



PORT OF ADEN

Monthly news letter issued by the Marketing Department - Yemen Gulf of Aden Ports Corporation (PORT OF ADEN) - Issue No. (22) 2008

Joint Venture Agreement described as giving Massive Economical Benefits: Governor of Aden inspection visit of Sites at the Port of Aden

At the Executive Chairman's office of the Corporation, a plenary meeting took place under the presidency of His Excellency Dr. Adnan Omer El-Jifri, Governor of Aden, in the presence of Engineer/AbdulRub El-Khalaqi, Deputy



Chairman, together with the Executive and Administrative Leadership of the Corporation, as well as representatives of the media, official newspapers, national newspapers and TV Channel Two. The Governor confirmed the readiness of the local authorities in the Governorate to support the leadership of the Corporation and to remove difficulties hampering the execution of their practical tasks. He indicated the importance of the Joint Venture agreement with Dubai Ports World Company, which he considers an important step forward on the road of active partnership and a strategic development. He praised the articles of the agreement from the legal, economic and humanitarian point of view, which supports the interests of the nation, asking the different media present to highlight to the public the advantages gained, reveal the achievements, the benefits to be realized and economic advantages of the agreement. He mentioned the work being done to prepare for training courses and workshops to be arranged in coordination with the leadership of the Corporation. He described what he sees as being the Massive Economic performance which has been achieved.

The Executive Chairman of the Corporation, Engineer Mohamed Abdulla Mubarak Ben Aifan, reviewed the distinctive benefits and conditions of the agreement that recognize the preferential conditions offered by the

special geographical location of the Port of Aden, giving it the right of optimum exploitation. He considered that the political and economic possibilities of an open policy, with collaboration and partnership with others, will promote the Port of Aden and open wider chances before it. There are a number of encouraging indications in this regard.

He reiterated the interest of the leadership of the Corporation, from the beginning, in training, educating and improving the capacity of the human resources and the efficiency of the marine pilots. Contacts with high level marine academies in the United Kingdom and Malaysia are being followed up in this connection. He expressed the concern of the Corporation to improve the living and social conditions of the workers, staff and the pilots so as to make available to them an environment of stability and mental preparation to be involved and to react positively with the requirements of the next stage of the development of Aden.

He also expects that the financial capability of the Corporation will be improved through the recovery of outstanding debts and the re-organization of the sources of income and relative percentage increases in the level of marine services and container handling. He noted that the Corporation has ordered a very large modern tug, the maintenance of the dolphin bunkering berths and the deepening of the port



access channel and turning area.

2) He noted the financial benefits that will come through the leasing of the land included in the agreement, which is considered as another privilege which will enable the Corporation to take control of the implementation of the self-development projects in different fields in order to match with the development and updating processes in other ports.

3) It is noted that the Corporation has issued an explanatory statement on the partnership agreement with the Dubai Ports World Company and on the conclusions of the negotiations relating to the operation and development of the two container terminals at Aden. A summary of the joint venture agreement reached a conclusion where the Company (the Dubai and Aden Company for the development of the

Port), has equal shares of the profits instead of the fees previously proposed. The signing of the agreement between the two parties includes leasing the land, management of the port and services within the port. The fourth agreement under the joint venture deals with arrangements for staff transfer. The statement includes a strategy for the development and rehabilitation of the Port of Aden to international standards and for the control of transshipment activity in the area by attracting very large vessels operated by international shipping lines, and by offering interlining services to serve the lines operating between Asia and Europe. Aden will also act as a pivotal port for the activity of the second level services to transport containers by providing hub-and-spoke services. In addition he stated that the total minimum rental and fees expected during the concession period is about US\$852 million, giving an increase of around 900% over the figure fixed in the previous agreement for the land lease.

