

Sharjah Ports to buy more vessels

**Sharjah Ports Performance
increased in Q3**

New Cranes For Khorfakkan Port



**IMO's environment committee
addresses implementation**

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IMO's environment committee addresses implementation



تصدر عن دائرة المواني البحرية والجمارك



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Editorial

One of the strongest traits in human nature is the ability to affect others and to be affected by them; while in the meantime a human being is almost completely unable to influence his own soul. We are very clever at advising others and in our daily discussions we are competing with others in taking the role of advisors. However, it is rare, indeed very rare, that anyone will sit down and ask himself: how much I have mistaken? What to do to mend my own affairs? Even if he does so, will he be able to hear his sole answer and avoid repeating mistakes?

This is the real dilemma to which attitudes and the civilized manner of people dealing with each other are declining day after day. We have reached a time when we don't recognize some deeds which were considered evil and now we coexist with some strange social phenomena which were unknown decades ago. It is all about the fact that we are no longer able to call ourselves to account.

Editor







Sharjah Ports to

in line with the directives of His Highness Dr. Sheikh Sultan bin Mohammed Al Qasimi, Supreme Council Member and Ruler of Sharjah, to improve the economical development process in Sharjah in general and Sharjah seaports in particular, the Department of Seaports and Customs (DSPC) has signed a contract to buy new vessels for ports operations.

The contract was signed recently by Sheikh Khaled bin Abdullah Bin Sultan Al Qasimi, Chairman of the





buy more vessels

Department of Seaports and Customs, Hamriyah Free Zone Authority (HFZA) and Sharjah Airport International Free Zone, and Rene Berkvens, CEO of Damen Shipyards Group in HFZA.

According to the contract, the department will buy one Damen ASD Tug 2411 of 5632 bhp with 67 Bollard Pull and one Damen Stan Pilot Boat of 1400 bhp from Damen Shipyards Sharjah FZE.

The vessels will be built in Sharjah and delivered by June 2015. The signing ceremony took place at Sharjah Airport

International Free Zone recently.

After signing the contract, Sheikh Khaled said that the Department of Seaports and Customs has a long-standing relationship with Damen as all of its tugs were supplied by them.

"This is the first time we will be taking delivery of vessels built in Hamriyah Free Zone, Sharjah, by Damen Shipyards Group and it is made possible through the vision of His Highness Dr. Sheikh Sultan Bin Mohammed Al Qasimi, the Ruler of Sharjah. We are once again delighted to join hands

with Damen and it still remains our first choice for tugs as they are able to meet all our requirements," Sheikh Khaled added.

Damen Shipyards Sharjah is located in Sharjah Hamriyah Free Zone. The yard has the facilities to repair and construct all types of vessels, such as tugs, work-boats, support vessels, landing craft, floating docks, barges and pontoons.

Mohamed Meer Abdelrehman Al Sarrah, Director of DSPC, also attended the ceremony.



Sharjah Ports and Damen Shipyards Celebrate Keel Laying of Two New Vessels

Later on December 11th 2014, Sharjah Ports Authority and Damen Shipyards officially celebrated the keel laying of two new vessels.

Mr. Mohammed Meer Abdul Rahman Al Sarrah, Director of the Department of Seaports and Customs, Saud Salim Al Mazrouei, Director of Hamriyah Free Zone Authority and Sharjah Airport International Free Zone presided over the ceremony, which was held at Damen Shipyards Sharjah.

The ceremony was also attended by Captain Motasaim Dafalla Elnur, Harbour Master of Hamriyah Port, Captain Mohammed Saleh, Director of Sharjah Ports Services, Captain Abkar Hassan Dablah, Harbour Master of Khorfakkan Port, Captain R.Devathirajan,

Harbour Master of Port Khalid and Mohammed Yousuf Al Suwaidi, Cargo In-charge (Hamriyah Port).

