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MINISTRY OF TRANSPORT

Annual Report 2013

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His Majesty, King Abdullah II Ibn Al Hussein

“Continued improvement of civil service performance to take it to the highest level of professionalism and competence is one of the most important prerequisites of parliamentary governments’ success. The government should move quickly to develop human resources in the public sector, prepare public sector leaders who excel, ingrain a culture of excellence, complete the restructuring of public sector agencies and the e-government services network, and advance the quality of basic public services such as education, health, and public transportation. Citizens should taste the fruits of the white revolution we have issued directives to launch with the aim of reviving the public sector and civil service”

Speech from the Throne by His Majesty King Abdullah II Opening the First Ordinary Session of the 17th Parliament
Amman, Jordan
3 November 2013



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

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Foreword, HE. Minister of Transport, Dr. Lina Shabib

It is my pleasure to present to you the annual report of 2013 for the Ministry of Transport, which contains the most important activities and achievements in 2013 and future plans of the Ministry and its affiliated entities.

Where the vision of His Majesty the King in the evolution of the comprehensive and sustainable development reached the level of integrating all spectra of development into one single framework to be all unified for the service of development and growth of Jordan, and to ensure the fact that development, with political, economic, social, and administrative aspects, must be in parallel with welfare and decent living as directed by the His Majesty the King, including the development of safe transport network and public transport means at low cost. From this perspective, importance of the transport sector in the support of national economy lies in connecting between production lines inside and outside Jordan, providing proper conditions for the work of other sectors, and promoting investment in transport by updating the investment map for the sector, holding conferences and workshops that introduce projects stated in the strategy for implementation, and preparing the legislative and institutional environment to attract the private sector for further contribution in construction and operation of transport networks and systems.



Achievements of the transport sector over the past years and the findings of the transport industry in Jordan, especially the separation between the operator, regulator and policy maker, would not be achieved without the continues and direct support of His Majesty the King to the governmental body to improve the public sector and improve the level of basic public services provided, in order for the citizens to notice the result on the ground.

Believing in its major role as a policy maker of the transport in Jordan and supervising the implementation of policies through application of the best international practices related to transport of all modes (land, maritime, air and railway), which will develop the Ministry's vision and mission in achieving its main goal in providing safe, effective, economic, and environmentally friendly transport services, the Ministry has undertaken under the grant by the European Union to develop the Long-Term Transport Strategy, which aims at the development of clear and specific framework for the sector's future action plans until 2030 and upgrading it through raising efficiency to become more responsive to meet the needs of citizens throughout the Kingdom.

And we emphasis on the importance of investing in the National Jordanian Railway Network Project which links the region with Europe through Syria and Turkey. Therefore, this network was recently adopted by the Union for the Mediterranean as a project that has priority in funding. The Ministry is still striving to market the National Jordanian Railway Network Project to secure funding necessary for implementation, whether from internal resources represented by borrowing from banks, or through external grants. The output of these direct efforts is in the implementation of Al-Shaideye Railway Connection Project and Wadi Al-Uotom Reloading Station Project as one of the components to establish the National Jordanian Railway Network Project through the Gulf grant/Saudi fund.

We highlight the implementation of the Jordan Data Warehouse (DWH) for the Transport Sector Project, which is a basic priority at the Ministry to find a reliable and accurate statistics of the transport reality in the Kingdom, noting that we are in the process of signing memoranda of understanding on information exchange with partners to ensure continuous data flow and institutionalization of work.

The Ministry also dedicated special attention to the necessity of improving the quality and level of services provided in all Transport modes, whether at the level of legislation governing the sector's work or those related to action plans that raise efficiency or executive development programs that have been recently focused on, particularly in all governorates of the Kingdom in consistent with the directives of His Majesty the King to achieve decentralization.

In respect of passengers' land transport, and to alleviate the daily suffering faced by users of public transport means, the Ministry began the completion of studies necessary for implementing of public transport connection project between of Amman and Zarqa t that aims at solving the problems of traffic congestion and passenger public transport through safe means, reducing accidents and environmental pollution, preserving the road network, reducing numbers of transport means, operational costs, and fuel consumption, and upgrading the public transport sector, the required funding has been provided by the Gulf grant/Kuwait Fund for Arab Economic Development.

The Ministry continues the implementation of projects to establish and rehabilitate infrastructure of public transport services (departure and arrival terminals) at governorates, and the development of incentives policy and government subsidy provided to the land transport sector represented in the application of the policy for the support of transport fares for students of public universities in Jordan (University of Science and Technology (JUST), the Hashemite University (HU), and Al Hussein bin Talal University (AHU)), and expansion of its umbrella to reach all public universities.

In respect of air transport, the Ministry intends to improve airport infrastructure, in collaboration with all concerned entities working at airports in the Kingdom, and is striving to fulfill international measurements and standards in service rating provided to passengers during arrival or departure, through providing services with high level of quality and safety. In order to attract investment and to enhance the concept of participatory cooperation between the public and private sectors, the Ministry adopted Build-Operate-Transfer (BOT) in the implementation of the Rehabilitation, Expansion and Operation of Queen Alia International Airport Project, thus became a real model for this partnership. Phase I of the project was completed and opened under the Royal Patronage at the first quarter of 2013. Phase II of the project is under completion and it is expected to be finalized in the first half of 2014.

In respect of maritime transport, the Ministry is constantly upgrading, developing, and continuing the application of maritime legislation in line with international maritime developments to raise levels of maritime safety and security for Jordanian ships and territorial water. The Ministry is also continuing the enhancement of communication with international and regional maritime organizations and activities, most notably continuing the completion of procedures for accession to the International Convention for Ballast Water, and continuing the completion of signing agreements for mutual recognition of maritime competency certifications regarding maritime training and education. This year maritime education was recognized and its consistence with the International Convention on Standards of Training, Certification and Watch keeping of Seafarers.

In conclusion,

I would like to extend my sincere thanks to all who contributed in preparation of this report and all employees in the Ministry and partners who have joined us in sharing information to achieve the desired goal of this book, may God bliss & protect Jordan under the umbrella of His Majesty, King Abdullah II Ibn Al Hussein.

Part One

- **Mot Vision, Mission and Core Values**
- **Mot Background**
- **Mot Organizational Structure**
- **King Abdullah II Award for Excellence in Government
Performance and Transparency**
- **The Transport Sector's Contribution to the Jordanian
Economy**
- **Challenges faced by the Transport Sector**



Our Vision

Our vision is to have a developed and sustainable transport sector, distinguished for competency, safety and environmental stability, enhancing the socio-economic development and making Jordan as a regional hub for transport.

Our Mission

- Developing and implementing policies, aiming at developing and sustaining the transport sector
- Enhancing the role of the private sector and motivating it on investment, and increasing the productivity of the transport sector
- Setting a system of indicators that observe the abidance by standards for safety, security and environmental conservation
- Adopting projects that can make Jordan a contact point inside the region and between the region and the external world

Our Core Values

- Professionalism
- Collaboration and team spirit work
- Transparency
- Focusing on the service recipient
- Creativity and innovation




Mot Background

Formerly known as the Ministry of Communications (railways, aviation and seaports), the Ministry of Transport was established in the beginning of 1965, and assumed its official status in 1971 upon the issuance of the Ministry of Transport Law No. (42), which became a permanent law in 1972.

In 2003, the Transport Law No. (89) Was issued to reflect the current situation and future role of the Ministry. Under this Law, the Ministry is undertaking the following tasks and mandates in order to achieve its objectives:

- Develop the transport general policy and supervise its implementation in coordination and collaboration with the relevant entities.
- Regulate and monitor road freight transport sector and services, and issue permits for profession practice in all activities to individuals and companies in coordination and collaboration with competent entities.
- Regulating and monitoring 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
- Continue the application of specifications, measurements and standards adopted under the applicable legislation.
- Continue the application of bilateral transport agreements between the Kingdom and other countries, and international conventions in which the Kingdom is a party.
- Represent the Kingdom at any Arab and international entity concerned with transport, and follow up their activities in coordination and participation with competent entities.
- Conduct required investigations and studies on various types of transport accidents without prejudice to any applicable legislation.
- Establish and develop transport accident prevention measures in accordance with international requirements in coordination and collaboration with competent entities.
- Prepare researches and studies necessary for the development of the sector and issue periodic bulletins and reports in its activities.
- Establish transport data warehouse (DWH).
- Any other tasks related to the sector.



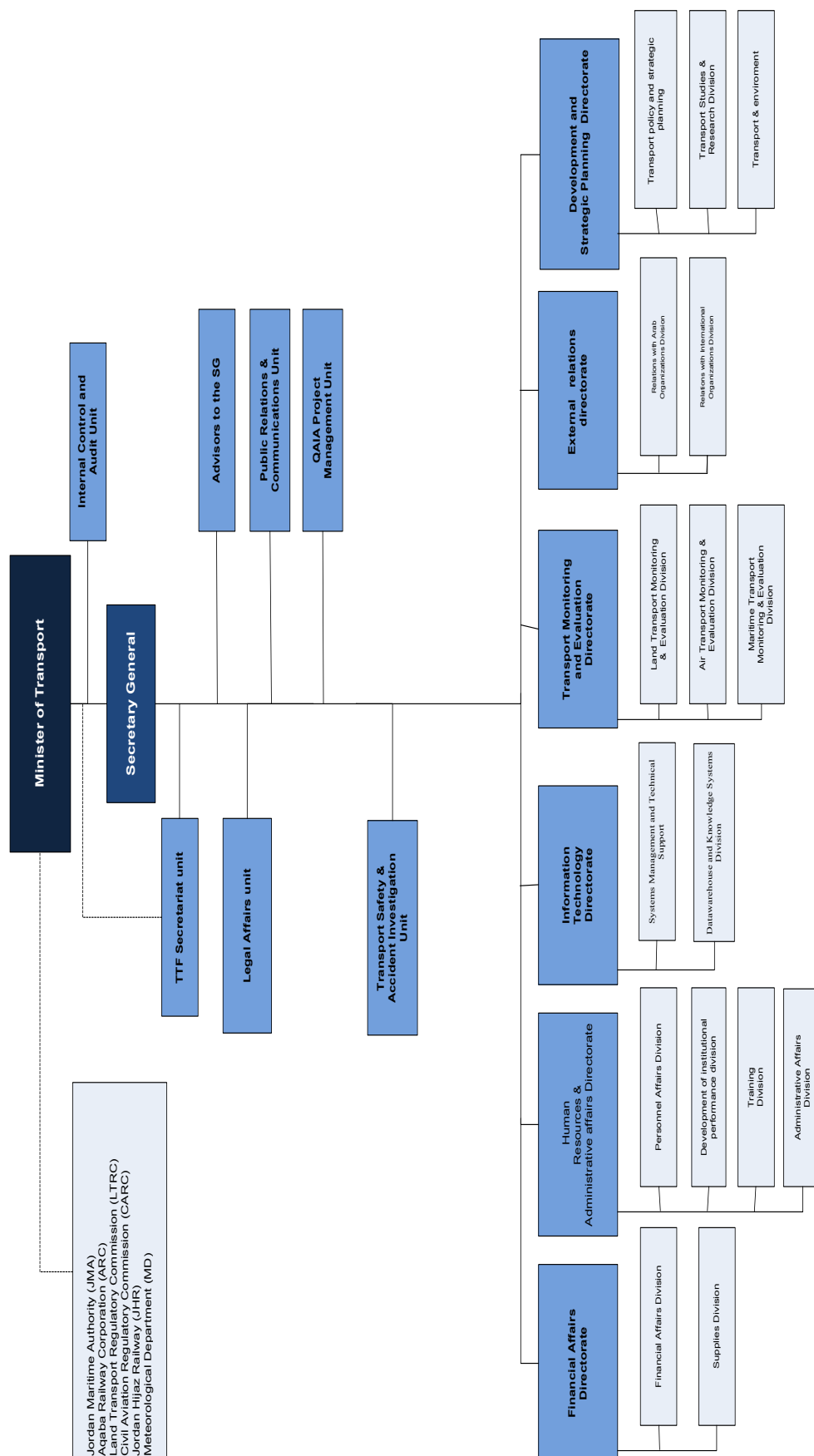
In accordance with the regulations of related ministries, departments, and public official institutions, six governmental institutions, departments, and commissions with legal personality and enjoying financial and administrative independence, and having their own board of directors (except Jordan Meteorological Department and Civil Aviation Regulatory Commission) are related to the Minister of Transport:

