

KEY SEAPORTS OF THE UNITED ARAB EMIRATES

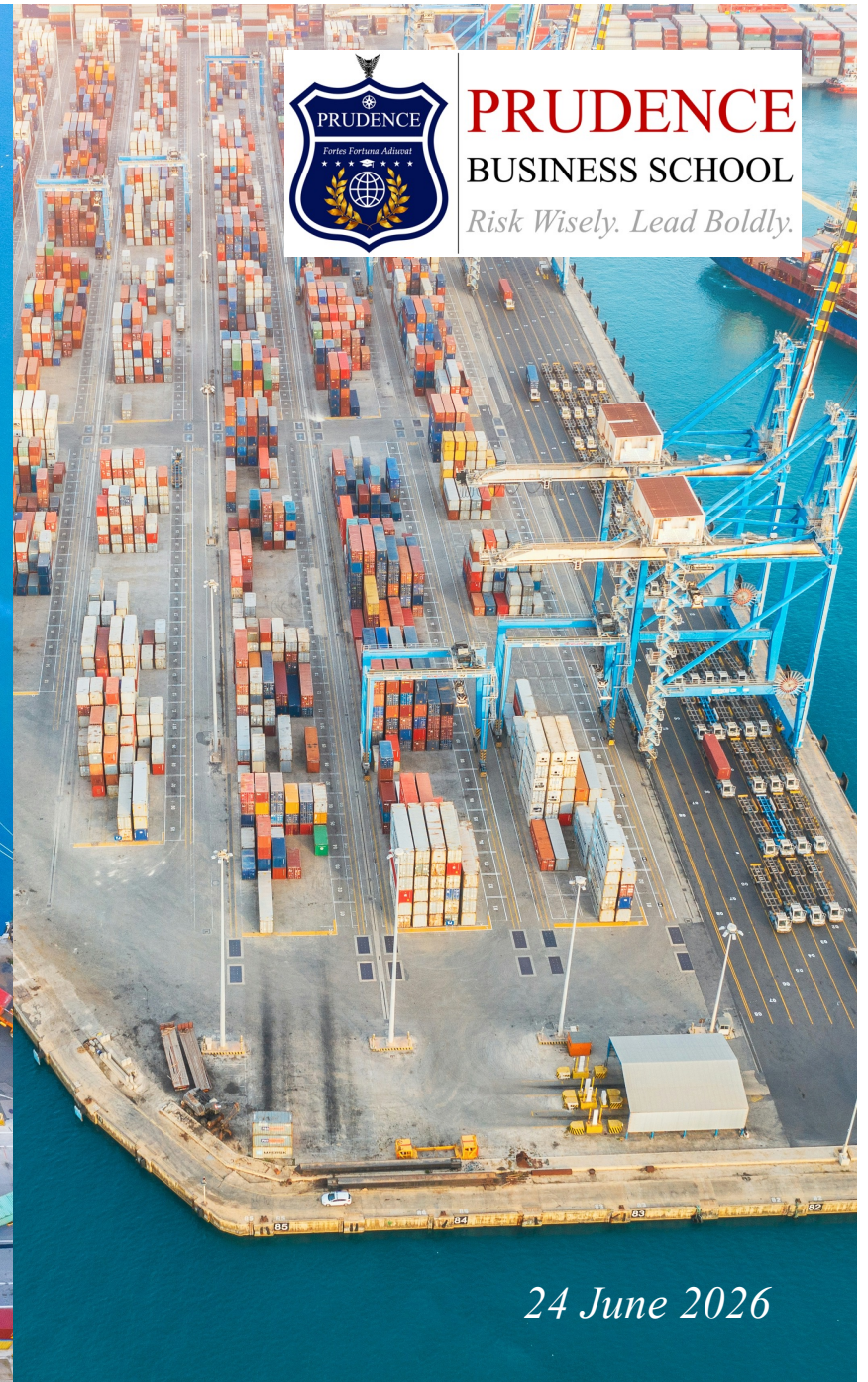
Comparative Analysis & Current Insights Report

Vessel Berthing Capacity · Container Handling Capacity · Containers Handled 2025 to 24 June 2026

Including Impact of the US-Israel-Iran Conflict & Strait of Hormuz Crisis (28 Feb. – 24 June 2026)



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24 June 2026

Jebel Ali Port ranks 10th in Top Container Ports in the World handling ~15.5 Million TEUs



A Gateway to the World

7 MAJOR AIRPORTS

6 MAJOR SEAPORTS

UAE SEAPORTS (11 TOTAL)

- 1 Ras Al Khaimah Port
- 2 Umm Al Quwain Port
- 3 Hamriyah Port (Sharjah)
- 4 Khalid Port (Sharjah)
- 5 Rashid Port (Dubai)
- 6 Jebel Ali Port (Dubai)
- 7 Khalifa Port (Abu Dhabi)
- 8 Mina Zayed Port (Abu Dhabi)
- 9 Abu Dhabi Ports (Port of Abu Dhabi)
- 10 Khorfakkan Port (Sharjah)
- 11 Port of Fujairah (Fujairah)

Note: Map not to scale. Port locations are indicative.

