



Ministry of Transport

Annual Report 2016





MINISTRY OF TRANSPORT

Annual Report 2016

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His Majesty, King Abdullah II Ibn Al Hussein

“We are determined to move forward in advancing our economy through policies and programmes that aim to realise sustainable growth, serve our national interests first and foremost, increase participation through the Decentralisation Law, and formulate the necessary plans to develop the judiciary and strengthen rule of law. We are equally determined to develop our human resources to meet today’s challenges and empower our youth to realise their aspirations”

“We will proceed with comprehensive reforms that respond to ongoing developments and the urgent need for progress and modernisation, in order to realise a prosperous future for our citizens”

Speech from the Throne by His Majesty King Abdullah II
Opening the First Ordinary Session of the 18th Parliament
Amman, Jordan
07 November 2016



His Royal Highness Crown Prince

Al Hussein bin Abdullah II

“Economic, social and political challenges have turned our youth into men and women capable of shouldering their responsibilities, and it is our duty to offer them an environment that nurtures vibrant, achievable dreams that can change the course of their lives; for there is no dream without hope, and hope is a fundamental right for each and every young man and woman. We are here to reaffirm this right, and to push them to dream bigger and farther every time—not only to be the largest young generation in history, but also the generation that made the world’s largest leap towards peace and coexistence”.

Speech Remarks by His Royal Highness Crown Prince Al Hussein bin Abdullah II
The Global Forum on Youth, Peace and Security
Madaba, Jordan
21 August 2015

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Foreword, H. E. Minister of Transport

It is my pleasure to present the Ministry of Transport 2016 Annual Report to provide all the concerned parties with the most important achievements of the Ministry and the Sector Statistics.

The Ministry of Transport has worked in accordance with Royal directives to implement programs and projects that are economically feasible to provide high quality and safe transport services which have a significant positive impact on the Jordanian citizen, support the national economy, maintain safety and environment such as implementing a set of infrastructure projects for the current transport networks and making the best use for their facilities. In addition to the adoption of appropriate legislation and methodologies to regulate and develop the sector to achieve integration between all modes of transport and boosting partnership with the private sector to invest in infrastructure and the public transport system.

Considering that the transport sector is one of the most important components of the economic development which leads all economic and social activities, the Ministry still working to achieve the sectorial objectives that represent new pillars in order to implement development projects contributing in improving the transport services and reducing cost and wasting of time.

In spite of the major challenges facing the sector, the Ministry has intended to implement a package of projects to provide a safe and efficient public transport system by restructuring existing public transport lines in cities with high population density (Irbid / Zarqa / Madaba), providing scheduled mass transport systems, as well as the rehabilitation of the departure and arrival stations in all governorates and cities of Jordan, implementing a pilot urban transport project in Irbid, and completing the design studies for the Bus Rapid Transit project between Amman and Zarqa.

Given the importance of strengthening road safety system in the Kingdom, and reducing the serious and repeated losses in lives and properties ,the Ministry of Transport and in coordination with all concerned stakeholders worked towards the implementation of a package of measures and projects, such as establishing a specialized Unit to follow up government vehicles and monitor their use in order to control the energy consumption and vehicle maintenance in addition to automate the vehicles orders and purchase fuel through electronic prepaid cards, all these procedures are expected to contribute in improving the level of road safety.

Also the ministry working on implementing the professional competence Instructions project which will contribute to achieve a safe transport in compliance with the international legislation that will leads to raise the safety level on the roads, and to promote a positive image and high credibility of road transport profession in Jordan.

Finally, I would like to express my appreciation to all transport sector stakeholders whose insights, views, and efforts contributed in developing the sector and improving its services to meet the aspirations of the Jordanian citizen.

Part I

- MoT Vision, Mission and Core Values
- MoT Background
- MoT Organizational Structure
- King Abdullah II Award for Excellence in Government
Performance and Transparency
- Jordanian Economy in Figures

Ministry of Transport

Vision

Sustainable, Resilient, transport sector that accommodate development, to promote Jordan as a transport regional hub.

Mission

- Set policies and monitor their implementation to develop and sustain the transport sector
- Motivate and enhance private sector role for more investments, in order to raise the sector efficiency
- Develop and plan transport sector, as well as provide a safe, high quality, and environment friendly transport services
- Implement Mega projects to increase Jordan's position as a transport regional hub

Core Values

- Good Governance
- Professionalism
- Collaboration
- Team spirit work
- Focus on quality of service
- Creativity and Innovation

MoT Background and its Development

The Ministry assumed its official name (Ministry of Transport) in 1971 upon the issuance of the Ministry of Transport Law No. (42) of 1971, formerly known in the mid-sixties as the Ministry of Communications (Railways, Aviation and Seaports).

Ministry of Transport is the mandate in the transport sector in terms of the development of policies, supervision, regulation, and support to all transport sector affairs, including development of plans and studies necessary for the development of this vital sector through the commissions and corporations affiliated with the MoT, which represent all modes of transport.

Transport Law No. (89) of 2003, as amended, was issued to put the bases and basic principles of the current and future role of the MoT by identifying its regulatory and supervisory mission in the transport sector and grant it the necessary powers in this regard to exercise its role to the fullest. The Transport Law No. (89) abolished the MoT Law No. (42) of 1971, as amended, and also abolished the Higher Council for Transport Regulations No. (13) of 1995.

Ministry of Transport Tasks & Power

Under the Transport Law No. (89) of 2003, the MoT undertakes the following powers and tasks:

- To develop the transport general policy and supervise its implementation in coordination and collaboration with the relevant entities.
- To regulate and monitor road freight transport sector and services, and to issue permits for profession practice in all activities to individuals and companies in coordination and collaboration with the competent entities.
- To regulate and monitor rail freight transport sector and its services, as well as the issuance of the necessary work permits in all activities in coordination and cooperation with the competent entities.
- To follow up the application of specifications, measurements and standards adopted under the applicable legislation.
- To follow up the application of bilateral transport agreements between the Kingdom and other countries, and international conventions in which the Kingdom is a party.
- To represent the Kingdom at any Arab and international entity concerned with transport, and follow up their activities in coordination and participation with the competent entities.
- To conduct the required investigations and studies on various types of transport accidents, without prejudice to any other provisions of the applicable legislation.
- To establish and develop transport accident prevention measures in accordance with international requirements in coordination and collaboration with the competent entities.
- To prepare researches and studies necessary for the development of the sector and issue periodic bulletins and reports on its activities.
- To establish transport data warehouse.
- Any other tasks related to the sector.

MoT Relationship with its Corporations, Commissions, Departments, and Partners

The MoT is an important national institution that takes care of and supports the transport sector, It coordinates and regulates the work of the commissions, corporations, and departments affiliated with the Ministry.

Six government corporations, departments, and commissions, with legal personality and enjoying financial and administrative independence, and having their own board of directors (except Jordan Meteorological Department and Civil Aviation Regulatory Commission), are affiliated with the Minister of Transport, namely:

- Civil Aviation Regulatory Commission.
- Aqaba Railway Corporation.
- Jordan-Hejaz Railway Corporation.
- Jordan Meteorological Department.
- Land Transport Regulatory Commission.
- Jordan Maritime Commission.

