

Port Khorfakkan: Status and Capacities

Global 1201

at Port Khalid

Khorfakkan Port

Equipped with New Advanced Object Detection Device

MORNING MIDAS

Sharjah Ports Report Q1 Higher Cargo Figures

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Chairman

Khaled Bin Abdullah Bin Sultan Al Qasimi

Editor

Adel Mustafa Hussien

Editorial Team

Safaa Sultan Mania Swed
Raad A. Abdullah

Translation

Raad A. Abdullah

Correspondence

Sharjah Customs U.A.E.

Tel : 06 5026340

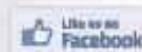
06 5026359

FAX: 06 5281747

06 5281997

P.O. Box: 70 Sharjah

e-mail: jumrukl@sharjahcustoms.gov.ae

www.sharjahports.gov.ae


Art Production

Elneil Hajana



Editorial



There is no way to deny a hard working staff member who won't hesitate to carry out his duties even outside his working hours. On the contrary, there are other examples of an employee who works like a machine. He won't go to work unless within fixed timings and also lives in the same manner. On leaving his office, he severs his relation bond with his work for the next day as if programmed in that style.

The former develops the work he has assigned, whilst the latter only performs what he has been asked to do. Therefore the first will abandon any climate where he finds himself in pre-designed working mould, while the second loves to stay in such a working atmosphere This is the difference between an establishment that develops every day and another which clings to the past

Editor







Port Khorfakkan: Status and Capacities



Overlooking the eastern seaboard, Khorfakkan Port is the connection to Asia and the Far East on one side, and the Middle East, European countries and African countries on the other.

The port is known for providing fast services for international liner operators who are time sensitive for shipping and unloading. Major container line operators find Port Khorfakkan ideal for transshipping their goods.

The Port was established in 1978 and started operation on February 21 1979 with a total

area of 100,000 square metres, two berths of 430 metres length and two cantilever cranes and four yard container cranes.

In 1987 Gulftainer Ltd. became the official operator of the Khorfakkan Terminal at the Port. During the period from 1991 till 1999 the port witnessed development process





and since 2008 it accommodated more than 1800 container carriers and cruise ships annually.

The last development during the period 2004-2008 involved expansion of the port by adding of two berths of 840 metres long at water depth of 16 metres alongside and the supply of 10 Cantilever Cranes.

With its Container Terminal, Port Khorfakkan which is served by six berths of overall two kilometers in length, area of 800,000 square metres, 20 Container Cranes, capacity of 58,000 TEUs and maximum handling capacity of 3.5 million TEUs is distinguished by three high quality and attractive specifications as well as several reasons that make it one of the most vital container terminals in the world.

Its strategic location on the Gulf of Oman and the Indian Ocean is one the most important features of the port. It



is located outside the Straits of Hormuz and is the only natural deepwater harbor in the Gulf region. Container vessels save time by discharging at Khorfakkan and taking advantage of Sharjah's Road Train Service' which hauls containers to the Sharjah container depot and the commercial markets of the UAE and other Gulf states. The port is only three hours distant

from the main cities of the UAE, Dubai, Abu Dhabi and Sharjah.

Logistically Khorfakkan is very close to the Arabian Gulf as the port is linked by a net of the national highways with other neighboring GCC States and adjacent to the main world shipping routes which join Far East and the Indian Continent with Africa, Europe and

the Americas. Sharjah International Airport is 115 km from the port, and Fujairah Airport, 25 km.

The second most important feature of the Port is the depth of water which is 16 metres alongside with a safe approaches of 18 metres at MLLW that enables the port to accommodate the largest vessels.





On the 5th of January 2013 Khorfakkan Container Terminal handled the world's largest containership at the time, CMA CGM Marco Polo, on its first call at the terminal, the UAE and the Middle East. The vessel is 396 meters in length, 54 metres beam, 16 metres draft with capacity of 16,020 TEUs.

