Introduction :

This information booklet has been designed to meet the need for information among users of JIPC port facilities in Jordan.

The booklet contains general information, rules, safety and health, emergency procedures as well as specific information about vessel handling.

Contact Information and opening hours:

1.	JIPC Terminal Supervisor on Duty	Mobile:0770810087 Tel:00962-03-2017461
2.	JIPC Head of Operations	Mobile:0776983762
3.	Pilot –VTS	VHF: Channel 16 -12 Mobile :0791698770
4.	JIPC HSSE Manager	Mobile: 0775424333 Tel: 00962-03-2017461

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

1 Safety Regulations

Jordan Industrial Ports Company (JIPC) is committed to protecting the health and safety of all persons in the workplace including employees, contractors, customers and visitors. JIPC delivers this commitment through its Safety and Environment Management System that is integrated with all JIPC's organized activities related to services and people.

As a minimum, JIPC is committed to comply with all occupational health and safety legislation and other voluntary standards applying to JIPC's operations.

Occupational Health and Safety is an individual and shared responsibility of all employees, contractors, customers and visitors. Acceptance of the following responsibilities is essential to success of the policy.

We are responsible for:

- Maintaining a healthy and safe workplace.
- Integration of occupational health and safety into all aspects of the workplace.
- Provide clear instructions and information, and adequate training, to ensure employees are competent to do their work
- The development, implementation and monitoring of an occupational health and safety system.
- Maintaining a risk management system to appropriately control risks in the workplace.

JIPC Employees Are Committed to:

- Working in a healthy and safe manner at all times.
- Encouraging others to work in a healthy and safe manner.
- Co-operating and supporting JIPC Management and the occupational health and safety representatives in promoting occupational health and safety in the workplace.
- Reporting and addressing unsafe conditions that comes to their attention.
- Being fit for work.

JIPC is morally and legally committed to maintaining Health, Security, Safety and Environment to the staff, end users, sub-contractor and the berthing ships along with all the services need.

Health:

- We manage business activities to keep health risks to a minimum.
- We provide a healthy working environment with the appropriate level of surveillance and support.
- We provide expert medical support to our people to ensure that appropriate health examinations and preventative medicines are provided.
- We promote good occupational health by ensuring compliance with regulatory requirements and by providing clear guidance and information through our health principles.

Safety:

- We operate a risk management approach to our activities whereby we identify hazards, assess the associated risks and then work to eliminate the hazards or reduce the risks to an acceptable level.
- Everyone who observes an unsafe situation or who feels it is not safe to continue with a task has a duty to intervene and stop the job. Such intervention will always be supported by JIPC Management.
- We are convinced that encouraging safe behavior and highlighting the importance of personal safety as a way of life will help to create a work environment where our people are safe and secure.
- Our safety culture and management are supported by the JIPC safety principles which include all safety training.
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Jordan Industrial Ports Company safety principles will:

- Work according to applicable safety laws, codes and regulations
- Promote and maintain a positive safety culture
- Review every incident and implement actions to prevent future occurrence
- Assess and control any safety risks arising from our work activities
- Consult our people on matters affecting their safety
- Provide and maintain safe work equipment and places of work
- Control, use and store hazardous substances safely.

Security:

JIPC is absolutely committed to providing our people with secure arrangements for their work environment and for away from home activities such as travel and business trips. We operate security networks on both a regional and global basis to manage security issues, to develop and implement security plans and to monitor local security intelligence. It is our policy to engage with local communities and to be sensitive to any local community issues.

JIPC works in compliance with the International Ship and Port Facilities Security Code (ISPS), and we maintain ship and worksite security plans which are regularly tested.

JIPC maintains its effective security programs through compliance with international protocols, ships' flag-state rules, industry best practice and our own rules and procedures.

Security principles we will:

- Promote and maintain a positive security culture along with advance training

- Assess and manage threats so that we can protect our people and assets

- Take account of security issues in all aspects of our operations and planning

Environment:

We always conduct our business in a way that considers the environment and which aims to keep any negative impact to a minimum. This policy is managed by close attention to achieving regulatory compliance and continually improving our environmental performance through careful selection of consumables and working practices designed to reduce waste, energy consumption and emissions. Awareness of the impact that our activities may have on the environment and the management of measures to control such impacts is encouraged through our environmental principles.

