شركة الموانئ الصناعية الاردنية
Jordan Industrial Ports Company

Terminal Information Guide

2024

Jordan Industrial Ports Company

Terminal Information Guide

General Introduction and Contacts JIPC

This guide has been written for masters of seagoing vessels, shipping lines & agents, users of the terminal and any other party in need of nautical information about the Jordan Industrial Port in Aqaba. The guide contains general information, rules, safety, emergency & security procedures. Comprehensive operations related data have been included, associated with safety precautions during any performed operation on terminal, whether it is related to dry or liquid bulk handling.

All the data had been established taking into consideration JIPC's policies, local and international laws, terminal marine operation, and terminal services.

LEGAL DISCLAIMER

The Jordan Industrial Ports Company makes every effort to make and maintain the contents of this document as up-to-date, accessible error-free and complete as possible, but the correctness and completeness of these contents cannot be guaranteed. JIPC accepts no liability whatsoever for the occurrence and/or consequences of errors, faults or incompleteness or any other omission in connection with the information provided by this document. In case of any discrepancies or inconsistencies between this document and the applicable legislation, including the port by-laws, the later will prevail.

CONTACT JIPC

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Jordan Industrial Ports Company

Terminal Information Guide

Table of Contents

Tables

Figures

1 Introduction

1.1 General Information

Jordan Industrial Ports Company (JIPC), Jordan's premier gateway for international fertilizer commerce, has been established in 2009 and is strategically located in Aqaba, 22km south of the city.

Figure 1: JIPC - Aerial Picture (source Google Earth)

The Jordan Industrial Ports Company is a joint venture between Arab Potash Company (APC) and Jordan Phosphate Mines Company (JPMC), where Aqaba Development Company granted the right to develop, operate and upgrade the industrial ports to increase terminal capacity of dry and liquid bulk materials import and export and to cope with APC and JPMC and their affiliates for the next 30 years' expendables.

1.2 Port Activities

The North Berth receives Dry Bulk Carriers between 5,000 and 100,000 DWT to be loaded with fertilizers.

The West Berth can receive Dry Bulk Carriers up to 50,000 DWT either for import of raw material or for export of final products from fertilizer industry. The West berth can further welcome Chemical Tankers to be loaded with Phosphoric Acid.

East Berth is dedicated for Liquid Bulk Handling only, either loading of Phosphoric Acid or offloading of Liquid Ammonia.

1.3 Port Results

The Jordan Industrial Ports Company handled in 2021:

- 3,830,514.62 MT Dry Bulk
- 1,418,448.17 MT Liquid Bulk

1.4 Port Performance Level

The port is committed to provide its service to customers and stakeholders through maintaining industry-leading facilities as well as excellence and high safety and environmental awareness. Specific performance indicators are used as criteria and regular reported to the grantor ADC.

2 Contacts, Information & Regulations

2.1 Contacts & Information

For your information about JIPC, please contact:

Duty Operation Supervisor	Phone	**0791129464**
Duty HSSE Officer	Phone	**0791129474**
PFSO	Phone	**0791129473**

Table 1 24/7 Contacts

Marine Manager (VTS)	Phone	**0791698787**
Harbor Master	Phone	**0799907800**
Jordan Maritime Authority	Phone	**0799067447**

Table 2 Contacts important external

JIPC Operation Manager	Phone	0799062444

Table 3 Contacts JIPC

2.2 Rules & Regulations

The rules and regulations applicable in the terminal contribute to the safe, efficient, and environmentally responsible handling of shipping traffic.

2.2.1 International Rules

The international rules of the International Maritime Organization (IMO), such as the SOLAS convention and its amendments – especially the International Ship and Port Facility Security (ISPS) Code from SOLAS Chapter XI-2 - apply in the JIPC terminal.

2.2.2 Local Regulations

The laws of the Hashemite Kingdom of Jordan as well as the local regulations of the Aqaba Special Economic Zone (ASEZA) are applicable in the terminal. For an overview of the local regulations and further information please refer to the following link:

Laws and Regulations - Jordan Industrial Ports Company (jipc-jo.com)

3 Arrival and Departure

3.1 General Information

Arrival / berth approval must be applied for not less than 24 hours prior to the ship's arrival at the JIPC/JFI pilot station.

For further details please refer to chapter 4 'Notifications'

3.2 Dangerous Goods and Waste

Additional declarations are required for ships carrying dangerous goods and/or ship generated wastes.

For further details please refer to chapter 4 'Notifications'

4 Notifications

4.1 General Information

Masters of vessels arriving, staying in or leaving the port of Aqaba are obligated to notify the competent authority in advance and submit the subsequent documents.

4.2 Health Declaration

When arriving from a foreign port, the master of the ship is legally required to report any suspected infectious disease or death on board amongst crew members, passengers, or animals to the JMC.

The information given by the master of the ship must enable the Jordan Maritime Commission to fully assess the risks of spreading diseases on board of the vessel.

4.3 ETA

To avoid any delay and extra charges, masters of ships calling at the port of Aqaba should advise the ETA data to "VTS" two (2) hours and finally one (1) hour prior to the arrival at the JFI pilot station via VHF channels 12, 16, stating the following details:

- Name of vessel
- Call sign
- IMO number
- Destination
- ETA JFI pilot station / Time for Pilot on Board
- Freeboard between pilot boarding station and waterline
- Extra orders
- Max. speed

4.4 ETD

Departing vessels should contact "Aqaba ports VTS" two (2) hours prior to departing from JIPC terminal and by VHF 08, 09 channels.

4.5 Security

4.5.1 Port Facility Security Officer

The responsible Port Facility Security Officer (PFSO) in Jordan Industrial Ports Company is
Mahmoud bani Sakher 0791129473

4.5.2 Designated Authority (ISPS)

The designated authority in charge of the port security – Jordan Industrial Ports – is responsible for implementing the provisions of the ISPS Code at port facilities.

4.6 Dangerous goods

Vessel agent should provide Operations and HSSE department via available means with official declaration letter (Table or Separate multimodal declaration form) of Dangerous Goods onboard at least 24 hrs. prior to ETA at Jordan Industrial Ports Company terminal.

Misdeclaration to be considered and fees to be applied in case of faulty data or exceeding deadlines.