H.E. the Governor paid a familiarization visit to the Maalla Wharves and the Aden Gulf Limited wharf. He expressed his hope that the Port of Aden is moving along the correct road to recover its position and its international reputation. ■

Five Direct Calls per month by the International Joint Marine Line (APL-CMA-CGM) to the Port of Aden



The initiation of direct calls by the international Joint Marine Container Service (APL-CMA-CGM) have started shortly, providing direct services between the ports of East Asia and the port of Aden at the rate of five vessels per month in the first stage according to the schedule organizing the activity of the line.

The shipping Agent AL-Halal Navigation Co- Yemen Ltd. declared that the Joint Line has decided to change the route of its vessels, which were previously calling at a neighboring port with transshipment and local containers, to the Port of Aden and use Aden as a hub port for its activities, linked to the ports of Jeddah, Al-Aqaba, Sukhna, Hodeida, Djibouti and the Sudan before returning to China. ■



Delegation of the National Regional Council of Southern African Regions Visits the Container's Terminal:



and Chairman of the Free Zone in Aden.

During their visit to the ACT they learned about the standard of services provided by the Port of Aden and the capabilities and potential it has. The visiting delegation was accompanied, on behalf of the Corporation, by Engineer Saleh Al-Khulaqi, office

As part of their visit to our country, the Delegation of the National Council for Regions in Southern Africa, under the chairmanship of Mr Minuwa Gohans Mahlango, chairman of the Council and a number of the lady members of the Council, paid a field visit to the Aden Container Terminal.



manager of the Corporation's Executive Chairman, Engineer Adel Al-Haj, from the Marketing and Information Department, and Aref Al-Shaabi, General Director of Foreign Relations at the Terminal.

The visit took place in mid-August.

They were accompanied by Brother Mohamed Hassan Al-Zubairi, the honorary consul for Southern Africa and Dr, Ahmed Mohamed Maki, Member of the Ash-Shoora Council and Chairman of the accompanying Honorary Mission, and by Dr Abdul Galil Al-Shaabi, Deputy Chairman of the Public Authority of Free Zones



Praise for the Economic Feasibility and for the Efforts of the Ministerial Commission.

The Council of Ministers, during one of its regular sessions, is briefed on the Partnership Agreement.

The Council of Ministers in its weekly session held on Tuesday, 15 July, 2008, was briefed on the agreements and procedures relating to the operation and development of the Aden and Ma'alla Container Terminals through the Joint Venture, the «Dubai and Aden Company for Ports Development», recently established between the Corporation and Dubai Ports World. The Council asked the concerned authorities to implement the contents of the agreements, praising the good results that will lead to the development of economic and marine activity for the City of Aden and strengthen the national economy. They expressed appreciation for the efforts of the Ministerial Commission, which has succeeded in raising the land rental by 900% compared with the amount set in the previous agreement.

Preparations for the Next Port Operational Stage to include:

A marine Tugboat, a Marine Operations Launch and Two Pilot Launches for the Port of Aden:

The procedures and arrangements for importing a large Marine Tugboat built to modern technical specifications and with a bollard pull of not less than 56 tonnes are continuing, while the finishing touches are being made for the ordering of a specialized hydrographic survey vessel equipped to a high technological level in order to allow the port to carry out hydrographic surveys with modern equipment. The Board of Directors of the Corporation is occupied at present with the ordering of two pilot launches in order to increase the capacity of the Port in its marine services within as it implements the Investment Program for the year 2009.

The Corporation is also taking steps to initiate the dredging, deepening and maintenance of the (Dolphin) berths, as well as to establish additional berths. These actions are of great importance as the port prepares for the activities of the next stage of its operations, whereas it is anticipated that the level of marine and commercial movement of the Port of Aden will increase very significantly.

UASC Fleet to grow to around 63 container ships by the end of 2011

A Gulf Company Purchases 9 Mega Container Carriers

The United Arab Shipping Company declared from its headquarters in Kuwait that it signed on Monday 7th July 2008 with the a Southern Korean Company, Samsung, a contract to build 9 container vessels of the A13 Class. Each ship will have a capacity of over 13 thousand TEU (20ft Equivalent Units or 20 foot containers). The length of each vessel will be 366 meters and the width of 48 meters.

