

# Port of Jeddah

**General Rules & Information, Jeddah Terminals  
Including Contents Page & Annex**



# Jeddah Terminal

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# Jeddah Terminal

## RULES REGULATIONS AND GENERAL INFORMATION

### 1 Port Description & Definition

Saudi Aramco's Jeddah Terminal is located on the Red Sea Coast and lies within the boundaries of the Jeddah Islamic Port.

#### 1.1 The Jeddah Harbors

Saudi Aramco's Jeddah Terminal is comprised by two separate harbors:

- The Outer Harbor
- The Inner Harbor

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

#### 1.2 Marine Terminal Assistance Fees

The Owners, Operators and Charterers of any vessel calling at Jeddah Terminal shall be liable and shall reimburse Saudi Aramco promptly and in full for all applicable Jeddah Marine Terminal Assistance Fees.

### 2 Navigational Information

#### 2.1 Meteorology

##### 2.1.1 Climate

The climatic conditions affecting the Port of Jeddah are seasonal. In winter onshore, air temperatures range from 25 °C during the day to about 12 °C at night. In summer, air temperatures range from 35 °C during the day to about 25 °C at night. Extreme air temperatures recorded in recent years in the area have been 49 °C in May and 6 °C 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 may occur as frequently as every 5-10 days and have been known to 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 sea 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 and 31 °C. 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 Jeddah Islamic Port

## 2.4 Anchorage Areas

### 2.4.1 Echo Anchorage

This is the main tanker anchorage at Saudi Aramco Jeddah Port. It is situated in position 21 23.9N, 039 05.5E. Tankers must contact Jeddah 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 Harbor Master 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 Jeddah Islamic Port (JIP) and its pilotage. All vessels bound for Saudi Aramco Jeddah Terminals will use the South Approach Channel.

#### 3.1.2 South West Channel

All vessels bound for Jeddah berths and terminals will use this channel, and Harbor Pilots will board West of the channel entrance at a position 1.5 - 2.0NM Southwest 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 (Mediterranean moor) with two bow anchors.

Each vessel should have a minimum of two mooring winches at the poop deck with the ability to operate separately / simultaneously to handle stern lines. A minimum of eight (8) stern mooring lines (or six (6) where appropriate after taking into consideration the vessel’s DWT), shall be used to secure the tankers stern.

Anchors should be ready for use while berthing and then secured once the vessel is made fast alongside.

Each vessel should have a minimum of two anchors and two fully operational windlasses forward with the ability to operate separately / simultaneously and additionally when required let go / heave anchors and chain at designed speed.

## 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 Jeddah 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 Jeddah

Channel	Freq. (MHz)	Usage
16	156 - 800	International calling and distress

#### Jeddah Islamic Port channels

09	156 - 450	Pilotage and berthing operations
12	156 - 600	Signal station - working channel
69	156 - 475	Pilotage and berthing operations
13	156 - 650	Bunker vessels - operations

#### Saudi Aramco JRD Terminal Channels

11	156 - 550	Pilotage & Terminal operations
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## 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 Jeddah (Lat 21°28.5'N, Long 039°06.4'E) and Shi'b Qaham, to the entrance to Al Hariy.

### 5.2 Proceeding to Anchor

Tankers must contact Jeddah Islamic Port on CH. 12 and Aramco Port Control on CH. 11 prior to anchoring, to avoid blocking the SW channel. Vessels for the Jeddah 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 Jeddah Islamic Port Signal Tower on Channel 12 and to Jeddah Saudi Aramco Port Control 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

### 5.3.2 Notice of Readiness:

Notice of Readiness (N.O.R.) should be addressed to Saudi Aramco, Jeddah 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 Jeddah Islamic Port Control

All Marine services and shipping movement within the Port Limits of Jeddah 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 - Jeddah Port Control Center

In addition to Jeddah Islamic Port Control, the Jeddah Port Control Center provides all information on berthing schedules, availability of pilots, etc. Jeddah 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

Saudi Aramco, Jeddah Pilot boarding area for Jeddah Terminal bound vessels is approximately 1.5 – 2.0NM 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 is 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

BUNKERS

Fuel & diesel bunkers available by hose to chartered vessels.