Quick transshipment, re-export and reception of huge container ships because of its deep water, wide quays, fast service, developed equipment, and qualified administration are all contributing to making the port a favourite for shipping companies. It has six quays for container handling totaling 2000 meters with an open storage area in excess of 450,000 sqm for 45,000 TEUs. The port has an inner harbor of 5 meters depth and a storage area used by coastal vessels. Twenty container gantry cranes and a full complement of yard gantries, RTG's, tractors, trailers and forklifts are in operation on the berth. Towing services are provided with four tugs of 3500 horsepower each and bunkering activities are available. The private sector in the port provides services such as crew boats and cargo storage.



Old picture of Khorfakkan

Sharjah Ports Report Q1 Higher Cargo Figures



Sharjah Ports recently reported higher cargo figures in the first quarter of the year. Statistics of the Department of Seaports and Customs shows subjective progress in various tracks of cargo shipments in the main three seaports of the Sharjah, namely Port Khalid, Hamriyah and Khorfakkan.

The new figures are marking the success of ports and promising more growth in the future.

Dry cargo figure increased by 25%, from 111,978 tons in the first quarter 2013 to 140,039 tons in Q1 2014.

Another development in the figures was observed in oil products cargo which recorded an 8.51% increment from 1,236,546 tons in Q1 2013 to 1,341,858 tons in Q1 2014.

Imported and exported Vehicles through the ports of Sharjah increased by 20% from 16, 205 in the first quarter of the year to 19,506 in Q1 2014.





SHARJAH PORTS AUTHORITY

Department of Seaports & Customs, Government of Sharjah

P.O. Box : 516, Sharjah, United Arab Emirates. Tel: +971 6 528 1666. Fax: 971 6 528 1425

Email : shjports@em.ae www.sharjahports.ae

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Global 1201

at Port Khalid

MV Global 1201, which is operated by Technip arrived at Khalid Port on the second of June 2014 for the first time in a routine visit.



This vessel is a Rigid pipe S-lay and Heavy lift DP-2 construction vessel with the main features of DP-3. Designed for work in both deep and shallow water, the Global 1201 has an A&R winch capacity of 400 MT

plus additional capacity to perform lowering operations of up to 800 MT. The vessel offers transit speeds up to 15 knots for swift mobilizations to work destinations across the globe. As a new build vessel, the Global 1201 provides the

latest technology in DP system/mission equipment along with high standards in living accommodation for 264 people. Global 1201 is 291 meters in length, 43 metres beam, dead weight 100925 and NRT 30097.

Khorfakkan Port

Equipped with New Advanced Object Detection Device

Gulftainer Company Limited, the official operators of the container terminals in Sharjah(SCT) and Khorfakkan (KCT) on behalf of the Department of Seaports and Customs has adopted new technology to boost performance.

Khorfakkan Port which is located on the Indian Ocean has been recently fitted with new advanced object detection equipment.

This device which involves fitting sensors of a crane's hub prevents any collision between the boom and the vessel. In respect of the harsh ambient conditions and rough operation, reliability is a major requirement of such anti-collision systems.

Therefore, the very robust LMS511 laser measurement sensors are used in combination with the Flexi Soft safety controller, a first of its kind for this application in the ports industry and known as the Advanced Object Detection System (AODS). By using cyclic test commands to the scanners and monitoring their detection response via alternating switching outputs, especially through the long reach moveable cable, a high degree of diagnostic coverage could be provided.

The functionality and reliability tested were well above expectations, and free of any glitches. Indeed, because of the simple installation coupled with the time-of-flight technology of the LMS511 and Flexi Soft diagnostic at minimal extra investment, Gulftainer, the ports operator of Khorfakkan, decided to equip all of their 20 ship-to-shore cranes with LMS511 and Flexi Soft.



2002 Passenger ship liability and compensation treaty enters into force

The Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 2002, which substantially raises the limits of liability for the death of, or personal injury to, a passenger on a ship, enters into force on 23 April 2014.

The higher limits of liability will apply to ships registered in the following States which have ratified the 2002 treaty: Albania, Belgium, Belize, Bulgaria, Croatia, Denmark, Greece, Latvia, Malta, the Netherlands, Norway, Palau, Panama, Saint Kitts and Nevis, Serbia, Syrian Arab Republic and the United Kingdom.

