Marmore Infrastructure Report 2016

Kuwait Ports

Expanding to improve efficiency.

Research Highlights:

Examining and analyzing the status of Kuwait Ports Sector highlighting the demand, supply and investment trends. The report also presents growth drivers and key learning points.

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1. Executive Summary

Kuwait is strategically located in the region which provides easy access to countries such as India, China and the UAE.

Kuwait like most of its regional neighbors heavily depends on oil for its economy. Oil and Gas sector accounts for over 90% of the total exports and roughly 63% of the nominal GDP. It is also responsible for generating 77% of the government revenues. Decline in oil prices since 2014 has presented a structural shock to Kuwait government's balance sheet as well as its economy. Government revenues as a % of GDP has declined by 17.5% during 2013-15 while the fiscal surplus which was hovering above 25% in 2014 is estimated to be around 0.1% in 2016 highlighting the vulnerability of Kuwait's GDP to oil price shocks.

Kuwait is strategically located in the region which provides easy access to countries such as India, China and the UAE. Kuwait is situated in the north-eastern edge of the Arabian Peninsula at the tip of the Gulf. It shares borders with Iraq to the north and Saudi Arabia to the south. With sanctions on Iran lifted it opens up new avenues for trade. Kuwait has three commercial ports namely: i) Shuwaikh, ii) Shuaiba and iii) Doha. The three ports are operated by Kuwait Ports Authority (KPA).

The general cargo exports witnessed the highest growth in terms of CAGR at 11.17% while livestock imports witnessed the lowest CAGR of -2.45% over the same period.

The two major ports in Kuwait (Shuaiba and Shuwaikh) witnessed a volume growth of 0.14% during 2005-14 (CAGR). Shuwaikh port which is located on the Eastern coast of the country has handled the majority of the volume in the country accounting for close to 85% of the total volumes.

Past trends indicate that Shuwaikh ports has handled the majority of the general cargo imports, livestock imports and contract cargo imports. Shuaiba port has handled majority of the bulk cargo imports. The general cargo exports witnessed the highest growth in terms of CAGR at 11.17% while livestock imports witnessed the lowest CAGR of -2.45% over the same period.

Recently the government has announced its plans to let the private sector manage commercial ports and the country's international airport, with the government retaining its ownership of the assets. Similar to its neighbours in the region, Kuwait government is under lot of pressure to cut its spending and shore up its finances[1]. Previous attempts at privatization

[1] Bloomberg

have run into political trouble as a result of which the government is trying to transfer only the management part to the private enterprises.

The Kuwait Development Plan which suffered major setbacks in its previous iteration has been renewed with even more vigor for its 2nd iteration.

The Kuwait Development Plan which suffered major setbacks in its previous iteration has been renewed with even more vigor for its 2nd iteration. The 2nd phase of the plan puts into motion the government's broad goal of transforming the country into a regional trade and financial hub by 2035. According to the new plan, 421 projects from the previous plan and identifies 92 new projects that will be implemented within the next five years. Mubarak Al Kabeer Port on Boubyan Island is another major infrastructure project that will be financed and built under the KDP; Kuwait National Petroleum Company has indicated that it will invest up to $35bn on expanding oil and gas projects over the next five years which would ramp up exports and in turn port utilization.

Slowing economic growth and lower oil prices remain the primary concern.

Developing Kuwait's port is not without it challenges. Slowing economic growth and lower oil prices remain the primary concern. The Baltic dry index which is an indicator of shipping rates across the globe has fallen by over 75% in the past two years (March 2014-March 2016). While it witnessed significant upward swing during Dec 2014 and July 2015 it could not retain its momentum.

Kuwait ranks highly in terms of document processing for exports among the GCC countries however similar efficiency is not found in terms of imports.

2. Kuwait's economic landscape over the years

Oil and Gas sector accounts for over 90% of the total exports and roughly 63% of the nominal GDP.

Kuwait like most of its regional neighbors heavily depends on oil for its economy. Oil and Gas sector accounts for over 90% of the total exports and roughly 63% of the nominal GDP[2]. It is also responsible for generating 77% of the government revenues. Oil price decline since 2014 has brought in a structural shock to the Kuwait government's balance sheet as well as its economy. Government revenues as a % of GDP has declined by 17.5% during 2013-15 while the fiscal surplus which was hovering above 25% in 2014 is estimated to be around 0.1% in 2016 highlighting the vulnerability of Kuwait's GDP to oil price shocks[3].

IMF has estimated Kuwait's real GDP to grow by 2.5% in 2016 and by 2.7% in 2017 which is much below the growth rates achieved by the country in the past years.

Table 2.1: Kuwait – Rating Statistics

Credit rating companies	Moody's	S&P	Fitch
Long Term rating	*Aa2*	*AA*	*AA*
Real GDP Growth Rate in %	**2015E**	**2016F**	**2017F**
IMF	*1.17*	*2.51*	*2.72*
IIF	*0.59*	*1.28*	*n/a*

Source: Moody's, S&P, Fitch, IMF and IIF.

Table 2.2: Kuwait – Key Statistics

Indicators	2014	2015E	2016F
Oil & Gas, as % of exports	93.1%	89.0%	88.6%
Oil & Gas, as % of revenue	73.5%	64.2%	58.9%
Govt Revenues as % of GDP	65.8%	59.7%	62.7%
Fiscal Position as % of GDP	26.3%	1.3%	0.1%

Source: IIF, IMF

Government revenues as a % of GDP has declined by 17.5% during 2013-15 while the fiscal surplus which was hovering above 25% in 2014.

The diversification of the Kuwait economy still remains a long-term challenge however the government has made plans to improve on that front. Kuwait Development Plan (KDP) has been given a much needed fillip in its 2nd iteration. Kuwait being a non-arable region depends more on the manufacturing and services sector for its economic growth after oil industry. Kuwait ranks 6th terms of estimated oil reserves with total proven reserves of 104 Bn barrels.

[2] Official Statistics as of 2014
[3] Moody's

Kuwait has made remarkable progress in its implementation of the five year development plan.

Table 2.3: GDP Growth, Inflation, Population & GDP Contributions

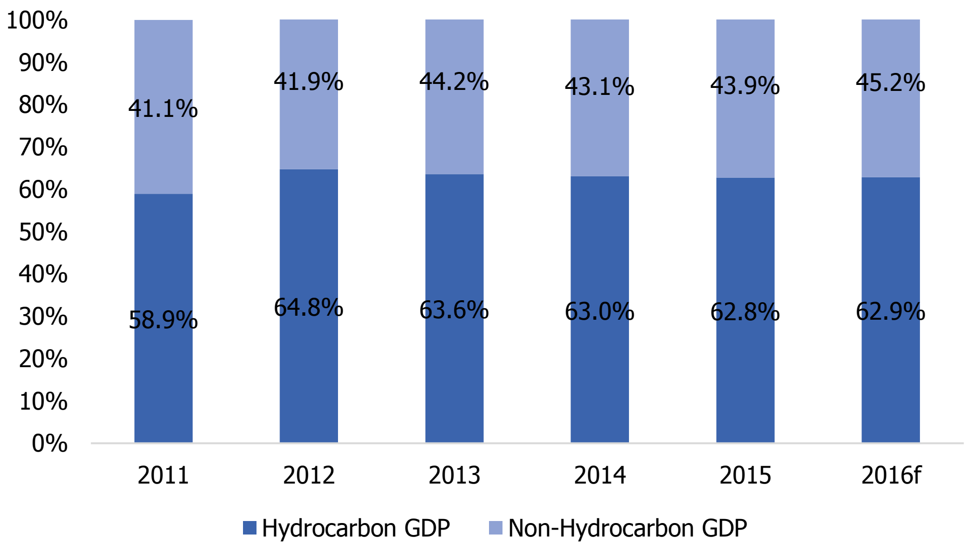
Year	2011	2012	2013	2014	2015e	2016F
Nominal GDP USD bn	154.0	174.1	175.8	172.6	123.2	128.5
Real GDP YoY Change in %	10.6	7.7	0.8	0.1	1.2	2.5
Hydro Carbon GDP (% change)*	Na	10.0	-1.8	-1.7	-0.4	0.1
Non Hydrocarbon (% change) *	Na	1.8	4.2	2.1	3.0	3.2
Inflation (Average Consumer Prices) in %	4.9	3.2	2.7	2.9	3.3	3.3
Population in millions	3.2	3.4	3.6	3.8	4.0	Na

Source: *IIF- Feb 2016 Report, IMF – World Economic Outlook Statistics- October 2015

Kuwait has made remarkable progress in its implementation of the five year development plan. The recent improvement in the relationship between the government and parliament has benefitted Public Private Partnerships. Improvement in the relationship bodes well for the economic diversification plans envisioned by Kuwait. The manufacturing sector in Kuwait accounts for almost 6% of the non-oil economic activity.[4]

The manufacturing sector in Kuwait accounts for almost 6% of the non-oil economic activity.

