



PORT OF ADEN

Monthly news letter issued by the Marketing Department - Yemen Gulf of Aden Ports Corporation (PORT OF ADEN) - Issue No. (20) 2008



Recording Reforms and Achievements

The Executive Chairman of Sudan Line writes to His Excellency the Minister of Transport

The Minister of Transport Mr. Khaled Al-Wazir, has received letter of congratulation from Mr. Dhu al-Kifly Bin Abdul-Aziz, the executive Chairman of the SL-MISC International Line Ltd., expressing his appreciation of the developments seen in Yemeni Ports and the reforms and achievements that have been carried out by the Minister at various levels since his appointment as leader of this Ministry. He noted the good reputation of the Ministry that has been conveyed to them by their agents in Yemen and by the various Protection and Indemnity Clubs, who have pointed out that the arrest of vessels in the port of Aden has been stopped and the monopoly of stevedoring operations cancelled. He also commented positively on the steps and procedures being taken to achieve a Joint Venture Agreement with DP World, and other achievements. His letter ended with his best wishes and regards to His Excellency ■

Repairing and Maintaining the «Wadi Hassan» Tugboat on the Main Technical Department Slipway

Up to Monday 12 May 2008, it seemed that the Port Corporation tug Wadi Hassan would need to undertake a long voyage to reach a drydock at one of the regional Ports for repair and maintenance, because dry docking services were not available locally as the floating dock of the National Dockyard Company was not available. However, the Technical Department of the

Corporation re-examined the prospects for using the main slipway of at the Department, and prepared a docking plan and a programme for slipping the Wadi Hassan in Aden. This main slipway has been used for the maintenance of large marine craft at the Port of Aden, and from other ports, and the investigation carried out by the Technical Department demonstrated that it would be possible to lift our new tugs, which provided us with very positive and encouraging results at both the strategic and economic levels. Instructions were issued by the Chairman of the Corporation, Engineer Mohamed Abdulla Mubarak Bin Aifan, to the Project Engineer, Chief Engineer, Yasser Qubati, the Maintenance Director, to complete the studies of the practical measures needed. During the evening of the same day, the balance of possibilities was completely reversed as the indicator of the balance moved, so that the hearts and minds of the staff responsible for the slipway realized that they would be able to raise Wadi Hassan on their own slipway and be able to carry out repair and maintenance work on her.



Engineer/ **Mohamed Shayaf**/This step will save the difficulties and costs of a long and expensive trip for the tugs for repair and maintenance in the docks of neighboring ports.

Shortly after this, Wadi Hassan was lifted on the slipway and maintenance work on her was started. This is the beginning of a new chapter for the Technical Department of the Ports Corporation, This is in fact a very important development for the Ports Corporation, and for the Technical Department, as since the 1970's tugs have been maintained and repaired using the facilities of third parties, which can cause delay and additional cost.

The docking of Wadi Hassan was preceded by careful checking of all parts of the electrical control system for the slipway carriage, and a thorough cleaning and maintenance of the rails

supporting the carriage and the area below the carriage.

At the bottom of the slipway the sea bed was dredged to remove accumulated residues over an extended distance from the bottom of the slip, to allow deeper draught harbour craft and other vessels to safely reach the slipway. This work was carried out by the dredging section of the Technical Department.

The hours and days leading up to the docking of Wadi Hassan saw a remarkable and intensified level of activity at all the divisions and workshops of the Technical Department.



Chairman of the Corporation, Engineer Mubarak: We have given instructions for the conduct of a review of the full potential and the capabilities of the Corporation, so that these can be harnessed and used in the interests of this vital economic project.

For the record, the slipway was built in 1964 and has an overall length of the rails of 130 meters and a lifting capacity of 850 tons. The lifting carriage is 35 meters long and 14 metres wide.

Project Engineer, Yasser Al-Qubati/ This is the beginning, we will be able to repair and maintain all tugboats and launches in Yemeni ports here in this Technical Department of the Port of Aden



Wadi Hassan is around 500 tons in weight, 31 meters in length and ten meters beam. Other small and medium sized slipways are also available at the Technical Department.