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

The Ministry is 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)

Mot Organizational Structure



King Abdullah II Award for Excellence in Government Performance and Transparency



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

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

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

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

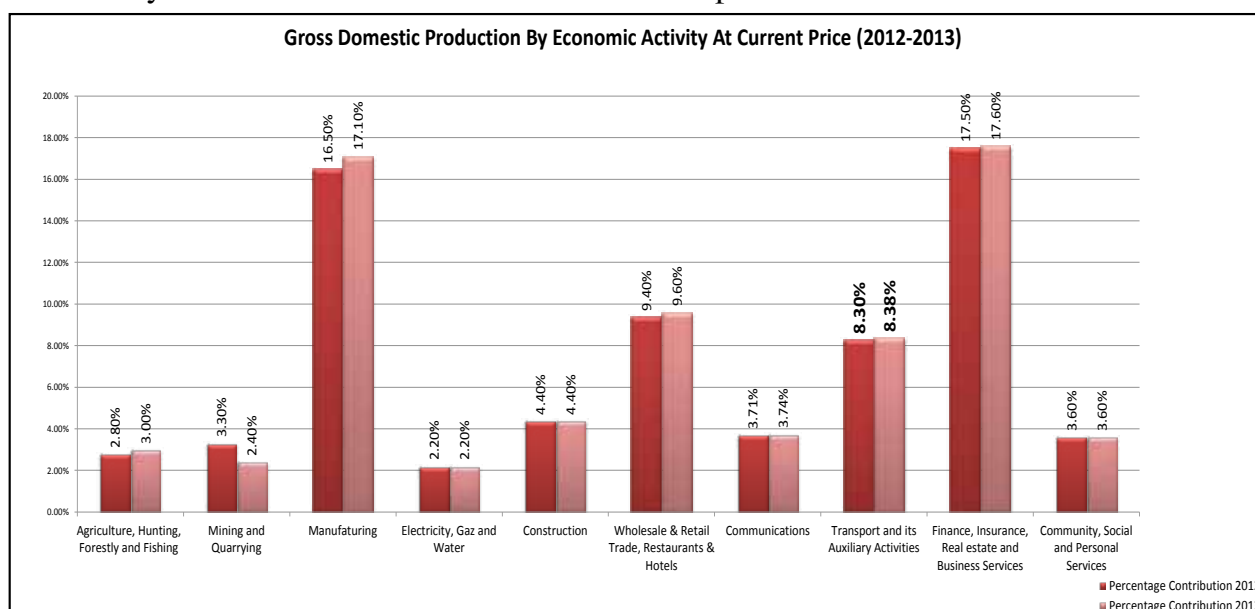
The Transport Sector's Contribution to the Jordanian Economy

Gross domestic product (GDP), at the current market prices in 2013, was (23851.6) million JD compared with the last year 2012 amounting to (21965.4) million JD, recording a growth of (8.58%).

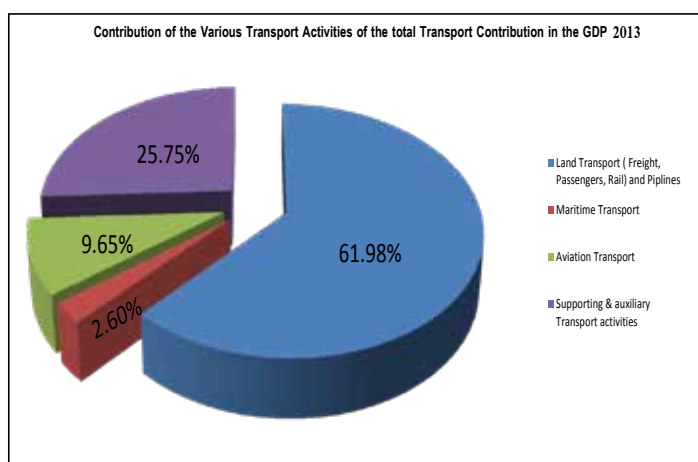
Contribution of the transport sector and its auxiliary activities amount in GDP at current market prices in 2013 was about (1997.58) million JD compared with (1823.48) million JD in 2012, recording a growth of (9.54%).

Contribution of the transport sector and its auxiliary activities percentage in GDP at current market prices in 2013 was about (8.38%).

The chart below shows the contribution of all sectors, including the transport sector and its auxiliary activities in GDP at the current market prices in 2013.



Different contributions of the transport activities in total contribution of the transport sector in GDP in 2013 are shown in the chart below:



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

Challenges Faced by the Transport Sector

• Major challenges faced by the Ministry of Transport

- 1- Lack of funding necessary for implementing some basic projects for the development of the sector and appointing appropriate technical capacities.
- 2- Overlapping and conflict of powers governing the sector.
- 3- Lack of sufficient and comprehensive information and data for the sector at the Kingdom and neighboring countries.
- 4- Low volume of trade to, from and across the Kingdom as a result of the repercussions of the international economic crises, which reflected on the national economy.
- 5- Rapid international development in transport systems and modern means and new technologies used in transport.

• Major challenges faced by the land transport sector

- 1- High rate of individual property and the lack of institutional framework of owners of individual passenger transport means.
- 2- Aging of passenger and shipping fleet, low level of public safety in transport means, and increased gas emission from the exhaust of these old vehicles, which adversely affects the environment.
- 3- Random design of passengers' transport network.
- 4- Weak control system on passenger and drivers' transport means.
- 5- Poor infrastructure of passengers' transport services of departure and arrival terminals, on line routes Parking and lack of services and organization.
- 6- Low level of services provided in public transport means, lack of fixed trip frequencies and regularly scheduled times for public transport means, and lack of specific loading and offloading stops at most governorates designed according to the adopted standards to provide basic information to passengers and protect them from weather conditions.
- 7- Increased cargo transport fleet volume.
- 8- Low transport fees of cargo transport sector.
- 9- Lack of integrated facilities for on road cargo transport and insufficient efficiency of transport logistics.
- 10- High fuel prices.
- 11- Increased taxes and insurance on transport means.
- 12- Using private cars against fare.

- **Major challenges faced by maritime transport sector**

- 1- Shortage in maritime specialists due to certain instructions that do not allow appointment and low level of wages and salaries compared with the private sector.
- 2- Unavailable financial allocations necessary for the implementation of some important and vital projects for the JMA.
- 3- JMA is unable to perform its fully role in the maritime sector (seaports sector).
- 4- Poor coordination with bodies supervising and organizing the maritime transport and seaports sector, especially regarding future plans and projects for the development and establishment of seaports and the establishment of waste oil reception facilities from ships.

- **Major challenges faced by air transport sector**

- 1- Low volume of trade to, from, and across the Kingdom.
- 2- High level of regional competition.

- **Major challenges faced by railway transport sector**

- 1- High cost of investment in railway transport, leading to low demand from the private sector.
- 2- Transfer of the current port allocated for discharging phosphate from its current location to a new one.

- **Major challenges faced by meteorology**

- 1- Lack of some necessary equipment to warn against emergency weather conditions, such as weather radar and some early warning systems to warn against exceptional weather conditions through automatic station networks.



Part Two

Major Achievements in 2013 and Future Plans of MoT

- **Development & Strategic Planning**
- **Railway Transport**
- **Air Transport**
- **Information Technology**
- **Human Resources**
- **Enhancement of External Relations**
- **European Affairs**
- **Trade & Transport Facilitation**

Major Achievements in 2013 and Future Plans of the Ministry of Transport

In consistent with the implementation of programs and projects included in the National Transport Strategy Plan (2012-2014), the Ministry is continuing the delivery of programs and projects upon the action plan. The most prominent is the following:

In Development & Strategic Planning

• **Jordan Long-Term National Transport Strategy Project**

The existence of active transport sector is prerequisite for economic development as it has a great importance in production logistics, transport activation and facilitation, and increasing trade. This is an update of the approach adopted by the Ministry of Transport since 2001 of a three years strategy to be reviewed and updated periodically. The Ministry is working for the first time on the development of a long-term national transport strategy until 2030 aiming at achieving the vision and mission of the Ministry of Transport in the sector development and making Jordan a regional hub for transport.

On 8/12/2012, the Ministry of Transport launched the long-term transport strategy project, which aims to develop a long-term national transport strategy until 2030, through raising efficiency to be more responsive to meet the needs of citizens, provide a program for monitoring and evaluation of performance indicators, and set priorities for investment, taking into account the regional dimension to develop and manage the transport sector effectively. All transport sectors (land, maritime, air, and railway) will be integrated in one planning document in compliance with the objectives of the National Agenda.

Phases of the Project

- 1- Develop the General Transport Policy and update the Transport Strategy (2012-2014):** The General Transport Strategy document was drafted, which provides a comprehensive set of priorities and pillars to face major challenges, to raise the efficiency of the transport sector in Jordan, and to develop its management.
- 2- Develop transport model & forecast model of all transport patterns and economically evaluate by using investment appraisal tools:** In this phase, the model transport for passengers and goods will be developed, which will be supplied with information and Determinants of the forecast model to adopt the system outputs in the strategy development process. This will help in decision-making process within the context of economic development in Jordan, safety and security, and requirements for environmental conservation.
- 3- Prepare the Long-Term Transport Strategy for 2030:** In this phase, a long-term strategy and a five years periodic action plan will be developed, which will include an evaluation of regional and national transport systems, and scenarios for long term within the indicators for developing infrastructure projects and operational performance system.

4- **Know-How-Transfer:** To enhance the capacity of the sector's employees in all phases of the project to ensure successful implementation of the strategy at all phases.

The Project's Developments in 2013:

- 1- Continue the implementation of the Know-How-Transfer training program for the employees of the Ministry of Transport.
- 2- Develop the Transport forecast Model.
- 3- Proposed scenarios for the transport sector, which were evaluated using the Transport forecast Model and MCA method. These scenarios were presented to partners.
- 4- The long-term strategy and its action plan are currently under development.

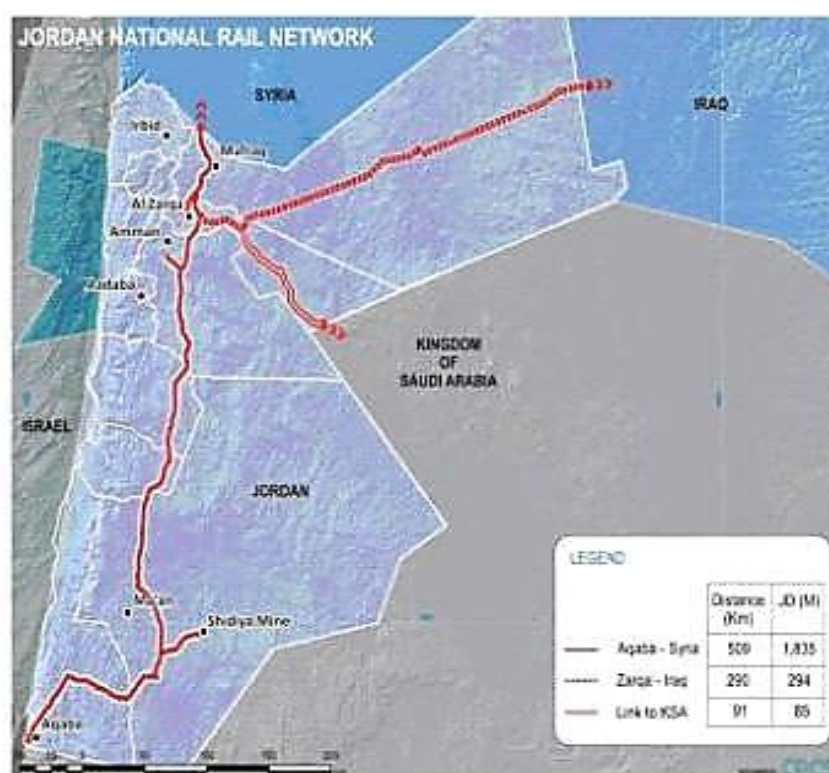
In respect of Railway Transport

• Jordanian National Railway Network Project

The project aims at connecting cities of the Kingdom and production centers with railway network for goods transport and connecting the Kingdom with the neighboring countries.

