



MINISTRY OF TRANSPORT

Annual Report 2017

Prepared by

Transport Planning & Development Directorate

TRANSPORT STUDIES AND RESEARCH SECTION

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His Majesty, King Abdullah II Ibn Al Hussein

"In order to achieve these priorities, the Government must work to implement the Jordan Economic Growth Plan over the coming years, endorsed to boost economic growth and to capitalize on all available regional and international opportunities to improve citizens' standard of living, support the middle class and protect low-income families. The Government must also continue to implement the National Strategy for Human Resources Development and see through the e-government programme to transform into a paperless government"

"With the phase of strategizing and planning complete, the Government must now focus on effective implementation, for it is up to us to take matters into our own hands. No one will solve our problems but us. We must harness our will, potential, and energy to confidently and resolutely take on the challenges before us"

Speech from the Throne by His Majesty King Abdullah II
Opening the Second Ordinary Session of the 18th Parliament
Amman, Jordan
12 November 2017



**His Royal Highness Crown Prince
Al Hussein bin Abdullah II**

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Foreword, H. E. Minister of Transport

On behalf of my colleagues and me, it's my pleasure to present the Ministry of Transport Annual Report for 2017, which was prepared by the Ministry to provide the concerned parties in the kingdom with all the achievements of the Ministry and the most important statistics of the transport sector.

We strive to develop the transport sector to provide efficient, sustainable and integrated services, as well as maintain infrastructure and reduce traffic accidents within a future vision that achieves our policy to promote the partnership between the public and the private sectors to achieve our goals aiming at developing all transport modes in the kingdom by encouraging investment and offering proper solutions for all issues and obstacles facing the sector.

Despite the great challenges burdening this sector, the Ministry and its associated parties are still carrying out programs and projects of economic and developmental feasibility to provide high-quality transport services. In addition, it adopts the proper legislations and methodologies to regulate and develop the sector to achieve integration of all transport modes and stimulate partnership with the private sector to invest in infrastructure and make the public transport system safe and effective to reflect positive tangible effect on the public, as well as support the national economy and maintain safety and preserve the environment.

Moreover, the Jordan Economic Growth Stimulation Plan was approved this year. It includes several major and vital projects in the transport sector within a strategy framework for the development of the transport sector at all levels. This plan included projects to be carried out during the Economic Growth Stimulation plan phase that will run until 2020 and funded by the government, whereas, some other projects will be implemented through the partnership between the private and the public sectors.

Also, moving towards the implantation of the urban transport project, is the first step in public transport reform program aiming at developing the public transport system and enhancing its services, so that buses will be of better quality, higher reliability, and mass transport in specific routes and stable frequencies. The outcomes of the first stage of urban transport lines restructure in major cities in the kingdom (Irbid, Zarqa, Madaba), illustrate that a structural change will be achieved in the public sector, in addition to the rehabilitation of departure and arrival centers and their facilities in all Jordanian cities and governorates. This is supported by the study designs of the bus rapid transit between Amman and Zarqa that has been completed in preparation for implementation.

Finally, I would like to express my gratitude to my colleagues in the various transport sectors and to those who contribute in the development of this sector and the advancement of its services to reach the international level, meet the aspirations of the Jordanian citizens, serve the national economy and strengthen the development process.

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.

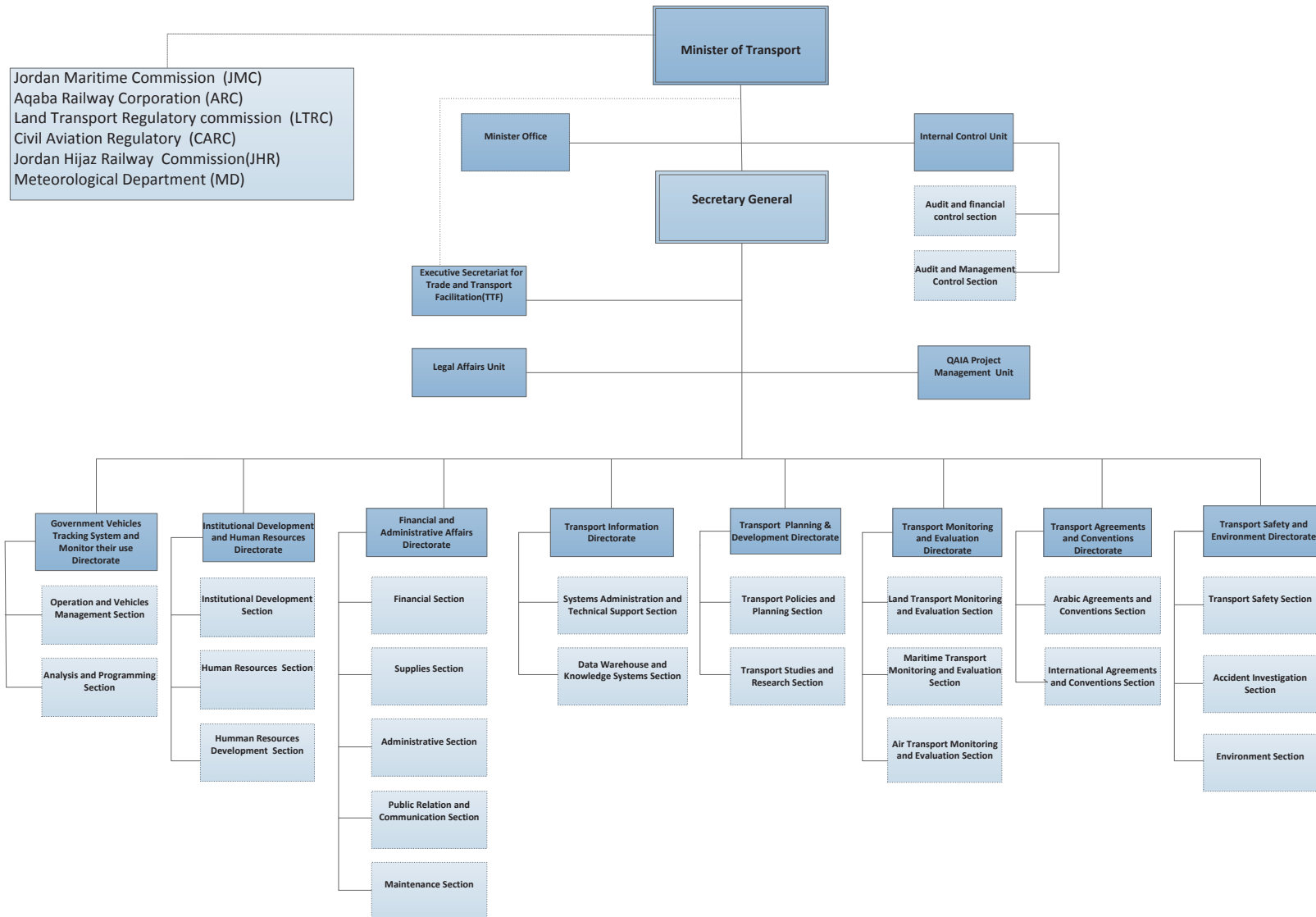
Six government corporations, departments, and commissions, with legal personality and enjoying financial and administrative independence, and having their own board of directors (except Jordan Meteorological Department and Civil Aviation Regulatory Commission), are affiliated with the Minister of Transport,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



Ministry of Transports' participation in King Abdullah II Award for Excellence in Government Performance and Transparency is a complement of the excellence process launched by the Ministry ever since the award was established. The Ministry of Transport participated in the second session towards qualification and continued to participate believing in the prize vision represented by "implanting the culture of excellence in government institutions in Jordan, where individuals and institutions seek excellence in their performance to reach or surpass the international best practices.

Moreover, the Ministry obtained the Seal of Excellence in the seventh session of the prize (2014-2015) after it had obtained the second place of the silver phase in the sixth session (2012/2013), and the third place of the Bronze phase in the fifth session (2010/2011), which imposed a new challenge to the Ministry to obtain a more advanced position in the current eighth cycle (2016/2017), where the process of reviewing and enhancing the prize standard requirements continued with focus on the outcomes. In cooperation with other ministries and institutions, the Ministry of Transport also conducted standard comparisons to measure and develop a plan to enhance employees performance and upgrade their knowledge. On the other hand, the Ministry of Transport has improved its services and increased its coordination with agencies and institutions associated with it since it is the authorized party for making policy and monitors its implementation in the transport sector.

Winning the award is of significant importance, whereas the main goal of the Ministry is work institutionalization and providing an environment that contributes to creating and spreading the culture of excellence. This goal cannot be achieved without the support that the Ministry and work groups receive from the management leadership represented by the Minister and the Secretary General.

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 compa re between the future directions with the previous.

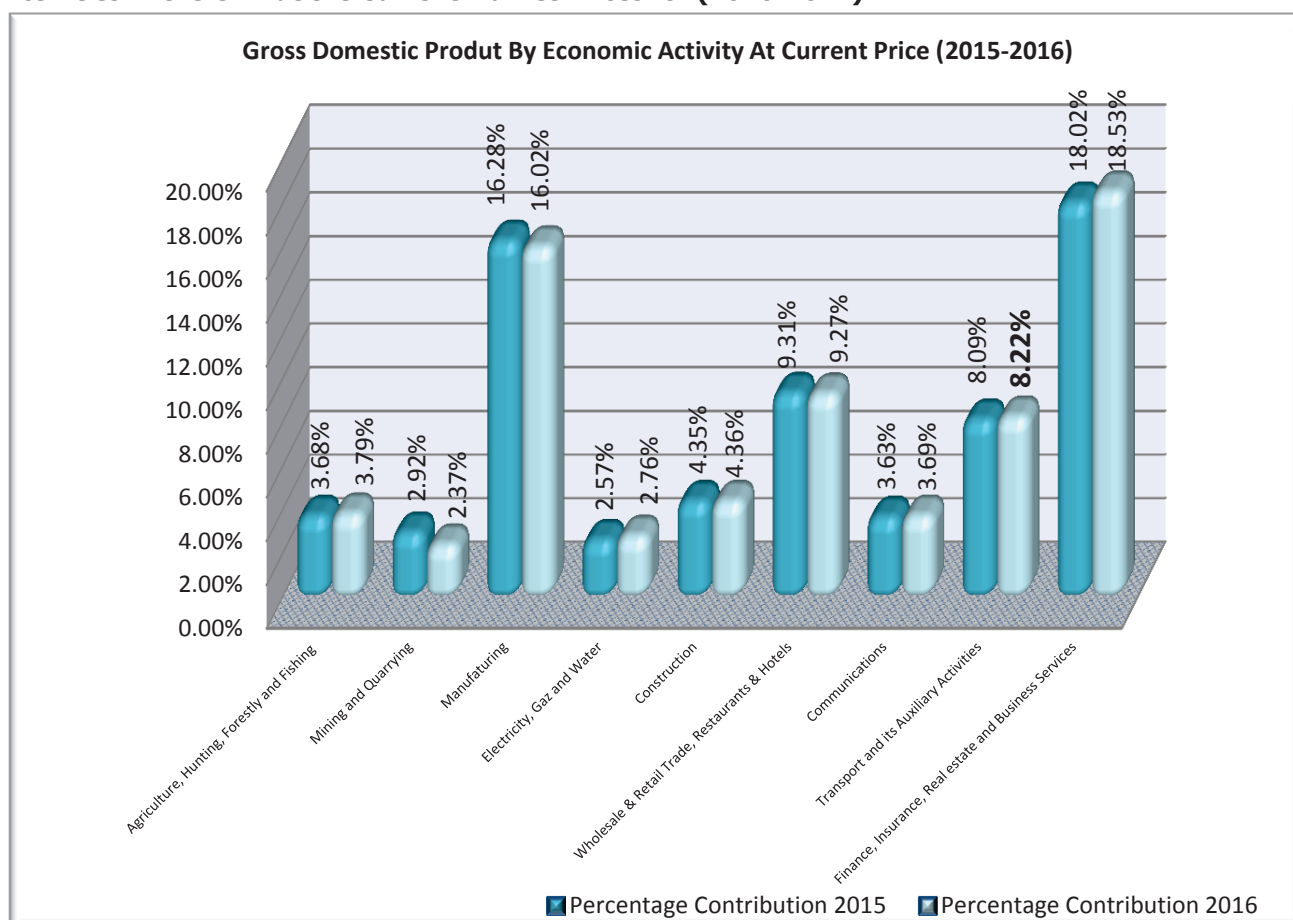
➤ Contribution of Transport Sector in Jordanian Economy

Table (1): Local Main Economic Data

Item	2016	2017	Growth Rate
• Gross Domestic Product (GDP) at current market prices (million Jordanian Dinar)	27,444.8	28,448.5	3,66 %
• Contribution of the transport sector and its support activities in the (GDP) at current market prices (million Jordanian Dinar)	2,256.8	2,379.9	5.45 %
• Contribution rate of the transport sector and its support activities in the (GDP) at current market prices (million Jordanian Dinar)	8,22 %	8,37 %	1,73 %

Source of figures: Preliminary figures estimated from the quarterly indicators of 2017 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 (2016-2017)



Source of figures: Preliminary figures estimated from the quarterly indicators of 2017 of the Department of Statistic

Part II

MoT 2017 Major Achievements

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

MoT 2017 Major Achievements

The Ministry of Transport is proceeding in implementing and completing programs & projects included in the Ministry Action Plan for (2015-2017) which is considered the first phase in the implementation of the long- term national strategy for the transport sector. The most important projects include:

Railway Transport sector:

• Jordanian National Railway Network Project

The project aims at:

- Connecting some cities and production centers in the kingdom with a standard railway network, as well as connecting the kingdom with neighboring countries.
- Establishing new trade route 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 job opportunities during construction and operation.
- Connecting Aqaba Port with the dry ports proposed to be established in the city of Ma'an and Al-Madonna region.

