابي للمقاولات المتخصصة Specialized Contracting

Joint Venture

IN RECOGNITION OF THEIR CONTRIBUTION TO ACHIEVING

2,000,000 Safe Man-Hours without L.T.I

FOR THE PERIOD FROM: 12/07/2014 TO 30/08/ 2016

SAUDI PORTS AUTHORITY

LIEVENSE ARABIA

CONSTRUCTION OF 680 M BERTH IN DAMIETTA PORT, EGYPT

Owner: **Damietta Port Authority (DPA), Egypt**

Consultant: **A&A and Geo Consultants (GC)**

Engineer: **Engineering Authority (EA) / Egyptian Armed Forces**

Project Overview:

Damietta Port comes at the forefront of the Egyptian ports recently developed by the Egyptian Ministry of Transport considering its distinguished location. The port is about 23 nautical miles from the northern entrance of the Suez Canal, which is a major advantage for all the vessels crossing the Suez Canal. Damietta Port, also, entertains huge potentials qualifying it to become the primer Egyptian commercial port. One of its many advantages is the applied integrated automated system that serves the national economy. The Port is owned by the Egyptian Ministry of Transportation and is managed by the Damietta Port Authority which is tasked to execute a well-defined strategy which includes, among others, increasing the capacity of the port by adding more berthing lengths and deepening the basin into 17 m. This new berth adds 680 m of quay wall of multipurpose berthing and handling with 17 m depth of berthing.

The scope of works includes the following:

1. Site preparation and investigation including bathometric survey, soil investigation, installing and maintaining environmental barrier.
2. Land reclamation to add over 50,000 m^2 to the quay wall and stacking area. This includes backfilling of about 1 million cubic meters of clean sand.
3. Soil improvement for a 15 m thick soft clay layer extended under the project site at about 14 m below the sea level using the Vertical Wick Drains technique, deep compaction for the backfilled sand for up to 17 m depth using the Vibro Compaction technique and finally utilizing the Rapid Impact Compaction technique to ensure the top layers of the whole site is well compacted to the required degree.
4. Excavating and constructing 630 m length of about 28,000 square meters of Diaphragm Walls with 1 meter thickness and 44 meters depth.
5. Excavating and constructing about 500 barrettes (1 m by 2.5 m and about 44 meters deep).
6. Total quantity of reinforced concrete exceeds 100,000 cubic meters with about 23,000 tons of weldable steel. Two concrete batch plants were installed on the site
7. Constructing the copping beams, girders and deck slabs.
8. Installation of 59 cell fenders and 20 bollards.
9. Dredging to depth – 17.0 m for about 760,000 cubic meters.
10. Two ready mix concrete plants were installed to secure a heavy daily demand of up to 800 m^3 totaling about 100,000 m^3 of concrete for the quay-wall, capping beams, girders, and slabs.

Project Duration: **Jul. 2017 - Dec. 2018 (18 months)**

Contract Value: **1.125 Billion EGP**

CONSTRUCTION OF EASTERN QUAY WALL FOR THE NAVY BASE – EAST PORT SAID, EGYPT

Owner: **Egyptian Navy Force, Egypt**

Engineer: **Engineering Authority (EA) / Egyptian Armed Forces**

Consultants: **Dar Al Handasa & Modern Engineering Consultant Office**

Project Overview:

Port Said East Port is one of the Egyptian ports Belonging to the General Authority of Port Said Port.
It is located east of the eastern Tafreih of Suez Canal and is one of the most important axis of international trade between Europe and the East Mediterranean.
East Port Said Port is considered one of the major national projects and was inaugurated in October 2004 to serve the international trade and the transit trades that cross from the Suez Canal. The port is located in a unique location in the east of the northern entrance of the eastern side of Suez Canal and at the confluence of three continents and on the main road of the East- West's confluence. It is planned to make the most of this site to be the first nucleus for the establishment of the largest promising industrial zone its production is for export, to attract the major international shipping lines.
The port area is 35 km^2 and the port is planned for the construction of berths with a length of 12 km. and its planned establishment of an industrial zone south of the port on an area of 87.6 million square meters. The total area of the current container terminal is 600 thousand square meters, with width 500 meter, based on the importance of the geographical and economic location of the region, the Egyptian armed forces established a naval base with length 2 km on the Mediterranean coast at the eastern region of Tafreih. It was also decided to provide the base with a quay wall

with a length of 1000 meters to serve the military base and to reach the depth of the wall to 14 meters to serve wide range of ships.
The scope of works includes the following:

Construction of 1000 m Quay Wall

1. Site preparation and investigation including topographic & bathometric survey and soil investigation to 80 m deep.
2. Land reclamation to add over 30,000 m^2 to the quay wall and stacking area. This includes backfilling of about 30,000 cubic meters of clean sand.
3. Excavating and constructing 1040 m length of about 42,000 square meters of Diaphragm Walls with 0.80 meter thickness and 64 meters depth
4. Excavating and constructing about 383 barrettes (0.80 m by 2.8 m and about 64 meters deep).
5. Total quantity of reinforced concrete exceeds 126,000 cubic meters with about 30.000 tons of weld able steel. Two concrete batch plants were installed on the site
6. Constructing the copping beams, girders and deck slabs with total area of 22,000 m^2.
7. Installation of 100 cell fenders and 50 bollards.
8. Installation of two ready mix concrete batching plants were installed to secure a heavy daily demand of up to 1000 m^3 totaling about 150,000 m^3 of concrete for the quay-wall, capping beams, girders, and slabs.

