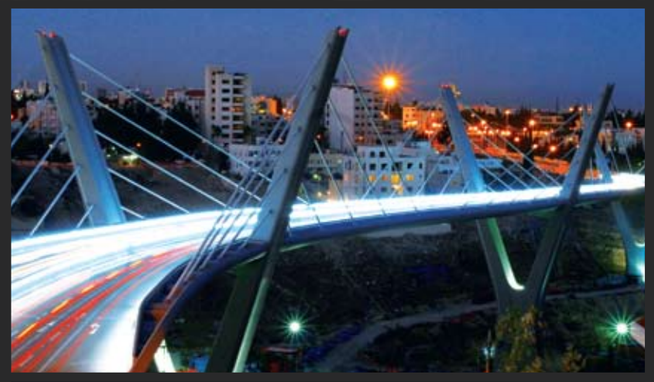
An Action Plan for **TRANSPORT IN AMMAN**



AMMAN | TRANSPORT

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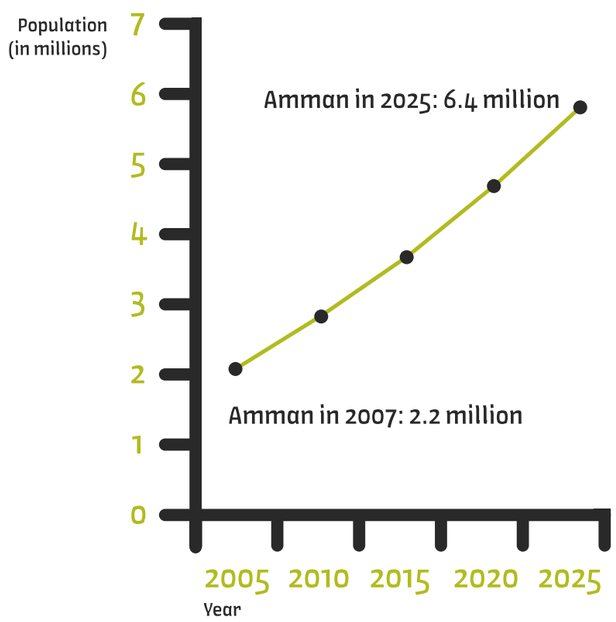
Amman: Past, Present and Future

Amman, the capital of the Hashemite Kingdom of Jordan, is a growing city with an estimated population of 2.4 million. The rapid population growth is expected to continue in the coming years, reaching 6.4 million inhabitants by year 2025.

WITH 55% OF AMMAN'S POPULATION UNDER THE AGE OF 25, THERE WILL ALSO BE A VERY SUBSTANTIAL NATURAL GROWTH IN POPULATION INDEPENDENT OF FUTURE INWARD MIGRATION AND FACTORS LINKED TO ECONOMIC GROWTH, AND MORE IMPORTANTLY, THERE WILL BE UNPRECEDENTED DEMAND FOR MOBILITY AS THIS POPULATION ENTERS THE WORK FORCE.



2006: 680 sq. km
2007: 1,680 sq. km

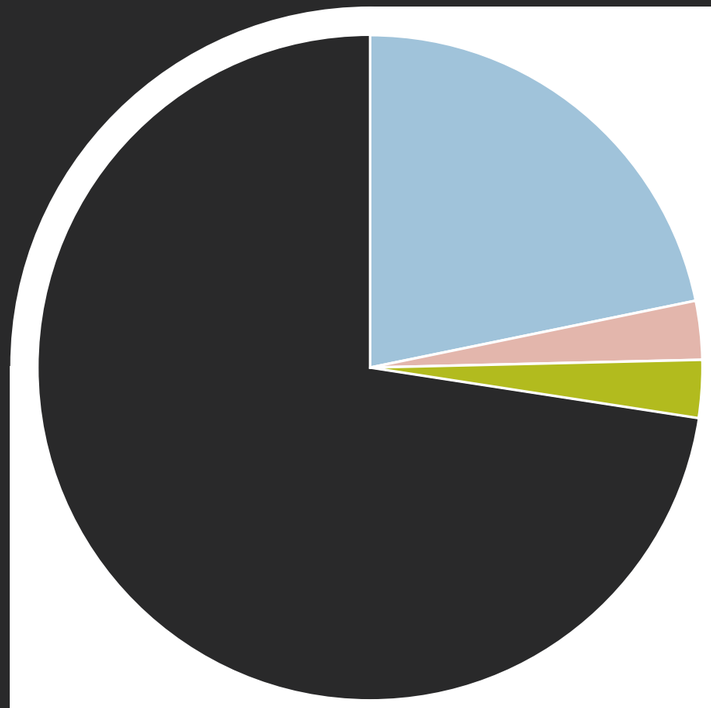
Old Boundaries
Additional Boundaries

Through the recent integration of seven surrounding communities, the geographic territory of the Greater Amman Municipality (GAM) increased in 2007 by 1,000 square kilometres and now encompasses a total area of 1,662 square kilometres. Amman also faces urban sprawl and is experiencing major urban development and regeneration. These factors increase the extent of the area for which relevant passenger transport services need to be provided.