Figure 2.1: GDP - Hydro Carbon v/s Non Hydro Carbon



Source: IIF

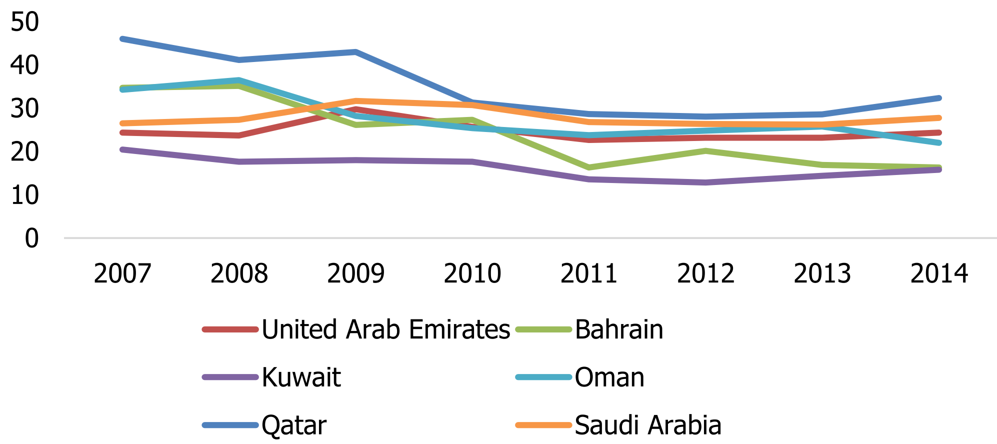
Non-Hydrocarbon GDP is expected to grow at 3.2% in 2016[5]. Growth of non-hydrocarbon sector also augurs well for the diversification efforts of Kuwait. Projects such as new transport, health, education and

[4] Mordor Intelligence
[5] IIF – Feb 2016

Projects such as new transport, health, education and infrastructure envisaged in the $130 billion KDP are moving ahead, and capital expenditures are gradually rising.

infrastructure envisaged in the $130 billion KDP are moving ahead, and capital expenditures are gradually rising[6].

Figure 2.2: Gross Capital Formation (2007-14)



Source: World Bank

Notably, investment to GDP ratio in Kuwait is one of the lowest among most countries in the region. The average investment-to-GDP ratio was 16.3% in Kuwait in 2007-2014, as compared with 25% in the UAE and 28% in Saudi Arabia.

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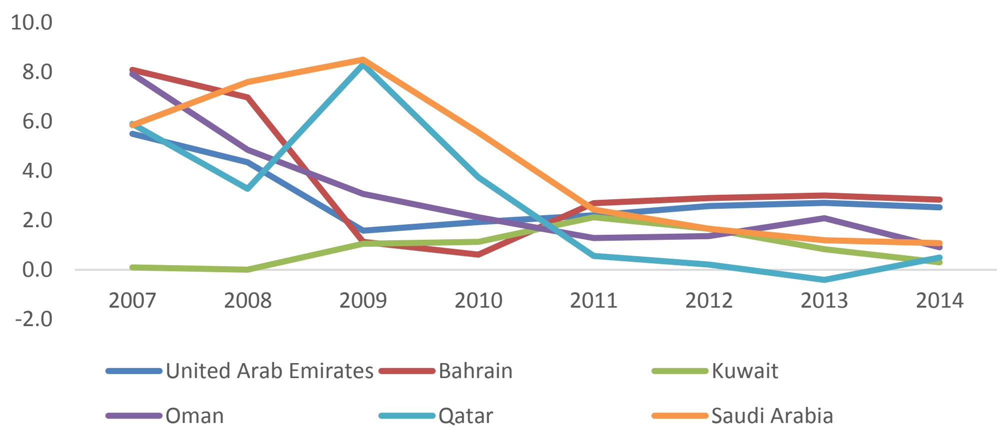
Figure 2.3: FDI inflows as a % of GDP (2007-2014)



Source: IMF

The foreign direct investment-to-GDP ratio in Kuwait is the lowest among GCC economies, limiting the benefits from the transfer of technology and

[6] IIF – Feb 2016

The average FDI inflow to GDP ratio was at 0.9% during 2007-14.

know-how that foreign ownership could bring to the host country. The average FDI inflow to GDP ratio was at 0.9% during 2007-14.

As mentioned previously, one of the drivers of the Kuwait economy can be the successful implementation of Kuwait Development Plan. One objective of the development plan is to expand the non-hydrocarbon sector via more extensive private sector participation. The plan also targets Kuwait's infrastructure, including ports, roads and the country's main international airport, which are essential for long-term growth potential[7].

[7] IIF-

Table 2.4: Key Projects ongoing in Kuwait

Project	Value (KD Bn)	Scope	Status
Khairan City	4.2	140 million m2 residential city, incl 10,000 houses, 22,000 apts, other facilities	**Planning:** The client has awarded a consultancy contract ($10.2 m) to McKinsey and Company. The contract includes carrying out a governance consultation and an economic feasibility study for the project.
New Refinery Project (NRP)	3.9	New 615,000 bpd refinery by KNPC	**Awarded:** The signing ceremony took place in October 13, 2015. One small package left to tender soon: feed pipeline. Project duration is 45 months
Clean Fuels Project (CFP)	3.7	Specification upgrade and expansion of 2 existing refineries	**Underway:** Client is expected to select project financier within 2 months. Mina Abdullah Phase 1 is expected to be completed in January 2018.
Kuwait National Railroad (PPP)	2.4	Railroad system linking Kuwait to rest of GCC	**Planning:** Prequalification process expected to start in 1Q16, according to a statement by the project manager.
Kuwait Metro (PPP)	2.1	200km long, running across Kuwait. 10% of the project is underground	**Planning:** Prequalification process expected to start in 1Q16, according to a statement by the project manager
Sheikh Jaber Al Ahmed Al Sabah Causeway	0.7	37 km causeway linking Kuwait City with Subiya area in northern Kuwait	**Underway:** progress is at 44%; cement work to commence soon.
Mubarak Al-Kabeer Seaport Project– Phase 1	0.7 (2.3 all phases)	Building a seaport on Bubiyan island	**Underway:** Construction work on package 1 expected to start in 1Q16. Maintender for package 3A has been delayed to December

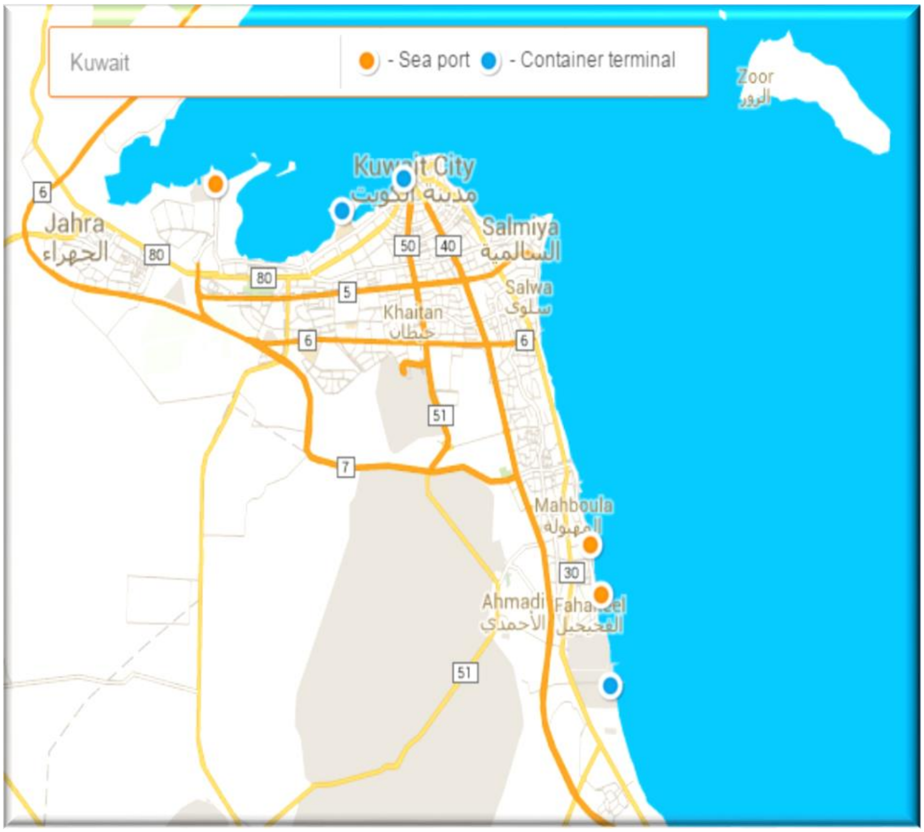
Source: NBK Investor Presentation

3. Kuwait Ports – Exploiting the geographical advantage

Kuwait is situated in the north-eastern edge of the Arabian Peninsula at the tip of the Gulf.

Kuwait is strategically located in the Persian Gulf which provides easy access to countries such as India, China and the UAE. Kuwait is situated in the north-eastern edge of the Arabian Peninsula at the tip of the Gulf. It shares borders with Iraq to the north and Saudi Arabia to the south. With sanctions on Iran lifted it opens up new avenues for trade.

Figure 3.1: Kuwait Map



Source: Google maps

It shares borders with Iraq to the north and Saudi Arabia to the south. With sanctions on Iran lifted it opens up new avenues for trade.