Pascal Slingerland, Damen Sales Manager Middle East, who was previously the project manager for the construction of Damen Shipyards Sharjah, commented: "The ASD Tugs are highly maneuverable and powerful vessels and ideally suited for Khor Fakkan, which has recently undergone a large expansion.

"The Port Authority knows our vessels are reliable; we have built some 60 Damen ASD 2411 tugs over the years and a large number of these vessels are operating very successfully here in the UAE. With such a large number of Damen tugs operating



Keel Laying Ceremony

ASD TUG 2411

Sharjah Ports Authority

Damen Shipyards Sharjah



in this region, it is a big advantage that Damen is based in the Port Authority's own Free Zone, when construction is going on and thereafter so we can support Sharjah Port Authority with our onsite warranty and service engineers and our modern dry dock facility."

In addition, ASD training is being provided by Damen after delivery of the vessel. "Our services could continue with a broad range of options for the deployment phase; from a computerized Maintenance Management System and technical assistance wherever needed, to training programs and Customer Service Agreements."

The Department of Seaports and Customs has been a long-term customer of Damen and already has eight Damen Stan Tugs in its fleet. The new 'Damen ASD Tug 2411' is the port's first ASD tug and the Damen Stan Pilot 1605 FRP, boasts the latest pilot boat design, with a chimed hull and modified

Axe Bow, providing superior sea keeping abilities. The new pilot vessel is capable of 33 knots.

The order for the two new vessels is the first time the Port Authority will take delivery of vessels built in Hamriyah Free Zone in Sharjah, which is one of three ports owned by Sharjah Ports Authority.

With a 67 tonne bollard pull ahead, the Damen ASD Tug 2411 will be deployed in Khor Fakkan, while the pilot boat will be stationed in Port Khalid. The ASD Tug, is equipped with FiFi 1 and water spraying notation.

Based in the Hamriyah Free Zone, Damen Shipyards Sharjah FZE was opened by His Highness Dr. Sheikh Sultan Bin Mohammed Al Qasimi, Member of the Supreme Council and Ruler of Sharjah on January 13, 2014. Currently, eight vessels are under construction at the yard - four Damen ASD Tug 2411 and four ASD Tug 2810 types.



New Cranes for Khorfakkan Port

Gulftainer Company, official operators of container terminals in Sharjah on behalf of the Department of Seaports and Customs has taken delivery of four state-of-the-art Ship to Shore (STS) and 12 Rubber Tyred



Gantries (RTG) cranes at the Khorfakkan Container Terminal (KCT).

The \$60 million investment will significantly strengthen the terminal's operational efficiency and increase overall productivity.

The equipment has already entered operations having been delivered on-site fully-assembled and have been commissioned.

At a ceremony held at KCT, representatives of China Shipping presented a memento to the Gulftainer team congratulating the company on the addition of the new equipment that will further accelerate container terminal operations.

Steve Ogden, operations director of Gulftainer, said: "The addition of these advanced crane systems at KCT underlines our commitment to further strengthen our operations at the terminal, which has defined its credentials as one of the world's most productive hubs for container operations.

"We continuously invest in our facilities to strengthen the efficiency of operations and maximise productivity. The new STS cranes are not

only larger with a greater outreach to better cope with the giant 18,000 TEU and above vessels, they also provide greater flexibility in their operations.

"This will help speed up the terminal operations and create even better value for our customers."

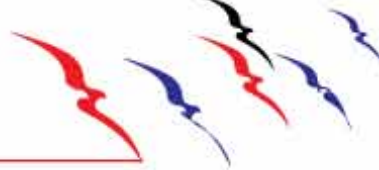
KCT is the only fully fledged operational container terminal in the UAE located outside the Strait of Hormuz, and is an important transshipment hub for the Arabian Gulf, the Indian Sub-continent, the Gulf of Oman and the East African markets.

A subsidiary of Crescent Enterprises, Gulftainer also operates the Sharjah Container Terminal at Port Khalid, the first dedicated container terminal in the Arab region.