The proposed railway network will be 900 km long with two main sections:

- North-south section from the Syrian borders to Aqaba.
- East-west section from Irbid through Mafrqa and Zarqa to the Iraqi borders with a branch extending up to the Saudi borders through Al Azraq.



The most important achievements of the project since implementation:

- The Council of Ministries decided in its session held on 23/9/2008 on the approval to proceed with the transaction advisor tender through BOT, and with tenders to prepare preliminary designs, EIA and geotechnical studies of the project.
- A transaction advisor was hired to provide financial, technical and legal advisory to implement the project by PPP method, who began to work in May 2009.
- The Council of Ministers approved the Structure-Dual provided by advisors for the implementation of the project, and represented in the establishment of a governmental institution for infrastructure, to own, transfer, establish and invest infrastructure of the National Railway Network and its logistic locations, and another private company to operate and maintain the Network by PPP method.
- An agreement for providing engineering services was signed to develop preliminary designs, EIA and geotechnical studies of the project with Dar Al Handasa. The agreement entered into force on 15/12/2008, and the study was completed and final documents and reports were delivered in the beginning of 2010.
- Lands required for the project have been acquired and landowners are being compensated according to available allocations at first hand.
- On 1/11/2010, the Temporary Law No. (40) For 2010 for the Establishment of Jordan Railway Corporation was issued.
- In 2012, the implementation of the mini project (Al-Shaideye Railway Connection and Wadi Al-Uotom Reloading Station Project) was approved as one of the 1st phase components of the National Railway Network Project.

Developments of the projects in 2013:

- The project is still at marketing phase and the Government is striving to secure resources necessary for its implementation.

• Mini project (Al-Shaideye Railway Connection and Wadi Al-Uotom Reloading Station)

The mini project is represented in the establishment of a connection between Al-Shaideye mine and the nearest point on the current railway of Aqaba Railway Corporation. Infrastructure, including construction of the facilities with the standard latitude specifications and using triple rods for narrow line during the transitional phase and the possibility of conversion to standard latitude during the establishment of the National Network. The mini project also includes the construction of new station for loading and offloading in Wadi Al-Uotom, and the maintenance of the current railway and of the transport fleet of Aqaba Railway Corporation (ARC).

The project aims at continuing the work of ARC in phosphate transport after transferring the current phosphate port to a new location at the southern beach, and maintaining the work of 750 employees and workers at ARC who will constitute the core of the National Network Company in the future.

The implementation of micro project (Al-Shaideye Railway Connection and Wadi Al-

Uotom Reloading Station) was approved as one of the components of 1st phase of the National Railway Network Project, in order to maintain phosphate quantities transported by rail to be transported on the National Network in the future and not by trucks.

The project also obtained UFM Labeling with full support from all member states at UFM during the meeting of senior officials of UFM held in Barcelona on 3/12/2012. The total estimated cost for the project is (53) million JD.

Developments of the project in 2013:

- A tender for advisory services and supervision of the mini project was submitted and financial and technical proposals were opened .The donor approved the results of the technical evaluation, and the financial evaluation will be completed during the year of 2014.
- A tender for qualification for the implementation of the mini project was submitted and the technical evaluation of the contractors and shortlist of international and local construction companies was made to be approved by the donor.

• Public Transport Connection between Amman and Zarqa

It is a project of operating express buses between Amman and Zarqa. A number of routes for this project between Zarqa and the Mahatta in Amman were evaluated, taking into account linking these routes with the North Complex and University of Jordan. The best of these routes lies in the middle of the highway between Amman and Zarqa.

Council of Ministers decision No. 1463 issued on 27/9/2012 approved the mandate of the project's technical committee to conduct all necessary studies for the alternative Bus Rapid Transit (BRT) as a substitute for the Light Railway Transit (LRW) to be forwarded to the Council of Ministers to take the appropriate decision based on the results of these studies. The committee recommended approving the hiring of an advisor to provide advisory services for assisting the technical committee in analyzing and choosing the best approach for the implementation of the project.

Funding required for the project was secured through gulf grants after The Kuwaiti Fund for Arab Economic Development approved the inclusion of the project within the Kuwaiti grant projects package offered to the Government of the Hashemite Kingdom of Jordan. Total cost expected for the project estimated by (68) million JD.

Objectives of the project:

- 1- Promote the public transport sector, its facilities and services, create an investment environment, and employment of local manpower.
- 2- Solve traffic congestion and the passengers' public transport problem by providing safe means.
- 3- Reduce accidents, environment pollution and protect roads network.
- 4- Reduce the number of transport means, operational costs and fuel consumption.
- 5- Provide sustainable, effective and influential services of public transport between Amman and Zarqa.

Developments of the projects in 2013:

- The Council of Ministers approved upon its decision No. 243 on the recommendations by the technical committee to hire an advisor to provide advisory services to assist in analyzing and choosing the best approach for the implementation of the project. This was made through invitations of offers from international advisors specialized in this domain, which were prequalified during the tender by Amman Municipality in BRT project by the Ministry of Public Works & Housing to review the designs of BRT project.
- Clause No. (2) Of the decision by the Council of Ministers No. 243 was modified to be in line with the requirements of the funding by The Kuwaiti Fund for Arab Economic Development and the framework agreement made on 18/9/2012. The invitation shall be given to a shortlist of international advisory companies to be agreed upon with the Fund for the purpose of offers for the required advisory services.
- The technical committee concluded the preparation of terms of reference for the technical and financial advisor to be appointed for the project according as instructed and required by the donor (The Kuwaiti Fund for Arab Economic Development) to conduct detailed studies and economic feasibility studies of the project. These terms were sent to the Fund for approval.
- Prequalification procedures of advisory companies were completed and a shortlist of the qualified companies, and approved by the donor.
- A tender for advisory services for the project was submitted and offers were received from companies. The financial evaluation was completed for the tender in question, and the technical and financial report was submitted. This report recommends the selection of the consortium “AlAbd Al Hadi/Dar Al Umran/SYSTRA” to make detailed designs and economic feasibility studies of BRT project to be approved by the donor and awarded by the Governmental Tenders Department.

In respect of Air Transport

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

The project aims at providing a new airport with advanced facilities of a capacity of 9 million passengers in the 1st phase and 12 million in the 2nd phase, and providing services with high level of quality and safety, and attractive for investment.

According to international standards, Queen Alia International Airport (QAIA) is one of the ideal airports with special architectural design. It is classified within the best twenty airports under its classes in international airports (that serve 5-15 million passengers per year, which was made according to questionnaires by the airport users from different parts of the world, which calls for all Jordanians to feel proud of this fact.

The most important achievements of the project since implementation:

- 1- On 19/5/2007, the Rehabilitation, Expansion and Operation Agreement of Queen Alia International Airport (REOA) was signed between the Jordanian Government and the winning consortium, Airport International Group Company (AIG).
- 2- The project, which reflects the partnership between the public and private sectors, is implemented upon the principle of build operate and transfer (BOT). It shall be implemented within a period of 25 years as of the Effective Date in 15/11/2007 until 15/11/2032.
- 3- Total cost of the project is estimated by 800 million U.S. dollars and the Government shall not bear any (operational or capital) costs for implementation.
- 4- The new terminal was designed by one of the largest engineering companies in the world, Foster & Partners Limited, British Company, to provide an advanced level of operational service and under international ratings approved by the International Air Transport Association (IATA) and under international standards.
- 5- Under REOA, construction works started on 15/4/2008, where the investor (AIG) is building a new terminal with an approximate area of 100.000 one hundred thousand square meters, to match the increasing air traffic and meet international requirements. AIG is also making improvements on other facilities such as runways and ramps. The investor completed the existing Terminal's rehabilitation works in 2008 at cost not less than 50 million JD including maintenance and improvement of commercial facilities, enhancing the ground handling system, and re-paving aircraft aprons, and taxiways.
- 6- In addition to construction works and rehabilitation, AIG manages and operates the airport through (Airport de Paris) to upgrade the level of services provided.
- 7- Under REOA, the Government's share is 54.47% of the airport total revenues. This is one of the highest worldwide rates in similar projects, where these revenues are paid by AIG on a quarterly basis throughout the agreement period.
- 8- Due to special designs of the new terminal, which are implemented for the first time, and to overcome all architectural and construction difficulties, it was agreed with the investor, upon the approval of the Council of Ministers, the general mandate, to divide the project into two phases, instead of the previously approved division. In the 1st phase, the partial opening of the new terminal will take place by the end of 2012, while the final opening of the airport will take place in the 2nd phase. This proposal is better in terms of operational, security, and public safety aspects, and it reduces the overlap between the old and new terminals. The investor undertook the inclusion of further service requirements on its own expense in the new terminal, expansion of entrances, building of additional areas since the beginning of operation to minimize the potential congestion in the traffic of passengers and departures, as well as the installation of an additional screening for luggage handling system. It is noteworthy that the investor incurred delay fines imposed under terms of the agreement signed with the investor.
- 9- On 16/6/2012, the Jordanian Government approved the issuance of the Variation Agreement III to the investor, upon which the investor (AIG) was given additional extension for seven months. Partial opening of the new terminal shall be taken in the beginning of 2013 at the 1st phase, and the project works and final delivery date of the 2nd phase shall be completed before mid-2014.

Developments of the project in 2013:

- Works of the 1st phase were completed on 28/2/2013. The airport was opened officially under the Royal Hashemite Patronage on 14/3/2013. The Punch List of the 1st phase was completed, with a percentage of 94.6% of total works, and works of the 2nd phase, with a percentage of 5.4% is under construction. It is expected to complete the works of the project and final delivery date of the 2nd phase before mid-2014. The investor constructed a temporary separate passenger hall until total completion of the works to accommodate passengers' traffic during the operation period of the 1st phase, made amendments appropriate for wide-body aircrafts, and added new areas to the VIP lounge for future expansion.
- On 11/7/2013, the investor (AIG) submitted to the donor (The Jordanian Government represented by the Ministry of Transport) a request to approve the Variation Agreement IV, stating the proposal of the airport future expansion to fit the passenger accommodation, aircraft types, and implementation phases, including the request for compensation for investment volume acceleration and extension of delivery dates of the project implementation. The matter is under research and study by both parties (donor and investor).
- The 2nd phase was already started on 3/12/2013.
- Project Management Unit (PMU) at the Ministry of Transport pursue the Rehabilitation, Expansion and Operation Agreement (REOA) signed between the donor (the Jordanian Government) and the investor (AIG) in terms of the commitment of both parties (donor and investor) to the contractual duties and responsibilities.

In respect of Information Technology

From the belief in the need of providing all instruments and tools required for decision makers to enable them to make decisions, analyze results, and monitor performance accurately, the Ministry of Transport endeavors to continue implementation and achievement of its vision in forming the nucleus of knowledge for the transport sector (Transport Knowledge Center), in cooperation with all partners in the sector, particularly commissions and affiliated institutions. This is made through the implementation of projects to ensure achieving this vision, most notably:

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

The main objective of the project is to establish a comprehensive database for all transport modes using the latest technologies and expertise in information technology, to provide data and information required for decision makers at all levels with the state-of-the-art technological tools and computerized system supporting data analysis and data mining, and simple statistical reports for all levels and segments.

This project is one of the pilot projects in terms of comprehensiveness for all transport modes (land, maritime, air and railway). The project launched on 26/4/2012, and awarded to the winning consortium consisting of Proventa, German company, and Nafith, Jordanian company to implement the main part related the software and system development

(Software part). Specialized Technical Services (STS) implements the part related to hardware and tools for the operation of DHW software and systems (Hardware Part).

Cost of this project is 2 million euro through the EU grant to the Ministry of Transport.

