

The Ports of Abu Dhabi Handbook & Directory



Introduction

The ports

Intermodal operations

Marine services

Ports guide

Directory



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**Aerial view from
Khalifa Port.**

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SMARTER AUTOMATION.

On time in Abu Dhabi.



Abu Dhabi Ports is continually investing to upgrade and improve our port facilities and services, and this new handbook gives an up-to-date guide to our operations and latest developments for both new and existing customers alike.

The handbook has been designed as a comprehensive reference work, which can be used in conjunction with the online version, now available at www.abudhabiportsdirectory.com.

Abu Dhabi Ports is fulfilling its mission to contribute to the development of trade, industry and tourism in Abu Dhabi and the surrounding region. This can be seen in the successful opening of Khalifa Port, which is attracting new shipping lines each month; the continued investment in the Western Region Ports; and the extension of facilities at both Musaffah Port and Zayed Port, which includes plans for the construction of a permanent cruise terminal.

In addition to our port operations, Abu Dhabi Ports provides training and support services to users and third party ports in the region through our marine services. We are justifiably proud of our achievements over the past years, as described in this handbook, and we look forward to continued development of our facilities to bring an even higher level of service to all of our customers.

I am sure you will find the Abu Dhabi Ports Handbook an invaluable reference book, but I would also encourage you to contact Abu Dhabi Ports directly, as we very much welcome your enquiries and are pleased to be of assistance wherever we can.

We look forward to doing business with you!

Capt. Mohamed Juma Al Shamisi
Chief Executive Officer
Abu Dhabi Ports



We delivered an automated container handling system, complete with 30 Automated Stacking Cranes, automation systems and a TOS, to Abu Dhabi Ports Company's new Khalifa Port. And commissioned everything. On time. Khalifa Port is now fully commercially operational.

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Abu Dhabi is the capital of the United Arab Emirates

It has grown rapidly to become one of the most prosperous and cosmopolitan cities in the Gulf region, with one of the highest per capita incomes of any capital city.



Abu Dhabi: the capital -overview

The city of Abu Dhabi is the capital of the United Arab Emirates (UAE) and the country's second largest city, with a population of around 2.33 million; the emirate of Abu Dhabi is the largest of the seven members of the UAE.

Abu Dhabi has grown to be a very cosmopolitan city. Its rapid development and urbanisation, coupled with the relatively high average income of its population, has transformed it into a large and advanced metropolis. Today, the city is the country's centre of economic and industrial activities, and a major cultural, and commercial hub due to its position as the capital.

Abu Dhabi alone generates around 60% of the UAE's GDP. Abu Dhabi is also home to important financial institutions, such as the Abu Dhabi Securities Exchange, the Central Bank of the United Arab Emirates and the corporate headquarters of many companies and numerous multinational corporations.

Diversifying the economy
Although oil and gas remain the principal sources of revenue for the economy of Abu Dhabi, the government has embarked on an ambitious programme to diversify the economy through investments in industrial infrastructure, financial services and tourism. This goal is enshrined in the Abu Dhabi Economic Vision 2030, drawn up by the Abu Dhabi Urban Planning Council.

Under this plan, Abu Dhabi's economy will be sustainable, and not dependent on any one facet or source of revenue: income from non-oil sources is set to be increased from about 40% to about 60%.

Industrial diversification has so far seen the establishment of industrial and logistics zones; Abu Dhabi Ports major development of Khalifa Port, the adjacent Khalifa Industrial Zone Abu Dhabi (Kizad) - one of the largest such developments anywhere in the world; and the establishment of Industrial City Abu Dhabi (ICAD). The existing ICAD zones are ICAD I (heavy-to-medium manufacturing, engineering and processing industries), ICAD II (light-to-medium manufacturing,

engineering and processing industries) and ICAD III (light-to-medium manufacturing). The future zones in the ICAD project include ICAD IV (technology and light industries) and ICAD V (automobile industry).

The tourism and real estate sectors are also being promoted, with the Abu Dhabi Tourism & Culture Authority (TCA Abu Dhabi) and the Tourism and Development Investment Company undertaking several large-scale development projects. These projects will be served by improved transport infrastructure, an expanded airport, and the proposed new

The magnificent skyline of Abu Dhabi City.



View of the proposed cruise terminal at Zayed Port.

Pan-Arab railway, part of which is being developed in the UAE by Etihad Rail (see page 41).

Abu Dhabi is the wealthiest emirate of the UAE in terms of Gross Domestic Product (GDP) and per capita income. More than USD 1 trillion is invested worldwide in the city alone. Taxation in Abu Dhabi, as in the rest of the UAE, is nil for a resident as well as for a non-bank and non-oil company.

Abu Dhabi is also planning many future projects in

collaboration with the Gulf Cooperation Council (GCC). The UAE is a fast-growing economy; in March 2012, the International Monetary Fund (IMF) forecast 3.5% projected growth for the UAE overall and over 4% for Abu Dhabi, which coincided with positive growth due to expansion in trade, logistics services and tourism.

Abu Dhabi's sovereign wealth fund, the Abu Dhabi Investment Authority (ADIA), currently estimated at USD 875 billion, is the world's wealthiest sovereign fund in terms of total asset value.

Culture and tourism

Abu Dhabi is becoming an increasingly attractive destination for tourists, offering a wide range of up-market and medium priced hotels throughout the city, shopping malls and other places of interest. Abu Dhabi Ports is building on this trend to turn Abu Dhabi into a major hub for passenger cruise liners in the Gulf, and is currently engaged

in plans to develop and invest in a dedicated cruise terminal and improved infrastructure and facilities at Zayed Port (see page 26).

The Abu Dhabi Tourism & Culture Authority (TCA Abu Dhabi) is the main body for promoting Abu Dhabi as a tourist destination. The TCA supports a wide-ranging programme of exhibitions, events and festivals, inspiring local practitioners in literature, music and the arts, and preserving traditional culture and handicrafts. Despite the speed of economic development

over the last 30 years, Abu Dhabi retains much of its traditional culture - a way of life that governs everyday events from what to wear to what to eat and drink. It also continues to promote traditional cultural and sporting events, such as falconry, camel racing and traditional dhow sailing.

The TCA Abu Dhabi is responsible for the management of both existing and new

museums, such as those being built in Saadiyat Cultural District, and is responsible for the preservation and protection of the historic sites and landscape of Abu Dhabi, including its many UNESCO World Heritage Sites.

Saadiyat Island's Cultural District will house the largest single group of world-class cultural centres in Abu Dhabi. These will include: the Zayed National Museum, to be designed by Foster and Partners; the Louvre Abu Dhabi Art Museum designed by Jean Nouvel; the Guggenheim Abu Dhabi designed by Frank

Gehry; a performing arts centre designed by Zaha Hadid; a maritime museum with concept design by Tadao Ando, and a number of arts pavilions.

Infrastructure

Abu Dhabi is situated on an island on the central western coast of the Arabian Gulf, giving easy access to deep water and the main shipping routes serving the Gulf region. The emirate lies on the borders with the Kingdom of Saudi Arabia, the Sultanate of Oman and the Arabian Gulf, and

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Etihad Towers with Emirates Palace Hotel in foreground.

comprises 200 islands with 700 kilometres of coastline.

A recent travel and tourism competitiveness report by the World Economic Forum (WEF) has rated the UAE's infrastructure as among the best in the world. The country came second in quality of roads, third in quality of air transport, and fifth in port infrastructure.

The last few years have seen major investment in new infrastructure in Abu Dhabi, with the construction of residential, tourist, industrial and commercial facilities on a massive scale, radically altering the urban environment in the UAE. The UAE's development plans continue to be spearheaded by far-reaching urban planning initiatives, such as Abu Dhabi's Economic Vision 2030. As part of these initiatives, various infrastructure projects covering education and health care, tourist facilities, electricity and water generation, telecommunications, ports and airports continue to receive major injections of capital. New roads and bridges are being constructed, and public transport systems installed, the most significant of these being the construction of the country's first rail network, spearheaded by Etihad Rail (see page 41).

Business Monitor International estimates that the UAE is currently investing USD 58 billion in roads and bridges alone, including projects underway and in the planning stage.

The future

In 2007, the government of Abu Dhabi set out the Abu Dhabi Policy Agenda, which defined the priorities for the economic and social development of the emirate for the future. These priorities have been set to achieve what the government of Abu Dhabi sees as its primary goals: a safe and secure society and a dynamic, open economy.

Taking these guidelines as its parameters, the government developed the Abu Dhabi Economic Vision 2030 in consultation with the private sector, as a 23-year strategy to achieve these aims, and to ensure that all stakeholders in the economy are moving in concert with a clear view of the long-term goals for the nation.

The government has identified nine pillars that will form the architecture of the emirate's social, political and economic future, namely...

- A large empowered private sector
- A sustainable knowledge-based economy
- An optimal, transparent regulatory environment
- A continuation of strong and diverse international relationships

The optimisation of the emirate's resources
Premium education, health care and infrastructure assets
Complete international and domestic security
Maintaining Abu Dhabi's values, culture and heritage
Make a significant and ongoing contribution to the federation of the United Arab Emirates

The 2030 plan envisages a growth in GDP of 6.7% each year, taking the GDP in real terms from USD 119 billion in 2010 to USD 416 billion in 2030. The oil economy is expected to grow by 4.5% in real terms, the non-oil economy by 8.8%.

The main task of Abu Dhabi Ports is to contribute towards 15% of the non-oil GDP to the Abu Dhabi economy, and to provide many new high quality jobs by 2030 through Kizad. Over the coming years, Abu Dhabi Ports will strive to play its part in realising this vision for the future by developing and maintaining long-term relationships with leading local and international customers and achieving sustainable development, while supporting community needs and preserving local values. Abu Dhabi Ports aims to be the employer of choice that attracts and retains high calibre staff, and to increase shareholder value and satisfy stakeholders' expectations.

Abu Dhabi Ports
flagship deep water
Khalifa Port
seen at night.



The Abu Dhabi Ports was established in 2006 by Emiri Decree. It is a government-owned organisation, and is the master developer and manager of ports and industrial zones in Abu Dhabi.

Abu Dhabi Ports manages nine commercial, community and leisure ports, including its flagship deep water Khalifa Port, and the adjacent Khalifa Industrial Zone Abu Dhabi (Kizad).

Master developer and manager of Abu Dhabi's ports

The driving force behind the development of Abu Dhabi's ports and industrial zones, Abu Dhabi Ports is a strategic part of the emirate's Economic Vision 2030.