4.7 Waste

Waste disposal can be ordered via ship's agent. Refer to paragraph 15.

5 Documentation

5.1 General

A vessel can be subject to inspection by the Port State Control at any time. As the port operates around the clock, these inspections take place during the day as well as at night. To ensure efficient operations, we advise to always have the following documentation and certificates (or certified copies of certificates) Available.

5.2 Required Documents, to be always available

5.2.1 For Bulk Carrier

- IOPP (International Oil Pollution Prevention Certificate)
- SOPEP (Ship Oil Pollution Emergency Plan)
- Garbage record book
- Oil record book part I
- Document of compliance (regarding dangerous goods)
- Dangerous goods manifests and detailed stowage plan, discharge or loading sequence, arrival in and departure from the port of Aqaba.
- Fumigation certificate
- Bill of Lading for import cargo
- Material safety datasheets for import cargo

5.2.2 For Chemical & Gas Tanker

- IOPP (International Oil Pollution Prevention Certificate)
- SOPEP (Ship Oil Pollution Emergency Plan)
- Shipboard marine pollution emergency plan
- Garbage record book
- Oil record book part I and II
- Chemical/gas certificate of fitness, including product list
- Procedures and arrangements manual
- Cargo record book
- Safety checklist of JIPC
- Stowage plan, arrival in and departure from the port of Aqaba
- Material safety datasheets
- Bill of lading
- Shipping documents for bulk liquids

6 Terminal JIPC

JIPC offers three fully serviced berths capable to handle dry and liquid bulk up to 9 million metric tons per year. The maximum port water depth is 21 m, and it can serve vessels up to 100,000 DWT.

6.1 Terminal Location

Coordinates:

Latitude:	29°22’ North
Longitude:	34°57’ East
East Jetty:	N29°22'02.5" E34°57'32.1"
West Jetty:	N29°22'04.6" E34°57'31.0"
North Jetty:	N29°22'11.3" E34°57'39.6"

6.2 Terminal Limits

Figure 2: JIPC - Terminal limits

6.3 Load Line

Any ship staying in the port must ensure that it does not submerge her load lines. Proper observance of this rule shall be verified by the Jon arrival and departure. Any ship that has submerged her load lines during loading shall immediately take remedial measures, failing which departure will be prohibited.

The Red Sea at the Gulf of Aqaba is considered in the tropical zone.

6.4 Density of Seawater

The density of seawater varies from 1.028 to 1.031 t/m³.

6.5 Time Zone

GMT + 2 hours (in winter), +3 hours (in summer). UN/LOCODE: JO AQJ.

6.6 Local Holidays

Date	English name	Local name
1 January	New Year's Day	Ras Assanah al-Miladi
1 May	Labour Day	Eid el-Ommal
25 May	Independence Day	Eid al-Istiklaal
25 December	Christmas Day	Eid Al Milad Al Majeed
10 Dhu al Hijja	Feast of the Sacrifice or the Big Feast	Eid al-Adha
1 Shawwal	The Little Feast	Eid al-Fitr
1 Muharram	Hijri New Year	Ras Assanah Al Hijri
12 Rabi' al-Awal	Prophet Muhammad's Birthday	Mawlid al-Nabi

Table 4 Local Holidays

Note: Holidays in Jordan are often flexible. It is common for the government to change the day which a holiday is supposed to be celebrated on to another day — usually to prolong a weekend.

6.7 Working Hours

The Terminal is operated **24 hours a day, 7 days a week.**

6.8 Navigation Aids, Charts and Nautical Books

Navigation Light:	N29°22'06.5" E34°57'33.3", Sector Light RG, Fl. 1s(4s)14m
Admiralty chart:	BA 801
Admiralty Sailing Directions:	NP64 'Red Sea and Gulf of Aden Pilot'

6.9 Anchorage Areas

Anchorage Name	Lat/Long	Depth (MLW)	Navigational Restrictions	Dimensions	Max Vessel Size
No: 1	N29 31.30 E034 59.50	75 m	120 – 160 m	300 m	160 m
No: 2	N29 31.40 E034 59.60	60 m	100 m	230 m	100 m
No: 3	N29 31.40 E034 59.35	70 m	150 m	300 m	150 m
No: 4	N29 31.60 E034 59.45	45 m	100 m	230 m	100 m
No: 5	N29 31.40 E034 59.05	95 m	200 m	350 m	
No: 6	N29 31.55 E034 58.85	95 m	200 m	350 m	LARGE VESSELS with permission from Navy and JMC.

Table 5 Anchorage Areas

6.10 Weather and Tidal Information / Meteorological Information

The maritime climate information for wind, wave, tide, and current have been summarized in the following paragraphs with reference to *Admiralty Sailing Directions, NP64 'Red Sea and Gulf of Aden Pilot'*.

