Jiddah Terminal
Including Contents Page & Annex
Jiddah Terminal

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<td>10</td>
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<td>10. Mooring Bitts</td>
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<td>10</td>
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Jiddah Terminal

1. Port Description & Definition

Saudi Aramco’s Jiddah Terminal is located on the Red Sea Coast and lies within the boundaries of the Jiddah Islamic Port in position approximately.

- Latitude 21º 26.5’ N
- Longitude 39º 09.5’ E

The Jiddah Islamic Port boundaries are given in the Rules & Regulations for Seaports.

1.1 The Jiddah Terminal Boundaries

The Jiddah Terminal includes all of the waters within the boundaries defined by the following set of coordinates:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>21º 26.78’N</td>
<td>39º 10.0’E</td>
</tr>
<tr>
<td>2</td>
<td>21º 26.35’N</td>
<td>39º 10.2’E</td>
</tr>
<tr>
<td>3</td>
<td>21º 25.82’N</td>
<td>39º 09.6’E</td>
</tr>
<tr>
<td>4</td>
<td>21º 24.70’N</td>
<td>39º 00.0’E</td>
</tr>
<tr>
<td>5</td>
<td>21º 24.12’N</td>
<td>39º 06.3’E</td>
</tr>
<tr>
<td>6</td>
<td>21º 24.32’N</td>
<td>39º 06.3’E</td>
</tr>
</tbody>
</table>

1.2 The Jiddah Harbors

Saudi Aramco’s Jiddah Terminal is comprised by two separate harbors:

1. The Outer Harbor
2. The Inner Harbor

These harbors are clearly shown on the attached chartlet at the end of this section.
2. Navigational Information

2.1 Meteorology

2.1.1 Climate

The climatic conditions affecting the Port of Jiddah are seasonal. In winter onshore, air temperatures range from 25 ºC during the day to about 12 ºC at night. In summer, air temperatures range from 35 ºC during the day to about 25 ºC at night. Extreme air temperatures recorded in recent years in the area have been 49 ºC in May and 6 ºC in February.

Temperatures offshore are generally several degrees lower. Relative humidity varies throughout the year with average values between 65% and 70% in winter and 50% - 55% in summer, however values of 100% may occur for short periods around dawn. The average annual rainfall taken over a four year period is 3.2 mm.

2.1.2 Winds

The prevailing wind is throughout the year from North/Northwest with wind speed of 15 knots and above, increasing during the afternoon. Storms occur as frequently as every 5-10 days and sometimes can last as long as two weeks although there is little drop in barometric pressure and very rarely any precipitation during these storms. Wind speeds of up to 40 knots may occur from the North or Northwest during the winter months. Sometimes sudden change of wind direction from South in summer that could range up to 40 knots and may last for about 3 days (usually in August).

2.1.3 Tides and Currents

The tidal range is about 30 cm (1 ft.) at spring tides, but fluctuations due to non-tidal effects are up to about 50 cm (1.6 ft.). The fluctuations due to non-tidal effects are caused by storms which can cause mean seal level drop of 60 cm (2 ft.) during the storms and a significant increase in mean sea level after the storm or as it subsides. Generally the tides are semi diurnal with a period of 12 hours 25 minutes. During recent years, a maximum range of 109 cm and a minimum range of 75 cm were observed. Currents in the area are influenced by local wind conditions, tide, and the general circulatory pattern of the Red Sea. Generally currents within the port have been observed at less than 1/2 knot and run parallel to the coast. They are considerably influenced by surface wind activity.
2.1.4 Sea Conditions

Sea conditions can vary considerably within the port limits. Wave heights in the port area are usually lower than 40 cm during sea breezes, but during storms, waves in excess of 2 m are common outside the offshore reefs while waves exceeding 1 m are common in the inner port area. There is no distinct season in this respect.

2.1.5 Sea Salinity and Sea Water Temperature

Seawater temperature is similar to air temperatures and range between 20 ºC and 31 ºC. Salinity varies between 37 and 39 part per thousand.

2.1.6 Visibility

The incidence of fog is rare, but should it occur, it is more likely during the period from November to April. During the summer months from May to September the incident of poor visibility (less than 5 miles) can be quite high due to mist and haze. Throughout the year, dust storms may occur obscuring the coastline.

2.1.7 Extreme Weather – Echo Anchorage

Echo anchorage has some protection from the north and the northwest due to the reefs and orientation of the Red Sea. The anchorage is open to the southwest. Brief periods of strong south westerly winds produce the most dangerous situation. This is a November through March phenomenon that can be expected once each year.