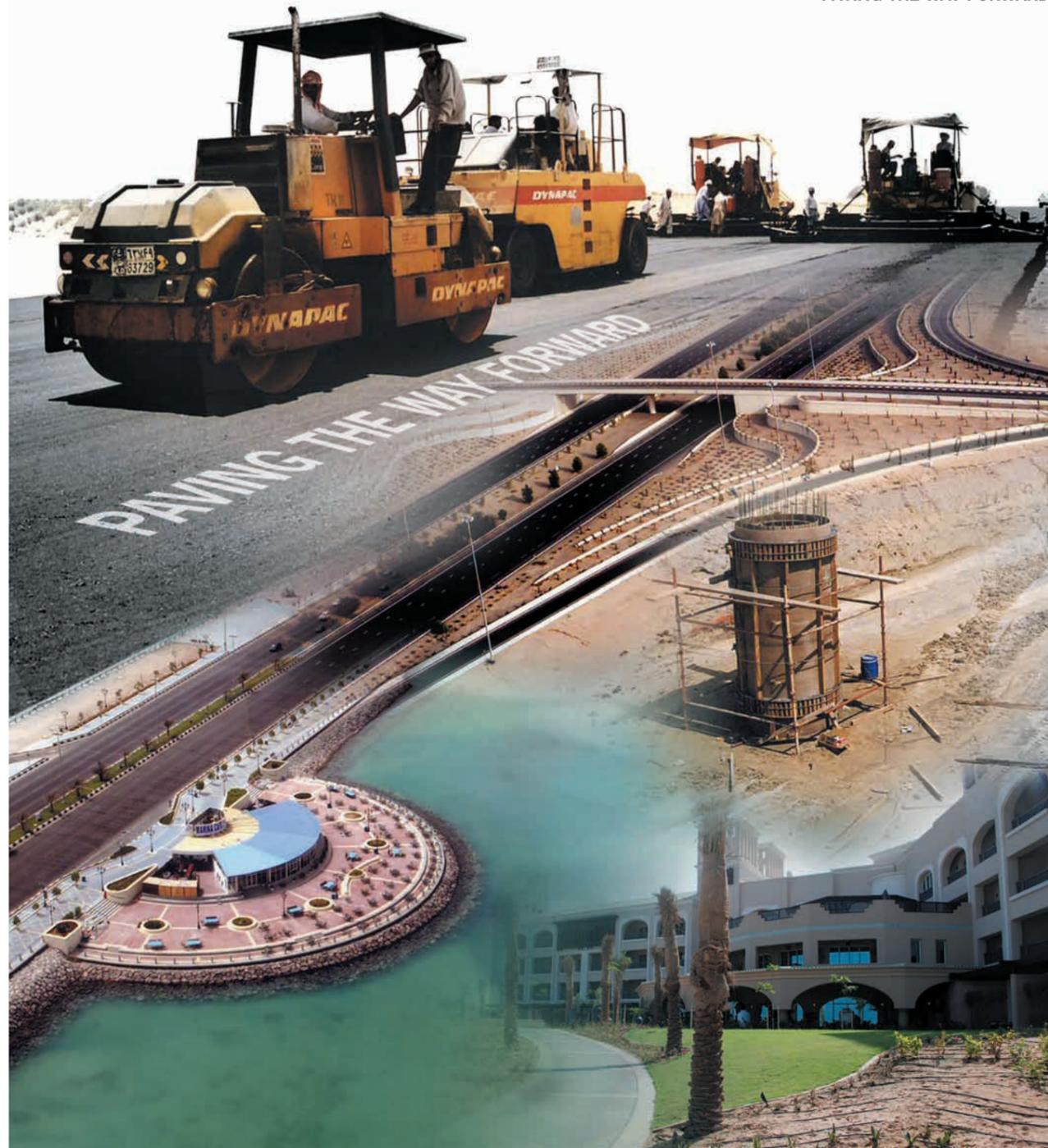
Abu Dhabi Ports

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PAVING THE WAY FORWARD



Abu Dhabi Ports is organised into three operating units...

Ports Unit

The Ports Unit is responsible for the overall management of commercial and community ports throughout Abu Dhabi. This includes the megaproject Khalifa Port which is the first semi-automated port in the region, the newly redeveloped city centre Zayed Port which will play a key role in driving forward Abu Dhabi's exciting cruise liner business and all the smaller ports in the Western Region, such as Marfa Port, Mugharrar Port, Musaffah Port and Shahama Port.

Industrial Zones Unit

The Industrial Zones Unit is responsible for the development, management and promotion of the Khalifa Industrial Zone Abu Dhabi (Kizad). Already a gigantic site, Kizad will expand to become one of the world's largest industrial zones by 2030 and will stretch over an extraordinary 417 sq km.

Abu Dhabi Ports Marine Services

Abu Dhabi Ports Marine Services is a company providing marine and port services to Abu Dhabi ports and increasingly to third parties. Now launched as a separate company, it is in fact a wholly-owned subsidiary of Abu Dhabi Ports. The company is already recognised as having some of the best people and skills in the business and provides a wide range of essential port and ancillary marine services, including pilotage, tugs and towage, maintenance of navigational aids (buoys and beacons), vessel traffic services (VTS), diving services, hydrographic surveying, environmental services and quayside provision of fresh water, rubbish disposal, bunkering and issuing of permits.

In addition, Abu Dhabi Ports is joint owner of the Private Joint Stock Company Abu Dhabi Terminals (ADT), in partnership with Mubadala and Mubadala Infrastructure Partners. ADT operates Abu Dhabi's Khalifa Port's state-of-the-art container terminal.

Abu Dhabi Ports vision

To be the preferred provider of world-class integrated ports and industrial zone services

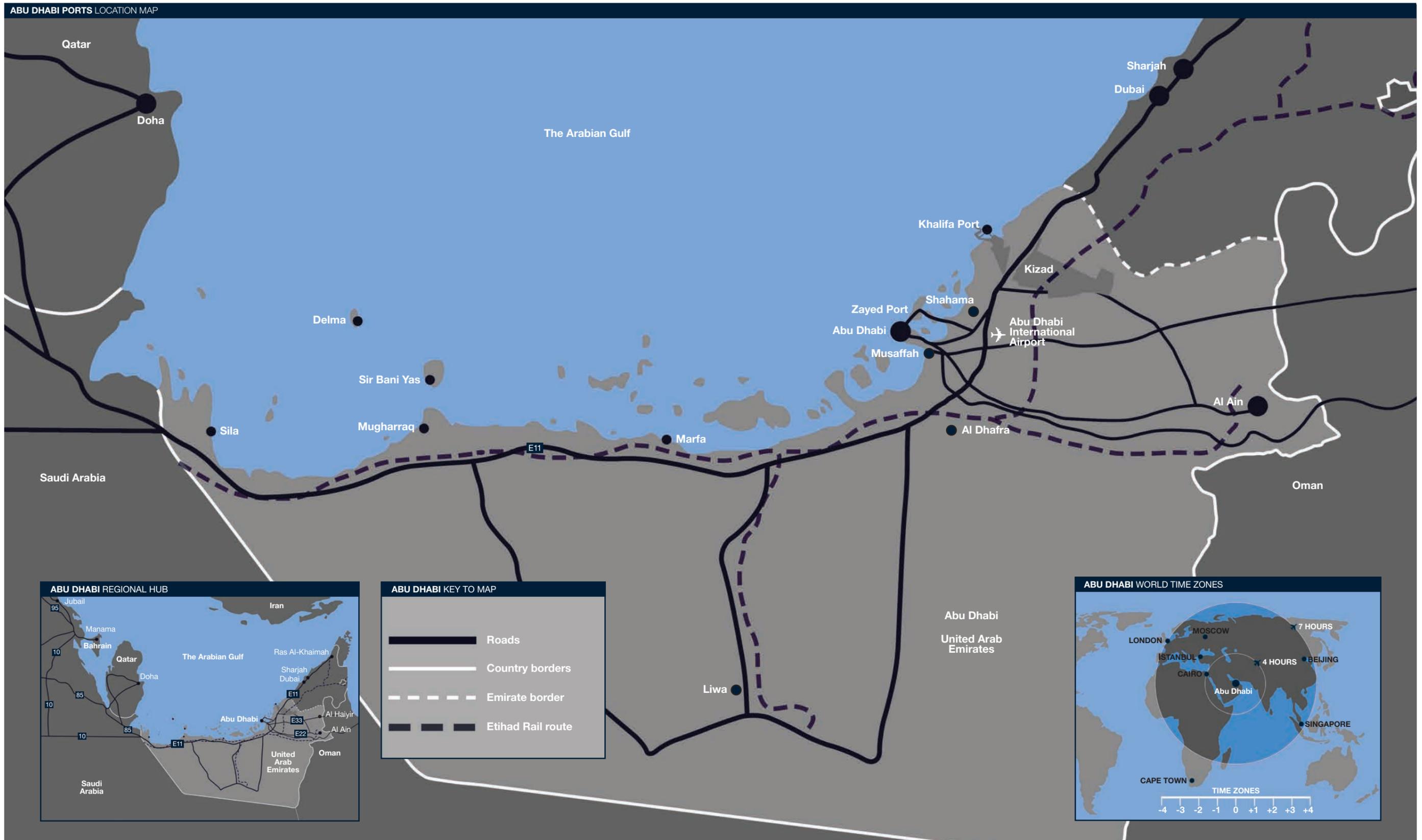
Mission

Fulfil Abu Dhabi Ports role in realisation of Abu Dhabi's Economic Vision 2030
Develop and maintain long-term relationships with leading local and international customers
Achieve sustainable development while supporting community needs and preserving local values
Be the employer of choice that attracts and retains high calibre staff
Increase shareholders' value and satisfy stakeholders' expectations

Khalifa Port can accommodate the largest container ships in the world.



Abu Dhabi Ports



The ports

Khalifa Port



The deepwater flagship port
Khalifa Port, together with Kizad, forms one of the biggest port projects in the world. It is poised to transform Abu Dhabi into one of the leading port hubs in the Gulf region.

The new state-of-the-art Khalifa Port is part of Abu Dhabi Ports mega-project which, together with the adjacent Khalifa Industrial Zone Abu Dhabi (Kizad), represents the largest infrastructure project built in the UAE, and one of the biggest such developments in the world.

Opened for commercial traffic in 2012, Khalifa Port is one of

the largest ports in the Gulf region, covering over nine square kilometres, including the port island where the container terminal, the terminal operations building and warehouses are located. The port island is connected to the mainland by two road bridges, 1.6 kilometres and one kilometre long, the longest and third longest in the UAE respectively.

Khalifa Port is the first semi-automated container port in the

Gulf region. Designed to handle the next generation of ultra-large container ships, it is equipped with nine Super Post-Panamax ship-to-shore container cranes supplied by Shanghai Zhenhua Heavy Industries Company Limited (ZPMC), 20 Terex-Noell straddle carriers, and 42 automated stacking cranes built by Konecranes which also supplied

Khalifa Port is one of the largest ports in the Gulf region, covering over nine square kilometres.

Facing page:
Khalifa Port has nine Super Post-Panamax ship-to-shore container cranes, 20 straddle carriers and 42 automated stacking cranes.

the terminal operating system. The port also benefits from the latest generation software and wireless technologies to manage the integrated movement of all containers through the port. The port uses a SPARCS N4 system supplied by Navis for management and optimisation of the vessel, yard and gate operations at the container terminal.

With phase one of the development now completed, Khalifa Port's capacity is 2.5 million TEU containers and twelve million tonnes of general cargo a year. As demand grows, the port will expand in phases to handle up to 15 million TEUs and 35 million tonnes of general cargo a year when all phases are completed.

Khalifa Port will also be the first port in the UAE to be linked to the new Etihad Rail network, which is currently under construction (see page 41).

In the very first year of operations at Khalifa Port's container terminal, there have been some notable achievements and milestones, including working 1.9 million continual man-hours without any lost time incident (LTI); more than 1,500 truck movements a day within the port; a 15-minute truck

turnaround time; and 33 crane movements per hour – a very high productivity rate.

Thanks to its ability to accommodate the world's largest container vessels, the Khalifa Port container terminal has enabled Abu Dhabi to become firmly established as an international shipping hub. More than 20 shipping lines already call at the new port on a weekly basis, offering direct connections between Abu Dhabi and more than 50 international destinations throughout the world. This global reach is extended through trans-shipment at the world's main hubs, such as Singapore and Tanjung Pelepas on the Straits of Malacca; Hong Kong and Shenzhen on the Pearl River Delta; Port Said north of the Suez Canal; and Algeciras and Tangiers on the Straits of Gibraltar.

Since 2015 Khalifa Port has handled Abu Dhabi's rapidly growing RORO traffic, which was transferred from Zayed Port to Abu Dhabi Ports flagship port in 2014. The RORO import and export activities serve Abu Dhabi and the UAE, but the extended space and capacity at Khalifa Port is attracting more RORO trans-shipment for the wider Gulf region, facilitating a more competitive and therefore customer-friendly market.



Khalifa Port

Kizad

One of the world's largest logistics and trade zones

Kizad is playing an important role in Abu Dhabi's strategy to diversify its economy away from oil-based industries.

It is an attractive location for a wide variety of international companies, offering excellent infrastructure and financial incentives.



Kizad Logistics Park.

Kizad is a key element of the Abu Dhabi Economic Vision 2030, and is on course to become one of the largest industrial zones in the world. Once both areas A and B of the industrial zone are open, it will cover an area of 418 square kilometres – larger than many cities in the world.

Kizad lies adjacent to the new deep water Khalifa Port (see page 18), which is capable

of accommodating the world's largest container vessels, and, since its opening for business in 2012, has already established Abu Dhabi as a major hub for shipping in the region.