Global Top 20 Container Ports (number of TEUs)

Rank	Port	Country	2025	2024	% change
1	Shanghai	CN	55,060,000	51,510,000	6.9%
2	Singapore	SG	44,663,699	41,124,100	8.6%
3	Ningbo - Zhoushan	CN	43,870,000	39,300,000	11.6%
4	Shenzhen	CN	35,410,000	33,400,000	6.0%
5	Qingdao	CN	32,890,000	30,870,000	6.5%
6	Guangzhou	CN	27,680,000	26,070,000	6.2%
7	Busan	KR	24,881,704	24,400,000	2.0%
8	Tianjin	CN	24,030,000	23,290,000	3.2%
9	Los Angeles /Long Beach	US	20,120,917	19,947,077	0.9%
10	Jebel Ali	AE	15,552,000	15,530,000	0.1%
11	Port Kelang	MY	15,138,772	14,644,727	3.4%
12	Rotterdam	EU	14,245,000	13,820,000	3.1%
13	Tanjung Pelepas	MY	14,028,376	12,253,309	14.5%
14	Antwerp-Bruges	EU	13,630,000	13,532,436	0.7%
15	Hong Kong	CN	12,909,000	13,690,000	-5.7%
16	Xiamen	CN	12,510,000	12,250,000	2.1%
17	Tanger Med	MA	11,106,164	10,241,392	8.4%
18	Laem Chabang	TH	10,452,400	9,554,675	9.4%
19	Beibu Gulf	CN	10,060,000	9,465,347	6.3%
20	Ho Chi Minh	VN	na	9,158,200	na

na: not available

Table: UPPLY • Source: Port authorities, Chinese ministry of Transport, Alphaliner • Created with Datawrapper



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Research & Industry Intelligence Report

KEY SEAPORTS OF THE UNITED ARAB EMIRATES

Comparative Analysis Report

Vessel Berthing Capacity · Container Handling Capacity · Actual Containers Handled Since 2025 to 24 June 2026

Including Impact of the US–Israel–Iran Conflict & Strait of Hormuz Crisis (28 February – 24 June 2026)

Prepared: 24 June 2026

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1. Executive Summary

The United Arab Emirates operates twelve principal commercial seaports across all seven emirates, handling in aggregate over 30 million TEUs of container throughput annually at peak capacity — the highest density of container port infrastructure per national territory anywhere in the Middle East. The UAE's port network divides starkly into two geographic corridors: nine Gulf-coast (western) ports that are entirely dependent on the Strait of Hormuz for international access, and three eastern ports on the Gulf of Oman that bypass the strait entirely.

This report benchmarks all UAE seaports by three criteria — vessel berthing capacity, container handling design capacity, and actual containers handled since 2025 to 24 June 2026 — and documents the extraordinary disruption to Gulf ports and extraordinary surge at eastern ports caused by the US–Israel war on Iran and the effective closure of the Strait of Hormuz from 28 February 2026.

Key findings as of 24 June 2026:

- Jebel Ali Port (Dubai, DP World) remains the UAE's dominant container hub — 15.6M TEU in 2025 — but suffered a near-total inbound flow collapse in March–April 2026, with daily discharge volumes falling from 3,000–4,000 TEU to near-zero.
- Khalifa Port (Abu Dhabi, AD Ports Group) recorded 7.7M TEU in 2025 and a 23% full-year growth, but faced –5% YoY decline in Q1 2026 with capacity utilisation dropping to 54% under the Hormuz blockade.
- Khor Fakkan Container Terminal (Sharjah, Gultainer) — on the Gulf of Oman coast OUTSIDE Hormuz — became the UAE's most critical emergency gateway: throughput surged from ~11,000 TEU/week to a peak of 78,000 TEU/week (25× normal), with 85 destination changes recorded in a single week.
- Fujairah Terminals (AD Ports Group) also surged: handling more than 70,000 TEUs during the crisis period and over 100 cargo vessels per day, enabled by a new Green Corridor linked by bonded rail to Khalifa Port via Etihad Rail.
- A US–Iran MoU was signed on 17 June 2026 and the first vessels transited Hormuz on 18 June; as of 24 June 2026, the Strait remains contested (~23 transits/day vs. ~93/day pre-war). Full normalisation of UAE Gulf ports is projected 9–12 months from reopening.

2. UAE Port Network — Geographic Overview

The UAE has 12 commercial trading ports with a combined 310 berths and circa 80 million tonnes of cargo capacity (per UAE ECI), spread across all seven emirates and both coastlines.

The country's location — on the northern side of the Strait of Hormuz where the Arabian Gulf meets the Gulf of Oman — makes it simultaneously the world's most important transshipment hub in the region and profoundly vulnerable to Hormuz disruptions.