6.10.1 Wind

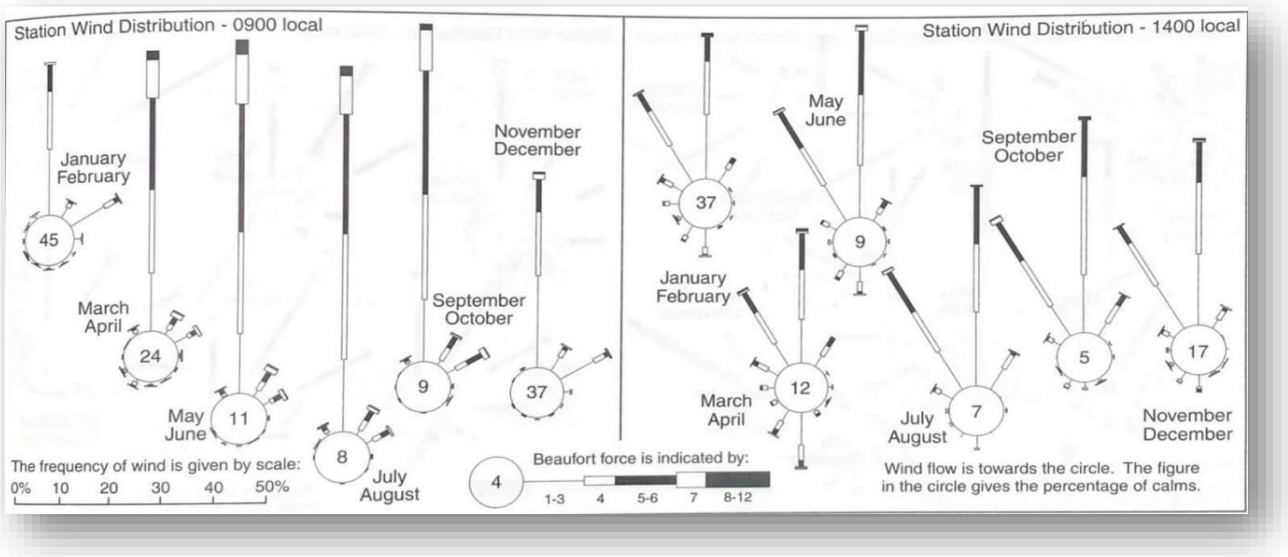

Figure 3: Wind at the Terminal

The wind dataset consists of hourly average wind speeds reported every hour for the period of January 1984 to 2014. The local weather during the greater part of the year prevails with NNE winds in the Gulf of Aqaba sometimes blowing with considerable force. In April and May they be generally more moderate with an occasional change to S winds.

At the end of August, N winds, light to moderate in strength, have been experienced. During the winter S winds sometimes suddenly arise and may blow for a day.

6.10.2 Waves

In the Gulf of 'Aqaba (8.35), sea waves generated locally by the wind are usually lower than those generated over the more open waters in the S over Arabian Sea and Gulf of Aden (12.1). During the height of the NE Monsoon in winter, sea waves of over 2 m are reported on between 16 and 21% of occasions.

6.10.3 Current, Tidal Streams and Flow

The Gulf of 'Aqaba Red Sea (4.2) tidal oscillation enters the Gulf of 'Aqaba (8.35). The route described in this sub-section extends, from a position clear of the N end of the N bound lane, of the Strait of Tiran TSS, NW of Johnson Point, North-West Light (N28°00'-83 E34°29'-17), about 93 miles NNE to a position at the head of the Gulf of Aqaba in the vicinity of the various pilot boarding stations for Al 'Aqaba (8.85) and Eilat (8.63). High water in the Gulf of Aqaba is nearly simultaneous over the whole of the gulf occurring 1 to 1½ hours after HW at Jazira Shakir (N27°29'-70 E33°59'-86) (3.147).

6.10.4 Water Levels

The water levels at the North Jetty are directly related to tidal fluctuation. The tidal information is summarized in the below table:

HAT	1.4 m
MHWS	1.1 m
MHWN	0.9 m
MSL	0.7 m
MLWN	0.5 m
MLWS	0.3 m
LAT	-0.2 m

Table 6 Water Levels

6.11 Operational Capabilities

6.11.1 Existing Jetty (East & West Berth)

The Existing Industrial Jetty is a double-side berthing for bulk carriers and includes a seaward berth – ***West Berth*** - and a landward berth - ***East Berth***. The West Berth is designed to accommodate dry or liquid bulk carriers up to 50,000 DWT. The East Berth can receive liquid bulk carriers up to 30,000 DWT.

The West Berth will be used for the import of bulk Sulfur and for the export of bulk Potash (MOP), Fertilizer (NPK), Di-Ammonium Phosphate (DAP) or liquid Phosphoric Acid (PA), The East Berth will be used to import liquid Ammonia and to export liquid Phosphoric Acid (PA).

➢ The following table summarizes the main particulars of the maximum vessels expected at each berth:

Vessel Receiving Capabilities		
Parameter	*West Jetty*	*East Jetty*
	Max. Design Vessel	*Max. Design Vessel*
Vessel Type	Bulk Carrier or Tanker	Tanker
DWT	50,000 DWT	30,000 DWT
Length Overall [LOA]	190 m	183.1 m
Length between Perpendiculars [LBP]	183 m	176.9 m
Beam	32.3 m	32.3 m
Loaded Draught	12.5 m	10.7 m
Water Depth	18 m	14 m
Air Draught	20 m for export operation 18 m for import operation	N/A

Table 7 Operational Capabilities East & West Berth

- Berth Layout

The jetty head is approximately 282 m long and 41 m wide with an additional mooring dolphin at the southern end connected by a catwalk. Berth orientation from north to longitudinal axis is 187° for West Berth and 7° for the East Berth.

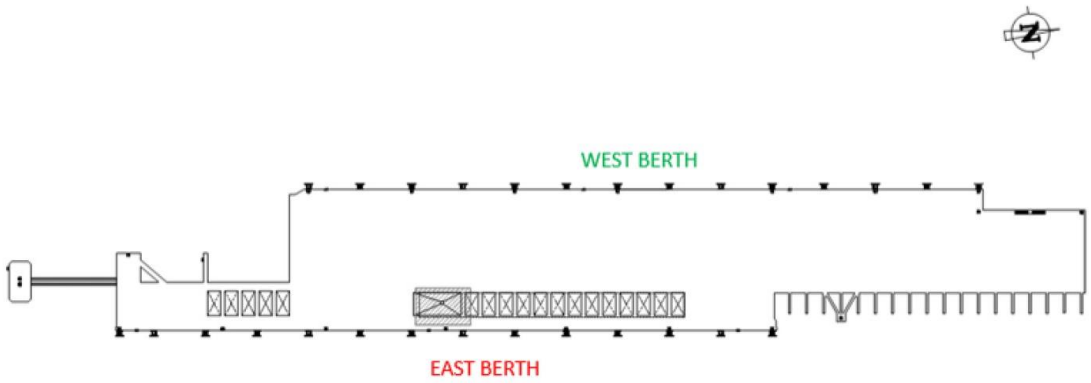

Figure 4: West & East Berth - Layout

- Marine Equipment

The mooring points consist of twenty (20) bollards of 100 t capacity each, eleven (11) for the West Berth and nine (9) for the East Berth. Eighteen (18) bollards are located on the jetty head, ten (10) at the West Berth and eight (8) at the East Berth. Two (2) bollards are located on the southern mooring dolphin. The bollards are T-head type and spaced 30 m.

The berthing points consist of fourteen (14) fender units at each berth.