It is also close to four international airports (Abu Dhabi, Al Ain, Al Maktoum and Dubai), as well as a comprehensive road network, and will be connected to the new Pan-Arabian railway network, which is currently under construction (see page 41). Etihad Rail is building the UAE component of the new rail

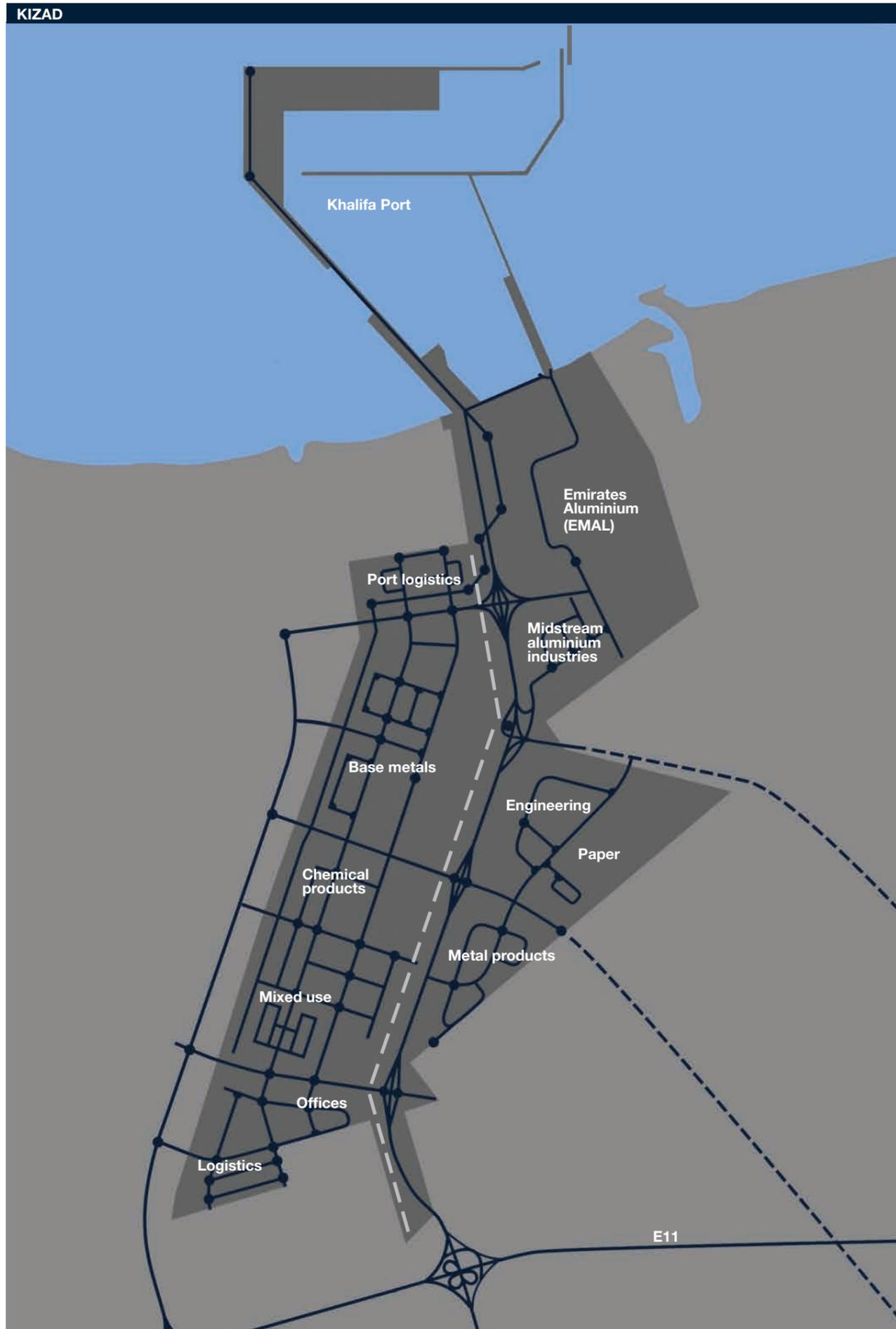
system, linking the Gulf states with the EU and Russia. Kizad enjoys outstanding and easy access to global, regional and local markets, offering companies a widespread transportation system and exceptional connectivity. Not only that, Kizad offers reliable, low cost utilities and an ease-of-doing business environment.

Area A of Kizad is already open for business, and its aim is to attract companies and

businesses from a wide range of non-oil sectors. These sectors have been chosen as those that will contribute significantly towards the diversification of the economy and future prosperity of Abu Dhabi and the UAE.

One industry that is already well established on the site is Emirates Aluminium (EMAL), which is producing raw aluminium for casting or forging.

The raw aluminium is being transported to midstream producers who produce added-value products on the same site. An example of the kind of innovative infrastructure Kizad can provide to boost the business of such producers, is the "Hot Metal Road" – a specially constructed roadway that enables the transport and delivery of hot molten aluminium, saving downstream manufacturers the considerable cost of re-melting aluminium ingots.

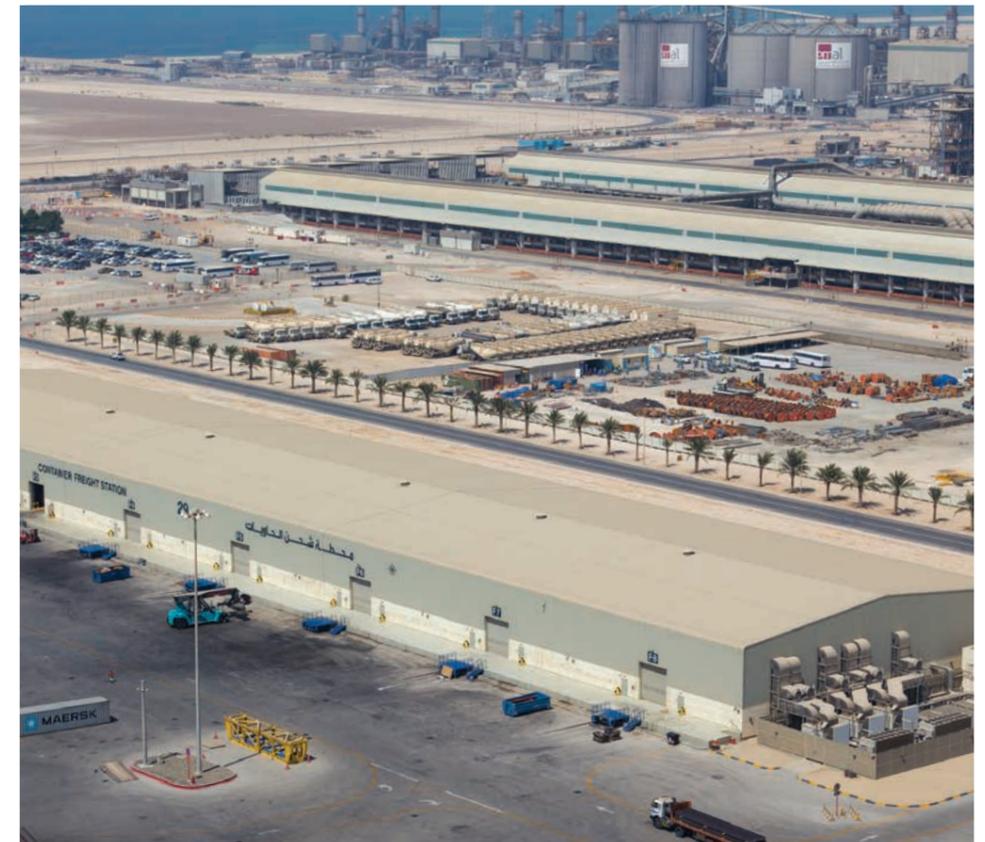


Kizad aims to make it as easy and attractive as possible for companies to settle and flourish in the zone. Amongst other benefits, it offers:

- The lowest utility costs in the region
- No income tax
- Competitive leasing rates
- Easy logistics and documentation processes
- A "One Stop Shop" (OSS) to service requirements of both local and international businesses
- A single, specialist contact to provide all the necessary information and services to set up a business within the industrial zone
- OSS services to facilitate relationships with government, licensing authorities, and utility companies, ensuring rapid processing and approvals

Kizad - key facts

- Located adjacent to the state-of-the-art deep water Khalifa Port, with direct access to international shipping lines
- Developed an intermodal infrastructure, linked to a sophisticated road network and an imminent Etihad Rail system
- Four international airports within a 90-minute drive
- Designed for heavy industry manufacturers in the base metals, aluminium, glass, engineered metals, food, and paper sectors
- Offers logistics providers state-of-the-art pre-built warehouse and logistics facilities
- Offers investors a high-value location linking the east and west, giving investors easy and efficient access to over 4.5 billion consumers within four time zones
- First phase of Khalifa Port and Kizad Area A is now open for business and has been completed at a cost of AED 24.2 billion (USD 6.5 billion)



Container Freight Station.

Investing in Kizad

In June 2013, Mubadala and the Investment Corporation of Dubai signed an agreement to integrate the businesses of Dubai Aluminium (DUBAL) and Emirates Aluminium (EMAL) into a jointly-held, equal-ownership company called Emirates Global Aluminium (EGA). The new company, which began operating in 2014, is the fifth largest global aluminium company in terms of production. EMAL currently supplies high-quality aluminium to 280 customers in 36 countries. The range includes sow, standard ingots, sheet ingots and extrusion billets. EMAL uses the most advanced technologies available worldwide to reduce emissions in line with the Environment Agency Abu Dhabi requirements to minimize its carbon footprint. All EMAL products are ISO 9000 certified.

The advanced EMAL complex at Taweelah was the first project to be established in Kizad. The six square-kilometre EMAL site has its own dedicated jetty at Khalifa Port, which shortens the supply chain of raw materials direct from sea to smelter, providing downstream business opportunities for local companies and helping to generate inward investment.

EMAL is one of the largest industrial projects in the UAE outside the oil and gas sector,

and one of the key projects leading the diversification of the UAE's economy.

After completing development Phase II, the EMAL plant at Kizad now has a capacity of 1.3 million tonnes per year and provides more than 3,000 jobs. Around 391 of people currently employed by EMAL are Emirati nationals, including 96 engineers of whom 15 are female. The company has also introduced scholarship programmes to provide technical training for local graduates with guaranteed job opportunities. EMAL's community engagement includes open days for the local community and support for social, sports and cultural organisations.

The Queen Mary passenger cruise ship at Zayed Port.

A landmark for Gulf cruise tourism

Originally Abu Dhabi's principal port, Zayed Port will be home to the emirate's first purpose-built cruise terminal.



Zayed Port

Zayed Port (Mina Zayed) was Abu Dhabi's main port facility for over 40 years. Officially inaugurated in 1972, Zayed Port was the main gateway for all cargo shipped to and from Abu Dhabi. By 2012, it had reached full capacity, and in December 2012, all container traffic was transferred from Zayed Port to the new Khalifa Port, enabling the former to focus on bulk and general cargo, roll-on/roll-off (RORO) and the development of a new, purpose-built cruise terminal.

One of the main growth areas at Zayed Port over the next few

years is cruise shipping. Now that the container traffic has been transferred to Khalifa Port, space has been freed up at the 510 hectare Zayed Port for new developments.

Abu Dhabi Ports manages the day-to-day running of the port operations and cargo handling at Zayed Port and the adjacent Free Port which caters for smaller vessels, tugs, barges, and service craft.

Expanding RORO

Zayed Port already handles a wide variety of RORO cargo, including heavy vehicles, such as tractors or bulldozers; and private and commercial automobiles, such as cars, vans, buses and trucks – all of which are in increasing demand and a significant indicator of the region's expanding economy.

In 2012, figures showed a 40% increase in the RORO business at Abu Dhabi's ports compared with 2011, with figures rising from 56,510 to 79,906 vehicles in total. The growing number of vehicle registrations, according to the Department of Vehicle and Drivers' Licensing at Abu Dhabi

Police, supports this trend. With an increase of 172,523 vehicles in 2012, the total number of licensed vehicles in the emirate rose to 830,576. Given that many cars imported to Abu Dhabi are not necessarily registered in Abu Dhabi but taken for use in other emirates in the UAE and registered there, these figures can be considered conservative.

