

# Aljumu'riki

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## **“Federal Customs” and “Sharjah Customs”**

Discuss Strengthening Cooperation



### **Port Khalid:**

The First Modern Port  
In the Emirate of Sharjah

### **Sharjah Ports Report**

Higher Cargo Figures  
In the First Half of 2025

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## Editorial

Not so much is left until Port Khalid enters its 50th anniversary.

Since its establishment in 1976, the first half century of Port Khalid characterized by continuous development of its infrastructure, port operations, increase in berths and extensive quantities of cargo. With 23 berths dedicated to the most varied cargo handling operations and marine services, the port is keeping on its firm approach in developing port operations supported by endless improvements of the systems used to provide the best affordable services to the traders and port users.

The Sharjah, Ports, Customs and Free Zones Authority hails the coming 50th anniversary of the first modern port established in the Emirate of Sharjah, and applauds His Highness Sheikh Dr. Sultan bin Mohammed Al Qasimi, Member of the Supreme Council and Ruler of Sharjah, for his commitment and great role in establishing and developing the Port, which participated in presenting Sharjah as a commercial hub in the region.

Port Khalid will stay as an icon of success for strengthening the maritime trade in the Emirate of Sharjah





# **“Federal Customs” and “Sharjah Customs”**

## Discuss Strengthening Cooperation

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➤ His Excellency Mohammed Meer Abdul Rahman Al Sarrah, Director of Ports and Customs at the Sharjah Ports, Customs and Free Zone Authority, received a delegation of the Federal Customs, headed by HE Ahmed Abdullah bin Lahej Al Falasi, Acting Director General of Customs and Port Security at the Federal Authority for Identity, Citizenship, Customs and Port Security.

The meeting held at the HQ of the Sharjah Ports, Customs and Free Zone Authority discussed strengthening collaboration and exchanging experiences aiming at enhancing customs operations and performance efficiency.



# SPCFZA Participates in the “International Day Against Drug Abuse and Illicit Trafficking”

The Sharjah Ports, Customs and Free Zones Authority (SPCFZA) participated in the “International Day Against Drug Abuse and Illicit Trafficking” Forum, which was organized Sharjah Police High Command, with the participation of other prominent security stakeholders.

➤ Mohammed Ibrahim Al Raiesi, Director of Sharjah Ports and Border Points Affairs Department at the Authority, represented SPCFZA in the forum. He addressed the audience and reviewed the cutting-edge efforts of Customs Ports and Border Points in the Emirates of Sharjah in curbing drug abuse and countering illicit drug trafficking. He pointed out that SPCFZA uses advanced scanning equipment for customs detection and adopts the latest technologies used by efficient and qualified customs officers in detection operations in an accomplishment that reflects the outstanding

detection and adopts the latest technologies used by efficient and qualified customs officers in detection operations





efforts in combating drug smuggling and enhancing the security of the community.

Al Raiesi also explained that the participation of the Authority in this event also reflects its vital role in combating the scourge of narcotic substances through various ports and border points in the Emirate.

He emphasized that the Government of Sharjah has paid a great deal of consideration to support ports and border points in the Emirate of Sharjah, providing them with advanced technologies and capabilities as well as qualifying national staff and providing them with continuous training. He praised customs officers and inspectors who are working day and night to safeguard our homeland.



# The Fourth Meeting of the Organizational Committee Of Ports and Border Points in 2025



The Organizational Committee for Ports and Border Points in the Emirate of Sharjah held its fourth regular meeting for the year 2025 at Al Madam area in the central region of the Emirate of Sharjah.





➤ The meeting was headed by HE Mohammed Ibrahim Al Raisi, Director of Port Affairs and Border Points and head of the Committee. The meeting discussed several initiatives to develop the infrastructure, modernizing technical systems and facilitating of procedures to tackle the recent updates. A field tour was arranged for the Committee members at Al Madam region, which joins the central region of the Emirate to Al Rawdah Region in Wilayat of Madha, which is part of Al Buraimi Governorate in the Sultanate of Oman.





