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الموانئ البحرية

الجمارك











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# Editorial

If we would like to discuss the nature of port activities, if it is regarded pure commercial business as security aspects are dealt with by customs authorities which are working side by side with ports, or if it is regarded service works which provide general services despite its commercial side, then we have to study the benefit of such quest and related conclusions.

It is to learn about government's trend for its public facilities, whether it is providing only general services or it is handling some sort of investments suitable for its right facilities or it considers both concepts, providing general services without hindering investments which eventually will be beneficial for the whole community.

The nature of the port activities is a combination of commercial businesses and service business. It justifies administration's endeavour to employ all promotional means to render best services. These activities, side by side with other works of logistical nature such as supply, transportation, packing and other supporting services which are pure commercial businesses are usually run by private specialized companies especially established for this purpose by the government and under its supervision and control.

*Editor*





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# A Promising Future

Located some 15 Km from Sharjah's city centre, the Hamriyah Port and Hamriyah Free Zone (HFZ) was designed to benefit not only from a deep water port but also from proximity and connectivity to the UAE's superhighway network, as well as providing connections to neighboring Gulf states.

Hamriyah Port is one of the main important ports of the Emirate of Sharjah. Its importance is attributed to potentials of the port in boosting the national economy of the Emirate.

The year 1986 witnessed the first general cargo activities of the Port as it







# for Hamriyah Port

was originally constructed for the export of LPG being produced from Sharjah's Sajja Gas field. The port then commenced work through three berths; the liquefied gas terminal, a grain and general cargo berth and the third was dedicated to bulk oil products.

More expansions and developments have increased the berths to six and reclamations of the areas adjacent to the port brought the total area to two million square meters. Today, these berths are allocated to import/export shipments

including dry bulk cargoes, general cargo, project cargo-which are manufactured at the HFZ- and oil and gas products.

The depth of water alongside berths in the port is 14 meters: a prominent asset that enables the port to accommodate various mega cargo vessels and tankers providing an added advantage to the investors at HFZ who can benefit from the diversity of the available service in handling various types of cargoes. A modern grain handling equipment (Vacuvator), for grain cargoes and a grain silo on the berth is very





advantageous to the investors who are dealing with this kind of cargo.

The inner Harbour of Hamriyah

The main Hamriyah Port is strongly connected to the Hamriyah Free Zone which has seen such tremendous growth that it is regarded as the fastest growing free zone in the world.

In order to fulfill the demands of the expanding free zone and within the visionary directives of His Highness Dr. Sheikh Sultan bin Mohammed Al Qasimi, Supreme Council Member and Ruler of Sharjah who spared no efforts in developing the infrastructure of the Emirate of Sharjah, and the supervision of Sheikh Khaled bin Abdullah Al Qasimi, Chairman of Department of Seaports and Customs and Sharjah Free Zones, an expansive development process was carried out including the addition of an inner harbour. The inner harbour first and second phases were opened in 2003 at the cost of Dhs 180million.

The users immediately occupied in and

filled the allocated area surrounding the harbour necessitating the need to introduce the third and fourth phases of development, which commenced in 2007 and completed in 2009.

The latest developments included an enormous expansion with 3,500 metres of extra berths and deepening the water alongside them to the maximum of nine metres within two basins; the first with a depth of 7 metres and a bigger one with a depth of 5 metres. With completion of the expansion phases, a great advantage was provided to the marine services and jack up industry investors at the HFZ.

These developments, as well as the progress of the Hamriyah Free Zone industries, have positive impact on the

throughput of both the Hamriyah Port and the Hamriyah Inner Harbour.

The developments were much welcomed by marine industrial investors and attracted some world renowned marine industry companies to invest strongly there, including Lamprell and Damen. The latter was opened by His Highness the Ruler of Sharjah on the 13th of January 2014.



# Port Khalid Reports Q2 Higher Vehicle Shipments

Port Khalid recently reported higher vehicle movements in the second quarter of the year. Statistics of the Department of Seaports and Customs shows substantial progress in vehicle shipments in Port Khalid. The throughput of Vehicles increased by 32.36% in the second quarter of the year to 43,180 compared with 32,623 in the same period of 2013.

These vehicles were carried in and out of Port Khalid by 34 pure vehicle carriers, while 25 car carriers have transported vehicles during the same period of the previous year.

The substantial increment of imported and exported vehicles through the Port reflects the confidence of car traders in the vital facilities and services provided by the port.

Several world Auto Carrier lines including NYK, EUKOR, GLOVIS, MITSUI and



HÖEGH Auto liners are maintaining services from Europe, America Asia and Far East to the Middle East and Sharjah.

Port Khalid is known to be the first port in the Gulf region which introduced ro-ro service since its establishment in 1976.



# Port Khalid Receives 'UASC Ajman' on Maiden Call

Gulftainer, which manages container handling in Sharjah Ports on behalf of Sharjah Government welcomed at the Sharjah Container Terminal (SCT) the UASC Ajman on its maiden call on UASC's Gulf India Service. The new service will connect Sharjah with Sohar in Oman, Mundra in India and Karachi in Pakistan.