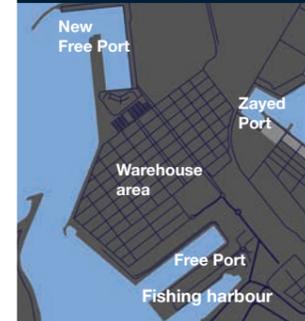
Since January 2015, the rapidly expanding RORO traffic is being handled at Khalifa Port which offers more facilities and an increasing number of direct links to destination ports around the globe.



ZAYED PORT



FREE PORTS



New cruise terminal

The Arabian Gulf is an increasingly attractive destination for cruise lines, as passengers look for more interesting experiences beyond the more familiar cruise locations of Europe, South America, Alaska, the Caribbean and Hawaii.

Abu Dhabi is becoming increasingly attractive as a stopping place for cruise liners. Since 2007, the number of passengers visiting the port has nearly tripled from around 57,000 to nearly 155,000, with 96 vessel calls, and this trend is continuing.

Zayed Port is the favoured point of entry for cruise ships, given its proximity to Abu Dhabi city and the new cultural centre being developed at Saadiyat Island, which includes branches of the Louvre and Guggenheim museums. Now that space at Zayed Port has been released by the transfer of container traffic to Kalifa Port, plans are underway to replace the existing temporary

cruise liner terminal with a permanent structure.

The new terminal will consist of a new state-of-the-art terminal building and a traditionally themed souk and heritage area. The first phase of the cruise terminal's development offers accommodation for three mega ships simultaneously. The new air-conditioned cruise terminal will cover 1,600 square metres and features a wide range of tourist-friendly facilities, including:

- a central dedicated visitors' information desk managed by the Abu Dhabi Tourism & Culture Authority (TCA)
- souvenir and electronics shops and several kiosks
- money exchange, ATM and vending machines
- a new Majlis area where visitors will be invited to try Arabic coffee and dates
- live falcon displays and henna artistry
- eight passport border control counters equipped with eye scanners
- tourism police, immigration and customs offices to ensure safety and assistance on arrival and departure

Ninety three vessels are scheduled to call at Zayed Port during the most recent season, with more than 200,000 passengers from November 2014 until May 2015. Thirteen cruise liners will call at Zayed Port through the season, with four vessels calling on a weekly basis: *MSC Orchestra*, *AIDAdiva*, *Costa Serena* and *Costa neoRiviera*. Other cruise liners included *Queen Elizabeth*, *Queen Mary 2*, *Mein Schiff 2*, *Seven Seas Voyager*, *MV Balmoral*, *MS Amadea*, *MV Arcadia*, *MS Albatros* and the *AIDAaura*.

Facing page:
Zayed Port.

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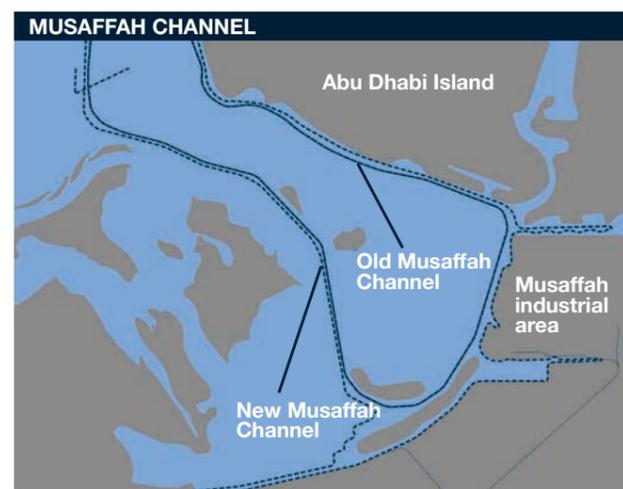
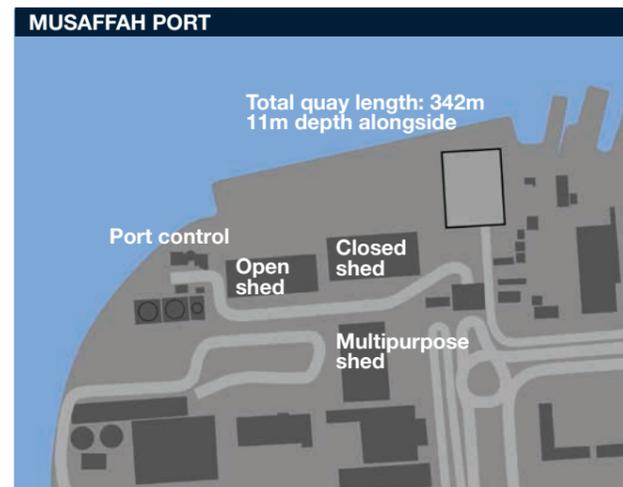


Musaffah Port

Centre of general cargo and private terminals

Musaffah Port has recently benefited from the construction of a new, deeper access channel, and provides a base for a wide range of marine and water-related industries.

Photo: Musaffah Port is a deepwater port and general cargo facility based in Abu Dhabi city.



Musaffah Port is a deep water port and general cargo facility based in Abu Dhabi city to the south of the main island; and is reached from the sea by two access channels.

Located at the north-west corner of the Musaffah industrial area, the port provides a waterfront extending to some 40 kilometres, which is lined by a large number of private berths and terminals serving a range of industries, including steel works, shipyards, rig construction, offshore construction as well as supply, dredging, shipping and construction companies.

The port and channel serve the adjacent Musaffah industrial area and the ICAD I, ICAD II and ICAD III industrial areas. The general cargo facility – operated by Abu Dhabi Ports – offers a quay length of 340 metres and a depth alongside of eleven metres.

The port recently benefited from the construction of a second access channel – the New Musaffah Channel – which was completed in February 2011. The new channel is 200 metres wide, with no air draft restriction, and is dredged to nine metres below chart datum – nearly double the depth of the

old channel. This allows two-way movements for most commercial vessels, and one-way movements for larger ships, such as not-fully loaded Panamax bulk carriers (maximum draught up to 8.5 metres), large oil rigs and specialised craft.

The old Khawr Al Bateen Channel, which is designated for smaller vessels, is now closed to commercial shipping, but will be available to serve the Abu Dhabi National Exhibition Centre (ADNEC).

Development and protection

The building of the New Musaffah Channel was a major operation, involving the removal of 65 million cubic metres of sand at a cost of USD 411 million.

The development took place in an environmentally sensitive area, passing through the Bul Sayeef marine protected area, with its sea grasses and thriving marine habitat, including dugongs and flamingos.

The Urban Planning Council directed that the offshore island, Habitat Island, reclaimed as part of the works, should be set aside to encourage the growth of mangroves and corals, and a plan was drawn up to plant approximately 350,000 mangrove seedlings. The island already attracts large numbers of dolphins, birds and marine life.

The island is protected by rock revetments, designed in such a way that the island will sculpt itself naturally over time.

This was the first project of its kind in Abu Dhabi and has set a benchmark for future marine projects where habitat is perceived to be threatened.

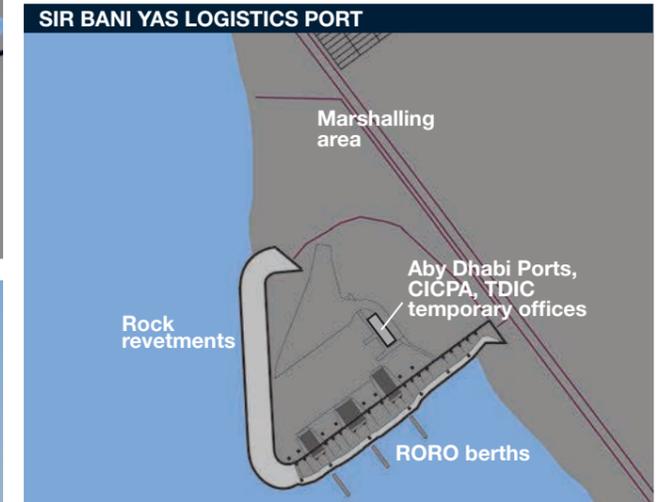
Dredging for the environment

The Musaffah Channel project was undertaken by the partly state-owned National Marine Dredging Company (NMDC), one of the largest dredging operators in the region. The company provides specialist services to the UAE, Saudi Arabia, Kuwait, Oman, Qatar and Bahrain, with branches in Dubai, Qatar, Bahrain, India and one soon to be opened in Saudi Arabia.

NMDC operates out of a fully equipped onshore yard at Musaffah with state-of-the-art workshops and a 300 metre-long jetty. Besides its main business of dredging and land reclamation, NMDC also carries out complete marine works, including civil marine construction, as well as off-shore civil works and procurement (EPC).

NMDC has a strong commitment to environmental planning and has been responsible for many projects where environmental considerations have been paramount. It was for example responsible for the dredging required for the construction of Abu Dhabi's Corniche seafront road, Eastern Mangroves and Habitat Island, and put in place measures to protect the coral reefs there. NMDC also sponsors a number of local environmental conferences, communicating regularly with students, stakeholders and government bodies.

Ports in the Western Region



Western Region Ports

A vital role in serving local communities

The ports in Abu Dhabi's Western Region are smaller than the main ports Khalifa Port, Zayed Port and Musaffah Port, but nevertheless provide vital transport links to local communities and a livelihood for fishermen and other users.

Photo: Abu Dhabi Ports has been investing in the port infrastructure to improve tourism and economic development in the area.

Located westwards along the coast of the UAE from the main port areas of Khalifa Port, Zayed Port and Musaffah Port, are a series of smaller, local ports serving the tourism, fishing and construction industries of the coastal zone and islands in the Al Gharbia region.

Abu Dhabi Ports has been investing USD 27 million in the port infrastructure to improve tourism and economic development in the area, and to assist local communities, where the sea is often the only means of transport to outlying islands and provides an income for local fishermen and their families. The emirate is also increasingly popular with tourists, offering 350 kilometres of attractive natural coastline and pristine beaches.

Sir Bani Yas Logistics Port
At Sir Bani Yas, Abu Dhabi Ports has constructed a logistics port facility located on the western side of Sir Bani Yas Island, which has been developed and operated as a tourist destination by the Tourism Development & Investment Company (TDIC). The port handles the transfer of all construction materials and workers from the mainland ports of Jebel al Dhanna and Mugharraq, and provides back-of-house support to TDIC's operations on the island, thus supporting the island's tourism industry.

Sila Port
Abu Dhabi Ports has established a new commercial port at Sila, which supports the local fishing industry, provides cargo services and offers recreational facilities. The port is centred on a basin protected by a 300 metre-long quay wall with a maximum berth length of 250 metres, and can accommodate vessels with a draft of up to six metres. In addition, it offers three RORO ramps, vessel traffic services (VTS), radar and an open storage area.

Abu Dhabi Ports has improved facilities in the fishing harbour too, with the installation of pontoons and other facilities for fishermen. It has relocated the

fishing pontoons to the north basin, to take advantage of the improved infrastructure there, and is moving the fuel station from the south basin to the north basin. Better signage and hard landscaping are also being provided, and Abu Dhabi Ports is developing the port for marine recreational activities.

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MUGHARRAQ PORT



Mugharraq Port

Mugharraq Port is primarily a RORO port handling commercial cargo, as well as providing a passenger and vehicle ferry to the islands of Delma and Sir Bani Yas. It is also a centre for local maritime recreation and fishing.

The port's facilities include five RORO berths, an 84-metre quay wall, a terminal building, newly installed vessel traffic services (VTS), along with radar, and an open storage area.

Abu Dhabi Ports has recently completed several improvements to the port, including new RORO berths, the construction of additional slipways, building a revetment for shoreline protection, deepening the port basin, installing additional equipment, such as fenders, and modifying the existing landing ramp.