The Acting Director of the Technical Department, Mohamed Shayaf said that repair and maintenance work was recently carried out on a



Technical Team returns to The Netherlands from Aden:

The Dutch Company Arcadis has completed the field work for the due diligence evaluation process at the Aden and Ma'alla Container Terminals. Arcadis is specialized company for inspecting and reporting on the condition and value of Marine installations, in Project Management, Consultancy, and engineering surveys.



The team of six specialists was headed by Engineer Adrianus de Bode. It completed the field work for asset evaluation and inspection of the operational capabilities of the terminals, their equipment and machinery at the ACT and MCT during the third week of May 2008 ■

fishing vessel and other marine craft belonging to the Maritime Affairs Authority, and the large patrol boats of the Yemen Coast Guards base in Aden. His Department has received a number of requests in connection with docking work of this type ■



Implementation of the Sentinel Buoys Project at the Port of Aden.

Being Used by Three States in the Arabian Peninsula and the Gulf :

This article reports on the stages of preparation, assembly and the installation of the Sentinel Buoys and mooring them in position along the entrance channel of the Port of Aden.



Role of Wireless Communication in AtoN (Aids to Navigation):

In continuation of what has been published in the last issue of the newsletter, this article provides additional information on the AtoN available through the installation of the New Sentinel Buoys, with the new Remote Monitoring and Control system known as the Navlink Remote Monitoring and Control System. Aden is the third port in the region which has introduced the Navlink monitoring and control system, after Dubai and Mina Sulman in Bahrain. The process of remote monitoring and control of the Sentinel Buoys that have now been installed in the Outer Harbor and the Oil Harbor is done through a wireless communication channel/VHF Channel. This VHF channel transfers data from the equipment installed on the buoys which being monitored to the Monitoring and Control Center through the RMC units installed on the buoys and the Navlink Communication Radio CX-2 unit installed at the Center. All equipment available within the Buoys, including batteries, the GPS to define the current locations of the buoys, and LED lanterns are linked to the RMC unit which contains the radio transceiver unit, the communication

radio. A similar communication radio is available at the CX-2 unit which sends requests for data to the Buoys and then receives these data from the buoys.

Such data enables us to monitor the condition of the buoys and their equipment, for example to monitor the level of the charge of the battery, the state of lanterns and the present locations of the buoys. In case of low battery charging capacity, or in case of cessation of operation of the lantern at night or in case of a change in the location of the buoys, due to strong sea currents or strong winds. In the case of a buoy being hit by a vessel, we are now able to know the vessel causing damage to the body of the Buoys and hence charge the vessel for the damage caused. Such a system also provides the ability to monitor the existing light-houses in the region, for example Ras Marshaq, Elephant Bay and Mayyun Island Light Houses. In addition, Buoy No. 1 located in the Outer Harbor is provided with an identifying System to the Inlet of the Channel enabling the vessels to know the inlet point leading to the Channel. This buoy is equipped with a Racon Radio Beacon. This unit keeps sending a signal by using Morse code which appears on the screen of the radar of the vessel approaching this buoy which enables the master of the ship to know the position of the channel entrance even under difficult climatic conditions or low visibility. The monitoring of the Racon is carried out from the Monitoring and Control Center at the Port ■



Character Profile



By witness and recommendation of everybody:

Name: Yusuf Taher Ali

Joined Service: 21/6/1975

- Working quietly and with high proficiency.
- Considered to be an expert in his specialization (Container Operation)
- Performs his duties loyally and diligently.
- He cares for the most precise technical details.
- He is punctual, active and unselfish.
- Cooperative and reacts favorably with his colleagues.

For all what is mentioned and not mentioned of good qualities of our Brother Yusuf, he is unanimously deserving to be so honored by this bulletin under the column (Character Profile) as a good example to be imitated. Our best wishes for him for a prosperous and successful life on the occasion of Labor Day.