Kuwait has three commercial ports namely: i) Shuwaikh, ii) Shuaiba and iii) Doha. The three ports are operated by Kuwait Ports Authority (KPA).

Shuwaikh Port: Shuwaikh port is one of the major commercial ports of Kuwait. The total land area of the port is 3.2Mn square meters. The port also has 1.2Mn of square meters of water basin area. The port has 21 berths and the total length of all berths is 4,055 meters.

The channel is dredged inside the Kuwait bay. The channel has a length of 8 Kms and its depth is 8.5 meters at minimum water tide level.

Table 3.1: Number of berth and their depth

No. of Berths	Depth (Meters)
14	10
4	8.5
3	6.7

Source: Kuwait Ports Authority, Markaz Research

The vessel traffic up and down the port passes through a navigation channel. The channel is dredged inside the Kuwait bay. The channel has a length of 8 Kms and its depth is 8.5 meters at minimum water tide level. The port has the capacity to receive vessels of 7.5 meters draft at any tide condition. Under high tide conditions the port can receive vessels of 9.5 meters draft[8].

Shuiaba Port

Location of this port is at 45 Kilometers to the south of Kuwait City. Shuaiba port is bound on the North by the Southern pier of Ahmadi port and on the South by Mina Abdullah port. The port has 20 commercial & container berths and the total length of these berths is 4,068 meters. The depths of these berths vary from 10 to 14 meters. 4 out of these 20 berths are used for container vessels. The old pier of the port has a water depth of 16 meters. The port also has one small craft basin and one small barge basin. The small craft basin is 4 meters deep and contains three piers, and the barge basin is 6 meters deep and contains four piers[9].

Doha port is a small port having a depth of 4.3 meters. The port berths dhows, barges and coastal vessels operating between the gulf ports.

Doha Port

Doha port is a small port having a depth of 4.3 meters. The port berths dhows, barges and coastal vessels operating between the gulf ports. The port has 9 piers with a combined length of 2,600 meters. The port has 11 warehouses which cover an area of 8,110 square meters. The port also consists of 4 covered sheds of 4,100 Sq.mt and a cattle pen of 3,250 Sq.mt.

Oil Terminals

Kuwait has some other ports which are primarily serve as oil terminals like Mina-Al-Ahmadi, Mina Abd Allah, Mina Al Zour, and Khor Al Muffatta.

Mina Al-Ahmadi, is principally an oil port. It is the site of the US Navy ship's bunker program which provides commercial ship propulsion fuels for

[8] Kuwait Ports Authority
[9] Kuwait Ports Authority

Mina Al Zour (Mina Saud) is an oil terminal, loading crude from the southern oil fields. The authority is Saudi Arabian Chevron.

military & other US Government vessels. The port handles most of Kuwait's petroleum exports. It has 12 off-shore berths and four facilities[10]. The authority is Kuwait Oil Company[11].

Mina Abd Allah has an artificial sea-island in 13 to 17 meters of water and has an off-load capacity of 214,000 tons[12]. The authority is Kuwait national Petroleum Company[13].

Mina Al Zour (Mina Saud) is an oil terminal, loading crude from the southern oil fields. The authority is Saudi Arabian Chevron.

Container volumes picking up pace

The two major ports in Kuwait (Shuaiba and Shuwaikh) witnessed a volume growth of 0.14% during 2005-14. Shuwaikh port which is located on the Eastern coast of the country has handled the majority of the volume in the country accounting for close to 85% of the total volumes.

Table 3.2: Kuwait ports volume trend- Container (000 TEUs)

Kuwait	2005	2006	2007	2008	2009	2010	2011	2012	2013*	2014*	CAGR (05-14)
Shuaiba	125	145	112	121	109	118	119	144	n.a	n.a	n.a
Shuwaikh	548	619	712	814	733	697	691	681	n.a	n.a	n.a
Total	673	764	824	935	842	816	810	824	840	904	0.14%

Source: Kuwait Ports Authority, Markaz Research, Kuwait CSB,

The total number of vessels arriving at Kuwait (Shuwaikh and Shuaiba) port increased at a CAGR of 0.14% during 2005-14.

The total number of vessels arriving at Kuwait (Shuwaikh and Shuaiba) port increased at a CAGR of 0.14% during 2005-14. Past trends indicate that Shuwaikh ports has handled the majority of the general cargo imports, livestock imports and contract cargo imports. Shuaiba port has handled majority of the bulk cargo[14] imports. The general cargo exports witnessed the highest growth in terms of CAGR at 11.17% while livestock imports witnessed the lowest CAGR of -2.45% over the same period. The total exports have grown at 0.82% while the total imports have grown at a CAGR of 1.51%.

[10] www.global security.org
[11] Containerisation International
[12] www.globalsecurity.org
[13] Containerization International
[14] Bulk cargo is commodity cargo that is transported unpackaged in large quantities. It refers to material in either liquid or granular, particulate form, as a mass of relatively small solids, such as petroleum/crude oil, grain, coal, or gravel.

Table 3.3: Key Port Data (2005-2014)

Description	2008	2009	2010	2011	2012	2013	2014	CAGR (05-14)
No of Vessels Arrived Shuwaikh	1,998	1,986	2,071	2,507	2,023	2,577	2,358	1.49%
No of Vessels Arrived Shuaiba Port	1,606	1,433	1,233	1,225	1,367	1,448	1,749	3.15%
General Cargo Imports, Ton	2,152,779	1,176,090	1,824,105	1,777,397	1,602,498	2,113,213	1,866,271	-1.80%
Bulk Cargo, Imports, Ton	18,044,625	17,718,345	15,119,957	18,123,675	24,058,575	22,710,825	23,759,729	1.31%
Livestock Imports, Ton	46,995	50,535	49,570	48,882	32,036	39,625	42,230	-2.45%
Contr Cargo Imprts. Ton	6,011,325	5,296,609	5,214,595	5,322,526	5,344,195	5,489,610	5,937,681	4.55%
Total Imports, Ton	26,256,203	24,241,579	22,208,227	25,212,480	31,037,304	30,353,273	31,605,911	1.62%
General Cargo Exports, Ton	27,419	56,226	268,047	161,082	259,506	68,585	108,138	11.17%
Bulk Cargo-Exports. Ton	3,011,077	2,552,831	2,609,955	2,537,092	2,598,099	2,742,213	2,808,804	-0.29%
Contr - Cargo - Exports, Ton	1,708,464	1,832,172	2,105,214	1,926,102	2,041,590	2,020,499	1,859,012	2.34%
Total Exports Ton	4,746,960	4,441,229	4,983,216	4,624,276	4,899,195	4,831,297	4,775,954	0.82%
Total Imports & Exports, Ton	31,002,684	28,682,808	27,191,443	29,836,756	35,936,499	35,184,570	36,381,865	1.51%
Contr. Imports, TEU	472,508	418,348	402,206	403,692	410,695	417,379	452,938	3.21%
Contr. Exports. TEU	462,000	423,277	413,326	406,556	413,501	422,770	451,111	3.44%
Total Contr. Throughput, TEU	934,508	841,625	815,532	810,248	824,196	840,149	904,049	3.33%

Source: Kuwait Port Authority

Kuwait Ports Authority

Kuwait ports authority is a public sector body and it is run on a commercial basis.

The ports in Kuwait are overseen by the Kuwait Ports Authority (KPA), a body under the Ministry of Information and Communications. The Authority says that both parties (Kuwait Ports Authority and Ministry of Information and Communications) are reviewing a development plan for KPA. The aim is to increase capacity in marine facilities in light of the steady increase in maritime traffic and the volume of cargo[15]. Kuwait ports authority is a public sector body and it is run on a commercial basis[16].

Vying for port supremacy in the GCC region

The largest Port Development under execution in Kuwait is the Boubyan Island Port Project (Mubarak Al Kabeer). The land reclamation has been completed and quay construction is ongoing at the project. The original plans for the project included 60 berths at a cost of KD 345Mn (USD 1.2Bn)

[15] Kuna.net
[16] UK Trade and Investment- Ports Sector Report- Kuwait-2010

Kuwait's Mubarak Al Kabeer port is one of the long term visionary projects that the country has envisioned.

in the 80's, however after a dispute with Iraq over the port's development, this was reduced to 18 berths; with an initial handling capacity of 2.5Mn TEU's[17] per year[18] which is expected to increase to 3.6m TEUs per year on completion. The stage 1 and stage 2 of the phase 1 of the project was completed in 2014 and 2015 respectively at a cost of USD 1,300 Mn and USD 440Mn respectively.

Kuwait's Mubarak Al Kabeer port is one of the long term visionary projects that the country has envisioned. On completion the port would be the largest container terminal in the Middle East rivalling that of Abu Dhabi and Dubai. The 1st phase of the projects is currently underway which is currently being done by South Korean contractor Hyundai Engineering & Construction Co Ltd. The project is divided into four phases with the final phase of the project expected to be completed in 2028. Four container berths with an overall length of 1,200 m will be completed in this phase together with a small boat harbor for the accommodation of pilot boats, tugs and other small craft. Moving onto the 2nd phase work will start on construction of six container berths followed by another eight container berths in the 3rd phase. In addition another six berths would be constructed in the 2nd phase for handling bulk cargo, multi products and other non-containerized cargo.