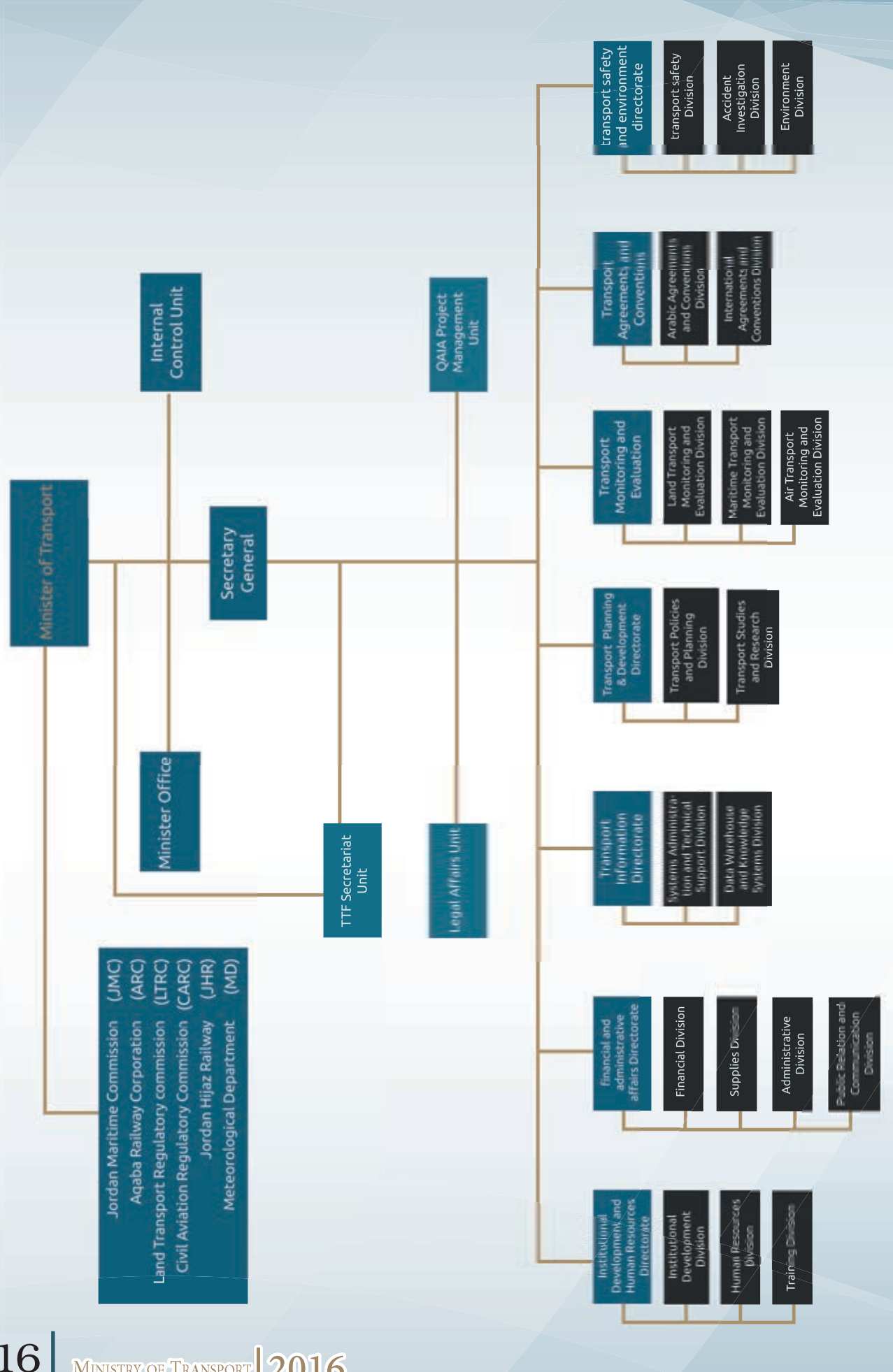
The Ministry is also concerned with the follow up of activities of joint Arab transport companies, in which the Jordanian Government participates. These companies are as follows:

- The Jordanian-Syrian Land Transport Company (HQ in Amman).
- Arab Bridge Maritime Company (HQ in Aqaba).

There are other partners:

- Jordan Airports Company (Its chairman is the Secretary General of the MoT).
- National Committee for Transport and Trade Facilitation (Chaired by the Minister of Transport and the membership of representatives from the public and private sector).

Mot Organizational Structure



King Abdullah II Award for Excellence in Government Performance and Transparency



King Abdullah II Award for Excellence in Government Performance and Transparency is a true and tangible embodiment to express the appreciation of His Majesty, King Abdullah II Ibn Al Hussein to the governmental institutions distinguished for their performance, productivity, services, projects, programs, plans, methods of work, and the employees working for these institutions.

To achieve the objective of this Award and the vision of His Majesty, King Abdullah II Ibn Al Hussein in making affective radical change and developing the performance of ministries and governmental institutions in the service of Jordanian citizens and investors and boosting their competition and cooperating with all partners with full transparency, through raising awareness of concepts related in excellent performance, creativity, quality and transparency and rooting the excellence culture, the Ministry of Transport has participated in this Award since 2005.

As a result of participation, the Ministry obtained the (3rd) position (the bronze prize) at the (5th) session (2010/2011) for the participated ministries more than once. This was reflected positively and clearly on raising the level of institutional performance of the employees of the Ministry so that this Award became the inspiration of this professional spirit.

The challenge faced by the employees of the Ministry was clear when they won for the second time in the (6th) session (2012/2013) and obtained the (2nd) position (the silver prize) as a result of extensive efforts and cooperation among them in achieving this result. Determination and challenge is still on going to reach higher positions in the future.

The Ministry of Transport participated in the (7th) session (2014/2015) and obtained the stamp of excellence of the bronze stage, maintaining the path of excellence especially in leadership, strategic and the main results criteria.

Jordanian Economy in Figures

The Kingdom is going toward a market economy and openness to the global economy, as result of the exceptional difficult economic conditions, so we have decided to show some of the economic indicators in Jordan both locally and globally to compare between the future directions with the previous.

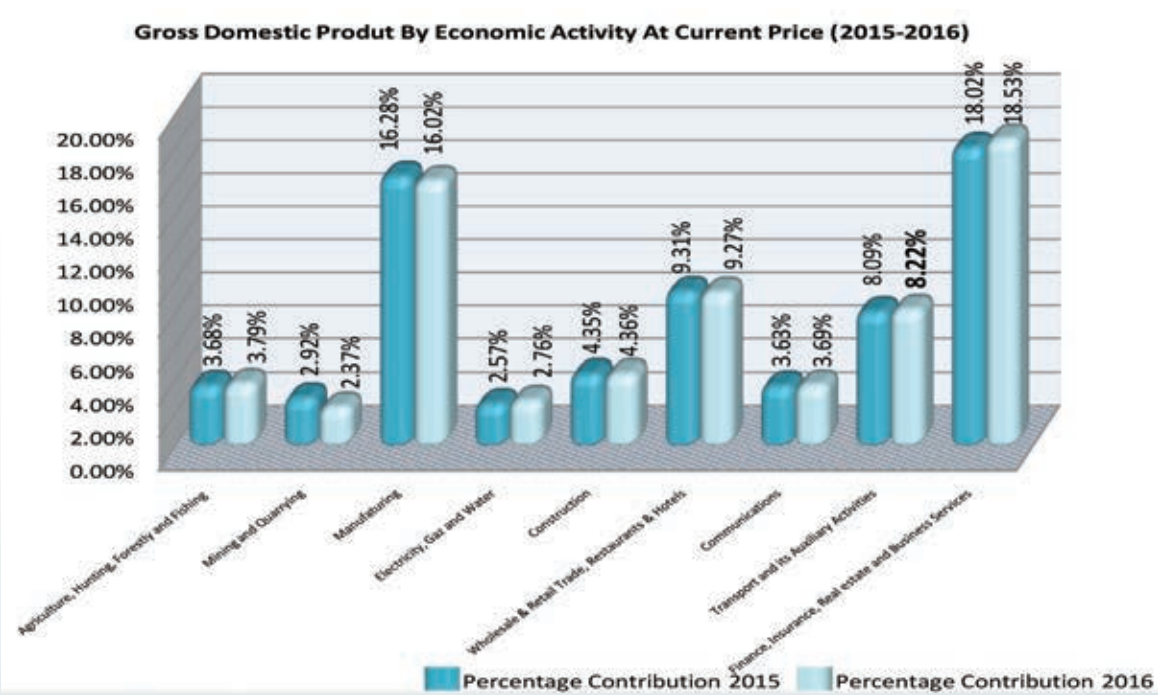
- **Contribution of Transport Sector in Jordanian Economy**

