



## Port Technology and Service Reliability Webinar





## • ***Vision*** •

To become a recognized **world class, customer-focused** operator with a **global portfolio** to create long-term **shareholder value**

## • ***Mission*** •

To set the bar for **reliability** through **operational excellence, sustainable development** and **talented employees**, reflecting the highest degree of **efficiency and safety**

# Our Story

Publication of Emiri Decree No.37 by H.H. the Father Amir Sheikh Hamad bin Khalifa al-Thani for a new port development

2007

2008

Award of the first design and management contracts

Start of the construction of the first phase

2010

Completion of dredging and construction, flooding of the basin and installation of the first RTGs

2015

Shift of operations from Doha to Hamad port on Nov. 30th - full commencement of operations in Hamad Port on Dec. 2nd

2016

Official inauguration by H.H. the Amir Sheikh Tamim bin Hamad al-Thani

2017

2018

CT2 Concession awarded to QTerminals

Possession of GCT, MUT & OST

2019



QTerminals was founded as a JV between Qatar Ports Management Company (**Mwani Qatar**) and shipping and logistics company Qatar Navigation (Milaha)



# Our Shareholders

MWANI  
Qatar



*Qatar Ports Management  
Company*

Direct access to Ministry  
of Transport &  
Communications

The Minister is Chairman of  
Mwani and QTerminals

Port authority for all ports in  
Qatar



*Fully integrated ports,  
shipping, and logistics  
company*

Extensive logistics  
experience

Strong links with shipping  
business

Synergies in maritime business  
connections

# Hamad Port

## Container Terminal 3 (Early Ops Facility)

Berth - Length (Meters)	1,200
Draft Alongside (Meters)	17
Stacking Area (m <sup>2</sup> )	403,500
Capacity/Annum	2 Million TEUs

## Container Terminal 2

Berth - Length (Meters)	1,200
Draft Alongside (Meters)	17
Stacking Area (m <sup>2</sup> )	403,500
Capacity/Annum	2 Million TEUs

## Container Terminal 1

Berth - Length (Meters)	1,200
Draft Alongside (Meters)	17
Stacking Area (m <sup>2</sup> )	352,000
Capacity/Annum	2 Million TEUs

## General Cargo Terminal

Berth - Length (Meters)	1,200
Draft Alongside (Meters)	17
Stacking Area (m <sup>2</sup> )	190,268
Capacity/Annum	6.3

## Multi Use Terminal (RORO/Livestock)

Berth - Length (Meters)	770
Draft Alongside (Meters)	12.5
Stacking Area (m <sup>2</sup> )	204,626
Capacity/Annum	0.5 Metric Tone

## Offshore Supply Terminal

Berth - Length (Meters)	540
Draft Alongside (Meters)	8
Stacking Area (m <sup>2</sup> )	133,687
Capacity/Annum	5 Vessel at a time