Project Description:

- Single track for freight transport with a standard width and a speed of (120 Km/h) in accordance with the international specifications, and axel load of no more than (26) tons.
- The project was designed to (8) core sectors and (5) branching sections with a total length of (942) km.

Project Implementation phases:

Based on the recommendations of the Economic Development Committee in its session on 25/07/2017, the Cabinet decided in its session on 27/08/2018 the following:

For easy implementation, dividing the National Railway Network into five phases as follows:

- Phase I: Amman railway phase (Madonna) till the Jordan borders center /Saudi Arabia (Alomari) (top priority).
- Phase II: Ma'an railway phase / Aqaba (top priority) divided into two parts:
 - First part: Ma'an /Wadi Al-yutom.
 - Second part: from Wadi Al-yutom to the Southern Aqaba port, and approve the coastal track since it is the path serving all parties concerned, in addition it costs less, and all Aqaba ports can be accessed through it. Provided that, the first part of the cross-section options of the second phase (Ma'an / Wadi Al-yutom) are to be studied.
- Phase III: Ma'an (Ma'an land port)/ Amman (Madonna land port) (top priority).
- Phase IV: from Madonna towards the north (Syrian borders) (second priority).
- Phase V: Azraq /Iraqi Borders (second priority).

The most Important Achievements of the Project Since implementation:

- Based on the recommendation of the Ministerial Steering Committee, the cabinet decided on the 01/07/2008, to proceed with the acquisition and allocation of the necessary land to reserve the track required for the project. A great part of lands needed for the project, has been acquired, while their owners are currently being compensated according to the available allocations.
- Preliminary designs, and the Environmental Impact Assessment (EIA) & geophysical studies were conducted.
- The project obtained the labeling of the Union for the Mediterranean (UFM Labeling), with full support from all countries members at UFM during the meeting of the UFM senior officials held In Barcelona on 03/12/2012.

Project Developments during 2017:

- The government is striving to secure the funding needed for the project implementation, noting that a memorandum of understanding was concluded with (China Civil Engineering Construction Corporation – CCECC) during the royal visit to China Republic on September 2015 to negotiate with the company to reach an agreement regarding securing the needed funding for the implementation of the National Jordanian Railway Network Project ,as well as preparing all studies & engineering designs to be implemented within a defined time framework.
- Some studies have been initiated for the parts that are not designed, such as the part connecting the suggested dry port in Ma'an and the southern port in Aqaba, in addition to a link connecting the national network with the suggested dry port in Madonna /Amman.

The Major Obstacles Facing the Project:

- All banks and development funds request government guarantee, where the public Government Debt Law doesn't approve issuing such guarantees.
- Restrictions on government borrowing due to Public Debt Law limitations.

Land Transport

• Public Transport Connection Between Amman and Zarqa (BRT)

This project is based on operating Bus Rapid Transit (BRT) between Amman and Zarqa, where for this project, a number of routes between Zarqa and Al-Mahatta in Amman have been evaluated, taking into account connecting these routes with the North Complex and the University of Jordan. The best route-between Amman & Zarqa.

Project Objectives:

- To promote the public transport sector and its facilities and services, as well as to develop an investment environment to create employment opportunities for local manpower.
- To solve traffic congestion and passengers' public mass transport problems by safe modes

- To reduce road accidents and environmental pollution, as well as to maintain roads network.
- To reduce the number of transport modes, operational costs and fuel consumption.
- To Provide sustainable, effective and efficient services to public mass transport between Amman and Zarqa.

The Most Important Achievements of the Project since Implementation:

- The Government Tenders Department awarded a tender for the project consultancy services to the consortium "Dar Al Omran / Al-Abed Al Hadi /SYSTRA" to prepare detailed designs and conduct economic feasibility studies for the project.
- The cabinet (council) of ministers approved the selection of Bus Rapid Transit (BRT) system to link Amman with Zarqa as the most appropriate system for mass transport which provides a high absorptive capacity for transport service demand at a reasonable cost, with the possibility for linking it in the future with the Bus Rapid Transit project of Amman Municipality and choosing Amman-Zarqa highway as the best and proper route line.

Project development in 2017:

- The consultant "Dar Al Omran / Al -Abed Al Hadi /SYSTRA" submitted the economic feasibility studies and the detailed design of the project in its original scope. The project variation order for designing the link between Tariq and Ain-Ghazal intersection was approved.
- The scope of work for the unified consensual operational plan was prepared for both (Bus Rapid Transit- BRT) projects to link Amman and Zarqa with Amman Municipality (BRT)project through one operator.
- 5 coalitions have been nominated to provide financial, legal and technical consultations (Transaction Advisor).
- A financial lease agreement is expected to be elaborated during 2018 between the Ministry of Finance and the Social Security Investment Fund to fund the implementation of the project at a value of JD (140) million.
- A tender proposal for the project implementation is expected to be introduced by the Ministry of Public Works and Housing during 2018.

Government Vehicle Tracking System

Government Vehicle Tracking Department was established under the administrative system of the Ministry of Transport at the end of 2015.

Its main tasks were to track all government vehicles and machinery for all government ministries, institutions, public and independent bodies to ensure their optimum use in carrying out their duties.

Project development in 2017:

- Phase I of the project had been completed. It included the installation of (5,000) electronic tracking units belonging to (90) government main bodies and (227) sub-governmental bodies.

- There was follow up with the implementing company to develop and enhance the electronic tracking system to serve the public interest and meet the requirements of system users.
- Users have been trained, and technical support was offered to the parties connected to the system.
- The new service management, which is not basically part of the project domain, had later been developed and implemented by the contractor, such as:
 - Automation of the fuel purchasing process (Waqoodi Service).
 - Monitoring waste water tanks in coordination with the Ministry of Environment.
 - Preparing training materials for all system contents, as well as organizing outreach and training workshops for all associated parties.

The Ministry of Transport has also started preparation to implement the second phase of this project to include about (11,000) government vehicle, where:

- 11,000 tracking devices will be purchased to be connected to 11,000 government vehicles during the coming phase.
- In addition to studying the possibility of purchasing immobilizers to include phase I & II vehicles.

Aviation Transport

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

This project aims at providing a modern airport with advanced facilities of a capacity of (9) million passengers in phase I, and (12) million in phase II, in addition to providing services with high quality, safety and attractiveness for investment.

The Project Management Unit (PMU) in the Ministry of Transport will follow up on Queen Alia International Airport Rehabilitation, Expansion and Operation Agreement (REOA) signed between the donor (Jordan Government) and the investor (Airport International Group-AIG) regarding the commitment of both parties (donor & investor) to contractual obligations and liabilities.

The Most Important Achievements of the Project since Implementation:

- The project which reflects public and private sectors partnership is implemented through Build-operate-transfer(BOT) style for (25) years from the day the agreement effective date on 15/11/2007 and continues to the same date of 2032.
- The new passengers building was designed by (Foster & Partners Limited), one of the major international architectural companies in order to provide an advanced level of operational service in accordance with the international specifications approved by the International Air Transport Association (IATA) and the international standards.
- According to the agreement, construction was launched on 15/04/2008, where the investor Airport International Group (AIG) built a new terminal with an approximate area of more than (158,000) square meter in phases (I & II) to match the increasing air traffic and meet the international requirements.

- The investor (AIG) has also conducted improvements on other facilities such as the runways and ramps and completed the rehabilitation of the old terminal in 2008 at a cost of not less than (50) Million J OD including the maintenance and improvement of the commercial facilities, enhancing the ground handling system, and re-paving aircraft aprons, and taxiways. After the new terminal had been inaugurated in 2013, old terminals were removed.
- In addition to construction and rehabilitation works, Airport international Group (AIG) manages and operates through (Airport de Paris Co.) to promote the level of the provided services.
- Due to the specialty of the designs of the new terminal implemented for the first time and in order to overcome all structural and architectural difficulties, it was agreed with the investor (Airport International Group -AIG) in 2011 to divide Queen Alia International Airport Rehabilitation, Expansion and Operation Project into two phases instead of the one previously approved. The new terminal was partially inaugurated on 14/03/2013, and about (111,500) square meters was completed in phase I, as well as (8) of (9) gates were operated.
- In the middle of 2013, the investor (Airport International Group (AIG) submitted to the donor (Jordan government) to approve the fourth variation order, which includes the proposal of the airport future expansion including the amendment of the engineering design, increasing the number and types of gates that match passengers traffic, aircraft types (of wide-body), the implementation phases during the investment period until 2023 , as well as the acceleration and increase in the project investment volume to meet the international requirements and standards.
- The implementation of phase II of the project actually started on 03/12/2013, while its works 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 the airport future expansion works including the whole main structure of the airport (the 12 million passenger phase), and passenger jet ways and gates, where in this stage (about 46,500 square meters) have been completed with a total (17) completed gates instead of 14. The main structure was completed at one time according to the original design prepared by the designer (Foster& Partners limited), and the passengers jet way and gates will be added in stages and up to (25) gates, depending on the actual need and the increase in passenger traffic.
 - According to the survey (Airport Service Quality), annually issued by Airports Council International and is considered to be the international indicator measure of passengers' satisfaction of services and facilities in the airports, Queen Alia Airport achieved the following:
 - In 2016:**
 - First place in the category of airports with an absorptive capacity of "5 to 15 million passengers annually in the Middle East.
 - The third place in airports category with an annual absorptive capacity of "5 to 15 million passengers at the international level.
 - In 2017:**
 - Queen Alia Airport won the silver award in Green Airport Program in Asia & the Pacific Ocean, as well as the third place in the category of less than 25 million passengers per year in environmental - energy management topics.

Project development during 2017

- The Northern Runway at Queen Alia Airport was rehabilitated to be open to air traffic. Its license is expected to be completed by the Civil Aviation Regulatory Commission in the first quarter of 2018.
- Continuous introduction of some improvements that ensure security procedures in the airport, where work on the project is currently underway to rehabilitate the entrance of Al-Mashta Gate, and the project for constructing a (675 m) long security fence on the North and south Fronts, noting that the Southern fence separates the Royal parking vehicles and the southern aircraft runway, in addition to the completion of the rehabilitation project of the entrance of Queen Alia International Airport Ghalib (1).
- Queen Alia Airport operator (Air International Group AIG) is going to upgrade the Baggage Handling System Extension from standard 2 to standard 3 to meet the international requirements.

Transport Agreements and Conventions

The Ministry signed the following agreements and memoranda of understanding during 2017:

- Air services agreement signed between the Hashemite kingdom and the Islamic Republic of Afghanistan in Kuala Lumpur /Sri Lanka on 05/12/2017.
- Agreement on maritime transport signed between the Hashemite kingdom and the government of Tunisia Republic on 23/11/2017.
- Memorandum of Understanding signed between the Hashemite Kingdom of Jordan and the government of Tunisia Republic regarding the recognition of marine competency certificates for seafarers on 23/11/2017.
- Memorandum of Understanding signed between the Hashemite kingdom and United Emirates regarding the Recognition of Jordanian marine certificates on 31/10/2017.
- A pledge was concluded between the government of the Hashemite kingdom of Jordan and the Republic of Turkey during the works of the Joint Transport Committee on 26/10/2017 in Ankara/Turkey.
- Signing a memorandum of understanding for port cooperation, and the twinning of both Aqaba port/Jordan and Newbie port/Egypt on 27/7/2017.

European Affairs

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

To establish an integrated, efficient, safe, and sustainable transport network in the Mediterranean Basin Region through the implementation of the Regional Transport Action Plan 2014-2020, a detailed plan including all transport modes. This plan which includes a set of procedures including transport modes mainly covers:

- Legislative and regulatory reforms in the transport sector.
- Planning and implementation of priority infrastructure networks and projects.
- Safety and security particularly, in railways, roads and maritime sectors.
- Providing technical assistance and twinning programs through several projects at local and regional levels.
- The following projects fall within the Euro-Med Transport projects:

1. Global Navigation Satellite System (GNSS II):

It aims at promoting and supporting the introduction of the European Geostationary Navigation Overlay Service (EGNOS) falling within the European satellite system (Galileo) in Euro-Med countries due to its advantages in the safety system in aviation field, land transport, maritime and logistic center services, reducing risks, losses, as well as limiting the increase in costs in the supply chain (door to door).

Some of the most important achievements within the project in 2016:

Work project in 2016 focused on the installation of (RIMS) station which is part of Galileo infrastructure network system, where Jordan expressed its readiness to host this station on its land as part of the Jordanian -European cooperation and in implementation of the (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 Civil Aviation Regulatory Commission (CARC/Jordan team) is managing the station installation project in coordination with the coordinator of the European Affairs at the Ministry of Transport. The installation project of this station is still in the study and planning phase, where the following were the most important achievements:

- An agreement was signed for maintaining the confidentiality of technical information and intellectual property.
- Studies and tests were conducted by the Jordan team for the proposed installation sites, which are: The new building of Aqaba Company for Ports Operation & Management, King Hussein International Airport, and the Jordanian customs building in Aqaba.
- Studies and tests were conducted for the proposed installation sites by the European Space Agency team.