Table (1): Local Main Economic Data

Item	2015	2016	Growth Rate
• Gross Domestic Product (GDP) at current market prices (million Jordanian Dinar)	26,637.4	27,444.8	3.03 %
• Contribution of the transport sector and its support activities in the (GDP) at current market prices (million Jordanian Dinar)	2,154.4	2,256.8	4.76 %
• Contribution rate of the transport sector and its support activities in the (GDP) at current market prices (million Jordanian Dinar)	8.09 %	8.22 %	1.67 %

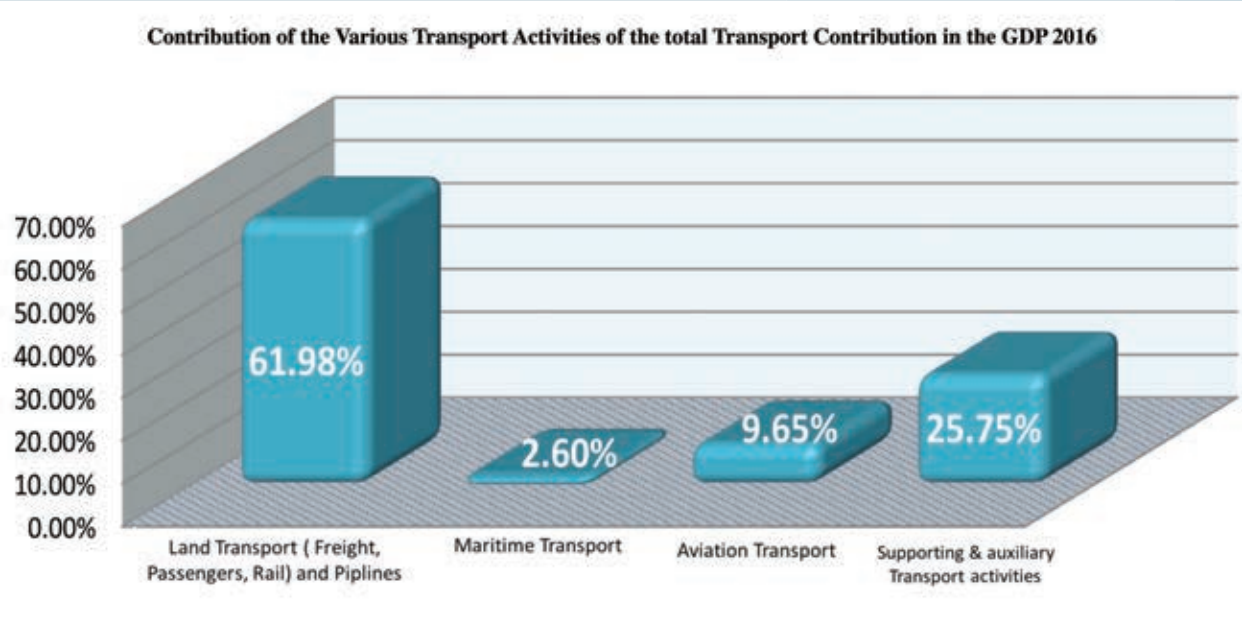
Source of figures: Preliminary figures estimated from the quarterly indicators of 2016 of the Department of Statistics.

Chart (1): Contribution Rate of Economic Sectors, including the Transport Sector and its Supporting Activities in the GPD at the Current Market Prices for (2015-2016)



Source of figures: Preliminary figures estimated from the quarterly indicators of 2016 of the Department of Statistic

Chart (2): Contribution Rate of various Transport Activities in the Overall Contribution of Transport Sector in the GPD for 2016:



Source of figures: Preliminary figures estimated from the quarterly indicators for 2013 of the Department of Statistics

• Transport Sector in the Global Competitiveness Report

Table (2): Global Main Economic Data

Item	Global Competitiveness Report (2013-2014) out of (148) states	Global Competitiveness Report (2014-2015) out of (144) states	Global Competitiveness Report (2015-2016) out of (140) states	Global Competitiveness Report (2016-2017) out of (138) states
The competitive position of the Kingdom within the global competitiveness Index of competitiveness capability of countries	68	64	64	63
Index (2) infrastructure within the Global Competitiveness Report and its basic requirements:	54	71	70	56
• Overall infrastructure quality	38	48	53	46
• Quality of roads	46	61	74	57
• Quality of railway infrastructure	90	81	74	75
• Quality of seaports infrastructure	58	72	72	49
• Quality of Aviation infrastructure	36	55	62	34
• Quality of airline seats available km/week (in millions)	66	66	66	68

Source of figures: Global Competitiveness Report issued by the World Economic Forum in Davos, Switzerland during (2013-2016).

Part II

MoT 2016 Major Achievements

- Railway Transport.....
- Passengers Public Transport.....
- Aviation.....
- Information Technology.....
- Transport Agreements and Conventions.....
- European Affairs.....
- Trade & Transport Facilitation.....
- Transport Safety and Environment.....

MoT 2016 Major Achievements

The Ministry of Transport is proceeding in implementation and completion of the programs and projects included in the action plan of the Ministry of (2015-2017), which is the first Phase of the Long-term Transport National Strategy. The most important projects include:

Railway Transport

• **Jordanian National Railway Network Project**

The project objectives:

- Connecting some cities and the production centers in the Kingdom with the railway network, in addition to connecting the Kingdom with the neighboring countries.
- Establishing new trade routes in the region.
- Increasing the competitiveness of Aqaba Port as a hub port in the region.
- Maintaining and increasing the volume of transit goods.
- Creating employment opportunities during the establishment and operation.
- Connecting Aqaba Port with the dry ports proposed to be established in the city of Ma'an and Al-Madonna.

Project Description:

Single track standard gauge to transport goods with a speed of (120 km/h) in accordance with the international specifications, and axial bearing load of no more than (25) tons.

The project was designed to (8) core sectors and (5) branching sections with a total length of (942) km.

Project Implementation phases:

1. Al Sheidiya Section: (22) Km long, (noting that the tender for this branching section was cancelled under the decision of the Council of Ministers due to the financial deficit between the amount allocated to implement the project and the lowest price offers of the contractors who were qualified to implement the project).
2. The Southern Section / Syria - Aqaba (Ma'an to the Southern Industrial Area) with a link to the Port, (186) Km length.
3. Central Section / Syria – Aqaba (Zarqa to Amman Logistic Center to Ma'an) with Sahab link, (240) Km length.

4. North Section/ Syria – Aqaba (Syria Borders to Zarqa) and Zarqa link, (85) Km length.
5. Eastern Section/ link to the Saudi Borders and Iraq link, (371) Km length.

The most Important Achievements of the Project Since implementation:

- Upon the recommendation of the Ministerial Steering Committee, the Council of Ministers decided on 1/7/2008 to proceed with the acquisition and allocation of the necessary lands in order to reserve the necessary track for the project. The lands required for the project have been acquired and landowners are being compensated according to the available allocations.
- Preliminary designs, EIA and geotechnical studies of the project were conducted.
- The project obtained the (UFM Labeling) with full support from all member states at UFM during the meeting of senior officials of UFM held in Barcelona on 03/12/2012.