Basin: 17m Deep, 6.44km Quay Wall & 700m Wide

Channel: 15m Deep, 12nm Long & 300m Wide

Turning Basin  
800m



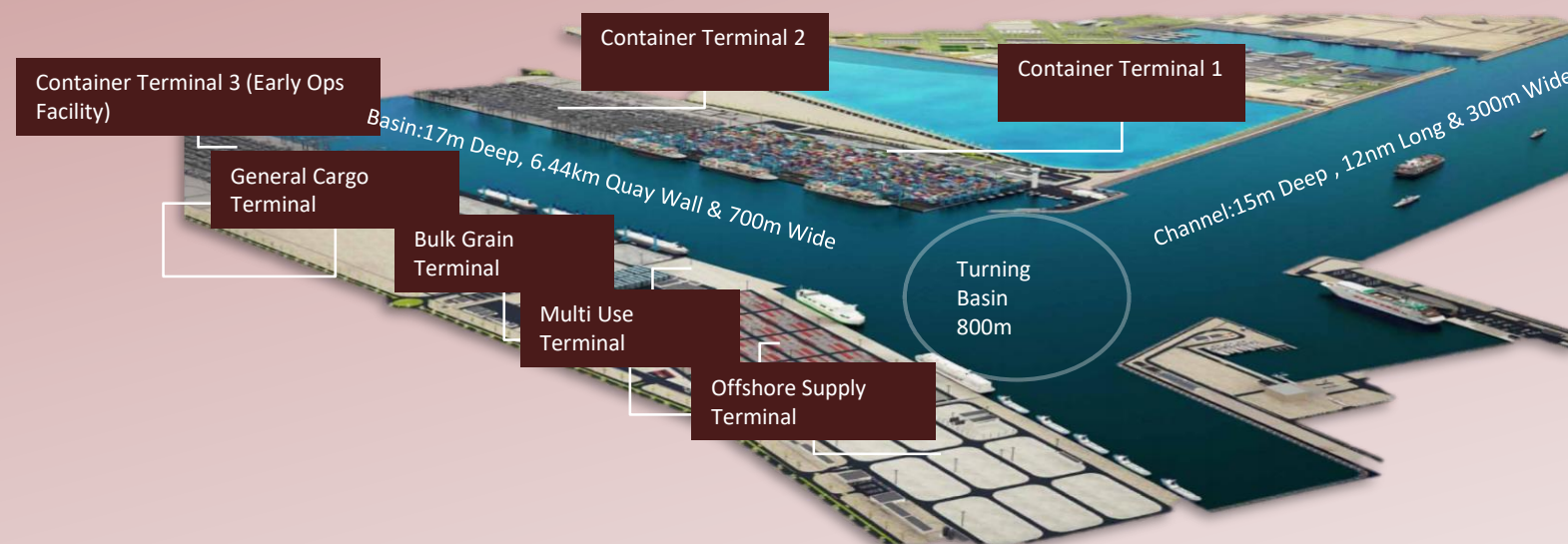
## Container Terminal



# Information Of Port

Terminal by cargo handling type	Berth - Length	Draft Alongside	Stacking Area (m <sup>2</sup> )	Capacity/Annum
Container Terminal 01	1,200m	17m	352,000	2 Million TEU
Container Terminal 02	1,200m	17m	403,500	2 Million TEU
Container Terminal 03	1,200m	17m	403,500	2 Million TEU