Main partners in the project are:

1- Greater Amman Municipality	2- Nafith Logistics Services Co
3- Department of Statistics	4- Airport International Group
5- Jordan Meteorological Department	6- Public Security Directorate
7- Jordan Customs	8- Jordan-Hijaz Railway Corporation
9- Jordan Maritime Authority	10- Aqaba Port Corporation
11- Aqaba Special Economic Zone Authority	12- Aqaba Railway Corporation
13- Aqaba Airports Company	14- Civil Aviation Regulatory Commission
15- Jordan Airports Company	16- Land Transport Regulatory Commission
17- Aqaba Development Corporation	18- Ministry of Public Works & Housing
19- Aqaba Container Terminal	

Developments of the projects in 2013:

The final phases of this significant and pioneer project at regional level are under completion. The steering and technical committees are following up the work progress to ensure mutual benefit between the Ministry of Transport and its partners in the project. The most prominent developments are:

- Installment and operation of the equipment and tools required for the operation of DWH were completed, for the Ministry's new building.
- Memoranda of understanding were developed and discussed with all partners in the project, to ensure the institutionalization and continuation of data flow to SWH.
- Development of application interfaces to enable partners to provide the Ministry with required data, and development of dashboards from the outputs of this system.
- Coordination with partners to identify their needs and implement the necessary of these needs through the project.

In respect of Human Resources

In cooperation with European Union, the Ministry prepared an integrated training plan based on the highest scientific principles adopted in training and development, which would provide specialized technical knowledge for participants as soon as possible using modern approaches in these domains, and learn about experiments in management of transport modes at the European and neighboring countries. The most important programs in this respect are:

• Long Term Comprehensive Training Program Project

Within its strategy plan (2012-2014), the Ministry is implementing the long-term comprehensive training program for employees of the Ministry of Transport (2013-2015). The objective of this program is to train employees of the Ministry and affiliated commissions and members of the technical committee on transport and trade facilitation program in the following specializations:

- Trade
- Supply chain and logistics management
- Ports and maritime transport services
- Transport strategies
- Human resources

Developments of the project in 2013:

- Works of the project were launched on 1/9/2013, which awarded to the consortium of Advanced Logistic Group and Al Bayan for Consultancy and Agencies with a cost of 700.000 JD.
- 94 training hours were held from 1382 hours of the training program.

In respect of Enhancement of External Relations

In coordination with the International Road Transport Union (IRU), Arab Union of Land Transport, and Royal Automobile Club of Jordan, the Ministry invited the international transport ministers to attend the IRU Euro-Asian Road Transport Conference. Theme of the conference was “Road Transport: Driving Regional and Intercontinental Trade” and held at Amman from 12-13/6/2013 under the High Patronage of His Majesty King Abdullah II. The conference concluded signing of Amman Ministerial Statement by the transport ministers to proceed with the facilitation, acceleration and boosting regional and international trading, witnessed signing of agreement on mutual recognition of maritime competency certifications between the Hashemite Kingdom of Jordan and the Russian Federation, and signing of memorandum of understanding on technical cooperation in maritime and ports transport with the Republic of Sudan.

The most important conclusions of the conference was the signing of the Mutual Ministerial Statement on the conclusions of the coordination meeting between presidents of international organizations and financial institutions regarding future development of transport links between Europe, Middle East and Africa.

In coordination of the General Secretariat of League of Arab States, with the participation of the International Road Transport Union (IRU), and under the Royal Patronage, meetings of the (50th) sessions of the executive office of Arab Transport Ministers’ Council were held on 14/6/2013 at Amman.

In respect of international relations, the Ministry participated in the following:

- Technical meeting regarding the rehabilitation of Prince Mohammad Bridge to be used as a commercial crossing between Jordan and the Palestinian Authority held on 15/1/2013.
- Discussions at experts level in road transport for passengers and goods between Jordan and the Russian Federation at Amman during the period from 11-12/2/2013.
- Jordanian-Palestinian meeting presided by Excellencies Ministers of Transport of both countries (Jordan and Palestine) to discuss facilities required for Palestinian pilgrims held at Amman on 22/8/2013.
- Meetings of the 14th session of the transport committee in ESCOA held at Amman during the period 9-10/10/2013.
- Meeting of the 26th session of Arab Transport Ministers' Council held at Alexandria during the period 23-24/10/2013.
- Meetings of the Libyan-Jordanian Official Meeting presided by HE the Jordanian Prime Minister held at Amman during the period 1-2/12/2013.
- Meetings of the Jordanian-Egyptian Joint Technical Committee for land transport held during the period 11-12/12/2013.
- Meetings of the Jordanian-Iraqi Joint Higher Committee held at Baghdad on 25/12/2013.
- The following joint committees were prepared for, which is expected to be held in 2014:
 - Jordanian-Saudi Joint Committee
 - Jordanian-Iraqi Joint Committee
 - Jordanian-Yamani Joint Committee
 - Jordanian-Kuwaiti Joint Committee
 - Jordanian-Libyan Joint Committee

Agreements and memoranda of understanding signed in 2013:

- Agreement for land transport of passengers and goods signed between Jordan and Iraq on 26/8/2009 has entered into force as of 8/5/2013.
- Maritime agreement signed between Jordan and Turkey has entered into force as of 31/10/2013.
- Memorandum of understanding on technical cooperation in maritime and ports transport was signed between Jordan and Sudan on 13/6/2013 at Amman.
- Memorandum of understanding on mutual recognition of maritime certificates for education and training was signed between Jordan and Oman on 29/1/2013.
- Agreement on international road transport was signed between Jordan and Oman on 3/11/2013.
- The first meeting protocol of the Joint Ministerial Committee was signed between Jordan and the Russian Federation for development, commercial, economic, scientific and technical cooperation for 2014-2018.

Future plans in respect of transport

- Coordination with relevant partners and bodies concerned with joining the Hashemite Kingdom of Jordan to international agreements under the United Nations. These agreements are the Agreement on the International Carriage of Dangerous Goods by Roads (ADR) and Agreement on the International Carriage of Perishable Foodstuffs (ATP), with the assistance of experts from the EU.
- Coordination with CARC and Royal Jordanian to sign an agreement on air services between Jordan and Republic of China and an agreement between Jordan and North Korea.
- Coordination with JMA to sign a number of memoranda of understanding on mutual recognition of maritime competency certificates with 28 EU member states individually, and to sign memoranda of understanding on mutual recognition of maritime competency certificates with Bahamas, Panama, Peoples Republic of China, Philippines and Algeria.

In respect of European Affairs

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

To establish an effective, integrated, proper, safe and sustainable transport network in the Mediterranean Basin through the implementation of Regional Action Plan that includes all transport modes (RTAP 2007-2013). This plan contained 34 actions included all modes of transport (land, maritime, air and railway), mainly for:

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

The second ministerial conference was held on 14/11/2013 at Brussels with joint presidency of Jordan and the EU to evaluate all activities and events of the project and prepare the new RTAP 2014-2020.

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

1- MedaMos Project

Technical Assistance program was launched and included the following:

- Logistics Efficiency Improvements Study of Aqaba Port to determine logistic congestions and develop practical solutions thereof based on a study of the top 10 containerized goods, including two goods flowing to Aqaba through Genoa port. The study was completed in July 2013.
- ECHO Port Pilot Project study for the application of “Environment Management System” in Aqaba Container Terminal during 2013 through the application of an evaluation plan of environmental aspects and effects at the port level and reaching practical recommendations for procedures and arrangements required for joining Environmentally Friendly International Ports.

Participation in many different regional, technical and training workshops had been made.

2- SafeMed Project

- Provide assistance needed for the execution of IMO mandatory instruments, through evaluating our experiment in safety and security issues, providing the necessary for performance improvement and capacity building, and providing control of necessary equipment at Aqaba port to monitor the safety of navigation in territorial water,
- Review and amend all observations by EMSA on the competency certificates by EU member states. In 2013, the maritime education was recognized in Jordan and its compliance with STCW agreement.
- Participate in many different regional, technical and training workshops.

3- EuroMed Aviation Project

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

Large number of national instructions and regulations had been adapted by CARC according to the roadmap, and participation in MASC program, which is a part of the EuroMed Aviation Project with the aim of creating an aviation safety cell for the Mediterranean countries to promote and coordinate cooperation in aviation safety with these countries.

In 2013, the twining program was launched to support CARC in enhancing its capacities in accordance with the EU legislation and standards in July 2013.

4- Global Navigation Satellite System Project (GNSS II)

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

5- Road, Rail, Urban Transport Project

- **In respect of land transport:** The project concentrates on the importance of safety on roads, the necessity of application of international agreements governing land transport, and the need for efficiency improvement and occupational qualification of freight carriers. In October 2013, training workshop was held concerning the UN European Agreement on Transport, and European agreements concerning the International Carriage of Dangerous Goods by Road (ADR), and road map was also developed to join this agreement by the project experts.
- **In respect of railway transport:** The project concentrated on the compatibility of railways with the transport network through the Mediterranean Sea, and railway safety, operating efficiency and infrastructure management. A training course held in Belgium had been participated in regarding railway safety, and training workshop was held on the railway safety and compatibility in Jordan.

- **In respect of urban transport:** The project concentrated on enhancing optimal planning for sustainable developed transport that preserves the environment and provides the cities' needs of integrated transport through the participation of a training workshop on sustainable urban planning for transport held in Slovenia and participation in EU CIVITAS Forum.

6- EuroMed Road Safety Project

The project aims at reducing injuries and deaths of fatal road accidents in the Southern area of the Mediterranean Sea. The pilot project was selected by the advisory committee formed by all bodies concerned with road safety with regard to the development of performance and capacities of experienced drivers to raise the level of traffic safety on roads, through training the drivers to raise the level of traffic awareness among them to be reflected in their driving behavior. The project also aims at installing equipment to control the movement of the vehicle and the behavior of the driver in number of vehicles to create an integrated control system. The pilot project was launched in a press conference held on 18/8/2013. Introductory workshop for the pilot project held on 10/2/2013 in cooperation with Hikmat Institution for Traffic Safety and attended by a group of companies and institutions that own transport fleets. Defensive Driving Training was developed in cooperation with the Ministry of Public Works & Housing/Al-Ahliyya Amman University. Three training courses were held for drivers of Jordan Petroleum Refinery Company/Zarqa in cooperation with trainers at Jordan Traffic Institute during the period 19/8-2/9/2013. The period for performance evaluation of trained and untrained groups will be determined through collection and analysis of data of 42 trainees who underwent the training courses and comparison of such data with the random sample of the bus drivers carrying dangerous goods from other companies during the year 2014.

In respect of Transport and Trade Facilitation

Emphasis on the strategic importance of transport and trade facilitation in enhancing Jordan position on the map of global and regional trade, the Jordanian Government engaged in 2003 in the establishment of the national committee for transport and trade facilitation upon communications made by the Ministry of Transport and ESCOA. The Government also enhanced the work of the national committee for transport and trade facilitation through the formation of the technical committee for transport and trade facilitation in 2005. In 2001, the Ministry of Transport established the executive secretariat for transport and trade facilitation through funding and technical assistance provided by the European Program for Transport and Trade Facilitation to achieve the following objectives:

- 1- Promote and support the national and technical committees for transport and trade facilitation through the executive secretariat unit to follow up activities of the two committees and decisions related to transport and trade facilitation.
- 2- Enhance the national competitiveness through logistics service improvement and greater efficiency to overcome all obstacles facing this sector to increase exports. Regional coordination and cooperation became the most important factor in achieving the desired

outcomes from this program and keeping up with scientific developments in transport and trade facilitation.

- 3- Remove of obstacles and solve issues of transport and trade facilitation.
- 4- Capacity building in transport and trade facilitation through trainings and workshops on transport and trade facilitation.
- 5- Simplify and adapt procedures and operations in transport and trade.
- 6- Reduce procedure costs and time, raise administrative efficiency, and simplify, consolidate and coordinate procedures for transport and trade facilitation.