The theoretical extremes based on one event every 50 years are:

- Extreme wind speed - 60 knots
- Extreme wave height - 7 meters, from the WSW
- Extreme swell - 3 meters

2.2 Charts and Publications

2.2.1 Charts

Charts are available in various forms, including paper-based tables and digital from worldwide Hydrographic agencies. Vessels should always use with the largest scale chart available maintained in an up to date format with the latest corrections and Notices to Mariners applied.
2.2.2 Tide Tables / Tidal Stream Atlas

Tide tables are published in various forms, including paper-based tables and digital tables. When using tide tables for Saudi Arabian waters the validity of data should be supplied by a trusted source for example Saudi Aramco or UK Admiralty, and should be maintained in an up to date format with the latest corrections applied.

2.2.3 Pilot Books / Sailing Directions

Pilot Books / Sailing Directions are published in various forms, including paper-based or digital booklets. When using information for Saudi Arabian waters the validity of data should be supplied by a trusted source for example UKHO, and should be maintained in an up to date format with the latest corrections applied.

2.2.4 List of Lights / fog signals and Lists of Radio signals

Lists of Lights / Fog signals and Radio Signals are published in various forms, including paper-based or digital booklets. When using information for Saudi Arabian waters the validity of data should be supplied by a trusted source for example UKHO, and should be maintained in an up to date format with the latest corrections applied.

2.3 Navigational Aids & Warnings

The shape and colors of the buoys in the terminal area and approaches comply with the IALA System, Region A.

2.3.1 Navigational Warnings

Navigation Warnings are broadcast by Jiddah Islamic Port

2.4 Anchorage Areas

2.4.1 Echo Anchorage

This is the main tanker anchorage at Saudi Aramco Jiddah Port. It is situated in position 21 23.9N, 039 05.5E. Tankers must contact Jiddah Islamic Port on CH. 12 and Saudi Aramco Port Control Center on CH. 11 prior to anchoring in order to avoid blocking SW channel. Ships must anchor as advised by Aramco port Control Center and keep clear from SW Channel.

2.4.2 Resta Channel

No anchorage is allowed except for ships in emergency after Senior Harbor Pilot permission is granted.
Entering The Harbor

3. Navigation & Arrival

3.1 Routing to the Terminal

3.1.1 Qaham Beacon To Inner Anchorage

This route is no longer used and is for emergencies only. It is controlled by Jiddah Islamic Port (JIP) and its pilotage. All vessels bound for Saudi Aramco Jiddah Terminals will use the South Approach Channel.

3.1.2 South West Channel

All vessels bound for Jiddah berths and terminals will use this channel, and pilots will board west of the channel entrance in the vicinity of the Murawas Buoy. Vessels waiting to berth should anchor in the “Echo” anchorage, but keeping the South Channel entrance clear. Local bunker tankers of 5.5m draft or less may anchor in “Bravo” anchorage to the NW of Saudi Aramco inner anchorage.

3.1.3 Inner Terminal Approach Channel

Vessels up to a maximum draught of 11.5 meters can navigate the approach channel. Vessels up to a maximum length of 200 meters can use the turning circle off the berths. Berthing at inner terminal will be stern to the berth with 2 bow anchors and AFT 6 - 8 mooring lines to shore.

4. Arrival Communications

Refer to “COMMON RULES & INFORMATION,” section 6.0 “RADIO COMMUNICATIONS & MESSAGES,” and in particular section 6.4 “THE STANDARD MESSAGES.”
4.1 VHF Communications

4.1.1 Early Contact

VHF contact with Jiddah Aramco Port Control should be established within 100 miles of the Port on VHF Ch.11 (or more in good propagation conditions) and maintained when anchored.

4.1.2 Maintaining Contact

Radio watch must be maintained on channel 16 and 11 at all times. The following VHF Channels are used in Jiddah

<table>
<thead>
<tr>
<th>Channel</th>
<th>Freq. (MHz)</th>
<th>Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>156 - 800</td>
<td>International calling and distress</td>
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<tr>
<td></td>
<td></td>
<td>Jeddah Islamic Port channels</td>
</tr>
<tr>
<td>09</td>
<td>156 - 450</td>
<td>Pilotage and berthing operations</td>
</tr>
<tr>
<td>12</td>
<td>156 - 600</td>
<td>Signal station - working channel</td>
</tr>
<tr>
<td>69</td>
<td>156 - 475</td>
<td>Pilotage and berthing operations</td>
</tr>
<tr>
<td>13</td>
<td>156 - 650</td>
<td>Bunker vessels - operations</td>
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<tr>
<td></td>
<td></td>
<td>Saudi Aramco JRD Terminal Channels</td>
</tr>
<tr>
<td>11</td>
<td>156 - 550</td>
<td>Pilotage &amp; Terminal operations</td>
</tr>
</tbody>
</table>

5. Arrival Procedures

5.1 Arrival Direction

5.1.1 Approaching from the North

As the mountains are often obscured, the following directions for an approach from N have been recommended.

