

Local Media Report
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أبوظبي تستقبل «الحوت» أكبر سفينة حاويات في العالم

قوى مايو 05, 2019 قوى الاقتصاد خبر رئيسي طباعة البريد الإلكتروني

استقبلت أمس محطة «كوسكو - أبوظبي»، بميناء خليفة، واحدة من أكبر سفن الحاويات في العالم وتحمل اسم سفينة «كوسكو الحوت للشحن». وتبلغ طاقتها الاستيعابية 20 ألف حاوية نمطية، ويأتي استقبال السفينة بعد توسعة عمق قناة الميناء إلى 18 متراً بدلاً من 16.5 سابقاً، ليدخل ميناء خليفة الموسعة العالمية ضمن الموانئ العالمية المؤهلة لاستقبال أكبر سفن الحاويات، ما يعزز من دور الميناء في اقتصاد أبوظبي والمنطقة والعالم.

وتعد السفينة «الحوت» واحدة من أكبر سفن الحاويات في العالم، وتتم إدارتها وتشغيلها من خلال شركة كوسكو للشحن ومقرها شنغهاي، ويأتي استقبال السفينة نتيجة للشراكة بين «كوسكو للموانئ الصينية» و«موانئ أبوظبي»، يعقد امتياز 40 عاماً، والمحطة مجهزة بكل المعدات التي تمكنها من استقبال أكبر السفن التجارية الحالية وهي شبه آلية وتدار بكوادر وطنية وعالمية ذات خبرة طويلة في القطاع البحري.

وتم استقبال السفينة على رصيف محطة سي إس بي، والتي تم بناؤها حديثاً وبدأت التشغيل التجاري مطلع الشهر الماضي، وتبلغ القدرة الاستيعابية السنوية لـ«محطة كوسكو -أبوظبي للحاويات» 2.5 مليون حاوية نمطية.

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ويحقق تعميق القناة في ميناء خليفة إلى 18 متراً، وصول السفن العملاقة إلى الميناء، كما تدعم محطة كوسكو- أبوظبي، استراتيجية أبوظبي، ودورها الحيوي كبوابة رئيسة للتجارة والأعمال والاستثمار في الشرق الأوسط، وكشريك استراتيجي رئيس لمبادرة «الحزام والطريق الصينية»، ما يعزز مكانة أبوظبي مركزاً عالمياً لقطاع النقل البحري.

وبدأت «محطة كوسكو أبوظبي للحاويات» عملياتها بطاقة استيعابية سنوية لمناولة الحاويات تصل إلى 1.6 مليون حاوية، على رصيف بطول 800 متر، على أن يتم توسيعه بإضافة 400 متر بحلول عام 2020. وتوفر المحطة العديد من المزايا والفوائد الاقتصادية، وتسهم في ترسيخ مكانة الإمارات كمركز أساسي للتجارة والخدمات اللوجستية، إضافة إلى استقطاب عملاء جدد من شرق آسيا، وخفض في التكاليف بالنسبة لشركات النقل والشحن والبحري.

وفي ديسمبر 2018، تم افتتاح محطة كوسكو للحاويات التابعة لشركة كوسكو الملاحية للموانئ المحدودة، ضمن استراتيجية موانئ أبوظبي الرامية إلى تعزيز الاقتصاد تماشياً مع رؤية أبوظبي الاقتصادية 2030.

وضعد ميناء خليفة بعد تدشين محطة كوسكو بتصنيفه من المرتبة 89 عالمياً، ليصبح بين أكبر 25 ميناءً للحاويات في العالم، بدءاً من عام 2019.

وستلعب محطة «كوسكو - أبوظبي» دوراً حيوياً في هذا المجال في زيادة الطاقة الاستيعابية للميناء في رفع الطاقة الاستيعابية الإجمالية للميناء خلال السنوات الخمس المقبلة من 2.5 مليون حاوية حالياً إلى أكثر من 9.1 مليون حاوية سنوياً.

وتعتبر شركة كوسكو الملاحية للموانئ المحدودة التابعة لشركة كوسكو الملاحية، واحدة من كبرى الشركات الملاحية المتكاملة في العالم، وتحظى بموجها الشركة الصينية بامتياز توفير خدمات الحاويات في محطة الحاويات رقم 2 بميناء خليفة.

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ومن الجدير بالذكر، أن شركة كوسكو الملاحية للموانئ المحدودة وضعت في نوفمبر من العام 2017 حجر الأساس في ميناء خليفة لبدء أعمال بناء محطة الحاويات الجديدة الخاصة بها. وتمثل محطة كوسكو أبوظبي للحاويات، محوراً أساسياً، في إطار المساعي الرامية لتطوير مركز بحري عالمي لخدمات إعادة الشحن الدولي والخدمات اللوجستية في أبوظبي. ويعمل ميناء خليفة الذي يضم محطتين للحاويات، المحطة 1 تديرها وتشغلها شركة مراقئ أبوظبي، فيما تشغل المحطة 2، شركة كوسكو أبوظبي. ويعمل الميناء على خدمة أكثر من 25 خط شحن ويتيح ربطاً مباشراً مع 70 وجهة دولية، وسيكون ميناء خليفة أول ميناء بدولة الإمارات يرتبط بشبكة الاتحاد للقطارات الجديدة، والتي يجري تشييدها حالياً.

