



MINISTRY OF PLANNING AND INTERNATIONAL COOPERATION

AQABA SPECIAL ECONOMIC ZONE

INVESTMENT PROJECTS

1. Aqaba Town Northern Diversion Flood Channel

- The northern part of Aqaba contains all the town residential expansion area, the Aqaba International Industrial Estate, the King Hussein International Airport, and all the northern light industries and logistics areas. The total development potential of that part of Aqaba is dependent upon completion of this critical flood rain water diversion flood channel.
- The project consists of construction of a diversion flood channel along the new northern Aqaba airport parallel highway which connects with Dead Sea-Aqaba road. The road will be completed next year and this project needs to be implemented immediately. Total expected cost is \$42 million. It is crucial for the protection of the town, northern part of Aqaba, environmentally required, and enables development of northern areas in Aqaba and Eilat.

Cost: US\$42 million

2. Passenger & Truck Ferry Terminal

- Annually, 900,000 workers, pilgrims, and tourists, and 100,000 trucks use the current passenger terminal. This facilitates trade with Egypt and other neighbouring countries.
- The project consists of construction of a new passenger terminal in the Southern Port. This will enhance the facilities to meet increasing demand for services, free space at the terminal's current site for container terminal expansion and ultimate relocation of activities from the Main Port.

Cost: US\$40 million

3. Oil Terminal Safety

- Although equipment and safety measures are in place at the oil terminal, these require immediate upgrading. It is also necessary to provide onshore storage capacity, i.e., a new tank farm, in the immediate future.
- This project will focus on upgrading the safety equipment, spill management chemical reserves, purchasing and installing a spill protection boom, and ongoing training of personnel. Facilities will also be upgraded to connect with remote onshore storage.
- This will generate substantial enhancements to the nation's energy security. In addition, safety, environmental and economic benefits will be realized in that it will eliminate a major current risk to oil supplies, port workers and drivers, to the fragile offshore coral growth and to the tourism industry in all four countries bordering the Gulf of Aqaba.

Cost: US\$3 million

4. Logistics Park/Truck Park

- In order to add value to Aqaba's existing transport infrastructure, a logistics park for storage and distribution plus adjacent truck marshalling area will be developed behind the port's container terminal.
- While a majority of the project will be funded by the private sector, developing a detailed site specific master plan, servicing the land with utilities, improving the traffic circulation network, and creating the initial structures will ensure active private sector participation and jump start the development of facilities critical to the local logistics supply chain.
- Actual development of the logistics park which covers superstructures will require over US\$150 million and can be primarily funded through the private sector

Cost:

- US\$10 million for infrastructure

- US\$150 million for superstructure

5. Road Haulage Upgrade

- Road haulage in the Kingdom is scheduled for further deregulation in 2005. Of interest to ADC is liberalization of container transport, vital to the Zone. A proposed national project would consist of:
 - Application of credits and other assistance to owner-drivers, cooperatives and companies to acquire new and improved rolling stock in preparation of a competitive market; (Just replacing 5000 aging trucks in Jordan represents an opportunity of US\$750+ million in exports to Jordan)
 - Training and technical assistance to owner-drivers and groups to prepare for and cope with liberalization, such as formation of cooperatives; and
 - Establishment of a central truck maintenance facility and technical training program in Aqaba.
- This project would focus on the training and technical assistance required by local drivers, and the establishment of a central truck maintenance and inspection facility.

Cost: US\$8 million

6. Roll on/Roll off Terminal for Vehicles

- The growth of the Jordanian and other regional economies has resulted in increased the demand for cars, trucks, busses, construction equipment and other types of vehicles – none of which are manufactured in the region.
- The project consists of design and construction of a new Roll-on Roll-Off terminal adjacent to the container terminal expansion area, utilizing a portion of the site occupied by the present passenger terminal plus additional back-up storage area.
- This plan will significantly reduce maritime traffic at the Main Port and truck traffic in the urban area, enable us to meet the rising demand for cost effective vehicle and equipment imports and will allow for joint operation with the container terminal if longer term growth there so requires.