# Sharjah Ports Report Higher Cargo Figures In the First Half of 2025



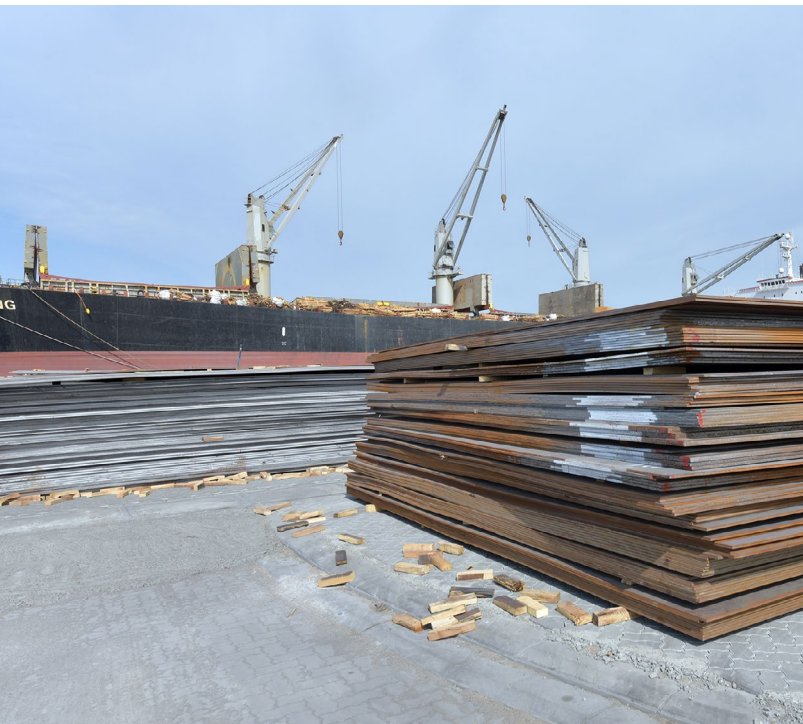
Sharjah Ports reported higher cargo figures in the first half of the year than those for the same period of 2024. Statistics of the Sharjah Ports Authority shows subjective progress in various tracks of cargo shipments in the three main seaports of the Sharjah Emirate, namely Port Khalid, Hamriyah and Khorfakkan.

> The new figures are indicative of the success of Sharjah Ports and are promising more growth in the future. These higher figures are also attributed to the sound and developed infrastructure that has a great impact on the efficiency of the ports. General cargo figures significantly increased by 37.8 % from 1,507,397 tons in the first half (H1) of 2024 to 2,080,090 tons in H1 2025. Imports through the ports of Sharjah increased by 36% from 1,351,790 tons in the H1 2024 to

1,813,984 tons in H1 2025.

While imported and exported vehicles through the ports of Sharjah recorded an increment of 10.5% from 47,614 vehicles in the first half of 2024 to 52,614 vehicles in the same period of 2025.

Records of Sharjah Ports showed that the movement of passengers during H1 2025 has increased to 15,832 from 12,247 for the same period in 2024.



the ports of Sharjah recorded an increment of **10.5%** from **47,614 vehicles** in the first half of 2024 to **52,614 vehicles** in the same period of 2025.

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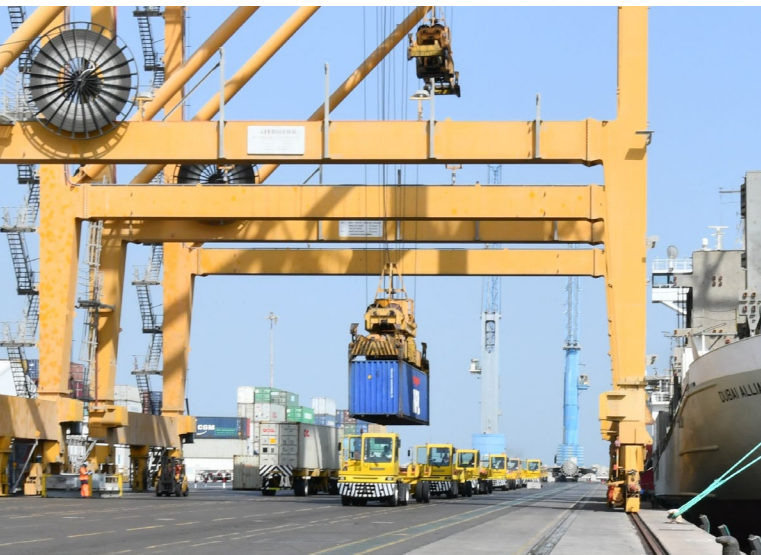




# Port Khalid:

## The First Modern Port in the Emirate of Sharjah

Port Khalid, an efficient and well-known port for being the first modern one in the Emirate of Sharjah, which started operations in 1976. Strategically located within the Arabian Gulf, on its west coast, it offers convenient access to every corner of the globe. The port is also a pioneer among the other ports of the region; it is the first to start container shipping and Ro-Ro cargo operations.



> Port Khalid is a multipurpose port and with its 23 berths, it affords a wide spectrum of cargo operations including: general cargo; frozen and chilled cargo; dry and liquid bulk cargo; edible oils; oil products; ro-ro cargo; project equipment and containers. It also offers various marine services and passenger services via ferry boats. Several port facilities are offering great smooth to the cargo operations, such as warehouses, sheds, open stores, as well as two cold stores dedicated to frozen cargo. The Port is joined to an extensive road network with all parts of the UAE, which expedites the

transfer of cargo easily with an affordable cost when moving the goods from the port to their final destinations in the UAE and other countries of the Arabian Peninsula.

Since its establishment, the Port has experienced significant developments which are characterized by objectiveness and sustainability and with skilled employees, the management of the port continuously maintains and renovates facilities and systems, and at the same time achieves higher port efficiency, performance and customer satisfaction. A key facility in the port is Port Khalid Customs





Centre, which provides various customs services for exporters and importers, as well as a building dedicated to providing inspection services for the passengers and seafarers at their arrivals and departures by ferryboats or ships. Occasionally, the port is accommodating cruise ships during wintertime.