Hamad Port

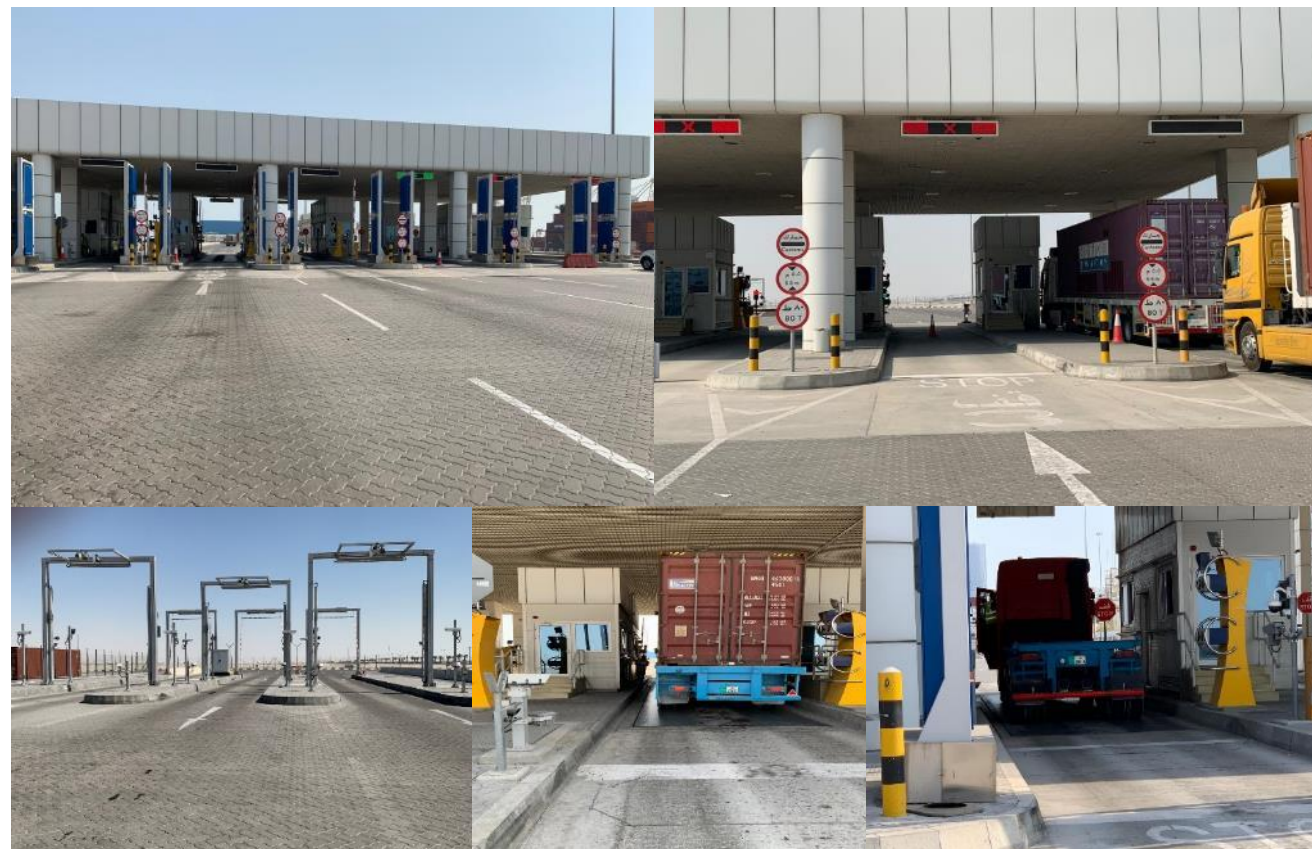






## • Terminal Gates

- Gate lanes
  - 4 IN-Gate (Including 1 OOG lane)
  - 6 OUT-Gate (Including 1 OOG lane)
  - 2 Interchange Gate Lane (IN/OUT)
  - 1 OOG special lane (11 meter)
- Weighbridges (Weigh scale with slip)
  - 03 In Gate lanes
  - 05 out Gate lanes
- AGMS( Automatic Gate Management System) – (Q3)
  - AGMS Portal 2 for IN-Gate
  - AGMS Portal 3 for OUT-Gate
  - Trouble Desk (Driver Building)
  - OCR at Gate Lanes (Optical character recognition)
- Truck Appointment system
  - Web-based Vehicle Booking System (VBS)
- Radiation surveillance system







Gate Resolution Building: To resolve all truck appointment validation issues and AGMS related trouble desk.