As a final step and a complement to this phase, the European Space Agency conducted some tests and final inspections through THALES and British Telecom companies, between 15/10/2017 to 30/10/2017, in order to choose the final and the most suitable site and ensure the station's sustainability & the quality of the services of the European Space Agency system.

2. Road, Rail and urban Transport project Land Transport:

The project focuses on the importance of safety on roads, the necessity of implementing the international conventions governing land transport as well as the need to improve the efficiency and professional competency for freight carriers by providing technical assistance programs and organizing many training workshops.

The most important achievements within the project in (2017):

- Taking part in work Group1 (WP 1) which belongs to the Internal Transport Committee (ITC) / United Nations Economic Commission for Europe (UNECE) that is related to The Global Forum for Road Traffic Safety which was held between 19-22/09/2017 in Geneva / Switzerland, where a visual presentation was presented by the Director of Jordan Traffic Institute about road safety system in the kingdom, the most prominent challenges and proposed solutions.

- The Participation of the Director of Drivers and Vehicles License Department in the Special Forum for Harmonization of Vehicle Regulations (WP.29) held between 14-17 October 2017 in Geneva.

Other Cooperation Programs

1- Cooperation with the European Bank for Reconstruction and Development (EBRD):

- Technical studies Project was launched within the technical grant offered by the European Bank for Reconstruction and Development (EBRD) to reconstruct urban transport lines in Irbid, Zarqa and Madaba, simultaneously with the implementation of the pioneer urban transport project in Irbid. The consultant presented a report about phase I study and is waiting for the approval of the presidency on the outcomes to start phase II.
- A meeting was held with the European Bank for Reconstruction and Development (EBRD) on 4/10/2017, where it was agreed to appoint a consultant to prepare an integrated feasibility study for the investment, development and rehabilitation project of Amman Civil Airport / Marka.

2- Cooperation with the Union for the Mediterranean (UFM):

- The Jordanian delegation participated in the technical assistance workshop on marine spatial planning (MSP) held between 16-20 / 9/2017 in Limassol / Cyprus.
- The Jordanian Maritime Commission delegate participated in the Union for the Mediterranean Technical Conference about Blue Economy Affairs in Napoli/Italy between 29-30 / 11/2017 to follow up on the outcomes of the previous Ministerial Meeting held on 17/11/2015 in Brussels.

3- Cooperation with the European Union Agency for Railways (EUMEDRAIL):

- Ministry of Transport delegates participated in the inaugural meeting of the (EUMEDRAIL) project between 24-25 /10/2017, which aims at supporting and developing railway transport and enhancing rail safety during (2017-2020).

Trade and Transport Facilitation:

In emphasizing the strategic importance of transport and trade facilitation in enhancing Jordan status on the global and regional trade map, the Government of Jordan engaged in (2003) in the establishment of the National Committee for Transport and Trade Facilitation upon the correspondence between 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 by the formation of the Technical Committee for Transport and Trade Facilitation in (2005). The Ministry of Transport developed the Executive Secretariat for Transport and Trade Facilitation in (2011) through funding and technical assistance provided by the European Program for Transport and Trade Facilitation to achieve the following objectives:

- Enhance and support both the national and the technical committees to facilitate transport and trade through the Executive Secretariat Unit to follow up on the two committees' activities and decisions related to transport and trade facilitation.
- Enhance 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 of this program and keeping up with scientific developments in transport and trade facilitation.

- Remove obstacles and solve transport and trade issues.
- Build transport and trade facilitation capacities by organizing courses and workshops in transport and trade facilitation field.
- Simplify and adapt transport & trade procedures and operations.
- Reduce costs of transactions and time, improve administrative efficiency; streamline, consolidate, and coordinate transport and trade facilitation procedures.

The most important achievements of the Executive Secretariat for Transport and Trade Facilitation in (2017):

In coordination with the Executive Secretariat of Transport and Trade Facilitation, the Technical Committee for Transport and Trade Facilitation follows up on transport and trade facilitation developments. During its meetings, the Committee discussed topics and proposals related to transport and trade facilitation such as:

- Flight fees system and collecting fees for handling goods by organizing a meeting with Jordan Airports Company(JAC).
- The significance of the reassessment of all transport operational cost to identify profit margin and adjust wages in proportion with operational costs.
- Following up on the emergency plan followed to face any expected challenges during Ramadan and feasts to avoid expected traffic before it occurs.
- Assigning the Secretariat Unit to follow up on the integrated plan designed by Aqaba Development Corporation to consider the enhancement of the impact of elements affecting the identification of period of stay, provided that the Technical Committee is periodically informed about any latest developments.
- Composing a committee to study the possibility of mitigating procedures followed in Metrology and Specifications Institution regarding inspecting goods incoming to the region in which data is organized (TR8, AT9), before deposition and storage, to ensure its conformity with the Jordanian technical regulations.
- The significance of using electronic track & monitoring system to control anything related to leasing tourist cars.

Transport Safety and Environment

In an effort of the Ministry of Transport to promote the level of all transport safety modes to parallel international levels, and upgrade the transport sector in the Kingdom to the highest vocational & professional levels by providing safe society transport services and maintaining environment, the Ministry:

- Prepared emergency plans (2017-2018) for the Ministry of Transport, airports, and associated entities & institutions to tackle with emergency conditions and submitted it to the Ministry of Interior / Higher Council of Civil Defense.
- Participated with the national team formed to develop a strategic road safety plan.
- Considered the obstacles that face travel and tourism offices specialized in land and air transport and submitted recommendations to overcome these obstacles.

Part III

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)**

Part III

Corporations, Departments, Affiliated Bodies and related companies

Civil Aviation Regulatory Commission (CARC)

Vision:

Safe skies for all operators

Mission:

To promote the implementation of safety, security and environmental standards, as well as to develop liberalized civil aviation based on sound economic fundamentals.

Civil Aviation Regulatory Commission (CARC) was established on 01/08/2007 under the Civil Aviation Law No. (41) of 2007. (CARC) activity is limited to regulatory aspects, whereas operational aspects are undertaken by Jordan Airports Company (JAC).

Achievements of the Commission in 2017

The Civil Aviation Regulatory Commission (CARC) implemented a lot of projects, events and programs included in the long-term strategy of the transport sector for (2015-2030) and its executive plan for (2015-2017), while the most significant achievements were:

- The commission obtained a result of 81.16% in the constant international inspection conducted by the International Civil Aviation Organization (ICAO) in accordance with the international requirements regarding (safety of navigation, air operations, aircraft validity, airport standards, organizational structure and legislations).
- The commission prepared, issued and published the policy enforcement document of the commission concerned in public safety and achieved the commendation of the International Civil Aviation Organization group during the inspection mission, as well as it was nominated to be proposed at the global level as the best practice.
- The commission signed five Open Skies agreements with (Chile, the Bahamas, Moldavia, Belarus and Cameroon), where the number of international conventions for airspace liberalization reached (54) agreements in implementation of the mutual adoption of open skies policy which makes Jordan a hub for air transport (HUB) and will also increase air traffic growth rates and develop the tourism sector in Jordan.
- Continues to control and regulate all aviation sectors: airline companies, academies, maintenance schools, flight training centers, aviation clubs.
- Continues to develop and update all air navigation services to enhance Jordan's competitive level in air navigation.
- Rehabilitating of the north runway at Queen Alia Airport, so the number of runways operating in Jordanian airports (infrastructure) is four.
- During 2017, Passenger arrival and departure traffic witnessed growth in the Jordanian airports reached (6.8%) compared to 2016.

CARC Website: www.carc.gov.jo

Land Transport Regulatory Commission (LTRC)

Vision:

Effective, advanced and safe land transport that contributes in the economic growth, environmental stability and maintains Jordan's regional role and strategic site.

Mission:

Planning, organizing and developing an integrated economic, competitive land transport system that keeps up with the comprehensive development plan and conforms with the best international standards.

Land Transport Regulatory Commission (LTRC) aims at regulating and controlling land transport services and encouraging investment in land transport in line with the economic and social development.

Tasks of (LTRC)

- - Implementing the public policy of land transport.
- - working to meet the demands for land transport services and ensure their good quality and reasonable cost.
- - Planning transport services network, facilities, and routes.
- - Developing land transport plans needed to establish and operate land transport facilities.
- - Identifying land sites for transport facilities in coordination with the relating authorities, as well as managing and supervising their services.
- - Coordinating with the competent authorities to develop road construction plans and their maintenance programs in the Kingdom, in addition to providing its recommendations regarding that, in order to achieve public interest for beneficiaries.
- - Developing the necessary precautionary measures to prevent land transport accidents and enhancing it in accordance with the international requirements in cooperation and coordination with the relating authorities.

(LTRC) achievements in 2017

The commission continued implementing a lot of projects and programs included in the national strategy for Land transport sector for the years (2015-2017); the following were the most important in 2017:

First: In passenger transport field

- **The implementation of the comprehensive plan study outcomes to restructure public transport lines in the kingdom.**

The project was implemented in three phases:

- 1- The implementation of the study of (2010) regarding the restructure of public transport lines in the kingdom.
- 2- A detailed study for Jerash governorate including: identifying public transport routes, passengers loading and unloading parking, and the proper wages. In addition to that, the restructuring operators 2012, approving the new fees of passengers' information system, informing the operators in the governorate about the study outcomes, engaging them, and taking their opinions regarding the proposal

suggestions within the study as part of transport sector restructure decision in the governorate.

- 3- A detailed study for the public transport network in the kingdom at all levels, excluding the urban transport level in cities.
- 4- A detailed study for urban transport in (Irbid, Zarqa, Madaba) in 2017. While this study is under implementation, a preliminary study (phase I), was conducted and identified the following:
 - Dividing transport lines within cities into packages (a set of lines).
 - The mechanisms for the establishment of bus rental and operation companies.
 - The requirements for project infrastructure.
 - The mechanism for project funding (grant/loan).
 - The strategic options for the project.
- **Modernization of public transport buses:** (171) transport vehicles were demolished and updated during 2017, including (64) big buses, and (125) medium buses operating within the commission's authority. This decision aims at providing efficient and reliable public transport service using modern and safe transport means as well as reducing road accidents, protecting the environment, reducing vehicle maintenance costs & fuel consumption and raising the rate of public safety.
- **The study of the kingdom's need for taxi services:** field surveys and technical studies aim at identifying current and future demand for taxi services until 2020 in all governorates located within the commission's competency. The study tender was awarded to Union Consultants on 09/05/2016. The study was completed in February 2017.
- **Public Transport Services Assessment:** this study aims at enhancing and upgrading the level of public transport services by providing more service and safe & modern means of transport. The study tender was awarded to MMIS Management Consultants on 18/10/2016. The Ministry received the study and the final report on 08/05/2017.
- **Public schools' students need for public transport / mass transport:** this study aims at solving the problem of the unavailability of transport means for public schools' students by obtaining feedback needed for this service, identifying the demand volume needed to cover it, in addition to anticipating the demand for the coming five years. The study tender was awarded to one of the applicant companies on 28/12/2017, and the study will be implemented in January 2018.
- **Supporting local projects in Jordan in cooperation with the (USAID):** This project aims at supporting the Land Transport Regulatory commission to enhance land transport in the kingdom by designing a program helping to implement the new rules and regulations set by the commission to achieve development and sustainability of safety on roads.

This project includes (4) phases:

- Phase I: developing comprehensive curricula and programs for trainees in land transport sector in Jordan.
- Phase II: raising and developing technical capacities in the sector to support the installation and maintenance of tachograph and other safety devices as well as raising drivers' outreach and skills regarding international quality and safety measures.
- Phase III: supporting small and medium projects to achieve the required certificates and raising awareness of safety techniques and new instructions in the sector.
- Phase IV: participation in medium and small projects.

A consultant was appointed for the project through the United States Agency for International Development (USAID) after an advertisement had been published on its website. An agreement was signed between the commission and the (USAID), as well as a comprehensive training curriculum was prepared in cooperation with the relating parties such as the Royal Auto mobile Club and the Traffic Institute to give training courses to qualify trainers. Whereas; in later stages, land transport drivers will be subjected to specialized qualifying courses in international safety standards, in addition to the installation of tachograph devices on trucks.

- 91 driving centers, 141 trainers, and 1361 driver trainees were trained in phase I.
- (1250 driver trainees) were trained in phase II.
- New training centers were inspected, training centers were approved, new trainers were prepared, and centers were received for phase III.

Secondly: in the infrastructure field:

- **Infrastructure development for (9) departure and arrival centers in (9) governorates:**

This project aims at raising the operational competency of transport services and enhancing the service quality provided in departure and arrival centers.

Developments of project stages:

- The rehabilitation of (Karak, Jerash, Madaba, Ajloun) departure and arrival Centers was completed.
- Tafeela departure and arrival center will be operated in the first quarter of 2018.
- Work is underway to complete the implementation of departure and arrival centers in (Ma'an, Ma'raq, Irbid) governorates.
- It is expected to award the implementation of the departure and arrival centers in Salt governorate during the first quarter of 2018.
- The rehabilitation of Zarqa departure and arrival center was delayed as it became part of (BRT) stations.