Energy absorption: 821 kNm
Reaction force: 1,301 kN

The rated capacity of each fender unit corresponds to 52.5% of deflection

The following figures illustrate the mooring arrangements for the design vessels.

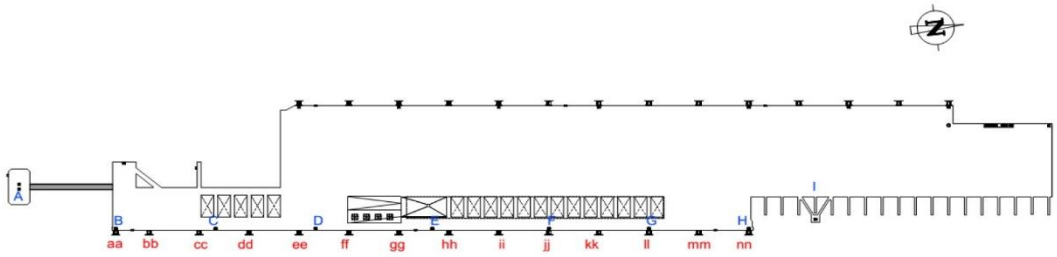

Figure 5 : East Berth - Marine equipment designation

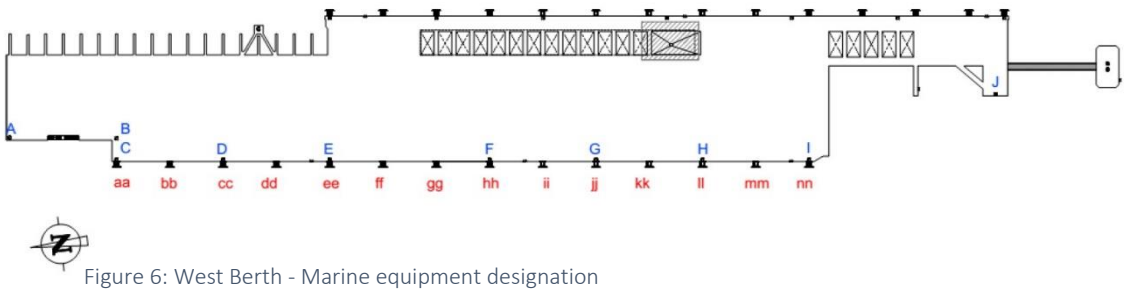

Figure 6: West Berth - Marine equipment designation

- Mooring Layout

At West Berth the design solid bulk carrier (50,000 DWT) is moored as symmetrically as possible. Six (6) bollards (from C to I) are assumed to receive a pair of mooring lines from the design vessel.

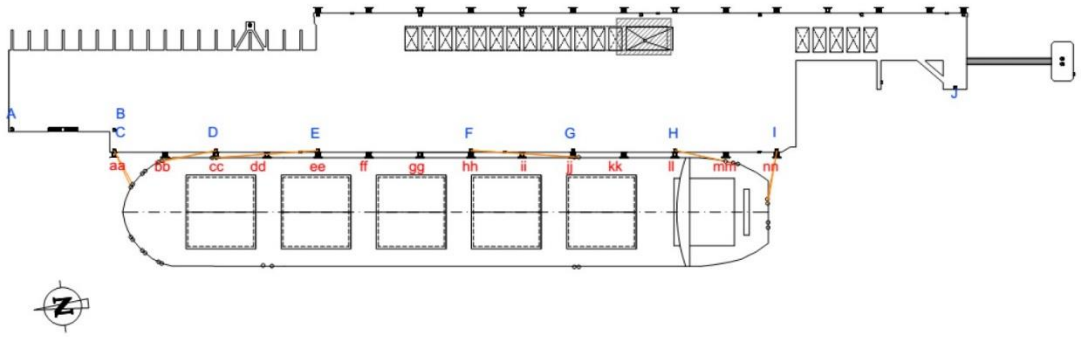

Figure 7: West Berth - Mooring arrangement for design vessel (50,000 DWT)

At the East Berth the design vessel is considered moored on port side since it is the common practice mooring layout for operations at this berth.

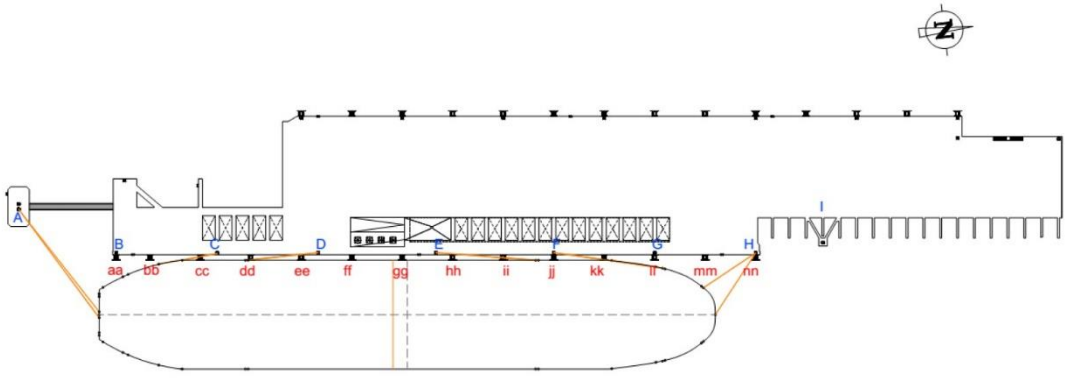

Figure 8: East Berth - Mooring arrangement for design vessel (30,000 DWT)

The design chemical tanker (30,000 DWT) is moored aligning its central manifold with the northern PA loading arm. Six (6) bollards are assumed to receive a pair of mooring lines from the design vessel, bollards from B to H on the jetty head and bollard A on the southern mooring dolphin.

6.11.2 New Jetty (North Berth)

The North (New) Dry Bulk Jetty can accommodate bulk carriers ranging from 5,000 DWT to 100,000 DWT.