Environmental principles we will:

- Work according to applicable environmental laws, conventions, protocols and regulations
- Promote and maintain a positive environmental culture
- Manage our activities to eliminate or reduce any potential negative environmental impact
- Consider sustainability an important element in the way we do business
- Use planning, design and risk assessment to avoid and reduce environmental risk; environmental aspects and registered work are assessed on worksites and projects.

Waste Water Management:

Wastewater is "used water from any combination of domestic, industrial, commercial or agricultural activities, surface runoff and storm water, and any sewer inflow or sewer infiltration".

As an industrial port for handling chemicals (liquid and dry bulks), there are 3 types of wastewater from operations in this port and are classified as follows:

Industrial Wastewater Management

JIPC handles 2 types of bulk materials:

- Liquid bulk (Ammonia, phosphoric acid).

Dry bulk (sulfur, MOP, DAP, NPK).

2 Emergency Response Plan:

On site emergency plan is an important official document to provide a tool, which clarifies the actions in response to an incident at the terminal.

It is the JIPC Terminals intention to take a pro-active position to incidents as a result of the delivery activities at the Terminal. The contracted Management considers safety, environmental protection, and incident free operations our highest priority.

We will conduct our business in the most responsible manner to insure that our operations involve minimum risk to people, the environment, and equipment.

Our target, companywide, is for zero incidents. The procedures in this plan shall be applied to any unusual event that has the potential to cause harm to people, or negative impact to the terminal, or the environment.

Emergency plan need to be revise and / or update the document from time to time to take care of changes in work place, personnel and their addresses, modification to terminal and processes.

Emergency Contact Number

Notify relevant persons or department of incident as soon as practicable to take immediate action to minimize the incident impact to environment and / or personnel.
If incident breaches boundaries, surrounding neighbours are to be contacted to notify them of the situation convey any possible impacts and procedures in place to rectify the situation.

Police – 191
Civil Defense – 199 / Durra Civil Defense 2017139
Ambulance – 199
Hospitals
Aqaba Modern Hospital – 032013609
Islamic Hospital – 032018444
Prince Hashem Hospital - 032092030

JMC Point of Contact
Contact NO: 0799067447 Eng. Mohammad Alashaal
Captain Mansour / Habour Master 0799067425
JMA Tower 0797212220
Prince Hamza Center: Pollution Prevention
0775463894
Marine Manager (APMSCO)
Zafer Freyhat
Tel.No +962 791698787
ASEZA: 0320191000

possible types of emergencies that could be seen

- Personnel Injuries.
- Security Threats.
- Fire / Explosive.
- Gas Release from Ammonia operation.
- Environmental damage (Oil Spill, Waste spill or chemical spill)
- Adverse Weather.
- Collision

3 Regulation for Vessels

3.1 ISPS Code

That the security system and associated security equipment of the ship has been verified in accordance with section 19.1 of part A of the ISPS Code. That the verification showed that the security system and any associated security equipment of the ship is in all respect satisfactory and that the ship complies with the applicable requirements of chapter XI-2 of the convention and part A of the ISPS Code.

3.2 Entrance to JIPC Area

The gate access to the Port Area is controlled by Port Police Personnel. Port users need to obtain port pass to enter into port area.

All visitors and/or service suppliers are legally bound to safety regulation including PPE wearing inside the terminal from the main gate.

Violators will be barred from entering the terminal.

Supplies and ship stores delivered by vehicles to vessels at JIPC will grant access into JIPC Area with prior authorization from the terminal supervisor. Similarly, items taken out from port area shall be subject to scrutiny by JIPC security personnel and gate pass authorization by JIPC terminal supervisor is required.

3.3 Vessel Entry

All vessels calling Aqaba Port are subject to inspection according to international conventions & regulations.

Documents to be checked by PSC:

- Log book (retained by the port authorities during the vessel's stay).

- Tonnage certificates.

- Ship's registry certificate.

- All ships certificates on board.