The Company currently owns and operates 41 vessels. It is likely to receive 3 additional vessels before the end of the current year (2008) in addition to 10 new vessels likely to be received by the Company early in 2009, so that the fleet of the Company will consist of around 63 container ships with a total carrying capacity of approximately a quarter of a million TEUs.

Strategic Projects being Implemented to Develop Ports in the Middle East:

Some specialists and expert observers have confirmed that certain ports in the Middle East will implement massive port expansion projects with a total value of over US\$33 billion, in order to meet the enormous increase in container handling and cargo shipment. The Research Company Lloyds which specializes in monitoring major construction works in the area has noted the initiation of about 50 projects to develop new ports or expand them, confirming that the budget of each project ranges between 10 million and 5.5 billion Dollars. The area embraces one of the greatest container ports in the world, Jebel Ali in Dubai, which handles at present about 11 million container annually. It is expected that this port will raise its handling capacity to 80 million containers annually if it continues its development at the present strength. It is also anticipated that the port will handle an additional five million containers by the beginning of 2009. A number of states in the area are planning to raise the handling capacity of their ports. Amongst the huge ports planning to expand is the new Port of Musaid in Qatar at the cost of 5.5 billion Dollars. It stands ahead of the largest ten projects in the area, which include the Port City of King Abdulla in the Saudi Arabian Kingdom, expected to cost 5 billion Dollars, the Port of Khalifa and the Industrial Area, a new Port for Abu Dhabi (2.5 billion Dollars), the Port of Sart in Libya (2 billion Dollars), expansion of the Port of Ras Laffan, in Qatar (1.2 billion Dollars) and the Island of Bubiyan in Kuwait (One billion Dollars). The Port of Ras Azzor in Saudi Arabia, (700 million Dollars), in addition to the Red Sea Container Terminal for the Islamic Port of Jeddah in Saudi Arabia (450 Dollars) and the Port of Sultan Qaboos in Oman for about 400 million Dollars.

Details and Steps of the Joint Venture Agreement with Dubai Ports World

- A MoU was signed between the Corporation and a Company for the operation and development of the Containers Terminal at the Port of Aden in November, 2007.
- The Council of Ministers agreed to the establishment of a joint venture between the two parties, each to hold 50% of the assets.
- The Joint Venture Agreement has been signed between the Corporation and Dubai Ports World – Yemen Limited which is an affiliate of DP World on 9/3/2008 in accordance with the said Resolution of the Prime Minister, with an estimated capital of US\$200 million, as a Commercial Company.
- The parties agreed to pay US\$72 million in equal shares, by the Corporation based on the value of the superstructure assets defined in accordance with the evaluation carried out by the specialized International Company Arcadis, and paid in cash by the Dubai and Aden Company for Port Development.
- All articles and provisions of the Agreement have been checked using International Expertise by specialists in the legal, economic, financial and ports fields throughout the stages of meetings, interviews, discussions and negotiations which have continued over the period extending from November, 2007 until the moment of signing the agreements on 13 July 2008. These are the:
 - Land lease Agreement.
 - Agreement on Port Administration.
 - Agreement on Staff transfer.
 - It was agreed to set the period of the Agreement at 25 years, renewable for ten years.

Most Important Contents of the Agreements:

The demarcation of the leased area of 42.9 hectares for the Aden Containers Terminal and about 8.6 hectares for the Ma'alla terminal in addition to the lands dedicated for future development in two stages;

The reservation of Sites and Areas for Future Development;

The renting of Ma'alla Container Port for 7 years, on condition that Corporation continues to use it for handling general cargo vessels when the berths are not occupied by container vessels.

