

Resolution No. (1) for the year 2004

Instructions for implementing the provisions of maritime security on ships in accordance with the provisions of the International Convention for the Safety of Life at Sea and the International Ship and Port Facility Security Code (ISPS Code)

chapter one General Provisions

Article (1)

These instructions shall be called (Instructions for the Application of Maritime Security Provisions on Ships in accordance with the provisions of the International Convention for the Safety of Life at Sea and the International Code of Maritime Security for Ships and Ports and shall come into force as of the date of its publication in the Official Gazette.

Article (2)

The following words and phrases, wherever mentioned in these instructions, shall have the meanings assigned to them unless the context indicates otherwise:

: Ministry of Transport in the Hashemite Kingdom of Jordan.	Ministry
: Minister of Transport / Chairman of the Board of Directors of the Jordan Maritime Authority.	Minister
: Director General of the Jordan Maritime Authority.	manager
: IMO.	organization
The International Convention for the Safety of Life at Sea:1974 and its amendments.	agreement
The International Ship and Port Facility Security Code.	Blog
A country that has acceded to the agreement and became effective thereon.	State party to the Convention
The government agency in charge of implementing the provisions of the agreement and in Jordan is the Jordanian Maritime	Maritime Administration

Authority, and it is responsible for ensuring the implementation of the provisions of the Code related to the security of port facilities and port interconnection activities with ships.	
: The Jordanian Maritime Authority, which is the governmental body charged with implementing the provisions of the agreement in Jordan, and concerned with implementing the provisions of the Code related to the security of ships and port facilities.	Commission
The port of Aqaba and its commercial port facilities in Aqaba and other port services.	port
The authority that assumes the responsibility of managing, manning and equipping the ship, whether its owner or charterer is under an ordinary charter contract, or any institution entrusted with this responsibility and the obligation to implement the provisions of these instructions, the code and the agreement.	company
: The navigable means of maritime transport to which the provisions of the Convention apply.	the ship
: A certificate issued by the authority or whoever it delegates from the classification authorities for the ship bearing the Jordanian flag after verifying the vessel's compliance with all the maritime security requirements stipulated in the agreement and the code.	International Ship Security Certificate
Persons on board a ship other than its master or crew members.	passengers
: Any ship carrying more than 12 passengers.	passenger ship
The voyage of the ship from a country to which the Convention applies to any port outside the territorial waters of that country.	international flight
: A personal document granted by the Authority that proves the eligibility of its holder to board Jordanian ships in order to work or perform official duties on the ship.	Navigator's identity document
: The appointed person authorized by the Authority to carry out supervision and inspection work on the requirements of	port state control officer

international treaties on ships that visit the port.

: The officer chosen by the company from the ship's crew in a manner that does not conflict with the ship's security plan. To supervise the implementation of the ship's security plan and make amendments thereto, and coordinate ship security activities with crew members, port security officers, company security officers and those involved in ports.

ship security officer

The person appointed by the competent authority to supervise the development and implementation of the port security plan and to coordinate communication with those concerned to ensure the security of the port facilities.

port security officer

The person appointed by the ship management company to supervise the ship's security assessment, develop, implement and update the ship's security plan, follow up the training of the ship's crew on the implementation of the ship's security plan, and ensure liaison with the ship security officer and port facility officer.

company security officer

A plan aimed at setting measures and procedures to address potential security threats or breaches on the ship and to prevent the boarding of unauthorized persons on board the ship or the leakage of any materials or weapons for use against individuals, the ship, property, or ports, or what would cause a maritime security incident.

Ship Security Plan

: A plan aimed at developing measures and procedures to protect the port facility, the ships lined up therein, people and goods from potential risks resulting from a security incident, based on a risk assessment study and security assessment.

port security plan

: It is every incident committed against the security of ships or the security of port

Maritime security accident

facilities or fixed marine platforms in the form of embezzlement, theft, smuggling of illegal drugs, using ships for illegal immigration, piracy, armed robbery, sabotage or terrorism.

: The normal security level in which the ship operates in port facilities without any threat or risk of a maritime security incident targeting the ship, the berth or the waters in which the ship is located.