Cost: US\$35 million

7. Small Craft Basin/Port Offices

- With the movement of general cargo boat, a new small craft harbour will have to be constructed for tug boats and other service boats. Port offices will also have to be relocated. The site that is selected is the location of the current passenger terminal.
- Care will be required to avoid any short or long term damage to the fragile coral community in the immediately adjacent Marine Reserve.
- The project consists of design and construction of a new small craft harbour and conversion of existing buildings at a portion of the site occupied by the present passenger terminal.

Cost: US\$18 million

8. Redevelopment of the Main Port

- Aqaba's entire Main Port area is planned for conversion, over time, into a passenger cruise terminal and a tourism / commercial centre.
- The first phase of redevelopment can commence immediately after relocation of existing port offices, support craft harbour and the Roll-on/Roll-off terminal. Subsequent phases will follow as the remaining port activities shift to a new site in the Southern Industrial Port. The project consists of a long-term program of urban regeneration.
- The project will consist of developing a complete site specific master plan, demolition and removal of redundant structures, environmental clean-up, and re-purposing of the marine facilities for cruise ships and pleasure craft. This investment will serve to stimulate private sector investment in the area, critical for urban and tourism growth.
- Private sector will have the opportunity to invest US\$700-800 million in the commercially viable revitalization of this area.

Cost: US\$30 million

9. Southern Port - New Harbor Basin

- Due to the limited coastline in Jordan (27 kilometers) and the need to balance increasing trade and tourism, additional shoreline must be created to accommodate the relocation of the remaining general cargo port and increase its capacity. This will be accomplished by creating a new inland basin with space for ten multipurpose berths within Aqaba's Southern Port.
- Back-up area for port facilities will have to be created and the main traffic corridor and linkages in the area will have to be re-routed.
- The project will include detailed site planning and engineering, dredging the new basin, constructing retaining walls and berths, re-routing the main traffic corridor, and preparing the back-up areas for the port.

Cost: US\$295 million

10. Commodity Terminals Relocations

- Jordan's economy is heavily reliant on the export of phosphate and the import of rice, wheat, and vegetable oil. Current facilities have reached capacity, deteriorated with use, and as part of the general cargo port limit Aqaba's ability to expand facilities for urban development and tourism.
- The trade in these commodities is vital tens of thousands of jobs throughout Jordan. The export of phosphate serves the world fertilizer market and provides Jordan with much required foreign currency. However, new facilities are cost prohibitive when looked purely in terms of direct revenues.
- The project will include the relocation for current facilities from the General Cargo port to the harbor basin in the the Southern Port, refurbishment and expansion of berthing, storage, and transfer facilities and extension of the railway link by 20 kilometers to the new location.

Cost: US\$364 million

11. Second Oil Jetty

- The present oil jetty handles in excess of four million tons per annum. While capacity is adequate for current traffic, it is prudent to plan for an additional berth in light of prospects for increasing volumes in combination with an expanding commodity mix. Space for a second jetty is available and should be reserved for this purpose immediately north of the existing facility. Tank farm storage would be required at a separate location to the rear of the port.

Cost: US\$45 million

12. Utility Network Upgrade

- A complete range of upgrade, expansion and extension of utility networks will be required to service the growth in industries, businesses and residences throughout the Zone. These include electricity and water distribution and wastewater collection and treatment. The road network will also require expansion.
- This will be an incremental program that will be implemented over a period of 15 years.

Cost: US\$300 million

13. Desalination Plant

- As Aqaba grows the aquifer supplying water to the Zone will be an insufficient water source.
- A desalination plant will be developed in two phases, each with a capacity of 5 million cubic meters per annum.