Developments of the Project in 2016:

- The Government is striving to secure the funding necessary for the implementation of the project, noting that a Memorandum of Understanding has been signed with China Civil Engineering Construction Corporation (CCECC) during the Royal visit to the Republic of China in September 2015, in order to negotiate with the company to reach an agreement on securing the necessary funding for the implementation of the National Railway Network Project, in addition to the preparation of all studies and detailed engineering designs to be implemented in a certain timeframe.
- Some studies have been initiated for the undesigned sections such as the section connecting the proposed dry port in the city of Ma'an and the south port in the city of Aqaba, in addition to a link connecting the national network with the proposed dry port in Al-Madonna / Amman.

Obstacles Facing the Project:

- All banks and development funds require government guarantees where the Public Debt Law or Prevent granting such guarantees.
- Restrictions on the Governmental borrowing due to the determinants of the Public Debt Law.

Land Transport

• **Public Transport Connection Between Amman and Zarqa (BRT)**

This project operates the Bus Rapid Transit between Amman and Zarqa. A number of routes for this project between Zarqa and Al-Mahatta in Amman were evaluated, taking into account linking these routes with the North Complex and University of Jordan. The best of these routes lies in the middle of the highway between Amman and Zarqa.

Project Objectives:

- To promote the public transport sector facilities, and services and to foster an investment environment in addition to create employment opportunities for the local manpower.
- To solve traffic congestion and the passengers' public transport problem by providing safe transport modes.
- To reduce accidents, environment pollution, and maintain roads network.
- To reduce the number of transport means, operational costs, and fuel consumption.
- To provide sustainable, effective and efficient services to public transport between Amman and Zarqa.

The Most Important Achievements of the Project since Implementation:

- Funding required for the project was secured through the Gulf grants following the Kuwaiti Fund for Arab Economic Development approval to include the project within the Kuwaiti grant projects package offered to the Government of the Hashemite Kingdom of Jordan.
- A tender for consultancy services for the project was awarded. To the Consortium "Al-Abed Al Hadi/ Dar Al Omran/SYSTRA" to prepare detailed designs and conduct economic feasibility studies for the project.
- The Council of Ministers approved the selection of the Bus Rapid Transit (BRT) to link Amman and Zarqa as the most appropriate system for the mass transit which provides a high capacity for the demand for transport service at a reasonable cost with the possibility of linking it in the future with the Bus Rapid Transit project of Amman Municipality and choosing the best and appropriate route path which is the Amman-Zarqa highway.

Developments of the Project in 2016:

- The Consortium “Al-Abed Al Hadi/Dar Al Omran/SYSTRA” submitted the feasibility studies and the detailed designs of the project.
- Jordanian – Kuwaiti consortiums were qualified by the Government Tender Department.
- The project implementation is expected to be tendered in 2017 by the Ministry of Public Works and Housing.
- It is expected to prepare the prequalification documents for the operators in 2017 which include an integrated operation plan for both Amman – Zarqa BRT and Amman BRT.

• **Government Vehicles Tracking system Project**

A directorate was established at the end of 2015 in accordance with the Ministry of Transport administrative organization system. Aims to track the government vehicles and equipments and monitor their use. for all ministries, government departments, institutions, public and independent commissions to ensure their optimum use

Developments of the Project in 2016:

- Phase one of the project is about to complete. It is in the initial delivery phase where (98%) of the project has been completed. This phase included the installation of (5,000) electronic monitoring units belonging to (90) government main bodies and (227) branch government bodies. The second phase of the project will be completed to include about (11,000) government vehicles.
- A computerized system was developed to track, monitor and manage the use of the government vehicles. This system includes the following:
 - The vehicles main tracking system at the Ministry of Transport.
 - A subsystem for the violations and warnings at the Audit Bureau.
 - A subsystem to manage and maintain the government vehicles at the Ministry of Public Works and Housing.
 - Subsystems for each entity to track and monitor their use.
 - Automation of the traffic orders.
 - Automation of the fuel purchasing process by using electronic cards (Waqoodi Service).
- In addition, the system was activated at the concerned government bodies where (500) of such entities staff received training on using the system and they were granted necessary authorities

to manage and track their vehicles. Furthermore, the Audit Bureau tracks, in cooperation with the Ministry of Transport and in accordance with agreed upon mechanism monitoring, the vehicles movement and recording the daily violations (15 violations type were identified), including but not limited to:

- Exceeding the speed limit at roads.
- The vehicles movement without traffic movement order during or after the official working hours or official holidays.
- Keeping the vehicles outside the work and in residential places.
- The Ministry of Transport will start the second phase of this project to include about (11,000) government vehicles.

Aviation

• Rehabilitation, Expansion and Operation of Queen Alia International Airport Project

The project aims at providing a new airport with advanced facilities of a capacity of (9) million passengers in Phase I and (12) million in Phase II, and providing services with high quality, safety, and attractive for investment.

The Project Management Unit (PMU) of the Ministry of Transport pursues the Rehabilitation, Expansion and Operation Agreement (REOA) signed between the donor (the Jordanian Government) and the investor (AIG) in terms of the commitment of both parties (donor and investor) to the contractual duties and responsibilities.

The Most Important Achievements of the Project since Implementation:

- On 19/05/2007, the Rehabilitation, Expansion and Operation Agreement of Queen Alia International Airport (REOA) was signed between the Jordanian Government and the winning consortium, Airport International Group Company (AIG).
- The project, which reflects the partnership between the public and private sectors, is implemented upon the principle of build, operate, and transfer (BOT) for a period of (25) years as of the Agreement Effective Date 15/11/2007 until 15/11/2032.
- Total cost of the project is estimated at US Dollar (850) Million; and the Government shall not bear any (operational or capital) costs for implementation.
- The new terminal was designed by one of the prominent engineering companies in the world, (Foster & Partners Limited), a British Company, to provide an advanced level of operational service and under international ratings approved by the International Air Transport Association (IATA) and according to the international standards.

- Under REOA, construction works started on 15/04/2008, where the investor (AIG) built a new terminal with an approximate area of (158,000 Square Meters),(phase one and phase tow) to match the increasing air traffic and meet international requirements. AIG is also making improvements on other facilities such as runways and ramps. The investor completed the existing terminal rehabilitation works in 2008 at a cost of not less than Jordanian Dinar (50) Million, including maintenance and improvement of commercial facilities, enhancing the ground handling system, and re-paving aircraft aprons, and taxiways. The old terminals were removed after the inauguration of the new terminal in 2013.
- In addition to construction and rehabilitation works, AIG manages and operates the airport through (Airport de Paris) to upgrade the level of services provided.
- Due to special designs of the new terminal, which are implemented for the first time, and to overcome all architectural and construction difficulties, it was agreed with the investor (AIG) in 2011 to divide the Rehabilitation, Expansion and Operation of Queen Alia International Airport Project into two phases, instead of the previously approved division. The partial opening of the new terminal was made under the patronage of the Royal Hashemite on 14/03/2013; and around (111,500 square meters) was completed in Phase I and (8) gates out of (9) are in service now.
- In the middle of 2013, the investor (AIG) submitted to the donor (The Jordanian Government) a request to approve the Variation Order IV, which contains the proposal of the airport future expansion, including the amendment of the engineering design, increasing the number and types of the gates to fit the passenger accommodation, aircraft types (of wide-body aircrafts) and implementation phases throughout the investment period until 2032, as well as acceleration and increase in the investment volume of the project to fulfill the international requirements and standards.
- Phase II of the project works actually commenced on 03/12/2013. The works under this Phase were inaugurated under the patronage of H.E. the Prime Minister and H. E. Minister of Transport on 20/01/2014.
- Phase II of the project included future expansion works to the airport including the total main structure of the airport (the 12 million passengers phase) and the passengers jet ways and gates where about (46,500 square meters) have been accomplished in this phase making the total gates (17) instead of (14). The main structure was completed in accordance with the original design prepared by (Foster & Partners Limited). In addition, the passengers jet ways and the gates will be added at stages up to (25) gates based on the actual need and the passengers traffic.