وأكدت «كوسكو- أبوظبي»، أن استراتيجيتها تتركز حول إرساء مكانة أبوظبي كمركز إقليمي للخدمات اللوجستية والتجارة، وربطها بالمناطق الصناعية الحرة، لتوسيع وتنويع الاقتصاد. وترتبط «محطة كوسكو- أبوظبي للحاويات» في «ميناء خليفة»، مع شبكة محطات «كوسكو» العالمية، ما يجعلها واحداً من أكبر موانئ الشبكة في منطقة الشرق الأوسط وشبه القارة الهندية، ومركزاً رئيساً لقطاع النقل البحري العالمي.

وتسهم كوسكو- أبوظبي بتسيخ مكانة ميناء خليفة كمركز إقليمي لعمليات «كوسكو» التشغيلية العالمية، إذ ترتبط بجميع المراكز التجارية الرئيسة، المشمولة بمبادرة «الحزام والطريق».

الاتحاد

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Sun 05-05-2019 20:02 PM

Abu Dhabi's non-oil foreign merchandise trade hits AED35.8 bn in two months

ABU DHABI, 5th May, 2019 (WAM) -- The value of non-oil foreign merchandise trade through Abu Dhabi ports increased 11.5 percent from AED32.1 bn in Jan-Feb. 2018 to AED35.8 bn in the same period of 2019.

This was the result of a 47.0 percent increase in re-exports from AED 6.0 bn to AED 8.8 billion and 5.6 percent increase in imports, while the value of non-oil exports decreased by 0.3 percent in the same period.

Total trade increased by 7.3 percent in February 2019 compared with February 2018 due to an increase in re-exports by 54.7 percent, while the value of exports and imports decreased by 9.4 percent and 0.2 percent respectively in the same period.

The growth in re-exports reflects the prestigious position now boasted by the emirate, in particular and the UAE in general as a regional hub for non-oil trade thanks to the country's modern infrastructure, including strategic ports and state-of-the-art facilities.

WAM/Hatem Mohamed/Tariq alfaham

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#TECHNOLOGY | 06 MAY, 2019

Abu Dhabi Ports Selects Dell Technologies to Accelerate its Digital Transformation Journey

MoU aims to unlock new enterprise capabilities to adopt emerging technologies such as blockchain and artificial intelligence at Dell Technologies World in Las Vegas



Press Release

Las Vegas, United States

News Summary:

- [Abu Dhabi Ports](#) signs MoU with [Dell Technologies](#) in the presence of [Michael Dell](#) at [Dell Technologies World 2019](#)
- Strategic partnership sees [Dell Technologies](#) working closely with [Abu Dhabi Ports](#) to integrate advanced technologies into maritime operations and solutions

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Abu Dhabi Ports has signed a Memorandum of Understanding (MoU) with Dell Technologies that will see the organisations combine their expertise in maritime and IT to develop technology-based concepts, solutions and services specifically for the maritime industry.

The MoU with Dell Technologies is designed to provide Abu Dhabi Ports with consulting services and help them leverage high value-added technologies such as blockchain, and artificial intelligence (AI) to fuel their digital transformation journey. In addition, this strategic partnership will also see an exchange of industry best practices and expertise needed to develop truly integrated smart ports that can better serve the customers and other stakeholders of Abu Dhabi Ports.

Over the past few years, Abu Dhabi Ports has made significant strides in harnessing innovative digital solutions for trade and port communities. In 2018, it launched Silsal, a blockchain-based solution aimed at streamlining trade flows and supply chains.

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The MoU was signed by Abdullah Al Hameli, Executive Vice President – Corporate Support at Abu Dhabi Ports, and Mohammed Amin, Senior Vice President, [Middle East](#), Turkey & Africa at Dell Technologies. The signing took place at Dell Technologies World 2019 in Las Vegas – the annual flagship event hosted by Dell Technologies that allows decision makers, customers, partners and analysts to discover how to learn new capabilities, reinvent processes, innovate faster and create value that will change the game across industries.

Customer Quote(s):

Abdullah Al Hameli, Executive Vice President – Corporate Support at Abu Dhabi Ports, said: “At Abu Dhabi Ports, innovation is at the heart of everything we do. We are excited about the growth and opportunities created by the Fourth Industrial Revolution, and we are constantly striving to deliver products and services that transpose the latest emerging technologies into a maritime context.

“We are delighted to partner with Dell Technologies on our ongoing digital journey. Dell has long been a leader and pioneer in IT, and we look forward to combining their knowledge and insights with that of our own maritime experts. Together, we will explore ways to harness the most exciting technologies to make the future of maritime operations and services safer, more efficient, and more sustainable.”