Project Duration: **Aug. 2018 - Oct. 2019**
Value: **1.165 Billion EGP**

Construction of Breakwater:

1. Site preparation and investigation including bathometric survey to 1000 from shoreline.
2. Supply and installation of 300,000 cubic meter of hard Dolomite rock with wide range of size from 20 kg to 2000 kg. The breakwater length exceeds 2450 m.
3. Construction of lean concrete Fascia over the breakwater with total quantity of 16500 cubic meter.
4. Rock removal of the existing breakwater located at the west of the navy base with total length of 1000 m and estimated rock of 100,000 cubic meter.
5. Construction of the shoreline at the eastern boundary of the base.

Project Duration: **Aug. 2018 - Feb. 2020**
Value: **243 Million EGP**
Total Value: **1.408 Billion EGP**

Construction of Shobra – Banha Bridge

Owner: Engineering Authority of Armed
Consultants: International Consultant Engineers

Project Overview:

Shubra Banha Bridge above the ring road in the direction of Banha Free Road within the third phase linking Heliopolis with the Shubra Banha in order to transfer traffic from the heart of Heliopolis to the agricultural road without passing through the city center under only 8 minutes.
Number of lanes: 4
Length: 1050 meters
Width: 19 meters

Project Duration: Mar 2020 - Jul 2020 (5 months)
Contract Value: 205 Million EGP

Construction of El Badrasheen Bridge

Owner: Engineering Authority of Armed Force
Consultants: International Consultant Engineers

Project Overview:

EDECS Constructed a bridge to cross the top of the ring road at 4 km with a width of 43 meters, within the national project for roads (the middle ring with a length of 147 km) to transfer traffic densities From Greater Cairo and connecting the main roads.
Number of lanes: 6
Length: 100 meters
Width: 60 meters

Project Duration: May 2020 – Sep. 2020 (4 months)
Contract Value: 65 Million EGP

Construction of Joseph Tito Bridge

Owner: **Engineering Authority of Armed Force**
Consultants: **Arab Consulting Engineers (ACE)**

Project Overview:

Construction of Joseph Tito Bridge to connect 6th of October Street to Taha Hussein Corridor, New Nozha and Suez Bridge, and who is heading to Al Orouba Corridor or Ismailia Desert Road, to help in the traffic flow and avoid congestion on Abdel Hamid Badawi Street.
Number of lanes: 4
Length: 1500 meters
Width: 12 meters

Project Duration: **Jul 2020 – Sep. 2020 (3 months)**
Contract Value: **125 Million EGP**

Construction of Bridge Suez Bridge project

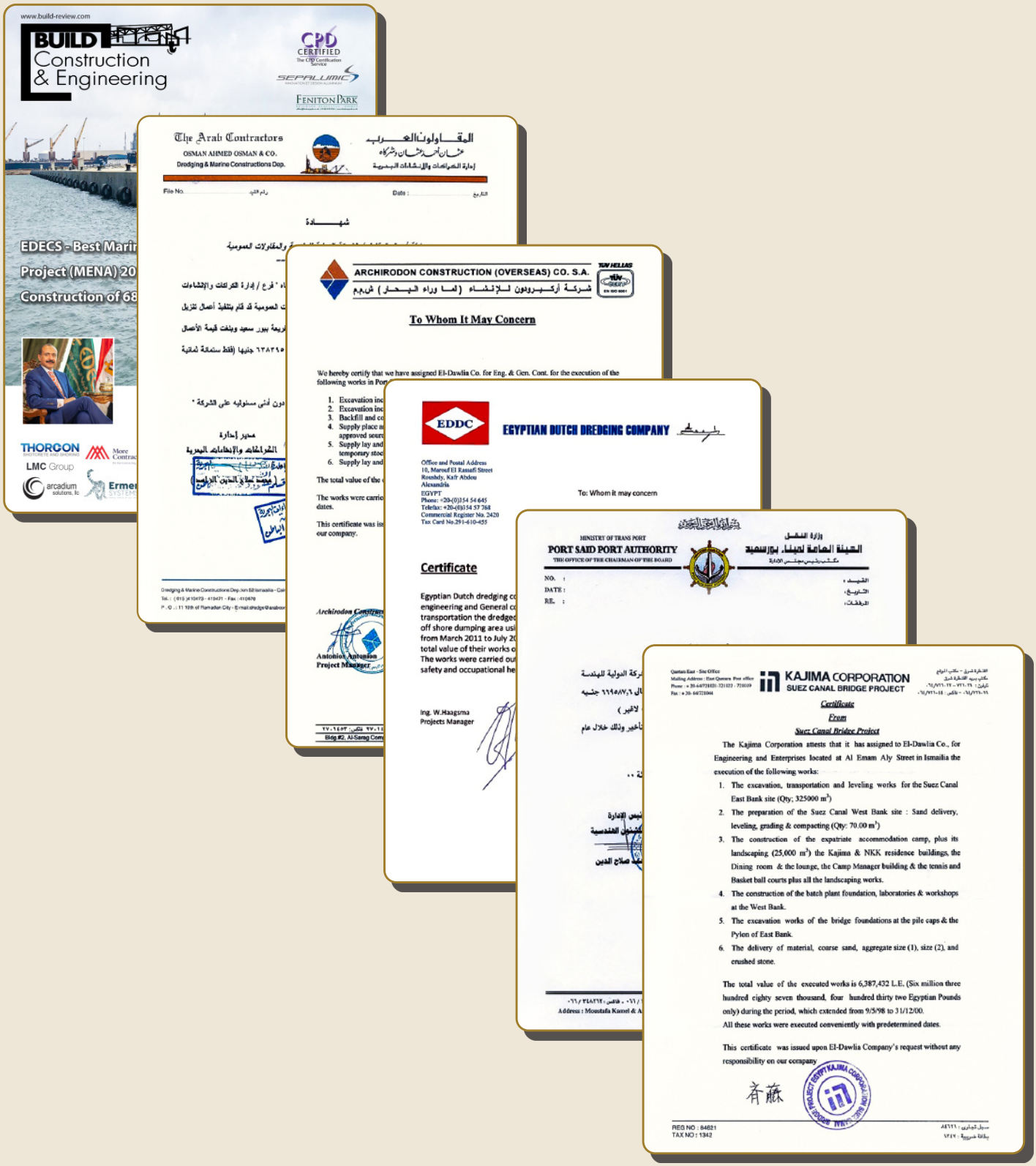
Owner: **Engineering Authority of Armed Force**
Consultants: **Saad Consulting Engineers**