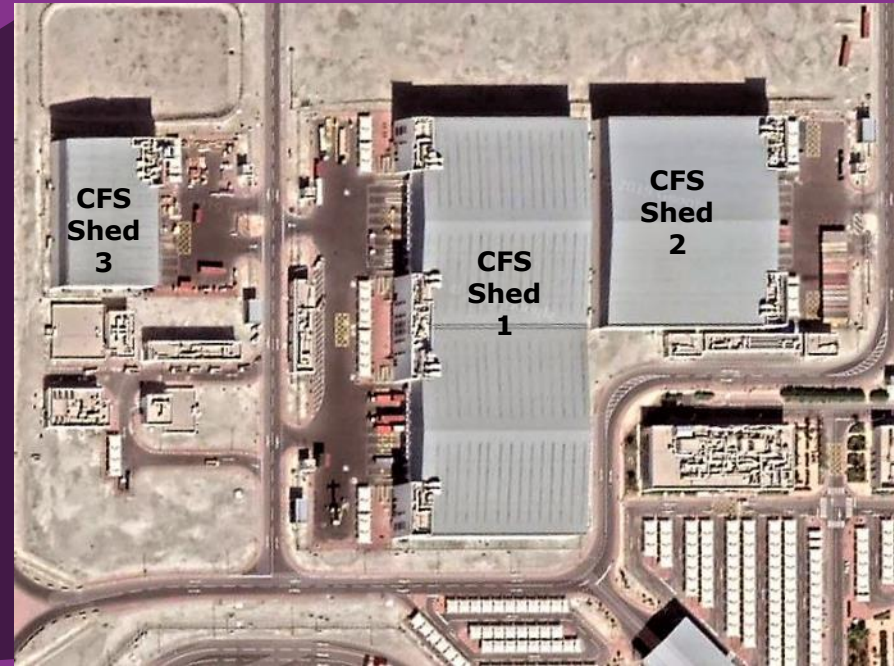
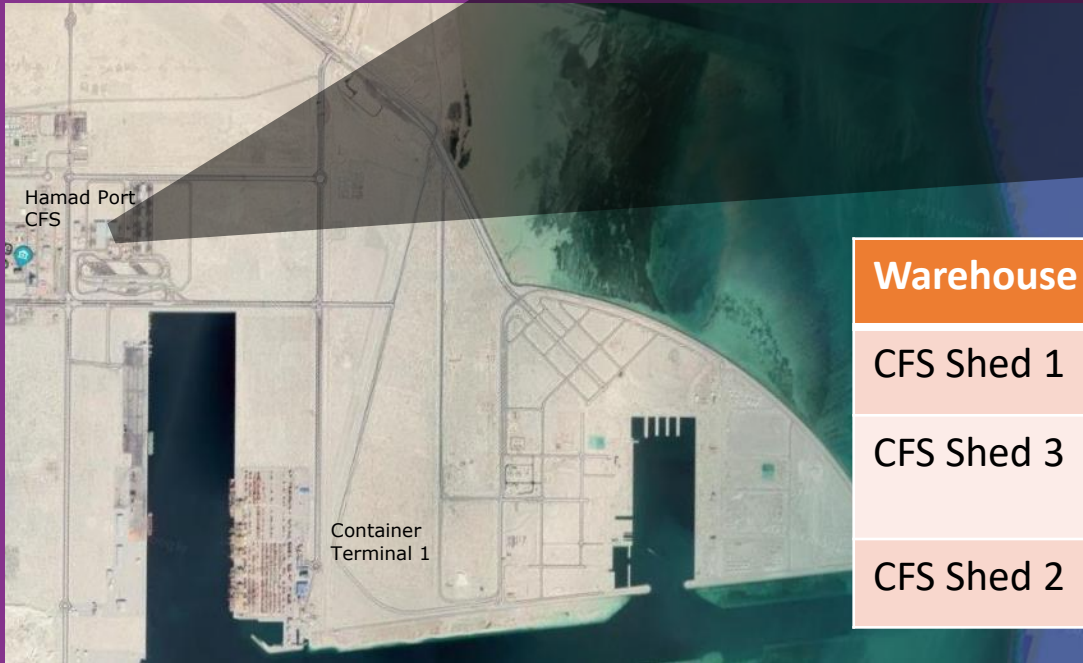




- System interface between NAVIS Terminal Operating system and Customs single window system.
- Interface between Automatic Management Gate system (AGMS) and NAVIS Terminal Operating system.
- Interface between Port Community system (PCS) and NAVIS Terminal Operating system.
- Vehicle Booking System (VBS) system interfaced with NAVIS Terminal Operating system.
- Interface between Port Management information system (PMIS) with NAVIS Terminal Operating system.
- Interface between EAMS and NAVIS Terminal operating system
- Interface between NAVIS TOS with shipping lines system.
- Integration between Crane Remote Operating system (SIEMENS) with NAVIS is under process for CT2 Project



# Information Of CFS



Warehouse Sheds	Description
CFS Shed 1	LCL Destuffing, Weighing , Shelving , Examination, Delivering
CFS Shed 3	LCL Destuffing IMDG and Container stripping FCL Cargo, Examination, Delivering
CFS Shed 2	Auction cargo





- LCL
  - Fully approved class wise segregation DG warehouse
  - Weighing facility
  - Destuffing/ Stuffing Operations
  - Licensed Freight forwarder allowed to issue Own D/O
  - Direct dock ramp de-stuffing and delivery
  - Customs inspection and scanning facility
  - Tagging and bar coding of each parcel
  - Online availability of cargo for consignees to verify