Cost: US\$50 million

14. Aqaba International School

- An international school in Aqaba will be key to attracting professionals to work in Aqaba as part of the overall growth plans for the Zone. It will also serve to create generations of students that will enter the American style university planned for Aqaba and service the employee needs of the region.
- The GEMS project involves establishing an international High School in Aqaba that includes grades from kindergarten to twelfth grade. The school's facilities will be constructed according to high international standards whether on the architectural or the administrative levels. It will have a bilingual program (Arabic and English) and the curriculum will meet both Jordanian standards and the International Baccalaureate.
- This institution will be part of the Aqaba's mission to promote education as a means to support the free exchange of ideas in the region and develop a regional center of excellence that shapes the next generation of regional leaders.

Cost: US\$10 million

15. American University of Jordan

- ADC in joint venture with the American University of Jordan Fund will establish a new private independent nonprofit university in Jordan. With dual campuses in Amman and Aqaba, the 25 hectares Aqaba campus will have 2,500 students and be the university's main residence location. Offering over 40 majors in fields including engineering, management, education, arts and sciences and law, Aqaba will also include fields of study in marine science, archaeology, trade, tourism, logistics, political science and international studies.
- In addition to providing the campus commercial facilities and half the housing for students and faculty, ADC will provide supporting commercial, recreation and residential facilities in the surrounding area.
- This institution will be part of the Aqaba's mission to promote education as a means to support the free exchange of ideas in the region and develop a regional center of excellence that shapes the next generation of regional leaders.

Cost: US\$50 million

16. Vocational and Technology College

- Aqaba intends to provide a broad range of vocational and technical training programs focusing on the needs of current and as well as emerging businesses including tourism, industries and service providers within the zone, Jordan and throughout the Middle East.
- The Aqaba Vocational and Technical College (AVTC) will provide a unique and innovative campus setting offering programs varying from several months to programs up to two years. By providing the latest training techniques, innovative industrial and business programs, world class equipment, facilities, instructors, and business and industry linkages, AVTC intends to become a leading vocational and technical training center in the Middle East.

Cost: US\$25 million

17. Palm Grove Preservation and Corniche Development

- The Palm Grove comprises a strategic parcel of land which offers one of the few remaining opportunities for the creation of a significant municipal public space which is capable of providing high quality civic amenities and water front access. Acquisition of existing private ownerships and lying out as a public park will also enhance the cosmopolitan character for the commercially revitalised Corniche area.
- It will also serve to protect a Jordanian ecological treasure – A historic palm grove on sweet water, meters away from the sea shore – a unique phenomenon unlike any other in Jordan.
- Development of an urban tourism zone with integrated architecture and uninterrupted views and access along beach frontages. A unifying program of complementary public works is required to communal areas which fosters private investment and public use.

Cost: US\$30 million

18. City Wide Wireless Network & ICT Learning Centers

- Aqaba intends to develop a city wide information technology based platform for promoting economic growth and development. Achievement of accelerated business development and virtual learning will be delivered on a network of public information kiosks and a wireless network for private use by all residents.
- Focused on existing educational and community centers a program for the provision of advanced ICT facilities aimed at extending the technology franchise to the entire resident population of Aqaba is planned.

Cost: US\$15 million

19. Coral Protection Program

- The Aqaba Red Sea coral reefs constitute a national Jordanian Treasure of irreplaceable value which demands the highest standards of guardianship. Working in close collaboration with the existing marine science center and the Jordanian American University a program for enhanced coral protection, examination of reseeded techniques and sea life study is proposed.

Cost: US\$5 million

20. Phosphate Pollution Control

- To protect the health of workers and city residents and to facilitate neighboring tourism and mixed-use redevelopment, effective dust control mechanisms must be installed immediately on the entire process at the phosphate terminal, from train and truck discharge through storage to ship loading. A significant portion of the conveyance equipment for phosphate will also have to be replaced.
- This project will provide substantial environmental benefits by eliminating current damage to the fragile offshore coral growth in the Gulf of Aqaba.

Cost: US\$30 million