Security Level One

: The security level that requires the presence and activation of enhanced security measures on the ship in the port facilities due to the existence of security risks and threats that warn of the possibility of a maritime security incident on the ship or at the port facilities or in the territorial waters.

Security Level Two

: The exceptional security level that must be declared and applied on the ship in port facilities when there is an imminent security threat or danger.

Security Level Three

: The movement of navigable ships within the areas where the port instructions are applied or within the territorial waters.

coastal navigation

It is the authority authorized and approved by the Authority for the purposes of carrying out the security assessment work of the ship or port facility. Another security organization that did not participate in the work of the security assessment of the ship can be authorized to certify the security assessment and the security plan for ships only or to issue the international certificate for the security of the ship. As for the approval of the security assessment of the facilities The port is one of the tasks of the committee to follow up on the implementation of the provisions of the maritime security requirements. As for the document of commitment to implement the security requirements for port facilities, it is issued by the authority only.

security organization

: It is a certificate issued by the authority to the port facility after verifying its compliance with all the maritime security requirements stipulated in the agreement and the code and after approval by the follow-up committee on the implementation of the provisions of the maritime security requirements for the security assessment of the concerned port facility and the duly submission of the security plan for this facility.

Document of commitment to implement the security requirements of the port facility

Article (3)

A higher committee will be formed to oversee the requirements of maritime security and the plan to confront maritime accidents and disasters in the Jordanian territorial waters, headed by the minister and with the membership of representatives from:

1. Ministry of Finance / Jordan Customs.
2. Aqaba Special Economic Zone Authority.
3. The Joint Chiefs of Staff of the Jordanian Armed Forces.
4. A representative of the General Intelligence Department.
5. Jordan Maritime Commission.
6. Aqaba Development Company.

Article (4)

The duties of the Higher Committee shall be as follows:

1. Supervising the work of the follow-up committee for the implementation of the provisions of the maritime security requirements contained in Article (3) above.
2. Adopt the policies, measures and procedures necessary to implement the provisions of the maritime security requirements within the Jordanian territorial waters, which were submitted to it by the committee to follow up on the implementation of the provisions of the Code.

3. Follow-up and supervision of the implementation of the plan to confront disasters and marine accidents in the territorial waters and the Gulf of Aqaba.
4. Adopt the policies, measures and procedures necessary to confront marine accidents and disasters.

Article (5)

A committee called the Committee to Follow-up the Implementation of the Maritime Security Requirements Provisions in the Kingdom shall be formed under the chairmanship of the Director General of the Maritime Authority and the membership of:-

1. Director of the Directorate of International Relations and Planning in the Commission.
2. Director of the Directorate of Technical Affairs and Maritime Safety.
3. A representative of the security authorities.
4. A representative of the Royal Navy.
5. A representative of the authority of the Aqaba Special Economic Zone.
6. Deputy Director General of Aqaba Development Company for Transport, Ports and Logistics Affairs.
7. Chief of Staff of the Southern Military Region Command.
8. Aqaba Customs Director.
9. Designated port facility security officer.

The duties of the committee are as follows:-

1. Approving and approving the plans for the security of Jordanian port facilities and studying the documents and documents submitted to the authority for the purposes of approval and approval.
2. Determining the levels of maritime security in Jordanian territorial waters and Jordanian ports.
3. Dealing with security alarm signals from ships, providing advice and instructions, and activating security emergency plans.
4. Supervising the comprehensive application of the provisions of maritime security requirements in these

instructions, the agreement and the code on ships, ports and any national or international legislation and the provisions of these instructions.

Article (6)

These instructions apply to:

First) Ships operating on international voyages as follows:

1. Passenger ships and fast passenger ships.
2. Cargo ships and express cargo ships from 500 total tons or more.
3. Mobile offshore drilling units.

ii) Port facilities serving ships operating on international voyages.

Third) These instructions do not apply to warships or navigational aids and ships owned by the government and used only for government non-commercial purposes.