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Executive quote(s):

Mohammed Amin, Senior Vice President, Middle East, Turkey & Africa at Dell Technologies, commented: "At Dell Technologies, we primarily aim to help organization build their digital future and transform their infrastructure. We are well positioned with end to end solutions to enable Abu Dhabi Ports modernize their IT infrastructure to efficiently operate their traditional applications as well as run their cloud native applications allowing them to unlock the potential of artificial intelligence and blockchain to develop new services. It is a pleasure to partner with Abu Dhabi Ports to achieve their visionary step towards transforming the logistics and industrial services in Abu Dhabi and the UAE and lead the disruption of the maritime industry in the region."

Ahmed Auda, Managing Director Middle East, Turkey & North Africa at VMware, said: "As Abu Dhabi Ports drives ahead with its digitization agenda, VMware, a Dell Technologies company, is excited to provide cutting edge technologies that will help Abu Dhabi Ports leverage the full strengths of its network and tap into the benefits of fast developing technologies including cloud, AI and blockchain."

-Ends-

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About Abu Dhabi Ports

Established in 2006, Abu Dhabi Ports, is the operator and manager of commercial and community ports within the emirate of Abu Dhabi, in addition to the Port of Fujairah, as well as the trade and logistics hub, Khalifa Industrial Zone Abu Dhabi (KIZAD), in which Khalifa Port Free Trade Zone attracts direct investments to over 100 km² of free zone opportunities, the largest in the Middle East region.

Inaugurated on Dec 12, 2012 by President of the UAE, HH Sheikh Khalifa bin Zayed Al Nahyan, Khalifa Port is the flagship port of Abu Dhabi Ports and is considered to be the first semi-automated container port in the region. Abu Dhabi Ports also owns 50% of [Abu Dhabi Terminals](#), which operates and manages Khalifa Port Container Terminal with a full suite of logistics solutions to benefit trade partners and shipping lines. In addition to the current capacity of 2.5 million TEUs, the recent deal Abu Dhabi Ports signed with [COSCO SHIPPING Ports Limited](#), which is expected to commence operations by 2019, will raise the annual capacity to 6 million TEUs in both container terminals.

Abu Dhabi Ports' subsidiaries include [Abu Dhabi Marine Services "SAFEEN"](#), providing a comprehensive range of marine, navigational and ancillary quayside services as well as [VTS Services](#) and fleet maintenance in a safe, secure and efficient manner; Maqta Gateway, which operates an innovative port community system, facilitating online information flow between all the port stakeholders and customers; and Abu Dhabi Cruise Terminal, the first permanent cruise terminal in the region. To meet the increasing demand of cruise liners and passengers, Sir Bani Yas Cruise Beach was developed, offering cruise ship passengers a new beach destination with unmatched tourism experiences. Additionally, Abu Dhabi Ports also manages the [Maritime Training Centre](#) at Musaffah Port.

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About Dell Technologies

Dell Technologies is a unique family of businesses that provides the essential infrastructure for organizations to build their digital future, transform IT and protect their most important asset, information. The company services customers of all sizes across 180 countries – ranging from 99 percent of the Fortune 500 to individual consumers – with the industry's most comprehensive and innovative portfolio from the edge to the core to the cloud.

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Press Release

Container Depot Market – Global Industry Analysis, Size, Share, Growth, Trends And Forecast 2018 – 2023

May 5, 2019 Abby Carey Comment(0)



380 MARKET UPDATES Report provides a 360-degree overview of the global Container Depot market with special emphasis on all aspects including drivers, restraints, and opportunities, market and regional segmentation.



Container Depot Market in GCC- Growth, Trends, and Forecast (2018 – 2023) Market report provides the global market competition landscape, market drivers and trends, opportunities and challenges, risks and entry barriers, sales channels, distributors and Container Depot Analysis. The Container Depot market is expected to register a **CAGR of approximately XX%** during the forecast period of (2019 – 2024).

Container Depot Market Report Covers **Leading Manufacturers:** Hutchinson Port Holdings, Baas International Group, GAC, International Port Management, Gulfairline, DP World, Abu Dhabi Terminals

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Increasing Investment in Ports by GCC Governments is a Major Driver of the Market

Starting in 2012, the GCC countries invested hundreds of billions of dollars combined to expand their seaports to keep up with increasing demand and booming businesses in the region. There has been a shift in the direction and nature of trade in the region with the emerging markets which has helped the regional ports to grow. Since then, more than 35 ports in the GCC have been adding space for as many as 60 million standard containers and will continue to do so over next five years, more than doubling capacity per port from 50 million cargo boxes in 2012 to about 100 million boxes in 2022. In this region, the UAE is located ideally as a trade platform between Asia and the Far East as well as the West, Central Europe, and Africa, making it a highly favorable geographic location which provides great opportunity to establish one of the world's most important shipping and logistics centers in the world.