Additionally, the Convention is mandatory for European Union Member States (including those that have not ratified the Athens Protocol regime yet as individual States) to the extent

that the European Union has competence over matters governed by the Protocol, as the European Union has ratified the treaty under a novel article in the Protocol which allows for a Regional Economic Integration Organization, which is constituted by sovereign States that have transferred competence over certain matters governed by this Protocol to that Organization, to sign, ratify, accept, approve or accede to the Protocol.

The 2002 Protocol to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, (PAL), revises and updates the 1974 Convention, which established a regime of liability for damage suffered by passengers carried on a seagoing vessel. As a precondition for joining, Parties to the 2002 Protocol are required to denounce the 1974 treaty and its earlier Protocols.

The Athens Convention declares a carrier liable for damage suffered by a passenger resulting from death, personal injury or damage to luggage if the incident causing the damage occurred in the course of the carriage and was due to the fault or neglect of the carrier. Such fault or neglect is presumed, unless the contrary is proved.

Carriers can limit their liability unless they acted with intent to cause such damage, or recklessly and with knowledge that such damage would probably result. For the death of, or personal injury to, a passenger, this limit of liability was set at 46,666 Special Drawing Rights (SDR) per carriage in the 1974 convention.

In case of shipping incidents the 2002 Protocol substantially raises those limits to 250,000 SDR per passenger on each distinct occasion, unless the carrier proves that the incident resulted from an act of war,



hostilities, civil war, insurrection or a natural phenomenon of an exceptional, inevitable and irresistible character; or was wholly caused by an act or omission done with the intent to cause the incident by a third party. If the loss exceeds this limit, and also in case of non-shipping incidents, the carrier is further liable - up to a combined limit of 400,000 SDR per passenger on each distinct occasion - unless the carrier proves that the incident which caused the loss occurred without the fault or neglect of the carrier.

As far as loss of, or damage to, luggage is concerned, the carrier's limit of liability varies, depending on whether the loss or damage occurred in respect of cabin luggage, of a vehicle and/or luggage carried in or on it, or in respect of other luggage.

- The liability of the carrier for the loss of or damage to cabin luggage is limited to 2,250 SDR per passenger, per carriage.

- Liability of the carrier for the loss of or damage to vehicles including all luggage carried in or on the vehicle is limited to 12,700 SDR per vehicle, per carriage.

- Liability of the carrier for the loss of or damage to other luggage is limited to 3,375 SDR per passenger, per carriage.

The carrier and the passenger may agree that the liability of the carrier shall be subject to a deductible not exceeding 330 SDR in the case of damage to a vehicle and not exceeding 149 SDR per passenger in the case of loss of or damage to other luggage, such sum to be deducted from the loss or damage.

The 2002 Athens Convention also introduces compulsory insurance, as well as mechanisms to assist passengers in obtaining compensation, based on well-accepted principles applied in existing liability and compensation regimes dealing with environmental pollution. These include replacing the fault-based liability system with



a strict liability system for shipping related incidents, backed by the requirement that the carrier take out compulsory insurance to cover these potential claims.

Ships are to be issued with a certificate attesting that insurance or other financial security is in force and a model certificate is attached to the Protocol in an Annex.

The limits contained in the Protocol set a maximum limit, empowering - but not obliging - national courts to compensate for death, injury or damage up to these limits.

The Protocol also includes an "opt-out" clause, enabling State Parties to retain

or introduce higher limits of liability (or unlimited liability) in the case of carriers who are subject to the jurisdiction of their courts.

Amendment of limits

The 2002 Protocol introduces a tacit acceptance procedure for raising the limits of liability, whereby a proposal to amend the limits would be circulated on the request of at least one-half of the Parties to the Protocol, and adopted by a two-thirds majority of the States Parties. Amendments would then enter into force within 36 months unless not less than one fourth of the States Parties at the time of the adoption informed that they did not accept the amendment.