2.1 Western Gulf-Coast Ports (Hormuz-Dependent)

Nine of the UAE's twelve commercial ports face the Arabian Gulf (western coastline) and can only access international waters through the Strait of Hormuz.

These include the UAE's two mega-hubs — Jebel Ali and Khalifa Port — as well as Port Rashid, Mina Zayed, Musaffah, Port Khalid, Hamriyah, Ajman Port, and Mina Saqr (Ras Al Khaimah).

2.2 Eastern Gulf of Oman Ports (Hormuz-Free)

Three UAE ports face the Gulf of Oman directly: Khor Fakkan Container Terminal (Sharjah), Fujairah Terminals (Fujairah), and the Port of Dibba.

These are "outside the straits" facilities that proved enormously valuable during the 2026 Hormuz crisis, as they required no Strait of Hormuz transit for international shipping.

Khor Fakkan is described by Gultainer as "the only fully operational terminal in the UAE located outside the Strait of Hormuz."

Fujairah is also connected to the UAE's internal oil pipeline network — the ADNOC Habshan–Fujairah pipeline (1.5M barrels/day capacity) — enabling oil exports to bypass the strait entirely.

3. Port-by-Port Infrastructure Comparison

The table below compares all UAE commercial seaports by vessel berthing capacity, container handling capacity, maximum vessel draught, and quay length. Ports are ordered by container significance.

Port	Emirate	Primary Operator	Total Berths	Container Berths	Container Capacity (TEU/yr)	Max Draught	Quay Length	Gulf / East Coast
Jebel Ali Port	Dubai	DP World	100+	25+ (T1–T4)	19.4 M TEU	17 m	25 km	Gulf (West)
Port Rashid (Mina Rashid)	Dubai	DP World	15	2–3 (limited)	1.5 M TEU (design; mainly cruise/RoRo)	14 m	~2 km	Gulf (West)
Khalifa Port	Abu Dhabi	AD Ports / Abu Dhabi Terminals / CMA Terminals	41+	22 container	9.6 M TEU (current); expanding to 10.5 M by 2028	18.5 m	11.7 km	Gulf (West)
Mina Zayed (Port Zayed)	Abu Dhabi	AD Ports Group	21	~4 (limited)	~15,000 TEU (yard); mainly general cargo & cruise	15 m	~3 km	Gulf (West)
Musaffah Port	Abu Dhabi	AD Ports / Industrial Zone Authority	21	Limited (RoRo/bulk focus)	~200K TEU (industrial/RoRo; not primary container)	~12 m	~3 km	Gulf (West)
Khor Fakkan – Khorfakkan CT	Sharjah	Gulftainer	6	6 (dedicated container)	5.0 M TEU (recently upgraded)	16 m	~2 km	Gulf of Oman (EAST)
Port Khalid (Mina Khalid)	Sharjah	Gulftainer / Sharjah Ports Authority	21–33	3 (Berths 1–3, Gulftainer SCT)	690K TEU (SCT yard capacity)	11.5 m	~5.2 km	Gulf (West)
Hamriyah Port	Sharjah	Sharjah Ports Authority	~10	Limited (industrial/LPG focus)	Bulk/industrial; ~20 M tonnes general cargo	~12 m	~2 km	Gulf (West)
Fujairah Terminals	Fujairah	AD Ports Group (Fujairah Terminals)	~10 multi-purpose	4 (1,000 m quay)	720K TEU; expanding to 1.0 M TEU by 2030	15 m	~1 km	Gulf of Oman (EAST)
Ajman Port	Ajman	Ajman Ports & Customs	~8	4 (Berths 1–4)	~100K TEU (modest; regional import/re-export)	7.2 m	~1 km	Gulf (West)
Mina Saqr / RAK Port	Ras Al Khaimah	RAK Ports Authority	12 (3 container, 8 bulk, 1 general)	3 container berths	Minor container; primarily bulk minerals (limestone, aggregates, cement)	~12 m	~2 km	Gulf (West)
Ahmed Bin Rashid Port (UAQ)	Umm Al Quwain	UAQ Free Trade Zone	12	4 (limited RoRo/container)	Minimal TEU; regional trade only	8 m	~1 km	Gulf (West)

Sources: DP World (2025 Annual Report); AD Ports Group (November 2025 CMA Terminals announcement; October 2025 Lloyd's List ranking release); Gulftainer (Khorfakkan CT official spec); Fujairah Terminals / AD Ports official page; Sharjah Ports Authority; UAE ECI; Marine Insight; UNIS; Novatrans; Lexology.

* CMA Terminals Khalifa Port (inaugurated December 2024): 800m quay, 2 berths, 8 STS cranes, +1.8M TEU capacity to Khalifa total. Phase 2 expansion (AED420M; to 2.7M TEU CMA terminal) planned for 2028, taking Khalifa total to 10.5M TEU.