- **Study projects for complexes rehabilitation in Districts**

Studying, designing and preparation started for tender documents regarding the implementation of Ramtha complex, north complex in Irbid governorate, southern Ghors (Al Safi and Al Mazra'a) in Karak governorate, Theban complex in Madaba governorate, internal and external Petra complexes/ Petra district in Ma'an governorate, and the passengers station in Al-Jizah district in the capital governorate.

- **Providing loading and unloading parking for public transport means (awnings in Jerash governorate).**

- The installation of (67) awnings in Jerash was completed.
- Currently (125) awnings are being installed in Madaba governorates (Great Madaba and Theban district), and the project is expected to be completed in mid-2018.

Thirdly: Intelligent Transport Systems (ITS):

- **The implementation of intelligent transport systems in the transport sector:** the commission is seeking to develop and establish intelligent transport system (ITS) including monitoring the public transport fleet, online fee collection system which

will be applied to public transport buses. This transport intelligent system is comprised of the following main parts:

Launching consultant study related to intelligent transport systems and preparing reference terms and tender documents for the project implementation, where the financial assessment for offers has been completed.

- **Monitoring arrival and departure by (CCTV) cameras:** the commission gathered all technical requirements and conditions needed for a technical proposal to consider (28) departure and arrival centers in the kingdom governorates and identified each center's need for cameras as well as distributed them to centers and identified the mechanism for connecting cameras with the control and monitor room in the commission and its offices in the governorates. The tender documents and terms of reference have been prepared as well.
- **Electronic system for transport document (E-Waybill):** In order to enhance and regulate road freight transport, the commission conducted a technical study regarding the implementation of an electronic system connected with the competent and relating authorities through which a transport document is electronically extracted by companies licensed by the commission.

The transport electronic system was activated and operated, and (40517) transport documents were issued up to the end of 2017.

Fourth: in the legislative field

- The basics and conditions for granting licenses and permits for taxi offices and cars operating under its administration for 2017, have been amended.
- Licensing instructions for luxury cars offices (limousines) 2017, have been amended.
- Passenger Transport Regulation Act of 2017, was issued on 18/05/2017.
- Instructions for licensing passenger transport support and facilitation using intelligent applications for 2017 were issued on 01/03/2017.

LTRC Website: www.ltrc.gov.jo

Jordan Meteorological Department (JOMETEO)

Vision

Pioneer and specialized service in the field of meteorology

Mission

Monitoring meteorological and climatic elements and issuing early warnings about weather and climate conditions to reduce casualties and property losses and contribute to sustainable development.

An office for weather monitoring and forecasting was established at Jerusalem Airport in 1951, where its duty was issuing weather bulletins and meteorological forecasts and climatic information. After that, the station continued to expand and use the latest devices until the Meteorological Department became as we see it today. Jordan Meteorological Department became a member in World Meteorological Organization (WMO) in 1955 and represented by all the committees of this organization. In 196. Under Act No. (19), Meteorology became an independent department associated with the Ministry of Transport.

Department Achievements in 2017

Updating meteorological monitoring and forecast systems & devices, as well as maintaining the buildings of stations and the Department.

- Installed (30) automatic meteorological stations of the Japanese grant, where a reas covered by meteorology in the kingdom were increased, weather information were collected automatically, in addition to linking it later to the website of Department.
- Purchased a developed weather radar, which will upgrade meteorological processes and early warnings about weather extreme conditions affecting the
- kingdom to protect life and property. This radar is also used to identify proper clouds for cloud seeding.
- Purchased (10) electronic rain gauge devices for meteorological stations, where they were installed in different sites.

• Studies, information provision & meteorological outcomes:

- Issued daily forecast bulletins through different audio-visual media and social network sites such as (Facebook).
- Provided researchers and postgraduate students with climatic information and statistics.

• Legislative scope, administration, conventions and international activities:

- Duly amended the system & instructions of Monitoring & Meteorological Training Center to make this system pioneer at the Arabic level, and to meet the required needs to increase courses held at the center as well as to raise the trainees' competency in monitoring & meteorological courses.
- Signed an annex for a memorandum agreement to provide the Civil Aviation with weather forecast.
- Completed the third training program (2015-2017) for the Palestinian Authority meteorological staff, in cooperation with (JICA).
- Organized flood guide workshop between 11-13/4/2017, in coordination with World Meteorological Organization, and participation of representatives of (10) countries.

JOMETEO Website: www.jometeo.gov.jo

Jordan Maritime Commission (JMC)

Vision

Towards safe, secure and organized maritime sector, with high safety & quality levels, and new investment opportunities serving economic and social development.

Mission

Reaching the highest international standards for controlling, regulating and developing the maritime sector in Jordan, including all its legislations, transport modes, services and human elements, taking into account maritime safety, security, as well as environment protection to enhance the sector's competency and provide beneficiaries with the best services.

The commission was established in 2002 in order to develop the maritime transport sector in Jordan, as well as to perform tasks set in its law, such as: regulating and monitoring the maritime transport sector, upgrading services provided, enhancing its competitiveness, and following up on the implementation of international maritime conventions and local legislations related to national and foreign vessels and other naval vessels operating in the territorial waters and control them, taking into account the requirements of maritime safety and security as well as the preservation of the marine environment.

The commission's achievements in 2017

- Activated the coastal station work, and providing equipment and devices needed for wireless communication with vessels.
- Proceeded in creating proper atmosphere to promote and expand maritime teaching and training and opening new horizons in accordance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its amendments. 1,640 maritime certificates, and (340) boat driving licenses were issued in 2017.
- Completed receiving the final study to enhance, encourage and attract vessels' registration under the Jordan flag from the consultant company awarded the tender for the significance of a clear strategy and a road map in this field. In 2017, (31) ships and (1486) boats were registered under the Jordan flag.
- Intensified the control and inspection of vessels attending to Aqaba port and coastal facilities to ensure their compliance with maritime safety and security standards. The Maritime Commission follows up on vessels raising the Jordan flag and inspects foreign ships that reach Aqaba Coast and other naval vessels operating in territorial waters to make sure they comply with maritime safety and security according to international maritime conventions.
- Following up on the issues of Jordanian and foreign seafarers operating on vessels raising the Jordan flag as well as the issues of seafarers operating on vessels attending Aqaba port, and overcame all obstacles facing them on those vessels.

- Provided Licensing and inspect companies which operate in maritime transport sector inside and outside Aqaba Economic Special Zone based on the instructions issued by the Maritime Commission. There are (120) licensed companies within Aqaba Economic Special Zone and (158) company outside it. In addition, the Commission renewed licenses for (120) companies in 2017.
- followed up on the implementation of marine security on vessels and ports.
- Regulated ships and naval vessels entry and departure to and from the Jordanian territorial waters, as well as monitoring their activities. The commission dealt with (2,185) vessels during 2017.
- Enhanced communication with international and territorial maritime organizations and implementing the international requirements in maritime transport.

JMC Website: www.jma.gov.jo

Aqaba Railway Corporation (ARC)

Vision:

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

Mission:

Aqaba Railway Corporation seeks to meet the needs of service recipients with the highest competency and achieve employment welfare and the needs of the local community in the south region, as well as to conserve environment.

The railway in the Hashemite kingdom of Jordan traces back to the beginning of the last century. The first railway was constructed early in 1900 to cross the kingdom from the north to the south. This section, called Hijaz Railway, is located within the main line that connects the Turkish territory with Al Medina Almonawara through Amman, the capital.

The competent authorities started the construction of a railway that connects phosphate-mining regions in the south of the kingdom with Aqaba port. Work initiated in reinforcing a part of Hijaz Railway from Al-Hassa Mines to Batn Al-Ghoul Station, in addition to constructing a new railway line from Batn Al-Ghoul to Aqaba port in November, 1972. This line was officially inaugurated on 14/11/1975. 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, the total length of the railway became (293.341) km and it is intended to make the railway reach the phosphate mines at Al Shaidiye and to establish a discharge station in Al Yutom region.

The corporation's achievements in 2017

Amount of transported phosphates: the following table demonstrates phosphate amount transported by trains from mines to Aqaba Port:

Number of loaded trains	1,428,600
Number of loaded tons	1,139

- Enhance its railway lines and mobile equipment readiness: through a group of projects constantly implemented by the Ministry:
 - 3 trailers were totally reconstructed and joined service.
 - 10 trucks of Aqaba Railway involved in accidents were reconstructed, which enabled the corporation to transport phosphates safely and efficiently, and gain profits instead of purchasing new railways.
- Enhance the corporation infrastructure: by treating railway's vulnerability. (1200) beams and (475) iron bars were replaced, which increased lines efficiency.
- Upgrade the adequacy of mobile equipment: with its technical cadres, the corporation conducted 2017 periodic maintenance for trailers in accordance with the plan prepared, as illustrated in the following table:

Monthly maintenance	Three -month maintenance	Six -month maintenance	Annual-maintenance	Two -year maintenance
54	14	11	3	2

- On sidelines of heritage restoration and tourism activation, and in cooperation with the Railway, many tours were conducted by train in the fabulous Rum region under the supervision of Jordan Heritage Revival Company per an investment contract with Aqaba Railway in Wadi Rum.

ARC Website: www.arc.gov.jo

Jordan-Hejaz Railway Corporation (JHR)

Vision

Convenient & safe transport, and optimal investment while preserving legacy and keeping up with modernization.

Mission

Enhance the performance of the Corporation to achieve a qualitative transport, and optimal investment of the corporation's property, as well as maintain its historical legacy.

Jordan-Hijaz Railway Corporation (JHR) was established under Act No. (23) of 1952 and was assigned to invest in the Hijaz railway property located within the territories of the Hashemite Kingdom of Jordan from the Jordanian-Syrian borders north, to the Jordanian-Saudi borders south. The following are the prevalent stations along this line:

- Mafrq, Kherbet Al-Samra, Zarqa, Amman, Al-Qasr, Al-Lubban, Al-Jizah, Daba'a, Khan Al-Zabeeb, Suwaqa, Al-Qatraneh, and Al-Manzel.
- The network operated by the Corporation is (217) km long. The Corporation transports passengers between Amman and Damascus, as well as goods upon request.

Corporation's achievements in 2017

- Keeping mobile and immobile equipment fully ready, maintaining the railway's property, as well as running all types of tourist and family trains required, which impacted positively on increasing the number of tourist trips and the corporation's financial returns.
- The construction of the historical museum of the Hijaz line's was initiated, funded and supported by the Turkish International Cooperation and Development Agency (TIKA). This museum will document the corporation's history since the date of its foundation by showing historical collections, equipment, photographs and documents.
- Phase I of Zarqa camp market was completed. (33) stores were established at the entrance of Zarqa in order to seize all environmental and individual violations at the railway's campus, as well as to increase the corporation's investments.
- Within the corporation's process to support spreading image culture, Hijaz Railway station embraced the sixth edition of Image Festival Amman in the name of "Identity", organized by Darat Al Tasweer and partnership of many international and local parties.

JHR Website: www.jhr.gov.jo

Jordan Airports Company (JAC)

Vision

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

Mission

Provide airports and their users with managerial, technical, and operational services in accordance with the international standards of efficiency, quality, safety and security.

The establishment of the company(JAC)

Jordan Airports Company (JAC) was established as a company wholly owned by the government at the end of 2008, and it acts as the investment arm of the government in Jordanian airports. JAC is managing and operating Amman civil international airport in accordance with the license contract granted to it by Transport Regulatory Commission. It also invests, develops and leases lands owned by the government in Queen Alia International Airport, excluding lands located within the privilege granted to the Airport International Group under the agreement for the rehabilitation, expansion and operation of Queen Alia International Airport. The company was assigned by the Ministry of Transport to manage and operate the Air Cargo Facilities Center at Queen Alia International Airport under the agreement signed with the Ministry on 05/05/2015.

In regard to its operational processes, the company is operating in accordance with the effective terms and conditions of the Civil Aviation. The company is also committed to the requirements of the Civil Aviation Regulatory Commission needed for airport licenses, in addition to its compliance to international conditions and standards, such as those issued by the International Civil Aviation Organization(ICAO). The company applies civil aviation system in calculating fees for utilizing the airport for planes and passengers arriving and departing Amman Civil Airport.

The achievements of the company in 2017

The company implemented a lot of vital and valid conventions and projects according to its strategic plan. This plan aims to develop, update and maintain facilities in Amman Civil Airport and monitors to meet the requirements of airports' licensing. It also aims to upgrade the level of service submitted to passengers, achieve security and safety requirements and qualify Amman Civil Airport to receive regular flight in the future.

The most important projects:

- **Capital projects**

- Tender proposal and implementation for constructing security fence around both civil and military sections of Amman Airport Civil Airport were proposed.
- Installed surveillance cameras (CCTV) for security around Amman Civil Airport and inside its affiliated facilities.

- **Projects for upgrading service level and compliance to national standards:**

- Conduct partial training under the name "Nashama Al watan" to simulate the detection of a suspected passenger's suitcase in the departure hall.

- **Commercial Activities:**

- Coordinate with the Investment Commission and investors in Amman Civil Airport and Queen Alia International Airport to facilitate necessary procedures.
- Coordinate with Tourism Activation Commission and tourism offices to attract charter flight.