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Investment in ports in all countries of the region has been increasing dramatically. Each of the GCC countries have made the development of port and logistical infrastructure a major factor of their individual economic diversification plans. GCC governments are continuing to invest huge amounts of capital into many port projects in order to take advantage of their prime geographic location which lies along major world trade routes to be control supply of crude oils to several regions of the world and use it to leverage other sectors of their respective economies. Kuwait is leading the way in this strategy with the highest amount of investment in sea ports infrastructure, since it relies heavily on revenues from oil production. Kuwait has been the foremost country of the GCC in terms of highly ambitious port development projects in an effort to increase its logistics capacity. The Mubarak Al-Kabeer port on Bubiyan Island which is valued at USD 16 Billion of investment, is expected to be the primary driver of growth in the nation's wider transport services sector in 2018.

In early 2017, Qatar inaugurated the first phase of the Port of Hamad valued at USD 7.4 billion which is expected to be completed in 2020. It will be the largest port in the Persian Gulf and enable the country to compete in the regional trans-shipment market which is currently dominated by the Port of Jebel Ali in Dubai. The port has been crucial in allowing the country to reduce the negative economic impacts associated with the June 2017 blockade due to which several GCC neighbours cut diplomatic ties and trade with Qatar. Within the United Arab Emirates, the Khalifa Port in Abu Dhabi is emerging as an increasingly suitable trans-shipment center and playing a major role in diversifying the UAE's economic foundation from oil under the Abu Dhabi Economic Vision 2030. The government of UAE is also sponsoring an expansion of the port's capacity, which is expected to have the capacity to handle 15mn cargo containers a year by 2030, and has also entered an agreement with China-based COSCO for a 30 year operation grant. The Khalifa Industrial Zone will be close to the port which is expected to be completed by 2030 and is expected to contribute up to 15 per cent of Abu Dhabi's non-oil GDP.

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Another key trend is the role of technology and integrated solutions in the ports of GCC countries. This is allowing greater transparency in the transit of goods, and increasing overall efficiency in the supply chain. Integrated solutions which are focusing not only on sea freight but on the entire supply chain in the region is a driving factor which has been relying on customer needs and door-to-door process. GulfTainer has put in place a technology transformation strategy under which the implementation of its new Marine and Container Handling (MACH) terminal operating software, as well as the SAP S/4HANA business suite have enhanced customer service function and have accelerated operational efficiencies.

Container Depot Market in GCC Key Industry Players: Some of the key players in the market are DP World, Baas International Group, Hutchinson Port Holdings, GAC Saudi Arabia, International Port Management, and GulfTainer amongst others.

Container Depot Market in GCC

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Reasons to Purchase Container Depot Market Report:

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- Identification of key factors instrumental in changing the market scenario, exploiting new opportunities, and gaining a competitive edge.
- Analysing various perspectives of the market with the help of Porter's five forces analysis.
- The authentication mode is likely to witness the highest adoption of these systems in the market.
- The regions that are expected to witness the fastest growth during the forecast period.
- The SWOT analysis for key players and a detailed study of their current strategic interests and key financial performance indicators.
- 3 months' analyst support along with the Market Estimate sheet (in excel).

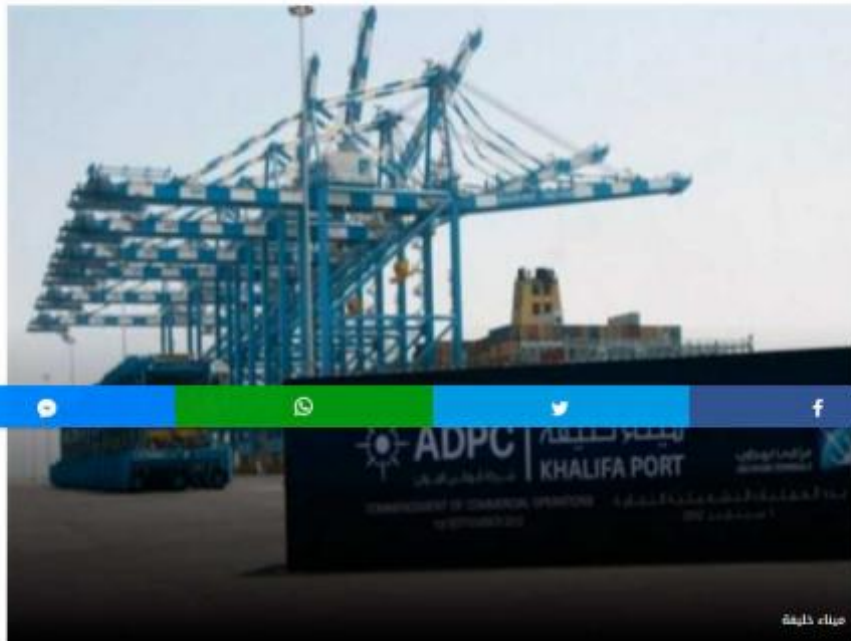
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ميناء خليفة يستقبل واحدة من أكبر سفن الحاويات في العالم

11:36 ص | الأحد 05 مايو 2019



الأخبار المتعلقة

بعد عامين عاى
الأزمة الخليجية
أخبار

قصرين صناعيين تطلق
السعودية
أخبار

ميناء جدة
السعودي
أخبار

أبو ظبي - (د ب أ):

استقبلت محطة "كوسكو - أبو ظبي" ميناء خليفة سفينة "كوسكو شينيلج بريسز" إحدى أكبر **سفن الحاويات** في العالم والتي تبلغ طاقتها الاستيعابية 20 ألف حاوية نمطية.