Project Overview:

The Suez Bridge serves the traffic heading from Midan Bin Sinder to Al-Abbasiya Square to reduce congestion on Al-Khalifa Al-Mamoun Street and Salah Salem Street.
Number of lanes: 4
Length: 560 meters
Width: 15.8 meters

Project Duration: **Jul. 2020 – Sep. 2020 (3 months)**
Contract Value: **80 Million EGP**

ACKNOWLEDGEMENTS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OSMAN AHMED OSMAN & CO.
Dredging & Marine Constructions Dep.
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عثمان أحمد عثمان وشركاه
إدارة الكسحيات والإنشاءات البحرية
شهـــادة
ARCHIRODON CONSTRUCTION (OVERSEAS) CO. S.A.
شركة أرشيرودون للإنشاء (لما وراء البحار) ش.م.م
TÜV HELLAS
To Whom It May Concern
We hereby certify that we have assigned El-Dawlia Co. for Eng. & Gen. Cont. for the execution of the
following works in Por
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2. Excavation inc
3. Backfill and co
4. Supply place a
approved sours
5. Supply lay and
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our company.
Archirodon Construc
Antonios Antoniou
Project Manager
EDDC
EGYPTIAN DUTCH DREDGING COMPANY
Office and Postal Address
10, Marouf El Rassafi Street
Roushdy, Kafr Abdou
Alexandria
EGYPT
Phone: +20-(0)3 54 54 645
Telefax: +20-(0)3 54 57 768
Commercial Register No. 2420
Tax Card No.291-810-455
To: Whom it may concern
Certificate
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engineering and General c
transportation the dredgec
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from March 2011 to July 20
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Ing. W.Haagsma
Projects Manager
MINISTRY OF TRANS PORT
PORT SAID PORT AUTHORITY
THE OFFICE OF THE CHAIRMAN OF THE BOARD
وزارة النقل
الهيئة العامة لميناء بورسعيد
مكتب رئيس مجلس الإدارة
NO. :
DATE :
RE. :
KAJIMA CORPORATION
SUEZ CANAL BRIDGE PROJECT
Certificate
From
Suez Canal Bridge Project
The Kajima Corporation attests that it has assigned to El-Dawlia Co., for Engineering and Enterprises located at Al Eman Aly Street in Ismailia the execution of the following works:
1. The excavation, transportation and leveling works for the Suez Canal East Bank site (Qty; 325000 m³)
2. The preparation of the Suez Canal West Bank site : Sand delivery, leveling, grading & compacting (Qty: 70.00 m³)
3. The construction of the expatriate accommodation camp, plus its landscaping (25,000 m²) the Kajima & NKK residence buildings, the Dining room & the lounge, the Camp Manager building & the tennis and Basket ball courts plus all the landscaping works.
4. The construction of the batch plant foundation, laboratories & workshops at the West Bank.
5. The excavation works of the bridge foundations at the pile caps & the Pylon of East Bank.
6. The delivery of material, course sand, aggregate size (1), size (2), and crushed stone.
The total value of the executed works is 6,387,432 L.E. (Six million three hundred eighty seven thousand, four hundred thirty two Egyptian Pounds only) during the period, which extended from 9/5/98 to 31/12/00.
All these works were executed conveniently with predetermined dates.
This certificate was issued upon El-Dawlia Company's request without any responsibility on our company
REG NO : 84621
TAX NO : 1342

FREE FISHING ZONE PROJECT, EAST PORT SAED

Owner: **The National Company for Aquaculture**

Project Manager: **Engineering Authority for the Armed Forces**

Consultant: **Dr. Fathy Abd Rabbo and Partners Office (FACB)**

About the project:

This project is considered one of the largest fisheries development projects in Egypt. The project aims to establish fish farms with an area of 80 million square meters to produce 55 thousand tons of fish annually.

Scope of Work:

1. Construction works of basins, bridges, canals, drains and service roads for 3 first-stage basins and 800 second-stage basins
2. The works of drainage networks and bridges in front of canals
3. Construction of stone barriers, shipyards, and canal intakes and hostilities. The works include excavation with a quantity of up to 500 thousand m^3, filling in quantities of up to 1.5 million m^3, forming inclinations of lengths of 100 km and pipe works with diameters from 20 mm to 200 mm and lengths of up to 18 Km and control rooms in the irrigation and drainage entrances with 200 rooms, construction of stone barriers with a quantity of 200 thousand tons, casting of concrete blocks of tetrapods with a number of 1500 blocks, work of cladding with a surface mortar of 7000 square meters. As a dock for ships.
   EDECS established a number of Bogazs, consisting of four stone barriers extending into the sea water in East Port Said, North Sinai, to control the direction and the movement of the sea water inside and outside of the free fishing lake to improve the water quality in the lake and to provide a natural environment for fish farming and free fishing.
   In order to ensure the connection of the coastal road north of the free fishing lakes, a bridge is constructed over each of the bogazines, with a length of about 85 meters for each bridge, so that these bridges allow navigation between the free fishing lakes and the open sea, with traffic moving over the navigational openings of the bugaz.
4. Establishing 2 boilers (middle and western) with a width of 20 meters to pass the water.
5. Making two jetties for each boghaz with a length of 600 m perpendicular to the beach and extending into the sea to a depth of (-2.0 m) and penetrating the coastal strip and extending into the lake and on the beach where the amount of stones used is about 300,000 cubic meters and the amount of fabric is 87,000 square meters, The drilling volumes are 260,000 m^3.

