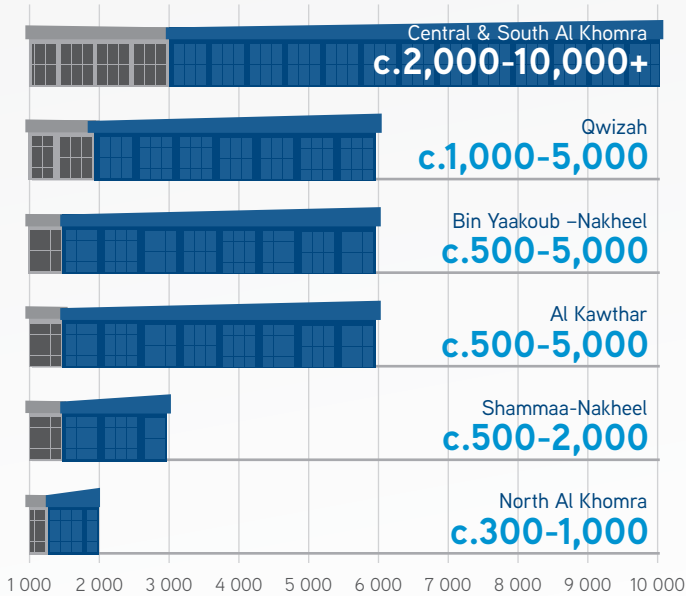


Prevailing Trends

Typical warehouse size by district (sqm)



Source: Colliers International, 2015

Trend Spotlight

“Districts concentrated on the southern outskirts of the city primarily feature large and mid-sized warehouses used by prominent commerce and trading companies as their central storage units. Conversely, industrial districts situated within close vicinity to population / work centres generally feature small warehouses catering mainly to demand generated by distributors, retailers, and workshop owners.”

Sector Trends:

The construction, automotive, retail and public sectors are the major drivers of demand for warehouses and L&D (logistics & distribution) facilities in Jeddah as the majority of existing occupiers relate to these sectors.

Mixed-use warehouse developments that feature office-warehouse or retail-warehouse are very limited in Jeddah and are principally concentrated in the Nakheel submarket.

Unlike other major logistics hubs globally or regionally, warehouses in Jeddah offer limited options in terms of specifications, finishing quality, variety of offerings, support services, automation etc. However, it is considered more advanced and larger in size relative to other Saudi cities.

In recent years we have seen developers commence work on warehouse developments of a significant size, in contrast to the smaller warehouse projects that were typical in the past. However, these projects are mainly concentrated in the central and southern districts of Al Khomra due to availability of reasonably priced and large parcels of vacant land.

Speculative warehouses continue to dominate the market, where developers construct projects without securing a tenant. Built-to-suit and pre-let arrangements continue to be very limited, with the majority of supply comprising owner occupied premises.

Demand Drivers

Demand Drivers of Industrial & Warehouse Space

“The construction, retail, and automotive sectors will continue to account for the majority of demand for warehouse space and manufacturing land in Jeddah.”

FACTOR

IMPLICATION

RETAIL



- > High purchasing power
- > Growing, young population
- > Positive consumer confidence

Drives demand for bulk and small warehouses and L&D facilities as well as manufacturing industrial land

AUTOMOTIVE



- > Car sales expected to reach 1 million by 2020
- > 65% of population fall under the age of 35 years
- > Low fuel cost

Stimulates demand for warehouses, open yards, and mixed-use featuring showrooms, storage (for spare parts) and workshops (for maintenance)

CONSTRUCTION



- > Shortage in housing units
- > Several large-scale infrastructure & transportation projects

Increases demand for manufacturing industrial land and warehouses, workshops, and project support centres

Source: Colliers International, 2015



Future Trends

Short-term

Low quality warehouses are expected to receive less attention in the coming years as prospective tenants will likely favour better designed, sustainable, high quality premises.

Professional developers will likely target the industrial sector in Jeddah in the near term, as market activities in other real estate sectors, such as residential segment are currently slowing down, due to the recent tax imposed on white land.

Medium-term

As tenants increasingly opt for showrooms/warehouses with good access and visibility, it is anticipated that well located mixed-use development projects will drive demand in the medium-term.

It is also anticipated that there will be more developments of large-scale Built-to-suit (BTS) warehouse and L&D on a pre-let basis as this sector is currently undersupplied. This will likely create new opportunities for professional developers.

Long-term

The potential future growth of e-commerce is expected to become a major driver of change in the logistics sector. This fundamental shift will likely create a wave of demand for new types of logistics facilities. However, the Saudi e-commerce sector is still nascent and is expected to develop slowly.

Once King Abdullah Port reaches its targeted capacity and the Industrial Valley becomes fully operational and developed, King Abdullah Economic City will rival Jeddah as a prominent logistics base drawing demand for transshipment, export and re-export business as well as large-scale warehouse and logistics projects.

The landscape of the industrial sector in Jeddah will witness a structural change characterized by three stages.

- 1** Stage one will be characterized by the entry of professional developers to the market and tenants are expected to start favouring sustainable and higher quality products.
- 2** Stage two will see the emergence of mixed-use projects and large BTS logistics facilities.
- 3** Finally, in stage three, the e-commerce sector will emerge and KAEC will begin to rival Jeddah as a prominent logistics base. However, Jeddah Islamic Port is expected to continue leading in import and export trade given its proximity to a large customer and population base.

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professionals

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