** AD Ports total UAE container capacity as of Q2 2025: 11.8M TEU globally; 9.6M at Khalifa. Target to 15M TEU by 2030 per Wikipedia.

4. Actual Containers Handled: 2025 to 24 June 2026

The table below documents actual or estimated container volumes at each UAE port across four periods: full year 2025; H1 2025; January–February 2026 (pre-war); March–May 2026 (war/crisis period); and June 2026 to date (partial reopening).

Note on data availability: Official port-level TEU data for individual UAE ports in the crisis period (March–June 2026) has not yet been released in full by any operator. The figures for the crisis period are derived from operator statements (DP World March 2026 results, AD Ports Q1 2026 data), real-time shipping intelligence sources (VIZION, Windward, Alphaliner, Lloyd's List), logistics industry press (Flexport, Freightos, Seavantage), and official incident reporting. Established throughput levels are used to extrapolate estimated war-period figures. All war-period values marked as estimates should be treated as indicative orders of magnitude.

Port	Full Year 2025 (TEU)	H1 2025 (TEU)	Jan–Feb 2026 (Pre-War, TEU)	Mar–May 2026 (War Period)	Jun 2026 (Partial Reopening)	Key Notes / Sources
Jebel Ali Port	~15.6 M*	7.7 M	~2.6 M (pace: 1.3M/mo)	Near-zero inbound by mid-March; estimated <1 M	Cautiously resuming; backlog clearing	DP World FY2025 consolidated = 56.1M TEU total (Jebel Ali: 15.6M). H1 = 7.7M TEU (+6% YoY). Ops suspended Feb 28–Mar 2; fire at berth; severe inbound collapse by Mar 10; dock discharge fell from 3,000–4,000 TEU/day to near-zero. Source: DP World, Logistics ME, VIZION
Khalifa Port	~7.7 M (AD Ports UAE total)*	3.07 M (85% share of 3.62M)	~1.0 M (est.)	Severely disrupted; –5% YoY Q1 2026; 54% capacity util.	Cautious resumption; land bridge from Fujairah/KCT via rail	AD Ports 2025 ports segment: 7.7M TEU UAE (+23% YoY). H1 2025: 3.62M (85% = Khalifa = ~3.07M). Q1 2026: UAE container vol –5% YoY; 54% capacity util. (57% Khalifa). Source: AD Ports Group, Business Wire, AGBI
Mina Zayed	Minimal TEU (<50K est.)	Minimal	Minimal	Negligible impact on container vol.	Normal (no container significance)	Container traffic transferred to Khalifa Port; now primarily cruise, dhow, and general cargo. Container yard: ~15,000 TEU slots. Source: UNIS, Marine Insight
Musaffah Port	Industrial/bulk; negligible TEU	Negligible	Negligible	Limited impact; RoRo/bulk only	Normal for industrial cargo	Handles bulk cargo, steel, cement, aggregates for Abu Dhabi's Musaffah industrial zone. No significant container throughput. Source: Brightway Logistic
Khor Fakkan CT	~2.5 M est. (pre-crisis pace)	~1.1 M est.	~11K TEU/wk (~185K est.)	SURGED: peaked at 78,000 TEU/wk; 25× pre-crisis level	Still elevated; outbound gates opened May 11; normalising	OUTSIDE Hormuz — became critical alternative hub. Pre-crisis: ~11,000 TEU/wk baseline. Crisis peak: 78,000 TEU in one week; 50,000 TEU/wk average surge. 85 destination changes in one week. Outbound gates opened May 11. Drone attack Apr 2026 reportedly near vicinity — minor disruption. Source: BizInsider (May 2026), GulfTainer
Port Khalid (SCT)	~200–400K TEU est.	~100–200K est.	~33–65K TEU (est.)	Reduced (Gulf coast port; Hormuz-dependent)	Gradual resumption	Gulf-coast port; container traffic disrupted by Hormuz closure. Cargo diverted to Khor Fakkan (East coast) via AD Ports land bridge. Source: GulfTainer, Sharjah Ports
Hamriyah Port	Industrial bulk; ~20 M tonnes general cargo	Negligible TEU	Negligible TEU	Limited impact; bulk/industrial only	Normal for industrial	Industrial port serving Hamriyah Free Zone; LPG, petrochemicals, steel, timber. No significant container volume. Source: Marine Insight, Brightway
Fujairah Terminals	~500–720K TEU est. (full year 2025)	~250–360K est.	~60K TEU (est.)	SURGED: 70,000+ TEU; 100+ vessels/day; Green Corridor active	Elevated; part of AD Ports land bridge/rail corridor	OUTSIDE Hormuz — major alternative hub. AD Ports handled >70,000 TEUs through Fujairah Terminals during crisis; >100