Ownership of the Boubyan Island continues to be a long standing bone of contention between Kuwait and its neighboring countries – Iraq and Iran.

Strategic Importance of the Port

Ownership of the Boubyan Island continues to be a long standing bone of contention between Kuwait and its neighboring countries – Iraq and Iran. While the ownership of the island was confirmed by UN as belonging to Kuwait the dispute still continues. Boubyan Island and the nearby Warbah Island are two important points for the navigation through Khor Abdullah waterway which links Umm Qasr, Iraq's only deep water port, with other Middle East ports.

[17] Twenty Foot Equivalent Units
[18] Oxford Business Group

The country presently has only one free trade zone at Shuwaikh Port, which also encompasses a power station and desalination plant.

Table 3.4: Kuwait Seaport Projects (Ongoing)

Project Name	Phase	Value ($ Mn)	Completion Date
Kuwait MPA - Bubiyan Island Port	Construction - Tendering & Bidding	4,000	2028
Kuwait MPA - Bubiyan Island Port - Phase 1	Construction - Tendering & Bidding	3,113	2017
Kuwait MPA - Bubiyan Island Port - Phase 3	Planning	1,500	2028
Kuwait MPA - Bubiyan Island Port Phase 1 Stage 3	Construction - Tendering & Bidding	1,400	2017
Kuwait MPA - Bubiyan Island Port - Phase 2	Planning	500	2021
KOC - Small Boats Harbor	EPC - Execution	483	2017
KNG - Funaitees Officers Club Marina Renovation	Construction - Prequalification	29	2017
KPA - Tug Masters, Sailors and Control Tower Building in Shuaiba Port	DB - Bid Evaluation	4	2017

Source: Zawya Projects

Kuwait also is planning to turn five of its islands - Boubyan, Failaka, Warba, Miskan and Awha into investment havens by establishing free trade zones that would allow 100 percent foreign ownership, as well as tax exemptions. The country presently has only one free trade zone at Shuwaikh Port, which also encompasses a power station and desalination plant[19].

In September 2013, the Kuwait Government has decided to privatise its Mubarak port and handed it to the private sector instead of Governmental administration.

De-regulation on the cards

In September 2013, the Kuwait Government has decided to privatise its Mubarak port and handed it to the private sector instead of Governmental administration. The Kuwaiti Council of Ministers formed a committee chaired by the Minister of Works to follow up the Mubarak port project and the Committee will supervise the project till it is accomplished within two years. The Kuwait Government has plans to privatize all Kuwaiti ports to develop them and the privatization of Mubarak port is the beginning of the process[20].

Recently the government has announced its plans to let the private sector manage commercial ports and the country's international airport, with the government retaining its ownership of the assets. Similar to its neighbours in the region, Kuwait government is under lot of pressure to cut its

[19] Arabian Business
[20] Iraqi News- September 10th 2013.

Previous attempts at privatization have run into political trouble as a result of which the government is trying to transfer only the management part to the private enterprises.

spending and shore up its finances[21]. Previous attempts at privatization have run into political trouble as a result of which the government is trying to transfer only the management part to the private enterprises. If necessary legislation is passed its would pave way for Kuwaiti companies such as logistics giant Agility, KGL Logistics and Jazeera Airways opportunities to get involved. All of the companies have had international operations.

The total number of fleet in Kuwait has increased from 137 in 2013 to 146 in 2015

Number of Ships

The total number of fleet in Kuwait has increased from 137 in 2013 to 146 in 2015. Notably, the number of oil tankers have increased at a rapid pace and reached 29 in 2015 from 19 in 2011. The reason for this is the fact that hydrocarbon exports form majority of Kuwait's oil exports.

Table 3.5: Fleet Size

Types of Fleet	2011	2012	2013	2014	2015
Oil Tankers	19	22	24	20	29
Bulk Carriers	3	2	2	2	-
General Cargo	18	18	17	18	18
Container Ships	6	6	4	3	2
Other Types of Ships	84	91	90	89	97
Total	130	139	137	132	146

Source: UNCTAD, Individual economies – No of ships

[21] Bloomberg

4. Lower oil price plays spoilsport in exports

GCC citizens and companies are allowed to exercise all economic activities and occupations in Kuwait as Kuwaiti nationals, with a few exceptions.

Overview of Trade

Kuwait became a General Agreement on Tariffs and Trade (GATT) signatory in 1963 and has been a World Trade Organisation (WTO) member since 1995. It is a signatory to the WTO Information Technology Agreement.

Kuwait participates in two overlapping regional trade agreements, the GCC, and the Greater-Arab Free Trade Area (GAFTA) in which all six states of the GCC participate. Kuwait has been harmonizing trade policies and practices under the GCC. GCC citizens and companies are allowed to exercise all economic activities and occupations in Kuwait as Kuwaiti nationals, with a few exceptions. As a group, the GCC has concluded Free Trade Agreements (FTAs) with the European Free Trade Association (EFTA) states and Singapore, which are in the process of ratification. The GCC is also involved in trade negotiations with Australia, China, EU, India, Iran, Japan, Jordan, Korea, MERCOSUR, New Zealand, Pakistan, and Turkey. In most cases, the GCC is negotiating these FTAs as a group. Nonetheless, some GCC members (e.g. Bahrain and Oman) have also agreed FTAs on an individual basis, notably with the United States[22].

In 1998, Kuwait established a free-trade zone (FTZ) in the industrial and commercial area at Shuwaikh Port.

In 1998, Kuwait established a free-trade zone (FTZ) in the industrial and commercial area at Shuwaikh Port. The FTZ is owned and financed by the private sector. The objective of the zone is to "attract national and foreign investment for the restoration of Kuwait as a pioneering trade country, by providing investors with commercial and investment opportunities, so as to carry out all permissible activities without restriction or limitation, which will to boost exports and revive national economy[23].

The table below highlights that exports in Kuwait are predominantly oil based with Hydrocarbon Exports forming about 90%-95% of total exports. Kuwait's total exports have had a flat growth during 2006-12. Since its peak in 2012, the total exports have fallen by over 52% during 2015; oil exports alone have declined by 53% during the same period. Kuwait's non-oil exports have witnessed a CAGR of 4.94% since 2006. Kuwait's

[22] World trade Organization.
[23] WTO- Trade Policy Review for the state of Kuwait.

imports have grown at a CAGR of 7.52% owing to the increased consumption demand.

Table 4.1: Summary of Kuwait's Foreign Trade

Million Dinars	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	CAGR % (2006-15)
Oil Exports	15,429	16,780	22,200	14,073	17,711	26,688	31,607	30,505	26,833	14,731	-0.5%
Non-Oil Exports	823.2	990	1,281	1,456	1,370	1,496	1,571	1,445	1,283	1,270	4.9%
Total Exports	16,252	17,770	23,481	15,529	19,082	28,184	33,179	31,951	28,117	16,002	-0.3%
Imports	5,000	6,061	6,678	5,722	6,498	7,011	7,244	8,308	8,829	9,600	7.5%
Balance of Trade	11,252	11,708	16,803	9,806	12,583	21,173	25,934	24,054	19,807	6,991	-5.2%
Hydrocarbon Exports (% of Total Exports)	94.9%	94.4%	94.5%	90.6%	92.8%	94.7%	95.3%	95.5%	95.4%	92.1%	

Source: Central Bank of Kuwait

Re-exports in Kuwait form a very small portion of total exports, as of 2015 they account for 3.55% of the total exports and 46% of the non-oil exports. However, the contribution of re-exports in total non-oil exports has varied between 19% and 46% for the period 2006- 15.

Table 4.2: Summary of Kuwait's Exports

Million Dinars	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	CAGR % (2006-15)
Oil Exports	15,429.70	16,780.00	22,200.10	14,073.40	17,711.30	26,688.60	31,607.80	30,505.39	26,833.65	14,731.77	-0.51 %
Non-Oil Exports	823.2	990.2	1,281.40	1,456.00	1,370.90	1,496.10	1,571.80	1,445.80	1,283.90	1,270.72	4.94 %
Re- exports	267.9	342.4	460.4	466.4	285.5	289.2	440.1	412.15	518.94	588.78	9.14 %
Total Exports	16,252.90	17,770.20	23,481.50	15,529.40	19,082.20	28,184.70	33,179.60	32,363.34	28,636.49	16,591.27	0.23 %
Re-exports as % of Non -Oil Exports	32.54 %	34.58 %	35.93 %	32.03 %	20.83 %	19.33 %	28.00 %	28.51 %	40.42 %	46.33 %	
Re-exports as a % of Total Exports	1.65 %	1.93 %	1.96 %	3.00 %	1.50 %	1.03 %	1.33 %	1.27 %	1.81 %	3.55 %	

Source: Central bank of Kuwait.
Note: Re-exports are included in total Non-Oil Exports.

Kuwait's Trade Relation with other countries

As mentioned earlier, Kuwait has witnessed an increasing trend in terms of both exports and imports. The growing trade in Kuwait has resulted in some of countries becoming important trading partners for Kuwait. Some of the major trade partners of Kuwait in 2015 in terms of exports were China, the U.A.E, Saudi Arabia, India, European Union, the United States and Indonesia. Notably, while Kuwait has consistently maintained a

Kuwait's exports to China were 1.46% of its total exports in 2015 effectively doubling from 0.73% in 2012.