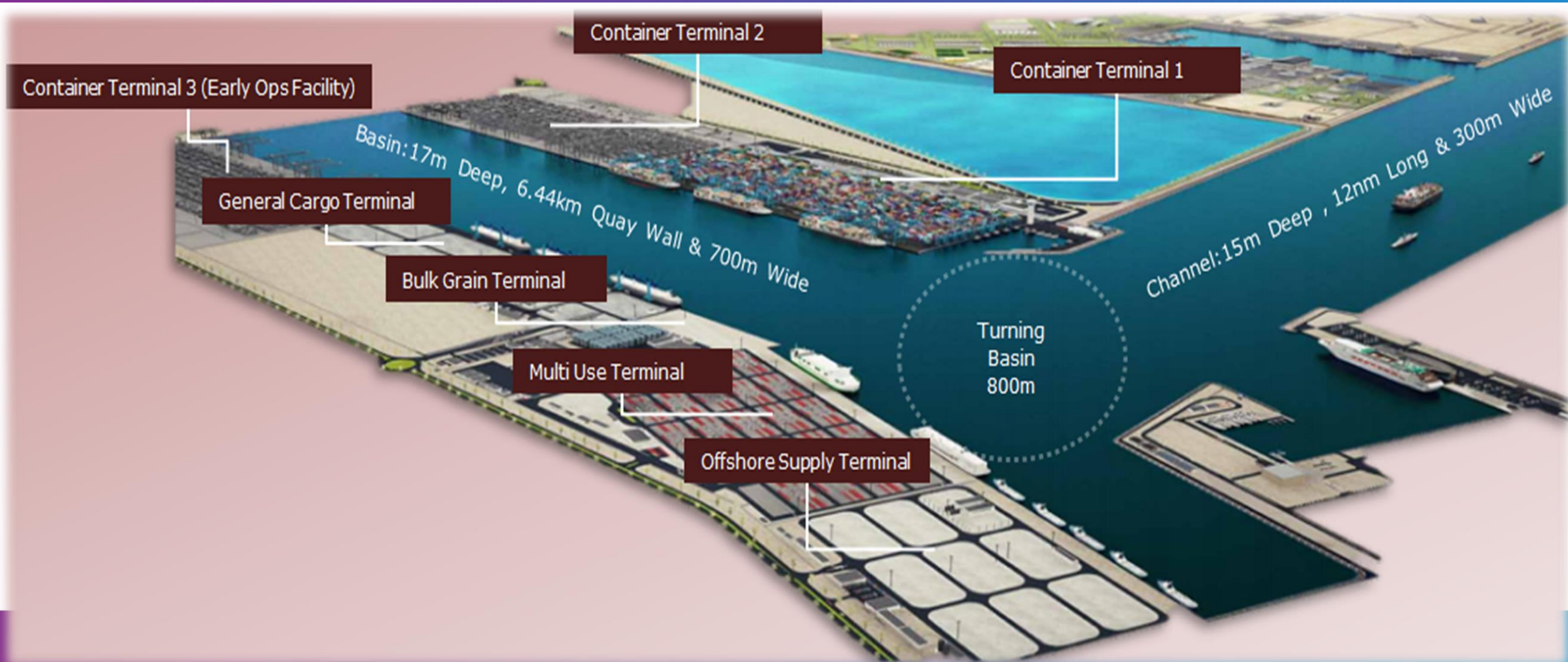
# QTerminals

## Non-Containerize Terminals





# Non-Containerize Terminals (NCT)





# Non-Containerize Terminals (NCT)

- **General Cargo Terminal**
- **Multi Use Terminal**
- **Offshore Supply Terminal**

# Non-Containerize Terminals (NCT)

## GCT – General Cargo Terminal

- Break Bulk
- Bulk (DRY, Liquid)
- Reefer Vessel.

## MUT – Multi Use terminal

- Ro-Ro
- Live stock
- Landing Craft

## OST – Offshore Supply Terminal.

- Supply Vessel
- Military Vessel

# Non-Containerize Terminals (NCT)

## General Cargo Terminal (GCT)

### GCT – General cargo terminal

Vessels handled

- Bulk Vessels.
- Break Bulk vessels.
- Liquid Bulk Vessels.
- Reefer vessels.

We are qualified to handle and store various cargo: steel plates & coils, pipes, rails, household appliances, project cargo, etc. of various weight, nature, size, properties and shape.

Everyday we deal with approximately 100 product groups, packaged or semi-packaged in diversified handling units. The goods can be placed in bags, boxes, cartons, bales, cases, discs, bindings, barrels, pallets, big-bags and similar units.