DELMA PORT

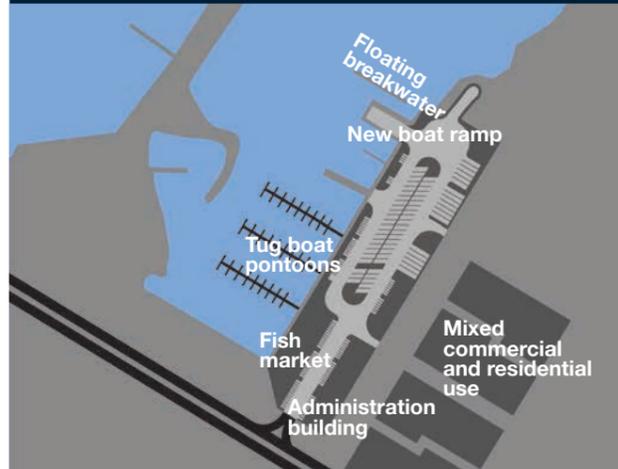


Delma Port

Delma Port, located on the east side of Delma Island, is enjoying a revival in activities, including fishing, freight, and passenger ferry operations. The existing facilities primarily serve landing craft belonging to the Western Region Municipality, but Abu Dhabi Ports is developing a new general, multi-purpose port at the harbour to handle cargo, passenger ferries and fishing vessels.

The new port facilities will include 280 boat slips for fishing and recreational craft, and a 300 metres long berth for general and break-bulk cargo vessels. There will be a ferry terminal with two landing ramps for passenger vessels up to 100 metres in length, along with a boat repair yard, a marina workshop, facilities for fishermen, and a multi-purpose operations building.

MARFA PORT



Marfa Port

Marfa Port is primarily a fishing port serving the local community. Abu Dhabi Ports is currently working on a project to develop the port as a marina and harbour to serve the fishing industry, and to provide facilities for marine recreational activities. The project includes wet berths for approximately 105 boats and dry berths for approximately 75 boats. There will also be a marine workshop, a fish market and port administration buildings, tenant plots, an ice factory and inspection facility, as well as vehicle parking.

Providing engineering expertise

International engineering, construction, technical, and management services firm Parsons has been closely involved in some of the major engineering and construction projects in Abu Dhabi, including the development of several port projects, such as Khalifa Port, Sir Bani Yas Island Logistics Port, Delma Port and Saadiyat Island Marine Structures.

Parsons' range of services includes project and construction management, planning, and engineering/design services to develop onshore and offshore marine facilities. These capabilities are based on long-term internationally recognised, engineer-contractor leadership in port and harbour development, onshore/offshore facility engineering, and dredge/landfill reclamation.

Founded in 1944, Parsons is a leader in many diversified markets, with a focus on transportation, environmental/infrastructure, defence/security, and resources. The company offers design/design-build, programme/construction management, and other professional services to government agencies, as well as to private customers worldwide.

Parsons has been working in the Middle East for several decades and has offices in the UAE, Qatar, Saudi Arabia, Oman and Bahrain.

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Shahama Port

A new destination for leisure boats

A purpose-built port designed to fulfil the needs of the leisure and recreational visitor, an all-in-one destination with every facility.

A major development project is underway to convert Shahama into the largest all-in-one destination for leisure and recreational boats in Abu Dhabi. When complete, the 113,670 square metre Shahama Port will be able to accommodate recreational craft of up to 30 metres long.

Facilities at the port will include entertainment, shopping, restaurants, cafés, boat show-rooms, and a marina clubhouse,

together with full-service wet and dry berths, service and repair facilities, slipways, fuelling, boatlifts and ramps.

Shahama Port offers easy road access to Al Bahja, the designated 'portal city' under the Abu Dhabi Economic Vision 2030, which will offer a variety of cultural, social and tourist attractions.

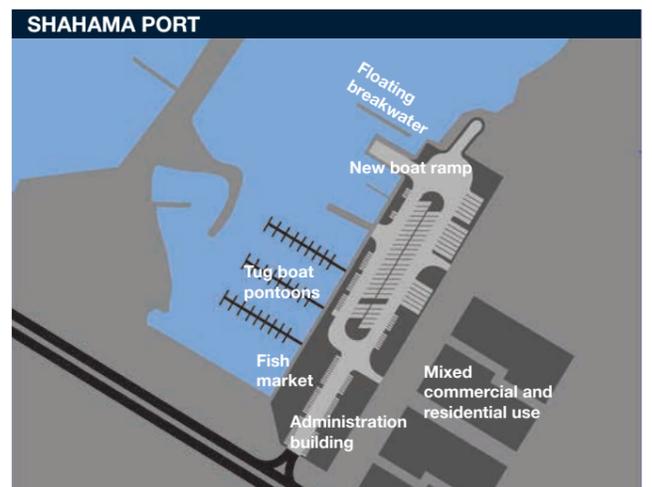


Photo:
A computer rendering showing the new Shahama Port.



The new Etihad Rail network.

Intermodal operations

An expanding transport network

Abu Dhabi has some of the best liner shipping connections in the region and a transport network that is growing and improving year on year. Its connection to the proposed Pan-Arab railway will further improve its links to other markets in the Middle East and beyond.



Abu Dhabi is fast becoming one of the most important inter-modal hubs in the Gulf region. In addition to its advanced ports infrastructure, the emirate has one of the best road systems in the area, and will soon be connected to the proposed Pan-Arab rail system. Abu Dhabi International Airport also offers a range of air cargo services and an expanding international route network.

Liner services

With berths that can service the world's largest container ships, Khalifa Port's container terminal has enabled Abu Dhabi to grow as an international shipping hub. More than 17 container lines already call at the new port weekly with 20 direct connections to more than 50 international destinations throughout the world, and it has global reach through trans-shipment at the world's main hubs, such as Singapore and Tanjung Pelepas on the Straits of Malacca; Hong Kong and Shenzhen on the Pearl River Delta; Port Said north of the Suez Canal; and Algeciras and Tangiers on the Straits of Gibraltar.

The facilities at Khalifa Port's container terminal are far superior to those of the older Zayed Port, and have already attracted new business. For example, Italian shipping line Messina is now calling at Khalifa Port, not just carrying local cargo to and from Abu Dhabi and the surrounding emirates, but also trans-shipping, with vessels calling en route to destinations on the Indian sub continent. The new service connects Khalifa Port to key Italian ports, including Genoa and Naples, as well as Jordan's Aqaba Port, Saudi Arabia's Jeddah Port and Djibouti.

In 2013, Orient Overseas Container Line (OOCL) started to call at Khalifa Port with its CMX service linking Abu Dhabi with major Asian import and export destinations, with fast transit times to Singapore for distribution within Asia. The OOCL service has further expanded Khalifa Port's network with direct connections to Ningbo, Shanghai, Hong Kong, Chiwan, Singapore, Nansha, and Xiamen.

Other major shipping lines currently calling at Khalifa Port include APL, CMA/CGM, Hanjin, Maersk, MOL, MSC, UASC, and X-Press.

New rail network

Abu Dhabi's ports are to be linked to the new Pan-Arab rail network, whose first stage is currently under construction by Etihad Rail. The USD 10 billion, 1,200 kilometre-long network is being built in three phases, concentrating initially on freight, with the first commercial service due to start soon.

Eventually, the network will connect the UAE to Saudi Arabia via Ghweifat in the west, and Oman via Al Ain in the east, running freight trains at speeds of up to 120 kilometres per hour, carrying sulphur, aggregates, steel, cement and containers. In the future the rail network will also carry passenger trains at speeds of up to 200 kilometres per hour.

Stage one will connect Shah, Habshan and Ruwais. This 266 kilometre-long route is primarily for transporting sulphur for export. Stage two will connect Musaffah to the Gulf ports, Khalifa Port and Jebel Ali Port, and the Saudi and Omani borders, and stage three will extend the network north of the Jebel Ali Port junction to the northern emirates.

The network will be supported by over 300 new construction projects, including bridges, tunnels and up to ten new passenger stations, with the contract being completed by 2020. Initially, diesel locomotives will be used, with an option to electrify in the future.

Etihad Rail will have an extensive national network with freight terminals, distribution centres and depots located close to major transport hubs, warehouses, and storage facilities across the UAE, including Musaffah Port and Khalifa Port, Jebel Ali Free Zone, Port of Fujairah and Saqr Port.

The Etihad Rail network will also connect with the Gulf Cooperation Council (GCC) network and this - once fully established - will cover the five GCC countries of The Kingdom of Bahrain, The State of Kuwait, Oman, Qatar, The Kingdom of Saudi Arabia, and the UAE.

Etihad Rail has made significant progress since it began work in 2009, and is set to complete the project on schedule within the next five years. Construction on stage one of the project is well underway, in preparation for the first trains to run from Habshan to Ruwais; the sleeper factory in Marfa is fully functional, and wagons and locomotives have arrived on site. Tendering is in

progress for stage two, which will connect the railway to Musaffah Port, Khalifa Port and Jebel Ali Port and will see the railway extend to the Saudi and Omani borders.

Etihad Rail has plans to connect the emirate to a wider international network from the Middle East to Europe and Asia in the long run. This includes specific plans for connecting the Yemen border. Other planned connections include reaching Jordan via the north-south railway in Saudi Arabia, and Iraq via Kuwait. Syria and Turkey are also target destinations, representing an important step towards a European connection. In the long term, this will include the possibility of extending a link via Central Asia and China, as well as other dynamic Asian economies. Similarly, linking with Turkey's rail network through Jordan will give GCC member states access to the European rail grid.

Etihad Rail plans to launch passenger services in the future and will be coordinating closely with the Department of Transport (DOT), as well as the Roads and Transport Authority (RTA) and other emirate-level authorities to ensure close integration of urban and main line railway systems.

The new railway will strengthen the UAE's position as a logistics hub, ensuring that it is well connected to trading partners in the region and beyond, and the additional economic activity in the UAE generated by the railway means increased income for residents, business owners and property owners.

An independent economic study has estimated that the benefits of the railway will be equivalent to a gross domestic product increase of the UAE economy of around USD 10 billion per annum by 2030.

*Facing page:
The Pan-Arab rail network
is 1,200 kilometres long and
represents an investment
of USD 10 billion.*

Expanding international airport

Air traffic, both passenger and freight, is an important part of the intermodal mix in Abu Dhabi. The main airport – Abu Dhabi International Airport – offers direct flights through the national carrier Etihad Airways to most major destinations in the world, and is an important transfer hub in the region.

Airports in Abu Dhabi are run by the government-owned Abu Dhabi Airports Company (ADAC), which was originally formed in 2006 to manage and operate Abu Dhabi International Airport and oversee its multi-billion dollar expansion plan. In recent years, ADAC has expanded its portfolio of assets, which today includes Al Ain International Airport, Al Bateen Executive Airport, Sir Bani Yas Island Airport and Delma Island Airport, along with a group of companies with diversified activities focused on the growth of the aviation industry in the UAE.

Originally designed to handle five million passengers per year, Abu Dhabi International Airport today has an annual capacity for 12.5 million passengers. Plans are in place to increase this to 40 million passengers by 2017, with the addition of the iconic new Midfield Terminal Complex (MTC), in line with Abu Dhabi's Economic Vision 2030.

The MTC is the centrepiece of ADAC's multibillion-dollar investment programme, and will provide a full terminal building, passenger and cargo facilities, and duty-free shops and restaurants, with a total capacity for 27-40 million people a year.

The MTC will be located between the airport's two runways (hence its name), enabling passengers to move from runway to stand as quickly and efficiently as possible. Associated support buildings will take up an additional 800,000 square metres, and will provide access to 16-20 aircraft parking stands dedicated to cargo.

Abu Dhabi International Airport is actively seeking to build up the number of routes for passengers and freight cargo using the airport, and its Route Development team works in partnership with potential passenger and cargo airlines, to explore and analyse market opportunities for airlines wishing to take advantage of the growing Abu Dhabi market. The team provides support in the analysis phase and during the start-up



The proposed new midfield terminal at Abu Dhabi International Airport.

of operations, this laying the foundation for a strong and successful long-term relationship between Abu Dhabi International Airport and its airline partners.