6. The work also includes the construction of 2 concrete bridges so that each bridge with a length of 84 m per bogaz is constructed to extend the coastal road path along the area north of the fish farms, where the estimated amount of reinforced concrete required to implement the foundations and the pillars of the reinforced concrete walls and the bridge slab is estimated to be 4000 m^3.

In order for the water to pass to the free fishing lakes, it requires 2 bogazes with a width of 70 meters and a length of 900 meters perpendicular to the shore, and the stages of implementation of the bogazes are as follows:

The first phase began with site preparation work by making the necessary permits to enter trucks, equipment, individuals, offices, warehouses, etc., preparing and approving the executive drawings from the consultant, supplying the materials and tools necessary to implement the project, and approving the concrete mix design and related tests. And removing all obstacles outside the project site and then equipping offices at the highest level and making temporary methods to facilitate the movement of cars and equipment entry and exit, and providing adequate lighting to ensure continuity of work over the 24-hour system of the Wardi system for the need to work for this, in addition to providing water, placing instructional panels, and providing Personal protection tools for individuals to provide a safe environment for work in addition to providing ambulance services for emergency situations and providing maximum protection to maintain the safety of project workers.

Then comes the second stage, where soil surveys and research are done, samples are taken, and laboratory and field tests are conducted on them. Then the technical report is made by a specialized advisory office on the nature of soil layers and submitted to the project consultant for review and approval.

Also, the surveying process is done by using very accurate devices after making calibration certificates for them from accredited entities, in order to ensure accuracy in the implementation process, and the surveying process is done after determining the fixed locations of the robots, reviewing them and approving them from the consultant.

In Parallel to the preparation of stone storing yards that will be used to create tongues, then samples of stones of various sizes and weights are sent to the laboratory to conduct the necessary tests for them, to ensure that they comply with the project's specifications and to approve the results of these tests from the consultant.

A preliminary survey is made to make sure that the sea levels are aligned with the sections of the barrier before starting to install the stones (Bathymetric survey).

Project Duration: **Sep. 2016 – Mar. 2021**

Total Value: **1.150 Billion EGP**

METHANOL MARINE TERMINAL - DAMIETTA PORT: DREDGING, SHORE PROTECTION & MARINE FIXTURES INSTALLATION

Owner: **E-Methanex**
Engineer: **Tichent**
Main Contractor: **Petrojet**

Project Overview:

Our works on the Methanol Marine Terminal started back in Oct. 2007 and spanned for about 30 months (completed in May 2010) through several contracts totaling over 107 million LE (over € 15 million). The first contract (Shore Protection works) was completed in Sep. 2009 and covered the following works:

- Dry excavation of more than 110,000 m^3.
- Installation of deep well dewatering system to drawdown water level to -7.0 CD to enable further dry excavation (down to level -6.0 CD) for 90,000 m^3.
- First stage leveling and slope protection works up to level -6.00 CD (8,000 m^2).
- Second stage leveling (25,000 m^2) and slope protection works up to level -14.50 CD and scour protection works at depth -15.35 CD (10,000 m^2).

This was followed by a € 11.35 million (88 million EGP) contract for dredging works between Oct. 2008 - Jul. 2009. The works included:

- Dredging works for the Terminal area down to -14.5 m and disposal of 550,000 m^3 of the dredged material to the designated off-shore dumping area (20 km away).
- Dredging works for the scour area down to -15.35 m and disposal of the excavated material to the designated dumping area.
- Underwater slope formation and leveling
- Dredging works were carried out using 2 floating cranes with 6 m^3 capacity clamshell and 4 hopper split barges of 400, 450, 500, and 800 m^3 capacity.

The last contract on this project was in early 2010 (completed in May. 2010) to carry out the marine fixtures installation works for the Dolphin Pilling Heads and the steel foot paths.

Project Duration: **Oct. 2007 – May 2010**

Contract Value: **107 Million EGP**

NEW SUEZ CANAL PROJECT: EXCAVATION & ROAD CONSTRUCTION

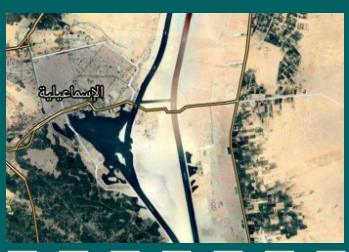
Owner: Suez Canal Authority

Project Overview:

Two-way container ship traffic was impossible on parts of the Suez Canal. A challenging national project to excavate and dredge a new 75 km navigation canal (200 wide, 24 m deep) in an exceptionally short time of 12 months parallel to the existing Suez Canal was announced in August 2014. This is the largest expansion of the Suez Canal since its inauguration; completed in August 2015; a third of the originally estimated time.

Several Egyptian and multinational companies collaborated on this national project to dredge over 240 million m^3 and excavate over 200 million m^3.