Article (7)

- a) The Commission determines the levels of security to be followed, activated and applied to Jordanian ships or foreign ships when they enter Jordanian territorial waters, in cooperation with the competent authorities. The ship must act in accordance with the security levels set by the authority on Jordanian ships.
- b) Jordanian ships must carry the ship's security plan permanently and certified by the authority or the authority authorized to do so. The ship management company or its master must inform the Commission of any modification to the ship's security plan or the ship's crew.

Chapter II

Inspection of ships for the purpose of issuing the International Ship Security Certificate

Article (8)

Every Jordanian ship to which the maritime security requirements contained in these instructions, the agreement and the code are applicable is subject to the examinations and audits specified for the purposes of issuing the International Ship Security Certificate, as follows:

1. Preliminary checks before the ship begins its marine service and before the issuance of the International Ship Security Certificate, which includes a complete inspection and audit process for its security system and for any security equipment that must be provided in accordance with the requirements of chapter (XI-2) and Chapter V of the Convention from the Convention, Code and Approved Ship Security Plan. Such examination shall include verification that the ship's security system and associated security equipment comply with the requirements under Chapter (XI-2) of the Convention and the Code and are consistent with the type and size of the ship and the service it performs in sea carriage.
2. A renewal examination process at intervals determined by the Commission, provided that it does not exceed five years.
3. At least one in-between inspection in the period between the second year and the third year of the issuance of the certificate in accordance with the requirements of the Code. The in-between inspection shall include an examination of the ship's security system and associated security equipment to ensure that it is still in a satisfactory condition for the intended service of the ship. The results of the inter-examination process must be recorded on the certificate.
4. Any additional examinations, evaluations or inspections determined by the Commission.

Article (9)

The commission's inspectors undertake inspection, evaluation and inspection of Jordanian ships, and the commission may delegate any of these operations to a classification body or security organization approved by it, so that the examination procedures include the following:

1. Ensuring a security assessment of the ship, ensuring the effectiveness and efficiency of the inspection process, and

- undertaking the necessary arrangements to ensure the inspection of ships and the issuance of security certificates and documents for them.
2. Maintaining the ship's security system and the associated security equipment, after the inspection process, in accordance with the provisions of the two regulations (XI-2-2.6) (XI-2-2.4) of the Convention, Code, and Approved Ship Security Plan.
 3. Not to introduce any change to the security system and the associated security equipment or to the approved plan for the security of the ship, without the approval of the Commission.

Article (10)

The ship security assessment process shall be an essential and essential part of the ship security plan. The ship assessment elements and procedures shall be defined as follows:

1. Determine the level of measures and procedures in place on board the ship prior to applying the requirements of the Convention and the Code.
2. Determining the nature of the main operations of the ship, which requires the provision of precautions and protection for it, including the operations of loading and unloading goods, the boarding of the crew, passengers and all persons concerned with boarding the ship to carry out specific works or disembarking from it.
3. Determining the potential and potential threats and evaluating the weaknesses of the main operations on the ship and the possibility of their security penetration, including the activities of the human element or the infrastructure of the ship, or in the policies and procedures followed for its management and operation.
4. The company's documentation of the ship evaluation process, keeping and reviewing its documents.

Article (11)

1. Every Jordanian ship must permanently carry on board a ship's security plan approved by the Commission, and the authority may assign the task of preparing and reviewing ship security plans and approving them, or making amendments to a plan previously approved, to a security authority or organization approved by it.
2. In the event that the Commission authorizes an approved security authority or organization to carry out a review, review, approval or amendments to a security plan for a Jordanian ship, it is not permissible for this authority or organization to have participated in conducting a security assessment of the ship, or in preparing the same plan or the amendments made to it.

