

GENERAL INFORMATION ON MASSAWA PORT AUTHORITY

INTRODUCTION:

The Massawa port is the Primary port for the import of goods for the Eritrea market. The port has an extensive history, being based around a natural and protected series of bays with safe anchorages and good communications to the Eritrea hinterland. The current port was founded during 19th century and was initially developed by the Italian and British colonial powers. The post World-war II the port fell into decline but is now, under the management and control of an Eritrea government, undergoing major rehabilitation and restoration of facilities and services.

1. Location

The commercial sea port of Massawa is situated on the northern shore of Massawa Island in Latitude 15° 37' N Longitude 39° 29' E and is connected to Taulad island and hence to the mainland by a series of causeways. The port consists of three major sections, all of which are contained within the advertised port limits. These are:

- The khor dakliyat to the North of the Abdel Kader Peninsula, which contains berths for the cement works and the Total Oil Terminal.
- The main part of the commercial port lies between Massawa Island and the Gherar Peninsula, and contains the six berths of the main port plus ship repair facilities and berths for loading of salt. Two minor bays lead from this area, Gherar Bay and Taulud, these are mainly shallow and are used for the berthing of fishing vessels and local trading dhows.
- Hargigo Bay to the south of Taulud Island and Massawa Island with berths for the Tam oil, liquid gas Terminal.

1.2. Port Limits

The water area of the port of Massawa is westward of the coastline of the Gurgusum Peninsula at latitude $15^{\circ} 39' 00''$ N Longitude $39^{\circ} 29' 48''$ E to a position Latitude $15^{\circ} 39'$ N Longitude $39^{\circ} 30'$ E to Latitude $15^{\circ} 35'$ N Longitude $39^{\circ} 30'$ and hence to the shoreline in Latitude $15^{\circ} 35'$ N Longitude $39^{\circ} 26' 50''$ E.

1.3 Anchorage

The port of Massawa has four recognized anchorage areas.

1. The principal anchorage for the port of Massawa is 8 cables Eastward from the Eastern extremity of Massawa Island in depths of 32 meters
2. Good anchorage in depths of 11-12 can be obtained in Khor Dakiliyat about 1.2 cable west-north-west of the head of Marina Pier.
3. Small vessels can anchor in the north western corner of Khor Dekliyat in Depths of 7-8 meters.
4. Massawa South anchorage is 3 cables westward and 4.5 cables west-south-westward of the southern extremity of Tualut Island in depth of 11-12m.
 - Temporary anchorage can be obtained, with permission of the harbor master, to the Eastward of Ghrar Peninsula, holding ground is good in mud with depths of 11-16 m but swinging is very limited.
 - The Port entrance and a 350m diameter tuning basin off berth No.6 have been dredged to a depth of 12 meters.
 - The maximum draught of vessels permitted to enter the port of Massawa is 12 m, but this limit may be exceeded under special circumstances after application and approval by the Harbor Master.
 - The tidal pattern is semi- diurnal, with ranges in the area of Massawa of 1.2m at springs and 0.4m at neaps.

2. Facilities

2.1 Infrastructure and Superstructure

The infrastructure of the port is controlled by the Massawa Port Authority and is defined as all water areas within the published port limits, all lands and quays including, in the port, the berth foundations and face and the port pavement. Underground structures including pipes cables and crane rail supports are considered to be part of the port infrastructure.

The superstructure of the port is controlled by the Port administration and includes all buildings and fittings plus all equipments and facilities necessary for the efficient operation of the port as a commercial entity.

2.2 Berths

The port has six cargo berths with a total length of 1007 meters. Four of these berths form a continuous length, with berths No.1 and 2 set off by about 15 meters each to northwards.

- **Berth N0. 1:** Length 176 meters, draft alongside 4m- 6.2m, used for coasting vessels. Berthing is usually head-in, port side to.
- **Berth N0. 2:** Length 150 meters, draft alongside 6.2m- 8m, used for coasting and Ro-Ro vessels. Berthing is usually head-in, portside to.
- **Berth N0.3:** Length 137 meters, draft alongside 8.7m – 8.3m, used for general cargo. Berthing is usually head – out, starboard side to.
- **Berth N0. 4:** Length 137 meters, draft alongside 8 m, used for general cargo. Berthing either side to.
- **Berth N0. 5:** Length 198 meters, draft alongside 8.2 m, used for general cargo and bulk shipments. Berthing either side to.
- **Berth N. 6:** Length 209 meters, newly reconstructed and fitted, designed as a multi purpose berth, primarily intended for containers. Draft alongside 12m.