From a position 10nm SW from Shi’b al Kabir (Lat 21°40’N, Long 038°49’E) steer 094°. When Shi’b Qaham light beacon (Lat 21°27.3’N, Long 039°06.5’E) bears 141° distance 6.5nm it should be kept on that bearing until 2nm from it; this track lies in a white sector of the light.

5.1.2 Approaching From The South

From a position NNE of Shi’b Mismari, it is recommended to steer NNE with Shi’b Mismari light bearing 206°, astern and thence light beacon No 31, bearing 026°, ahead; this leads E of a rocky bank and Anchorage “D” and W of Shi’b Jiddah (Lat 21°28.5’N, Long 039°06.4’E) and Shi’b Qaham, to the entrance to Al Hary.
5.2 Proceeding to Anchor

Tankers must contact Jiddah Islamic Port on CH. 12 and Aramco Port Control on CH. 11 prior to anchoring, to avoid blocking the SW channel. Vessels for the JRD terminal, which are instructed to anchor, to wait for a berth, shall do so in the “E” anchorage. Such vessels shall advise their anchoring time to the Jiddah Islamic Port Signal Tower on Channel 12 and to JRD Saudi Aramco Pilots on Channel 11.

5.3 Documentary Procedures

5.3.1 General Clearance

On arrival of the ship at anchor or berth, and given that all pre-entry requirements have been fulfilled, the ship will be boarded by the following for completion of the required formalities:

- Immigration Authorities
- Frontier Force
- Port Health Officer

5.3.3 Notice Of Readiness:

Notice of Readiness (N.O.R.) should be addressed to Saudi ARAMCO, Jiddah Terminal.

6. Traffic Movements & Maneuvering

6.1 Vessel Traffic Management System

Vessels are forbidden to enter or navigate within the harbor limits without the approval of the Port Control Center.

6.1.1 Jiddah Islamic Port Control

All Marine services and shipping movement within the Port Limits of Jiddah Islamic Port Area are monitored and controlled by the Signal Station of the Islamic Port.

The station is manned 24 hours a day and maintains VHF-watch on Channel 12. Information can be provided to Masters and Pilots on all navigational matters, including wind and visibility, navigational aids and shipping movements within the Port Area. Port Surveillance Radar is in operation by the Islamic Port Signal Tower.
6.1.2 Saudi Aramco - Jiddah Port Control Center

In addition to Jiddah Islamic Port Control, the Jiddah Port Control Center provides all information on berthing schedules, availability of pilots, etc. Jiddah Port Control also monitors the movement of vessels entering the Saudi Aramco anchorage or the Saudi Aramco South West Channel. The Port Control Center is equipped with VTMS system and maintains continuous watch on channel 11.

Berthing of Vessels

7. Pilotage

7.1 Pilot Boarding Area

ARAMCO - Jiddah Pilot boarding area for Jiddah -Terminal bound vessels is approximately 1.5 mile Southwest of Murawas Buoy. Pilot will embark and disembark from twin screw, or Voith Schneider pilot vessels or tugboats. When approaching the Pilot boat the Master of every vessel must reduce speed to a minimum for steerageway, maintain VHF contact with the Pilot Boat, and provide a good lee.

7.2 Limiting Weather Conditions

- Limiting conditions for the Pilot to board the vessel are wave height of 2 meters and wind over 25 knots (Force 6).
- The limiting condition for berthing and mooring operations are wind speed over 30 knots.
- Unberthing operations not to be carried out in the Outer Harbor for ships in ballast condition if the wind speed is over 25 knots.
- Limiting conditions for berthing and unberthing from Inner Harbor at night is wind speed over 25 knots.

8. Berth Information

8.1 Information Common to All Berths

8.1.1 Products Available

1. BUNKERS
   Fuel & diesel bunkers available by hose to chartered vessels.
2. FRESH WATER
   Fresh water can be supplied by barges at the Echo Anchorage through the ships agent.
8.1.2 Ballast & Slop Reception

Not available.

8.1.3 Dock Water Density

Approximately 1.030.

8.1.4 Loading Rates

Maximum pressure on the cargo / bunker hoses is 7 Kg /cm².

8.2 Outer Harbor

8.2.1 Berth Construction

The jetties are extended concrete dolphins, protected by breasting dolphins. Cargo hoses are provided at each of the loading platforms. Maximum approach velocity is 0.3 m/sec. perpendicular to berthing line at a maximum angle of skew of 7 degrees. Lighting of jetties consists of sodium vapor floodlights fixed on mast along the center of the jetty.

8.2.2 Berthing & Moorings

Vessels berth starboard side to the berths.