Port	Full Year 2025 (TEU)	H1 2025 (TEU)	Jan–Feb 2026 (Pre-War, TEU)	Mar–May 2026 (War Period)	Jun 2026 (Partial Reopening)	Key Notes / Sources
						cargo vessels/day. Green Corridor seamlessly linked Fujairah to Khalifa Port/Jebel Ali customs. New bonded rail corridor to Khalifa Port (Etihad Rail). Source: Brightway Logistic, AD Ports, Wikipedia
Ajman Port	~100–150K TEU est.	~50–75K est.	~15–25K TEU (est.)	Reduced (Gulf port; shallow draft limits)	Partial resumption	Small Gulf-coast port; serves Ajman emirate regional import/re-export needs. Hormuz closure impacted inbound flows. Max draft 7.2m limits large vessel calls. Source: Novatrans, Oxford Business Group
Mina Saqr (RAK)	Primarily bulk; ~50K TEU est.	Negligible TEU	Negligible TEU	Limited impact; bulk focus	Normal for bulk ops	RAK's primary port; specialises in limestone, aggregates, cement for construction export to Kuwait, Bangladesh, India. Three container berths used for minor container volumes. Source: RAK Ports, Brightway
Ahmed Bin Rashid Port (UAQ)	Negligible TEU	Negligible	Negligible	Negligible impact	Normal	Very small regional port; serves UAQ Free Trade Zone; draft 8m; handles regional bulk, building materials. No commercial container significance. Source: Novatrans

Sources: DP World FY2025 results (March 2026); DP World H1 2025 results (August 2025); AD Ports Group H1 2025 release (October 2025); AD Ports CMA Terminals Khalifa Port Q3 2025 update (November 2025); AD Ports Abu Dhabi Maritime 2026 Outlook report; BizInsider "From 2,000 to 50,000 Containers a Week" (May 2026); Brightway Logistic "Fujairah" (March 2026); VIZION TradeView Jebel Ali analysis (March 2026); Flexport Middle East escalation updates (February–June 2026); Freightos Iran war shipping update (March 2026); Alphaliner (138 ships, 470K TEU, March 2026); Windward Maritime AI One Month War Report (March 2026).

5. Crisis Impact Matrix: 28 February – 24 June 2026

The table below ranks all UAE ports by their response to the Strait of Hormuz crisis. Eastern-coast ports (marked EAST COAST) benefited dramatically; Gulf-coast ports suffered severe disruption.

Port	Gulf or East Coast	Hormuz Exposure	Crisis Status (Mar–May 2026)	Container Vol. Change vs. Pre-War	Emergency Role	Key 2026 Incident / Development
Jebel Ali	Gulf	100% Dependent	SEVERELY DISRUPTED: Ops suspended 28 Feb–2 Mar; inbound near-zero by mid-March	–90 to –95%	Shelter hub for 138 trapped ships (~470K TEU)	Fire at berth 1 Mar; Source Blessing struck debris near port; DP World opened land corridors to Dammam and Sohar; 1.4M TEU/month pace pre-war fell to near-zero
Khalifa Port	Gulf	100% Dependent	SEVERELY DISRUPTED: –5% YoY Q1 2026 UAE container vol; 54% capacity utilisation	~–50 to –60%	Land bridge hub (Etihad Rail to Fujairah/KCT)	Safeen Prestige (Abu Dhabi Ports vessel, 1,700 TEU) struck in strait 4 Mar — first container ship attacked in Hormuz crisis
Khor Fakkan CT	EAST COAST	Hormuz-FREE	SURGED: 25× normal throughput; 78,000 TEU peak week; 100+ vessels/day	+2,500% peak week	PRIMARY ALTERNATIVE HUB for Middle East / India / East Africa	Became "critical national gateway" (Gulftainer CEO). 85 destination changes in one week. Outbound gates opened May 11, 2026, signalling first supply chain recovery signal
Fujairah Terminals	EAST COAST	Hormuz-FREE	SURGED: >70,000 TEU handled; >100 vessels/day; Green Corridor active	+400–600% vs. normal pace	GREEN CORRIDOR gateway to UAE interior; bonded rail to Khalifa	UAE Habshan–Fujairah oil pipeline (capacity: 1.5M barrels/day) continued operating, critical for UAE energy exports bypassing Hormuz. Bonded rail to Khalifa Port via Etihad Rail activated Q1 2026
Port Rashid	Gulf	100% Dependent	Disrupted: Reduced vessel calls; cruise operations suspended	Cruise: 100% suspended; cargo: minimal	Nil	Cruise ship MSC Euribia stranded in Gulf during crisis; cruise operations across Gulf suspended; Port Rashid cruise terminals idle
Port Khalid	Gulf	100% Dependent	DISRUPTED: Cargo diverted to Khor Fakkan via AD Ports land bridge	~–50 to –70%	Land bridge source point to KCT	AD Ports Q1 2026 established land bridge from Khalid/Sharjah through bonded customs corridors to Fujairah and KCT using 800 trucks + 4 Etihad Rail services/day
Mina Zayed	Gulf	100% Dependent	Minimal impact (no meaningful container ops)	N/A	Nil	General cargo and dhow trade minimal; cruise terminal idle. Not a significant container port.
Musaffah	Gulf	100% Dependent	Reduced industrial cargo; limited container impact	N/A	Nil	RoRo and industrial bulk port serving Musaffah manufacturing zone. Bulk operations continued at reduced pace.
Ajman Port	Gulf	100% Dependent	REDUCED: Regional import disruption; shallow draft limits emergency vessel diversion	~–50%	Nil	Very small port; felt disruption at import level for regional goods. Draft 7.2m prevents large emergency diversion.
Mina Saqr (RAK)	Gulf	100% Dependent	Reduced bulk exports; minor container impact	N/A (bulk focus)	Nil	Limestone/aggregate bulk exports severely disrupted as tanker traffic collapsed and war risk insurance deterred Gulf vessel calls.
Hamriyah Port	Gulf	100% Dependent	Reduced industrial cargo; LPG/petrochemical disruption	N/A	Nil	LPG exports from Gulf states fell to 12-month low during crisis. Hamriyah's LPG and industrial cargo impacted.