EDECS, the largest earthworks & infrastructures contractor of the 63 construction companies contributed to this project, was responsible for the largest volume of revetment (12 km, main contractor) and dry excavation and dumping of nearly 13 million m^3 in addition to the construction of embankment for sedimentation basins of over 10 million m^3. Our scope of work includes 10 km of the New Canal revetments (including slopes trimming/leveling, supply & install geotextile, install rock protection layers of 130 cm thickness) in addition to construction of 43 reinforced concrete bollard bases along the New Canal.

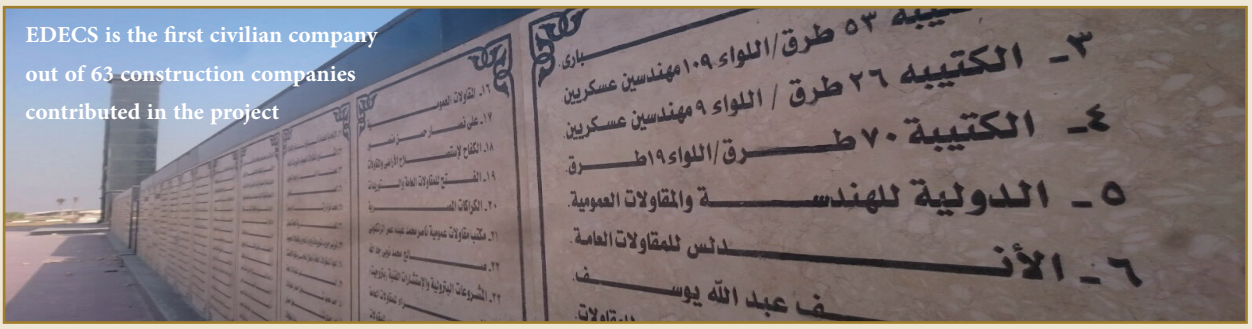


Additionally, *EDECS's* scope of work included 21.5 km of road works that included excavation and levelling works of 3.5 million m^3, 1.4 million m^3 of backfilling, road surface construction, supply and installation of subbase and base courses layers.

Significant rate of execution of more than 50,000 m^3 of soil excavation and transportation per day was achieved by *EDECS*; an achievement that earned *EDECS* to be at the top of the honour list of the participated civil companies.

Project Duration: **Sep. 2014 - Dec. 2015 (16 months)**

Contract Value: **200 Million EGP**



10TH OF RAMADAN RAILWAY -LRT PROJECT

Owner: Ministry of Transportation & The National Authority of Tunnels.

Consultant: Khatib & Alami TPF INGENIERIA

Our scope of works:

We undertakes the implementation of the Military Kayan station, the construction of a bridge with 1700 m & a surface path of 2 km length.

Project Overview:

The electric train project “El-Salam – The New Administrative Capital” is one of the most important transit project in Egypt during the current period, the electric train will provide an excellent service to all its users, which represents a new way from the heart of Cairo to the new cities.It’s implemented by Ministry of Transport and the National Authority for vvvv, in cooperation with our company “EDECS” and the Chinese CREC- AVIC companies.

The electric train will run parallel to the “Cairo-Ismailia”road, reaching the international medical center, then branching north to the 10th of Ramadan city & south to the New Administrative Capital, and linking with the Cairo Metro network at Adly Mansour station.

The electric train is contributes to facilitating the movement of citizens, to strengthening the transit system, increasing the comprehensive development in these new areas and to increasing the trade & investment.

The project included 16 stations and extends over a length 90 km.

The speed of electric train will reach 120 km/hr. And will transport 350 thousands passengers per day.

Project Duration: 18 months .

Contract Value: 626 Million EGP.

AHLR MISR WALKWAY

Owner: Ministry of Housing, Utilities & Urban Communities.

Engineer: Engineering Authority for the Armed Forces

Consultant: ACE Moharram-Bakhoum & Al-Raed Engineering Consultants

Our scope of works:

EDECS in the “Ahl Misr walkway” project, undertakes the implementation of walkway, restaurants, cafeterias, shops, theater and a dockyard for yachts on the Nile. The project is implemented from Imbaba Bridge to the Coast Bridge with a length 1200m.

Project Overview:

From the state’s efforts to develop Nile destinations is to increase the entertainment activities and increase tourist attractions,
The work is now underway on the “Ahl Misr Walkway” project.
The project consists of an elevated walkway consists of two levels along the Corniche with a length of 4.7 km, and the average width of the upper walkway is 4.5 m. While the average width of the lower walkway is 6.5 meters, the project includes 19 buildings, including 5 restaurants, 5 Cafeterias, 62 Shops, and 3 Garages with a total capacity of 180 cars, as well as 3 terraces with a total length of 315 meters that can accommodate 1240 people, in addition to a theater with an area of 275 square meters capacity for 772 people and a dockyard for yachts.
To achieve a great use of the Nile River to enable citizens to enjoy its beautiful view, and the project will also contribute to clearing the riverbed, expanding and refining the waterway of the Nile River to maintain high capacity of water, improve the flow of water and prevent trespass.

Project Duration: 7 months

Contract Value: 150 Million EGP.

CONTAINER TERMINAL EAST PORT-SAID PORT: DEWATERING, EXCAVATION, BACKFILLING & COMPACTION

Owner: Suez Canal Container Terminal (SCCT)

Consultants: PACR - Royal Haskoning

Project Overview:

This project is owned by Suez Canal Container Terminal (SCCT) spanning between 2004 - 2011. The project included the construction of 2,400 m of quay wall split into two stages (1,200 m in each stage) with container terminals of 500 m width and overall length of 2,400 m. The two stages were split into several contracts and phases of execution.