8.2.3 Use of Cranes

Crane of SWL 10 tons are required to lift the loading hoses.

8.2.4 Mooring Bitts

Vessels should have suitable mooring bitts to secure tugboats

8.3 Inner Harbor

8.3.1 Berth Construction

Lighting of jetties consists of sodium vapor floodlights fixed on mast along the center of the jetty.

8.3.2 Berthing & Moorings

Mediterranean moorings are used for all ships berthed in the Inner Harbor. Jiddah mooring boats will be used to assist during mooring operations.
9. Anchors

Both anchors should be operational with the ability to operate individually.

10. Mooring Bitts

Vessel should have suitable mooring bitts to secure tugboats.

11. Manifold Arrangements

Proper hose securing arrangements should be fitted on tankers using Jiddah Inner Harbor. Cargo hose connections will be carried out by the ship’s crew and supervised by the terminal representative.

(Note: Bunker Berth #3 maximum allowable DWT is 7500 MT)

12. Berth Operations

12.1 Loading Documents

Loading/Discharge Agreement

Prior to loading/discharge, the Terminal Shift Supervisor will contact the officer in-charge for the loading/discharge operation on board the tanker and discuss and agree on the loading/discharge plan. Cargo Inspectors will board to take samples and measure the cargo.

12.2 International Ship and Port Facility Security Code

Contact Information Jeddah Terminal Assistant PFSO:

Duty Senior Harbor Pilot

Tel. +966 12 4275666
     +966 12 4275561- 24hrs contact
     +966 12 4275577- 24hrs contact

Contact shipping agents or sailing directions for additional information.
12.3 Shipping Agent Contact Details

The following companies are available to act as ships agents at the Saudi Aramco Terminals.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Phone</th>
<th>Mobile 1</th>
<th>Mobile 2</th>
<th>24 Hours</th>
<th>Fax</th>
<th>E Mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yusuf Bin Ahmed Kanoo (S5 Agency world)</td>
<td>(012) 263 6171</td>
<td>(050) 660 2257</td>
<td>(051) 528 8015</td>
<td>24 Hours</td>
<td>-</td>
<td><a href="mailto:Jiddah@kanooshipping.com">Jiddah@kanooshipping.com</a></td>
</tr>
<tr>
<td>Gulf Agency Company, Saudi Arabia</td>
<td>(012) 645 4477</td>
<td>(051) 538 8807</td>
<td>(051) 7700792</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:saudiarabia@kanooshipping.com">saudiarabia@kanooshipping.com</a></td>
</tr>
<tr>
<td>Nasser M Hage and Associates Co Ltd</td>
<td>(012) 645 4477, Extension 26</td>
<td>(051) 538 8807</td>
<td>(051) 7700792</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:jeddah@gacworld.com">jeddah@gacworld.com</a></td>
</tr>
<tr>
<td>Shad Shipping Agency Co Ltd</td>
<td>(012) 645 2366</td>
<td>(051) 538 8807</td>
<td>(051) 7700792</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:jeddah@faisal-higgi.com">jeddah@faisal-higgi.com</a></td>
</tr>
<tr>
<td>Wilhelmsen Binzagr Barwil Maritime Transport Co Ltd</td>
<td>(012) 697 1103</td>
<td>(056) 569 2388</td>
<td>(050) 564 2624</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:barwil.jeddah@barwil.com">barwil.jeddah@barwil.com</a></td>
</tr>
<tr>
<td>Saudi Shipping and Maritime Services Co Ltd (Tranship)</td>
<td>(012) 643 2821</td>
<td>(051) 538 8807</td>
<td>(051) 7700792</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:bunker@tranship.com">bunker@tranship.com</a></td>
</tr>
<tr>
<td>Alkhomasia / Albakri Shipping</td>
<td>(012) 651 9995</td>
<td>(012) 603 9107</td>
<td>(050) 467 2714</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:info@alkhomasia.com">info@alkhomasia.com</a></td>
</tr>
<tr>
<td>Haji Abdullah Alireza &amp; co. ltd.</td>
<td>(012) 647 2233</td>
<td>(012) 647 1344</td>
<td>(050) 369 0986</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:genship@alireza.com">genship@alireza.com</a></td>
</tr>
<tr>
<td>Arabian Establishment for Trade and Shipping</td>
<td>(012) 647 0181</td>
<td>(012) 647 6002</td>
<td>(050) 617 5242</td>
<td>-</td>
<td>-</td>
<td><a href="mailto:ibco@ibcojed.com">ibco@ibcojed.com</a></td>
</tr>
</tbody>
</table>

Information contained in the above table may be altered by the organizations without further notice.
ANNEX IV

Location Charts

• Jiddah Terminal & Harbour
• Jiddah Terminal Area