ويأتي استقبال السفينة بعد توسعة عمق قناة الميناء إلى 18 مترا بدلا من 16ر5 متر سابقا ليدخل **ميناء خليفة** الموسعة العالمية ضمن الموانئ العالمية المؤهلة لاستقبال أكبر **سفن الحاويات** ما يعزز دور الميناء في اقتصاد أبو ظبي والمنطقة والعالم، حسبما أفادت صحيفة "الاتحاد" الإماراتية اليوم الأحد.

وتعد السفينة، التي استقبلها الميناء أمس السبت، واحدة من أكبر **سفن الحاويات** في العالم، ويتم إدارتها وتشغيلها من خلال شركة "كوسكو" للشحن ومقرها شنغهاي.

ويأتي استقبال السفينة نتيجة للشراكة بين "كوسكو للموانئ الصينية" و"موانئ أبو ظبي" بعقد امتياز 40 عاما.

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وتتسم المحطة بأنها مجهزة بكل المعدات التي تمكنها من استقبال أكبر السفن التجارية الحالية وهي شبه آلية وتدار بكوادر وطنية وعالمية ذات خبرة طويلة في القطاع البحري.

وأشارت الصحيفة إلى أن تعميق القناة في **ميناء خليفة** إلى 18 مترا يحقق وصول السفن العملاقة إلى الميناء كما تدعم محطة "كوسكو-أبو ظبي" استراتيجية أبو ظبي ودورها الحيوي كبوابة رئيسة للتجارة والأعمال والاستثمار في الشرق الأوسط وكشريك استراتيجي رئيس لمبادرة "الحزام والطريق الصينية" ما يعزز مكانة أبو ظبي مركزا عالميا لقطاع النقل البحري.

وبدأت "محطة كوسكو أبو ظبي للحاويات" عملياتها بطاقة استيعابية سنوية لمناولة الحاويات تصل إلى 1.6 مليون حاوية على رصيف بطول 800 متر على أن يتم توسيعه بإضافة 400 متر بحلول عام 2020 .

وتوفر المحطة العديد من المزايا والفوائد الاقتصادية وتسهم في ترسيخ مكانة الإمارات كمركز أساسي للتجارة والخدمات اللوجستية إضافة لاستقطاب عملاء جدد من شرق آسيا وخفض في التكاليف بالنسبة لشركات النقل والشحن والبحري.

وفي ديسمبر 2018 ، تم افتتاح محطة كوسكو للحاويات التابعة لشركة كوسكو للملاحة للموانئ المحدودة ، ضمن استراتيجية موانئ أبو ظبي الرامية إلى تعزيز الاقتصاد تماشيا مع رؤية أبو ظبي الاقتصادية 2030 وصعد **ميناء خليفة** بعد تدشين المحطة من المرتبة 89 عالميا ليصبح بين أكبر 25 ميناء للحاويات في العالم بدءا من عام 2019 .

وأعلنت "شركة كوسكو للملاحة للموانئ المحدودة" نهاية العام الماضي عن استثمارها أكثر من 1.1 مليار درهم (300 مليون دولار) في المعدات الجديدة للمحطة لتضاف هذه الاستثمارات إلى استثمارات "شركة موانئ أبو ظبي" بقيمة 10 مليارات درهم، ضمن إطار برنامج توسعة "ميناء خليفة".

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April 3, 2019 by Kevin Martinez

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ميناء خليفة يستقبل واحدة من أكبر سفن الحاويات في العالم

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ميناء خليفة يستقبل واحدة من أكبر سفن الحاويات في العالم
 زوار موقعنا الكرام نقدم لكم بوميا وحصريا جديد الاخبار العربية والعالمية ,حرصاً منا على تقديم كل
 ما هو جديد وحصري من المصادر الخاصة بها بكل مصداقية وشغافية عبر موقعنا
 "مانكيش نت " نعرض لكم الان خبر ميناء خليفة يستقبل واحدة من أكبر سفن الحاويات في العالم
 أبو ظبي - (د ب أ):

استقبلت محطة "كوسكو - أبو ظبي" بميناء خليفة سفينة "كوسكو شيبينج بيسيز" إحدى أكبر
 سفن الحاويات في العالم والتي تبلغ طاقتها الاستيعابية 20 ألف حاوية نمطية.

ويأتي استقبال السفينة بعد توسعة عمق قناة الميناء إلى 18 مترا بدلا من 16ر5 متر سابقا ليدخل
 ميناء خليفة الموسوعة العالمية ضمن الموانئ العالمية المؤهلة لاستقبال أكبر سفن الحاويات ما
 يعزز دور الميناء في اقتصاد أبو ظبي والمنطقة والعالم، حسبما أفادت صحيفة "الاتحاد" الإماراتية
 اليوم الأحد.

وتعد السفينة، التي استقبلها الميناء أمس السبت ، واحدة من أكبر سفن الحاويات في العالم ،
 وتتم إدارتها وتشغيلها من خلال شركة "كوسكو" للشحن ومقرها شنغهاي.