The terminal disposes of modern equipment and suitable warehouses for high quality fast and safe handling and storage of goods. Services are carried out by professional and skilled staff.





# Non-Containerize Terminals (NCT)

## General Cargo Terminal (GCT)

- 190,268 (m<sup>2</sup>) Stacking area.
- 6.3 Million FT Per annum
- 1,200m Berth Length
- Depth of water in front of berth 17m/ Allowable draft 14m
- Custom inspection facility inside terminals.
- Health and environment authority
- Police.
- Security guard to maintaining traffic safety and efficiency on the Yard.
- CCTV surveillance system 24 hours.
- More than 50 Trucks parking facility at a time in yard for customs inspection.
- Prayer Room.
- Washroom Facility for port user.
- Customer waiting area.
- First aid clinic
- Cold Store



# Non-Containerize Terminals (NCT)

## General Cargo Terminal (GCT)



### Warehouse Dry & Refrigerated

- ❑ 2 Dry Warehouse
- ❑ 1 Refrigerated Warehouse
- ❑ Each warehouse 5200 sqm
- ❑ Customs inspection facility available inside.
- ❑ A Turnkey solution of modern warehousing.

# Non-Containerize Terminals (NCT)

## Multi Use Terminals (MUT)

- 204,626 (m<sup>2</sup>) Stacking area.
- 0.5 Million Units Stacking Capacity per annum
- 770 m Berth Length
- Depth of water in front of berth 12.5m/ allowable draft 11m
- Custom inspection facility inside terminals.
- Health and environment authority
- Police.
- Security guard to maintaining traffic safety and efficiency on the Yard.
- CCTV surveillance system 24 hours.
- More than 50 Trucks parking facility at a time in yard for customs inspection.
- First aid clinic





# Non-Containerize Terminals (NCT)

## Multi Use Terminals (MUT)

### RORO - Operation

We operate one of the most modern and largest car terminals in the world. We handle vehicles of most world car makers. Imports originate mainly from Japan, South Korea USA , and Europe. We are doing Transshipment and expecting massive volume in near future. In addition to new and used vehicles, we can handle freight and other special vehicles Such as caravan, Boat on cradle, Metro units in the terminal.

We have received special Handling Training for our staff from NYK – Japan for MEGA PROJECT – DOHA METRO CARGO and received APPRECIATION for Smooth, Safe & Successful handling.

Storage facilities are paved/black top, fenced and illuminated.

The terminal Comprises 5346 parking slots and 04 Heap area to accommodate around 200 Heavy units, an overall video system enables topmost protection level 24 hours a day.

Operations at the terminal are fully computer supported.



# Non-Containerize Terminals (NCT)

## Offshore Supply Terminal (OST)

- 133,687 (m<sup>2</sup>) Stacking area.
- 5 Supply Boats can be berth at a Time
- 540m Berth Length
- Depth of water in front of berth 8.5m/ allowable draft 7m
- Custom inspection facility inside terminals.
- Health and environment authority
- Police.
- Security guard to maintaining traffic safety and efficiency on the Yard.
- CCTV surveillance system 24 hours.
- More than 50 Trucks parking facility at a time in yard for customs inspection.
- First aid clinic
- Fresh water supply – future



# Non-Containerize Terminals (NCT)

## - Gate Facility ( existing and Future)

### General Cargo Terminal (GCT) Gate:

- o 2 lanes for IN
- o 2 lanes for OUT
- o 1 OOG lane for high and heavy cargo.
- o 24 X 7 Gate Operation
- o Gate lane are equipped with Weighbridge system
- o Radiation surveillance system.
- o Web-based Vehicle Booking System (VBS)
- o Automated Gate Management System (AGMS) for gate Control



# Non-Containerize Terminals (NCT)

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# Non-Containerize Terminals (NCT)

## Automation and System Integration

- Terminal Operating System (TOS)
- Automated Gates Management System (AGMS)
- Vehicles Booking Systems (VBS)
- Weighbridge System
- Port Community System (PCS)
- Radiation Surveillance System
- Port Security Access System

# Non-Container Terminals (NCT)

Thank You