Our scope of work :

- Contract No. 1 (64 million LE): Our scope of works included, Dewatering, excavation and disposal of the excavated material (about 1,250,000 m^3) and backfilling (about 1,200,000 m^3) in 8 months.
- Contract No. 2 (50 million LE): constructing containers terminal on 180,000 m^2. Our scope of work included:
  - Dewatering, excavation, and disposal of the excavated material to dumping area for more than 1,900,000 m^3
  - Soil replacement using imported sand of total quantity 800,000 m^3.
  - Soil replacement using suitable excavated material stocked at site with a total quantity of more than 200,000 m^3
  - Constructing subbase layer of more than 67,000 m^2
- Contract No. 3 (34.5 million LE): constructing container terminal on 145,000 square meters. Our scope of works included:
  - Dewatering, Excavation, and disposal the excavated material to dumping area for more than 1,300,000 m^3
  - Soil replacement using imported sand of total quantity 500,000 m^3.
  - Soil replacement using suitable excavated material stocked at site of total quantity of more than 350,000m^3
  - Constructing subbase layer of more than 60,000m^2
- Contract No. 4 (10 million LE): Our scope of work included preparing the concrete shuttering, loading concrete, transporting, laying compacting and finishing of sand cement concrete for total area of 180,000 m^2 (44 cm thick).

Project Duration: 2004 – 2012

Contract value: 200 Million EGP

ESTABLISHMENT OF THE SYSTEM THAT CARRIES WATER FROM BAHR AL-BAQAR DRAIN TO THE TREATMENT PLANT - EAST OF THE SUEZ CANAL

Owner: Ministry of Water Resources and Irrigation

Consultant: The office of Inoya Utilities Consulting Engineers LLC

Project Overview:

1. A reservation bridge is constructed on the old bank at Quantum 27: The work include making a diversion to the old bank's path, hammering metal curtains to support the sides of drilling, carrying out concrete piles of 80 cm in diameter by rotary drilling with a length of 4000 m and drilling with drying and making foundations, mules and bridges for the arch of reinforced concrete With a quantity of about 7500 m^3, the bridge includes 7 holes 4 m in width and equipped with metal gates that work in an automatic and manual manner and the necessary cranes for maintenance.
2. The arch is constructed at quantum 17.55. The work includes the implementation of concrete piles of 80 cm in diameter by rotary drilling of a length of about 2800 m and drilling with drying and making the foundations, mules and bridge of the bridge of reinforced concrete with an amount of about 3500 m^3 and the bridge includes 4 holes with a width of 4 m and equipped with metal gates They operate automatically and manually, and the cranes required for maintenance.
3.The mouth bridge is constructed with the weir at a quantity of 6500. The work includes the implementation of concrete piles with a diameter of 80 cm by rotary drilling of a length of about 4000 m and drilling with drying and making the foundations, mules and bridges for the bridge of reinforced concrete with an amount of about 6200 m^3 and the work of the weirs to reduce the level of the drain bottom from -4.0 m to -7.5 m. The bridge includes 5 holes with a width of 4 m. It is equipped with metal gates that work in an automatic and manual manner and the necessary cranes for maintenance.

Project Duration: Jun. 2020 - Jan. 2021

Contract value: 200 Million EGP

BASIN-3 AT SOKHNA PORT: DREDGING & WIDENING WORKS

Owner: Sokhna Port Development Company

Consultant: Dubai Port World

Project Overview:

Docking of large regasification vessel, badly needed to secure natural gas supply to power stations in Egypt, required widening and deepening of Basin No. 3 in Sokhna Port. This was a challenging project as a very hard cemented soil layer (at level -15 m to -17 m) was encountered. Works were carried out in two stages.

The first stage was back in 2011 (Mar. to Jul.) in collaboration with the Egyptian Dutch Dredging Co. and ABEKO Server Co. to dredge more than 330,000 m^3 and dump the dredged material at a designated off-shore dumping area. Total value of *EDECS* works exceeded €1.64 million (14 million LE). The works were carried out for Dubai Ports World.
The second stage to deepen the basin and widen its northern side was carried out by *EDECS* (between Nov. 2014 - Mar. 2015) for Sonker Bunkering Co. to dredge and dump (off-shore) over 400,000 m^3 using the Backhoe Red October (one of the biggest floating diggers in the world; owned by Macon Charter) and our self-propelled split barges.

Eldawlia102 & Maro-D (with capacity of 900 m^3, each). Widening the basin included removal of the existing shore protection, cutting/trimming new slopes and installing new geotextiles, filters and protecting the new slopes. Works' value exceeded $2 million (14 million EGP).

Project Duration: Mar. 2011 – Mar. 2015

NAVIGATION CHANNEL - EAST PORT-SAID PORT: DREDGING & SLOPE PROTECTION

Owner: **Port-Said Port Authority**

Main Contractor: **Boskalis, Hyundai, Ballast Nedam, and Jan De Nul**

Project Overview:

A consortium of European and Korean dredging contractors joined forces to complete a major dredging project required for the construction of a new port at Port-Said in Egypt, where the Suez Canal meets the Mediterranean.

Interestingly, all of the works have been carried out under the terms of a so-called 'Design and Construct' contract, one of the first such contracts let in the region. In the Design and Construct contract - which was pioneered in the offshore industry - contractors are made responsible not just for executing the work but for designing it too, and get involved at a much earlier stage than would normally be the case with a conventional contract. This is said to allow them to introduce innovative solutions and technology or engineering expertise that can save time and expenditure for the client.