Article (12)

The ship's security plan shall be in the official language of the ship's crew and shall contain translation into English and shall include the following elements:-

1. Detailed procedures for dealing with each of the three levels of security defined in the Code.
2. The ship's security plan, or its amendments, submitted by the company for approval, shall be accompanied by the security assessment on which the plan and its amendments were based.
3. Measures intended to prevent the introduction or importation of any equipment, materials, weapons, dangerous materials and devices that are not authorized to be carried on board a ship and intended for use against persons, ships or ports
4. Determining the areas on board the ship that are only authorized to enter by authorized persons, and the measures aimed at preventing unauthorized persons from entering these areas.
5. Procedures and precautions aimed at preventing unauthorized persons from entering the vessel.
6. Procedures to address threats or security breaches, including arrangements necessary to maintain the ship's security during the ship's unusual operations or for the

- interactions between the ship and the port in which it is located.
7. Procedures for responding to any security instructions that may be issued by a country in whose territorial waters the ship is located at the third security level.
 8. Ship evacuation procedures in the event of threats or security breaches.
 9. The duties of the ship's crew assigned with security responsibilities and the duties of other crew members with respect to security aspects.
 10. Procedures for reviewing security activities.
 11. Training procedures and exercises associated with the plan.
 12. Procedures for the interrelationships of the interaction activities between the ship and the port or port facility.
 13. Procedures related to the periodic review and update of the plan.
 14. Procedures for reporting security incidents.
 15. Determine the ship's security officer.
 16. Determine the company's security officer, and how to contact him over the course of the twenty-four hours.
 17. Procedures to ensure that security equipment on board is inspected, tested, calibrated and maintained.
 18. Document the frequency of testing and calibration of security equipment available on board.
 19. Determining the installation sites for the control device to operate the security alarm system in the ship.
 20. Procedures, instructions, and directives relating to the use, testing, commissioning, deactivation and resetting of a ship's security alarm system, and the mitigation of false alarms.

Chapter III

Duration and validity of the International Ship Security Certificate

Article (13)

- The International Ship Security Certificate is granted for a period not exceeding five years, as follows:-
- Upon completion of the initial examination process for granting the certificate for the first time, or after completing the renewal

- examination process within three months prior to the expiry date of an existing certificate, the new certificate shall be valid from the date of completion of the renewal examination process until a date not exceeding five years from the date of expiry of the existing certificate.
- Upon completion of the renewal examination process more than three months before the expiry of the existing certificate, and the new certificate shall be valid from the date of completing the renewal examination process until a date not exceeding five years from the date of completing the renewal examination process.
 - The validity of the certificate is extended after its expiry date for a period of five years, provided that the checks referred to in Article (8) of these instructions, which must be applied when issuing a certificate for a period of five years.
 - In the event that a renewal inspection process is completed and a new certificate cannot be issued or delivered to a ship before the expiry date of the existing certificate, the authority or a security classification body approved by the Commission may certify the existing certificate, and this certificate must be accepted as a certificate valid for an additional period not exceeding five months from its expiration date.

Article (14)

The Commission may extend the period of validity of the certificate if, at the time of the certificate's expiry date, the ship is not present in the port in which it will be subject to inspection. This extension is granted only for the purpose of allowing the ship to complete its voyage to the port where it will be examined, and after verifying that the extension does not affect the ship's security.

Article (15)

A ship that has been granted an extension may not, upon its arrival at the port where it will be subject to inspection, leave that port, claiming that it

has enjoyed that extension before obtaining a new certificate. Grant the extension.

Article (16)

The authority may extend the period of the certificate issued to a ship that performs short voyages and has not been extended under the provisions of the previous articles for a grace period not exceeding one month from the expiry date indicated in the certificate. Upon completion of the renewal inspection process, the certificate that was in place before the extension was granted takes effect.

Article (17)

In the event that an inter-examination process is completed before the period specified in paragraph (3) from Subject (8) from this The instructions are as follows:

1. Amending the expiry date of the certificate recorded by ratification to a date that does not exceed three years after the date on which the inter-examination process was completed.
2. The expiry date may remain the same provided that one or more examinations are carried out so that the intervals between examinations prescribed in Article (6) from these instructions.

Article (18)

The International Ship Security Certificate issued under Article (11) from these instructions in any of the following cases:

- a) If the examinations referred to in Article (8) in the specified periods.

- b) If the certificate is not approved in accordance with the provisions of Article (15) Paragraph (1) of these instructions.
- c) If the responsibility for managing or operating the ship is transferred to a new company.
- d) When the ship is transferred to the flag of another country.