First Stage:

It has been agreed to implement the projects of the first stage as soon as the agreement is signed. This includes:

Expanding the container stacking areas at the ACT.

Purchasing and erection of Rubber Tyred

Gantry cranes and mobile equipment for container handling.

Installation of an electronic container control system.

Paving container yards and increasing the handling capacity to 1.8 million containers over the next five years.

Building a new quay with a length of 400 meters and at a depth of not less than 17 meters.

The cost of the first stage over the next five years is about US\$200 million.

Second Stage:

Extending the quay by 900 meters with a depth of 17 meters so that the quay length at the ACT reaches a total of 2,000 meters;

Increasing the total handling capacity of the ACT to reach between 3.5 million to 5.5 million TEUs;

The cost of the second stage is estimated at US\$650 million.

The lease fee of the terminals was set at an annual rental of US\$3.35 million, adjusted for inflation at a rate of around 2.5% annually.

The permanent fees of the area to be developed was set at US\$250,000 initially, to be adjusted for inflation.

Annual variable fees will be paid to the Corporation at the rate of 15% of

total revenue with effect from the date of handing over up to the end of the Partnership Agreement.

It is expected that the total fees including rental could reach at least US\$852 million over the period of the lease.

Agreement on the operation and administration of the ACT and the Ma'alla Wharf in accordance with the best international systems and methods, including maintenance, marketing and publicity, conducting studies and development of construction plans for quay expansion using the most competent international engineering companies, as well as training terminal employees locally and abroad according to international criteria.

The basic management fee has been established at US\$2.5 mln annually, to be adjusted according to the rate of inflation.

The variable management fee has been fixed at the rate of 7.1% of the total revenues throughout the period of the Agreement and at the rate of US\$18 million without taking into account the value of the present traffic (500,000) TEUs.

It has been agreed that the Corporation shall provide the Port services, including towage, piloting, berthing, deepening of the marine channels up to 18 meters and the collection of the marine services fees,

which currently amount to about US\$1.5 million and will increase with the increase in vessel traffic.

It was agreed to guarantee the rights of the workers employed by the Corporation in accordance with the provisions and articles of the agreements concluded between the two parties.

It was agreed to elaborate the first draft of the Strategic Vision for the Port of Aden, which is expected to be tabled during the first meeting of the Board of Directors of the Joint Venture and will embody the aims of the Joint Venture, to be achieved by reaching international operating standards in order to obtain a high proportion of the transshipment market of the Red Sea, the Gulf of Aden and the Indian Ocean. The Port will also try to attract vessels of the major international lines by offering interlining services for ships operating between Asia and Europe, while also developing the Port of Aden as a pivotal port in for transshipment activity.

The possession by the Corporation of (50%) of the Joint Venture has granted it the right to monitor the standard of activities and to ensure optimal levels of container operations and continued development to enable it to administer the activity by itself in the future after gaining experience and achieving the required qualifications in terms of efficiency and capability.

Meetings of the Board of Directors

Approval of the agreement for partnership and organizational regulations.



The Board of Directors held its second meeting on the 26th July, 2008 under chairmanship of Eng. Mohamed Abdulla Mubarak, Executive Chairman – Chairman of the Council and in presence of the Acting Deputy Chairman of the Board of Directors, Eng. Abdul Rub Al-Khalaqui and members of the Board, who reviewed the contents of the previous minutes

and approved the final accounts report for the year 2007.

The Board discussed during its extraordinary meeting held on 28th July, 2008 the Project of the organizational regulations of the Corporation and the estimated budget for the year 2009. The Board has reviewed the regulations covering the organization of underwater works in order to maintain the vessels and approved all of these in preparation for approval by the Ministry.