The Most Important Achievements in 2016

The works of the Phase II of the project were completed and inaugurated under the patronage of the Royal Hashemite on 5/9/2016 thus meeting the completion date of the works of this phase on 25/7/2016, and the final completion date of this phase was met on 17/11/2016.

Information Technology

• **Jordan Transport Data Warehouse (DWH) Project**

In order to create institutional frameworks for cooperation and coordination and to promote horizontal communication between all relevant parties to the transport sector in providing common database which enhances the concept of transparency and decision-making on a digital realistic basis to serve the national economy and the recipient of the service, memorandums of understanding were signed In order to support Jordan Transport Data Warehouse Project with the partners for providing all the necessary data and information and to facilitate the necessary procedures to implement the electronic link processes that ensure the continuity of the flow of this data, the Ministry of Transport completed the implementation of the project in coordination with all partners to ensure the flow of information, verify their quality, and develop the electronic link processes to minimize the human intervention as much as possible, in addition to developing reports and dashboards providing information necessary to the decision makers at the sector and all beneficiaries of the various segments of the society. It is worth mentioning that this project was funded by the European Union.

The work continues on developing and disseminating knowledge systems at the Ministry of Transport such as transport sector complaints, suggestions and enquiries management, the Ministry of Transport website, the intranet and the documentation management system, as well as the development of the computer network infrastructure.

Transport Agreements and Conventions

The Ministry signed the following agreements and memoranda of understanding in 2016:

- A memorandum of understanding in the field of meteorology was signed between Jordan and Turkey on 27/3/2016.
- Air services agreement was signed between Jordan and Turkey on 27/3/2016.
- A treaty to recognize Jordan Marine National Certificates was signed between Jordan and Barbados on 28/3/2016.
- A treaty to recognize Jordan Marine National Certificates was signed between Jordan and China on 17/6/2016.
- A treaty to recognize Jordan Marine National Certificates was signed between Jordan and Singapore on 27/10/2016.
- A memorandum of understanding in the field of the technical cooperation in the weather amendment project by using the Royal Cloud Seeding Technology was signed between Jordan and Thailand on 27/3/2016.
- The marine transport agreement signed by Jordan and India on 10/10/2015 came into force as of 19/2/2016.

- The Arab Agreement to Regulate Passenger Road Transport between and across the Member States of the Arab League was signed on 21/8/2016 and the ratification documents were lodged on 18/12/2016. In order to enter into force in 2017.
- Constitutional procedures to be completed by the (Lebanon and Sudan side to Enter the Aviation agreement into force), and signing seaports Memorandum of Understanding with Sudan.

European Affairs

• **Euro-Mediterranean Transport Project: Towards Euro-Mediterranean Integrated Transport System**

It aims to establish an effective, integrated, proper, safe and sustainable transport network in the Mediterranean Basin through the implementation of Regional Transport Action Plan (2014-2020) that includes all transport modes. This plan contains a group of procedures covering all transport modes, mainly:

- Legislative/ regulatory reforms in the transport sector.
- Planning and implementation of priority infrastructure networks and projects.
- Safety and security especially in railways, roads, and maritime sectors.
- Provision of technical assistance and twinning programs through several projects at the local and regional levels.

The following projects fall under the Euro-Mediterranean Transport Project:

1. Safe-Med III Project

The project aims at improving the performance and capacity building, in addition to providing the necessary control of the equipment in Aqaba Port to monitor the safety and security of navigation in the territorial waters.

The Most Important Achievements Within the Project in 2016 Are:

- Enforcement of the (Clean Sea Net/ Service Level Agreement) with (EMSA) to allow for Jordan to take advantage of the interactive platform of the electronic information network in monitoring and tracking of oil patches/ leak from the vessels, free of charge, so as to exchange of information and to provide the services of follow-up of marine pollution.
- Comprehensive training for officers of state control over the port by the experts of (EMSA) on vessels inspection methods that are in line with the international requirements, including practical training by using “Med Mou Database Check.”
- Holding (5) training courses and workshops funded by the European Maritime Safety Agency (EMSA) in its headquarter in Lisbon, Portugal, which covered several topics related to safety and

maritime security, and marine accidents investigation according to best international practices. Nine (9) employees from Jordan Marine Commission (JMC) participated in these courses and workshops, in addition to auditors training course was conducted in accordance with the requirements of the International Maritime Organization (IMO) where representatives from (JMC) were approved as auditors to the member states of (IMO).

2. Euro-Med Aviation Project

This project aims at the fulfillment of the conditions required to join the Euro-Mediterranean Common Aviation Area (EMCAA) through the implementation of a roadmap and detailed action plan for creating common market between the EU and Mediterranean partner countries that enjoy operational specifications in consistent with all five areas of aviation (air transport, safety, security, environment, and air traffic management).

The Most Important Achievements within the Project in 2016:

- Launching of a new project called “Euro Med Aviation Safety Project”, which is a continuation of the previous projects (Twinning, MASC, and Euro Med Aviation II) and integrates with them, and the project is implemented by European Aviation Safety Agency (EASA), which aims to:
 - Promote the harmonization of rules and standards of civil aviation safety in the Euro-Mediterranean countries with the European Union.
 - Strengthen technical cooperation with the (EASA).
 - Improve the capabilities of air safety control.
 - Strengthen cooperation between the Mediterranean countries.
- set the action plan and activities that will be implemented in Jordan within the project by the Civil Aviation Regulatory Commission and the Project Management Committee (EASA).
- Holding many training workshops inside and outside Jordan, funded by the European Aviation Safety Agency (EASA), which covered several topics related to safety, security, environment, and air traffic management.

3. Global Navigation Satellite System Project (GNSS II)

This project aims at promoting and supporting the introduction of (EGNOS) services in the Mediterranean countries, mainly the European Geostationary Navigation Overlay Service (EGNOS) falling under the European Satellite System (Galileo). advantages of (EGNOS) are represented in aviation filed, goods transport, maritime and logistics center services, in addition to reduction of risks and supply chain (door to door) losses.

The most important achievements within the project in 2016 are:

The project work in 2016 focused on the installation of (RIMS) station which is part of Galileo system where Jordan expressed its readiness to host this station in Jordan as part of the Jordanian – European cooperation and in implementation of (RTAP) agreement. The hosting decision was taken

during the activities of the National Transport Navigation Committee formed under the presidency of the Civil Aviation Regulatory Commission (CARC) and the membership of all concerned parties from official and government institutions. The CARC (Jordan team) manages the project of installing the station in coordination with the Coordinator of the European Affairs at the Ministry of Transport. The most important achievements included:

- Selection of the city of Aqaba to install the station by the European team.
- Check the satellite coverage of the location of King Hussein International Airport and take readings from the satellites by the Royal Jordanian Geographic Center in cooperation with the Jordanian team.
- After the European team, in cooperation with the Jordanian team, visited and checked the proposed places in terms of security, logistic, and technical aspects, it was concluded that King Hussein International Airport is the most appropriate place to install (RIMS) station.

4. Road, Rail, and Urban Transport Project

- Land transport:

The project focuses on the importance of safety on roads, the necessity of implementation of international agreements governing land transport, and the need for efficiency improvement and occupational qualification of freight carriers. Through providing technical assistance programs and holding many training workshop.