2.3 Working Areas

- Each of the berths is backed by a wide and open apron, suitable for the direct delivery of cargo. Further storage facilities are provided enclosed open areas, by open sheds and by secure storage sheds.
- The newly developed container terminal has areas designated for import and export cargo, the storage of empty containers and facilities for the connection of refrigerated containers. In the container terminal area there is a large open shed, which is used for inspection and as container Freight Station, for the staffing and stripping of containers.
- The port administration has designated an area for the temporary storage of hazardous goods, which will be accepted and stored with out any assumption of liability on the part of the port administration.

2.4 Marine Equipment

- The port has three operational tug boats with a capacity of 2600, 1800 and 1600 HP respectively and has two operational pilot boats.
- Each tug boat has fire fighting capabilities and is on constant radio communication with the marine control and pilotage station in the port.
- The port currently has experienced pilots and is operation a training system for the upgrade of crews and the development of maneuvering skills.

2.5 Port Cargo Handling Equipment

The port has a range of cargo handling equipment suitable for most types of cargo and size of vessel. Among these are three rail mounted shore crane with a capacity of 15 ton each, three mobile harbor cranes with a capacity of 75 ton each, two 50 ton mobile cranes, one 30 ton mobile crane and a number of heavy fork lift trucks and reach stackers for containers and smaller lift trucks for general cargo. The port also has an extensive range of tug-masters and trailers up to 60 ton capacity.

2.6 Inland Connections

- The port and the city of Massawa are soon to be connected to the world through the opening of a large Massawa International Airport capable of handling the largest of jet planes.
- The current international airport for passengers is in the capital, Asmara, which is situated at a height above sea level of over 2000 meters and at about 115 km distant from the port, reachable in 2 – 3 hours drive by small cars depending on traffic.
- The main connection to the hinterland is by road, which although twisting and turning on its way up the hills, is in good condition and constantly maintained.

2.7 Shipping Services

The port of Massawa, as the main service port for Eritrea, is served by national registered coastal vessels and by liner feeder container ships from Saudi Arabia, Djibouti and the Yemen. Other general cargo and bulk vessels use the port delivering food, grains, cement and a range of construction and consumer goods.

Containerization of cargo is increasing steadily, and the port has responded to that demand by the development of a new multi-purpose terminal with space for the handling and storage of containers, including refrigerated and hazardous goods.

2.8 Other Facilities

- The port city of Massawa is growing in size and is expected to expand rapidly with the opening of the new International airport.

- Mainline and mobile telephone networks and Internet facilities are available.
- There is local Hospital and clinics and most basic services can be obtained.
- The climate of Massawa is harsh, with summer temperatures exceeding 40 C and humidity of close to 100%. However the population is friendly and accepting of strangers and the environment must be considered as relatively safe.

3. Working Hours.

3.1 Office and administration

- The standard working hours for the port and administration is:-
- Monday to Friday 0700 to 1500

3.2 Port Labor

For port labor the port operates a three shift system covering 23 hours a day and 365 days in the year.

1 st shift	0700	to	1400
2 nd shift	1400	to	2200
3 rd shift	2200	to	0600

All cargo tariffs include an inclusive charge for the port labor, based on the tonnage or cargo handled, which is the same for every day of the year and for all shift working hours, irrespective of Sundays and/or holidays.

Arrangements for the supply of equipment and labor are made at the daily operational meeting, which is attended by port departmental managers and representative of agents, customs, and other interested parties.

4. Measurement Units.

- Measurement units used in the port of Massawa are the standard metric units of length, area and volume and are generally counted to the nearest whole units.
- Weight of cargo or unit is described in metric tones of 1000 kgs.
- Time is counted in calendar days of 24 hours, and in hours and decimals of hours to the nearest 6 minutes.
- Special individual items, such as cars, containers and animals, may be counted as units and charges base accordingly.

5. Visiting Eritrea

- Eritrea is multi- cultural state in which all religions and races are accepted. Visitors to Eritrea should respect the laws and culture of the state and behave accordingly.
- A tourism booklet is available through the Ministry of Tourism in Asmara/Massawa.
- All matters relating to crew changes, repatriation of personnel or shore leave for crew should be arranged through the local ship's agents.

6. Other services Available

The Port of Massawa is a thriving fishing port and a wide range of additional services are available, subject to commercial arrangements. These includes:-

- Slipway facilities for minor ship repair
- Diving and underwater inspections
- Ship chandlery and the supply of provisions
- Supplies of bunkers fuels, via road tankers
- Supplies of Fresh water, via road tankers
- Protection and Indemnity correspondents
- Hospital, clinic and Medical services

All requests for additional services should be made through the appointed ships agents.