Issue Character



Name: Saleh Ali Abdulla Taiseer

- Occupation: Head of Civil Carpentry Section, at the Technical Department.
- Date of Starting Work: 1/10/1979
- Honored as one of the salient persons for his work and conduct at Department level in May, 2004.
- He enjoys and receives enormous appreciation from his supervisors and abundant respect from his juniors.
- He is well balanced, quiet and cooperative with his colleagues. He is diligent in his work and in delivering his tasks and duties.
- He has been recommended by the Marketing and Information Department unanimously, who praised the efforts of this competent staff member, selected therefore as the Character of this Issue dear readership and followers.

Aden provides Comprehensive Service Facilities and Shelter for Gas Exploration Equipment (Exploration Devices and Machinery)



Since the mid-June 2008 four marine barges (Barge – B22 and others) carrying equipment to be used at the LNG export terminal at Balhaf Port in Shabwa Governorate have taken shelter at the Port of Aden from the SW Monsoon. At Balhaf the monsoon produces strong winds and relatively high seas during the summer months. A dredger was also moored at

Berth 5 Out and other equipment at Berth One In.

The Port of Aden is one of five very large natural harbours around the world which is protected from weather effects as it is surrounded by high mountains. The provision of shelter is considered to be one of the services and facilities provided by the Port for its customers.



An Arab Researcher develops a method of protecting ships from Sinking or Collision

The Egyptian Researcher, Dr. Gamal Al-Manzilawi, has registered a patent covering his invention at the European International offices in Switzerland and Austria in the year 2005. He describes the invention as being a rescue system which eradicates marine accidents and other marine catastrophes through a hydraulic system that would be fixed on board ships and that would automatically inflate a set of bags of specific stiffness and strength enabling these to rapidly inflate to cover a large area around the ship when being exposed to the perils of sinking or collision. It would keep a ship afloat without having to wait for local or international rescue efforts. The researcher also mentioned the most important privileges of his invention, saying that it does not occupy a large space or a heavy weight and it is easy to keep safe, and that most of its components could be made locally at a reasonable cost with the possibility of applying it to a great extent on all types of vessels, including fishing vessels, yachts, tugs and marine launches.

Port of Aden Container Throughput During (Jan - July 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 | 20,610 | 16,887 | 42,380 | 47 |
| | 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 |
| Apr | 2007 | 10 | 2,823 | 2,741 | 39 | 21,380 | 20,133 | 47,077 | 49 |
| | 2008 | 8 | 2,108 | 2,015 | 36 | 19,344 | 17,748 | 41,215 | 44 |
| May | 2007 | 15 | 2,584 | 3,085 | 42 | 20,076 | 20,519 | 46,264 | 57 |
| | 2008 | 10 | 2,627 | 3,196 | 37 | 19,061 | 17,875 | 42,759 | 47 |
| Jun | 2007 | 14 | 3,059 | 2,646 | 38 | 17,944 | 21,075 | 44,724 | 52 |
| | 2008 | 7 | 1,876 | 1,864 | 38 | 15,406 | 16,813 | 35,959 | 45 |
| July | 2007 | 10 | 2,823 | 2,741 | 39 | 21,380 | 20,133 | 47,077 | 49 |
| | 2008 | 10 | 2,651 | 2,058 | 38 | 16,563 | 19,549 | 40,821 | 48 |
| Total | 2007 | 91 | 17,792 | 16,896 | 263 | 130,441 | 127,882 | 293,011 | 354 |
| | 2008 | 68 | 16,815 | 16,578 | 259 | 122,650 | 125,771 | 281,814 | 327 |

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

| Details | | Jan | Feb | Mar | Apr | May | Jun | July | Total | |
|-----------|--------|--------------|-------|-------|-------|-------|-------|------|-------|--------|
| Dry Cargo | Import | No. of Dhows | 10 | 11 | 11 | 12 | 12 | 6 | 12 | 74 |
| | | Tonnage | 1,145 | 1,099 | 1,565 | 1,104 | 656 | 183 | 239 | 5,991 |
| | Export | No. of Dhows | 18 | 10 | 11 | 14 | 7 | 8 | 11 | 79 |
| | | Tonnage | 2,732 | 1,010 | 1,550 | 1,837 | 1,091 | 739 | 2,883 | 12,283 |