Kuwait's exports to China have increased at a CAGR of 4.5% between 2010 and 2015, while its imports have increased at a CAGR of 13.54% during the same period.

positive balance of trade, it has a negative balance of trade with these countries implying that these countries are also major importing partners for Kuwait.

In the following paragraphs, we have covered Kuwait's export and import trend with some of its trading partners.

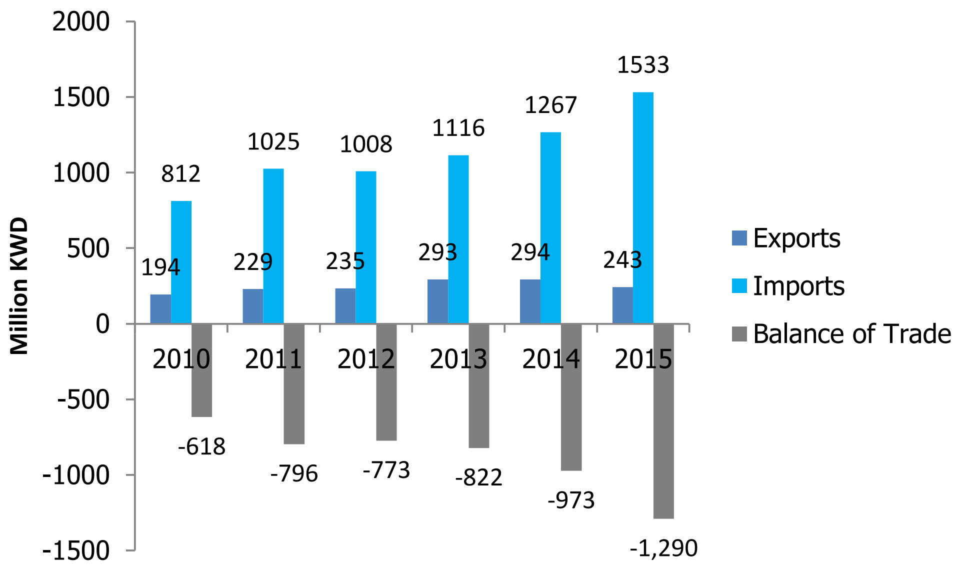
Kuwait-China Trade

Kuwait's exports to China were 1.46% of its total exports in 2015 effectively doubling from 0.73% in 2012. China was the largest partner for Kuwait in terms of imports accounting for 16% of the country's imports. Kuwait's exports to China have increased at a CAGR of 4.5% between 2010 and 2015, while its imports have increased at a CAGR of 13.54% during the same period. Kuwaiti crude oil shipments to China marked the biggest volume since state run Kuwait Petroleum Corporation (KPC) opened its Beijing office in 2005, virtually the highest on record[24], according to figures released from the General Administration of Customs. Kuwait's exports to China in the full year 2015 totalled 14.43 million tons (290,000 bpd), up 35.9% on the year. KPC signed a 10-year landmark crude supply agreement with China's top energy trader Unipec in August 2014, which enables KPC to provide it with 300,000 bpd of crude oil, with a possibility of increasing the volume to 400,000 bpd. China's overall imports of crude oil in December 2015 rose 9.3 percent on the year to 33.19 million (7.85 million bpd), a record high amid declining oil prices[25].

[24] Kuwait – General Administration of Customs
[25] Kuna

Kuwait's exports to the U.A.E comprised of 1.48% of its total exports in 2015 while its imports to the U.A.E comprised of 9.33% of its total imports in 2015.

Figure 4.1: Kuwait-China Trade



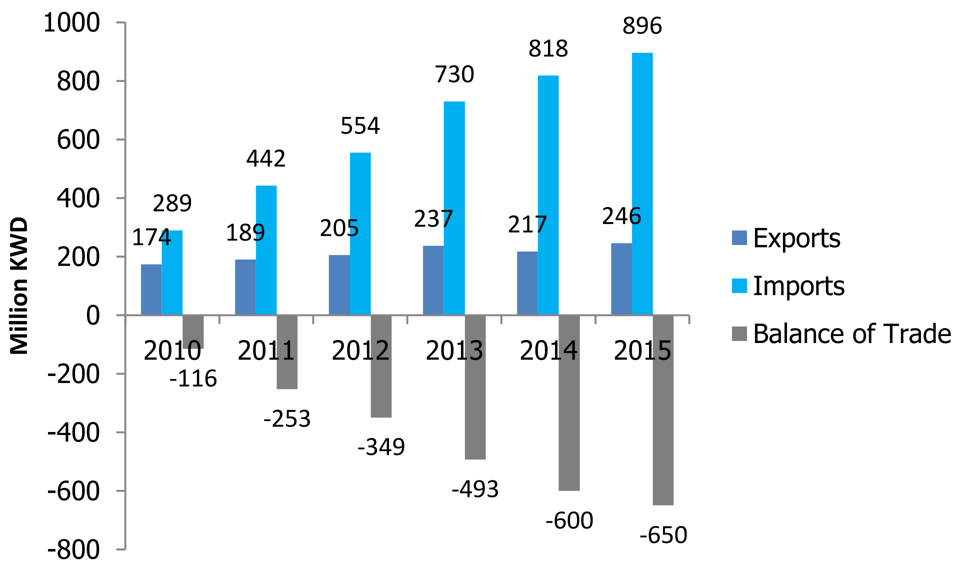
Source: Central Statistical Bureau

Kuwait-UAE Trade

Kuwait's exports to the U.A.E comprised of 1.48% of its total exports in 2015 while its imports to the U.A.E comprised of 9.33% of its total imports in 2015.Kuwait's exports to the U.A.E has increased at a CAGR of 7.9% while its imports from the U.A.E has increased at a CAGR of 25.35%. (2010-15)**.**

Kuwait's exports to the U.A.E has increased at a CAGR of 7.9% while its imports from the U.A.E has increased at a CAGR of 25.35%. (2010-15).

Figure 4.2: Kuwait-UAE Trade



Source: Central Statistical Bureau

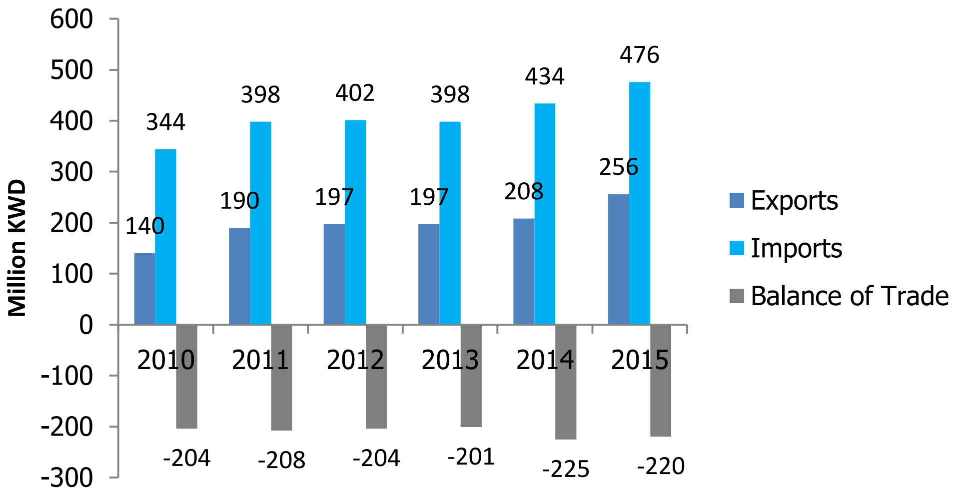
Kuwait's exports to Saudi Arabia have increased at a CAGR of 13% while its imports from Saudi Arabia have increased at a CAGR of 6.7% (2010-15).

Kuwait-Saudi Arabia Trade

Kuwait's exports to Saudi Arabia comprised of 1.54% of its total exports in 2015 while its imports from Saudi Arabia comprised of 4.96% of its total imports in 2015.

Kuwait's exports to Saudi Arabia have increased at a CAGR of 13% while its imports from Saudi Arabia have increased at a CAGR of 6.7% (2010-15).

Figure 4.3: Kuwait-Saudi Arabia Trade



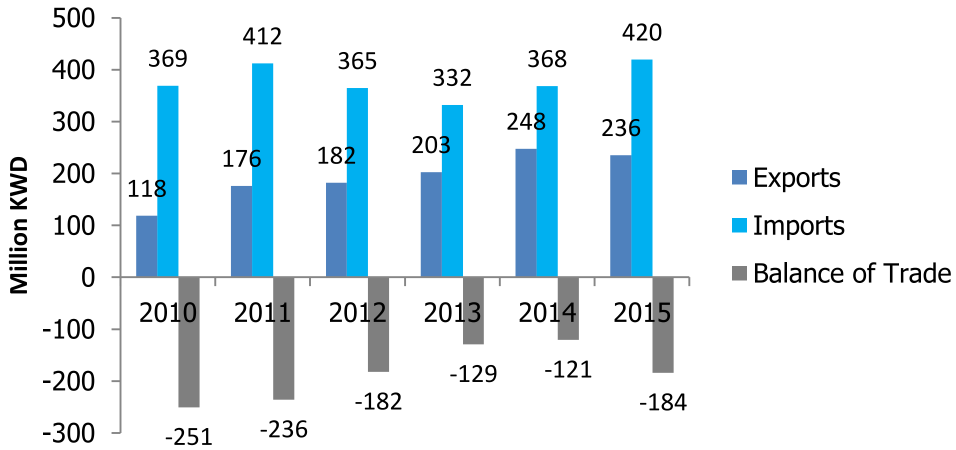
Source: Central Statistical Bureau

Kuwait's exports to India have grown at a CAGR of 14.37% while its imports from India have grown at a CAGR 2.59% (2010-2015).