- **Cargo Inspection Center**

- Continue operating Cargo Inspection Center in Queen Alia International Airport which includes modern security scanning equipment to inspect outgoing cargo from Queen Alia International 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

We are committed to maintaining a high service standard and to be a pioneer enterprise in Maritime business and its supporting services.

AB Maritime is the outcome of the significant joint venture between the governments of Jordan, Egypt, and Iraq, and was founded in 1985 with a paid-up capital of (6) Million US\$, distributed equally between the three founders. The capital has increased since 2002, to become (100.5) Million and five thousand US\$ in 2014.

Due to the strategic location of both Aqaba and Newbie' as the main gateway connecting the Arab countries in both Asia and Africa, AB Maritime was granted a privilege by the Hashemite kingdom of Jordan and the Republic of Egypt to operate a regular maritime line between Aqaba Port and the Egyptian Newbie' Anchorage to transport passengers, cargo and all types of vehicles. Arab Bridge started its business in rented ships, whereas currently it has its own fleet consisting of seven naval units of a value of more than 140 million US\$. The company is planning to enhance the power of its fleet and expand its operations in the future.

AB Maritime Website: www.abmaritime.com.jo

Jordanian-Syrian Land Transport Company (JOSYCO)

Vision

To be the first company supporting land transport Sector 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 is a public shareholding company with a limited liability and has a legal and corporate personality, financial and administrative independence.

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.

JOSYCO E-mail: josyco@josyco.com.jo

صور أبرز إنجازات وأنشطة وزارة النقل لعام 2017 Gallery of Major achievements and activities of the Ministry of Transport 2017



وزير النقل و وزير الأشغال العامة والإسكان يتفقدان تقدم سير العمل بمشروع إعادة تأهيل مجمع انطلاق السفريات "عمان الجديد" في

محافظة أربد بتاريخ 2017/07/19



وزير النقل يتفقد مراكز الانطلاق والوصول في محافظة عجلون بتاريخ 2017/07/19



وزير النقل يفتتح مشروع اعادة تأهيل المدرج الشمالي في مطار الملكة علياء الدولي بتاريخ 2017/09/17



وزارة النقل توقع ثلاث اتفاقيات خاصة بمشروع تتبع المركبات والاليات الحكومية العاملة في وزارة النقل الى جانب اتفاقيات مع وزارتي الصناعة والتجارة والبيئة وشركة زين 2017/07/17



وزير النقل يفتتح المؤتمر الوطني الثالث للنقل متعدد الوسائط تحت عنوان "تحديات واقع النقل وتطلعات المستقبل" يوم

2017/11/18



افتتاح وزير النقل لورشة العمل المحلية " حول الضوابط المستقبلية للنقل العابر وإعادة الشحن للمواد ذات الاستخدام المزدوج في مجال تسهيل النقل والتجارة" في مبنى وزارة النقل بتاريخ 2017/11/20

Economic Integration and Connectivity

٦ - ٧ تشرين الثاني / نوفمبر ٢٠١٧
عمان - المملكة الأردنية الهاشمية



وزير النقل يفتتح الورشة الخامسة لتسهيل النقل والتجارة

وزير النقل يفتتح الورشة الإقليمية الخامسة لتسهيل النقل والتجارة من أجل تعزيز التكامل والتواصل الاقتصادي العربي بتاريخ 2017/11/07



افتتاح وزير النقل لورشة عمل متخصصة في وزارة النقل عن "مشروع النقل الحضري إعادة هيكلة خطوط النقل الحضري في المدن الرئيسية في المملكة (أربد، الزرقاء، مادبا)" بتاريخ 2017/11/07



وزير النقل المهندس جميل مجاهد يلتقي كافة موظفي الوزارة بحضور أمين عام الوزارة ومندراء المديریات، وجاء اللقاء حرصا على الاستمرار بنهج التواصل مع موظفي الوزارة لبحث ومناقشة أهم القضايا التي تخص الوزارة بالإضافة إلى الاستماع إلى كافة الاقتراحات والآراء التي من شأنها تحسين ورفع أداء الوزارة بشكل خاص في مبنى وزارة النقل بتاريخ 2017/11/08

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شبكة الطرق في المملكة حسب المحافظات بالكيلومترات خلال الفترة (2014-2016)

Roads network in the Kingdom per governorate/ (KM) during the period (2014-2016)

Governorate \ Year	طرق قروية (كم) Tertiary Road (Km)			طرق ثانوية (كم) Secondary Road (Km)			طرق رئيسية (كم) Main Road (Km)			السنة
	2016	2015	2014	2016	2015	2014	2016	2015	2014	
Amman	564	564	564	231	231	231	277	277	277	عمان
Irbid	334.5	329.5	329	380	377.5	377	162	162	162	إربد
Mafrq	335	335	335	295	295	295	450	450	450	المفرق
Balqa	292	292	292	143	143	143	137	137	137	البلقاء
Zarqa	129	129	129	98	98	98	249	249	249	الزرقاء
Karak	234	234	234	164	164	164	298	298	298	الكرك
Tafeelah	44	44	44	39.5	35	31	171	165	161	الطفيلة
Ma'an	44	44	44	227	227	227	522	522	522	معان
Madaba	235	234	234	107	106	106	52	52	52	مادبا
Jarash	241	241	241	94	94	94	83	83	83	جرش
Ajloun	132	132	132	118.5	112.5	112	56	56	56	عجلون
Aqaba	80.9	78	78	51	51	51	307	307	307	العقبة
Total	2,665.4	2,656.5	2,656	1,948	1,934	1,929	2,764	2,758	2,754	المجموع

Source: Ministry of Public Works and Housing

المصدر: وزارة الأشغال العامة والإسكان

أعداد المركبات العاملة في المملكة خلال الفترة (2013-2017)

Number of vehicles operating in the Kingdom during the period (2013-2017)

Vehicle Category	Usage	2017	2016	2015	2014	2013	صفة الاستخدام	فئة المركبة
Small Passenger Cars	Private	1,071,897	1,013,035	953,804	901,063	862,563	خصوصي	سيارات الركوب الصغيرة
	Public	24,403	24,265	24,260	23,957	24,158	عمومي	
	Tourist	13,887	13,092	12,261	11,363	10,096	سياحي	
Mid-Size Passenger Cars	Private	14,028	13,484	12,932	12,355	11,945	خصوصي	سيارات الركوب المتوسطة
	Public	5,232	5,106	5,000	4,904	4,897	عمومي	
Buses	Private	904	910	906	902	864	خصوصي	الحافلات
	Public	2,857	2,890	2,850	2,764	2,701	عمومي	
Joint Transport	Private	149,413	142,180	131,806	119,447	110,503	خصوصي	نقل مشترك
	Public	12	12	12	13	14	عمومي	
Small Trucks	Private	92,783	89,371	85,018	80,805	77,944	خصوصي	شحن صغير أقل من (4) طن (حمولة قائمة)
	Public	2,393	2,420	2,400	2,369	2,362	عمومي	
Mid-Size Trucks (4-10) Ton	Private	30,533	29,101	27,660	26,315	25,235	خصوصي	شحن متوسط (4 - 10) طن (حمولة قائمة)
	Public	15,186	14,505	13,607	12,798	12,362	عمومي	
Large Trucks more than (10) Ton	Private	3,929	4,000	3,912	3,837	3,776	خصوصي	شحن كبير أكثر من (10) طن (حمولة قائمة)
	Public	16,746	16,331	15,547	14,894	14,426	عمومي	
Tanker / Truck	Private	167	174	205	197	205	خصوصي	شحن صهريج بترول
	Public	520	528	779	667	873	عمومي	
Truck	Private	51	51	58	59	60	خصوصي	شحن قاطرة ومقطورة ونصف مقطورة (لم يتم فصلهم)
	Public	1,005	1,006	1,108	1,126	1,207	عمومي	
Truck	Private	526	564	572	580	629	خصوصي	رأس قاطرة
	Public	20,018	19,774	19,486	19,190	18,842	عمومي	
Trailer		622	565	509	493	482	مقطورة	
Semi-Trailer		26,910	26,015	24,853	23,840	23,006	نصف مقطورة	
Total		1,494,022	1,419,379	1,339,545	1,263,938	1,209,150	المجموع	

Source: Driving and Vehicles Licensing Department

المصدر: إدارة ترخيص السواقين والمركبات

أعداد المركبات المسجلة في المملكة تراكمياً والمعدل السنوي للزيادة خلال الفترة (2011-2017)

Number of vehicles registered in the Kingdom and the annual average of increase during the period (2011-2017)

السنة Year	إجمالي أعداد المركبات المسجلة تراكمياً Number of vehicles	المعدل السنوي للزيادة في أعداد المركبات Annual average of increase
2011	1,147,258	% 6.68
2012	1,213,882	% 5.81
2013	1,263,754	% 4.11
2014	1,328,797	% 5.14
2015	1,413,646	% 6.38
2016	1,502,160	% 6.26
2017	1,582,753	%5.36

Source: Driving and Vehicles Licensing Department

المصدر: إدارة ترخيص السواقين والمركبات

أعداد المركبات العاملة في المملكة حسب مركز الترخيص خلال الفترة (2011-2017)

Number of Vehicles operating in the Kingdom according to licensing center during the period (2011-2017)

السنة Year	عمان	العمومي	جنوب عمان	اريد	غرب اريد	الزرقاء	البلقاء	معان	المفرق	الكرك	جرش	العقبة	الطفيلة	مأدبا	عجلون	الرمثا	الشونة الشمالية	الشونة الجنوبية	شمال عمان	غرب عمان	الجمرك	المجموع
2011	661,065	92,600	144,940	54,021	32,466	24,787	29,368	9,654	19,724	11,140	11,842	8,368	3,264	15,564	3,589	16,350	204	210	7,292	-	-	1,146,448
2012	670,753	98,076	148,604	55,037	37,453	26,105	29,982	9,730	20,355	11,305	12,072	8,542	3,321	15,742	3,714	16,817	249	247	45,778	-	-	1,213,882
2013	681,953	104,099	153,027	56,537	38,458	26,766	30,755	9,774	20,794	11,467	12,287	8,634	3,342	15,801	3,760	17,280	283	294	68,103	-	-	1,263,414
2014	660,815	111,769	161,154	55,089	39,296	27,092	29,830	9,833	21,210	11,403	12,055	8,806	3,420	15,529	3,919	17,641	356	343	139,237	-	-	1,328,797
2015	657,314	122,879	171,013	55,891	40,435	28,881	30,174	10,038	21,996	11,762	12,366	9,203	3,573	15,761	4,216	18,505	454	440	198,745	-	-	1,413,646
2016	658,395	132,265	182,343	56,579	40,961	30,034	30,346	10,153	22,396	12,001	12,585	9,517	3,668	15,907	4,444	18,948	506	499	260,613	-	-	1,502,160
2017	655,323	139,271	191,702	56,106	41,069	30,044	30,074	10,159	22,336	11,840	12,500	9,609	3,647	15,800	4,439	19,096	522	513	327,016	1,142	545	1,582,753

Source: Driving and Vehicles Licensing Department

المصدر: إدارة ترخيص السواقين والمركبات

أعداد وجنسيات السيارات العمومية والخصوصية الصغيرة الداخلة لجميع المراكز الجمركية خلال الفترة (2014 - 2017)

Numbers and nationalities of small public and private cars entering Jordanian territories at all customs centers during the period (2014-2017)

المجموع Total	أجنبية Foreign	عربية أخرى Arab	مصرية Egyptian	عراقية Iraqi	سورية Syrian	إماراتية Emirati	كويتية Kuwaiti	سعودية Saudi	أردنية Jordanian	صفة الاستخدام Usage	السنة Year
688,147	14,166	12,751	195	2,483	137	9,968	24,007	613,867	10,573	خصوصي Private	2014
124,695	1	752	2	12,144	7,718	37	3,281	11,313	89,447	عمومي Public	
812,842	14,167	13,503	197	14,627	7,855	10,005	27,288	625,180	100,020	المجموع Total	
524,839	13,607	12,808	121	530	15	9,052	22,959	455,722	10,025	خصوصي Private	2015
92,239	0	136	10	3,276	0	28	1,154	5,965	81,670	عمومي Public	
617,078	13,607	12,944	131	3,806	15	9,080	24,113	461,687	91,695	المجموع Total	
434,962	14,343	12,900	84	54	5	9,225	20,209	366,454	11,688	خصوصي Private	2016
75,816	4	46	--	234	--	15	823	3,444	71,250	عمومي Public	
510,778	14,347	12,946	84	288	5	9,240	21,032	369,898	82,938	المجموع Total	
456,256	20,135	6,916	86	267	13	8,463	17,281	393,466	9,629	خصوصي Private	2017
76,113	—	36	—	1,963	—	16	642	3,332	70,124	عمومي Public	
532,369	20,135	6,952	86	2,230	13	8,479	17,923	396,798	79,753	المجموع Total	

Source: Jordan Customs

المصدر : الجمارك الأردنية

أعداد وجنسيات السيارات العمومية والخصوصية الصغيرة المغادرة لجميع المراكز الجمركية خلال الفترة (2014-2017)

Numbers and nationalities of small public and private cars departing Jordanian territories for all customs centers during the period (2014-2017)