Sources: Wikipedia "2026 Strait of Hormuz crisis" (accessed 24 June 2026); DP World March 2026 statement; Alphaliner; Seavantage; BizInsider (May 2026); Brightway Logistic; Flexport; Windward Maritime AI; VIZION; AD Ports Group Q1 2026 data; Freightos; CRS Iran/Hormuz report (2026); Al Jazeera; CNBC Strait of Hormuz crisis (March 2026).

6. Individual Port Profiles

6.1 Jebel Ali Port — Dubai

Operator: DP World. World ranking: 9th busiest container port globally (2024). Area: 134 km². Opened: February 1979 (by Queen Elizabeth II).

- Infrastructure: 100+ berths across 4 terminals. T1: 15 container berths; T2: 8 berths (6.5M TEU, 32 cranes, 30% lower carbon); T3: 5 berths (3.8M TEU, semi-automated ULCV-capable); T4: expanding. Max LOA 414m; max draught 17m; 25km quay length. 1 million sqm container yard.
- Container capacity: 19.4M TEU per annum. Connects 150+ shipping lines to 180+ ports.
- 2025 performance: 15.6M TEU (DP World FY2025 consolidated: 56.1M TEU total; Jebel Ali accounted for ~28%). H1 2025: 7.7M TEU (+6% YoY). Breakbulk: 5.67M tonnes (record). Record 1.5M vehicles handled across Dubai terminals (+18%).
- Record moment: July 2024 — 1.4M TEU in a single month (new record); first time exceeding 2015 peak.
- 2026 war period: Operations suspended 28 Feb – 2 Mar after Iranian strikes. Fire at berth 1 Mar (aerial interception debris). Resumed with enhanced security. Inbound discharge fell from 3,000–4,000 TEU/day to near-zero by mid-March. Source Blessing (3,200-TEU vessel) struck by debris near the port 3 March. DP World opened emergency overland corridors: to Dammam (Saudi Arabia, 1,200km), to Sohar (Oman, 350km), to Riyadh dry port. Dubai Customs Notice 04/2026 formalised the Oman land bridge. As of 24 June: fully operational, reduced vessel traffic; post-MoU resumption underway.

6.2 Khalifa Port — Abu Dhabi

Operator: AD Ports Group (Abu Dhabi Terminals concession; CMA Terminals Khalifa Port JV: 70% CMA CGM / 30% AD Ports, inaugurated December 2024). Opened: December 2012.

Area: 6.3 km².

- Infrastructure: 41+ quay cranes; 159 yard cranes; 11.7km quay wall; 3.8km breakwater; 22 container berths. CMA Terminals (800m quay, 18.5m depth, 8 STS cranes, 20 electric RTGs, Phase 2 to 1,200m quay by 2028). Connected to Etihad Rail network. Max vessel size: ULCVs.
- Container capacity: 9.6M TEU (Khalifa's share of AD Ports 11.8M global capacity as of Q2 2025). CMA Terminals alone adds 1.8M TEU; expanding to 2.7M TEU by 2028, taking Khalifa total to 10.5M TEU.
- 2025 performance: AD Ports UAE ports total: 7.7M TEU (+23% YoY). H1 2025 AD Ports group TEU: 3.62M (85% = Khalifa ≈ 3.07M). CMA Terminals reached ~1M TEU year-to-date in Q3 2025 at 87% capacity utilisation. Lloyd's List ranked Khalifa 39th globally (up from 95th in 2019).
- 2026 war period: Q1 2026 UAE container volume declined 5% YoY (vs. 17% international growth). Capacity utilisation fell to 54% (57% at Khalifa). AD Ports established Fujairah/Khor Fakkan land bridge and Etihad Rail services (4 daily) as bypass corridor.