Road development plan

One of the main reasons for Abu Dhabi's rapid growth in recent years has been the government's commitment to providing a fast, efficient and comprehensive road network. Although in the longer term it is planned to move an increasing volume of freight by rail once the new rail network becomes operational, there are still ambitious plans in place to expand and upgrade the emirate's road infrastructure.

A major project currently underway is the building of a new road from Abu Dhabi to Dubai, which will connect directly with Khalifa Port and the

Khalifa Industrial Zone Abu Dhabi (Kizad). This project, which is being carried out by Abu Dhabi's Department of Transport (DOT), aims to alleviate traffic congestion on the current main road connecting Abu Dhabi with Dubai (E11), and provide a new strategic link between the two most populated emirates in the country, as well as creating new gateways to the city of Abu Dhabi, Abu Dhabi International Airport, as well as Yas and Saadiyat Island.

The new Abu Dhabi – Dubai main road (E311) is one of the biggest infrastructure projects

that DOT is working on as part of its Surface Transport Master Plan (STMP).

The new road will serve the Khalifa Port area and the South Shamkha, Wathba and Baniyas residential areas and labour camps, and will accommodate light vehicles as well as trucks. It will also cater for Kizad in Abu Dhabi at Taweelah and is designed to accommodate up to 7,000 vehicles per hour. The road will be 62 kilometres long, consisting of a dual carriageway starting at the end of Emirates Road in Seih Shuoab, passing through Al Maha Forest and Kizad Area (B), and joining up at the Sweihan Road (E20) interchange.

Leading shipper and forwarder

Established in 1980, Khalidia International Shipping LLC is one of the leading shipping and forwarding agents in Abu Dhabi, dealing in small and large cargoes transported by sea, air and land. In 2013, it was one of the top three ship agents in Abu Dhabi.

Its main representation is American President Lines (APL) and as such is responsible for handling large volumes of container traffic. It is based in Abu Dhabi where the company has 45 employees, and most of its traffic moves through Khalifa Port and Zayed Port.

Khalidia International Shipping LLC is a member of various exclusive project networks with overseas partners/principals in almost every

country worldwide, providing an extensive network for the quick transit of cargo.

Since 1980, Khalidia has evolved as a specialist in dealing with all modes of cargo transportation. As adviser to clients in the multi-billion dollar world of international trade, Khalidia has demonstrated its ability to move virtually anything, anywhere.

The company believes that the establishment of Khalifa Port will propel Abu Dhabi into second position in terms of size amongst the Gulf ports, and that it could well become the prime port in the region given the government's commitment to investment in trade and tourism.

Abu Dhabi Ports Marine Services

Tugboats - just one of the services offered by Abu Dhabi Ports Marine Services.



Marine services

Offering marine expertise throughout the region

Abu Dhabi Ports offers some of the best skills and people available through its marine services company, which is now actively marketing its expertise to other ports and terminals in the Gulf region.

Abu Dhabi Ports Marine Services has been launched as a separate company, wholly owned by Abu Dhabi Ports, to enable it to operate autonomously and to begin to market its specialist services to other ports in the UAE. The company is already recognised as having some of the best people and skills in the business.

Abu Dhabi Ports Marine Services provides a wide range of essential port and ancillary

marine services, such as pilotage, tugs and towage, maintenance of navigational aids (buoys and beacons), vessel traffic services (VTS), diving services, hydrographic surveying, environmental services and quayside provision of fresh water, rubbish disposal, bunkering and issuing of permits.

The company runs a fleet of six tug boats, together with four pilot boats, six speedboats and a buoy maintenance boat. It manages 966 buoys and beacons over 52 channels and waterways, covering 472

kilometres across Abu Dhabi, except petroleum port channels. It also holds contracts to provide these services to external parties that reach as far as the UAE borders.

Diving and hydrographic surveying are also areas of expertise offered by Abu Dhabi Ports Marine Services. Its fleet of vessels located in the Western Region can be deployed anywhere along the coast to provide underwater inspection,

surveying, filming and video by skilled teams of divers. This and hydrographic surveying are two of the specialist services that are to be offered to other ports in the UAE.

With a thriving offshore oil and gas industry, Abu Dhabi has a need for specialists skilled in the movement of rigs. This service, currently provided by a series of private contractors, is another one that Abu Dhabi Ports Marine Services is planning to offer to third party clients in the future.

Abu Dhabi Ports Marine Services' General Manager, Hamad Al Maghrabi, believes

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that the company has great future potential: "As traffic through Abu Dhabi and the UAE grows, thanks to new developments, such as Khalifa Port and Khalifa Industrial Zone Abu Dhabi (KIZAD), there will be increasing demand for the services we offer. We have many years of experience and can expand our offerings rapidly to meet the demands of existing and new customers."

Maritime training centre

Abu Dhabi Ports provides a high standard of training for pilots and navigators at its dedicated maritime training centre. This facility was initially established in 2012 to train pilots and other navigators to use the new Musaffah Channel and to provide better access to Musaffah Port. It has been subsequently used to provide similar courses on the navigation of Khalifa Port. The centre is equipped with a state-of-the-art ship manoeuvring simulator, which has been programmed with all of the specific details of the Musaffah Port and Channel. Other local settings can be used, such as Khalifa Port, as well as further non-specific port locations, which allows the master to practise navigation in an unfamiliar environment.

The ship simulator can also be programmed to reflect a wide variety of vessels, ranging from high-speed pilot boats and crew boats to the world's largest container ships. The programme also simulates different weather and tidal conditions to give a wide practical training experience.

Since its introduction in 2012, more than 400 vessel masters have completed the centre's Channel Familiarisation Course. The masters have included captains of ships carrying general and bulk cargo, and some of the many ships serving the oil and gas fields. Attendees completing the course rose by 16%, from 192 participants in 2012 to 223 participants in 2013.

Besides the Musaffah Channel Familiarisation Course, five additional courses have been added to the curriculum to widen the teaching spectrum, while further establishing the centre as a major training hub for maritime professionals.

These include the Vessel Traffic Services (VTS) course, the Port Facility Security Officer



The training centre is equipped with a state-of-the-art ship manoeuvring simulator.

(PFSO) course, the High Speed Craft Operators course, as well as the course on Human Element, Leadership and Management (HELM).

The IALA model courses for VTS operators offered by the centre are amongst the highest internationally accredited training courses for VTS personnel in the region and provide training on especially designed VTS simulators.

The internationally recognised PFSO course, which follows the model implemented by the International Maritime Organization (IMO), has been approved by the UAE National Supreme Security Council, as well as the General Authority for the Security of Ports, Borders and Free Zones.

The programmes for the operators of high speed craft teach navigational techniques appropriate to such craft, as well as training in non-technical skills.

Up to 96% of marine casualties are caused by some form of human error, and the five-day HELM training course addresses this issue on a management and operational level. It teaches useful strategies, how to avoid common mistakes, and how to be most effective in a high-risk work environment.

Pilotage

All ships entering Abu Dhabi ports are required to use local pilotage services unless exempted by the Harbour Master. These exemptions are decided by the local Harbour Master at each port, taking account of local conditions.

The directions and exemptions issued by each Harbour Master are under continuous review and can be changed to reflect the occurrence of incidents and accidents in each area, as well as changes to the local environment.

Vessel exemptions are based on length, and are generally lower for vessels carrying passengers and hazardous cargoes. Vessels must have a licensed pilot aboard to assist navigation of the ship within port limits, or the ship's Master must have an exemption certificate issued by Abu Dhabi Ports.

Masters of ships subject to compulsory pilotage can apply for a Pilot Exemption Certificate (PEC) if they can fulfil the requirements set out in the pilotage directions.

Health, safety and security

Abu Dhabi Ports has a strong commitment to health and safety and to the security of its customers, their vessels and cargoes, and to the importance of ensuring environmentally friendly and sustainable operations at all of its ports.

The company recently completed the successful implementation of its Integrated Health, Safety and Environment Management System (IHSEMS), which has achieved ISO 14001-2004 and OHSAS 18001:2007 certification from Lloyd's Register of Quality Assurance. Abu Dhabi Ports strategy aims for continual

The Abu Dhabi Ports Marine Services fleet

Two 55-tbp (tonnes bollard pull) ASD harbour tugs

Al Durrah 2012
Al Fenci 2012

Two 50-tbp ASD harbour tugs

Abu Dhabi-1 2002
Al Ain 2002

One 38-tbp VSP tug

Al Marfa 1995

One 8-tbp conventional tug

Marwan 1981

Four pilot boats

Al Safer-1 2012
Pilot-5 2002
Fast-1 1999
Pilot-4 1983

Six speedboats

Mina-1 2012
Mina-8 2003
Mina-2 2002
Mina-6 1999
Mina-4 1997
Mina-5 1997

One buoy maintenance boat

Shahama 1995

improvement in its ports' performance in this area. As the basis of its IHSEMS the company ensures consistent standards, auditing, reporting, incident management, risk management and a healthy environment for all of its ports, as well as the continuous management of medium and long term risks and opportunities.

Abu Dhabi Ports ensures compliance with its IHSEMS throughout its operations, incorporating due diligence, good governance, low risk and a competent management committed to health and safety in the workplace. Other benefits include lower outgoings as a result of effective investment, including staff training, and sustainable development methodologies, reducing energy consumption and the overall CO2 emission.

International Ship and Port Facility Security Code

Abu Dhabi Ports has in place a comprehensive set of measures to enhance the security of ships and port facilities in line with the International Ship and Port Facility Security Code (ISPS Code), which was set up following the 9/11 attacks in the United States.

The objective of the code is to safeguard sensitive areas from any potential threats, including any ships berthing at any of Abu Dhabi Ports port facilities, as well as any personnel involved. The code requires that the security of ships and port facilities should be ensured by undertaking risk assessments in each particular case.

The purpose of the code is to provide a standardised framework for evaluating risks. Abu Dhabi Ports maintains a high level of security at its ports in compliance with the ISPS code.

An Abu Dhabi Ports Security Plan is prepared for each port on the basis of this assessment, and each plan contains guidelines to enhance the preventative measures. Abu Dhabi Ports team of security professionals supports and manages all the day-to-day compliance requirements of the ISPS code.

Shipbuilding and ship repair

Abu Dhabi has become recognised in recent years as one of the most important centres for shipbuilding and ship repair in the region. Situated in Musaffah, on the outskirts of Abu Dhabi city, Abu Dhabi Shipbuilding (ADSB) has built a solid track record in the regional

industry and is recognised as a leading service provider to naval/military and commercial marine organisations and operators in the Gulf Cooperation Council (GCC).

ADSB's state-of-the-art shipyard is fully equipped with the latest technology and advanced shipbuilding equipment. There are five wet berths and twelve open air dry berths for vessels up to 100 metres long. A Syncrolift, with a side transfer berthing system, enables the yard to handle vessels up to 2,000 tonnes together with a Travelift for smaller vessels up to 500 tonnes.

The shipyard can construct vessels using steel, aluminium or composite materials. The new Musaffah Channel, which can handle the bigger Panamax ships, passes alongside the shipyard so that now even larger vessels can be built and repaired at ADSB. The shipyard is widely recognised as the only one with extensive experience in naval and military shipbuilding in the GCC region.

The company also offers newbuild and repair services for the commercial sector, handling around 300 repairs and upgrade work contracts a year, involving dry docking, painting, repair and maintenance work – although some re-fit work and repair work is undertaken off-site or afloat.

Vessels serviced by the shipyard include tugs, barges, landing craft, dredgers, a variety of oil industry work boats, including crew boats, diving vessels, supply and safety vessels, as well as anchor handling tug boats.

Channel depth
six metres

Five wet berths
for vessels up to 105 metres long

Twelve open air dry berths
for vessels up to 100 metres long

Additional space for 20 vessels
under 50 metres and 500 tonnes displacement

Two 85 metre-long ship construction assembly halls
with full services, including cranes

Three enclosed ship construction/overhaul sheds
with full services

Composite work shop
4,500 square metres, air conditioned



Vessel Traffic Services (VTS) at Musaffah Port.