The port is supplied with high-tech scanning devices for inspecting various cargos and high-speed container scanners designed to inspect containers quickly and efficiently.

One of the most important hubs in the port is the Sharjah Container Terminal (SCT). Established in 1976, SCT was the first of its kind in the Middle East. The terminal features four berths and 4 quay cranes, including 2 Post-Panamax Gantry Cranes. And with an ample area of 18 hectares (180,000 square meters), the facility can hold 690,000 TEUs. It is supported by advanced terminal operating systems and experienced personnel.

The Sharjah Container Terminal is operated by Gultainer Limited, a world-class port operator, on behalf of the Sharjah Ports, Customs and Free Zones Authority- Sharjah Ports Authority.



# Reflections on the early Shipping days in Sharjah



Written by:  
The late G.E. CHAPMAN<sup>1</sup>

During the first half of the twentieth century the seven Sheikdoms that were then known as Trucial Oman and now comprise the United Arab Emirates, were experiencing depressed trading conditions after comparatively greater prosperity in previous decades.

> Before the discovery of oil in the 1960's, the main sources of foreign earnings were pearls, mother of pearl shells (which were shipped to Europe for the manufacture of buttons, buckles and the like) and dried fish for edible and fertilizer purposes. The second world war, followed by the advent of the Japanese cultured pearl industry, struck additional blows at trade and local merchants' and states' revenues'.

Communication between the Emirates themselves and the rest of the world were limited to say the least, further inhibiting commerce. After all, it was as recent as the first half of the century when the route to Sharjah from Dubai was by donkey to Khan Creek, thence by abra and on to Sharjah town. Even with arrival of a few four-wheel drive vehicles, Sharjah to Khor Fakkan via Aswad was at least a nine-hour journey, whereupon the only connection for several years was by sea. Until a weekly air service from Bahrain to

Sharjah commenced in the early 1950's, the only means of travel overseas was by country craft or the British Indian Steam Navigation Company's passenger ships on the Bombay to Basrah service (commenced in 1856) that called weekly. Cargo liner services from Europe had been calling at Sharjah and Dubai since late in the proceeding century, but even then, no more than six to eight vessels called monthly between the two ports in the 1950's.

Until 1949, vessels at anchor would discharge into wooden cargo boats called tishallahs. In that year, however, the Rulers of Sharjah and Dubai appointed Gray Mackenzie and Co Ltd as lighterage contractors so three steel barges, one of 220 tons and two of 100 tons capacity and two wooden tugs were brought to the Trucial coast, which was a great improvement in terms of cargo handling. Traffic slowly picked up but the writer recalls that for the whole year of 1951, only a little over 2000 tons of general

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<sup>1</sup> G. E. Chapman: (died in 2023). This article was issued in the second issue of Al Mawanie Newsletter in 2000.





cargo were landed ashore and about 3000 tons of dried fish and shells exported. Vessels would call with as little as five tons of cargo and on one occasion, a Strick Line steamer from Britain landed only one sling of twenty bags of cement!

Weather greatly contributed to the operation and with all the creeks along the coast silting up, transit in and out was hazardous. There were several fatal accidents to craft running into the creek entrance before heavy seas, and many dhows, barges and tugs were stranded on the lee shore during fierce shamal storms. To visit a ship necessitated first crossing Sharjah Creek by abra, walking across the deep sand of Layyah spit, then wading out - with khanduras held high - to the one and only thirtyfoot launch which would end up carrying fifty or sixty passengers, labour, tallymen, and visitors to the ship. The Creeks were reduced to a couple of feet of

*Khor Fakkan -2*



*Port Khalid- old jetty*



water at low tide, and after a particularly heavy shamal in 1960 the entrance to Sharjah creek was totally closed and no further lighterrage was possible.

At the time, money was simply not available for large scale dredging and construction so it was some time before the modern deep water harbour of Mena Khalid was built. In the meantime, several attempts were made by the successive Rulers to revive cargo movements. A small concrete jetty was built in 1961 at Layyah, followed by a tressle pier in the same area in 1965, but without a costly breakwater against the weather, it proved impractical for regular berthing of ships although some cement charters used it. Attempts were made to develop Khor Fakkan but the size of the community hardly justified a sustained import business. Eventually, the writer financed the purchase of 100 tons of flour from Australia and persuaded the British Indian Shipping Navigation Company, to nominate the M. S.

Chandpara to discharge direct at the east coast port. It was necessary to send a tug and a barge around the Masandam from Sharjah to meet the ship but bad weather delayed them for several days on passage. Nevertheless they were just in time and the flour was discharged onto the beach and sold to the few leading merchants in the town. This was repeated from time to time with flour and timber but there was no potential in this as a regular arrangement.

The difficulties and problems of those days are past and largely forgotten and have been overtaken by the exceptional developments that have taken place in more recent years. Great credit is due to His Highness Sheikh Sultan Bin Mohammed Al Qasimi, Ruler of Sharjah for the dedication he has shown towards the promotion of trade in the Emirate, and especially the excellent port facilities that are now enjoyed by his citizens and the international shipping lines serving the Gulf.





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