6.3 Khor Fakkan Container Terminal — Sharjah (EAST COAST)

Operator: Gultainer (concession extended 35 years November 2023). Location: Natural deep-water harbour on the Gulf of Oman; the only natural deep-sea port in the UAE. The ONLY fully operational UAE terminal outside the Strait of Hormuz.

- Infrastructure: 6 berths; 2,000m quay (recently completed expansion to ~2km); 20 gantry cranes (18 quay cranes: Post-Panamax and Super Post-Panamax models; 4 Megamax Tandem-Lift cranes on 800m new berth at 16m draught). 450,000 sqm storage; 1,000+ reefer connections; 45,000 TEU yard capacity.
- Container capacity: 5.0M TEU per annum (recently upgraded from earlier ~3M TEU).
- 2025 performance: Estimated ~2.5M TEU at normal pace (actual pre-crisis baseline: ~11,000 TEU/week = ~572K TEU/year annualised); actual 2025 volume likely higher given strong transshipment activity.
- 2026 CRISIS SURGE: Pre-crisis baseline ~11,000 TEU/week. Within days of the Hormuz closure: weekly container handling surged to 50,000 containers average; single peak week recorded 78,000 TEUs — a 25× increase. Container vessel port calls nearly quadrupled. 85 destination changes in one reporting week. Outbound export gates opened 11 May 2026 — first recovery signal in the region. Gultainer CEO: "critical national gateway" transformed overnight. China-Salalah/KCT rates increased 28%.

6.4 Fujairah Terminals — Fujairah (EAST COAST)

Operator: AD Ports Group (Fujairah Terminals, wholly owned; 35-year concession from 2017). The UAE's only multipurpose port on the eastern seaboard.

- Infrastructure: ~10 multi-purpose berths; 4 dedicated container berths (1,000m quay, deepened from 12m to 15m); Post-Panamax STS cranes; electric RTGs. Connected to Etihad Rail (first UAE port with rail link). Adjacent to world's second-largest bunkering hub (~18M cubic metres oil storage). ADNOC Habshan–Fujairah pipeline: 1.5M barrels/day bypass capacity.
- Container capacity: 720,000 TEU per annum; AD Ports target: 1.0M TEU by 2030 (AED500M investment ongoing).
- 2025 performance: Estimated 500–720K TEU at full-year pace, consistent with capacity. AD Ports reported strong Fujairah growth in 2025 as part of corridor strategy.
- 2026 CRISIS SURGE: More than 70,000 TEUs handled during war disruption period; more than 100 cargo vessels per day during peak crisis. Green Corridor system processed Fujairah cargo as if it had arrived at Khalifa Port or Jebel Ali — seamless customs integration. Bonded rail corridor to Khalifa Port (via Etihad Rail) dramatically cut clearance time vs. road.

6.5 Port Rashid (Mina Rashid) — Dubai

Operator: DP World. History: Dubai's first commercial port (opened 1972); container ops transferred to Jebel Ali by 2018; now primarily cruise and passenger terminal.

- Infrastructure: 15 berths; purpose-built cruise terminal; Dubai Drydocks (nearby, operational since 1983 — largest dry dock on the Persian Gulf). Container yard: 1.5M TEU design capacity (legacy; now mainly cruise/RoRo/general). Max draught: 14m.
- 2025/2026: Cruise operations entirely suspended during crisis (MSC Euribia and other cruise ships stranded in the Gulf). Port infrastructure undamaged. Container significance: minimal.

6.6 Mina Zayed (Port Zayed) — Abu Dhabi

Operator: AD Ports Group. Oldest commercial port in Abu Dhabi (since 1972); container traffic transferred to Khalifa Port by December 2012. Now primarily general cargo, cruise, and dhow.

- Infrastructure: 21 berths across 510 hectares. 41-hectare container terminal (15,000 TEU yard capacity, legacy). Max draught 15m. Dhow harbour also serviced. ADNOC bunkering available.
- 2025/2026: Negligible container TEU. Cruise operations suspended during crisis. No meaningful container disruption.

6.7 Port Khalid (Mina Khalid) — Sharjah

Operator: Gultainer (since 1976) / Sharjah Ports Authority. The UAE's first container terminal port, first RoRo terminal, and first free trade terminal — a pioneer.

- Infrastructure: 33 multi-purpose berths (21 general cargo, various RoRo, container, bulk). Container terminal: Berths 1–3 (Gultainer SCT); 690,000 TEU yard capacity. Max draught 11.5m. Adjacent Sharjah Dry Port (180,000 sqm; 6,000 TEU stacking).
- 2025/2026: Estimated 200–400K TEU annually at normal pace. Disrupted during 2026 Hormuz crisis (Gulf-coast port). AD Ports established land bridge from Khalid/Sharjah through bonded corridors to Fujairah and Khor Fakkan.