Kuwait-India Trade

Kuwait's exports to India comprised of 1.42% of its total exports in 2015 while imports from India comprised of 4.37% of its total imports. Kuwait's exports to India have grown at a CAGR of 14.37% while its imports from India have grown at a CAGR 2.59% (2010-2015).

Figure 4.4: Kuwait-India Trade



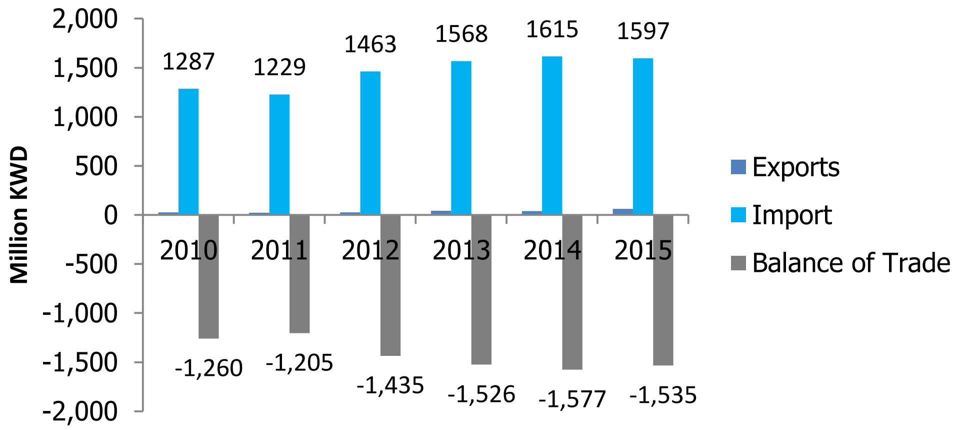
Source: Central Statistical Bureau

The total volume of exports has increased at a CAGR of 18.37% during 2010-15 while the imports has increased by 4.02%.

Kuwait-European Union Trade

For the year 2015, Kuwait's exports to European Union comprised of 0.32% of its total exports while its imports from European Union comprised of 17.24% of its total imports. The total volume of exports to the European Union has increased from KD 27Mn in 2010 to KD 62Mn in 2015. The total volume of exports has increased at a CAGR of 18.37% during 2010-15 while the imports has increased by 4.02%.

Figure 4.5: Kuwait-European Union Trade.



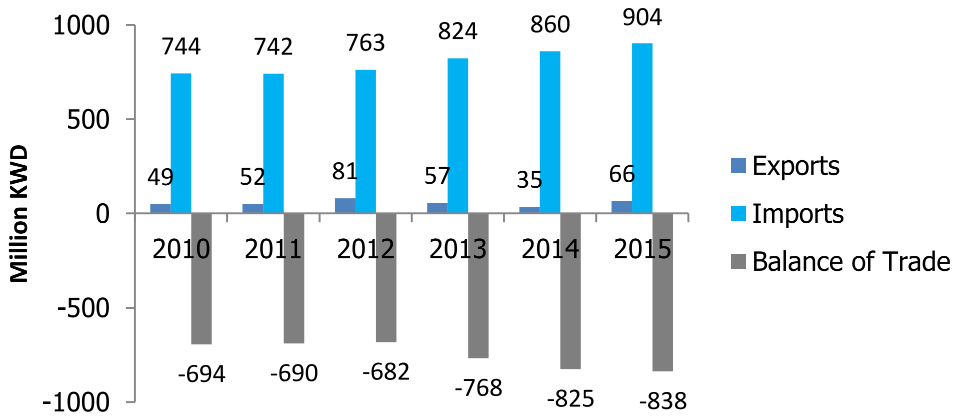
Source: Central Statistical Bureau

Kuwait's export to the United States has increased at a CAGR of 6.08% (2010-2015), while its imports have increased at a CAGR of 3.98% (2010-15).

Kuwait-United States Trade

For the year 2015, Kuwait's exports to United States comprised of 0.4% of its total exports while its imports comprised of 9.4% of its total imports. Kuwait's export to the United States has increased at a CAGR of 6.08% (2010-2015), while its imports have increased at a CAGR of 3.98% (2010-15).

Figure 4.6: Kuwait-United States Trade



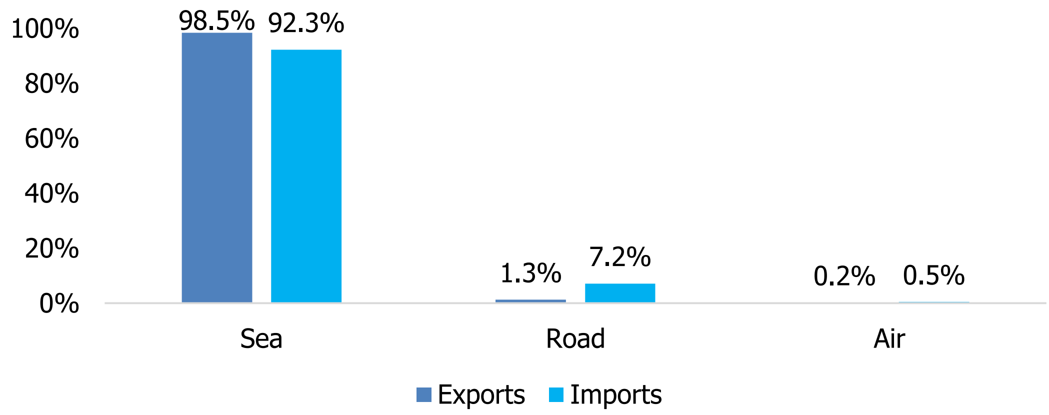
Source: Central Statistical Bureau

Most of Kuwait's exports were bulk cargo and as a result sea port remains as the most preferred route for transportation.

Port handles almost all of the country's exports and imports

Analysing the data for 2015, we find that 99% of exports were made through Ships. Contribution of other modes of Transport, were miniscule for exports. Most of Kuwait's exports were bulk cargo and as a result sea port remains as the most preferred route for transportation.

Figure 4.7: Modes of Cargo Import/Export (2015 by weight)



Source: Central Statistical Bureau

Other modes of Transport not well developed: Kuwait has an absence of rail infrastructure.

In 2015, 92% of Kuwait imports were made through Ships. Historical Data since, 2006 also reveals that Ships are a major means of transport for import and export. Contributions of other means of transport are low in total exports and imports.

Primary reasons for preferring seaports over other modes of transport are as follows**:**

a) Strategic Location of Kuwait: As mentioned previously the strategic location of seaport provides it with easy access routes to many countries.
b) Sea transport is ideal for moving heavy goods: Sea transport is considered ideal for moving heavy goods with lower value. The freight cost proportion of a product is much lower for sea (e.g. a heavy appliance) than for air (e.g. perishables or courier). Thus, ports are a critical enabler of global logistics, due to its inherent high-volume and low-cost nature.
c) Other modes of Transport not well developed: Kuwait has an absence of rail infrastructure. Road networks are there, however currently many developments are taking place in the sector. As mentioned earlier, air transport is not considered ideal for moving heavy goods.

5. KDP aims to transform Kuwait into a trade hub

The strategic location of Kuwait at the tip of Gulf provides it with easy sea route access to many countries.

Geographic Location: Kuwait is an Arab country in Western Asia. The country is situated in the Northeastern edge of the Arabian Peninsula at the tip of the Gulf. The country shares borders with Iraq to the north and Saudi Arabia to the south. Iran is also a neighboring country. The strategic location of Kuwait at the tip of Gulf provides it with easy sea route access to many countries.

Growing Trade: Kuwait is a WTO member since 1995. Total Exports of Kuwait has grown from KWD 16.2Bn in 2006 to KWD 28.1Bn in 2014 before falling to KWD 16Bn in 2015. Total Imports of Kuwait has increased at a CAGR of 7.52% during the same period. Data from WTO shows that Kuwait's rank in world trade in 2014 was 35 in terms of exports and 46 in terms of imports. Notably, for the year 2015, 98% of total exports and 92% of total imports were through Ships. Hence, growing trade in Kuwait augurs well for the development of Ports.

Economic Growth and Diversification: With the aim of advancing Kuwait's economy beyond oil dependence and tackling the state's mounting budget deficit the country's finance ministry, has proposed a drastic economic strategy to the cabinet. The series of reforms involve slashing energy subsidies and implementing a 10 percent corporate tax on profits in the hope of reducing public spending, while also boosting state revenue.

