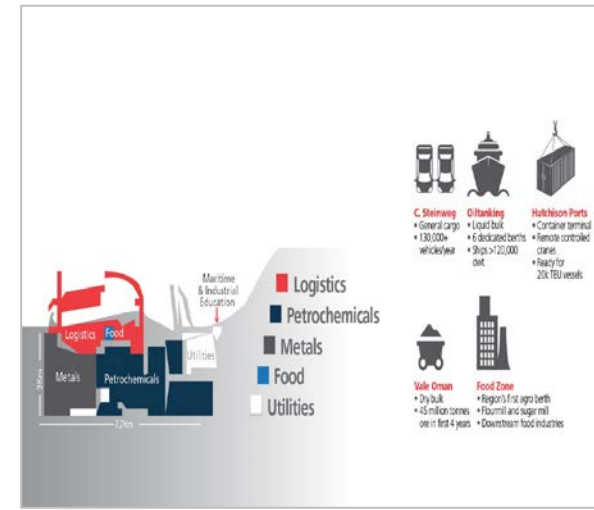
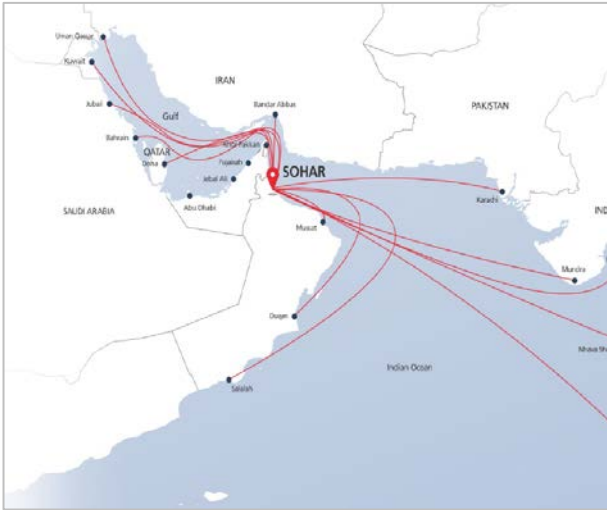




**Current Challenges and Future Opportunities for Port in the Middle East -
Webinar**

*By: Omar Al Mahrizi, CEO SOHAR Freezone
Deputy CEO SOHAR Port*

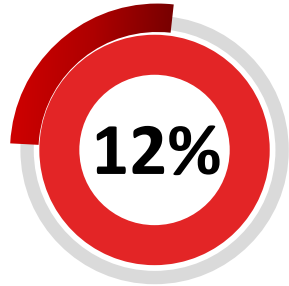
SOHAR Port and Freezone: A logistic Hub



- SOHAR is **one of world's fastest growing port** and free zone developments
- A **50:50 joint venture** between the Government of the Sultanate of **Oman** and Port of **Rotterdam**
- On main **east-west shipping routes**, with six airports and three major seaports on open sea
- SOHAR **Port** and **Freezone seamlessly connected** for efficient feedstock imports and product exports
- **Clusters** for manufacturing, metals, automotive, logistics and prebuilt warehousing
- SOHAR is equipped with **deep-water jetties** capable of handling the Valemax class of Very Large Ore Carriers, which have 400,000-tonnes capacity and are among the world's largest ships