EDECS was subcontracted to complete all earthworks, construction of the sedimentation basin embankments, road works, and shore protection. The shore protection works exceeded 80,000 m^2 including placement of the geotextile and over 100,000 tons of rocks and pitching works.

Project Duration: **Oct. 2010 – Apr. 2012**

CONSTRUCTION OF AL-ADABIYA TERMINAL FOR DRY BULK AT AL-ADABIYA PORT

Owner: **Adabiya Marine Investment Co.**
Main contractor: **Petrojet Company**

Project Overview:

This project is part of the expansions of Al Adabiya Port, which overlooks the Gulf of Suez. This project aims to construct a yard with an area of 100,000 square meters and a berth of 650 m in length with a depth of 14 m. Thus, the annual capacity of the port will be doubled to 10 million tons.

Scope of work:
EDECS work includes marine works from marine surveying works, land and sea surveys, and dredging works in quantities exceeding (330,000 m^3) up to the level of -14.00 m from the sea level, and landfill works inside the sea with clean sand supplied in an amount exceeding one million cubic meters, and stone protection works for slopes.

Project Duration: **May 2015 - Dec 2016 (20 months)**
Contract value: **84 Million EGP**

MAIN ROAD EXTENSION (ARTERIAL ROAD), EAST PORT-SAID PORT

Owner: **Port Said Port Authority**

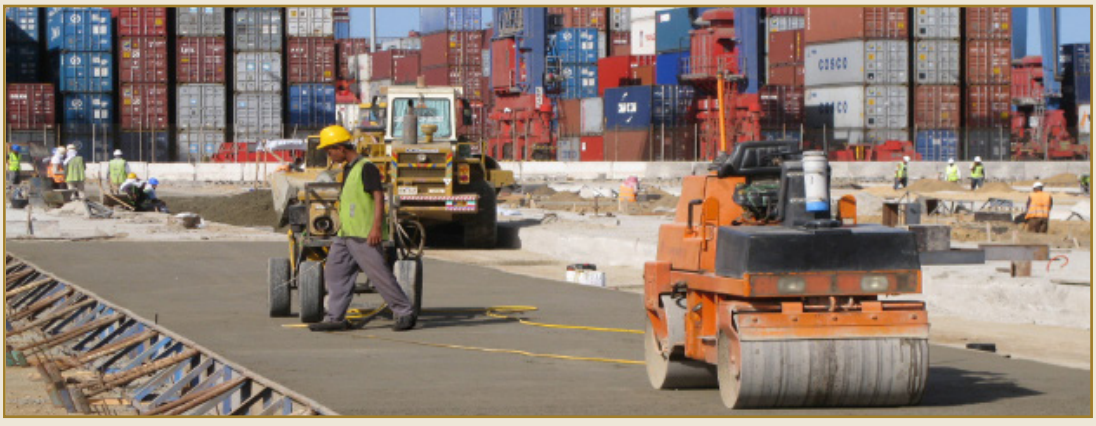
Project Overview:

This was one of our early large road projects with Port-Said Port Authority.

The "Arterial Road" serves the Suez Canal Containers Terminal at one side (*EDECS* works in the SCCT project exceeded 200 million LE ($35 million)) and the Trucks Parking Terminal (*EDECS* contract was 85 million LE; $12.5 million) at the other side of this Main Road Extension. Works included excavation for the new road in very soft soil inside dredging basin and disposal the material (over 800,000 m^3), supply, backfilling & compaction of imported sand (over 600,000 m^3), and construction of subbase layer, base & asphalt layers.

Project Duration: **2004 – 2010**

Total Value: **58.5 Million EGP**



CONSTRUCTION OF TRUCK PARKING TERMINALS, EAST PORT-SAID PORT

Owner: Port-Said Port Authority

Main Contractor: Research Center for Maritime Sector (MRCC)

Project Overview:

The project, in its first phase, includes constructing truck parking terminal on 170,000 m^2.
Our scope of works (main contractor) includes:

- Several buildings including administration building, workshops, cafeteria and services building, arch parking sheds, transforms building, fence and security building.
- Sewage, firefighting, and power networks.
- High masts (30 m high).

Project Duration: Oct. 2012 - Jan. 2014

EAST OF EL GAMIL AIRPORT - PORT-SAID CITY: SHORE PROTECTION WORKS

Owner: The General Authority for Shores Protection

Scope of Works:

Construction of 14 Groins distributed along the beach at spacing of 175 m and extended inside the sea with varying lengths from 60 m to 120 m. The works include the following:

- Supply and install of 36,000 m^2 geotextile.
- Supply and install of 91,000 tons of rocks.
- Supply and install of 1,900 concrete dolosse.
- Sand backfilling of 350,000 m^3

Project Duration: Mar. 2011 - Feb. 2013

BUNKERING & FUEL STORAGE OF MARINE TERMINAL: SHORE PROTECTION, SITE PREPARATION & BOUNDARY WALL, EAST PORT-SAID PORT

Owner: **The Mashreq Petroleum Co.**

Consultant: **PACER**

Project Overview:

Three separate projects were completed between Oct. 2006 to Mar. 2008 to supply & install the boundary wall, shore protection, and site preparation for the Bunkering & Fuel Storage of Marine Terminal (East Port-Said Port) for the Mashreq Petroleum Co. The projects value exceeded 10.5 million LE (about $2 million).

The shore protection contract included demolishing and removing of the existing protection of about 870 m length and reconstructing new shore protection of about 770 m length. The protection works included:

- Excavation and dewatering of 254,000 m^3.
- Installing 6,000 m^3 of filter layers (incl. 8,700 m^2 geotextile with 400gm/m^3).
- Installing 18,700 m^3 of protection rocks of sizes ranges from 10-100 kg.
- Pouring concrete for toe block, bracing beams and cap slab of total quantity=1,060m^3.