Total Exports of Kuwait has grown from KWD 16.2Bn in 2006 to KWD 28.1Bn in 2014 before falling to KWD 16Bn in 2015.

Moreover, like other GCC countries, Kuwait also plans to gradually diversify its economy away from a predominantly oil based economy. Non-oil exports in Kuwait have grown at a CAGR of 4.94% (2006-15). Hence, in near future, growing non-hydrocarbon sector and exports will also give an impetus to port development.

Growing Importance of Emerging Markets: As discussed previously, emerging markets like China, India and the U.A.E have played important role in total exports and imports of Kuwait. Despite global economic meltdown, economic growth in emerging markets has continued to be moderate and hence these markets have played an important role as Kuwait's trading partners. With China and India looking to increase their strategic oil reserves, Kuwait can leverage its existing relationship with both these countries to increase its oil exports which has taken a dip owing to lower oil prices since 2014.

The 2nd phase of the plan puts into motion the government's broad goal of transforming the country into a regional trade and financial hub by 2035.

Renewed implementation of KDP: The Kuwait Development Plan which suffered major setbacks in its previous iteration has been renewed with even more vigour for its 2nd iteration. The 2nd phase of the plan puts into motion the government's broad goal of transforming the country into a regional trade and financial hub by 2035. According to the new plan pulls 421 projects from the previous plan and identifies 92 new projects that will be implemented within the next five years. Mubarak Al Kabeer Port on Boubyan Island is another major infrastructure project that will be financed and built under the KDP; Kuwait National Petroleum Company has indicated that it will invest up to $35bn on expanding oil and gas projects over the next five years which would ramp up exports and in turn port utilization.

Subbiya Causeway - Sheikh Jaber Al Ahmed Al Sabah Causeway - Phase 1 will cost $2.6bn. The causeway, which will link Kuwait to Silk City, and the $7bn Kuwait City Metro, is scheduled for completion in 2018 and 2019. Phase one consists of traffic and transportation studies for widening and upgrading the highway to an uninterrupted motorway[26].

USD 30 billion will be spent on a pan-GCC railway which will link Kuwait to Oman, with two lines passing through the other four GCC countries.

Rail Network : USD 30 billion will be spent on a pan-GCC railway which will link Kuwait to Oman, with two lines passing through the other four GCC countries. The length of track will be a total of 2,200km. The plan calls for completion by 2018. A developed rail network also complements transport through seaports as it adds more to the integration of low-cost freight movement possibilities to the economy of a country. Many issues remain to be solved, but if completed on time, it will greatly enhance the transportation of goods and will give an impetus for further port development.

Developing Logistics Hub: Most of the GCC countries are developing logistics cities, which will provide, for integrated air and sea freight facilities. Kuwait is focused on developing an integrated industrial and logistics zone around Kuwait Free Trade Zone (KFTZ). The largest player

[26] The Big 5 Hub

in the Kuwaiti logistics market, Agility Logistics, announced several high-profile contracts earlier in 2013, including an USD190Mn project to provide supplies to a UN mission in Darfur, and a USD 9.7Mn warehousing deal in Egypt.

6. Tactical diplomacy – Need of the hour

Overall 2016 is expected to be providing a challenging environment for commodity producers.

Slowing global growth: Recent deterioration in the global outlook is due to large increase in the uncertainty about the advanced economies' outlook (notably for the U.S.) and tightening in financial conditions everywhere. Slowdown in Chinese economy points towards increasing fundamental and cyclical slowdown which has downgraded the prospects of a commodity price increase. Overall 2016 is expected to be providing a challenging environment for commodity producers.

The Baltic dry index which is an indicator of shipping rates across the globe has fallen by over 75% in the past two years (March 2014-March 2016). While it witnessed significant upward swing during Dec 2014 and July 2015 it could not retain its momentum. In the last few months the index has been moving sideways indicating sluggishness in the global trade.

While it witnessed significant upward swing during Dec 2014 and July 2015 it could not retain its momentum.

Figure 6.1: Baltic Dry Index

Source: Reuters

Effects of lower oil prices: Lower oil prices have already made their effect felt in the country's economy and as a result the fiscal deficit is expected to be close to USD 40Bn for the next year. With the government support necessary to support the economy, balancing reforms and growth could prove to be a major challenge. Negative public opinion could delay reforms leading to a catch 22 situation.

Workers mismanagement: There are several issues that are hampering the full-fledged utilization of Kuwait ports which include illegal occupation

One of the most serious problems that KPA faces is absenteeism among employees that even reaches 90 percent.

of KPA land, corruption and absenteeism. One of the most serious problems that KPA faces is absenteeism among employees that even reaches 90 percent. There are also issues of decaying utilities and harbors, and mixing of responsibilities with the Ministry of Commerce and the Public Authority for Industry which increases red-tapism and bureaucracy.

Financing - Securing capital is not as easy as it was for port developers[27]. Previously, ports were keen to position themselves as regional gateways. Today, financiers require port expansion projects to match proven local demand. It is hard for developers to secure investment in transshipment terminals, which are prone to intense competition, as opposed to domestic port capacity built to service captive demand. "Availability of credit has become a major issue. There is not enough credit in the market to finance new port development projects[28]."

Many of the reforms that were put forth by the government were stopped by the MPs which was one of the reasons behind the poor implementation of the 1st phase of the KDP.

Bureaucracy – Kuwait's government and parliament has had lot of differences in the past. Many of the reforms that were put forth by the government were stopped by the MPs which was one of the reasons behind the poor implementation of the 1st phase of the KDP. While the relationship between parliament and the government has improved currently, implementing the plans remain a challenge in a low oil price environment. Kuwait being one of the generous welfare state should find the right balance between trimming it expenditure and stimulating growth.

Diplomatic relationship with Iraq - Iraq has only a sliver of coast, squeezed in between Iran and Kuwait. Umm Qasr, one of four Iraqi commercial ports but its only deep water one, handles 80 percent of Iraq's imports, including grain for a huge public food ration programme. While Kuwait has clarified that port is not even in international waters, and is built on Kuwaiti territory and far from the navigation path that Iraqi ships use to get to Umm Qasr the current geopolitical environment of the region could result in heightened tension in the region which could hamper the progress of the port.

[27] Meed, Mar 2011
[28] Dinesh Sharma, Drewry Shipping

7. Economic benefits of seaports for Kuwait

Ports in Kuwait has traditionally contributed a higher proportion to GDP which has declined in the past two years owing to the decline in oil prices.

The development of seaports in Kuwait brings many benefits to its economy.

i) Impact on GDP: Ports in Kuwait has traditionally contributed a higher proportion to GDP which has declined in the past two years owing to the decline in oil prices. Net exports form a significant proportion of GDP for many countries. Analysing the data from 2011-15, we find that net exports contribution has declined significantly in the past two years following the drop in oil prices.

Table 7.1: **Contribution of Net Exports to GDP**

Ports Contribution in GDP	2011	2012	2013	2014	2015
Nominal GDP USD Bn	46	52	53	52	37
Total Exports (Oil + Non-Oil) (USD Bn)	28	33	32	28	16
Total Imports (USD Bn)	7	7	8	9	10
Net Exports (USD Bn)	21	26	24	19	6
Contribution of Net Exports to GDP (%)	45.78%	49.62%	44.77%	37.21%	17.30%

Source: IIF, Markaz Research

Kuwait's economy in near future as oil production is at its full capacity.

ii) Emerging trading hub: To move away from a predominantly oil based economy; Kuwait is aiming to become a trading hub in the region. It is expected that non- hydrocarbon sector will drive the growth of Kuwait's economy in near future as oil production is at its full capacity. Currently non-hydrocarbon exports in from Kuwait include – Hydrocarbon derivatives, ethylene polymers, acylic alcohols and fertilizers. Kuwait plans to establish free economic zones in five of its islands which compete with Iran and Iraq. Private sector is expected to be roped into these projects which are expected to take off lot of burden of the government's shoulders.

iii) Port Developments stimulates jobs: Kuwait development plan targets infrastructure development in the country which includes port development. Infrastructure spending by government helps in stimulating demand and leads to an overall increase in economic activity which

Kuwait along with other GCC countries is positioning itself to become a transport and logistics hub.

increases job prospects in the private sector. The Kuwaiti government has been the leading employer of Kuwait nationals. Private sector's development is critical in helping the government to create jobs especially at a time when the government is looking to cut down spending.

iv) Help the country in becoming a transport and logistic hub: Kuwait along with other GCC countries is positioning itself to become a transport and logistics hub. The current seaport developments are a step in the same direction.

Kuwait is focused on developing an integrated industrial and logistics zone around Kuwait Free Trade Zone (KFTZ). Moreover, the pan-GCC railway which will link Kuwait to Oman, with two lines passing through the other four GCC countries is expected to complement the seaport transport.

The development of seaports will provide several other ancillary benefits to Kuwait's economy.

v) Several other ancillary benefits: The development of seaports will provide several other ancillary benefits to Kuwait's economy. Seaports will help to build and grow international trade. They will increase the standard of living of people by providing high paying jobs. They will provide sites for ocean-dependent industries like commercial fisheries, recreational boating, petroleum refining, and for national defense installations.