GCC
Trading Across
Borders Index



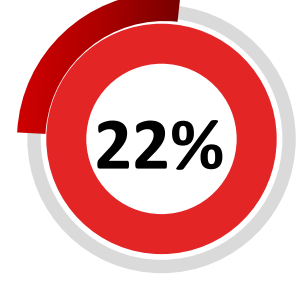
Cargo Growth
Throughput
increase Oman



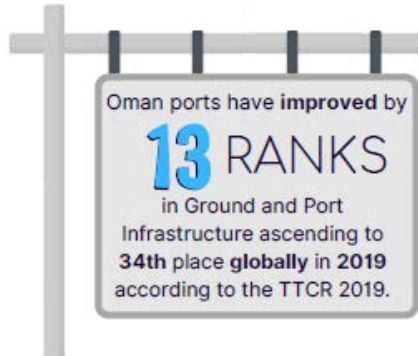
Vessel Calls
At all main Ports
in Oman



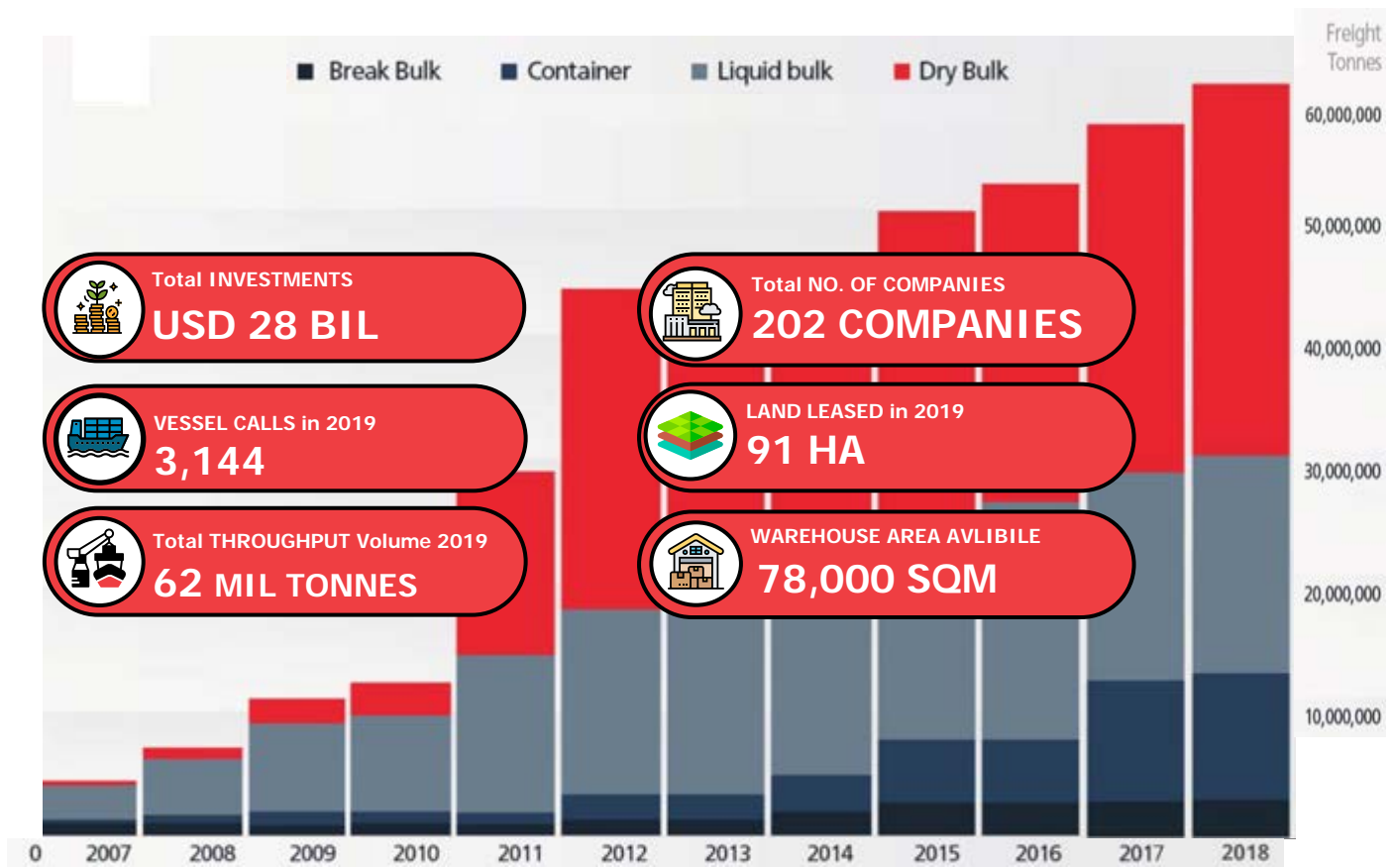
Minutes
Clearance Time
at Ports



Pre Clearance
Of Goods before
arrival Sohar port



“The Sultanate has jumped **10 places** in the ‘**Doing Business 2020**’ World Bank report, ranking **68th** in the world for 2019”



Total INVESTMENTS
USD 28 BIL

VESSEL CALLS in 2019
3,144

Total THROUGHPUT Volume 2019
62 MIL TONNES

Total NO. OF COMPANIES
202 COMPANIES

LAND LEASED in 2019
91 HA

WAREHOUSE AREA AVLIBILE
78,000 SQM



Economic Slow Down

Lower demand in the GCC region due to economic slowdown leading to less cargo being imported and exported.



Lower Gov. Spending

Due to lower oil prices, GCC government spending will be lower on supporting infrastructure projects like roads etc.



High Cost of Funding

Funding of new industrial projects could become more expensive delaying new expansions.



Delayed Inv. Decisions

Economic uncertainty will delay new investment decisions by investors for the short term.



Business Anchorage

Potential shift from importing in critical sectors (pharma and food) to local manufacturing can attract more investments.



De-risking Supply Chains

Mega hub vs national, Port Centric Logistics, direct importing and further focus of intermodal options.



Trade Facilitation

Improve ease of doing business by speeding up digitalization and going paperless faster.



Advance Port digital solutions

As a Port Authority we can contribute to Supply Chain transparency, by improving integration and information sharing through technology.