6.8 Hamriyah Port — Sharjah

Operator: Sharjah Ports Authority. Industrial powerhouse adjacent to Hamriyah Free Zone.

- Infrastructure: ~10 berths; dedicated LPG berth; general and bulk cargo handling; max draught ~12m. Handles steel, timber, project machinery, petrochemicals.
- Container significance: Minimal. Handles ~20M tonnes general/bulk cargo annually. LPG exports significantly impacted during 2026 crisis (Gulf LPG dropped to 12-month low during war period).

6.9 Ajman Port — Ajman

Operator: Ajman Ports & Customs. The only commercial port of the Emirate of Ajman.

- Infrastructure: ~8 berths; 4 container berths; max draught 7.2m (limiting factor for large vessel calls). Entry channel dredged to 7.2m. Container, break-bulk, general bulk, and RoRo capabilities.
- 2025/2026: Estimated 100–150K TEU annually (regional import/re-export). Disrupted during Hormuz crisis. Shallow draft (7.2m) prevents large emergency diversion from bigger ports. Regional role only.

6.10 Mina Saqr (Ras Al Khaimah)

Operator: RAK Ports Authority. Originally designed for the RAK cement and mineral export industry; expanded into a major bulk-handling port for the construction sector.

- Infrastructure: 12 berths total (1 general purpose, 3 container, 8 bulk handling); max draught ~12m. Connected to Hajar Mountains quarrying operations. Handles millions of tonnes of limestone, gabbro, aggregates annually for export to Kuwait, Bangladesh, India, GCC.
- Container significance: Minor (~50K TEU); primarily bulk. War impact: bulk exports severely disrupted by Gulf vessel call collapse; limestone export activity nearly halted.

6.11 Ahmed Bin Rashid Port — Umm Al Quwain

Operator: UAQ Free Trade Zone. Smallest commercial port in the UAE.

- Infrastructure: 12 berths; 4 RoRo/container berths; max draught 8m. Adjacent to UAQ Free Trade Zone.
- Container significance: Negligible. Serves only regional bulk and building materials trade. No commercial container data published. Max draught (8m) too shallow for mainline container vessels.

7. Strategic Analysis: Winners, Losers, and Recovery Outlook

7.1 The Geographic Fault Line

The 2026 Hormuz crisis exposed the fundamental strategic vulnerability of the UAE's port network: 75% of its ports — including the two largest — face inward into the Arabian Gulf and require Hormuz transit for all international shipping. The three Hormuz-free eastern ports, Khor Fakkan, Fujairah, and Dibba, collectively hold only ~6.5M TEU of nominal capacity against the 29M+ TEU of Gulf-port capacity. This structural asymmetry created both the crisis and the response.

7.2 The Emergency Logistics System That Emerged

Within the first two weeks of the crisis, a de facto alternative logistics system coalesced around five elements:

- Eastern port surge: Khor Fakkan and Fujairah absorbed diverted inbound cargo flows at multiples of their peacetime throughput.
- UAE Habshan–Fujairah oil pipeline: Continued routing UAE crude oil exports to the Indian Ocean, entirely bypassing Hormuz; UAE did not lose crude export capability the way Kuwait, Qatar, and Iraq did.
- AD Ports Green Corridor: Customs-transparent pathway allowing cargo arriving at Fujairah Terminals to be treated as if it had entered at Khalifa Port or Jebel Ali — eliminating re-clearance requirements.
- Etihad Rail bonded service: Four daily rail freight services linking Fujairah/Khor Fakkan to Khalifa Port and Jebel Ali, using 800 trucks for first-mile/last-mile — the first commercial test of the UAE rail freight system at scale.
- Land bridge to Dammam and Sohar: DP World emergency overland corridors from Jebel Ali enabling Gulf cargo to escape the blockade via Saudi Arabia or Oman.

7.3 Khor Fakkan: The Unsung Hero

Khor Fakkan Container Terminal's 25× throughput surge during the crisis — from 11,000 TEU/week to 78,000 TEU in a single peak week — is among the most dramatic port volume swings ever recorded in a single facility in modern maritime history. The port's 5M TEU annual design capacity, which had been dramatically underutilised in peacetime, provided critical latent capacity that the UAE needed precisely when its Gulf ports were paralysed.

7.4 Full Recovery Timeline

As of 24 June 2026, the Strait of Hormuz remains contested: approximately 23 vessels/day are transiting versus a pre-war baseline of ~93/day (PortWatch data). The US–Iran MoU (17 June 2026) provides a framework but mine clearance in the central channel is estimated at 40–50 days, and war-risk insurance normalisation may lag 3–6 months behind that. Expert analysis (McMaster University, June 2026) projects 3–5 months for meaningful throughput improvements at UAE Gulf ports and 9–12 months for full system balance. Khor Fakkan and Fujairah are expected to remain at elevated throughput levels through at least Q3 2026 as backlogs are cleared.

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