A Weakened Public Transport System

Historically, infrastructure investments have focused on roads and bridges, rather than public transportation. As a result, passenger transport in Greater Amman is underdeveloped, unreliable and lacks a well-structured hierarchy of transportation modes and services. There are currently no rail-based urban transit systems or suburban commuter rail services. Bus services are quite poorly developed for the size of the city, with a large proportion of the public transport trips being made by smaller vehicles. Overall, public passenger transport (buses, minibuses, and jitneys) has a 14% mode share. Taxis have a mode share of 9%.

CAR OWNERSHIP CONTINUES TO INCREASE AT AN ALARMING 20% PER YEAR



Fleet mix

3,200 jitneys
450 minibuses
350 large buses
11,000 taxis

IN 2007, TRANSPORTATION CONTRIBUTED $1.4 BILLION TO JORDAN'S FUEL BILL. THIS CORRESPONDS TO ABOUT 8% OF THE COUNTRY'S GDP.

Paradigm Shift (where we want to be)

Move from a car-dominated system to a safe, integrated, accessible, affordable, sustainable, and environmentally-friendly transportation system. When coordinated with land use planning, this shift is able to guide the development of our city and adequately serve its citizens and businesses.

DENSIFICATION AND INTENSIFICATION CREATE THE RIGHT ENVIRONMENT FOR PUBLIC TRANSPORT

INTEGRATE PUBLIC TRANSPORT INTO NEW DEVELOPMENT AND TAKE ADVANTAGE OF HIGH-DENSITY DEMAND NODES TO COINCIDE WITH PUBLIC TRANSPORT HUBS

GET PEOPLE OUT OF THEIR CARS AND INTO MORE EFFICIENT AND SUSTAINABLE PUBLIC TRANSPORT MODES

Increase Public Transport Mode Share from 14% to 40% by 2025

Provide high quality transit service

- Multiple modes and technologies
- High reliability
- Sufficient frequencies
- Adequate coverage
- High levels of safety and convenience

Implement policies to achieve the desired public transport service

- Comprehensive transport policies, including parking policies, pricing, and other demand management measures
- Effective governance system
- A business model that balances user affordability and operator profitability

Objectives

- Focus on mobility and sustainability
- Strengthen the role of public transport
- Adopt an integrated transport planning framework
- Improve service quality
- Improve accessibility for groups with special needs, including women, school children, elderly, and people with disabilities
- Enhance Safety and security
- Take advantage of new technologies to develop comprehensive ITS solutions

Vision for Public Transport

- An integrated hierarchy of modes:
  High-order services (Bus Rapid Transit and rail-based transit)
  High-quality regular bus service
  Feeder network of minibuses and jitneys
- High reliability and quality of service
- Subsidized services to ensure sustainable operations and affordable fares
- Environmentally friendly public transport vehicles (hybrid and electric powered)