Arabic News

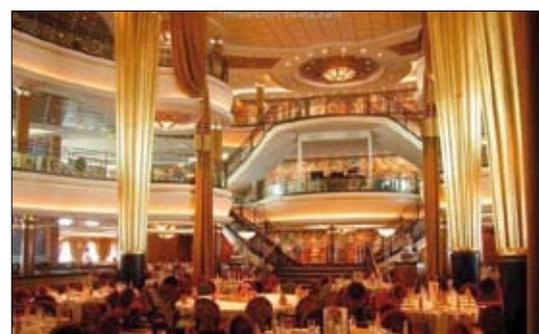
Jebel Ali Port Implementing Electronic Accelerated system for Truck Movement

Dubai World Ports has announced recently that it has implemented a System of Electronic Gate Control with effect from the first day of April at all gates leading from and to the Second Terminal in Jebel Ali. The new system, which is now known as the Accelerated System, uses special electronic "slides" fixed on the chassis of the trucks. Incoming and outgoing movements are recorded as the truck passes through the gates, eliminating the need for the trucks to stop in order to complete the incoming or outgoing procedures at the Port and to obtain the declarations needed. The cost of each "slide" is a one-off payment of 300 UAE Dirhams per truck, and it can be used continuously after it is fitted ■

International News:

Maiden Voyage of the Largest Passenger Vessel in the World:

"Freedom of the Seas", the largest passenger ship in the world, left the German port of Hamburg on Tuesday 25th March en route to Oslo on its maiden voyage. Its route crosses the Atlantic ocean in order to reach its destination of Miami in the United States. The ship has on board at present about 500 passengers. The ship is due to stop at Southampton and New York during



this voyage. The length of the vessel is 339 meters, six metres longer than her sister ship Queen Mary 2. Freedom of the Seas is also wider than the Queen Mary 2 by about 15 meters and is able to carry 4,400 passengers compared with 2,620 on the Queen Mary 2. The new vessel, which is to be used for cruises in the Caribbean, is provided with an ice-skating rink and a shopping mall ■

On the First Anniversary of Establishment of the Corporation

A Review of the Most Important Achievements for the period from April 2007 to May 2008

• Strategically:

- 1- The Corporation enjoys the benefits of being a corporate body and an autonomous financing and investment economical unit;
- 2- The powers and functions of the Corporation have been extended to cover all berths.
- 3- The wharves in Aden Harbour under the authority of the Corporation, as provided in article No.4, are as follows:
 - a) Aden Container Terminal;
 - b) The wharves at Maalla and Little Aden, Hedjuff and Tawahi, as well as the inner basin of the Port of Aden and its marine channels and breakwaters, berths and mooring buoys;
 - c) Any other facilities or quays to be established by the Corporation for handling ships;



- 4- An initial agreement for a joint venture partnership with the Dubai Ports World Company was signed in November, 2007.
- 5- The Management and operation of the Aden Container Terminal was taken over by the Port of Aden with effect from the first of March, 2007;
- 6- The monopoly of the stevedoring companies (the Joint Stevedoring Company) has been abolished;



- 7- The technical committees formed to amend the tariff and stevedoring charges will shortly complete their work;
- 8- The preparation and installation project for the New Sentinel Buoys marking the entrance channels has been implemented;
- 9- Two new pilot launches, Soqotra and Abdul Kuri, entered into service at the Port of Aden;
- 10- Three new mooring launches will soon enter into service at the Port and are due to arrive in the next few days;



- 11- The occasional and temporary labor will be made permanent through the assimilation of promising



and qualified staff;

- 12- A mechanical/electronic thumbprint recognition system for staff entry and exit has been installed and is operating at the Headquarters of the Corporation;
- 13- APL has resumed calls at Aden;
- 14- Agreements with the owners and representatives of a number of international containers lines have been extended;
- 15- The throughput of containers up to the end of 2007 was the highest ever achieved at the port, rising to over half a million TEUs.
- 16- A number of staff have received training in leadership and technical subjects at both local and overseas training centre
- 17- The Organizational Structure Regulations of the Corporation, which forms the central pivot of the institutional and legal status of the Corporation, has been reformed.
- 18- The problems resulting from accumulated grievances over past years have been resolved.