Article (19)

In the case of registering a ship under the Jordanian flag, the Commission must be provided with copies of the international certificate of ship security or all information related to the certificate that the ship was carrying prior to its registration, and copies of the inspection reports available.

Article (20)

When the responsibility for managing and operating a Jordanian ship is transferred from one company to another, the previous company must directly provide the new company with copies of any information related to the International Ship Security Certificate or that would facilitate the renewal inspection processes.

the fourth chapter Issuance and authentication of the temporary international certificate for the security of the ship

Article (21)

The Commission or whomever it delegates shall issue a temporary international certificate for the security of the ship, valid for a period of time 6 months or until the date of issuance of the International Ship Security Certificate, whichever comes first, according to the form attached in the appendices to the Code, and after verifying that the ship complies with the requirements of the examination contained in Article (8) from These instructions are issued and the temporary certificate is issued in the following cases:

1. That the ship does not have an international certificate for ship security when it is launched or handed over to a new owner or before it is entered into service or restarted.
2. Changing the flag of the ship's country from the flag of a country not party to the agreement to the flag of a country party to the agreement.
3. Transfer of responsibility for operating a ship to a new company that was not previously operated under its responsibility.

Article (22)

Notwithstanding what is stated in Article (21) From these instructions, it is not permissible to issue a temporary international certificate for the security of the ship unless the Commission or the authorized security authority / organization authorized by the authority verifies the following:

1. Complete the ship security assessment in accordance with the requirements of the Code.
2. A copy of the ship's security plan is available on board that meets the separation requirements (XI-2) of the Convention and the Code, ensuring that this plan has been submitted for review and approval, and is actually being implemented on board the ship.
3. Presence of a security alert system on board the ship that meets the requirements of the regulation (6/2 - XI-2).
4. The company's security officer shall ensure the following tasks:
 - The ship security plan has been reviewed for compliance with the requirements of the Code.
 - The plan has been submitted for approval.
 - That plan is actually implemented on board the ship.
5. To make the necessary arrangements, including arrangements for exercises, exercises and internal audits, by which the company's security officer ensures that the ship will successfully undergo the inspections required in accordance with Article (8) of these instructions within three months.
6. Arrange for the examinations required under Article (8) These instructions include informing the master of the ship, the ship's security officer and other members of the ship's crew who carry out specific security tasks of their duties and responsibilities

specified in the ship's security plan, and providing them with this information in the work language of the ship's crew or the language understandable to them.

7. The ship security officer fulfills the requirements specified in the Code.

Article (23)

A temporary international ship security certificate shall not be issued if the Commission or authorized security body believes that one of the reasons why a ship or company is seeking such a certificate is to avoid full compliance with the requirements of chapter (XI-2) and code after the initial temporary certificate has expired.

Chapter V

Port security plan and the overlap of port facilities activities with ships

Article (24)

1. The Commission approves and recognize the port security plan for each port facility separately in Jordanian ports and after conducting the necessary assessment in accordance with the requirements of the regulation (16,2) of the Code so that the plan includes the requirements of Regulation (16,3) of Part (A) of the Code and the arrangements pertaining to the three security levels and commensurate with the nature of the interaction between the ship's activities and port operations.
2. The Commission may authorize any accredited security authority or organization to carry out the security assessment and security plan work if it has experience in this field, provided that the Commission approves this plan after presenting it to the Security Committee.
3. A security officer must be appointed for the port facility in each port facility, and a person may be appointed as an officer for the security of one or more port facilities and according to the requirements of the regulations (17.2) and Regulations (18.1), (18.2), (18.3) of the Code.

Article (25)

All port facilities in Jordanian ports are obligated to deal with the security levels determined by the Commission and in a manner that ensures the existence of security measures that ensure response to the levels of danger and without causing any confusion or delay in the movement of passengers and goods or in the provision of port services for ships.

Article (26)

Security alert signals are received from ships in Jordanian territorial waters by the communications officer on duty at the port's communications station, who in turn informs the concerned authorities of receiving the warning signals and activates the emergency plan to deal with the level of security threat and give the necessary instructions to the ships.

