



Khalifa Port Container Terminal- Fact Sheet

Country	United Arab Emirates Emirate of Abu Dhabi
Port	Khalifa Port UN LOCODE = AEKHL
Terminal	Khalifa Port Container Terminal
Terminal operator	Abu Dhabi Terminals
Terminal position	N– 24°50,0 E– 054°40,0
Berths	3 Berths

BA Charts	3752 (Khalifa Port and approaches) 3176 (Ajman to Sir Abu Nu'ayr) 2889 (Dubai to Jebel Al Az Zannah & Jazirat Das)
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Port restrictions:	
Vessel length	No restriction, turning circle diameter /depth is 800 meter / 16.0 meter
Maximum speed in channel and port	11 knots in channel 5-6 knots in bassin+C20
Maximum draft, approach	15.0 meter unless special permission granted by Harbour Master
Maximum draft, alongside	15.0 meter unless special permission granted by Harbour Master
Berthing	24 hours

Tugs	3 x 4,500 BHP
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Distance from Pilot Station to Berth	11.5 KM/ 7 NM
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Maximum depth, approach	16.5 meter in the channel
Maximum depth, alongside	18.0 meter in the 50 meter wide berth pocket

Height of berth above chart datum	5.0 meter
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Tidal variation MLLW	0.7 meter
Tidal variation MHLW	1.1 meter
Tidal variation MLHW	1.5 meter
Tidal variation MHHW	2.0 meter

Nature of seabed	Sandy
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Air draft	No restrictions
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Certified bollard capacity	200 tons (Model is Richard Marine RT 100-200)
Distance between bollards	18.9 meters between center lines
Distance from bollard to edge of berth	850 mm from center line Bollard height is 440 mm

Fendering, materials used	Rubber Shibata CSS-2000H (compares with Trelleborg SCK2000M)
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Distance between berth and shipside	2.25 meter with non-compressed fenders
Distance between fenders	12.6 meter between center lines Flat surface (W x H) 2.75 meter x 3.9 meter

Length of berth	1,200 meter linear: Berth 3: 400 meter Berth 4: 400 meter Berth 5: 400 meter
Preferred berthing	Starboard Side

Operations	24/7/365
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Gantry cranes and BB cargo: (1. The handling of break-bulk cargo is subject to approval of ADT operations.) (2. The break-bulk cargo will be accepted at KPCT on direct delivery basis.)	
Number of gantry cranes	12
Spreader Type	20' 40' 45' twin-20'
SWL under spreader / hook (QC-01 to QC-09)	Single Container under Spreader - 50 Tons Twin 20' container under spreader - 65 Tons Under hook - 90 Tons
SWL under spreader / hook (QC-10 to QC-12)	Single Container under Spreader - 50 Tons Twin 20' container under spreader - 70 Tons Under hook - 115 Tons
Maximum outreach (QC-01 to QC-09)	65.0 meter from crane legs 58.25 meter from quay wall 22+1 container standard outreach
Maximum outreach (QC-10 to QC-12)	73.4 meter from crane legs 66.65 meter from quay wall 26+1 container standard outreach



Maximum lifting height (QC-01 to QC-09)	44.0 meter lifting height about crane rails / quay wall [Depending on vessel configuration, and with prior approval from ADT operations, maximum 8 high cubes can be loaded on deck in 14,000 teus vessels with a minimum draft of 10.5]
Maximum lifting height (QC-10 to QC-12)	52.50 meter lifting height about crane rails / quay wall [Depending on vessel configuration, and with prior approval from ADT operations, maximum 9 high cubes can be loaded on deck in 18,000 teus vessels with a minimum draft of 10.5]
Crane rail from quay wall	6.75 meter from crane rail to quay wall
Maximum overheight	12 meter maximum cargo height
Maximum overwidth	60.0 meter maximum cargo width (In this case, maximum cargo length should not exceed 17.5 meter)
Maximum overlength	60.0 meter maximum cargo length (In this case, maximum cargo width should not exceed 17.5 meter)
Clearance between legs	17.5 meter
Swivel hook / rotating spreader	360 degree. Swiveling hook. No rotating spreader
Productivity Per Crane	34 GMPH
Mobile crane capacity	Not available
Floating crane capacity	Not available
Boat / Catamaran lift capability and restrictions	Not available

Yard equipment: Note: If container weight is more than 40 tons, it shall be on direct delivery/receiving basis. Kindly contact ADT operations in advance for prior approvals.	
Automated Stacking Cranes (ASC)	52 Cranes in 26 Blocks / stacks Capacity- 40 Tons, 1 over 5
Shuttle carriers	36 Capacity- 60 Tons & 50 Tons, 1 over 1
Trucks / Tractors	24
Chassis / bomb carts	24
RORO Trucks	2
RORO trailers (20 feet)	2
RORO trailers (40 feet)	2
Low bed trailers	9
Empty handlers	2
Reach stackers	5 (Capacity- 40 Tons)
Fork lifts	5 FL (3 Tons), 1 FL (4 Tons), 1 RORO FL (33 Tons)
Weigh bridges	1

Yard capacity:	
Ground slots	12,316
Total TEU storage capacity	58,644 excluding separate empty depot



Reefer slots	1,800
Truck loading / unloading points	121
Annual Capacity	2.5 million TEU

Gate capacity:	
Offshore OCR Terminal Gate (In & Out)	
Maximum permissible width	2.70 meter
Maximum permissible height	5.50 meter
Maximum permissible length	No restrictions
Offshore OOG Terminal Gate (In & Out)	
Maximum permissible width	7.5 meter
Maximum permissible height	No restrictions
Maximum permissible length	No restrictions
Onshore Customs Radiation Portal- Import	
Maximum permissible width	3.70 meter
Maximum permissible height	4.0 meter
Maximum permissible length	17.25 meter
Onshore Port Security Gate#1 (In & Out)- Normal lane	
Maximum permissible width	3.75 meter
Maximum permissible height	6.50 meter
Maximum permissible length	No restrictions
Onshore Port Security Gate#1 (In & Out)- OOG/Emergency lane	
Maximum permissible width	6 meter
Maximum permissible height	6.50 meter
Maximum permissible length	No restrictions

Terminal guarded with a properly manned gate	Yes
Effective fence, keeping intruders away, surround the terminal	Yes
Do movement sensors / alarms or watchmen guard the captioned fence	Yes
Is fence efficiently protruding quayside to avoid being bypassed, or is sufficient port authority control exercised?	Yes
Are all personnel within the terminal (incl. stevedores and visitors) provided with visitors passes or clearly identifiable ID cards?	Yes
Are visitors asked for ID card for issuance of visitor passes?	Yes
Can all stevedores and labours be clearly identified, and how?	Yes. Uniforms and ID cards / passes.



Is a log maintained to prove identification of everybody passing the terminal gate?	Yes
Are trucks, goods, and personnel entering the terminal searched for arms, drugs and contraband?	Yes
Are container seals checked and recorded at the gate?	No
Are empty containers searched at the gate?	The service is provided by 3rd party M&R vendors (DBCS & Allied Container Services).
Is video monitoring used? Affirmatively how and where	Yes. We do not wish to divulge the location and process.
Are patrol boats available in the port, to keep the approach to the terminal free of unauthorized traffic, and who is responsible?	Yes. Handled by the Coast Guard.
At the nominated terminal, how long response time can be expected from requesting assistance from local police until officers on site?	Very short time.