The most important achievements of the executive secretariat of transport and trade facilitation in 2013:

In 2003, the executive secretariat for transport and trade facilitation translated its objectives through achieving a number of strategic and vital projects in transport and trade facilitation, and holding several meetings of the technical committee for transport and trade facilitation. The secretariat achieved the following projects and activities:

- **Preparation of the final draft of the transport and trade facilitation strategy (2014-2017):** This strategy reflects the current and future objectives and vision of the organizational structure for transport and trade facilitation, and objectives, themes, and mechanisms of support and implementation. It also contains the action plan for 2014 prepared by the executive secretariat for transport and trade facilitation at the Ministry of Transport assisted by an expert for transport and trade facilitation. The strategy drawn the following objectives:
 - 1- Reduce logistics and procedure costs and time.
 - 2- Promote and facilitate effective movement of goods through the establishment of national and regional trade and transport routes.
 - 3- Develop sustainable, safe, protected and accessible transport and trade networks.
 - 4- Enhance transparency in laws, regulations, procedures and forms relevant to transport and trade facilitation, and disseminate information.
- **The media strategy for transport and trade facilitation:** This strategy aims at the following:
 - 1- Enhance and transfer knowledge on transport and trade facilitation to business partners and investors in transport and trade sectors.
 - 2- Promote transport and trade facilitation in Jordan as a distinct leading expertise in the region and spread activities and achievements to business partners and those interested.
- **Establish website and brochures:** The (www.ttf.gov.jo) website was established in line with the media strategy for transport and trade facilitation through showing the Jordanian leading experience in transport and trade facilitation to the outer world and achievements made in this respect. Introductory brochures for the program were developed as a whole and the activities of the secretariat, as well as many media tools to be distributed as an introduction of the secretariat and its activities in international, regional and local forums and events as a leading experience by example in the region.

- **Obtain an advanced performance evaluation within the performance control report prepared by the EU mission.**
- **Hold and organize meetings of the technical committee for transport and trade facilitation:** The secretariat held six meetings of the technical committee for transport and trade facilitation in 2013 and discussed a number of vital issues in transport and trade, as follows:
 - 1- Discuss the long-term strategy for transport and trade facilitation and the media strategy for transport and trade facilitation.
 - 2- Discuss the draft instructions of the public safety code in Aqaba port and the attached technical guidelines.
 - 3- Discuss issues of vital importance in transport and trade facilitation, research for solutions for the delay in transport chain, through the technical committee for transport and trade facilitation, and follow up the delay of passenger ships and oil and gas vessels.
- **Participate in the second national meeting of the national coordinating committee for the Project on the Integrated Maritime Policy for the Mediterranean:** The secretariat participated in drawing the meeting outcomes represented in Aqaba Traffic Separation Scheme (TSS), working group to follow up the establishment of coordinating unit for maritime governance affairs, working group to follow up the Marine Master-Plan together with the Master Plan for Aqaba port, and working group to continue the development of environmental monitoring systems to protect Aqaba marine environment.
- **Participate in organizing the agenda of the second conference for transport and trade facilitation under the title “Single Window Concept”.**
- **Participate in the meeting of expert group on the “monitoring tools for the implementation of aid projects for trade in the Arab region” invited by the Economic and Social Commission for Western Asia (ESCWA) at the Tunisian Republic during the period 12-13/12/2013:** The meeting reviewed the method of determination of infrastructure projects and studies prior to the provision of financial resources required for starting application, concentration on mechanisms for determination and selection of projects that are considered the most prominent reasons for poor Arab external trade and lack of international finance in the framework of what is known as the aid for trade initiative that provides financial aids to developing countries to strengthen their role in world economy through trade facilitation.

Part Three

First: Achievements in 2013 and Future Plans of Corporations, Departments, and Commissions Affiliated with the Ministry of Transport

- Jordan Maritime Authority (JMA)
- Aqaba Railway Corporation (ARC)
- Land Transport Regulatory Commission (LTRC)
- Civil Aviation Regulatory Commission (CARC)
- Jordan-Hejaz Railway Corporation (JHR)
- Jordan Meteorological Department (JOMETEO)
- Jordan Airport Company (JAC)

Second: Achievements in 2013 and Future Plans of Joint Transport Companies

- The Jordanian-Syrian Land Transport Company (JOSYCO)
- Arab Bridge Maritime Company (ABM)

First: Corporations, Departments, and Commissions Affiliated with the Ministry of Transport

Jordan Maritime Authority (JMA)



Jordan Maritime Authority (JMA) was established in accordance with the Jordan Maritime Authority Law No. 47 for 2002 on 16/8/2002 (temporary law). The permanent Jordan Maritime Authority Law No. 46 for 2006 was issued on 1/10/2006. The most important objectives of JMA is to Regulate, supervise and develop the maritime sector,

Enhance the private sector's role in contribution to improve and develop the maritime sector, Encourage competition and investment, and prevent monopoly in the maritime sector in the maritime transport sector in the Kingdom, Contribute in marine environment protection and boost maritime safety and security standards on Jordanian vessels and territorial water.

Main Functions

- License of all maritime activities in cooperation and coordination with the parties concerned and in conformity with the provisions of ASEZA law in force registration of ships under the Jordanian flag.
- Conducting inspections and surveys on ships and marine equipment in Aqaba Port area and within the Jordanian territorial waters according to related national laws and international conventions Investigating maritime accidents and disasters within the Jordanian territorial water and on ships wherever they may be
- Cooperation and coordination with national, regional and international parties related to the Authority functions conducting the authorities of Aqaba Port Department stipulated in the Commercial Maritime Law in force.
- Taking necessary measures to ensure compliance of ships of maritime security, health requirements, protection of the marine environment, conducting radio communications with ships, dealing with the impacts of marine accidents and detention of ships taking into account the provisions of ASEZA Law.
- Organizing entry of ships into the territorial waters and search of objects falling in sea and charging fees thereof., and collect fees, costs and allowances in accordance with a regulation issued for this purpose.

Major achievements of JMA in 2013

JMA is pursuing the implementation of the maritime transport strategy for 2012-2014, which is a part of the National Transport Strategy in the Kingdom developed by the Ministry of Transport every three years as an action plan for the sector and under direct supervision and instruction by HE Minister of Transport/chairman of JMA. The most important projects achieved under the strategic plans are:

- A tender for construction the coastal station and awarding the tender on a local company to provide radio communications with ships in accordance with functions prescribed for in the Maritime Authority Law. It is expected to be completed at the beginning of 2014.
- Issuance of the Maritime Law-the draft law was received from the Advisory Office of the Ministry of Transport by the end of December and submitted to the Prime Ministry to present the draft law on the Legislation and Opinion Bureau to complete the procedures properly.
- Follow up procedures for signing international maritime conventions related to the development of JMA and maintaining security and safety. The final stage for signing the ballast water convention is completed recently.
- Follow up preparing requirements for the operation of maritime communications systems with vessels and organization of entry and departure of ships to/from Jordan territorial water in terms of providing required staff and equipment.
- Complete procedures related to the execution of requirements for the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW) 1978 as amended in accordance with Regulation 1/10 thereof to achieve recognition by the EU member states of certificates issued by JMA. Signing of memoranda of understanding was initiated with the EU member states.
- Intensify inspection on ships entering Aqaba port and port facilities to ensure compliance with standards for maritime security and safety.
- Issuance of waste management log for Jordanian ships according to Annex V of MARPOL to achieve public interest and in line with the vision of JMA in achieving its mission in preserving maritime environment and upgrading the Jordanian ships. These certificates were previously issued by the International Association of Classification Societies (IACS).
- Follow up the updating of the Maritime Trade Law No. 12 for 1972 under the title "The Jordanian Maritime Law" to be commensurate with the international maritime developments and technical specifications and requirements provided for in the relevant international maritime conventions. The Law was reviewed by a competent legal firm in coordination with the technical committee, and submitted to the Prime Ministry to present to the Legislation and Opinion Bureau.
- Follow up signing of agreements on recognition of maritime competency certificates for maritime training and education between Jordan and member states in the white list in accordance to the Regulation (1/10) of the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers for 1978 as amended, where 17 memoranda were signed.
- Initiate the procedures for passing a law on criminalization of maritime piracy as required by the Anti-Piracy Code.

- Create technical and legislative climate required for the establishment of other educational academies and institutions.
- Follow up the supervision of maritime staff evaluation through an exam center and system to apply the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW) as amended to evaluate the competency of marine captains, midshipmen, and maritime engineers through the main and technical committees.
- In execution of the requirements for international maritime conventions and the memorandum of understanding of the Mediterranean countries and to preserve maritime safety, security and environment, JMA is following ships under Jordanian flag and inspecting foreign ships entering Aqaba port and maritime equipment operating in the territorial water to ensure compliance with requirements for maritime safety and security in accordance with international maritime conventions.
- Promote ships' registration under the Jordanian flag through available incentives, benefits and capacities for which JMA is pursuing to enhance. Number of other ships and maritime equipment registered under the Jordanian flag in 2013 was 27 ships and 1270 boats.
- Follow up signing the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW) for 1978 as amended to ensure that all marine captains, midshipmen, and maritime engineers working on ships under the Jordanian flag have scientific skills and competency certificates that qualify them to work onboard.
- License and inspect companies working in the maritime transport sector as instructed by JMA in this regard in Jordan within and outside the borders of Aqaba Economic Special Zone in cooperation with Aqaba Economic Special Zone Authority. Number of licensed companies was 213 companies until the end of 2013.
- All actions required for the application of the requirements for the maritime security and ports code are being taken through the follow up of execution of security plans of port facilities and ships under the Jordanian flag, and request for security plans for the new ports such as the phosphate port.
- Follow up updating of information on the website of the maritime security at the International Maritime Organization (IMO) and modify the recipients of ship-to-shore security alerts and receive information from the flag state of the ship under the requirements of SOLAS-Regulation X1-2/13.1.3, and names of port facilities' officers as stated by the Ports Corporation.
- Follow up Jordan's accession to the 1978 Protocol of SOLAS for 1974. The Protocol contains a set of amendments on the Annexes of SOLAS, entry of requirements for improvement the design and operation of oil tankers, and enhancement of procedures for port state control on foreign ships.
- In 2013, about 43 training courses were held on environmental, administrative, financial and electronic aspects in cooperation with international commissions and organizations, IMO in particular, and in cooperation with governmental and private institutions.
- Participate in regional and international workshops on maritime environment security and preservation.

- JMA achieved excellent financial results since its establishment. In 2013, revenues amounted to (4047316) four million forty seven thousand three hundred sixteen JD or nearly 101% of revenues estimated for 2013 amounting to (4025000) four million twenty five thousand JD. An amount of (2524000) two million five hundred twenty four thousand JD was transferred to the Treasury.

Major Future Plans of JMA in 2013

- Continue updating and developing the legal and organizational framework for the maritime transport sector through completing the 2nd stage of the issuance of the Jordanian Maritime Law, signing memoranda of understanding, and ratifying international maritime conventions.
- Monitor the performance of the sector, inspect ships, and preserve maritime environment and lives through inspection of foreign ships entering Aqaba port and Jordanian ships anywhere, and follow up the establishment of receptions station of waste oil of ships.
- Create new better job opportunities to invest in the sector, and promote establishment of companies through increasing number of ships registered under the Jordanian flag, and increasing number of educational institutions licensed for maritime education and training.
- Enhance cooperation, coordination and partnership with the private sector regarding the maritime transport sector.
- Capacity building in JMA and at the sector level through the qualification and training of employees under the training plan adopted internally and externally.

JMA Website: www.jma.gov.jo

Aqaba Railway Corporation (ARC)



Competent authorities in the Kingdom began the establishment of a railway to connect phosphate-mining areas, at the South of the Kingdom with Aqaba port. Work started in strengthening a part of the Hejaz railway from Al Hassa mines to Batn Al Ghool station and constructing a new railway line from Batn Al Ghool to Aqaba port in November 1972. The management of this railway line is entrusted to an independent institution called “Aqaba Railway Corporation”. In 1982, phosphate mines at Wadi Al Abyad were connected with the railway at Al Hassa branching section with a length of 22 km. Thus, total length of the railway became 292 km and it is intended to make the railway reaches the phosphate mine at Al Shaidiya and the industrial complex at Wadi 2 in Aqaba.