المجموع Total	أجنبية Foreign	عربية أخرى Arab	مصرية Egyptian	عراقية Iraqi	سورية Syrian	إماراتية Emirati	كويتية Kuwaiti	سعودية Saudi	أردنية Jordanian	صفة الاستخدام Usage	السنة Year
685,195	13,346	12,266	199	2,248	2,846	9,684	23,663	612,369	8,574	خصوصي Private	2014
117,363	0	751	1	12,109	7,909	36	3,295	11,314	81,948	عمومي Public	
802,558	13,346	13,017	200	14,357	10,755	9,720	26,958	623,683	90,522	المجموع Total	
519,307	12,844	12,239	119	570	413	8,560	22,687	454,152	7,723	خصوصي Private	2015
86,339	0	138	9	3,325	10	30	1,151	5,961	75,715	عمومي Public	
605,646	12,844	12,377	128	3,895	423	8,590	23,838	460,113	83,438	المجموع Total	
429,218	13,198	12,240	85	23	28	8,708	20,079	366,525	8,332	خصوصي Private	2016
72,523	--	47	--	231	--	15	810	3,449	67,971	عمومي Public	
501,741	13,198	12,287	85	254	28	8,723	20,889	369,974	76,303	المجموع Total	
446,052	14,885	6,724	87	569	4	8,155	17,249	392,885	5,494	خصوصي Private	2017
76,537	—	42	—	1,906	—	15	656	3,329	70,589	عمومي Public	
522,589	14,885	6,766	87	2,475	4	8,170	17,905	396,214	76,083	المجموع Total	

Source: Jordan Customs

المصدر: الجمارك الأردنية

أعداد الحافلات الداخلة والمغادرة حسب المراكز الجمركية خلال الفترة (2011- 2017)

Numbers of buses entering & departing according to customs centers during the period (2011-2017)

المجموع Total	محطة الركاب Passenger s Station	جمرك الدرة Al-Durra Customs	المنطقة الحرة/ الزرقاء Zarqa free zone	البادودة Al- Yadodeh Bounded	معبر وادي الأردن Jordan Valley Crossing	جابر Jaber	جسر الملك حسين King Hussein Bridge	المدورة Al- Mudawara	العمري Al- Omari	الكرامة (الرويشد) Karama (Ruweished)	الرمثا Al- Ramtha	المركز الجمركي Customs Center السنة Year	
												داخلة IN	مغادرة OUT
73,327	1,473	1,466	--	--	--	30,515	--	12,448	26,888	361	176	2011	داخلة IN
72,457	2,027	1,460	--	--	--	30,129	--	10,879	27,666	165	131		مغادرة OUT
41,175	2,653	1,470	--	--	244	15,897	--	4,023	16,653	235	--	2012	داخلة IN
40,917	2,592	1,475	--	--	244	15,609	--	3,376	17,391	230	--		مغادرة OUT
28,043	1,633	1,102	--	--	293	5,306	--	8,620	10,780	309	--	2013	داخلة IN
26,672	1,558	983	--	--	293	5,172	--	7,883	10,608	175	--		مغادرة OUT
23,122	1,378	395	--	--	272	3,545	--	9,480	8,005	47	--	2014	داخلة IN
22,644	1,262	392	--	--	254	3,445	--	9,158	8,118	15	--		مغادرة OUT
18,427	1,145	107	--	--	224	594	--	9,710	6,636	11	--	2015	داخلة IN
18,169	1,152	81	--	--	219	581	--	9,167	6,963	6	--		مغادرة OUT
17,340	963	37	--	--	206	--	--	9,919	6,215	--	--	2016	داخلة IN
16,947	983	22	--	--	206	--	--	8,850	6,886	--	--		مغادرة OUT
18,150	916	64	--	--	2	--	--	10,295	6,871	2	--	2017	داخلة IN
17,992	883	50	--	--	360	--	--	9,670	7,027	2	--		مغادرة OUT

Source: Jordan Customs

المصدر: الجمارك الأردنية

أعداد وجنسيات الحافلات الداخلة لجميع المراكز الجمركية خلال الفترة (2011- 2017)

Numbers and nationalities of buses entering at all customs centers during the period (2011-2017)

المجموع Total	أجنبية Foreign	عربية أخرى Arab	مصرية Egyptian	عراقية Iraqi	سورية Syrian	إماراتية Emirati	كويتية Kuwaiti	سعودية Saudi	أردنية Jordanian	السنة Year
73,327	5,536	1,847	3,342	112	5,541	2,254	5,927	39,719	9,049	2011
55,247	2,208	5,793	4,894	208	4,267	1,313	4,384	22,643	9,537	2012
27,671	297	196	2,762	129	1,382	299	906	14,002	7,698	2013
23,066	268	56	2,304	--	611	154	115	11,134	8,424	2014
18,402	219	14	1,787	0	0	8	45	7,420	8,909	2015
18,567	207	3	1,374	--	--	1,377	28	6,389	9,189	2016
18,335	181	7	1,279	2	—	-	21	7,724	9,121	2017

Source: Jordan Customs

المصدر: الجمارك الأردنية

أعداد وجنسيات الحافلات المغادرة لجميع المراكز الجمركية خلال الفترة (2011- 2017)

Numbers and nationalities of buses departing for all customs centers during the period (2011-2017)

المجموع Total	أجنبية Foreign	عربية أخرى Arab	مصرية Egyptian	عراقية Iraqi	سورية Syrian	إماراتية Emirati	كويتية Kuwaiti	سعودية Saudi	أردنية Jordanian	السنة Year
72,457	5,492	1,831	3,334	113	5,491	2,232	5,860	39,343	8,761	2011
50,149	2,201	5,732	4,865	207	4,075	1,311	4,370	22,570	4,818	2012
26,672	678	197	2,757	130	1,395	295	899	13,950	6,371	2013
582,22	254	53	2,304	--	624	159	127	11,141	7,920	2014
18,136	219	16	1,782	0	0	8	45	7,401	8,665	2015
18,191	206	2	1,375	--	--	1,377	28	6,377	8,826	2016
17,803	181	7	1,270	2	—	1	20	7,712	8,610	2017

Source: Jordan Custom

المصدر: الجمارك الأردنية

أعداد الشاحنات الداخلة والمغادرة حسب المراكز الجمركية خلال الفترة (2011 - 2017)

Numbers of trucks entering & departing according to customs centers during the period (2011-2017)

المجموع Total	بوندد الياذودة Al-Yadodeh Bounded	معبر وادي الأردن Jordan Valley Crossing	جابر Jaber	جسر الملك حسين King Hussein Bridge	المدورة Al-Mudawara	العمرى Al-Omari	الكرامة (الرويشد) Karama (Ruweished)	الرمثا Al-Ramtha	المركز الجمركي Customs Center السنة Year	
690,723	--	17,867	170,324	20,270	13,509	282,287	206,736	--	داخلة IN	2011
697,565	--	17,930	170,771	20,409	25,784	275,017	208,063	--	مغادرة OUT	
449,454	--	--	--	23,805	17,882	253,991	177,581	--	داخلة IN	2012
461,344	--	--	--	24,367	33,834	239,387	188,123	--	مغادرة OUT	
422,009	--	25,206	44,759	21,670	18,108	160,148	173,788	--	داخلة IN	2013
442,439	--	23,534	43,927	23,320	27,568	168,837	178,573	--	مغادرة OUT	
422,009	--	24,420	51,010	27,236	17,830	178,710	114,695	--	داخلة IN	2014
403,790	--	23,863	49,776	27,534	21,808	193,417	114,926	--	مغادرة OUT	
222,546	--	26,592	10,699	27,485	19,558	134,735	30,962	--	داخلة IN	2015
236,860	--	23,264	10,280	29,636	22,750	149,201	31,365	--	مغادرة OUT	
96,450	--	10,832	--	24,175	9,821	51,609	13	--	داخلة IN	2016
103,661	--	10,275	--	27,266	10,701	55,406	13	--	مغادرة OUT	
53,230	--	25,000	--	23,193	160	9	4,867	1	داخلة IN	2017
78,386	--	25,574	--	41,215	200	5,614	5,744	39	مغادرة OUT	

Source: Jordan Customs

المصدر: الجمارك الأردنية

أعداد وجنسيات الشاحنات الداخلة لجميع المراكز الجمركية خلال الفترة (2011 - 2017)

Numbers and nationalities of trucks entering at all customs centers during the period (2011-2017)

المجموع Total	أجنبية Foreign	عربية أخرى Arab	مصرية Egyptian	عراقية Iraqi	سورية Syrian	إماراتية Emirati	كويتية Kuwaiti	سعودية Saudi	أردنية Jordanian	السنة Year
712,111	48,412	30,183	6,345	83,395	76,878	40,129	42,045	196,633	188,091	2011
710,555	12,843	53,906	8,426	69,618	160,440	34,242	24,072	129,835	217,173	2012
476,251	3,474	16,330	10,013	81,356	34,843	23,451	8,824	97,479	200,481	2013
439,951	4,086	22,100	10,224	59,934	38,919	36,736	9,521	90,059	168,372	2014
270,760	3,389	5,402	11,582	17,178	11,300	23,535	6,176	45,969	146,229	2015
127,649	674	935	12,625	46	1,100	8,496	2,666	14,577	86,530	2016
57,954	2,089	65	3,438	1	32	128	8	568	51,625	2017

Source: Jordan Customs

المصدر: الجمارك الأردنية

أعداد وجنسيات الشاحنات المغادرة لجميع المراكز الجمركية خلال الفترة (2011 - 2017)

Numbers and nationalities of trucks departing for all customs centers during the period (2011-2017)

المجموع Total	أجنبية Foreign	عربية أخرى Arab	مصرية Egyptian	عراقية Iraqi	سورية Syrian	إماراتية Emirati	كويتية Kuwaiti	سعودية Saudi	أردنية Jordanian	السنة Year
712,117	48,459	29,963	6,086	83,226	74,269	40,081	41,954	196,463	191,616	2011
710,203	12,915	53,767	8,445	70,219	157,203	34,353	24,106	129,903	219,292	2012
475,647	1,629	16,092	9,961	81,849	31,799	23,232	8,898	97,208	204,979	2013
436,424	3,577	21,841	10,215	59,847	35,998	36,791	9,532	90,142	168,481	2014
266,925	41	5,401	11,501	17,193	10,668	23,412	6,181	46,069	146,459	2015
128,267	626	833	11,934	45	1,011	8,262	2,578	15,994	86,984	2016
82,712	1,405	73	3,432	59	85	131	10	580	76,937	2017

Source: Jordan Custom

المصدر: الجمارك الأردنية

حركة مطار الملكة علياء الدولي خلال الفترة (2013-2017)

Queen Alia International Airport Aircraft traffic during the period (2013-2017)

حركة البريد الجوي (طن) Air Mail Movement (Ton)			حركة الشحن الجوي (طن) Air Cargo Movement (Ton)			عدد المسافرين (راكب) NO. of passenger			حركة الطائرات Aircraft traffic			السنة Year
المجموع Total	الصادر Outbound	المفرغ Inbound	المجموع Total	الصادر Outbound	المفرغ Inbound	المجموع Total	المغادرين Departure	القادمين Arrival	المجموع Total	المغادرة Departure	القادمة Arrival	
2,353	1,181	1,172	93,216	36,440	56,776	6,522,748	3,273,690	3,249,058	68,148	34,077	34,071	2013
2,546	1,196	1,350	93,883	36,184	57,699	7,089,102	3,599,200	3,489,902	73,125	36,547	36,578	2014
2,268	1,046	1,222	100,691	39,608	61,083	7,096,848	3,596,133	3,500,715	71,766	35,882	35,884	2015
2,399	1,390	1,009	101,172	39,658	61,514	7,410,258	3,729,820	3,680,438	73,784	36,887	36,897	2016
2,842	41,53	1,308	110,437	47,804	362,63	7,916,823	3,950,126	3,966,697	74,051	37,003	37,048	2017

Source: Civil Aviation Regulatory Commission

المصدر: هيئة تنظيم الطيران المدني

حركة مطار عمان المدني/ ماركا خلال الفترة (2013-2017)

Amman International airport/ Marka Aircraft traffic during the period (2013-2017)

حركة البريد (طن) Mail Movement (Ton)			حركة الشحن الجوي (طن) Air Cargo Movement (Ton)			حركة المسافرين (راكب) Passenger Volume			حركة الطائرات Aircraft traffic			السنة Year
المجموع Total	الصادر Outbound	المفرغ Inbound	المجموع Total	الصادر Outbound	المفرغ Inbound	المجموع Total	المغادرين Departure	القادمين Arrival	المجموع Total	المغادرة Departure	القادمة Arrival	
2	1	1	7	4	3	240,969	123,974	116,995	8,480	4,225	4,255	2013
2	1	1	-	-	-	41,539	20,746	20,793	6,276	3,129	3,147	2014
-	-	-	-	-	-	27,523	14,028	13,495	5,672	2,834	2,838	2015
-	-	-	-	-	-	43,426	24,122	19,304	5,978	2,988	2,990	2016
-	-	-	-	-	-	18,209	8,863	9,346	5,614	2,803	2,811	2017

Source: Civil Aviation Regulatory Commission

المصدر: هيئة تنظيم الطيران المدني

حركة مطار الملك حسين الدولي (العقبة) خلال الفترة (2013-2017)

King Hussein International Airport (Aqaba) Aircraft traffic during the period (2013-2017)