The most important achievements within the project in 2016 are:

- The works of the second and final phase of the specialized training workshop (Train The Trainer – TTT) was held on the European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR/1957) organized by the Ministry of Transport in cooperation with the European Union and the International Road Union (IRU) during the period 7–11/02/2016 at the Ministry of Transport where it focused on training (11) national experts on the main provisions of the agreement in terms of references and guidelines on how to manage the transport of dangerous goods. All participants successfully passed the courses and became internationally-accredited trainers on the provisions of the Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR), among (21) participants from the Mediterranean countries.
- Participation in the session number (78) for the technical meetings of the Internal Transport Committee (ITC)/ of the United Nations Economic Commission for Europe (UNECE) as a national coordinator to discuss the most important international agreements on the land transport and the Kingdom's accession to these agreements.
- Participation in the Working Party (WP1) of the (ITC)/ (UNECE) on safety on roads during the period 29/3 - 1/4/2016 where the Ministry representative gave presentation on the safety system on roads in the Kingdom and the most challenges and proposed solutions.

- Participation of The Institute for Standards and Metrology representative / national teamwork member formed to study the regulations of the Vehicles Laws and Regulations (1958 & 1997) in the (ITC)/ (UNECE) meeting during the period 15-18/11/2016 in Geneva, Switzerland.
- Participation of the Jordan Food and Drug Administration representative in the meeting of International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for such Carriage Agreement (ATP), (ITC)/ (UNECE) during the period 4-7/10/2016 in Geneva, Switzerland.
- Participation of The Ministry of Energy and Mineral Resources representative/ member of the technical committee of studying the Hashemite Kingdom of Jordan accession to the International Carriage of Dangerous Goods by Road Agreement (ADR) in the (ITC)/ (UNECE) meeting during the period 8-11/11/2016 in Geneva, Switzerland.
- Participation of the Jordan-Hejaz Railway Corporation representative in the United Nations Economic Commission for Europe (UNECE SC.2) meeting during the period 22-24/11/2016 in Geneva, Switzerland.
- Participation of the Jordan traffic Institute representative in the meeting of the Agreement concerning the work of the fleet that is engaged in international road transport (AETR) during the period 25-26/10/2016 in Geneva, Switzerland.
- Urban Transport:
 - Preparation of the Terms of Reference of the consultation services tender to the Intelligent Transportation Systems (ITS) project as part of the technical assistance program during the period 7-9/3/2016.

• Other Cooperation Programs:

1. Cooperation with the European Investment Bank (EIB):

- The Steering Committee second meeting was held for the “LOGISMED” Project in Barcelona during the period 19-20/09/2016 to discuss the project developments of each country and to review the action plan, where the Diagnostic Report on the evaluation of the logistic services and training related to these services was submitted in Jordan.
- An agreement to conduct feasibility studies to the dry ports and logistic centers project in Al-Madonna was signed between the Ministry and the European Union funded by the European Investment Bank.
- The inception report was submitted by the consultant (MTBS) which was selected to the project on 23/12/2016. The report was discussed and the consultant was provided with the Ministry comments.

2. Cooperation with the European Bank for Reconstruction and Development (EBRD):

- Preparation of the Terms of Reference to select the consultant to conduct the technical studies to rehabilitate urban transport in (Irbid, Zarqa and Madaba) cities.
- a preliminary feasibility study was conducted on development and rehabilitation of Amman Civil Airport through partnership with the private sector (BOT).

3. Cooperation with the Union for the Mediterranean (UFM):

- The National Team of the Blue Economy Affairs was formed from all entities concerned with the marine transport industry as an output of the Ministerial Conference of the Blue Economy to follow up the items of the Ministerial declaration where the first conference was held in the city of Aqaba on 28/8/2016 under the chairmanship of H.E the Minister as the head of the delegation and the national coordinator of the Blue Economy with the participation of all concerned parties.
- The Jordan delegation participation in the Blue Economy Forum meetings and the first meeting of the Blue Economy working group which were held in Turku, Finland during the period 17-19/05/2015 under a Jordanian - European Joint Chairmanship.
- The Jordanian delegation participation in the second meeting of the Blue Economy working group in Brussels during the period 7-8/11/2016 to present the projects proposed by Jordan for the purposes of extending technical assistance.

4. Cooperation with the International Road and Transport Union (IRU):

- The National Accreditation and Inspection Council (NAEB) was formed pursuant to the resolution of the Council of Minister on 23/8/2015 to supervise the vocational training system in partnership with the International Road Transport Union (IRU) and the Arab Union of Land Transport (AULT).

Transport and Trade Facilitation

In confirming the strategic importance of transport and trade facilitation in enhancing Jordan position on the map of global and regional trade, the Jordanian Government engaged in (2003) in the establishment of the national committee for transport and trade facilitation upon communications made by the Ministry of Transport and the United Nations Economic and Social Commission for Western Asia (ESCWA). The Government also enhanced the work of the national committee for transport and trade facilitation through the formation of the technical committee for transport and trade facilitation in (2005). In (2011), the Ministry of Transport established the executive secretariat for transport and trade facilitation through funding and technical assistance provided by the European Program for Transport and Trade Facilitation to achieve the following objectives:

- Promote and support the national and technical committees for transport and trade facilitation through the executive secretariat unit to follow up activities of the two committees and decisions related to transport and trade facilitation.

- Enhance the national competitiveness through logistics service improvement and greater efficiency to overcome all obstacles facing this sector to increase exports. Regional coordination and cooperation became the most important factor in achieving the desired outcomes from this program and keeping up with scientific developments in transport and trade facilitation.
- Remove the obstacles and solve issues of transport and trade facilitation.
- Capacity building in transport and trade facilitation through training and workshops on transport and trade facilitation.
- Simplify and adapt procedures and operations in transport and trade.
- Reduce procedure costs and time, raise administrative efficiency, and simplify, consolidate and coordinate procedures for transport and trade facilitation.

The most important achievements of the Executive Secretariat of Transport and Trade Facilitation in 2016:

The Technical Committee for Transport and Trade Facilitation, in coordination with the Executive Secretariat of Transport and Trade Facilitation, follows up on the transport and trade facilitation developments. For this purpose, the Committee members coordinated with the entities they represent submitted new subjects and proposals about the obstacles and developments related to the transport and trade facilitation to the Technical Committee to take appropriate decisions.

Below are the most important issues related to the transport and trade facilitation and the obstacles facing such facilitation which were raised during the Technical Committee meetings:

- Discussing the challenges facing the industrial sector in the transport and shipping sector, and discussing the high cost of internal transport due to current conditions and the difficulty of transport and trade with the closed neighboring countries.
- Discussing the latest developments in the alternative routes to transport Jordanian exports and the importance of finding alternative routes to the closed borders with Iraq and Syria at the present time, which caused many problems and losses to the Jordanian exports and the importance of developing proposals to find alternative routes to Russia and Europe despite the limited quantity of exports to these countries compared to exports to Iraq and Syria and the need to coordinate with the official concerned authorities in African countries such as Djibouti to find shipping lines that solve the obstacles of transport in this direction and help in opening the African markets.
- Review the developments of the new customs center in Yard No. (4) and the components of the Yard in terms of buildings, yards, and facilities and the decision of the Aqaba Special Economic Zone Authority (ASEZA) to move to the new site as of 01/04/2016.