Total Dry cargo - (Jan - July 2008)

| Details | | Jan | Feb | Mar | Apr | May | Jun | July | Total | |
|-----------|--------|--------------|---------|---------|---------|---------|---------|---------|---------|-----------|
| Dry Cargo | Import | No. of Ships | 25 | 24 | 31 | 21 | 23 | 21 | 22 | 167 |
| | | Tonnage | 168,494 | 114,291 | 371,464 | 112,287 | 216,502 | 161,523 | 166,973 | 1,311,534 |
| | Export | No. of Ships | 14 | 14 | 14 | 10 | 11 | 11 | 14 | 88 |
| | | Tonnage | 15,088 | 33,973 | 16,687 | 14,909 | 9,954 | 19,245 | 19,933 | 129,789 |

Total Liquid Cargo - (Jan - July 2008)

| Details | | Jan | Feb | Mar | Apr | May | Jun | July | Total | |
|--------------|--------|--------------|---------|---------|---------|---------|---------|---------|---------|-----------|
| Liquid Cargo | Import | No. of Ships | 13 | 12 | 14 | 10 | 11 | 12 | 13 | 85 |
| | | Tonnage | 559,922 | 603,297 | 616,213 | 443,614 | 494,184 | 605,424 | 643,705 | 3,966,359 |
| | Export | No. of Ships | 53 | 57 | 40 | 50 | 49 | 63 | 48 | 360 |
| | | Tonnage | 484,996 | 503,277 | 329,354 | 394,365 | 353,586 | 465,717 | 553,234 | 3,084,529 |

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

| Details | | Year | Jan | Feb | Mar | Apr | May | Jun | July | Total |
|--------------|------|------|-----|-----|-----|-----|-----|-----|------|-------|
| No. of Ships | 2007 | 160 | 169 | 222 | 185 | 187 | 158 | 164 | 1245 | |
| | 2008 | 174 | 196 | 218 | 171 | 171 | 191 | 156 | 1277 | |

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

| Details | | Jan | Feb | Mar | Apr | May | Jun | July | Total |
|----------|--------------|-------|-------|-------|-------|-------|-------|-------|--------|
| Fuel Oil | No. of Ships | 18 | 17 | 21 | 19 | 22 | 19 | 12 | 128 |
| | Tonnage | 6,807 | 3,642 | 7,371 | 4,775 | 7,230 | 8,067 | 3,777 | 41,669 |
| Gas Oil | No. of Ships | 36 | 64 | 88 | 52 | 43 | 32 | 35 | 350 |
| | Tonnage | 1,711 | 1,900 | 1,881 | 2,628 | 3,586 | 2,581 | 1,906 | 16,193 |

Dry Cargo Discharged During - (Jan - July 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 |
| Apr | - | - | 12,327 | 2,226 | 15,064 | 20,001 | 35,823 | 18,452 | 8,394 | 112,287 |
| May | 111,275 | - | 21,101 | 4,105 | 3,603 | 6,025 | 27,565 | 33,548 | 9,280 | 216,502 |
| Jun | 19,457 | - | 10,476 | 3,324 | 30,005 | 4,041 | 71,261 | 18,886 | 4,073 | 161,523 |
| July | 920 | - | 11,870 | 2,408 | 61,631 | 19,152 | 37,393 | 21,110 | 12,489 | 166,973 |
| Total | 279,919 | 0 | 94,409 | 25,001 | 203,137 | 61,065 | 393,647 | 161,264 | 93,092 | 1,311,534 |