Article (27)

It is not permissible for any new port facility or under construction to receive any ship for commercial operational purposes before conducting a security assessment for this facility. Ensure that there are alternative security precautions for each case, provided that the period of queuing the ship does not exceed one month until the preparation of the operator of the new port facility and a security assessment of this facility for approval by the committee.

Chapter six Company responsibility

Article (28)

The company must verify that the ship's security plan includes a clear statement confirming the authority of the master's authority and responsibility to activate the ship's security plan and take all necessary decisions to ensure the safety and security of the ship and

request the necessary assistance when necessary from the company or the concerned authority in the territorial waters of the nearest coastal country located its ship.

Article (29)

The company shall ensure that the company's security officer, the master and the ship's security officer are provided with immediate and sufficient support to enable them to carry out their duties and responsibilities in activating the ship's security plan in particular and achieving the requirements of the agreement and the code.

Article (30)

Companies for managing or operating ships flying the Jordanian flag are responsible for determining a security officer for each ship in accordance with the provisions of the agreement and the code, and they must ensure the following:

1. Develop a security plan for each of its ships specified under the Code and the requirements of the Convention.
2. That every captain and navigator assigned to any of its ships does not pose a security risk to the ship or the ports to which it arrives, and has an identity to prove and identify his identity.
3. That its ships are manned according to the requirements of safe manning issued by the authority to ensure the activation of the ship's security plan, and that when appointing new navigators, they are subjected to familiarization and familiarization courses on board the ship.
4. Awareness of ship crews about the tasks assigned to them and all arrangements, supplies and equipment that must be supplied to ships

and necessary to prepare in dealing with the requirements of maritime security.

5. Contact the competent authority to determine the mechanism for dealing with the levels of the security threat.

6. The companies are obligated to ensure that all seafarers have received the necessary training to handle the ship's security plan.

7. Establishing procedures for taking care of the security of cargo and containers and supervising those in charge of ship loading operations.

8. Be aware of ships' trips to ports fraught with dangers and take the necessary measures against them.

9. Coordinate crew activities on emergency, and when declaring each level of Maritime Security.

10. Putting alarms to warn about the levels of security threat on board the ship and in accordance with the requirements of the Code.

Article (31)

Inform the Commission directly of any malfunction in the maritime security equipment that leads to a disruption in the procedures for announcing the three security levels and of any alternative security measures taken to compensate for this malfunction.

Article (32)

Companies, captains and crew members are responsible for dealing with the requirements of maritime security and the safe operation of the ship, setting written instructions to the master of each ship, and determining the appropriate procedures to ensure the activation of the ship's security plan.

Article (33)

Companies are obligated to prepare a comprehensive training plan and a training program on their ships in stages for the officers responsible for implementing the ship's security plan.

Article (34)

The company assigns the company's security officer, in addition to the ship's security officers, to manage a training program for ship security and coordinate with the authorities that provide maritime education and training, maritime educational institutions or others to achieve this.

Article (35)

The master and the ship's security officer shall supervise the proper implementation of the ship's security training program, and monitor the crew's performance to fully activate the ship's security plan.

Article (36)

Records of ship security activities are kept electronically and in the official language on board and contain translation into English and include drills, exercises, ship security scheme, risks and communications related to ship security.

Chapter VII

Ship control procedures

Article (37)

All ships except for those exempted in Paragraph Three of Article (6) From these instructions, when they are in Jordanian ports or territorial waters, to be monitored by the port state control officer authorized by the authority to verify the ships' compliance with the provisions of the agreement and the code, as follows:

1. Ensuring the validity of the International Ship Security Certificate, checking the periodic inspections, and the validity of the temporary certificate, if any.
2. Ensure that the ship's security plan is certified by the ship's flag state and contains the ship's IMO number.
3. Ensure that the crew is able to respond in case of alarm.
4. Ensure that there is a ship security officer who is assigned the responsibility for security on the ship.
5. Ensuring the presence of the devices and equipment related to the safety of the ship stipulated in the agreement and the code.
6. The state control officer at the port authorized by the authority may review the ship's security plans if there are clear reasons to believe that the ship does not meet the requirements of the Code or part of it.
7. Before entering the Jordanian territorial waters, ships must record in their records the procedures taken upon their entry to the ports of countries not party to the agreement, and a record containing a summary of the names of the ports the ship reached during ten previous voyages.
8. The authorized state control officer of the port has the right to thoroughly inspect the ships before they enter the port based on his professional judgment or security information he received in this regard.
9. In the event that some security equipment is broken on the ship and there is no possibility of repairing it in the port or replacing it, then the ship is allowed to sail and complete the repair in the next port it will reach.