The following table summarizes the basic characteristics of the maximum and minimum design vessels:

Vessel Receiving Capabilities		
Parameter	*North Jetty* *Min. Design Vessel*	*North Jetty* *Max. Design Vessel*
Vessel Type	Bulk Carrier	Bulk Carrier
DWT	5,000 DWT	100,000 DWT
Length Overall [LOA]	110 m	255 m
Length between Perpendiculars [LBP]	100 m	245 m
Beam	15.5 m	39.2 m
Loaded Draught	6.2 m	15.2 m
Water Depth	21 m	21 m
Air Draught	17 m	17 m

Table 8 Operational Capabilities New Jetty

- Berth Layout

At the North Jetty, the bulk carriers will be berthed starboard side as the most suitable mooring option.
The North Jetty comprise main structures:

- The Main Jetty accommodates the waterside ship loader support structure, the fendering system and the bollards.
- The Landside Jetty accommodates the landside ship loader, the conveyor gallery support structure and tripper cars.
- Perpendicular Access Bridges connecting the two jetties.
- Approach Bridge linking the Landside Jetty to the shore.
- Two Mooring Dolphins completing the jetty head and connected by walkway with the Main Jetty.
    - The existing Northern Mooring Dolphin, with two double quick release hooks (QRH), is a shared facility between the existing Phosphate Rock Terminal and North Dry Bulk Jetty.
    - The new Southern Mooring Dolphin with one double quick release hook and the navigation sector light.

- Marine Equipment

Fifteen (15) super cone fenders type TCN 1600 H – grade C Prosertek are installed to absorb the berthing energy of the carriers. These fender units can deflect considerably under the mooring and berthing loads, with an energy absorption of 1,440 kNm each, returning to their original shape after unloading. The reaction force of the fender is 1,739 kN corresponding to 72.0% of deflection. The fender's location is shown in the figure below. The fender pitch varies between 8.75 m and 13.50 m.

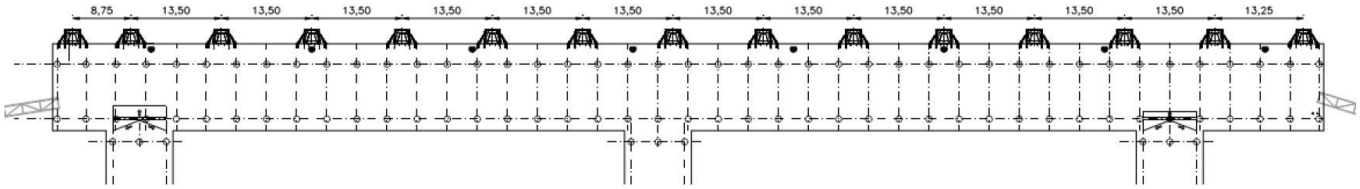

Figure 9: North Jetty - Fender location

The mooring points consist of eight (8) bollards of 150 t capacity each and two (2) double quick-release hooks with 125 t capacity per hook. The bollards are situated on the Main Jetty, along its length, spaced a maximum distance of 24 m. One quick release hook installed on the existing northern mooring dolphin and used for breast and head/stern line mooring. The second quick release hook placed on the new southern mooring dolphin.

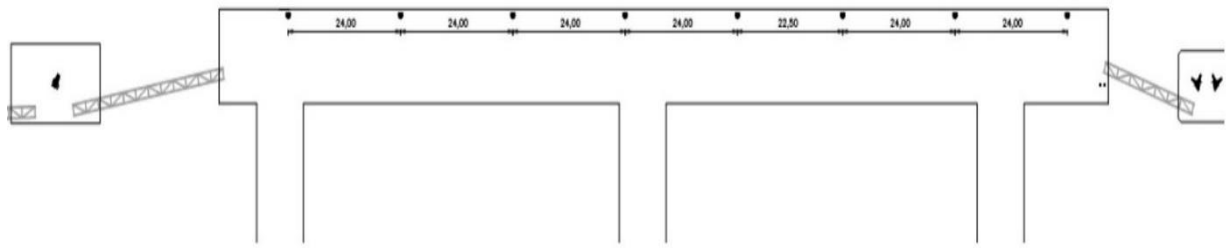

Figure 10: North Jetty - QRH and bollard location

The following figure illustrates the designation used for bollards (upper-case letters) and fenders (lower-case letters).

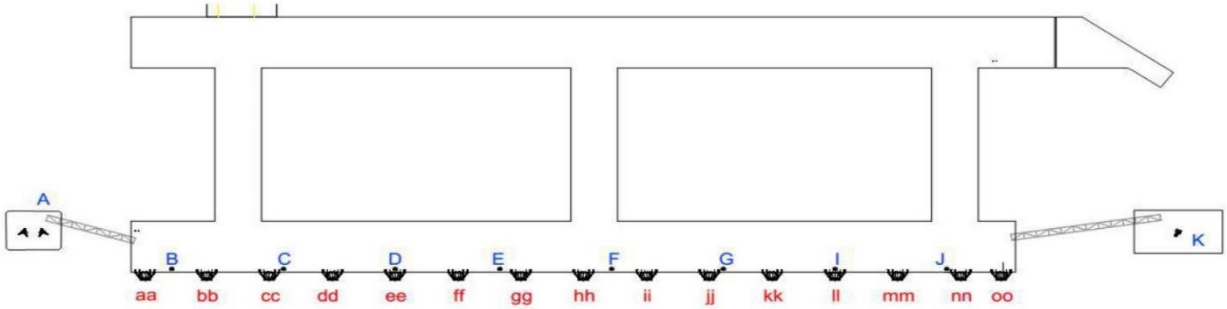

Figure 11: North Jetty – Marine equipment designation

- Mooring Layout

The design bulk carriers are moored **as symmetrically as possible** by means of breast and head/stern lines to restrict the lateral movements and spring lines to restrain longitudinal excursions. It can be noticed that, for the largest design vessels, the breast lines run quite perpendicular to the ship. For the smallest design vessels, the mooring arrangement incorporates head and stern lines with a prevalent longitudinal orientation and some lateral component to restrain lateral environmental forces. A total of twelve (12) mooring lines are considered for vessel mooring. Six (6) bollards with 150 t capacity each are assumed to receive each a pair of mooring lines from the smallest bulk carrier. For the largest ship four (4) bollards with 150 t capacity each are used along with the two (2) quick release hooks.

The design bulk carrier 100.000DWT will be moored **starboard side only**. For port side mooring, please contact JIPC's operation department.