FRESH WATER

Fresh water can be supplied by barges at Echo Anchorage through the ship's 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 /cm<sup>2</sup>.

## 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. Jeddah mooring boats will be used to assist during mooring operations.

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

## 9 Anchors

Both anchors should be operational with the ability to operate simultaneously and independently.

## 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 Jeddah Inner Harbor. Cargo hose connections will be carried out by the ship's crew and supervised by the terminal representative.

## 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 Harbor Master

Tel. +966 12 4275666

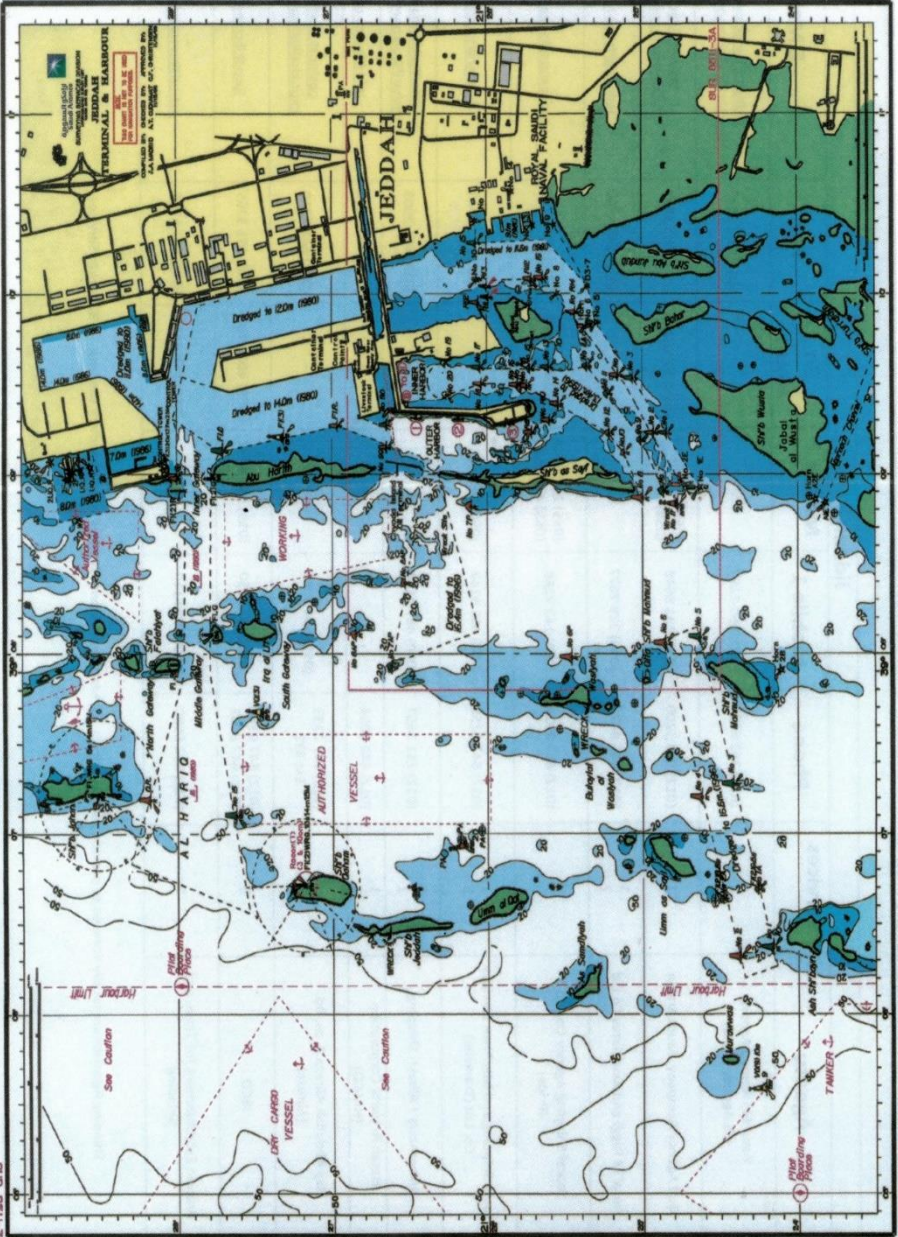
Tel. +966 12 4275561- 24hrs contact

Tel. +966 12 4275577- 24hrs contact

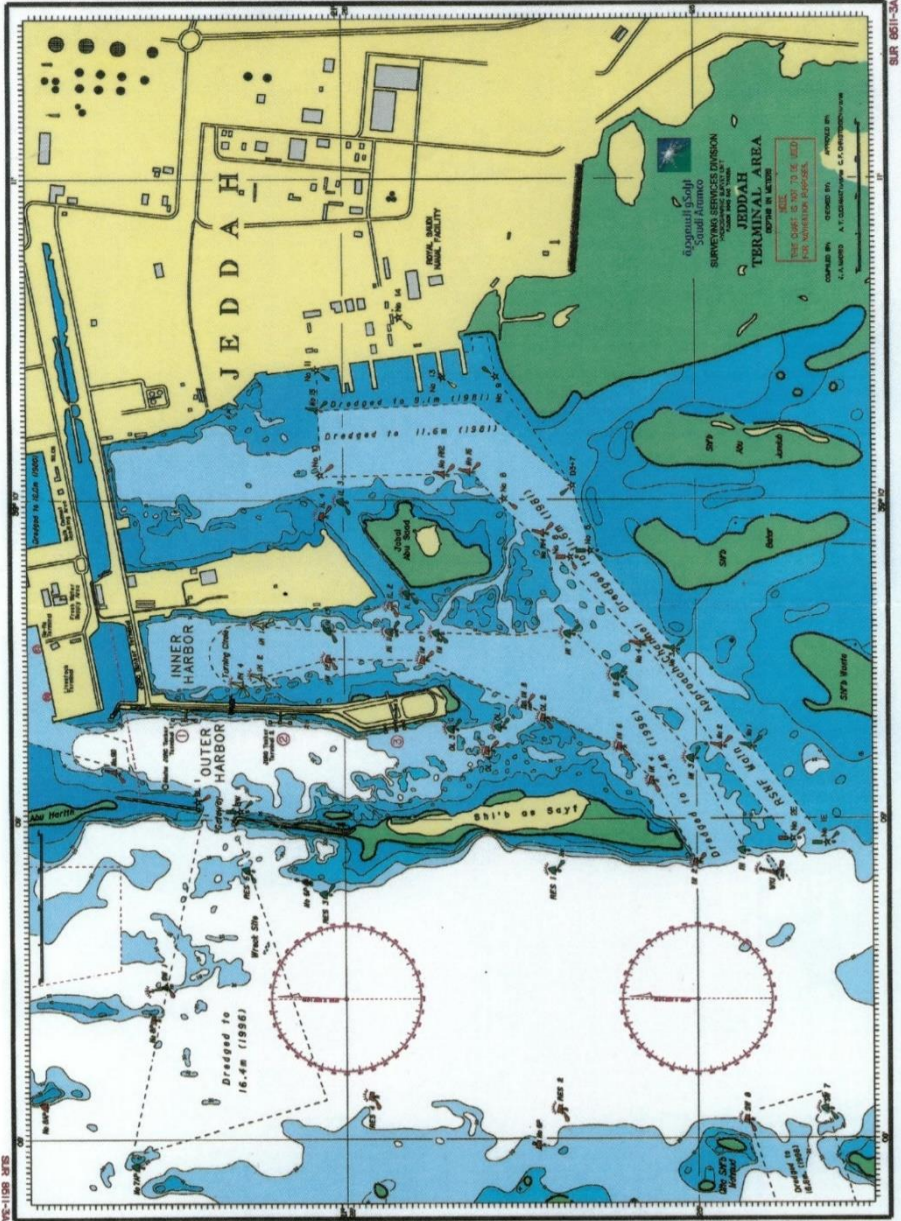
Contact shipping agents or sailing directions for additional information.