حركة الشحن الجوي (طن) Air Cargo Movement (Ton)			حركة المسافرين (راكب) Passenger Volume			حركة الطائرات Aircraft traffic			السنة Year
المجموع Total	الصادر Outbound	المفرغ Inbound	المجموع Total	المغادرين Departure	القادمين Arrival	المجموع Total	المغادرة Departure	القادمة Arrival	
9,144	2,851	6,293	166,083	85,336	80,747	4,925	2,465	2,460	2013
2,357	732	1,625	163,375	85,457	77,918	4,302	2,152	2,150	2014
4,059	2,318	1,741	125,424	65,163	60,261	4,040	2,020	2,020	2015
2,197	1,404	793	167,915	85,981	81,934	3,838	1,918	1,920	2016
1,989	1,136	853	205,112	104,699	100,413	3,905	1,949	1,956	2017

Source: Civil Aviation Regulatory Commission

المصدر: هيئة تنظيم الطيران المدني

حركة المطارات الأردنية الثلاثة خلال الفترة (2013-2017)

All Jordanian Airports Traffic during the period (2013-2017)

حركة البريد الجوي (طن) Air Mail Movement(Ton)			حركة الشحن الجوي (طن) Air Cargo Movement(Ton)			عدد المسافرين(راكب) NO. OF PASSENGERS			حركة الطائرات Aircraft traffic			السنة Year
المجموع Total	الصادر Outbound	المفرغ Inbound	المجموع Total	الصادر Outbound	المفرغ Inbound	المجموع Total	المغادرين Departure	القادمين Arrival	المجموع Total	المغادرة Departure	القادمة Arrival	
2,355	1,182	1,173	102,367	39,295	63,072	6,929,800	3,483,000	3,446,800	81,553	40,767	40,786	2013
2,548	1,197	1,351	96,240	36,916	59,324	7,294,016	3,705,403	3,588,613	83,703	41,828	41,875	2014
2,268	1,046	1,222	104,750	41,926	62,824	7,249,795	3,675,324	3,574,471	81,478	40,736	40,742	2015
2,399	1,390	1,009	103,369	41,062	62,307	7,621,599	3,839,923	3,781,676	83,600	41,793	41,807	2016
2,842	1,534	1,308	112,426	48,940	63,486	8,140,144	4,063,688	4,076,456	83,570	41,755	41,815	2017

Source: Civil Aviation Regulatory Commission

المصدر: هيئة تنظيم الطيران المدني

تطورات الحركة الجوية في الأردن خلال الخمس سنوات الأخيرة

Development of the air traffic in Jordan within the last five years

المؤشر (Indicator)	2013	2017	نسبة النمو (%) (Increase ratio %)
حركة الطائرات (Aircrafts Movement)	81,553	83,570	2.5%
عدد المسافرين (No. passengers)	6,929,800	8,140,144	17.5%
الشحن والبريد/طن (Cargo and Mail/ton)	104,722	115,268	10.1%
العبور الجوي (Over flying)	30,563	46,680	52.7%

Source: Civil Aviation Regulatory Commission

المصدر: هيئة تنظيم الطيران المدني

حركة نقل الركاب والبضائع بالقطارات خلال الفترة (2012-2017)

Passengers and freight transport by railway during the period (2012-2017)

البيان (Description)	2012	2013	2014	2015	2016	2017
طن / كم (ton/km)	--	--	--	--	--	--
راكب /كم/محلي passenger/km/Domestic	1,026,280	872,120	1,344,532	883,152	1,306,680	1,338,390
راكب /كم/دولي passenger/km/International	--	--	--	--	--	--
قطار Train	91	90	108	86	119	106
راكب passenger	14,565	14,540	17,930	12,998	18,900	18,975
قطار Train	4	4	5	5	8	4
راكب passenger	530	230	610	282	119	190
قطار Train	--	--	--	--	--	--
راكب passenger	--	--	--	--	--	--

Source: Jordan Hejaz Railway Corporation

المصدر: مؤسسة الخط الحديدي الحجازي الأردني

أعداد المسافرين القادمين عبر جميع المعابر الحدودية خلال الفترة (2012-2017)

Border crossing flows arrival during the period (2012-2017)

السنة Year	الرمثا Al-Ramtha	الكرامة (الرويشد) Karama (Ruweished)	العمرى Al-Omari	المدورة Al-Mudawara	جسر الملك حسين* King Hussein Bridge	جابر Jaber	المعبر الشمالي Valley Crossing	الدرّة Al-Durra	وادي عربة Wadi Araba	ميناء العقبة Aqaba airport	المجموع Total
2012	2,495	163,092	556,222	487,540	834,833	454,484	169,741	107,256	145,415	294,069	2,817,195
2013	1,277	125,026	488,555	332,341	860,937	169,142	167,475	89,088	142,978	259,998	2,213,978
2014	42	50,514	473,994	395,022	936,828	116,382	155,968	80,030	130,694	256,471	2,126,208
2015	75	15,169	439,447	416,564	975,147	25,333	131,344	74,442	102,509	258,922	1,939,697
2016	0	810	998,305	556,134	1,062,274	0	212,746	165,690	81,058	231,840	2,246,583
2017	0	8,761	1,044,524	548,944	1,262,562	0	240,123	159,104	109,936	243,647	3,617,601

Source: Border and Resident Department

المصدر: إدارة الإقامة والحدود *إدارة أمن الجسور

أعداد المسافرين المغادرين عبر جميع المعابر الحدودية خلال الفترة (2012-2017)

Border crossing flows departure during the period (2012-2017)

السنة Year	الرمثا Al-Ramtha	الكرامة (الرويشد) Karama (Ruweished)	العمرى Al-Omari	المدورة Al-Mudawara	جسر الملك حسين King Hussein Bridge	جابر Jaber	المعبر الشمالي Valley Crossing	الدرّة Al-Durra	وادي عربة Wadi Araba	ميناء العقبة Aqaba airport	المجموع Total
2012	2,570	160,359	592,593	466,039	891,226	335,890	133,327	79,348	138,287	341,848	2,639,188
2013	1,280	123,050	504,832	326,845	907,433	135,554	128,583	70,979	137,446	298,673	2,118,024
2014	41	47,284	537,688	385,918	987,187	77,189	115,117	74,158	127,510	235,899	2,025,158
2015	79	14,988	465,711	405,308	1,008,324	15,658	109,453	68,618	100,240	240,677	1,858,351
2016	0	814	1,043,531	526,586	1,126,969	0	180,122	153,665	88,839	262,765	2,256,322
2017	0	9,261	1,055,066	547,530	1,301,006	0	189,118	146,043	118,128	246,015	3,612,167

Source: Border and Resident Department

المصدر: إدارة الإقامة والحدود *إدارة أمن الجسور

كميات الفوسفات المنقولة بالقطارات من مناجم الحسا والشيدية والأبيض (بالطن) خلال الفترة (2011-2017)

Quantities of phosphate transported from Al-Hasa, Al-Sheidiya and Al-Abyad mines by railway/ (Ton) during the period (2011-2017)

الكميات المنقولة بالطن Transported quantities in tons				عدد عربات السكك المحملة Number of loaded trucks				عدد القطارات المحملة Number of loaded trains				السنة Year
المجموع Total	الشيدية Al-Sheidiya	الأبيض Al-Abyad	الحسا Al-Hasa	المجموع Total	الشيدية Al-Sheidiya	الأبيض Al-Abyad	الحسا Al-Hasa	المجموع Total	الشيدية Al-Sheidiya	الأبيض Al-Abyad	الحسا Al-Hasa	
2,055,204	1,620,000	79,716	355,488	50,862	40,500	1,898	8,464	1,686	1,316	67	303	2011
1,528,170	1,356,600	0	171,570	38,500	34,415	0	4,085	1,247	1,100	0	147	2012
988,420	927,520	0	60,900	24,638	23,188	0	1,450	805	753	0	52	2013
1,349,142	1,302,480	0	46,662	33,673	32,562	0	1,111	1,098	1,058	0	40	2014
1,336,738	1,149,040	0	187,698	33,195	28,726	0	4,469	1,089	929	0	160	2015
1,469,736	1,468,560	0	1,176	36,742	36,714	0	28	1,186	1,185	0	1	2016
1,428,600	1,428,600	0	0	35,715	35,715	0	0	1,153	1,153	0	0	2017

source: Aqaba Railway Corporation

المصدر: مؤسسة سكة حديد العقبة

كميات الفوسفات المنقولة بالشاحنات من مناجم الرصيفة والأبيض والحسا والشيدية (بالطن) خلال الفترة (2012-2017)

Quantities of phosphate transported from Al-Rusiffa, Al-Abyad, Al-Hasa and Al-Sheidiya mines/ (Ton) by trucks during the period

(2012-2017)

Mine	2017	2016	2015	2014	2013	2012	المنجم
Al-Rusiffa	0	0	0	0	0	0	الرصيفة
Al-Abyad	1,611,676	1,494,182	1,999,408	1,153,291	1,006,067	1,102,171	الأبيض
Al-Hasa	745,173	601,073	813,214	914,888	672,484	575,673	الحسا
Al-Sheidiya	2,344,311	2,208,991	1,756,665	2,216,069	1,759,355	2,231,067	الشيدية
Total	4,701,160	4,304,246	4,569,287	4,284,248	3,437,906	3,908,911	المجموع

source: Jordan phosphate mines company

المصدر: شركة مناجم الفوسفات الأردنية

أعداد وسائط النقل العاملة على الخطوط الداخلية ضمن إختصاص هيئة تنظيم النقل البري خلال الفترة (2015- 2017)

Number of vehicles operating on the internal routes under the authority of (LTRC) during the period (2015-2017)

Governorate Year	وسائط النقل العاملة على الخطوط الداخلية Vehicles category operating on the internal routes									السنة المحافظة
	حافلات Buses			حافلات متوسطة Medium – buses			سيارات ركوب صغيرة Small car			
	2017	2016	2015	2017	2016	2015	2017	2016	2015	
Amman	12	43	43	106	128	128	17	17	17	العاصمة
Balqa	16	19	19	213	257	259	8	10	10	البلقاء
Madaba	0	0	0	88	93	95	61	61	61	مادبا
Zarqa	24	46	23	520	559	560	88	92	92	الزرقاء
Ajloun	1	1	1	49	57	58	0	0	0	عجلون
Irbid	34	38	28	805	830	833	264	268	268	اربد
Mafraq	13	13	9	183	200	204	16	16	16	المفرق
Jarash	0	0	0	71	85	85	14	14	14	جرش
Karak	0	0	0	209	247	245	0	1	0	الكرك
Tafeelah	0	0	0	74	82	82	0	0	0	الطفيلة
Ma'an	15	26	15	47	62	57	2	2	2	معان
Aqaba	1	11	11	18	37	37	1	0	0	العقبة
Total	116	197	149	2,383	2,637	2,643	471	481	480	المجموع

Source: Land Transport Regulatory Commission

المصدر: هيئة تنظيم النقل البري

الخطوط الرئيسية في المملكة ضمن إختصاص هيئة تنظيم النقل البري موزعة حسب فئة المركبة لعام 2017

Main lines in the kingdom under the authority of (LTRC), according to vehicle category 2017

فئة المركبة Vehicle Category				عدد الخطوط الرئيسية Number of routes
المجموع Total	حافلة Large Bus	حافلة متوسطة Medium Bus	سيارة ركوب صغيرة Small car	
2,196	684	989	523	492

Source: Land Transport Regulatory Commission

المصدر: هيئة تنظيم النقل البري

أعداد وسائط النقل الخاص المرخصة لعام 2017 ضمن إختصاص هيئة تنظيم النقل البري

Numbers of licensed private vehicle 2017 under the authority of (LTRC)

عدد الوسائط Number of vehicle	نمط النقل Mode of transport
7,843	رياض أطفال ومدارس Kindergarten and schools
742	جامعات وكليات مجتمع Universities and community colleges
4,163	شركات ومؤسسات أخرى Companies and other institution
12,748	المجموع Total

Source: Land Transport Regulatory Commission

المصدر: هيئة تنظيم النقل البري

حجم أسطول النقل الثقيل للبضائع على الطرق حتى نهاية العام 2017

Size of the heavy vehicle fleets on roads till the end of the year 2017

17,499	عدد الرؤوس القاطرة Truck- Tractors
19,458	عدد المقطورات Semi- Trailers
15.8	متوسط عمر الأسطول (سنة) Average of Trucks Manufacturing(years)
12,843	ملكية الأفراد Companies & corporations ownership
4,666	ملكية الشركات Individuals ownership
28.3%	نسبة ملكية الشركات Individuals ownership (%)
71.7%	نسبة ملكية الأفراد Companies & corporations ownership (%)

Source: Land Transport Regulatory Commission

المصدر: هيئة تنظيم النقل البري

أعداد الشاحنات الثقيلة العاملة في المملكة حسب ملكيتها وسنة الصنع (1961-2017)

The Number of the operated trucks in the kingdom according to the ownership and the year of manufacturing (1961-2017)

المجموع الكلي Total	شاحنات الأفراد Individuals Trucks	شاحنات الشركات Companies Trucks	سنة الصنع Manufacturing Year
1	1	-	1965-1961
2	1	1	1970-1966
8	5	3	1975-1971
80	47	33	1980-1976
738	619	119	1985-1981
1,249	1,120	129	1990-1986
1,632	1,402	230	1995-1991
5,234	4,084	1,150	2000-1996
4,081	2,497	1,584	2005-2001
2,267	1,128	1,139	2010-2006
2,311	2,140	171	2017-2011
17,603	13,044	4,559	Total المجموع
	74.1%	25.9%	النسبة المئوية Percent