ويأتي استقبال السفينة نتيجة للشراكة بين "كوسكو للموانئ الصينية" و"موانئ أبو ظبي" بعقد
 امتياز 40 عاما.

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وتتسم المحطة بأنها مجهزة بكل المعدات التي تمكنها من استقبال أكبر السفن التجارية الحالية وهي شبه آلية وتدار بكوادر وطنية وعالمية ذات خبرة طويلة في القطاع البحري.

وأشارت الصحيفة إلى أن تعميق القناة في ميناء خليفة إلى 18 متراً يحقق وصول السفن العملاقة إلى الميناء كما تدعم محطة "كوسكو- أبو ظبي" استراتيجية أبوظبي ودورها الحيوي كبوابة رئيسة للتجارة والأعمال والاستثمار في الشرق الأوسط وكشريك استراتيجي رئيس لمبادرة "الحزام والطريق الصينية" ما يعزز مكانة أبو ظبي مركزاً عالمياً لقطاع النقل البحري.

وبدأت "محطة كوسكو أبو ظبي للحاويات" عملياتها ببطاقة استيعابية سنوية لمناولة الحاويات تصل إلى 1.6 مليون حاوية على رصيف بطول 800 متر على أن يتم توسيعه بإضافة 400 متر بحلول عام 2020 .

وتوفر المحطة العديد من المزايا والفوائد الاقتصادية وتساهم في ترسيخ مكانة الإمارات كمركز أساسي للتجارة والخدمات اللوجستية إضافة لاستقطاب عملاء جدد من شرق آسيا وحقق في التكاليف بالنسبة لشركات النقل والشحن والبحري.

وفي ديسمبر 2018 ، تم افتتاح محطة كوسكو للحاويات التابعة لشركة كوسكو للملاحة للموانئ المحدودة ، ضمن استراتيجية موانئ أبو ظبي الرامية إلى تعزيز الاقتصاد تماشياً مع رؤية أبو ظبي الاقتصادية 2030 وصعد ميناء خليفة بعد تدشين المحطة من المرتبة 89 عالمياً ليصبح بين أكبر 25 ميناء للحاويات في العالم بدءاً من عام 2019 .

وأعلنت "شركة كوسكو للملاحة للموانئ المحدودة" نهاية العام الماضي عن استثمارها أكثر من 1.1 مليار درهم (300 مليون دولار) في المعدات الجديدة للمحطة لتضاف هذه الاستثمارات إلى استثمارات "شركة موانئ أبو ظبي" بقيمة 10 مليارات درهم، ضمن إطار برنامج توسعه "ميناء خليفة".

زوارنا الكرام نشكركم على متابعتنا ونتمنى ان نكون عند حسن ظنكم بنا دائماً. نقلنا لكم خبر ميناء خليفة يستقبل واحدة من أكبر سفن الحاويات في العالم نرجو منكم مشاركة الخبر على مواقع التواصل الاجتماعي والضغط على لايك لكي تصلكم اخبار موقعنا لحظة نشر الخبر

الخبر كما ورد من المصدر

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Net Assessment of China's Strategic Forays in India's Neighbourhood

May 03, 2019; By: **Maj Gen BK Sharma (Retd)**; 2

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Rise of China and its assertive strategic behaviour raise significant international concerns. Xi Jinping, China's core leader is assiduously working to create alternate security and economic architecture, with Beijing in the leadership role. A well-enunciated 'China Dream' that seeks to steer his country into a 'Great Power' by 2050, coincides with 100 years of its existence of the People's Republic of China (PRC).

The 'Belt and Road Initiative (BRI) is Beijing's de-facto grand strategy that seeks to connect continents and oceans through multi-modal connectivity and strings of economic zones to expand China's strategic influence in the world. The most significant feature of BRI is – the four transit corridors spanning Eurasia, the CPEC, China Myanmar Economic Corridor (CMEC) and an aspirational China – Nepal Economic corridor that meanders through India's western and northern flanks.

A vital web of Maritime Silk Route (MSR) spans the Indian Ocean. Gwadar in the Arabian Sea and Kyaukphu in the Bay of Bengal have emerged as the strategic outposts, where the continental and maritime prongs of the BRI converge. China's growing influence in Myanmar, South Asia and the IOR (Indian Ocean Region) is rapidly changing the geopolitical landscape of the region and consequently shifting the balance of power in China's favour. India can ill-afford to remain oblivious to emerging geopolitical developments. New Delhi needs to recalibrate and refine its strategy to balance China.

China's Strategic Forays in India's Strategic Neighbourhood

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Myanmar

It is the strategic pivot where India and China's strategic interests intersect. China signed a MoU with Myanmar in September 2018 to develop multi-modal CMEC (China-Myanmar Economic Corridor) that encompasses construction of \$1.5 billion oil and gas pipeline, \$1.3 billion for first stage expansion of Kyauphyu Port and \$2.7 billion for developing 4,000 acre SEZ, with 70 per cent take of Group of China International Trust Investment Corporation (CITIC). Besides, a 1400 km high-speed railway line is planned, of which, 328 km segment in China has been completed. The CMEC is expected to generate about 100,000 jobs, \$ 15 billion tax revenue for Myanmar.