The site preparation contract included excavation and leveling of all area (464,000 m^3 of disposal material) while the boundary wall contract included supply and install of the boundary wall and guard rooms for the project (1,300 m long).

Project Duration: **October 2006 – March 2008**

MALL OF EGYPT (6TH OCTOBER CITY): SITE ENABLING WORKS & DIVERSION OF IRRIGATION PIPELINES

Owner: **Majed EL Futtaim Properties**

Project Overview:

Owned by MAF (Majed EL Futtaim Properties, Egypt), Mall of Egypt is one of the largest shopping malls in Egypt.
The project was managed by Davis Langdon Egypt LLC (also acted as QS) with site works supervised by MZECH (the Egyptian Consulting House). *EDECS* was awarded two contracts totaling about 20 million LE ($3.5 million) to:

1. Complete the site enabling works (Contract No. 1, 17.5 million LE; Oct. 2010 to Mar. 2011); works included:
   - Site Facilities Preparations
   - Excavation in rock and sandy soil of 630,000 m^3 and disposal of the excavation material to public dumping sites.
2. Divert the irrigation pipelines (Contract No. 2, 2.14 million LE; Feb. 2012 to Apr. 2012). Works included excavation for the 400 mm diverted Irrigation pipe line (including providing excavation timber side support for about 900m length) and installing the pipeline including all the fittings for pipe connections, manholes, valves, connections with the old pipelines and backfilling.

Project Duration: **Oct. 2010 – Apr. 2012**

FENDERS SYSTEM FOR TANKER BERTH AT SUEZ: DESIGN, SUPPLY & BUILD

Owner: **Suez Oil Processing Company.**

EDECS's scope of work included removal of the old fenders system, design, supply and installation new fenders system. This project required keeping the berth operating with minimum disruption while work was in progress.

Project Duration: **May 2014 to Mar. 2015**

NEW MARINE TERMINAL QUAY WALL CONSTRUCTION: DAMIETTA PORT

Owner: **Kuwait United Development**

Engineer: **HPC Hamburg Port Consulting - SELLHORN INGENIEURGESELLSCHAFT**

Project Manager: **DMJM HARRIS / AECOM**

This project aimed at extending the harbor area. The area of the extension is about 300 m wide and about 1.5 kilometers long and 17 meters deep.
The project occupies approximately 130 hectares of land at the port.
The extension works include the construction of a new U-shaped basin with total new terminals amounting to 2,360 m and basin dredging. These terminals berths enhanced the Port capacity of accommodating giant container vessels with maximum draft of 16 m, and a length of 400 m and a width of 53 m.
Our scope of work included the removal of grouted slope protection (pebbles, stones and concrete) of approx. 4,000 m^3 and re-installing it on the new slope, site leveling, excavation of 100,000 m^3, filling of in-situ sand of 150,000 m^3, and supply & backfilling of crushed stone for working platform of 30 cm thick. for 25,000 m^3.

Project Duration: **Aug. 2007 to Jan. 2009**

DEEP DIGGING OF MAINTENANCE GROVES IN THE ISMAILIA TUNNELS PROJECT

Main contractor: **Petrojet Company**

Project Manager: **Engineering Authority for the Armed Forces**

Consultant: **CDM SMITH**

The project consists of two car tunnels under the new and old Suez Canal, and the project is part of the large development projects in the area of the Suez Canal. The tunnel is located north of Ismailia at km 9, with a total length of one tunnel of 20 m.

Field of Company:

Excavation and dredging in the presence of underground water for 7 maintenance wells up to a depth of 7 m from the surface of the earth, including drilling for a quantity of 7,000 m in sandy, stone and mud soil until reaching the required depth. It is equipped with drilling rigs, as well as using a mandala to break fossil layers.

Project Duration: **From Nov. 2016 – Mar. 2017**

EGPPOLYPROPYLENE FACTORY - WEST OF PORT-SAID: SITE PREPARATION WORKS

Owner: The Egyptian Polypropylene Company

Main Contractor: UHDE & Petrojet

Scope of Work:

Site cleaning (30,000 m^3 disposal material), surface soil cut (20 cm), supply and compaction of 300,000 m^3 of clear sand on layers, supply and compaction of 4,250 m^3 of coarse backfilling material.

Project Duration: Apr. 2007 - Jul. 2007

SOKHNA THERMAL POWER PLANT: DREDGING & PIPELINE BACKFILLING WORKS FOR THE INTAKE

Owner: East Delta for Electric production co.

Main Contractor: Orascom-Besix JV.

Contractors: EDECS Co. for Engineering & General Contracting, Egyptian Dutch Dredging Co. and Abeko Server Co.

Works included dredging more than 254,000 m^3 at the intake and transport the dredged material to the on-shore dumping area. Our scope of work also included transporting backfilling materials from the berth, by split barges, and backfilling the pipeline trenches using high accuracy GPS equipment.

Project Duration: Aug. 2011– Jul. 2012

EARTHWORKS FOR WEST NILE DELTA NATURAL GAS STATION MOTOBUS D3

Owner: Egyptian Natural Gas Holding Company

Main Contractor: British Petroleum Co. & Petrojet

The works were carried out under the full supervision of and Compliance with HSE measures and requirements by BP including full health inspection of all employees and laborers, fixed truck speed under monitoring system (VDR). Our scope of work included the supply, installation, and compaction of clean sand for 373,000 m^3.

Project Duration: Apr. 2013 - Nov. 2013


EDECS