3.4 Emergency Towing Wire

Emergency towing wires to be positioned on the seaside bow and quarter back ward. The aye of the wires should be maintained not more than 2 meters above the water line and adjusted during operations. They should be made fast on the ship's bits, while having sufficient slack on deck to provide towing length of 50 meters. Means should be provided to prevent the slack from accidentally running into the water, these means should be arranged that can easily be broken by a tug boat's crew.

3.5 Safe Access

The access of people between the shore and the vessels is through gangway. The responsibility to provide safe access to the vessel lies on the Master. A proper gangway must have safety net underneath and the gangway is secured to a rigid foundation. No shore personal shall board the vessel until access through the gangway has been declare safe by JIPC safety Officer.

3.6 Goods, Ship Spares, Ship Supplies

Transfer of goods, ship spares, and ship supplies only can take place before commencement or after completion of cargo transfer, nevertheless causing any delay on normal loading/discharging operation.

Deliveries of small quantities of stores, supplies or equipment parts that do not require special handling and that can be hand-carried by crew members up the gangway are allowed during daylight hours upon specific authorization by JIPC terminal supervisor.

3.7 Ship Readiness

The ship must be able to move under its own power at short notice. Any repairs or other that requires immobilization are not permitted while alongside the berth.

Should immobilization be necessary, written application, giving nature of repairs and the duration, should be made to the shift controller at least 24 hours before arrival. Whether permission is granted or not will depend on the prevailing situation at time of berthing and discretion of the shift controller.

3.8 Visitors

No visitors other than those people who have business with the vessel will be allowed on board unless approval has been granted by JIPC and the Master of the vessel. It is the responsibility of the Master to ensure that visitors comply with the terminal regulations during the vessel's stay at the terminal.

Terminal staff shall have the right to board any vessel at any time to ensure that these regulations are observed and shall have the right to stop operation in the event of contravention of any provision of the regulations.

4 Berthing

Main engines must not be immobilized without the prior consent of the harbor master. Vessels must be made fast with adequate mooring lines. Vessels carrying IMO 1.1 explosives, ammonium nitrate, radioactive materials and potassium chloride are prohibited berthing alongside.

4.1 Berthing Aid System

The north terminal will be covered by display screen identify the ship speed per second line with traffic light (Red & Green) as indication for safe and smooth berthing.

Along the terminal laser device (Doppler) are installed for navigation purpose for safe and smooth operation.

4.2 Mooring Requirements & Guidelines

4.2.1 General

Be aware of the Terminal mooring plans. Prior to berthing, the vessel's Master and terminal / ABP representatives will agree a mooring plan. The agreed plan must not be deviated from without agreement of the Terminal and ABP. By accepting the mooring plan without comment, the vessel has accepted the mooring plan and is responsible for the failure to comply with the Terminal Mooring requirements.

Figure 1 indicates the number of mooring lines required to achieve the desired mooring arrangements under the various plans.

VESSEL DESIGN / FORCE / AND REQUIRED LINE NUMBER

4.2.2 Principles

Moorings are arranged to be symmetrical to efficiently spread the mooring forces encountered. Abnormal weather conditions are not addressed in Normal mooring plans for expected conditions of force 8 and above extra shore moorings will need to be rigged upon arrival as per the poor weather mooring plans. For conditions that will require discharge operations to be suspended, extra storm breasts will need to be rigged for the duration of the suspension of discharge operations as per the poor weather mooring plans.

Vessel LOA	No of Breast Lines	Min Breaking Strain per line	No of Spring Lines	Min Breaking Strain per line	No of head/stern lines	Min breaking Strain per line	Total No Lines
243 to 290 LOA	4	59t	4	62t	8	59t	16
256 to 275 LOA	4	49t	4	34t	8	49t	16
Up to 256 LOA	4	33t	4	23t	8	33t	16

*The above table is based on winds up to Force 7 (51.5m/s or 30 knots). In the event of stronger winds forecast during the vessels stay additional shore lines will be rigged upon arrival.

5 Terminal Information

5.1 West Jetty

The length of the western sidewalk from the north of the pier to the southern end of the pier = 325.59 meters.

The length of the western pier from the point of connection of the sulfur discharge device to the connecting point of the western loading device = 231,600 meters.