### 13 Annex

Jeddah Terminal and Harbor



Jeddah Terminal Area



## 14 Shipping Agent Contact Details

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

Information contained in the below table may be altered by the organizations without notice or warning.

Jeddah Shipping Agencies							
Agency	Services	Phone	Mobile 1	Mobile 2	24 Hours	Fax	E Mail
Yusuf Bin Ahmed Kanoo (S5 Agency world)	1	(012) 263 6171	(050) 660 2257	-	-	(012) 263 3049	<a href="mailto:Jeddah@kanooshipping.com">Jeddah@kanooshipping.com</a> <a href="mailto:saudiarabia@kanooshipping.com">saudiarabia@kanooshipping.com</a>
Gulf Agency Company, Saudi Arabia	1	(012) 663 5200	(053) 331 5648	(059) 976 3246 (059) 976 2874	(059) 976 3246	(012) 663 2325	<a href="mailto:jeddah@gac.com">jeddah@gac.com</a> <a href="mailto:aodah.sulaiman@gac.com">aodah.sulaiman@gac.com</a>
Faisal M Higgi and Associates Co Ltd	1 2	(012) 645 4477	(059) 329 7677	-	-	(012) 645 4160	<a href="mailto:jeddah@faisal-higgi.com">jeddah@faisal-higgi.com</a>
Sharaf Shipping Agency Co. Ltd (Pride)	1	(012) 653 2926	(053) 142 7268	(055) 297 8948 (055) 442 3525	(056) 406 4398	(012) 657 2794	<a href="mailto:redseapops@ssajeddah.com">redseapops@ssajeddah.com</a>
Saudi Shipping and Maritime Services Co. Ltd (Tranship)	1 3	(012) 642 4255	(050) 462 9142	(050) 667 8227	-	(012) 643 2821	<a href="mailto:bunker@tranship.com">bunker@tranship.com</a>
Alkhomasia / Albakri Shipping	1 2	(012) 231 3657	(050) 467 2154	-	-	(012) 651 2908	<a href="mailto:info@alkhomasia.com">info@alkhomasia.com</a> <a href="mailto:msharif@alkhomasia.com">msharif@alkhomasia.com</a>
Hasan Al Harbi Corporation (HASCO)	1 2	(012) 642 5834	-	-	-	(012) 642 6871	<a href="mailto:info@hasco.com.sa">info@hasco.com.sa</a>
Haji Abdullah Alireza & co. ltd. (Alireza)	1	(012) 647 2233 Ext 331	(050) 564 8036	-	-	(012) 648 6310	<a href="mailto:opship@haaco.com">opship@haaco.com</a> <a href="mailto:capt.khalid@haaco.com">capt.khalid@haaco.com</a>
IBCO	3	(012) 647 0181 (012) 647 6002	(056) 241 1150	(055) 554 6497	(055) 403 7706	(050) 636 3765	<a href="mailto:ibco@ibcojed.com">ibco@ibcojed.com</a>
Arabian Establishment for Trade and Shipping	1	(012) 652 5500	(050) 560 6110	-	(050) 560 6110	(012) 657 1104	<a href="mailto:aetjed@aetshipping.com">aetjed@aetshipping.com</a>

Shipping Agencies are locally licensed to provide services for - 1. Maritime Support Services 2. Chandlery services 3. Bunker Services

If dialing from an International destination: All landline / Mobile / Fax numbers must be preceded by Saudi Arabian country code. (00 966) or (+966) and then remove the first zero of the number. For example: Local (012) \*\*\* \*\*\*\* will become either 00 966 12 \*\*\* \*\*\*\* or +966 12 \*\*\* \*\*\*\*