- Propose establishment of the single window system, in Jordan and study the establishment of the Jordanian national single window system with the (UNDP) experts, and compare it with the single window system model in Indonesia which indicates the steps and features in the procedures followed from the submission of the customs transaction, entering the information electronically, till the completion.
- Statement of the outcome of the Geneva Conference on UNCTAD's annual report related to 2016 trade and development in trade facilitation field, in which the UNCTAD report was presented to the Technical Committee, included the following:
 - Jordan ranked first among the Arab countries in the 2016 report to on facilitating trade cross-borders.
 - Jordan ranked first among the Arab countries in the 2016 report on the cost of exports and imports across borders.
 - Jordan ranked first among the Arab countries in the time required for cross-border exports; (29) hours.
- Addressing the International Convention for the Safety of Life at Sea (SOLAS) Annex on container weights, accidents and consequences resulting from non-compliance with the permissible weight of containers and their actual weight from the weight declared in the shipment manifest, for example, due to a vessel imbalance and risk of injury or death of crew and workers on the sidewalks, as well as its damage to the ship's hull, high operating costs and its impact on supply chain delays. The new requirements were adopted as follows:
 1. Before loading any packed container on board the ship, its total weight must be defined. There is no exception in this clause.
 2. Only two ways to weight the packed container:
 - **Method 1:** Weigh the container as one unit after packing.
 - **Method 2:** Weigh the goods and other contents and add the empty weight of the container based on the container dashboard.

Based on this circulation, all concerned official bodies must comply with the new instructions of the Convention.

- Meeting with the World Bank experts; Ministry of Industry, Trade and Supply; and officials from some transport and logistics authorities in Jordan to discuss the problems and challenges facing each sector and the possible ways and best practices to overcome them, and the costs of the transport process in context of the preparation of the export diversification strategy adopted by the Ministry of Industry, Trade and supply.

- Review the (Customs Control Law concerning the Dangerous Goods and Dual-Use Materials included in transit and interim shipment), which stipulates that the dangerous goods and dual-use materials entering into the Kingdom by transit transport and interim shipment shall subject to control by requiring obtaining the necessary licenses before approving their transfer, and subject the activities of persons who engage in illegal activities of dangerous goods and dual-use materials to the control in accordance with the provisions of this law and the instructions issued thereunder.
- A workshop was held under the patronage of His Excellency the Minister of Transport entitled “Towards Encouraging Investment in the Field of Facilitation of Transport and Trade”, and discussing ways and indicators to enhance the role of investment in the field of transport facilitation and trade and in the presence of representatives from the public and private sectors.
- Activate the public-private partnership councils in order to further enhance the participatory approach between the two sectors and its role in investment and achievement of the economic development. Where committees were formed for each sector mode (land, maritime and aviation).
- A proposal to operate (RO-RO) line from İskenderun Port to Aqaba Port was discussed to provide direct shipping lines for trucks (RO-RO) from Aqaba to Turkish ports to be an outlet to the Nordic and European countries for Jordanian exporters and carriers.

Transport Safety and Environment

In the effort of the Ministry of Transport to increase the safety level of transport of all modes to international levels and improve the transport sector in the Kingdom to the highest professional levels through the provision of safe and maintaining environment transport services to the society, the Ministry:

- Completed the development of the professional competency instructions emanated from the Memorandum of Understanding with the International Road and Transport Union (IRU) and the Arab Union of Land Transport (AULT) in cooperation with transport stakeholders for establishing a national systems of vocational training in the field of road transport in order to promote transport industry through the development of talents working in this field to provide services of the highest degrees of efficiency and professionalism within international safety standards.
- Prepared the final report on the accession of the Government of Jordan to the International Carriage of Dangerous Goods by Road Agreement (ADR) in cooperation with all concerned parties due to the positive effect of such agreement on improving and enhancing the safety transport on roads and development of the land transport fleet, thus directly contribute to the development of the transport industry in Jordan.

- Preparing the executive action plans of the Ministry of Transport for the support and implementation of the national action plan to deal with crises and natural disasters, in coordination with the National Center for security and crisis management as a command center and control at the national level.
- Prepared the emergency plans for the Ministry of Transport, airports, and related entities and institutions to deal with the emergency weather conditions and present them to the Ministry of Interior/ Higher Council of Civil Defense.
- Conducted study on the public transport sector, problems, and solutions entitled “Innovative Traffic Solutions to the Public Transport in Jordan” which was submitted as a work paper to the Japanese International Cooperation Agency (JICA) in the workshop “The Innovative Thinking of the Urban Transport” which was held in Japan early in 2016.

Part III

Vision and Mission of Corporations, Departments, Affiliated Bodies and related companies

- Civil Aviation Regulatory Commission (CARC)
- Land Transport Regulatory Commission (LTRC)
- Jordan Meteorological Department (JOMETEO)
- Jordan Maritime Commission (JMC)
- Aqaba Railway Corporation (ARC)
- Jordan-Hejaz Railway Corporation (JHR)
- Jordan Airport Company (JAC)
- Arab Bridge Maritime Company (ABM)
- The Jordanian-Syrian Land Transport Company (JOSYCO)

Vision and Mission of Corporations, Departments, Affiliated Bodies and related companies

Civil Aviation Regulatory Commission (CARC)

Vision

Safe skies for all operators

Mission

To promote the development of Jordan's civil aviation safety, security and environmental regulatory compliance, while ensuring the economic soundness of a liberalized industry.

Civil Aviation Regulatory Commission (CARC) was established on 01/08/2007 pursuant to the Civil Aviation Law No.(41) of 2007. Activity of (CARC) is limited to regulatory aspects, while Jordan Airports Company (JAC) undertakes the operational aspects.



CARC Website: www.carc.gov.jo

Land Transport Regulatory Commission (LTRC)

Vision

Effective and developing land transport and security contribution in the economical growth, environmental stability and boosting the regional role and the strategic location of Jordan.

Mission

Planning, organizing and developing an integral land transport system, economical, competitive, keeping up with the comprehensive development plan and meeting the best international standards.

The objective of Land Transport Regulatory Commission (LTRC) is regulating and controlling land transport services, and promoting investment in land transport sector in compliance with the objectives of the economic and social development.

Tasks of LTRC

1. Implement the general policy of land transport.
2. Meet demands on land transport services and securing such services at a good level and appropriate cost.
3. Set up plans for the land transport services, facilities, and routes.
4. Devise plans as required for the creation, operation and implementation of land transport facilities.
5. Identify and manage sites for land transport facilities in coordination with competent authorities and supervise their services.
6. Coordinate with the competent authorities in developing plans for road construction and maintenance programs in the Kingdom and submit relevant recommendations in the general interest of the beneficiaries.
7. Develop necessary precautionary measures to prevent land transport accidents and develop such measures to meet international requirements in cooperation and coordination with the competent authorities.



LTRC Website: www.ltrc.gov.jo

Jordan Meteorological Department (JOMETEO)

Vision

Pioneer and specialized service in the field of meteorology

Mission

Observe, Monitor weather events and climatic elements and issuing early warnings about weather and climate events for beneficiaries to minimize the loss of life and property and contributing to sustainable development.

Jordan Meteorological Department (JOMETEO) was established as an office for weather observation and forecast at Jerusalem Airport in 1951. The number of weather observation stations was limited at that time, and tasks of these stations were no more than issuing weather reports and forecast, and sometimes climate information. Then, expansions in constructing stations and using state-of-the-art equipment continued until meteorology became in the form we see today. Nowadays, JOMETEO enters in many basic life aspects of the citizen, as its role is not limited to issuing weather reports only, but also providing different services in Transport sector modes, Water, Energy, agriculture, and construction.

The Department joined the membership of World Meteorology Organization (WMO) in 1955, and represented by all commissions related to WMO. In 1967, pursuant to Regulations No.(19), JOMETEO became an independent department affiliated with the Ministry of Transport.



JOMETEO Website: www.jometeo.gov.jo

Jordan Maritime Commission (JMC)

Vision

Towards safe, secure and organized maritime sector in Jordan combined with high safety and quality levels and opening new investment opportunities in the maritime sector.