Image Courtesy: The Myanmar Times

As part of the ambitious BRI project, China is keen to develop Muse-Mandalay Railway Project, create New Yangon Development Project costing \$ 1.5 billion (setting up modern towns and industrial parks), three Border Economic Zones and revival of the shelved Myitsone Hydropower Project worth, \$ 3.6 billion.

As of 2018, China is involved in developing 126 projects worth \$ 15 billion. China has a 30-year long perspective to invest in Myanmar in the hydropower projects, mining sector, energy pipelines, deep-sea port, industrial and IT parks and agriculture sector. China is developing road Kunming, Myitkyina and Pangsau pass on the India-Myanmar border, along the road from Kunming to Bangkok and plans to develop a railway line from Jinghong in Yunnan province to Vientiane in Thailand.

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South Asia

Pakistan remains the linchpin of China's South Asia strategy. China leverages Pakistan as a millstone to fix India in the South Asian orbit. Because of the CPEC, China has developed deep interests in Gilgit-Baltistan and has 'ipso facto' emerged a de-facto 'Third party' in Kashmir imbroglio. The CPEC debt trap will virtually make Pakistan China's satellite state, ever willing to play the Indian card. China has offered to extend the CPEC to Afghanistan. China, Pakistan, Russia, Iran and Taliban nexus is inimical to India's strategic interests in Afghanistan.

China is fast eroding Nepal as a strategic buffer with India. Among the multitude of Chinese projects in Nepal, the vital ones are; one railway, two highway, two airports, three border ports, Lhasa-Kathmandu railway and Gyirong and Zhangmu land border port project. China-Nepal Economic Corridor has started taking shape.

The moot point is – can India afford to have an open border with Nepal? The impact of China's influence on the regional economy and security of the Siliguri corridor needs detailed examination. Beijing is assiduously working to lure Bhutan with a package deal. China is prepared to forego its territorial claims in eastern Bhutan if Thimphu accedes to China's claim over 269 sq km in western Bhutan (including 89 sq km of Doklam plateau), and open diplomatic and trade relations between the two countries.

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Bangladesh, Srilanka and Maldives

All three countries are signatories of MSR (Molten Salt Reactor Project). In Bangladesh, China has invested in about 27 projects worth \$13.6 billion and evinced interest in Chittagong and Payra port and creating an SEZ at Anwara, apart from developing power plants, rail, roads, bridges and oil pipelines.

As far as Sri Lanka, China has developed Colombo container terminal worth \$1.4 billion, Colombo financial city, Hambantota port, power projects, road and rail connectivity and an SEZ. Likewise, Chinese projects in the Maldives entail airport expansion, construction of Friendship Bridge, lease of Feydhoo Finolhu, for 50 years at \$4 million, setting up ocean observation station at Makunudhu and development of a port at Laamu Atoll.

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Indian Ocean Region Littorals



Development of ports is the cornerstone of China's IOR strategy. The major ports of interest are: Gwadar/Jiwani in Pakistan, Colombo Terminal and Port City, Hambantota in Sri Lanka, Payra Port in Bangladesh, Kyaukpyu port in Myanmar, Melaka Gateway Project and Kuantan Port in Malaysia Khalifa

Port in UAE, Aden Container Port and Mokha Container Port in Yemen, Dolareh Port in Djibouti, Mombasa and Lamu ports in Kenya, Dar-es-Salaam and Bagamoyo Port in Tanzania, Beira Fishing Port, Narinda Bay Port and Techobanine Ports in Mozambique.

China is also eyeing Chittagong Port in Bangladesh, Gadhoo Port in Maldives and Kra Isthmus Canal in Thailand. As per experts, these ports are being developed as bridgeheads for political and military purposes by the PRC owned and politically linked private firms, to create a network of logistics facilities-“first commercial and then military use”. There is a need to closely monitor China's maritime activities such as surveys, explorations, and setting up of ISR (Intelligence Surveillance Reconnaissance) and communication facilities for maritime domain awareness, port calls and naval exercises culminating into the establishment of rotational/permanent naval bases.

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India's Strategy to Balance China

A buoyant India ought to be a pre-eminent power in South Asia and IOR, a leading power in Asia and an important stakeholder in the evolving international order. The fundamental requirements to propel India's rise lie in developing Comprehensive National Power and its strategic configuration to realise expanding core interests vis-à-vis China and other competitors.

While India has well-articulated foreign policy focus viz 'Connect Central Asia Policy', 'Go West Policy' to engage with its strategic neighbourhood, the geopolitical realities such as Pakistan and Iran factors pose constraints in early fructification of these policies. Also, India's multi-vector interest based engagement, steeped in the belief of strategic autonomy faces a formidable challenge of how to balance between the antagonistic relations: the US and its allies on one side and China-Russia strategic nexus on the other. It is in this milieu that India's Act Asia policy provides us with the critical window to expand and deepen our relations with South Asian neighbours, Indian Ocean littorals and South East Asia. For the successful operationalization of 'India's Act East Policy' the initiatives discussed in the succeeding paragraphs are paramount.