Major Achievements of ARC in 2013

Within the strategic objectives that ARC is seeking to achieve is to execute the transport plan signed with Jordan Phosphate Mines Company at the lowest time and cost, and in cooperation with the Ministry of Transport, ARC developed an action plan for 2012-2014. The most important projects achieved under the strategic plan are:

- **Rails Renovation and Cleaning Project:** 1710 wooden sleepers were replaced from among 2500 sleepers, 450 rails were replaced from among 600 rails, and 10 km of the railway cleaned from sand.
- **Locos and Wagons Maintenance and Rehabilitation Project:** Monthly maintenance of 41 locos from among 58 locos, 3-month maintenance of 12 locos from among 10 locos, 6-month maintenance of 3 locos from among 6 locos, one-year maintenance of 2 locos from among 2 locos, and two-year maintenance of 2 locos from among 4 locos.
- **Human resources upgrading & local community development:** 81 training courses held.
- **Transform ARC to a company:** The project is suspended because it is linked to the Construction of the National Railway Network Project and selecting a company for operation and maintenance, which ARC will be a part of.
- **Phosphate quantities transported:** in 2013, phosphate quantities reached 988.420 phosphate tons, with a percentage of 43% of the annual plan amounting to 2.299.452 phosphate tons.

The following table shows phosphate quantities transported by rail from Al-Shaiydiya, Al Hassa, and Al-Abyad mines in 2013:

Description	Mines			Total
	Al Hassa	Al-Shaiydiya	Al-Abyad	
Trains loaded	52	753	0	805
Wagons loaded	1.450	23.188	0	24.638
Quantities Loaded	60.900	927.520	0	98.8420

- In cooperation with the Hejaz Railway Corporation and under the patronage of HE Minister of Transport, ARC held the 12th conference of Middle East Railways opened at the Dead Sea with the participation of those concerned in railway transport from Saudi Arabia, Afghanistan, Turkey, France, Iraq, Iran, and Jordan, as well as experts from the International Union of Railways and the Middle East Group at the Union. The conference discussed the railway transport projects and finance and training staff for management, and focused on the safety systems management and discussed details of the Regional Strategy for Railway Transport.

Major Future Plans of ARC

- 1- Rails Renovation and Cleaning Project: The following table shows the procedures for this project:

Cleaning the railway from sand	Number of rails replaced	Number of sleepers replaced
10	2.500	600

- 2- Locos and Wagons Maintenance and Rehabilitation Project

2014					
	Monthly maintenance	3-month maintenance	6-month maintenance	One-year maintenance	Two-year maintenance
Number	50	12	8	1	4

- 3- Raise the efficiency of ARC employees and community development:

Years	Number of courses held
2014	108

ARC Website: www.arc.gov.jo

Land Transport Regulatory Commission (LTRC)



The Objective of Land Transport Regulatory Commission (LTRC) is regulating land transport services and their control and encouraging investment in land transport sector in compliance with the objectives of the economic and social development.

Tasks

- 1- Implementing the land general policy. Meeting the demand for land transport services and providing them a good level and convenient cost.
- 2- Planning a land transport services network including and its facilities network and routes.
- 3- Drawing up and implementing the necessary plans for building and operating land transport facilities.
- 4- Determining the locations of the land transport facilities in coordination with competent authorities, and managing supervising their services Coordination with the competent authorities in connection with planning constructions and maintenance of roads in the kingdom, and provide its recommendations in the respect to achieve the beneficiaries public interest.

Drawing up and developing measures for land transport accidents in accordance with international standards and in coordination with the relevant authorities

Major achievements and future plans of LARC in 2013

I. In respect of institutional development

In 2012, LTRC applied e-queue system to provide the best service for customers of LTRC. In 2013, number of customers who used e-queue system was 2533 customers.

1- Legislation governing the land transport sector

In 2013, LTRC issued a package of legislations governing the sector under the Land Transport Regulatory Commission Law, Passengers' Public Transport Law, and land freight Transport Law, as published in the Official Newspaper:

- Instructions amending the instructions forming of competent bodies that investigate and decide on complaints (under the Land Transport Regulatory Commission Law).
- Amending regulation for the regulation for licensing rental cars companies and offices for 2013 (under the Passengers' Public Transport Law).
- Instructions amending the instructions for conditions on granting licenses and permits of taxi offices and cars operating under their management (under the Passengers' Public Transport Law).
- Regulation for licensing and classification of carriers and forwarders for 2013 (under Goods Transport on Roads Law).
- Instructions for licensing and classifications of carriers and forwarders on roads, and licensing branches and issuance of permits (under Goods Transport on Roads Law).
- Instructions for collecting service allowance provided by LTRC (under Goods Transport on Roads Law).

2- SMS

LTRC has applied SMS system since 2010 in cooperation with the Ministry of Communications and Information Technology, falling under e-services provided to citizens.

SMSs are intended to remind operators with expiry dates of vehicles license. SMS is sent to bus owners before the expiry date of their vehicles license to allow them to complete licensing procedures. In 2013, SMSs sent were 2000 SMSs.

3- Training courses

In 2013, total of 73 training courses were held for LTRC employees, in order for employees to acquire scientific and practical experiences to improve the institutional performance and achieve objectives in all work aspects. These courses were held in different fields, including: (development of transport systems, administrative, financial, IT, technical courses specialized in transport, courses in internal control, etc.)

II. In Respect of Passengers' Transport

❖ Passengers' Public Transport Master Plan Study Project

Objective:

Provide effective, integrated, safe, reliable, and environmentally friendly public transport system for passengers that can keep up with developments and meet the needs of all segments of society.

In 2012, the execution of 2nd phase of the Master Plan has been started at Jerash governorate as a model, a new tariff system was set, and the development of the most convenient policies to support the transport fares and a comprehensive vision for the public transport network in the governorate, and loading and offloading terminals and mechanisms for contracting on public transport services thereof were determined.

The most important hubs of the study:

- Conduct field surveys for all internal and main transport lines.
- Enter outputs of field survey and make analysis to determining the size of the demand on public transport services and future transport structuring of public transport lines in terms of the definition of line types.
- Determine loading and offloading terminals at the governorate.
- Evaluate current operational costs of transport means and propose the most used tariff system and study the effect of this system on demand on transport services.
- Provide a guideline for methods for providing the best support applications to students, disabled and elderly, and make proposals on the best methods for contracting with operators of transport services.
- Provide a guideline on passengers' information system.

The most important expected outputs of the study:

- Set a new tariff system.
- Develop the most convenient policies to support transport fares.
- Develop a comprehensive vision for the public transport network in the governorate.
- Identify loading and offloading terminals.
- Identify mechanisms for contracting on public transport services in the governorate Jerash.

During 2013, the 2nd phase of the study of the Master Plan was completed at Jerash governorate, with the aims of the study accomplished, and a guideline for passenger information system was provided.

Results:

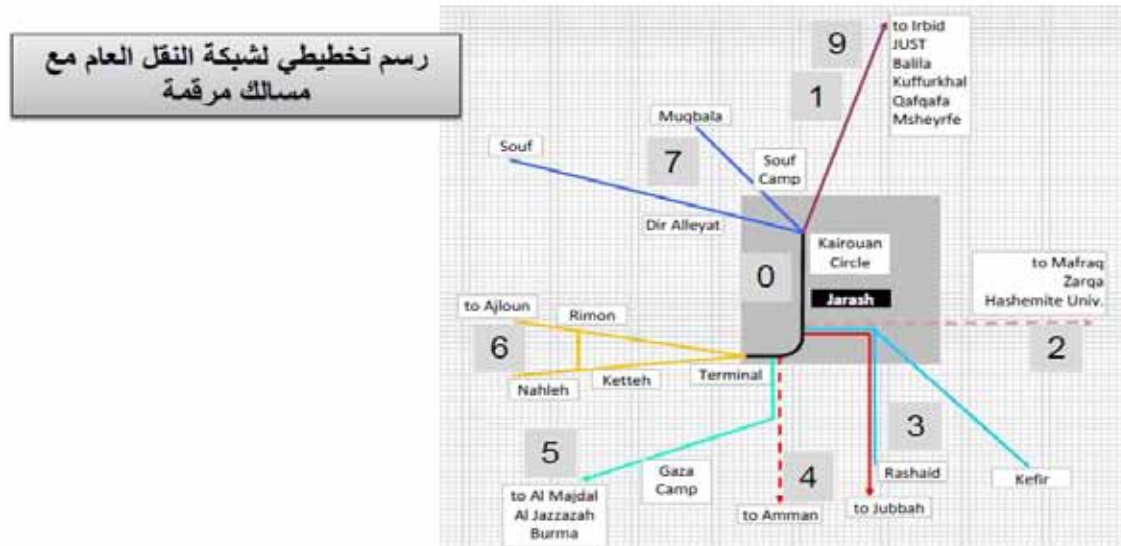
1- Determine mechanisms for contracting and develop the most convenient policies to support transport fares, The study recommended the following:

Draft contracts for current operators in cooperation with them and to establish a new company to operate vehicles for the service of certain line according to the new contract. New contracts are executed according to the following steps:

- Determine an appropriate route to be chosen as a model.
- Negotiate with operators working in this route
- Set a proper method for cooperation in the chosen road (for example, a limited liability company)
- Sign a memorandum of understanding between operators
- Negotiate between LTRC and a representative for the operators in the memorandum of understanding
- Awarding contracts and establishing a new company.
- Start operation according to the provisions of the new contract, where the Net Contract model was chosen to contract with operators.

2- Restructuring the public transport network, A new public transport network was established to achieve the following benefits for passengers:

- 1) A short distance to the nearest bus station
- 2) Possible boarding to buses at any station and anytime
- 3) Time saving and increasing service quality
- 4) Fixed schedule for the expected time of the bus arrival

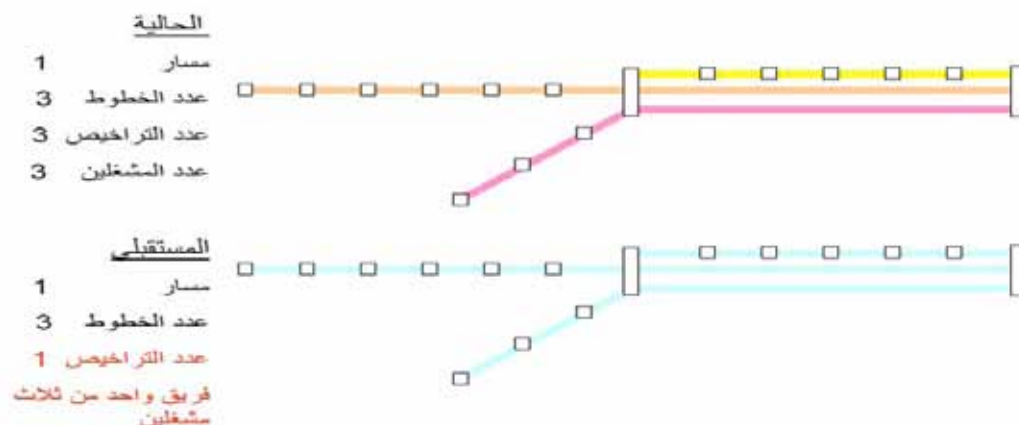


Locations for loading and offloading terminals were determined according to the new network within the governorate to reach 170 terminals. A typical design was made and a tender for the implementation of 17 terminals for loading and offloading in Jerash city were submitted.

3- Tariff system:

All international models for tariff were evaluated and their pros and cons were reviewed to select the appropriate alternative in Jerash governorate. Kilometer cost for the bus operation was calculated according to the mileage and seat cost/km. Jerash governorate was divided into regions based on distance from downtown. The tariff was calculated upon these areas and a model for tariff calculation was made in these areas.

عملية التشغيل في الشبكة الجديدة Operation in the new network



III. In respect of infrastructure

- **Infrastructure Development of 10 Departure and Arrival Stations in 10 Governorates Project**

Objective:

Raise the operational efficiency of public transport services and improve quality of services provided in departure and arrival stations.