Iain Rawlinson, Group Commercial Director of Gulftainer, said: "The addition of this service is a significant development for Sharjah in strengthening trade links with India and Pakistan, two of the largest trading partners of the UAE. It will meet the requirements of our customers who have been looking for such a link. This will undoubtedly lead to even more growth for our home terminals in the coming year.

The 267m Portuguese registered UASC Ajman, built in 2010 at the Kaoshiung Shipyards in Taiwan, has a capacity of 4,250 TEU. Upon arrival at 9:30pm on August 22, the ship was presented with a commemorative plaque which was accepted by the Chief Officer who thanked

SCT for the warm welcome.

SCT was the first container terminal in the United Arab Emirates beginning operations in 1976. It is located in the heart of Sharjah, the third largest of the seven emirates within the UAE. With direct links throughout the Gulf, Asia, Europe, Americas and Africa, SCT is an ideal gateway for import and export cargo.

Gulftainer's current portfolio covers three UAE operations in Khorfakkan, Sharjah and Ruwais, as well as activities at Umm Qasr in Iraq, Recife in Brazil, Tripoli Port in Lebanon and also in Saudi Arabia, where it manages container terminals in Jeddah and Jubail ports. The company recently signed a 35-year concession with the Canaveral Port Authority in Florida marking Gulftainer's first venture in the United States.





# SCT records 14 percent container volume growth

Gulftainer, the largest privately owned terminal operator in the Middle East, which manages container handling in Sharjah Ports on behalf of Sharjah Government recorded a 14 percent year-on-year growth in container volumes in the first six months of 2014 at the Sharjah Container Terminal (SCT).

The growth in volume was driven in part by the robust UAE-East Africa trade route, and new projects and developments in Sharjah. Sharjah Container Terminal handled more than 20 new consignees and organically grew its market share during the first half of the year, putting it on track to exceed targeted throughput by the end of the year. The strong performance of SCT,

Gulftainer's longest running operation, was underlined by a steady growth in import volumes of textiles, electronics, spare parts and tyres.

Peter Richards, Managing Director of Gulftainer, said: "The positive performance of SCT is led by the improved trade climate, specifically between the UAE and African nations. The port continues to be a popular choice for shipping lines as it offers a flexible and cost-efficient alternative to access the UAE hinterland. The terminal has been growing at a fast pace recording a sustained increase in cargo volumes over the last 12 months. SCT is well-positioned to meet the growth in traffic and will continue to maintain its high productivity standards by ensuring our customers have an efficient and quick turnaround of services at the port."

To enhance existing customs procedures and to ensure a more rapid and seamless movement of containers through the port, SCT has introduced an online application system to automate information exchange between the Sharjah Port Authority, the Customs and itself. The new feature has helped to reduce delivery times for consignees.







# Khorfakkan Port Receives 'CSCL Mercury' on Maiden Call

Gulfainer, operators of Khorfakkan Container Terminal (KCT) for the behalf of Department of Seaports and Customs has welcomed CSCL Mercury, the first vessel on China Shipping's enhanced AEX7 joint



service with United Arab Shipping Line. The service between CSCL and UASC links leading ports across Asia and Northern Europe.

On its maiden call, CSCL Mercury completed cargo operations well ahead of schedule achieving a gross productivity rate in excess of 150 moves per hour with four gantry cranes.

KCT terminal manager said, "The terminal is witnessing an exciting period in its expansion by drawing on the positive growth in global trade and the development of new services by leading shipping companies. We are delighted to welcome CSCL Mercury on the new service's maiden call on one of the dynamic global trade routes linking Asia and Europe." KCT is the only fully fledged operational container terminal in U.A.E. located outside the Strait of Hormuz. Due to its unique geographic location, it has been one of the most important transshipment hubs for the Arabian Gulf, the Indian Sub-continent, the Gulf of Oman and the

East African markets.

The expanded Asia to Europe AEX7/AEC8 service has 11 ultra-large container vessels (ULCVs) in its service, six vessels provided by CSCL and five by UASC. The vessel schedule covers ports in Belgium, the Netherlands, Germany and France,



then via the Suez Canal to Jeddah and after calling to Khorfakkan and Jebel Ali in the U.A.E., to the Far East covering Singapore, Korea and China.





## SHARJAH PORTS AUTHORITY

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*What sets us apart has truly set us  
One Step Higher*



EXTENSIVE  
STORAGE  
FACILITY

MINIMUM  
TURNAROUND  
TIME

CHOICE OF  
THREE  
PORTS

PROXIMITY  
TO  
CITY

CUSTOMER  
ORIENTED  
SERVICE

MODERN  
FACILITIES

Complete with ultra modern storage facilities, proximity to the city, customer oriented service, minimum turnaround times and the choice of three fully functional ports, we are definitely one of the most efficient and flexible ports in the region. Given our experience and expertise, we give your business a wide horizon of opportunities to expand, sustain and prosper.





# Hamriyah Free Zone

## Participates in SMM 2014 Expo



A delegation of Hamriyah Free Zone Authority (HFZA) recently participated in the 26th edition of the Shipbuilding, Machinery and Marine Technology (SMM 2014 Expo) which was held in Hambourg during the period September 8-12 2014.