Source: Land Transport Regulatory Commission

المصدر: هيئة تنظيم النقل البري

أعداد الشركات التي تم ترخيصها ونسبة الزيادة خلال الفترة (2017-2003)

The numbers of licensed transport companies and the increasing percentage during the period (2003-2017)

نسبة الزيادة السنوية Percentage of increase (%)	عدد الشركات التراكمي Accumulated number of licensed transport companies	أعداد الشركات المرخصة Numbers of licensed companies	السنة Year
% 52.17	35	12	2003
% 40.00	49	14	2004
% 140.82	118	69	2005
% 40.68	166	48	2006
% 19.28	198	32	2007
% 11.11	220	22	2008
% 8.18	238	18	2009
% 4.20	248	10	2010
% 4.03 -	238	10-	2011
% 0.42 -	237	1-	2012
% 2.95	244	7	2013
% 16.40	284	40	2014
% 9.86	312	28	2015
% 4.16	325	13	2016
% 3.56	337	12	2017

* (-) تعني أعداد الشركات التي تم إلغاء ترخيصها

Source: Land Transport Regulatory Commission

المصدر: هيئة تنظيم النقل البري

أعداد الشركات المرخصة لمزاولة أعمال النقل المتخصص حتى نهاية عام 2017 وفقاً لتخصص النقل

The numbers of licensed transport companies till the end of 2017 according to transport category

المجموع Total	سنة الترخيص License Year															التخصص Specialty
	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	
125	1	7	20	21	1-	6-	13-	5	17	11	19	18	24	1	1	نقل الحاويات Container transport
103	7	7	13	12	8	3	4	0	2	6	9	12	7	7	6	نقل البضائع العامة General cargo transport
11	1	0	3 -	0	0	0	3	0	0	1	0	2	3	2	2	نقل السيارات Cars transport
14	3	0	2	3	0	1-	1-	0	1	0	0	0	5	2	0	نقل المثقلات Heavy duty transport
7	3-	1	2	3	2-	0	1-	1-	1	0	1	1	4	1	0	النقل المبرد Fridge transport
5	3	0	1-	2	1-	0	1	0	0	0	1	0	0	0	0	نقل الأغنام و المواشي Cattle transport
4	1	0	0	0	0	0	0	1-	1-	0	0	1	1	0	3	نقل الزيوت النباتية Plant oil transport
61	-5	-2	-5	1-	2	2	5-	7	- 3	4	2	14	25	1	0	نقل النفط الخام ومشتقاته Crude oil transport
6	1	0	0	0	1	1	2	0	1	0	0	0	0	0	0	نقل الباطون الجاهز Ready concrete transport
336	13	13	28	40	7	1-	10 -	10	18	22	32	48	69	14	12	المجموع Total

Source: Land Transport Regulatory Commission

المصدر: هيئة تنظيم النقل البري

(-) * تعني أعداد الشركات التي تم إلغاء ترخيصها

بضائع الترانزيت المستوردة عبر ميناء العقبة بالطن خلال الفترة (2012-2017)

Transit goods imported via Aqaba Port/ (Ton) during the period (2012-2017)

المجموع Total	أخرى Other	إسرائيل Israel	فلسطين Palestine	الإمارات UAE	اليمن Yemen	الكويت Kuwait	لبنان Lebanon	السعودية Saudi	سوريا Syria	العراق Iraq	البلد Country السنة Year
673,604	257,843	0	0	7,200	0	23,123	2,829	161,277	23,208	198,124	2012
664,826	275,305	0	0	10,915	0	17,143	2,022	147,160	29,887	182,394	2013
636,843	299,419	1,350	0	11,949	0	73,529	2,315	121,234	38,625	88,422	2014
401,481	167,146	0	0	8,181	400	80,955	1,478	103,021	13,343	26,957	2015
182,257	55,305	0	0	6,084	0	46,019	0	74,849	0	0	2016
149,438	64,433	0	0	1,882	0	8,293	0	74,830	0	0	2017

Source: Aqaba Company For Ports Operation & Management

المصدر: شركة العقبة لإدارة وتشغيل الموانئ

أنواع البضائع المستوردة (1) عبر ميناء العقبة بالطن خلال الفترة (2012-2017)

Types of goods imported (1) via Aqaba port/ (Ton) during the period (2012-2017)

حبوب Cereals							صب سائل Liquid Bulk						
المجموع Total	أخرى Others	سمسم/فول Sesame/ Beans	شاي/قهوة Tea/Coffee	قمح/شعير/ذره Grains	أرز Rice	طحين Flour	المجموع Total	أخرى Others	غاز Gaz	امونيا Ammonia	زيوت معدنية Min.oil	زيوت نباتية Veg.oil	النوع Type السنة Year
2,135,105	114,754	246	5	2,019,899	201	0	7,144,702	6,600,677	292,809	180,908	30,789	39,519	2012
2,419,090	246,367	0	0	2,172,122	601	0	6,208,893	5,718,615	279,178	163,665	22,791	24,644	2013
2,888,871	141,897	0	0	2,746,974	0	0	7,991,140	7,402,867	287,037	256,972	23,448	20,816	2014
2,386,708	333,544	0	0	2,053,164	0	0	6,856,676	6,331,608	321,485	158,159	30,976	14,448	2015
3,226,769	304,872	0	0	2,921,897	0	0	5,271,284	4,774,060	340,423	133,381	20,081	3,339	2016
2,865,818	167,153	0	0	2,698,665	0	0	5,593,982	5,029,681	356,927	184,436	21,938	1,000	2017

Source: Aqaba Company For Ports Operation & Management

المصدر: شركة العقبة لإدارة وتشغيل الموانئ

أنواع البضائع المستوردة (2) عبر ميناء العقبة بالطن خلال الفترة (2012-2017)

Types of goods imported (2) via Aqaba Port/ (Ton) port during the period (2012-2017)

المجموع الكلّي للمستورّدات عبر الميناء TOTAL IMPORT	المجموع Total	بضاعة مختلفة Variable Freights	بضاعة مثلّجة Frozen Freights	سكر Sugar	بضاعة حكوميّة Governme- ntal Freights	إطارات Tires	سيارات Cars	سماد Fertiliz- ers	كبريت Sulphate	بطاطا Potatoes	مواد إنشائيّة Construct- ion materials	أعلاف Food stuff	مواشي Cattle	أخشاب Timber	حديد Steel	Type النوع السنة Year
11,943,775	2,663,968	380,839	36,250	24,578	10,593	0	977,303	501	409,047	31	9,468	256,619	19,931	221,664	317,144	2012
11,784,359	3,156,376	634,729	43,004	53,559	4,682	0	895,153	650	553,691	411	27,039	176,988	43,431	181,823	541,216	2013
13,842,527	2,962,516	531,749	63,854	70,525	8,068	0	862,128	350	554,948	0	27,853	262,394	33,121	99,367	448,159	2014
13,148,647	3,905,263	678,139	110,140	123,310	2,586	0	687,880	1,221	865,363	0	31,835	344,823	54,282	62,483	943,201	2015
12,218,501	3,720,448	807,945	104,850	106,350	1,497	0	551,512	975	840,022	0	2,312	259,472	57,439	26,475	961,599	2016
11,734,272	3,274,472	784,744	142,071	80,207	1,170	0	502,070	1,251	814,002	0	12,465	357,618	51,412	56,713	470,749	2017

Source: Aqaba Company For Ports Operation & Management

المصدر: شركة العقبة لإدارة وتشغيل الموانئ

أنواع البضائع المصدرة عبر ميناء العقبة بالطن خلال الفترة (2012-2017)

Types of good exported via Aqaba Port/ (Ton) during the period (2012-2017)

المجموع Total	حاويات (معبأ وفارغ) Containers	أقطرمة Trans- shipment	أخرى Other	مختلف Other	الترانزيت Transit	إعادة تصدير Re-Export	إسمنت Cement	بوتاس Potash	فوسفات Phosphate	أسمدة Fertilizers	السنة Year
7,411,012	-	188	0	823,058	207,363	149,481	0	1,208,847	4,282,617	739,458	2012
4,531,249	-	2,713	0	779,132	153,897	41,724	0	1,240,340	1,462,298	851,145	2013
5,201,269	-	1,596	7,563	724,833	124,850	45,151	0	1,609,775	1,403,004	1,284,497	2014
5,233,379	-	0	40,150	596,831	113,781	114,701	0	1,679,090	1,265,117	1,423,709	2015
4,547,560	-	0	17,320	520,095	88,924	32,444	0	1,179,060	1,492,893	1,216,824	2016
5,589,718	-	0	0	492,537	62,312	16,217	0	1,859,546	1,420,876	1,738,230	2017

Source: Aqaba Company For Ports Operation & Management

المصدر: شركة العقبة لإدارة وتشغيل الموانئ

حركة مناولة البضائع الأردنية والتراخيص عبر ميناء العقبة بالطن خلال الفترة (2012-2017)

Handling of Jordanian goods and transit movement via Aqaba Port/ (Ton) during the period (2012-2017)

إجمالي المناولة Total of Handling	بضائع التراخيص Transit Goods			البضائع الأردنية Jordanian Goods			عدد البواخر Number of Vessels	السنة Year
	المجموع Total	الصادرات Exported	المستوردات Imported	المجموع Total	الصادرات Exported	المستوردات Imported		
19,354,782	880,967	207,363	673,604	18,473,815	7,203,649	11,270,166	3,083	2012
16,315,608	818,723	153,897	664,826	15,496,885	4,377,352	11,119,533	2,885	2013
19,044,796	761,693	124,850	636,843	18,283,103	5,076,419	13,206,684	2,693	2014
18,382,026	515,262	113,781	401,481	17,866,764	5,119,598	12,747,166	2,676	2015
16,766,061	271,181	88,924	182,257	16,494,880	4,458,636	12,036,244	2,435	2016
17,323,990	211,750	62,312	149,438	17,112,240	5,527,406	11,584,834	2,305	2017

Source: Aqaba Company For Ports Operation & Management

المصدر: شركة العقبة لإدارة وتشغيل الموانئ

إحصائيات لنقلات شركة الجسر العربي للملاحة خلال الأعوام (2014-2017)

Arab Bridge Maritime transport Statistics during the period (2014-2017)

عدد الرحلات Number of trips	شاحنات Trucks		باصات Buses		سيارات Cars		ركاب Passenger		العام Year
	مغادر Departure	قادم Arrival	مغادر Departure	قادم Arrival	مغادر Departure	قادم Arrival	مغادر Departure	قادم Arrival	
2,230	29,811	27,752	1,350	1,398	6,586	3,489	209,451	241,970	2014
1,969	25,900	22,001	1,198	1,250	6,420	2,852	198,871	212,541	2015
1,526	21,745	15,264	1,006	981	4,831	2,623	173,053	145,894	2016
1,415	19,979	14,951	919	934	3,730	2,282	152,861	134,046	2017
7,140	177,403		9,036		32,813		1,468,687		Total المجموع

Source: Arab Bridge Maritime Company

المصدر: شركة الجسر العربي للملاحة

كميات البضائع المنقولة على شاحنات الشركة الأردنية السورية للنقل البري بالطن خلال الأعوام (2012-2017)

Quantities of cargo transported on (JOSYCO) trucks/ (Ton) during the period (2012-2017)

statement	2017	2016	2015	2014	2013	2012	البيان
Aqaba Port to Inside	151.855	226,668	161,490	113,529	266,200	41,253	ميناء العقبة/ إلى الداخل
Mines /Aqaba	29.626	65,079	77,015	2,800	2,820	2,025	المناجم /العقبة
Lebanon/Syria to Jordan	--	---	2,455	43,137	14,297	79,975	لبنان/ سوريا إلى الأردن
Jordan/Syria	--	---	1,125	5,370	4,331	81,141	الأردن / سوريا
Syria's internal	--	---	996	2,771	217	661	سوريا داخلي
Jordan/Lebanon	--	---	10,258	37,011	15,108	54,753	الأردن/ لبنان
Lebanon/Syria	--	---	13,244	5,349	---	---	لبنان/ سورية
Syria/Lebanon	0	0	0	1,885	---	---	سورية/ لبنان
Total	481.181	291,747	266,583	211,852	302,973	259,808	المجموع

Source: Jordanian-Syrian Land Transport Company

المصدر: الشركة الأردنية السورية للنقل البري

أعداد وسائل النقل العاملة ضمن إختصاص أمانة عمان الكبرى حتى نهاية العام (2017)

Numbers of vehicles operating under the authority of (GAM) till the end of (2017)

Vehicle Category	عدد الخطوط Number of routes	عدد المشغلين Number of operators	عدد المركبات Number of vehicles	فئة المركبة
Small car	84	3,001	3,001	صغيرة عمومية
Medium Bus	68	191	202	متوسطة عمومية
Large Bus	80	9	485	حافلات عمومية
Taxi office	0	127	10,513	تكسي مكتب
Taxi AL Mumayaz	0	1	330	تكسي المميز
Total	232	3,329	14,531	المجموع

Source: Greater Amman Municipality

المصدر: أمانة عمان الكبرى