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Security of Siliguri Corridor

It is 200 km long, 17 km to 60 km wide. Its narrowest part called the 'Chicken Neck' is mere 20 km x 18 km, straddled between Nepal and Bangladesh. The corridor is a tenuous link with eight northeastern states and shares borders with four countries. It is a critical hub of rail-road, energy pipelines, power grid and sensitive strategic and military installations. China's design to grab Doklam Plateau, which is at an aerial distance of 40 km, poses direct threat to the Siliguri Corridor. Open borders with Nepal and Bhutan and porous borders with Bangladesh lends to this corridor being vulnerable to a host of asymmetric threats and cross- border crime.

The corridor is also afflicted by sporadic Gorkhaland agitation, sectarian violence and anti-national activities of Kamtapur and Rajbangsi militant groups. The manifestation of hybrid threats in the Siliguri Corridor will have a grave impact on India's strategic security. Therefore, we need to formulate a comprehensive security mechanism and response to mitigate potential threats. The corridor also provides India and Bangladesh the option of developing an alternate transit corridor through Titalya salient for a connect with the northeastern states.

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Sustainable Development and Security of Northeast

The key to the success of India's 'Act East Policy' lies in achieving sustainable security and development of the northeastern region. There is a growing concert of Indian Insurgent Groups (IIGs) such as United National Liberation Front of Western South East Asia (UNLFW), CorCom (Meitei outfits) and an array of Islamist militant groups working in tandem to destabilise the region.



Image Courtesy: AFP

The issue of National Register of Citizenship needs delicate handling lest it spirals into a major internal security problem. Another dimension of security that merits attention is smart and integrated border management. Integrated Inter-State, rapid border infrastructure development, fast-tracking of Trans Brahmaputra multi-modal connectivity will pay handsome dividends in the security and development of the region. The region should be transformed as a fulcrum of net security in the neighbourhood, integration of regional economy and soft power projection. There is a need to create inter-ministerial and inter-agency coordination mechanisms such as Northeast Council and Unified Commands to oversee security, development and diplomacy in a holistic manner.

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Shaping the Strategic Environment in the IOR



Image Courtesy: Reuters / Sanjeev Miglani

The first and foremost requirement is to transform Andaman and Nicobar into a maritime strategic hub. The establishment of Island Development Agency (IDA) in June 2017, plans to develop trans-shipment Terminal at Campbell Bay in Great Nicobar, a port at Kamorta Island, extension of Runways at Diglipur, Port Blair, Car Nicobar and Campbell, digital connectivity enhancement, three naval air bases-INS

Utkrosh (Port Blair), INS Baaz (Campbell Bay) and INS Kohassa (Shibpur), air force base (Car Nicobar), improvement of tourist facilities, direct trade with Aceh Province Of Indonesia and setting up a JWG to develop Sabang Port in Indonesia, are the steps in the correct direction.

Other significant decisions are to enhance mission based deployments of Indian Navy, signing of mutual logistics arrangements with USA, France, Singapore, Oman, and hopefully, in the near future, with Japan. India's intent to establish a listening post in Madagascar, developing berthing facility and airstrip at Assumption Island (Seychelles) and Agalega islands in Mauritius need a concerted push. India has revamped cooperation on Maritime Domain Awareness, is helping littorals in networking Coastal Surveillance systems and has entered White Shipping Agreements with various stakeholders.

India's contribution in Indian Ocean Rim Association (IORA) and Indian Ocean Naval Symposium (IONS) is well acclaimed and these frameworks offer scope for enhancing maritime security and developing blue economy in the Indian Ocean, with India in the leadership role. There are promising prospects in Integrating Delhi-Mumbai-Bengaluru-Chennai with regional corridors, BBIN (Bangladesh, Bhutan, India, Nepal Initiative) and BIMSTEC (Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation), develop ports as part of Sagarmala Project, establish FTAs (Free Trade Agreements) in the IOR, revival of historical routes: Mausam, Spice Route and Cotton, as enunciated from time to time.

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Conclusion

India and China are destined to compete for resources, footprints and influence. An aspirational India cannot afford a widening gap in the Comprehensive National Power vis-a-vis China. India will have to work with a great sense of urgency to bridge the strategic gap, develop and exercise leverages to reclaim strategic influence in the neighbourhood. Speedy operationalization of 'Act East Policy' is a sine qua non to balance China in South Asia and IOR. India must expediently address security and development issues in the northeast, deepen engagement with Myanmar and assume a leadership role in shaping the strategic environment in the IOR. Comprehensive capacity building, deft diplomacy in strengthening strategic bilateral and multilateral engagements and offering alternative models of growth and development to neighbours will attract other countries to join partnerships for balancing China. Finally, India must develop credible deterrence and war fighting capabilities to protect its sovereignty and to promote its expanding core interests.

Maj Gen BK Sharma (Retd)

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