The capacity of the West jetty is to accommodate vessels of a maximum capacity of 55,000 tons.

The West jetty accommodates a vessel with a length of 231.6 meters

The West jetty accommodates a capacity of 50,000 tons, 550 T / h at a maximum capacity, depending on the capacity of the sulfur warehouse or bulk materials 2000 T / h at a maximum.

Minimum loading on the West jetty loading a small barge or a load of 500 tons.

The upper limit of the permitted ear draft is 15 meters.

The maximum width of the vessel in case of loading the solids is 32.2 meters.

The maximum width of a discharged Sulphur vessel is 27 meters.

This is Liquid Bulk Material jetty from East and Dry Bulk Material from West. Under normal conditions it is capable of handling the following:

No.	Material	Type	Jetty	Loading Rate
1	MOP	Dry	West	
2	DAP	Dry	West	
3	NPK	Dry	West	

5.2 East Jetty

East jetty length is 188 m.

Maximum vessel capacity cargo jetty can handle is 30000 MT, and minimum of 500 MT vessel capacity cargo.

The maximum allowed bottom draft s 11.5 m.

The maximum allowed width for vessel under operation is 30 m.

A loading arm system is located on the East Jetty, known as X 8401, used for liquids loading and un loading.

through the East Jetty of liquid material handling(LPG/Chemical).

Berthing layout: both port and starboard.

- Equipment and material handling:

Export material Phosphoric Acid (PA), (Phosphoric Acid Handling System):

- The factory and storage tank.
- Pipe line.
- Flow Boom Rig (Loading Arm).

- Import material Ammonia, (Ammonia Handling System):

    - Flow Boom Rig (Loading Arm).
    - Pipe line.
    - The factory and storage tank.

Flow Boom Rig X8001:

Function:
A Marine Loading Arm is an articulated pipe system to transfer liquids to and from tank ships or cargo vessels.

•This device is located on the north side of the east pier and is driven by hydraulic-powered rims along the railway to the south to the point of connection with the main loading and unloading lines at a maximum of 90 meters.
• This device discharges and loads liquid materials such as phosphoric acid, fuel oil and ammonia.
• This device consists of three arms connected with the ship and with the main line on the jetty and each arm is dedicated to one of the three materials.
• Operational device capacity is:

1. Ammonia 680 tons / hour
2. Phosphoric acid 600 tons / hour
3. Fuel oil 1000 tons / hour

• Each arm has mechanical joints known as the "Swivel Joint" giving it 360 ° freedom of movement so that it adapts to the movement of the steamer in front of the rear-up-down.
• The upper movement, which adapts the arm, is connected to the ship at a maximum of 16 meters
• Lower movement where the arm adapts to the boat at a maximum of 3 meters from the edge of the jetty.

The Loading arm parking location in the North side of Shore berth, loading arm can travel by four hydraulic motors toward connection point area for connected arm with main pipe line, the

travel system has local control panel at Loading arm, Flow Boom Rig have three loading arms each one for specific material as you can see below in figure (Fig 1)

5.3 North Jetty

North jetty length = 255 m.

Maximum vessel capacity cargo jetty can handle DWT 100000 MT, and minimum of 500 MT vessel capacity cargo.

The maximum allowed bottom draft is 21 m.

The maximum allowed width for vessel under operation is 30 m.

Based on the WEST jetty rail, tow ship loaders are located with a maximum of 2000 T/H, known as X8406 & X8408 through the North Jetty of Bulk material handling Bulk Carrier vessel.

Berthing layout: both port and starboard.

Minimum and maximum design vessel characteristics berthing on north jetty:

Parameter	Min. design vessel	Max. design vessel
Vessel type	Bulk Carrier	Bulk Carrier
Deadweight tonnage	5,000 t	100,000 t
Length Overall	110 m	255 m
Length Between Perpendiculars	100 m	245 m
Beam	15.5	39.2 m
Depth	8.6 m	21.0 m
Loaded draught	6.2 m	15.2 m
Ballast draught	4.0 m	7.1 m
Loaded displacement	6,900 t	118,000 t
Ballast displacement	4,300 t	50,300 t
Maximum vessel berthing angles	10º	6º