Gulftainer's current portfolio covers operations 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.





Run to Live, Live to Run

Under the logo "Run to Live, Live to Run", Port Khalid Administration has recently organized an open running-race of 6 kilometers. The race was introduced to emphasize the Department of



Seaports and Customs belief in the importance of sports for its great impact on the life of individuals and to strengthen the ties among the staff of the department.

More than 250 participants from Sharjah ports joyfully joined the event on that very beautiful morning of November 29th when Captain Captain R.Devathirajan, Harbour Master of Port Khalid and the organizer of the race gave the signal to start the race.

At the end of the race Captain Abkar Hassan Dablah, Harbour Master of Khorfakkan Port distributed the medals to the following winners: first, Mr. Nazzer; second, Umesh Prasad (Sharjah Container Terminal) and third, Sathish.





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IMO's environment committee addresses implementation issues as ballast water management treaty nears entry into force

Marine Environment Protection Committee (MEPC), 67th session, 13 to 17 October 2014

Measures to assist in accelerating the entry into force and implementation of the key international convention designed to eradicate the global spread of harmful organisms in ships' ballast water were adopted by the Marine Environment Protection Committee (MEPC), of the International Maritime



Organization (IMO), when it met for its 67th session (13 to 17 October 2014).

The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (the BWM Convention), addresses the problem of aquatic organisms and pathogens being released into non-native environments after being transported around the world in ships' ballast water. Such organisms may survive and out-compete native species, becoming invasive and causing a great deal of damage to the local ecosystem. The BWM Convention requires the treatment and management of ballast water in order to kill off such microorganisms or species.

The resolutions adopted by the MEPC last week address issues surrounding the type-approval

of BWM systems and guidance for port State control inspections. They have already been heralded by the shipping industry as "significant progress" on what had been proving challenging topics to resolve.

The MEPC resolution on Measures to be taken to facilitate entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 aims to address concerns that the testing system for approval of BWM systems needs to be sufficiently robust and consistent so that any systems approved will meet the standards set out in the BWM treaty.

The resolution agrees that the technical standards and approval testing procedures in the Guidelines for approval of ballast water

management systems (G8) will undergo a comprehensive review. A correspondence group was established to initiate the review.

The resolution also agrees that "early movers", in other words, shipowners that have already installed type-approved ballast water management systems prior to the application of the revised Guidelines (G8), should not be penalized and that port States should refrain from applying criminal sanctions or detaining the ship, based on sampling during a trial period.

Also adopted by an MEPC resolution were Guidelines for port State control inspection for compliance with the BWM Convention. The Guidelines note that every effort should be made to avoid any undue delays to the ship.

The MEPC also agreed a plan and terms of reference for a proposed study on implementation of the ballast water performance standard described in regulation D-2 of the BWM Convention. This specifies the water quality for discharge, related to specified maximum concentrations of viable organisms. The study would include stakeholder surveys and collection of data on similarities and differences in existing practices relating to type approval and testing of BWM systems and practices relating to analysing the performance of BWM systems after installation on board ships. The final study report is to be submitted to MEPC 69 which is scheduled for early 2016.

Meanwhile, further BWM systems that make use of Active Substances were granted Basic Approval (one system) and Final Approval (three systems), following consideration of the reports of the 28th and 29th meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group. In addition, nine further type approvals of ballast water management systems were reported to the Committee, bringing the

total number of reported type-approved systems to 51.

The BWM Convention will enter into force 12 months after ratification by 30 States which collectively represent 35 per cent of world merchant shipping tonnage. Recent accessions by Turkey and Japan have brought this tantalisingly close. The number of ratifying states (43) states is already sufficient but, at 32.54 per cent, their collective share of world merchant shipping tonnage is not quite sufficient to trigger entry into force. However, it is anticipated that the entry-into-force criteria will be met shortly as a number of States have indicated they are making arrangements to deposit their instruments of accession very soon.





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