Vessel Traffic Services (VTS) supplied by Kongsberg Norcontrol IT

Founded just ten years ago in Denmark, Monjasa has grown into one of the world's leading suppliers and traders of bunker fuel. Monjasa is a worldwide Scandinavian brand that is trusted and respected for its quality, reliability and service. The company employs more than 150 people in Denmark, Dubai, Singapore and the United States, and operates 25 modern bunker tankers in the Arab Gulf, West Africa, the Baltics and Scandinavia.

The UAE is one of the largest and busiest bunker spots in the world, servicing marine traffic in and out of the Gulf and traffic between Europe and the Far East, with Khalifa Port as one of the main bunker terminals in the region. Traffic in the area has been growing due to the increased economic activity in the Gulf, with greater numbers of cruise vessels, container ships and oil tankers serving the region. The UAE is an attractive bunker destination for many operators as deliveries are regular, prices are always competitive, and supply can be arranged both in port and off port limits.

Monjasa operates a large tanker fleet serving the UAE market and employs certified flow meters, Yokohama fenders and pressure-tested hoses - all conforming to ISO 8217 standards. Monjasa offers a 'one-stop-shop' and can provide special products and services: de-bunkering, ships' entry to dry docks, fresh water, agency, spare-parts, crew change and lubricants. Customers benefit from tailor-made solutions, timely supply without waiting time, high quality products, extensive local knowledge, 24-hour services, and competitive pricing.

Leading bunker fuel provider

Monjasa has grown into one of the world's leading suppliers and traders of bunker fuel. Monjasa is a worldwide Scandinavian brand that is trusted and respected for its quality, reliability and service. The company employs more than 150 people in Denmark, Dubai, Singapore and the United States, and operates 25 modern bunker tankers in the Arab Gulf, West Africa, the Baltics and Scandinavia.

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www.marcap.ae



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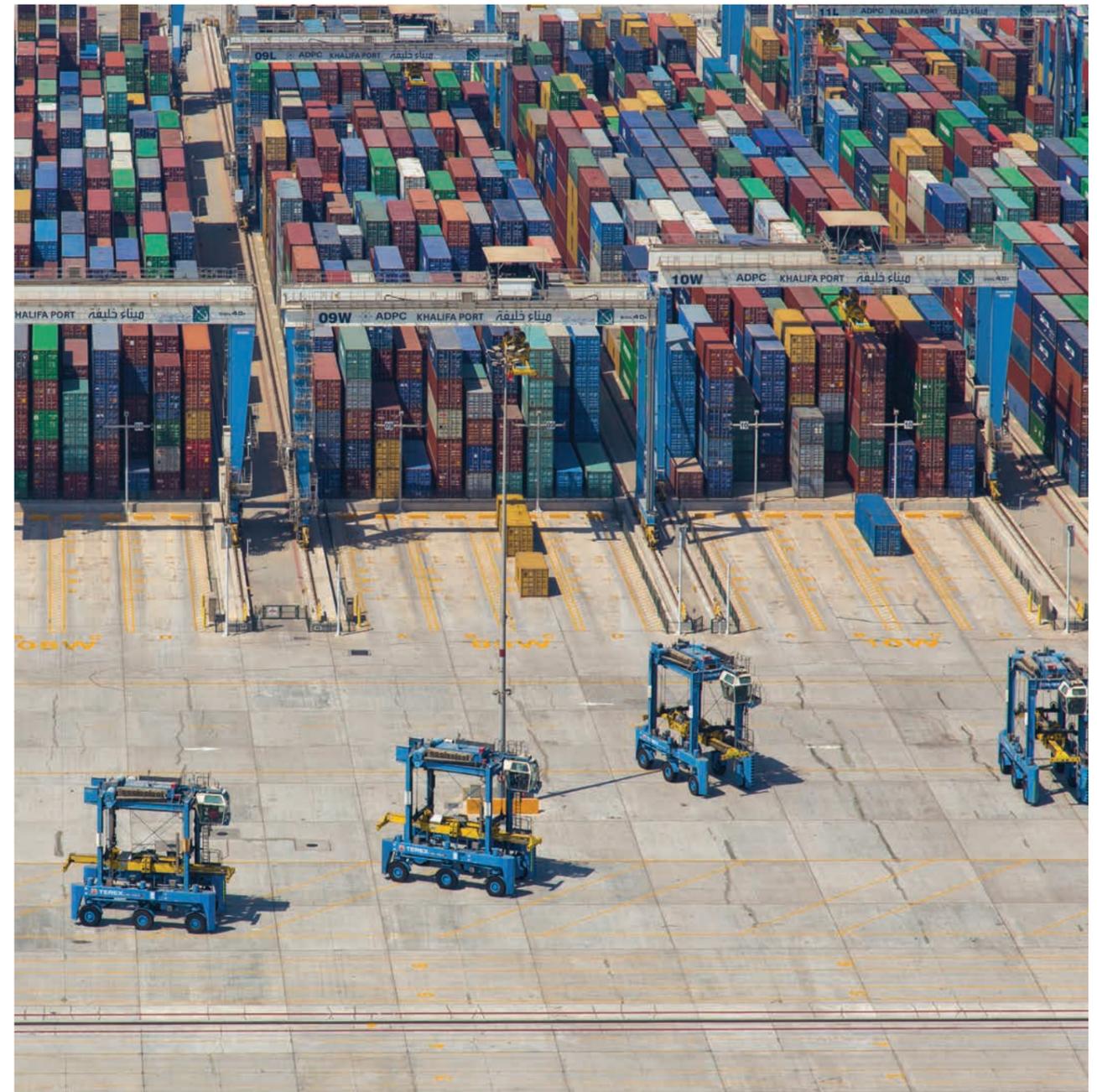
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Abu Dhabi Ports guide

Khalifa Port Zayed Port



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 E: john.clayton@adpc.ae

Port Control
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 Fax: +971 2 492 4746
 Mobile: +971 52 800 2193
 VHF channels: 13
 E: khalifa.vts@adpc.ae

General marine information

Location Lat/Long
 24° 50' N
 54° 40' E
Quay length
 Main berth: 2,400 metres
 West quaywall: 800 metres
 Emirates Aluminium quay wall: 800 metres
Pilotage
 Compulsory (available 24/7)
Admiralty chart number
 3752
VHF channel
 13

Approach channels

Channel length
 11.5 kilometres/7 nautical miles
Channel depth
 16.5 metres
Channel width
 250 metres
Alongside draft
 18 metres
Basin draft
 16 metres
Maximum vessel draft
 15 metres
 (above 15 metres Harbour Master approval required)

Facilities and general information

Types of cargo
 Containers, reefers, general cargo, dry and liquid bulk, RORO and project cargo
Number of RORO berths
 No
VTS and ports control
 Yes
Police office
 Yes
Storage
 Yes
Fuel availability
 Yes (planned)
Fresh water
 Fresh water at berths; fuel can be supplied by road tankers
AD customs
 24/7 at the Documentation Centre (onshore)
CICPA
 Yes
Handling equipment
 9 Super Post-Panamax ship-to-shore (STS) cranes, 42 automated stacking cranes (ASC), 20 straddle carriers;
Marine crafts and services
 Tugs, pilots, pilot boats, VTS
Anchorage area
 Yes

Harbour Master
 Captain Hazzaa Al Junaibi
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 Fax: +971 2 695 2169
 Mobile: +971 52 800 2163
 E: hazzaa.aljunaibi@adpc.ae

Assistant Harbour Master
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 Fax: +971 2 695 2169
 Mobile: +971 52 800 2318
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Port control

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Free Ports
 Tel: +971 2 695 2134
 Fax: +971 2 695 2936
 VHF channels:
 Mina Zayed 67, Free Ports 11
 E: minazayed.vts@adpc.ae

General marine information

Location Lat/Long
 24° 31' 4" N
 54° 23' 0" E
Quay length
 3,450 metres
Pilotage
 Compulsory (available 24/7)
Admiralty chart number
 3713, 3715 and 3177
VHF channel
 67

Approach channels

Channel length
 11 nautical miles
Channel depth
 15 metres
Channel width
 259 metres
Alongside draft
 12.5 metres normal,
 13 metres high tide
Maximum vessel draft
 13 metres

Facilities and general information

Types of cargo
 General cargo, liquid bulk, break bulk, project cargo, RORO, cruise
Number of RORO berths
 1
VTS and ports control
 Yes
Police office
 Yes
Storage
 More than 143,000 square metres of covered warehousing and cold storage with a capacity of 20,000 tonnes
Fuel availability
 Yes
Fresh water
 Yes
AD customs
 Yes
CICPA
 Yes
Handling equipment
 Cranes, forklifts and cargo handling equipment
Marine crafts and services
 Tugs, pilot boats and speedboats
Anchorage area
 Yes

FREE Port

General marine information
Location Lat/Long
 24° 30' 37" N
 54° 22' 6" E
Quay length
 3,089.5 metres
Pilotage
 Compulsory (available 24/7)
Admiralty chart number
 3715 and 3713
VHF channel
 11

Approach channels

Channel length
 2.5 nautical miles
Channel depth
 8 metres
Channel width
 180-304 metres
Alongside draft
 3.3-7.5 metres
Maximum vessel draft
 7.5 metres

Facilities and general information

Types of cargo
 General cargo, liquid bulk, project cargo, RORO, cruise
Number of RORO berths
 1
VTS and ports control
 Yes
Police office
 Yes
Storage
 Open storage area
Fuel availability
 Yes
Fresh water
 Yes
AD customs
 Yes
CNIA
 Yes
Handling equipment
 No
Marine crafts and services
 Tugs, pilot boats and speedboats
Anchorage area
 Yes

New FREE Port

General marine information
Location Lat./Long
 24° 32' 3" N
 54° 21' 48" E
Quay length
 2,180 metres
Pilotage
 Compulsory (available 24/7)
Admiralty chart number
 3715 and 3713
VHF channel
 11

Approach channels

Channel length
 2.5 nautical miles
Channel depth
 8 metres
Channel width
 81-304 metres
Alongside draft
 5.5-7.5 metres
Maximum vessel draft
 7.5 metres

Facilities and general information

Types of cargo
 General cargo, liquid bulk
Number of RORO berths
 No
VTS and ports control
 Yes
Police office
 Yes
Storage
 No
Fuel availability
 Yes
Fresh water
 No
AD customs
 Yes
CICPA
 Yes
Handling equipment
 No
Marine crafts and services
 Tugs, pilot boats and speedboats
Anchorage area
 Yes



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Musaffah Port

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Port Control
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and +971 2 510 9394
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VHF channels: 14
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General marine information

Location Lat/Long
24° 23.00 N
54° 28.0 E

Quay length
340 metres

Pilotage
Available 24/7

Admiralty chart number
3713, 3715 and 3177

VHF channel
14

Approach channels

Channel length
30 nautical miles (from new fairway buoy to Musaffah Port)

Channel depth
9 metres

Channel width
200 metres minimum

Alongside draft
11 metres

Maximum vessel draft
8 metres (above 8 metres Harbour Master approval required)

Facilities and general information

Types of cargo
Heavy lift, general cargo, RORO, dry bulk, over dimensional cargo and and project cargo

Number of RORO berths
No

VTS and Ports control
Yes

Police office
Yes

Storage
Open storage and warehouses

Fuel availability
Supplied by tanker

Fresh water
Supplied by tanker

AD customs
Yes

CICPA
Yes

Handling equipment
Cranes, forklifts and cargo handling equipment

Marine crafts and services
Tugs available upon request; VTS tower; marine training centre

Anchorage area
Yes





Western Region Ports

Harbour Master
 Captain Jaber Al Shehhi
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Port Control
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 and +971 2 877 1380
 Fax: +971 2 877 1379
 VHF Channel: 8
 E: mugharag.portcontrol@adpc.ae