Rationale:

Poor infrastructure at the departure and arrival stations in terms of the following:

- Lack of basic services in most departure and arrival stations, such as lighting, seats, health units, and umbrellas
- Lack of signals showing names of lines or signboards that contain basic information for lines
- Lack of systems for rainwater drainage in complexes
- Expired umbrellas that do not serve the passenger and the operator
- Insufficient central islands
- Many sidewalk sales inside complexes and thus impeding the movement of passengers and transport means
- Interrelated routes
- Random entry and exit of transport means in complexes

Phases:

- 1- Rehabilitate departure and arrival stations in (Karak, Jerash, and Madaba) governorates, where implementation of the projects was completed.
 - 2- Rehabilitate departure and arrival stations in (Irbid, Tafilah, Ajloun, and Balqaa') governorates:
 - Irbid: Works of the study were completed and coordination is taking place with the municipality to approve the final documents
 - Tafilah: A tender for implementation and supervision was submitted
 - Ajloun: The project is under implementation
 - Balqaa': The project is under study
 - 3- Rehabilitate departure and arrival stations in (Maan, Mafraq, and Zarqa) governorates:
 - Maan: The project is under study and verification
 - Mafraq: The project is under study
- **Development, Application and Operation of Intelligent Transportation Systems in Public Transport Sector Project**
LTRC aims at using Intelligent Transportation System (ITS) that includes transport fleet control and Electronic Fare Collection System to be applied on public transport buses, through efficient use of modern communications and IT in list management systems for optimal use of vehicles, fuel efficiency, safety, traffic and possible application of support of fares.

Objective:

- Improve quality of public transport services and activate monitoring on transport means
- Apply an integrated and flexible fare system
- Possible application of fare support for all students and those with special needs

Project Components:

Intelligent Transportation System (ITS) consists of the following main elements:

- Control Center
- Electronic Fare Collection System
- Clearing House
- Fleet Management System

In 2013, seven international affiliates qualified for tender were approved by Gulf grant/Kuwait Fund for Arab Economic Development.

IV. In respect of Updating Transport Means

- **Public Transport Updating Replacement Project**

2044 transport means were delisted and updated during the years 2008-2013. In 2013, 167 transport means operated under LTRC powers were updated. This decision aimed to provide effective and reliable public transport service with modern and safe transport means, reduce traffic accidents, preserve the environment, reduce costs for vehicle maintenance, reduce fuel consumption, and increase public safety ration.

- Number of vehicles delisted in 2013 was 37 buses and 130 transport means.
- Cumulative number since the application of the decision in 2008 was 2044 public transport means.

- **Inland Fright Transport**

LTRC developed a regulation for licensing and classification of carriers and forwarders. This regulation was issued in the Official Gazette under the title (Regulation for licensing and classification of carriers and forwarders No. 4 for 2013). LTRC also issued instructions for licensing and classification of carriers and forwarders and instructions for collecting service allowance provided by LTRC thereunder.

The regulation aims at giving flexibility in licensing and allowing licensing of companies comprising a consortium of individual freight vehicle owners and at organizing the relation between individual freight vehicle owners and companies from/to loading and offloading areas.

LTRC also developed a draft of the regulation for the carrier liability limit and discussed it with all concerned bodies from the public and private sectors. This regulation was submitted to the Legislation and Opinion Bureau to be issued for development of instructions of the carrier liability in consistent with the transport reality inside the Kingdom and international conventions signed by the Hashemite Kingdom of Jordan.

In coordination with the Ministry of Transport, LTRC attended meetings of joint transport committees with neighboring and friendly countries to create labor markets for Jordanian trucks. Jordanian trucks and refrigerated trucks were allowed to enter Arab Republic of Egypt and Saudi Arabia, whether loaded or unloaded, through Aqaba-Nuweibe' route.

In coordination with all official bodies, LTRC established alternative transport lines, especially under the circumstances in the region, and facilitate procedures for goods transport and truck movement through different border posts.

V. Transport Facilities

A tender was submitted for the best options to manage overnight housing for trucks from the Joint Jordanian Syrian Free Zone, which was awarded to a consulting company and two phases were completed and the project is under construction. In addition, a tender was submitted for designing of roads to the Joint Jordanian Syrian Free Zone and technical proposals were evaluated for awarding.

Permits were issued for foreign trucks to allow loading from Jordan to a third country or entering unloaded for loading, which will contribute in the revival of the industrial and agricultural sectors under circumstances in the region. International transport permits for Russia, Romania, Hungary, Ukraine, Belarus, Azerbaijan, Bulgaria, and Kazakhstan were provided.

LTRC participated in meetings of transport committees with neighboring and friendly countries, and opened labor markets for Jordanian truck drivers, especially to Arab Republic of Egypt. Applications for operation of pickups at airport were dealt with instructions approved on 26/2/2012. LTRC also participated with the Ministry and all competent bodies from the public and private sectors in keeping informed with the most important UN international conventions.



LTRC Website: www.ltrc.gov.jo

Civil Aviation Regulatory Commission (CARC)



Civil Aviation Regulatory Commission (CARC) was established on 1/8/2007 pursuant to the Civil Aviation Law No. 41 for 2007. Activity of CARC is limited to regulatory aspects, while Jordan Airports Company (JAC) undertakes the operational aspects.

Major Achievements of CARC in 2013

CARC implemented many projects, activities and programs included in the National Strategy for Air Transport Sector for 2012-2014, most important activities in 2013 as follows:

- 1- Conclude seven open skies air services agreements has been signed between Jordan and Uganda, Cote d'Ivoire, Seychelles, Somalia, Curaçao, Rwanda, and Sierra Leon, and amend the air services agreement between Jordan and South Africa. Number of international open skies air services agreements was 40 agreements in execution to the open-air policy on mutual basis, which will benefit the Jordanian aviation and operation of Jordanian airports, and will enhance in making Jordan a hub for air transport. These agreements will also increase traffic growth rates and develop tourism sector in Jordan.
- 2- Purchase and update air-navigation service system and raise their efficiency, use modern technological systems to ensure security, safety and efficiency of the Jordanian aviation to keep up with international developments, and create competitiveness at the region and global level. Voice Communications Switching Systems (VCSS) for the Radar Stimulator Center/Amman Civil Airport and four Automatic Dependent Surveillance-Broadcast (ADS-B) systems installed and operated in different areas in the Kingdom.
- 3- Activate air-navigation procedures for take-off and landing performance-based and used for satellites (RNAV).
- 4- Complete tendering for the developing of technical specifications to establish databank for air transport, which will enhance the regulatory and supervisory role of CARC. Within the framework of updating computerized systems and networks, CARC installed a fax system for the central office at CARC.
- 5- Continue capacity building of employees of CARC, and enhance and sustain their skills, where 163 employees were trained through 121 training courses and workshops.

- 6- Implement the universal safety oversight audit regarding air transport and civil aviation by International Civil Aviation Organization (ICAO).
- 7- In the framework of the adaptation of national legislation with European legislation, a contract was signed between the Ministry of Planning & International Cooperation and the Spanish Civil Aviation Commission stating an action plan for twining project between CARC and the Spanish Civil Aviation Commission for 18 months as of mid of August 2013 to ensure the adaptation of legislation and assistance of CARC in the application of such legislation.
- 8- Regulating and monitoring all different aviation sectors: airlines, academies, maintenance schools, flight training centers and aviation clubs.
- 9- CARC is paying great attention to investment promotion and activation of a true partnership with the private sector by creating an investment environment appropriate for investment in air transport sector. CARC also strives to establish and strengthen this partnership to ensure the interest of the national economy, protection of the interests of Jordanian airlines and protection of consumer rights. Investments volume in civil aviation and air transport sector was about 850 million JD through the end of 2013.
- 10- Air traffic movement growth at Jordanian airports during 2013 is 3.2% comparing with 2012 for passengers movements

Major Future Plans of CARC

- Hold further bilateral agreements with countries targeted for freeing direct air transport on mutual basis
- Develop and adapt civil aviation legislation with European aviation legislation
- Complete Jordanian airports licensing program
- Continue developing the programs for controlling noise level and aircraft emissions in coordination with airport operators and relevant government bodies, and State Plan of Action to reduce CO2 emissions
- Issue instructions for consumer protections and for passengers with special needs
- Make CARC as an expert house in civil aviation in coordination with relevant international bodies
- Institutional capacity building, enhance and sustain knowledge level for CARC employees and enhance awareness, understanding and knowledge of bodies working in civil aviation sector elements
- Obtain advanced equipment and systems for air navigation services
- Improve the use of air sectors and the dynamic use (flexible airspace)
- Provide, develop and upgrade hardware and software systems, and computer networks
- Establish databank for the air transport sector to enhance and increase the efficiency of CARC to play its supervisory and regulatory role
- Promote the private sector investment in air transport sector components, and license new airlines as required by the market
- Make Jordan a regional hub for flight training
- Strengthen interests of Jordanian airlines/enhance transparency, cooperation and coordination with Jordanian airlines

CARC Website: www.carc.jo

Jordan-Hejaz Railway Corporation (JHR)



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

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

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

Major Achievements of JHR in 2013

- 1- Host the 12th Railway Middle East Group (RAME) Conference of the International Union of Railways (UIC) held in the Dead Sea during the period 10-11/11/2013. On the sidelines of the conference, a workshop on communications systems and modern signals was held in cooperation with UIC.
- 2- Within JHR plans for training and development, and as part of its drive in the development of JHR employees and increase their knowledge in different national legislation, six training lectures and one workshop held during 2013, to engage employees in different training programs for 2013.
- 3- Increase number of tours, where passenger transport revenues in 2013 were 81540 JD compared with 55667 JD in 2012.
- 4- Within JHR Legacy in supporting of film industry in Jordan, the German-Jordanian feature film (The Cut) was shot between Amman and Daba'a stations in cooperation with the Royal Film Commission-Jordan.
- 5- Complete re-construction of the two steam locomotives (71-52) and passengers' carriage No. 431.
- 6- Maintain and renovate rails, where maintenance cost was 55000 JD in 2013.
- 7- Form a committee from Department of Lands and JHR to re-evaluate lands of JHR.

Major Future Plans of JHR

- Reconstruct steam locomotive No. 81
- Rehabilitate and develop JHR museum
- Study the possibility of transporting grain materials and goods from Aqaba port to Amman.
- Maintain bridges and outlets

JHR Website: www.jhr.gov.jo

Jordan Meteorological Department(JOMETEO)



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

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

Major Achievements of JOMETEO in 2013

Within the strategic objectives that JOMETEO is seeking to achieve, and in cooperation with the Ministry of Transport, JOMETEO developed an action plan for (2012-2014), where the following was achieved:

❖ In respect of capacity building

- 1- Regional workshop was organized on climate observation and implementation of the observation system, with 14 participants from different countries in cooperation with WMO.
- 2- Participating in international workshops at the Royal Scientific Society (RSS) under the patronage of HRH Prince Hassan Bin Talal, and with support of the Swiss Agency, participated by regional countries on the integration of meteorology and water data.
- 3- Holding meteorology workshop for three employees of Al-Sulaimaneya Airport in Kurdistan-Iraq at the training center of JOMETEO.
- 4- Rehabilitating and capacity building of employees in communications and IT, where 53 employees were engaged in computer, oracle databases, and e-government programs.

❖ In respect of communications systems

- 1- Developing the weather forecast presented at department's website.
- 2- Work is under way to automate the department services

❖ In respect of updating weather observation stations

- Signing an agreement with Public Security Directorate (PSD) upon which four automated weather observation stations were installed.
- Signing an agreement with the Royal Society for Conservation of Nature (RSCN) upon which two automated stations were installed in a sanctuary related to RSCN.
- One automated weather observations station was installed in Ghor Al-Safi and Sweileh area.