The delegation was headed by Saud Al Mazrouei, Director of Hamriyah Free Zone and Sharjah International Airport Free Zone.

Al Mazrouie said that the participation of HFZA was aiming at promoting Hamriyah Free Zone as one of the best free zones in the

field of maritime industries, emphasizing that it enjoys a strategic location with a main port (Hamriyah Port) with water depth of 14 meters alongside and an inner harbour with 7 meters depth which are providing a substantial service for maritime shipping in the region.

He explained that the participation at SMM 2014 Expo also aimed at reaching to more investors in maritime industries and highlighting the incentives and facilities rendered to investors in the maritime sector. The event provided a good opportunity to be acquainted with the latest developments and progress achieved in marine technology as HFZA is constantly looking forward to improving services and infrastructure of the marine sector in particular and heavy industries in general.







Why wait?  
Set up your business in  
**Less Than**  
**2 Hours**



Hamriyah Free Zone  
**SHARJAH**

**Your gateway to  
Global Business**

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# SOLAS rules for ships to be able to recover persons from the water enter into force

## SOLAS rules for ships to be able to recover persons from the water enter into force

New requirements under the International Convention for the Safety of Life at Sea (SOLAS) to require all ships to have plans and procedures to recover persons from the water are among a set of SOLAS amendments entering into force on 1 July 2014.



### Recovery of persons from the water

The SOLAS amendments, adopted in 2012, were developed as part of the International Maritime Organization (IMO)'s work on large passenger ship safety and are aimed at ensuring all ships have the capability to effectively serve as a rescue asset and have the right equipment to be able to rescue persons from the water and from survival craft, in the event of an incident.

This new requirement is intended to enhance safety at sea and also to provide support to search and rescue coordinators in all types of rescue operations and, particularly, in those situations where there is insufficient dedicated search and rescue capacity or access to helicopters and specialized rescue craft is limited.

The ship's plans and procedures should take into account related Guidelines for the development

of plans and procedures for recovery of persons from the water (MSC.1/Circ.1447).

Ships constructed before 1 July 2014 are required to comply with the requirement by the first periodical or renewal safety equipment survey of the ship to be carried out after 1 July 2014, whichever comes first.

The implementation of the requirements on ships to which SOLAS does not apply is encouraged under a related MSC resolution, also adopted in 2012, which invites SOLAS Contracting Governments to determine to what extent the requirements should apply to: cargo ships of a gross tonnage below 500 engaged on any voyage; cargo ships of a gross tonnage of 500 and above not engaged on international voyages; passenger ships not engaged on international voyages; fishing vessels; high-



speed craft; dynamically supported craft; special purpose ships; and mobile offshore drilling units.

For seafarers, IMO has issued A Pocket Guide to Recovery Techniques (IMO I947E).

### **Reducing on-board noise**

Also entering into force on 1 July 2014 is the new SOLAS regulation II-1/3-12, which requires new ships to be constructed to reduce on-board noise and to protect personnel from noise, in accordance with the revised Code on noise levels on board ships, which sets out mandatory maximum noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships.

### **Fire-fighter communication on-board**

Amendments to SOLAS regulation II-2/10 on fire fighting enter into force on 1 July 2014, to require a minimum of two two-way portable radiotelephone apparatus for each fire party for fire fighters' communication to be carried. The apparatus shall be of an explosion-proof type or intrinsically safe. Ships constructed before 1 July 2014 shall comply with the above requirements not later than the first survey after 1 July 2018.

### **Instructions, on-board training and drills**

Further amendments to regulation II-2/15 on instructions, on-board training and drills require an on-board means of recharging breathing apparatus cylinders used during drills, or a suitable number of spare cylinders.

### **Protection of vehicle, special category and ro-ro spaces**

Another amendment to regulation II-2/20 on protection of vehicle, special category and ro-ro spaces related to fixed fire-extinguishing systems, updates the requirements. The amendments apply to ships constructed on or after 1 July 2014. Ships constructed before 1 July 2014 shall comply with the previously applicable requirements.

### **Forms of certificates and records of equipment**

Other amendments to the appendix to the annex to the SOLAS Convention replace all forms of

certificates and records of equipment, including its 1988 Protocol, and further amendments relate to the forms of the Cargo Ship Safety Construction Certificate and Cargo Ship Safety Equipment Certificate of its 1978 Protocol.

### **Container convention amendments**

Also entering into force on 1 July 2014 are amendments to the International Convention for Safe Containers (CSC), 1972, which were adopted in 2013 by resolution MSC.355(92), to incorporate and facilitate the entry into force of amendments to the CSC Convention adopted in 1993 by resolution A.737(18), including amendments relating to the form of the safety approval plate and to the approval of existing and new containers. The amendments also introduce a transitional period for marking containers with restricted stacking capacity and include a list of deficiencies which do not require an immediate out-of-service decision by control officers, but require additional safety measures to enable safe ongoing transport.

### **SOLAS**

The SOLAS convention has been ratified by 162 States representing 98.77% of world merchant shipping tonnage.