• Organizationally:

- The first session of the Board of Directors of the Corporation was convened.
- Regular monthly meetings have been held with marine companies and agencies operating in the Port of Aden, our main partners;



- A number of organizational regulations and corrective administrative resolutions have been adopted and issued, intended to raise the standard of proficiency and performance of the Corporation, such as,

- 1- The administrative resolution concerning the organization of the wharves and discharging equipment and rates.
- 2- Adoption of the organization regulating marine surveying.
- 3- Adoption of regulations on diving.
- 4- The resolution organizing the vessel berthing

operations

- 5- The resolution regulating the process of boarding ships
- 6- Activating the work of the Committee for the Settlement of Vessels Disputes.
- 7- Activating and promoting the role of and tasks of the Maritime Training Centre.
- 8- Establishing a follow-up section to facilitate the implementation of all administrative procedures.

• Practically and Technically:



- 1- Installation of a modern GLOSS Tide Gauge linked by satellite to Europe and the Internet;
- 2- Rehabilitation and restoration to service of the truck Weighbridge at Ma'alla Wharf.
- 3- Overhaul of the main slipway to re-establish the capacity to lift the Corporation's modern tugs for maintenance and repair, as well as large fishing vessels, small other crafts
- 4- Conduct of a Due Diligence examination to evaluate the assets of the Aden and Ma'alla Container Terminals.

• Information and Advertisement:

- 1- Publication of the Services Directory of the Corporation in its final version – ready for printing after completion of the amendments to the tariff and stevedoring charges;
- 2- Publication of a second book on the Port of Aden, giving its history and international significance, after modifying the Arabic and English text. The book is considered to be an "identity card" for the Port.
- 3- Preparation, publishing and circulation of the monthly bulletin of the Corporation in both Arabic and English languages;
- 4- Arrangement and organization of visits by various Arab and foreign delegations to the Port of Aden.
- 5- Leading the activities of the fifth annual marine festival at the Tourist Pier which this year was distinguished by wide participation and successful organization;
- 6- Presenting the broadcast of "Yemen in the Eyes of Others", a programme for the Yemen Satellite Station, in English, which included the history and the prospects for the Port of Aden.



Sheltering and Serving the Japanese Supertanker Takayama

The Japanese supertanker Takayama anchored in the outer harbour of the Port of Aden at the end of April 2008 following an attack by Somali pirates around 110 nautical miles from the coast of Somalia that had punctured the hull of the ship. The international media, including satellite channels, visited Aden to record the visit of the tanker.

The Ports Corporation immediately confirmed its willingness to receive the ship and to provide it with all protective measures and support. The assistance of the National Dockyard Company allowed repairs to the hull to be carried successfully out.

The tanker is 332 m in length and has a carrying capacity of 265,000 tonnes of oil. At the time of her arrival in Aden she was in ballast with a draught of only 11 m ■



Port of Aden Container Throughput During (Jan - Mar 2008)

Month	Year	Ma'alla Container Terminal			Aden Container Terminal			Total Containers Handled	No. of Vessels
		No. of Vessels	Loaded (TEUs)	Discharged (TEUs)	No. of Ships	Loaded (TEUs)	Discharged (TEUs)		
		Jan	2007	10	2,424	2,459	37		
	2008	11	2,915	2,383	36	18,859	18,090	42,247	47
Feb	2007	18	2,215	1,682	33	13,612	14,130	31,639	51
	2008	11	2,293	2,401	31	14,544	15,270	34,508	42
Mar	2007	14	1,864	1,542	35	15,439	15,005	33,850	49
	2008	11	2,345	2,661	43	18,873	20,426	44,305	54
Total	2007	42	6,503	5,683	105	49,661	46,022	107,869	147
	2008	33	7,553	7,445	110	52,276	53,786	121,060	143

Dhows Number & Dry Cargo Handled - (Jan - Mar 2008)

Details		Jan	Feb	Mar	Total	
Dry Cargo	Import	No. of Dhows	10	11	11	32
		Tonnage	1,145	1,099	1,565	3,809
	Export	No. of Dhows	18	10	11	39
		Tonnage	2,732	1,010	1,550	5,732

Total Dry cargo - (Jan - Mar 2008)

Details		Jan	Feb	Mar	Total	
Dry Cargo	Import	No. of Ships	25	24	31	80
		Tonnage	168,494	114,291	371,464	654,249
	Export	No. of Ships	14	14	14	42
		Tonnage	15,088	33,973	16,687	65,748

Dry Cargo Discharged During - (Jan - Mar 2008)