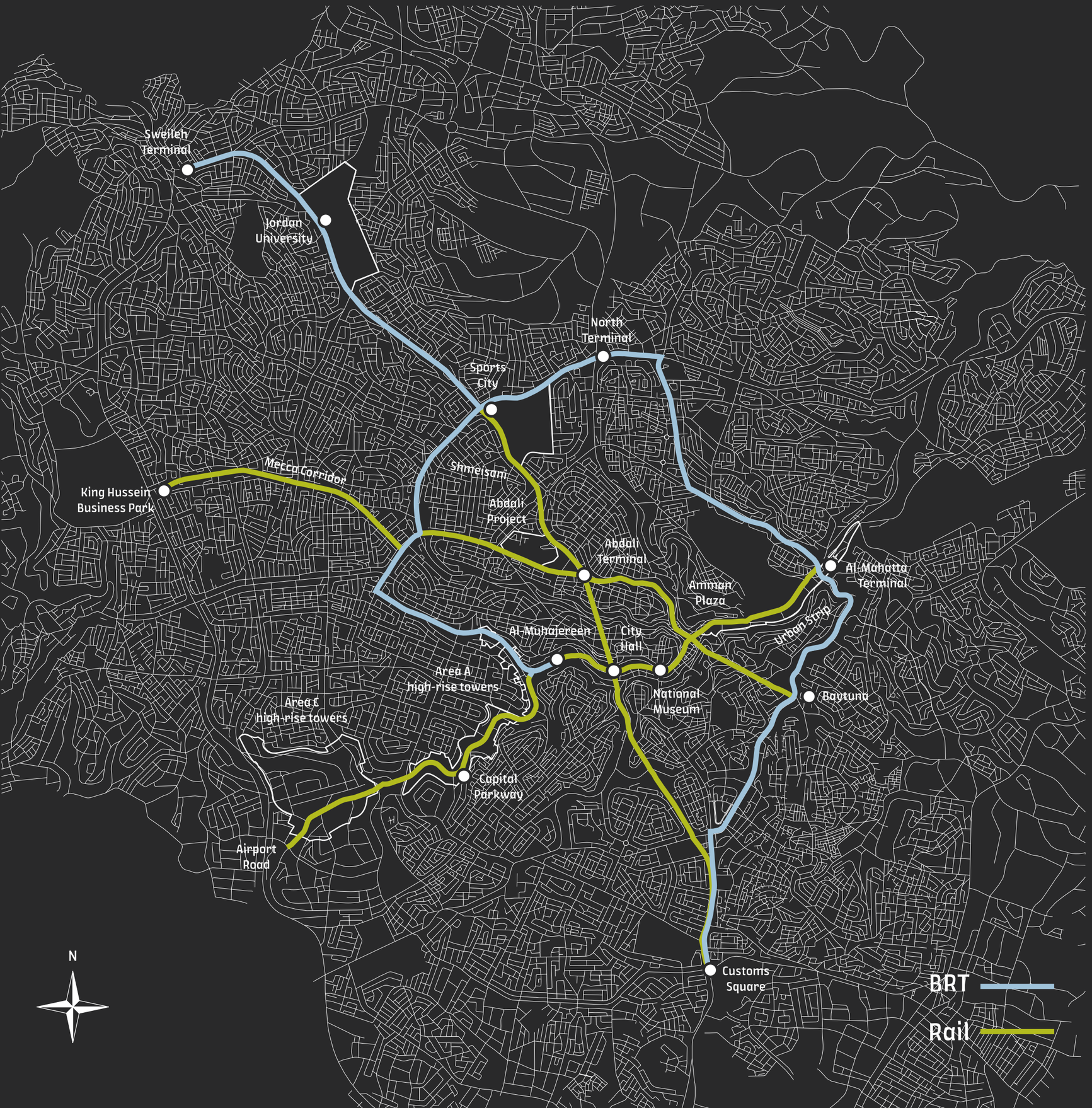
Action Plan

Establish an integrated, comprehensive transport network that provides high quality, safe, comfortable, reliable, and accessible services to the residents and visitors of Amman

- Improve existing services (buses, minibuses, and jitneys)
- Invest in a new rapid transit backbone that includes Bus Rapid Transit (BRT) and rail-based corridors
- Rehabilitate existing terminal infrastructure
- Optimize existing infrastructure by adopting system management and demand management strategies
- Improve and regulate parking access
- Improve pedestrian mobility and safety
- Enhance safety and security of system users
- Carry out a marketing and awareness campaign to change people's attitudes and perceptions towards public transport

Improving Existing Services

- Buses – increase the size of the bus fleet; improve quality of service, reliability and fare payment system
- Terminals – establish new terminals and rehabilitate existing terminals to serve as integrated multimodal facilities
- Stops – install new street furniture for bus stops and stations
- Service standards – introduce standards, such as schedule adherence, to monitor operators' performance
- Passenger information – use the latest technologies to provide up-to-date information online and at bus terminals and stops
- Business model – improve the business environment for bus operators by subsidizing operations and developing an incentive structure that would benefit the operator and the user



Building Amman's Backbone

- Aligns with current and future demand levels
- Follows major movement corridors
- Passes through major development nodes
- Fits with Amman's hilly topography
- Uses feasible transit technologies

Expected Investments

Phase 1 (2009-2015)	
BRT	3 routes 30 km $220 million Operational by 2011
Rail	20 km $1.2 billion Operational by 2015
Terminals	Intermodal terminal Gateway terminals $70 million
Phase 2 (2015-2025)	
BRT	3 routes 20 km $145 million Operational by 2018
Rail	20 km $900 million Operational by 2025
Terminals	Gateway terminals Park 'n' Ride facilities $80 million