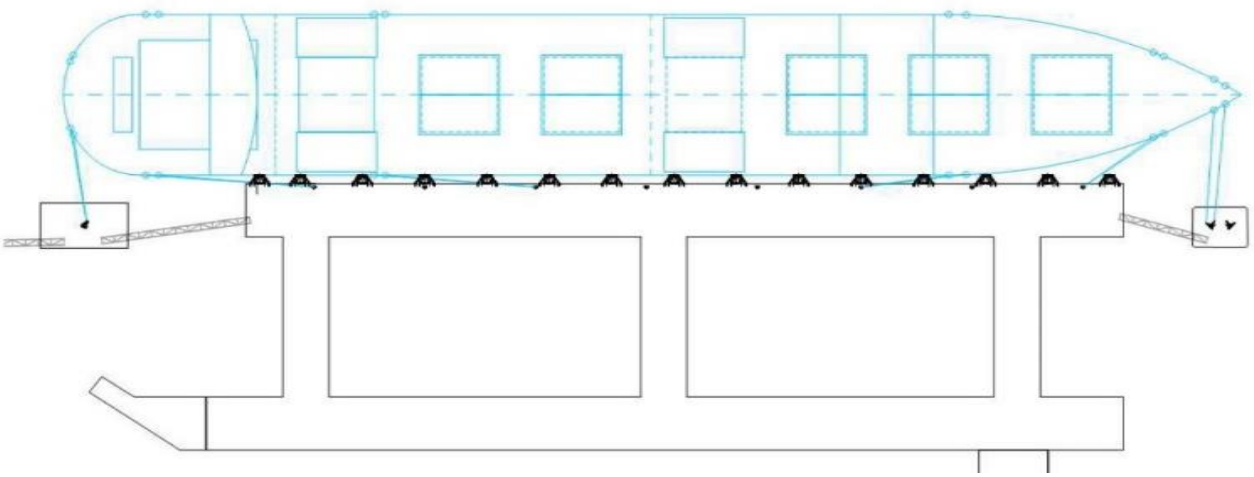

Figure 12: North Jetty - Bulk carrier 100,000 DWT starboard side moored

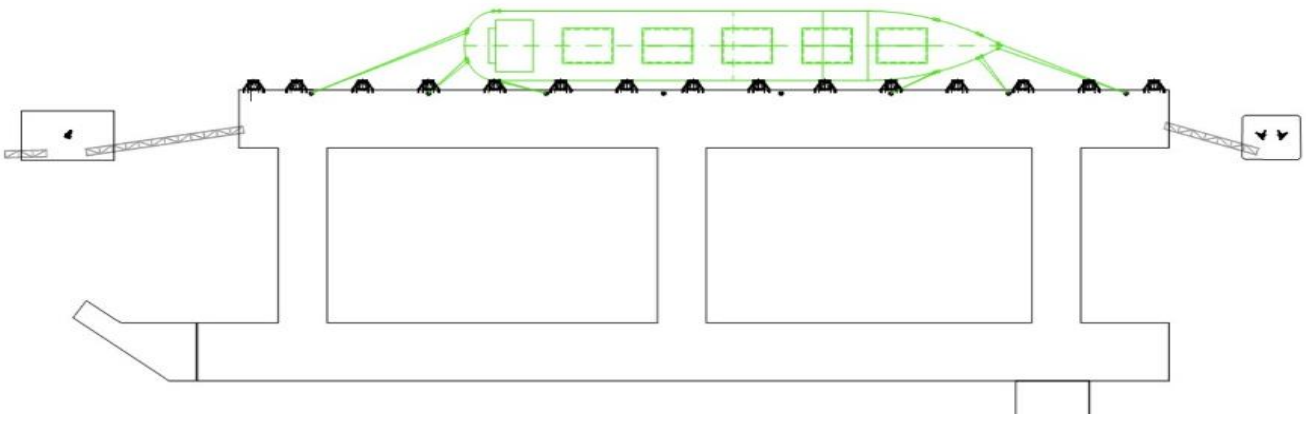

Figure 13: North Jetty - Bulk carrier 5,000 DWT starboard side moored

7 Port Navigation

7.1 Weather restrictions

Activity	Wind Speed (Knots)	Sea / Swell (Meters)	Actions
Berthing	North >25 South >20 West >15	>2.0 >2.0 >2.0	Actual or forecasted conditions then: Berthing suspended.
Un-berthing	North >30 South <30 West <25	>2.5 >2.5 >2.0	Actual or forecasted conditions then: Un-berthing suspended Extra Tugs as per the Pilot decision
Vessels alongside	>35	>3.0	If the forecasted weather is expected to deteriorate with weather limits exceeding the mentioned values, the following must be considered: ➢ Additional moorings lines ➢ Tug standby attendance ➢ Pilot / un-berthing vessel.
Vessels at anchor	South >35	>3.0	Vessels to pick up anchors and move out of the anchorage. If unable to move or engine failure, a Tug must attend at the anchorage with arrangement for berthing the vessel to a sheltered berth (liaise with JMA / APC / ADC).
1. Rolling			Advise VTS if vessel rolls more than 4°, i.e., 2° on either side of an upright position, or earlier if conditions dictate - this may occur with 1.5 m beam seas. Weather forecast and conditions to be discussed between Pilot, vessel Master and Terminal.
2. Listing			Advise VTS if vessel lists more than 4° to take corrective action. ➢ Pilot(s) onboard / standby ➢ Tug to support mooring integrity
3. Pitching			Advise VTS if vessel pitches more than 2 meters. ➢ Pilot(s) onboard / standby ➢ Tug standby to support mooring integrity
4. Movement alongside			Advise VTS if vessel moves +/- 3 m from initial moored position fore or aft, or 3 m offshore. ➢ Pilot(s) onboard / standby ➢ Tug standby to support mooring integrity
5. Electrical storms – in the vicinity			Tankers / LPG – Advise VTS

Table 9 Weather Limitation

7.2 Under keel clearance (UKC)

A safe under keel clearance is required at the berth. UKC shall be one (1) meter or 10% of the maximum draft whichever is greater.

8 Terminal Safety

8.1 General

Jordan Industrial Ports company is committed to provide a safe and healthful compliance place of work to all employees, contractors, customers, and visitors in accordance with industry standards and in with government requirements.