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

Dry Cargo Loaded During - (Jan - July 2008)

| Type | Cotton | Salt | Fish | Iron Scrap | Wheat Bran | Foreign Export | Transhipment | **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 |
| Apr | - | 2,000 | 2,282 | - | 4,200 | 6,371 | - | 56 | 14,909 |
| May | - | - | 2,351 | - | 1 | 7,581 | - | 22 | 9,954 |
| Jun | - | - | 993 | - | 13,100 | 5,137 | - | 15 | 19,245 |
| July | - | 1,900 | 2,790 | - | 5,200 | 10,043 | - | - | 19,933 |
| Total | 76 | 7,900 | 15,895 | 19 | 29,455 | 70,126 | 458 | 5,860 | 129,789 |

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

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

| Details | Container | RoRo | Bulk | General Cargo | Live Stock | Tanker | Fishing | Passenger | Other | Yachts | Total |
|--------------|-----------|--------|-----------|---------------|------------|-----------|---------|-----------|---------|--------|------------|
| No. of Ships | 346 | 5 | 36 | 168 | 3 | 474 | 30 | 10 | 49 | 156 | 1,277 |
| GRT | 7,274,609 | 66,036 | 1,191,024 | 1,620,866 | 7,349 | 6,476,348 | 11,014 | 285,800 | 133,176 | 9,276 | 17,075,498 |
| NRT | 3,558,716 | 32,205 | 407,131 | 733,306 | 3,871 | 3,194,056 | 3,618 | 126,067 | 72,821 | 5,199 | 8,136,990 |

Liquid Cargo Traffic at Aden Oil Harbuer - (Jan - July 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 |
| Apr | 0 | 211,537 | 110,870 | 123,628 | 147,102 | 70,490 | 44,905 | 0 | 80,675 | 31,427 | 0 | 6,532 | 10,813 | 0 | 394,365 | 443,614 |
| May | 0 | 205,933 | 108,621 | 74,167 | 150,065 | 182,645 | 25,624 | 0 | 68,886 | 31,439 | 390 | 0 | 0 | 0 | 353,586 | 494,184 |
| Jun | 0 | 133,625 | 113,545 | 145,079 | 247,511 | 326,720 | 13,424 | 0 | 91,237 | 0 | 0 | 0 | 0 | 0 | 465,717 | 605,424 |
| Jul | 0 | 303,803 | 157,777 | 126,572 | 324,522 | 213,330 | 26,470 | 0 | 44,465 | 0 | 0 | 0 | 0 | 0 | 553,234 | 643,705 |
| Total | 0 | 1,622,684 | 793,642 | 727,115 | 1,440,042 | 1,442,139 | 239,566 | 0 | 518,390 | 161,795 | 790 | 12,626 | 91,099 | 0 | 3,083,529 | 3,966,359 |

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

(In Metric Tones)

| Supplied by | Details | Jan | Feb | Mar | Apr | May | Jun | July | Total |
|---------------------------------------|--------------|------|------|-------|-------|-------|-------|-------|--------|
| Yemen Co. for Supplies & Shipping Ltd | No. of Ships | 13 | 12 | 11 | 8 | 8 | 12 | 13 | 77 |
| | Tonnage | 835 | 1260 | 1,255 | 747 | 601 | 1,197 | 1,173 | 7,068 |
| Aden Bunkering Department | No. of Ships | 38 | 18 | 17 | 47 | 43 | 36 | 33 | 232 |
| | Tonnage | 3384 | 2575 | 1,670 | 4,766 | 3,995 | 3,604 | 3,227 | 23,221 |
| Aden Container Terminal | No. of Ships | 7 | 2 | 6 | 2 | 1 | 2 | 1 | 21 |
| | Tonnage | 810 | 110 | 421 | 99 | 79 | 513 | 100 | 2,132 |
| Total | No. of Ships | 58 | 32 | 34 | 57 | 52 | 50 | 47 | 330 |
| | Tonnage | 5029 | 3945 | 3,346 | 5,612 | 4,675 | 5,314 | 4,500 | 32,421 |