8. Import efficiency needs an overhaul

Kuwait needs to improve significantly in terms of document preparation (hours) and document preparation costs.

We have made an attempt to analyze the efficiency of Kuwait Ports based on several parameters. All the parameters were divided into following four broad categories:

1) Customs administration (Imports)
2) Inland supply chain (Imports)
3) Availability and quality of sea port infrastructure
4) Availability and quality of sea transport service levels

We collected data for the above mentioned four factors and the collected data was compared with other countries (Saudi, U.A.E, Qatar, Oman & Netherlands) to understand and ascertain factors where Kuwait lags.

Customs administration (imports) was analyzed based on factors like the number of documents that are required to import, number of hours taken and costs involved in documents preparation, number of hours taken and costs involved in obtaining clearance from customs and technical control. Time taken for ports and terminal handling and cost involved for the same has also been taken into account.

Kuwait takes 148 hours for import documents preparation while Saudi and the U.A.E take only 90 hrs and 6 hrs respectively.

As can be examined from the below table, Kuwait needs to improve significantly in terms of document preparation (hours) and document preparation costs. In both these parameters, Kuwait lags much behind other countries. Kuwait takes 148 hours for import documents preparation while Saudi and the U.A.E take only 90 hrs and 6 hrs respectively. Kuwait charges USD 332 as document preparation cost while Saudi and the U.A.E charge only USD 105 and USD 178 respectively.

Kuwait has significant advantage in its export processing. Its document compliance time is 32 hrs which is better than 37 hrs of UAE. Oman outshines other countries in the GCC region in this regard and its takes only 24 hrs for documentary compliance. The cost of documentary compliance was the 2nd lowest in the region after Oman.

Kuwait is ranked at 87 in terms of liner connectivity index and lags far behind Saudi Arabia and UAE.

Table 8.1: Customs administration (imports and Exports), 2015

Category	Kuwait	Saudi	UAE	Qatar	Oman
Rank	**149**	**150**	**101**	**119**	**69**
Imports					
Documentary compliance (Hrs)	148	90	6	10	31
Border compliance (Hrs)	215	69	38	30	53
Domestic transport (Hrs)	2	17	8	5	7
Documentary compliance ($)	332	105	178	150	107
Border compliance ($)	555	264	650	382	223
Domestic transport ($)	178	1,408	200	300	300
Exports					
Documentary compliance (Hrs)	32	131	37	72	24
Border compliance (Hrs)	74	228	72	88	70
Domestic transport (Hrs)	1	14	8	19	7
Documentary compliance ($)	191	390	283	617	20
Border compliance ($)	602	779	678	754	354
Domestic transport ($)	153	1,692	200	267	300

Source: Doing Business Indicators, World Bank

In terms of port infrastructure Kuwait ranks at 68, the lowest among GCC countries.

Availability and Quality of Seaport Transport Infrastructure

We have taken into consideration quality of port infrastructure and liner shipping connections.

On both these parameters Kuwait needs much improvement. Kuwait is ranked at 87 in terms of liner connectivity index and lags far behind Saudi Arabia and UAE. In terms of port infrastructure Kuwait ranks at 68, the lowest among GCC countries. UAE fares much better at 4th position followed by Oman and Qatar at 22nd and 29th position respectively.

Table 8.2: Availability and Quality of Port Infrastructure, 2015

Category	Kuwait	Saudi	UAE	Qatar	Oman
Liner connectivity index, (Rank/138)	87	17	14	105	22
Quality of port infrastructure ranking (Rank/138)	68	34	4	29	22

Source: Enabling Trade Index, World Bank

9. Appendix

Table 9.1: Seaports projects in GCC

Project Name	Country Name	Revised Budget ($m)	Main Contract Completion
King Abdullah Economic City: Millennium Seaport	Saudi Arabia	6,000	Q3 2019
Sharjah Port & Custom Authority - Khorfakkan Port Expansion	UAE	500	Q4 2017
ADTA - New Port at Delma Island	UAE	500	Q4 2017
MOTC - Port Shinas Expansion	Oman	400	Q4 2015
ADPC - Shahama Port Upgrade	UAE	50	Q4 2016
MPW - Bubiyan Seaport Project	Kuwait	8000	Q1 2023
General Organisation of Sea Ports (GOP) - Khalifa Bin Salman Port (Phase II)	Bahrain	150	Q2 2017
New Port Project Steering Committee (NPP) - New Doha Port	Qatar	7000	Q4 2030
DOT - Water Transport Project	UAE	30	Q1 2016
ADPC – Kizad	UAE	10000	Q4 2030

Source: Meed Projects
Note: Includes Parent MegaProjects and Standalone Projects

Table 9.2: Total Exports at K.P.A ports during 1978-2012 (Tons)

Year	Shuwaikh	Shuaiba	Doha	Total
1978	42,449	790,797	-	833,246
1979	113,230	768,454	-	881,684
1980	143,675	594,043	-	737,718
1981	118,534	389,232	-	507,766
1982	90,044	463,626	-	553,670
1983	99,008	1,100,692	12,614	1,212,314
1984	171,415	1,132,259	28,876	1,332,550
1985	253,884	864,542	21,311	1,139,737
1986	217,470	1,078,990	13,969	1,310,429
1987	189,048	1,214,320	9,735	1,413,103
1988	133,184	1,491,472	6,499	1,631,150
1989	127,017	2,038,000	N,A	N,A
1990	N,A	819,800	N,A	N,A
1991	2,361	26,758	121	29,240
1992	34,603	410,546	3,909	449,058
1993	192,863	1,373,321	2,994	1,569,178
1994	404,996	1,976,371	2,366	2,383,733
1995	302,541	2,252,699	4,423	2,559,663
1996	264,853	2,115,040	4,822	2,384,715
1997	227,150	1,977,382	5,696	2,210,228
1998	227,995	2,756,796	6,649	2,991,440
1999	273,460	3,327,348	7,478	3,608,286
2000	280,180	3,063,211	10,748	3,354,139
2001	273,049	3,237,005	153,000	3,663,054
2002	273,841	3,073,806	13,628	3,361,275
2003	755,813	3,004,618	27,925	3,788,356
2004	1,162,887	2,788,748	100,422	4,052,057
2005	1,213,264	3,225,536	30,711	4,469,511
2006	1,059,034	3,287,373	25,129	4,371,536
2007	1,103,222	3,675,962	23,539	4,802,723
2008	1,219,908	3,527,052	23,354	4,770,314
2009	1,116,615	3,324,614	38,728	4,479,957
2010	1,202,170	3,781,046	17,486	5,000,702
2011	1,212,231	3,412,045	37,069	4,661,345
2012	1,194,119	3,651,336	53,740	4,899,195

Source: Kuwait Ports Authority
Note: Statistics by individual ports aren’t available from 2012 onwards

Table 9.3: Total Imports at K.P.A ports during 1978-2012 (Tons)

Year	Shuwaikh	Shuaiba	Doha	Total
1978	4,234,285	1,471,211	-	5,705,496
1979	4,649,737	2,471,841	-	7,121,578
1980	5,317,835	2,981,523	-	8,299,358
1981	6,596,377	6,351,895	-	12,948,272
1982	7,302,328	6,668,461	-	13,970,789
1983	6,081,881	4,636,466	45,275	10,763,622
1984	6,433,699	3,957,321	15,870	10,406,890
1985	4,739,919	3,349,151	17,513	8,106,583
1986	4,019,355	2,321,887	11,900	6,353,142
1987	3,032,998	1,610,466	7,316	4,650,780
1988	3,641,608	1,966,399	13,789	5,621,796
1989	3,472,983	2,662,000	N,A	N,A
1990	N,A	1,080,200	N,A	N,A
1991	383,672	605,357	13,735	1,002,764
1992	1,348,934	1,634,153	73,217	3,056,304
1993	2,332,582	2,163,054	125,661	4,621,297
1994	3,549,695	4,826,778	201,480	8,577,953
1995	3,228,553	2,403,688	258,167	5,890,408
1996	3,412,121	2,758,696	195,180	6,365,997
1997	3,595,639	3,113,678	182,939	6,892,256
1998	3,330,026	6,402,215	247,764	9,980,005
1999	3,869,707	7,491,364	332,485	11,693,529
2000	4,096,836	8,770,459	326,772	13,194,067
2001	3,735,443	8,457,987	451,694	12,645,126
2002	4,930,915	10,696,281	372,810	16,000,006
2003	5,707,110	12,538,750	311,720	18,557,580
2004	6,315,800	15,333,051	351,929	22,000,780
2005	7,026,482	20,328,754	347,203	27,702,439
2006	7,076,926	17,230,852	307,428	24,615,206
2007	7,449,227	15,848,591	289,294	23,587,112
2008	7,886,606	18,369,118	273,530	26,493,254
2009	7,893,212	16,348,367	371,523	24,613,102
2010	7,941,266	14,266,961	109,997	22,318,224
2011	8,638,818	16,573,662	101,854	25,314,334
2012	8,670,806	22,308,127	58,371	31,037,304

Source: Kuwait Ports Authority
Note: Statistics by individual ports aren't available from 2012 onwards

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