8.2 Incidents / Accidents

In the event of any incident or accident on board please contact the

JIPC Operations Manager Eng. Hamza Alqawasmeh 0799062444

Details to be reported:

- Name of the ship
- Position / Berth name
- Nature of the incident

8.3 Spills

All spills must be reported to

Duty HSSE Officer 0791129474

Details to be reported:

- Name of the ship
- Position / Berth name
- Nature of the spilled media
- Estimated quantity of the spilled media

9 Terminal Security

9.1 General Information

The security plan for the terminal is in line with the International Ship and Port Facility Security (ISPS) Code and operating at Security Level 1.

9.2 Port Facility Security Officer

The responsible Port Facility Security Officer (PFSO) in Jordan Industrial Ports Company is

Mahmoud bani Sakher 0791129473

9.3 ISPS Level of the Port Facility

The Industrial Terminal is operating at Security Level 1.

9.4 Security Declaration

The port facility security officer and ship security officer shall agree to the security measures and responsibilities to ensure compliance with the requirements of Part A of the International Code for the Security of Ships and of Port Facilities. ISPS code section 5.

10 Environmental Protection

10.1 General Information

The Jordan Industrial Ports company is committed to protecting the environment through its environmental management system.

10.2 Air Pollution

As a bulk handling terminal, the main sources of air pollution are dust generated during dry bulk handling, the emissions of ammonia gas, and the emissions from ship stacks.

Jordan Industrial Ports company follows their Environmental Monitoring Plan for monthly monitoring of the air quality.

10.3 Marine Water Pollution

The Red Sea including the Gulf of Aqaba is recognized as a Special Area under MARPOL 73/78 convention.

Conclusively, the responsible Aqaba Special Economic Zone Authority (ASEZA) follows a strict zero discharge policy applicable for all ships entering Aqaba waters as well as for all port operators.

The water quality is monitored on regular basis.

11 Nautical Services

11.1 General Information

Aqaba Port Marine Services Company (APMSCO) provides pilots, tugs, and mooring teams to facilitate any movement of shipping within the Port of Aqaba. Charges for these services are set and approved by ASEZA and APMSCO.

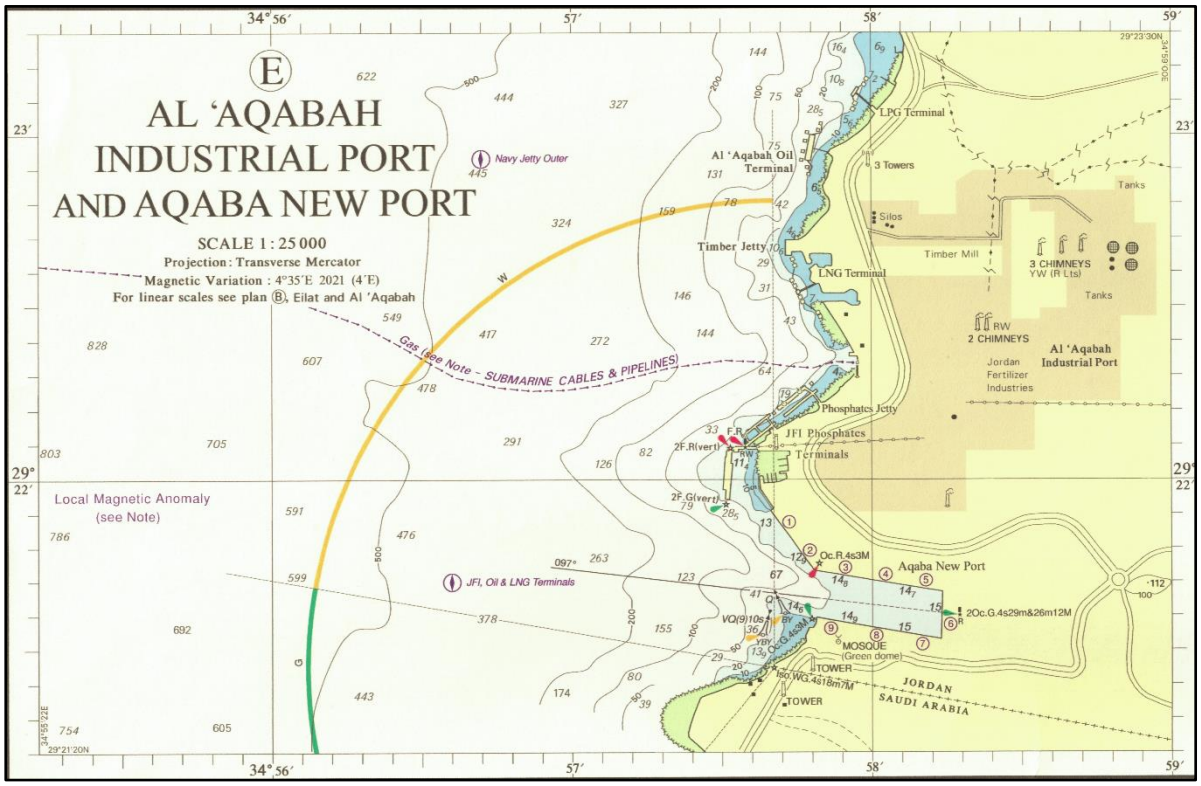

Figure 14: Aqaba Industrial and New Ports - Map E / Admiralty Chart BA801

11.2 Vessel Traffic Service (VTS)

Duties of the VTS:

- Monitor commercial vessels inside Jordan territorial waters
- Liaise with port operators for movements that are received by email / fax
- Liaise with pilots regarding movements and distributing resources
- Liaise movements with tug masters
- Liaise movements with linesman foreman regarding the required linesmen
- Coordinate with linesman foreman regarding boat services with clients and call vessels to be in the area.
- Distribute tugs and change over duties location according to next movements
- Control KPI's as per VTS guidelines
- Fill in the data related to the port position in coordination with Aqaba Port
- Fill in the data related to the ship's arrival in cooperation with Aqaba Port
- Monitor vessels departure and arrange resources accordingly
- Centre for all information to be distributed to the APMSCO fleet
- Completing the ship's data on AX / for finance purposes
- Liaise with Royal Navy concerning all company activities
- Completing all reports for VTS with vessels data to different ports and terminals.