Sir Bani Yas Logistics Port

General marine information

Location Lat/Long

24° 16' 50" N
 52° 34' 20" E

Quay length

N/A

Pilotage

Not required

Admiralty chart number

3780 and 3179

VHF channel

N/A

Approach channels

Channel length

4 nautical miles

Channel depth

7.5 metres

Channel width

80-90 metres

Alongside depth

5 metres

Maximum vessel draft

4.5 metres

Facilities and general information

Types of Cargo

General cargo

Number of RORO berths

3

VTS and ports control

Controlled by Mugharraq Port

Police office

No

Storage

Open storage area

Fuel availability

No

Fresh water

No

AD customs

No

CICPA

No

Handling equipment

No

Marine crafts and services

No

Anchorage area

No

Al Sila Port

General marine information

Location Lat/Long

24° 04' 30" N
 51° 47' 10" E

Quay length

300 metres

Pilotage

Under implementation

Admiralty chart number

3951

VHF channel

N/A

Approach channels

Channel length

450 metres

Channel depth

8 metres

Channel width

150 metres

Alongside depth

7 metres

Maximum vessel draft

5.5 metres

Facilities and general information

Types of cargo

General cargo and RORO

Number of RORO berths

3

VTS and ports control

Yes

Police office

Yes

Storage

Open storage area

Fuel availability

Yes

Fresh water

Supplied by truck tankers

AD customs

No

CICPA

Yes

Handling equipment

No

Marine crafts and services

No

Mugharraq Port

General marine information

Location Lat/Long

24° 10' 90" N
 52° 34' 00" E

Quay length

259 metres

Pilotage

Under implementation

Admiralty chart number

3179, 3780 and 3951

VHF channel

N/A

Approach channels

Channel length

21 nautical miles

Channel depth

5-20 metres

Channel width

50-60 metres

Alongside depth

2.8 metres

Maximum vessel draft

2.6 metres

Facilities and general information

Types of Cargo

General cargo and RORO

Number of RORO berths

5

VTS and ports control

Yes

Police office

Yes

Storage

Open storage area

Fuel availability

Yes

Fresh water

Supplied by truck tankers

AD customs

No

CICPA

Yes

Handling equipment

No

Marine crafts and services

Upon request

Delma Port

General marine information

Location Lat/Long

24° 29' 22" N
 52° 19' 56" E

Quay length

1,300 metres

(without shoreline protection)

Pilotage

To be implemented

Admiralty chart number

3179

VHF channel

VHF channel 8

Approach channels

Channel length

21 nautical miles

Channel depth

5-20 metres

Channel width

50-60 metres

Alongside draft

N/A

Maximum vessel draft

4-19 metres

Facilities and general information

Types of Cargo

General cargo and RORO

Number of RORO berths

1

VTS and ports control

Controlled by Mugharraq Port

Police office

Yes

Storage

Open storage area

Fuel availability

No

Fresh water

No

AD customs

No

CICPA

Yes

Handling equipment

No

Marine crafts and services

Under development

Marfa Ports

General marine information

Location Lat/Long

24° 06' 04" N
 53° 29' 36" E

Quay length

140 metres

Pilotage

Not required

Admiralty chart number

N/A

VHF channel

N/A

Approach channels

Channel length

1 nautical mile

Channel depth

5 metres

Channel width

120 metres (approx.)

Alongside draft

2-4 metres

Maximum vessel draft

2-4 metres

Facilities and general information

Types of Cargo

Fishing vessels

Number of RORO berths

1

VTS and ports control

No

Police office

No

Storage

No

Fuel availability

No

Fresh water

Under development

AD customs

No

CICPA

No

Handling equipment

No

Marine crafts and services

No

Shahama Port

General marine information

Location Lat/Long

24° 30' 40" N
 54° 37' 56" E

Quay length

350-375 metres

Pilotage

Not required

Admiralty chart number

3177, 3713, 3715, 3752

Berth length

950 metres

Approach channels

Channel length

N/A

Channel depth

5.5-6 metres

Channel width

95 metres (approx.)

Alongside draft

N/A

Maximum vessel draft

4.5 metres

Facilities and general information

Types of Cargo

N/A

Number of RORO berths

N/A

VTS and ports control

No

Police office

No

Storage

Long-term boat storage

Fuel availability

Yes (planned)

Fresh water

Yes (planned)

AD customs

No

CICPA

No

Handling equipment

Boatlift

Marine crafts and services

Harbour Master's Office, repair and maintenance, 301

wet berths, 150 dry-stack berths, 190 trailer parking



Abu Dhabi Ports directory

Abu Dhabi Ports
Zayed Port
Abu Dhabi 54477
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Directory classifications

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Terminal operators and stevedores 64

Towing and tugs 64

Training 64

Government departments, NGO's and associations

Abu Dhabi Chamber

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Abu Dhabi Customs Administration (ADCA)

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www.auchustoms.gov.ae
www.adfca.ae

Abu Dhabi Food Control Authority

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Abu Dhabi Tourism & Culture Authority-(TCA)

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(See page 30)

Abu Dhabi Urban Planning Council

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Environment Agency- Abu Dhabi

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Al Ain International Airport (ADAC)

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Monjasa DMCC

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(See outside back cover)

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TOTAL UAE LLC

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Construction and dredging

Aecom Middle East

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www.ghantootgroup.com

Gulf Marine Services Company WLL

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E: gmsauh@eim.ae
www.gmsuae.com

HILALCO-Hilal Bil Badi & Partners Contracting Company (WLL)

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PO Box 28177
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Tel: +971 2 448 8879
E: hilalco@emirates.net.ae
www.hilalco.com
(See page 14)

Hyundai E & C

Makeen Tower
Tourist Club Area
Abu Dhabi
PO Box 46101
United Arab Emirates
Tel: +971 2 643 2865
E: hdecuae@hdec.co.kr
www.hdec.kr

Jan De Nul Dredging Ltd

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Sultan Business Center
Dubai
PO Box 28805
United Arab Emirates
Tel: +971 4 335 55 47
E: middle.east.office@jandenul.com

Majestic Marine Engineering

Fujairah 5309
United Arab Emirates
Tel: +971 9 228 2805
E: info@majesticjetties.ae
www.majesticjetties.ae
(See page 36)

Marine Divers Marine Contracting (MDMC) Works Est

Abu Dhabi
PO Box 86806
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Tel: +971 2 4918225
E: info@marinedivers.ae
www.marinedivers.ae

Moffatt & Nichol

Abu Dhabi
United Arab Emirates
Tel: +971 2 406 9696
www.moffattnichol.com

National Marine Dredging Company (NMDC)

Musaffah Industrial Area
Abu Dhabi
PO Box 3649
United Arab Emirates
Tel: +971 2 513 00 00
E: nmcdc@nmcdc.ae
www.nmcdc.com
(See page 2)

National Petroleum Construction Company (NPCC)

Musaffah West 5 (MW 5)
Sector number 15 A
Abu Dhabi
United Arab Emirates
Tel: +971 2 554 9000
E: npccnet@eim.ae
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Overseas Ast Company LLC-Abu Dhabi

Sheikh Rashid Bin Saeed Road
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www.borouge.com

Parsons

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Abu Dhabi
PO Box 5498
United Arab Emirates
Tel: +971 2 614 2416
www.parsons.com
(See page 36)

Target Engineering Construction Company WLL

Marine Division
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E: mail@target.ae

Van Oord Middle East Ltd

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www.vanoord.com

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Al Hilal Bank

Al Sahel Tower
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United Arab Emirates
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www.alhilalbank.ae

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Business Bay
Prism Tower
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PO Box 116637
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www.fichtelegal.com
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NBAD

Khalifa Bin Zayed
The First Street
Abu Dhabi
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Tel: +971 2 611 1111
www.nbad.com

Union National Bank

UNB Building
Salam Street
Abu Dhabi
United Arab Emirates
Tel: +971 2 674 1600
www.unb.co.ae

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Musaffah Industrial Area
Abu Dhabi 52875
United Arab Emirates
Tel: +971 2 550 8741
E: middleeast@ale-heavylift.com
www.aale-heavylift.com
(See page 38)

Industry, manufacturing and chemicals

Abu Dhabi Polymers Company Ltd (Borouge)

Head Office Production
Borouge Tower
Shaikh Khalifa Energy Complex
Corniche Road
PO Box 6925
Abu Dhabi
United Arab Emirates
Tel: +971 2 695 2000
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www.adpc.ae

Al Dahra Agriculture Company

7th Floor
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United Arab Emirates
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E: info@aldahra.com
www.aldahra.com

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Abu Dhabi
United Arab Emirates
Tel: +971 2 509 2997
www.emal.ae

Emirates Steel

Emirates Steel Industries
PO Box 9022
Industrial City Abu Dhabi (ICAD)
Musaffah
Abu Dhabi
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United Arab Emirates
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www.esi-steel.com

Grand Mills for Flour & Feed Company

PO Box 46622
Zayed Port
Abu Dhabi
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Tel: +971 2 696 9111
E: info@grandmills.com
www.grandmillsuae.com

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Abu Dhabi Company for Onshore Oil Operations (ADCO)

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Gogas Gulf Oil & Gas Company-LLC

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E: info@gogas-me.com
www.gogas-me.com

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www.liwapetroleum.com

National Drilling Company (NDC)

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Petroleum Services Company (ESNAAD) PJS

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United Arab Emirates
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www.esnaad.ae

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Abu Dhabi Ports

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Abu Dhabi 54477
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E: info@adpc.ae
www.adpc.ae

Ship agency

Abu Dhabi Ships Agency

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United Arab Emirates
Tel: +971 2 6449100
E: moorti@adsa.ae
www.adsa.ae

Al Barrak Agency

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Najda Street
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E: g.canute@albarrak.ae
www.albarrak-group.com

Al Jaber Shipping Agency & Marine Works LLC

Al Jaber Group Building
Annex II
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E: aje@emirates.net.ae
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Al Khalidia International Shipping LLC

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Garden Tower Building
Abu Dhabi 43350
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E: kship@eim.ae
www.khalidiashipping.com

CMA CGM Shipping Agency SE LLC

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GAC Middle East

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E: abudhabi@gac.com
www.gac.com
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Inchcape Shipping Services-Abu Dhabi

2nd and 3rd Floors
Ahmed Mohd Ali Al Hameli Building (next to Zayed University)
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PO Box 247
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Sharaf Shipping Agency-LLC (Diamond Shipping Services)

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E: rajesh@sharafad.com
www.sharafshipping.com

Stalco Abu Dhabi LLC

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ships.abudhabi@kanoo.ae
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PO Box 51797
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Zayed Port
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Tel: +971 2 6734047
E: info@westosa.com

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Barwil Abu Dhabi Ruwais LLC
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Mina Free Port
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shippsservice

Shipbuilding and repair

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Abu Dhabi
United Arab Emirates
Tel: +971 2 6225066
E: aweidhaa@emirates.net.ae
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www.inw.com.eg

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PO Box 322
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Building number P 1341
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United Arab Emirates
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E: projects@enss-emirates.ae
www.enssuae.com

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www.mscaue.com

National Gas Shipping Company Ltd (NGSCO)

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www.km.kongsberg.com
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PO Box 31619
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E: M.Noor@rhme.ae
www.imtech.com

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albedayaservices.com
www.albedayaservices.com

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Aries Marine LLC

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Abu Dhabi
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Tel: +971 4 331 3100
E: dubai@bmtmarinerisk.com
www.braemar.com

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Elcome International

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Emirates

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**Fairdeal Marine Services
LLC**

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Bur Dubai
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Buildings
Masker Al Nahyan
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www.gl-nobledenton.com

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Louis Marine Equipment

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Mouchel Middle East

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Navispec

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Sea Safety

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www.sea-safety.net

Solas Marine Services

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Techno Fibre Middle East

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technofibredubai.com

TECO Marine LLC

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E: dubai@tecomarine.ae

Times Marine Survey LLC

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E: info@timesmarine.com
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and stevedores**

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E: info@irshad.ae
www.irshad.ae

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United Arab Emirates
Tel: +971 2 673 0600
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(See inside front cover)

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(MARCAP) LLC (Al Bawardi)
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Safar Travel Agency Building
Abu Dhabi 30175
United Arab Emirates
Tel: +971 2 622 5100
E: markm@marcap.ae
www.marcap.ae
(See page 52)

Sea Horse Middle East

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Muroor Road
Abu Dhabi
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United Arab Emirates
Tel: +971 2 441 7144
E: ops@seahorsetowage.com
www.shmemarine.com

Smit Lamnalco UAE

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& Safety Development
Centre**

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