Mission

Achieving the highest International standards for organizing, control and developing of the maritime sector in Jordan including legislation, transportation modes, services and human resources taking into account the protection of the marine environment and enhancing the maritime safety and security to enhance the competency of the sector and provide best services to customers.

The establishment of Jordan Maritime Commission in 2002, approved as a maritime commission under Law No. (46) of 2006 and specialized maritime administration to develop the maritime transport sector in Jordan and the performance of the functions set out in its Law, the most important of which are to regulate, develop, and monitor the maritime transport sector, upgrade the level of services provided, enhance its competitiveness, follow up the implementation of international maritime conventions and local legislation related to national and foreign vessels and other naval vessels operating in the territorial waters, and controlling them, taking into account the requirements of maritime safety and security and the preservation of the marine environment.



JMC Website: www.jma.gov.jo

Aqaba Railway Corporation (ARC)

Vision

Safe transport with a high level of quality that competes locally and regionally.

Mission

Aqaba Railway Corporation works to meet the needs of the service recipients with the highest efficiency and works to achieve the welfare for the employee, and to satisfy the local community needs in the southern region, and to protect the environment.

The railways in the Hashemite Kingdom of Jordan traces back to the beginning of the last century where the first railway was established at the beginning of 1900 to cross the Kingdom from the north to the south. This section is located within the main line that connects the Turkish territory with Al Medina Almunawara through the capital city of Amman. It was called Hijaz Railway.

The competent authorities in the Kingdom began the establishment of a railway to connect phosphate-mining areas, at the South of the Kingdom, with Aqaba Port. Work commenced in strengthening a part of the Hijaz railway from Al Hassa Mines to Batn Al Ghool Station and constructing a new railway line from Batn Al Ghool to Aqaba Port in November 1972. It was officially inaugurated on 14/11/1975 and the management of this railway line was entrusted to an independent corporation called (Aqaba Railway Corporation). In 1982, phosphate mines at Wadi Al Abyad were connected with the railway at Al Hassa branching section with a length of (22) km. Thus, total length of the railway became (293.341) km; and it is intended to make the railway reaches the phosphate mines at Al Shaidiye and to establish station in Al Youtm Area.



ARC Website: www.arc.gov.jo

Jordan-Hejaz Railway Corporation (JHR)

Vision

Comfortable and safe tourist transport and the appropriate investment for the assets of the Corporation while preserving the legacy of the Hejaz Railway.

Mission

Develop the performance of the Corporation to become a qualitative tourist transporter and to conduct investment that guarantees an increase in revenues while preserving the legacy and achieving job welfare.

Jordan-Hejaz Railway Corporation (JHR) was established under Law No.(23) of 1952 and assigned with the task of investment in the Hejaz railway property located within the territories of the Hashemite Kingdom of Jordan, from the Jordanian-Syrian borders north to the Jordanian-Saudi borders south. Along this line, the following stations are spread out:

- Mafrq, Kherbet Al-Samra, Zarqa, Amman, Al-Qasr, Al-Laban, Al-Jiza, Daba'a, Khan Al-Zabeeb, Suwaqa, Al-Qatraneh, and Al-Manzel.

The network operated by JHR is (217) km long. JHR transports passengers between Amman and Damascus and transports goods upon request.



JHR Website: www.jhr.gov.jo

Jordan Airports Company (JAC)

Vision

To be an excellent aviation service and airport infrastructure provider in the Middle East.

Mission

Provide airports and airport users with technical, operational & management services to secure international standards of efficiency, quality, safety and security.

Establishment of the Jordan Airports Company

The responsibility of airports management and regulation of the aviation sector was previously vested in one entity, the Civil Aviation Regulatory Authority.

In accordance with the Government's plan to restructure the civil aviation sector and based on the importance of separating the management and operation of airports on one hand, and the organization of the aviation sector on the other, the Council of Ministers on the 27th of May 2008 has approved the establishment of Jordan Airport Company as a private shareholding company wholly owned by the Government.

Jordan Airports Company acts as the investment arm of the Government in the management and operation of existing Jordanian airports (excluding King Hussein International Airport in Aqaba) and future airports, and to follow-up on the implementation of the terms of contracts concluded with the companies invested in the management and operation of Jordanian airports.

The Council of Ministers on the 02nd of December 2008, decided to approve the Memorandum of Association and Articles of Association for the company and determined its capital by JD (28,25) million.

Objectives and Corporate Code

The objectives of the company in accordance with the Memorandum of Association and Articles of Association include:

- Airports expansion work.
- Provision of airport management and operation services.
- Utilizing airports buildings and facilities and any funds and assets for the Company.
- Marketing of merchandise and passengers' supplies inside the airports.
- Establishment, development, management and operation of airports.
- Maintenance of Airports.
- Providing passenger services at airports.

- Establishment of distribution, display and sales centers within the premises of the Jordanian airports.
- Establishment of warehouses and shops within the airports premises.
- Managing Airports.
- Providing handling services and transporting passengers inside airports.
- Preparing and submitting studies and investments proposals in respect of constructions, development and/or renovation of airports and supporting services thereto.
- Preparing the infrastructure of the airport facilities
- Operating and maintaining of the airports facilities.
- Providing all the services for airports and aircrafts and supplying them with the necessary equipment.
- Owning and administering airports in Jordan and outside Jordan.
- Shareholding in other company to achieve the company's objectives.

The company operates in accordance with the laws and regulations of civil aviation laws in force. The company complies with the requirements of the Civil Aviation Regulatory Authority concerning the conditions and standards required for airport licenses, in addition to its compliance with international conditions and standards such as those issued by the International Civil Aviation Organization (ICAO). The company applies the civil aviation fees in calculating airport usage fees for aircraft and passengers arriving and departing from Amman Civil Airport.



JAC Website: jac.jo

Arab Bridge Maritime Company (AB Maritime)

Vision

To be the best maritime carrier in the Red Sea region and beyond and that Arab Bridge becomes always the link between Arab Asia and Arab Africa.

Mission

AB Maritime is committed to maintaining a high standard of professional service and to be a leading enterprise in global Maritime business and its supporting services.

AB Maritime is the outcome of the significant joint venture between the governments of Jordan, Egypt, and Iraq. AB Maritime was founded in 1985 with a paid-up capital of (6) Million US\$, distributed equally between the three partner governments. The capital was increased from profits to become (100,5) Million US\$ in 2014.

Due to the strategic location of both Aqaba and Nuweiba as the main gateway that connects the Arab countries in both Asia and Africa, AB Maritime is a distinctive tool for trade promotion and passenger traffic between the Arab countries by reducing transport costs and contributing in trade promotion and the easy movement of individuals between the Arab countries.



AB Maritime Website: www.abmaritime.com.jo

Jordanian-Syrian Land Transport Company (JOSYCO)

Vision

To be the second-to-none company in the field of supporting the land transport in the Hashemite Kingdom of Jordan

Mission

A pioneer company with the highest quality and service standards in the field of land transport and shipping

Jordanian-Syrian Land Transport Company (JOSYCO) was established in 1975 with a capital of (5) Five Million JD, divided equally between the Governments of the Hashemite Kingdom of Jordan and Syrian Arab Republic. JOSYCO has a legal and corporate personality, financial and administrative independence, and it is a public shareholding company with limited liability.

JOSYCO transports cargo and materials through a network of international routes, common with Jordan, Syria and Lebanon.

JOSYCO fleet consists of (205) trucks for transporting all kinds of cargo, including containers, distributed as follow:

- (48) Tractors and semi-trailers (Man) model 1997.
- (99) Tractors and semi-trailers (Man) model 2003.
- (58) Tractors and semi-trailers (Mercedes) model 2005.



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