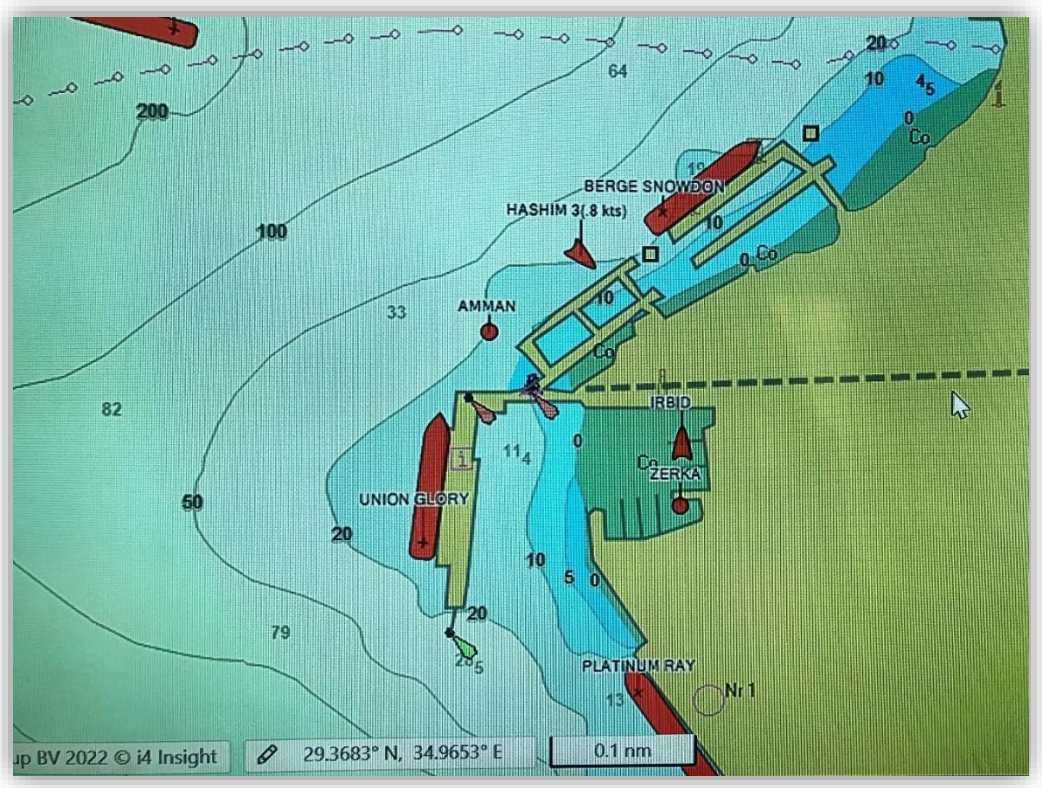

Figure 15: VTS – screenshot (source APMSCO)

11.3 Mooring

APMSCO mooring teams are on duty around the clock. They provide berthing and mooring services for the JIPC terminal.

12 Radio Station

The radio station call sign is Jyothi Coastal Radio Station, operates 24 hours a day, transmits weather forecasts twice a day, and provides telephone and telegraph with communications covering the Gulf of Aqaba, East Africa, the Indian Ocean, the Arabian Sea, the Mediterranean Sea, and the Atlantic Ocean.

13 Communication

13.1 General Information

Port operators, pilots, tugboats, mooring boats, and the pilot boat must communicate via VHF radio. All radio communications are to be conducted using standard marine vocabulary, with a high standard of radio protocol and discipline included. All radio communications are conducted in English.

13.2 VHF Channels:

Name	Channel Numbers
VTS	12
APMSCO Main Port Pilots and Tugs	08 & 09
APMSCO Slipway/ Pilot boat	06
APMSCO LNG Mooring boat	06
JMC – International (GMDSS)	16 & 70
Aqaba Port Control (JMC)	77
Royal Navy	71
Prince Hashim Navy Base	73

Table 10 VHF Channels

14 Terminal Operation

14.1 General Information

Jordan Industrial Ports terminal is considered as semi-automated bulk handling terminal. The berths as described before (Refer to chapter 7.11) are equipped with the following bulk handling facilities:

- Export belt conveyor lines with over 15 routes.
- 3 Ship loader (2 ThyssenKrupp, 1 PHB).
- Sulphur Import Line with Siwertell Ship unloader.
- PA exporting pipelines (GRP & SS).
- Liquid Ammonia Import pipeline.
- KANON Marine Loading Arms (2 PA, 1 Ammonia).
- SCADA control system.

14.2 Dry Bulk Berths

Two (2) dry bulk berths are assigned to handle the dry bulk cargo e.g. (MOP, DAP, NPK, Sulfur), where the North berth is equipped with two (2) ship loaders, and West Berth got one ship loader and one ship unloader.

Please approach the link below for further details:

Our Operational Capabilities - Jordan Industrial Ports Company (jipc-jo.com)

14.3 Liquid Bulk Berths

The East berth is dedicated to handle liquid cargo only, as there are Ammonia and Phosphoric Acid. The berth equipped with four (4) High-Tech Marine Loading Arms.

Please approach the link below for further details:

Our Operational Capabilities - Jordan Industrial Ports Company (jipc-jo.com)

15 Terminal Services

Jordan Industrial Ports Company provides services as listed below for example:

1) Direct transit services for vessels.
2) Services to provide water for vessels.
3) Transport of waste from vessels to port.
4) Services of unloading, loading, handling, and storage of goods.
5) Services of enumeration, inventorying, and weighing of goods.
6) Services of weighing and canopying of trucks.
7) Leasing of equipment, devices, machines, vehicles, labor, and facilities needed to provide port services.
8) Services of rescue, first-aid, firefighting, oil pollution in the port and all services relating to that.

For further details please follow the link below

Our Services - Jordan Industrial Ports Company (jipc-jo.com)

You can request our services by filling the *Port Service Request*.

The company collects the port services fees according to the *'Regulation of Industrial Port Services Fees for (2018)'*, issued from Aqaba Special Economic Zone Authority (ASEZA).