Type	wheat	Flour	Suger	Rice	Steel	Timber	Cement	General Cargo	*Others	Total
Jan	-	-	6,733	5,645	43,271	3,327	55,085	24,648	29,785	168,494
Feb	-	-	14,138	2,320	6,374	8,224	56,524	20,492	6,219	114,291
Mar	148,267	-	17,764	4,973	43,189	295	109,996	24,128	22,852	371,464
Total	148,267	0	38,635	12,938	92,834	11,846	221,605	69,268	58,856	654,249

*Includes: Beans, Frozen Cargo, Livestock, Equipments, Liquid in drums

Dry Cargo Loaded During - (Jan - Mar 2008)

Type	Cotton	Salt	Fish	Iron Scrap	Wheat Bran	Foreign Export	Transshipment	**Others	Total
Jan	0	2,500	1,859	19	2,955	7,655	0	100	15,088
Feb	76	-	3,756	-	4,000	25,650	458	33	33,973
Mar	-	1,500	1,864	-	-	7,689	-	5,634	16,687
Total	76	4,000	7,479	19	6,955	40,994	458	5,767	65,748

** Includes: Gum, Tobacco, Head Skins, Internal Export.

No. of Ships Bunkered & Quantity of Bunkers Supplied - (Jan-Mar 2008)

Details		Jan	Feb	Mar	Total
Fuel Oil	No. of Ships	18	17	21	56
	Tonnage	6,807	3,642	7,371	17,820
Gas Oil	No. of Ships	36	64	88	188
	Tonnage	1,711	1,900	1,881	5,492

No. of Ships Calls According to Type - (Jan - Mar 2008)

Details	Container	RoRo	Bulk	General Cargo	Live Stock	Tanker	Fishing	Passenger	Other	Yachts	Total
No. of Ships	148	3	17	74	2	198	14	5	15	112	588
GRT	2,823,499	30,571	274,748	622,582	6,423	2,698,658	7,993	110,183	47,926	3,782	6,626,365
NRT	1,442,593	13,599	672,842	294,854	3,318	1,367,501	2,207	46,352	22,823	2,742	3,868,831

Liquid Cargo Traffic at Aden Oil Harbuor - (Jan - Mar 2008)

Month	Crude Oil		Full Oil		Gas Oil		Kerosene		Mogas		Mixture		Naphtha		Total Tonnage	
	Export	Import	Export	Import	Export	Import	Export	Import	Export	Import	Export	Import	Export	Import	Export	Import
Jan	0	306,921	144,671	49,953	182,677	173,273	42,118	0	70,118	26,758	0	3,017	45,412	0	484,996	559,922
Feb	0	230,319	79,420	128,515	224,279	194,846	71,769	0	92,535	49,617	400	0	34,874	0	503,277	603,297
Mar	0	230,546	78,738	79,201	163,886	280,835	15,256	0	70,474	22,554	0	3,077	0	0	328,354	616,213
Total	0	767,786	302,829	257,669	570,842	648,954	129,143	0	233,127	98,929	400	6,094	80,286	0	1,316,627	1,779,432

Total Liquid Cargo - (Jan - Mar 2008)

Details		Jan	Feb	Mar	Total	
Liquid Cargo	Import	No. of Ships	13	12	14	39
		Tonnage	559,922	603,297	616,213	1,779,432
	Export	No. of Ships	53	57	40	150
		Tonnage	484,996	503,277	329,354	1,317,627,273

No. of Ships Called - (Jan - Mar 2008)

Details		Year	Jan	Feb	Mar	Total
No. of Ships	2007	160	169	222	551	
	2008	174	196	219	588	

No. of Ships & Quantity of Water Supplied - (Jan - Mar 2008)

(In Metric Tones)

Supplied by		Details	Jan	Feb	Mar	Total
Yemen Co. for Supplies & Shipping Ltd	No. of Ships	13	12	11	36	
	Tonnage	835	1260	1,255	3,350	
Aden Bunkering Department	No. of Ships	38	18	17	73	
	Tonnage	3384	2575	1,670	7,629	
Aden Container Terminal	No. of Ships	7	2	6	15	
	Tonnage	810	110	421	1,341	
Total	No. of Ships	58	32	34	124	
	Tonnage	5029	3945	3,346	12,320	