❖ Supply and updating weather observations equipment

- 1- Radio sound devices and balloons were purchased to measure the weather elements in the upper atmosphere.
- 2- Purchasing conventional weather observation instruments to update weather stations equipment

❖ Meteorological studies, information, and outputs

- 1- Supplying the private sector with climate information, where revenues of JOMETEO were 21714 JD in 2013.
- 2- Supplying airlines with flight planes.
- 3- Supplying media with short-term weather forecast in a quick manner with high accuracy
- 4- Preparing a report on frost and its effect on road at the Kingdom
- 5- Preparing a study on early warning at the Kingdom

❖ Legislative framework, management and international convention

- 1- Approval on JOMETEO evaluation project/Ministry of Planning and EU
- 2- Initial approval on Local Area Weather Radar (LAWR) project (weather radar for Aqaba region) funded by WMO and the Swiss Agency for Development and Cooperation (SDC)
- 3- Initial approval on BSMEFFG BLACK and MIDDLE EAST FLASH FLOOD GUIDANCE SYSTEM funded by WMO
- 4- Drafting an agreement on rain-making with the Thai government
- 5- Completing Quality Management System (QMS). JOMETEO is currently seeking to obtain ISO as an international prerequisite by WMO and ICAO on JOMETEO services in particular

Major Future Plans of JOMETEO

- Install new weather radar for rain-making project to increase water harvest to enhance dams' storage by the end of rainy season, and provide early warning to improve severe weather forecast and early warning of floods thus increasing the accuracy of weather forecast, which will contribute in minimizing losses in lives and property.
- Telemetry systems project to enhance the existing national network for climate observation to promote weather and climate services for all sectors in Jordan and to achieve sustainable development socially and economically through installing automated weather observation stations in all parts of the Kingdom.
- Enlist Jordan in the flood guide for the Black Sea-Middle East.
- Flash Flood Early Warning System (FFEWS) through two projects:
 - For Aqaba area in cooperation with Aqaba Zone Authority supported by WMO and SDC.
 - For Balqa' in cooperation with the Ministry of Water and Al-Balqa' Applied University supported by (TERENO-MED) project-Germany.
- Obtain Shear-Wind measurements, as being air safety factor as required by ICAO.
- Manpower Rehabilitation in Scientific, Technical and Administrative Aspects Project through a training plan so as training will be on numerical programs of weather forecast and applications specialized in meteorology.
- Update systems used in weather forecast and obtain high-speed computers and servers.
- Conduct studies on Jordan weather and climate
- Work on issuing a law for meteorology to organize its work and raise the level of JOMETEO and activate its vital role as being the sole official body authorized to issue reports and warnings related to weather and climate.

JOMETEO Website: www.jometeo.gov.jo

Jordan Airports Company (JAC)



Jordan Airports Company (JAC) was established as a wholly-owned company by the Government by end of 2008, and it is the investment arm of the Government in the Jordanian airports. Under the license contract granted by CARC, JAC undertakes the management and operation of Amman Civil Airport, and the management and operation of government lands surrounding Queen Alia International Airport (QAIA) located outside borders determined for the airport investor,

Major Achievements of JAC in 2013

- Start implementation of updating and rehabilitation of the arrival terminal project at Amman Civil Airport in the fourth quarter of 2013. The project is expected to be completed in the 2nd half of 2014.
- Start implementing the project of construction the building for airlines' project at the fourth quarter of 2013.
- Start implementation of maintenances for the outer security fence at QAIA.
- Implement training plan for 2013 at a cost of 23.494 JD.
- Implement a number of E-Systems, such as data center at Amman Civil Airport, and activate information security and protection policies, e-parking system, e-archiving system to reduce paper work and provision of information, and Flight Information Display System (FIDS) at departing halls.
- JAC achieved an increase in revenues for 2013 with a percentage exceeding (7%) compared with 2012, as revenues of JAC reached for 2013.
- Fulfill requirements for licensing Amman Airport as required by CARC, and the formal application for licensing the Airport was made in accordance with national and international standards.
- JAC concluded a group of agreements, most importantly:
 - Land lease agreement with an area of 300 Dunums of JAC lands around QAIA for the Free Zones Corporation to establish a multipurpose free zone.
 - Joint use agreement of Amman Civil Airport with Royal Jordanian Air Force (RJAF) stating the responsibilities of both parties in operations activities.

- Complete procedures for signing an agreement with Jordan Airport Duty Free Shops (Al Deasa) to invest duty free at Amman Civil Airport.
- Upon the assignment of the Ministry of Transport, JAC undertaken the tasks of operation and management of cargo screening center at QAIA, which is built through a grant by Japan International Cooperation Agency (JICA). The center contains the most modern security screening equipment working with advanced technology that enhances the capacity of air cargo security at QAIA and contributes in screening air cargo accurately and rapidly. This center was officially opened under the patronage of HE Prime Minister on 20/1/2014.

Major Future Plans of JAC

JAC developed a strategic plan for (2014-2018) summarizing the most important objectives and projects that JAC intends to implement during this period, to comply with the requirements for licensing the airport and developing landside and airside facilities, and to achieve requirements of security and safety and to receive regular flight at Amman Civil Airport after expiry of exclusivity granted to the investor of QAIA in consistent with actual needs of the airport and recommendations listed in the master plan of Amman Civil Airport. Upon this, the annual plans required for the implementation of projects during this period will be developed:

- 1- Implement capital projects related to sustaining, maintaining, developing and updating infrastructure at facilities of Amman Civil Airport.
- 2- Prepare for receiving regular flights after expiry of exclusivity granted to the investor of QAIA.
- 3- Complete procedures for licensing Amman Civil Airport.
- 4- Increase air traffic and number of passengers at Amman Civil Airport.
- 5- Strengthen relations with key partners.
- 6- develop the Airport facilities and raise the level of service, safety, and security provided at Amman Civil Airport
- 7- Increase income of JAC from non-air (commercial) activities.
- 8- Develop airport facilities and raise levels of service, security and safety at Amman Civil Airport.
- 9- Invest lands located under the management of JAC surrounding QAIA.

JAC Website: www.jac.jo

Second: Joint Transport Companies

Jordanian-Syrian Land Transport Company (JOSYCO)



Jordanian-Syrian Land Transport Company (JOSYCO) was established in 1975 with a capital of 8 million JD divided equally between the Governments of the Hashemite Kingdom of Jordan and Arab Syrian Republic. JOSYCO has a legal and corporate personality, financial and administrative independence, and it is a public shareholding company with limited liability.

JOSYCO Fleet

- JOSYCO fleet consists of 209 trucks for transporting all kinds of cargo, including containers, distributed as follow:
 - 49 tractors and semi-trailers (Man) model 1997
 - 100 tractors and semi-trailers (Man) model 2003
 - 60 tractors and semi-trailers (Mercedes) model 2005

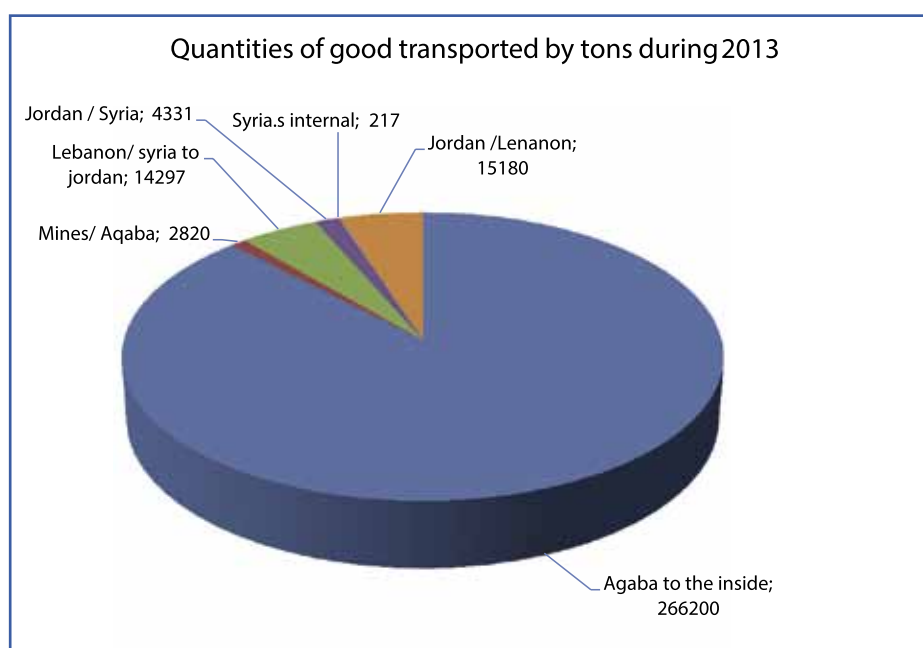
Transport lines through which JOSYCO operated

JOSYCO transports cargo and materials through a network of international routes, common with Jordan, Syria and Lebanon. We list here the most important operation routes through which JOSYCO operates:

- Transport from Aqaba port to all Jordanian regions, and Syria and/or Lebanon
- Transport inside the Syrian territories
- Transport from Jordan to Syria and Lebanon and vice versa
- Transport from Syrian ports and governorates to Jordan

The following table shows quantities of cargo transported on JOSYCO trucks (in tons) during the period 2010-2013

Description	2010	2011	2012	2013
Aqaba port to ASEZA	20.379	958	14.253	266.200
Mines/Aqaba	12.363	960	2.025	2.820
From Lebanon/Syria to Jordan	143.144	133.272	79.975	14.297
Jordan to Syria	37.830	130.527	81.141	4.331
Inside Syria	26.953	688	661	217
Jordan to Lebanon	56.620	41.498	54.753	15.180
Total	296.929	307.903	232.808	303.045



JOSYCO Website: www.josyco.com.jo

Arab Bridge Maritime (AB Maritime)



AB Maritime is the outcome of the significant joint venture between the governments of Jordan, Egypt, and Iraq, which was founded in November 1985 with a paid-up capital of 6 million dollars distributed equally between the three partner governments. The capital was increased to become 75 million dollars in 2010.

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

Major Achievements of AB Maritime in 2013

- 1- Purchase the new ship “Sinaa” that entered into service in March 2013. As one of the latest ships in the Red Sea in truck transport, manufactured in 1995 with a capacity of 60 trucks and speed of 17 knots/hr., and equipped with the latest international requirements for safety. This ship is an addition to quality of service, by contributing to the reduction of charter cargo ships and to the development of Arab-Arab environmental trade through increasing capacity for truck transport and number of truck frequency.
- 2- Chartering “Amman” ship to operate in the European market between Spain and Morocco. This helped in recognizing AB Maritime on the map of international companies that own maritime units with the highest technical specifications and international maritime safety standards. These maritime units may operate according to specifications of some European countries, which are the highest requirements of IMO.
- 3- Increase AB Maritime capital to become \$100 million in order to increase AB Maritime ability to expand and finance its future investments.

Major Future Plans of AB Maritime

- 1- After completion of feasibility study of the Joint Venture to own, manage, and operate “Marina Tour” in Arab Republic of Egypt, AB Maritime is currently following up with the relevant parties in Egypt and Jordan to implement the project. This project is strategically an added value for AB Maritime in terms of increasing revenues, enhancing special tourism transport service, and opening new horizons for expansion of AB Maritime’s business in a manner that ensures going concern and diversification of income sources of AB Maritime.

- 2- AB Maritime is conducting feasibility study of operating new navigation lines in the Arabian Gulf (Dubai-Busra) and the Red Sea (Sharm El Sheik-Hurgada). Decision for operation will be taken based on the results of the study.
- 3- Purchase new tourist boat to increase capacity for special tourism transport service on Aqaba-Taba.
- 4- Establish a complex for passengers and vehicles at Aqaba city to improve service provided to customers of AB Maritime, especially at peak hours.
- 5- Develop IT system at AB Maritime to become similar to what is applied in airlines and regular lines for cargo transport companies. AB Maritime's customers can book online and pay bookings for passengers and cargo to travel abroad on AB Maritime fleet anywhere in the world.
- 6- Coordinate with all relevant parties to accelerate infrastructure development in both Aqaba and Nuweibe', which in turn will impact on improving services provided to AB Maritime's customers in ports, where AB Maritime is coordinating and supporting development projects directly and continually.

The following table shows statistics of numbers transported during 2010-2013:

Description	2010	2011	2012	2013
Passengers	850.556	766.531	761.613	531.051
Trucks	50.949	55.278	54.651	59.665
Cars	44.833	20.034	48.850	16.323
Buses	3.590	5.154	5.904	3.543
Tours No.	2.783	3.161	3.243	3.010

AB Maritime Website: www.abmaritime.com.jo