Article (38)

In the event of discovering any default or defect in violation of the provisions of paragraphs of (1) to (9) mentioned in Article (37) of these instructions, so the state control officer at the authorized port must

prepare a report in this regard and submit it to the administration that immediately informs the captain of the ship, the consul of the flag state or its diplomatic representative or the maritime administration affiliated with it That ship by fax in order to take the appropriate measures, otherwise he has the right to prevent the ship from entering the Jordanian territorial waters or to stop it and not allow it to travel and impose the appropriate fine on it in accordance with the laws in force.

Article (39)

The procedures for controlling ships in the Jordanian territorial waters include ensuring that the ships comply with all the requirements of these instructions, the code and the convention, as follows:-

1. Existence of valid documents related to ship security in accordance with the requirements of these instructions, the code and the agreement.
2. The ship is equipped with all maritime security equipment in accordance with the requirements of the Convention and the Code.
3. The ship's structure and equipment are working and secure the requirements of maritime safety and security for its crew and passengers and the ports to which it arrives.
4. The ships that are entitled to fly the flag of countries that are not party to the agreement do not receive better treatment than ships that fly the flag of countries that are parties to the convention.

Article (40)

In the event of information reaching it, the Commission shall assign a state control officer at the port authorized to conduct an inspection of the ship concerned and in the following cases:

- 1) Evidence from a review of the certificate that it is invalid or has expired. Evidence or reliable information showing deficiencies in equipment, documentation, or security arrangements required under Chapter XI-2 ((2) and Part A of the Code.

- 2) receipt of a report or complaint containing, in the professional opinion of the authorized port state control officer, reliable information clearly showing that the ship does not comply with the requirements of Chapter XI-2 and Part A of the Code.
- 3) Evidence or observations made by the authorized port state control officer, by virtue of his professional opinion, that the ship's captain or personnel on board lack sufficient knowledge of the basic security procedures on board the ship, are unable to conduct ship security exercises, or have not implemented these procedures or exercises.
- 4) Evidence or observations made by the authorized port state control officer in his professional opinion that the principal crew members on board the ship are unable to communicate at an acceptable level with other members of the crew on the ship who have security responsibilities on board the ship.
- 5) Reliable evidence or information that the ship has transported people, supplies or goods from a port facility or other ship, and that the port facility or other ship is in violation of the provisions of Chapter XI-2 (Security), and has not taken appropriate, special or additional measures on board the ship.
- (6) Reliable evidence or information that the ship has transported persons, provisions or goods from a port facility, other source, or other vessel by helicopter or other means of maritime transport, and that the port facility or other source is not in compliance with the requirements of Chapter XI-2(2) from the Convention or the Code, or to whom appropriate alternative security measures have not been applied.
- 7) If the ship has a temporary international certificate for the security of the ship issued after a previous temporary international certificate, in accordance with the requirements of Section (4.19) of Part (A) of the Code, and if the state control officer at the authorized port believes, by virtue of his professional opinion, that one of the reasons behind the request The vessel or company obtaining this certificate is to avoid full compliance with Chapter (2-XI) and Part (A) of the Code after the initial interim certificate has expired.

Article (41)

The state control officer at the authorized port shall take all possible measures not to unjustifiably delay, stop or prevent the vessel from entering the Jordanian territorial waters.

Chapter 8

Final Provisions

Article (42)

All provisions inconsistent with the provisions of these instructions, & the Code and the Convention shall be cancelled.

Article (43)

These instructions shall be effective as of the date of their publication in the Official Gazette.