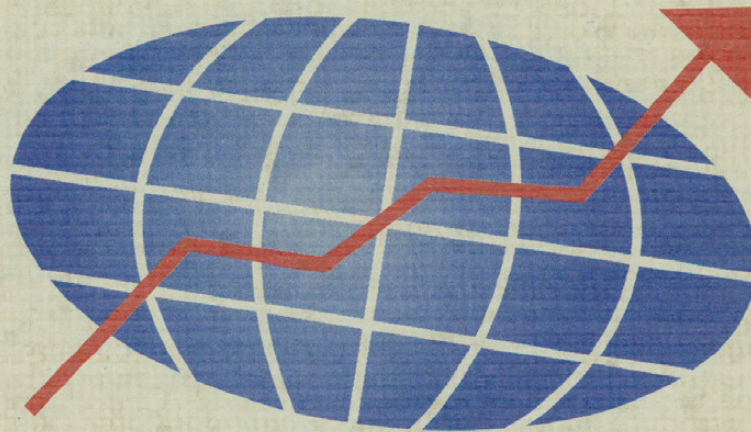


Building a Prosperous Peace

Amman'95



Middle East and North Africa Economic Summit

October 29-31, 1995

“It is an honourable peace.”

Hussein I
King of The Hashemite Kingdom of Jordan

Building a Prosperous Peace

Amman '95

**The Middle East and North Africa
Economic Summit**

October 29-31, 1995

International Press Office
The Royal Hashemite Court
Amman, Jordan
1995

Building a Prosperous Peace

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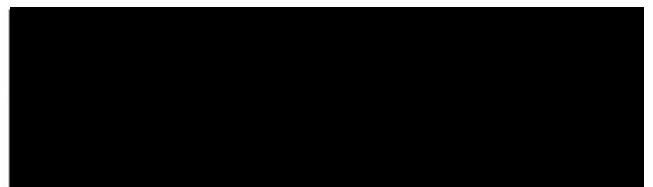
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The great cultures of the Middle East and North Africa have prospered from their interaction with other peoples. Indeed, mankind's first civilizations were born in the Middle East, at the crossroads of three continents. The lands of the Middle East and North Africa flourished with a vibrant exchange of ideas and trade both among themselves and with Asia, Africa and Europe. The vitality and grandeur of these civilizations were based on a rich tradition of diversity and openness. A return to this heritage is what we seek today.

Throughout most of this century, our region was paralyzed by two core problems: colonialism and the Arab-Israeli conflict. While the era of colonial domination ended decades ago, Arabs and Israelis are only now drawing our long, bitter struggle to an end. With the achievement of a lasting, comprehensive peace based on justice, the peoples of the Middle East and North Africa can finally remove the obstacles that have hindered us from building our societies and our future. Only by drawing from our common wellsprings of tolerance and interaction can the children of Abraham build a prosperous tomorrow.

The barriers which once divided us are gradually being transformed into bridges of cooperation, and fresh winds of political freedom and economic liberalization are breathing new life into the Middle East and North Africa. The peoples of this region are stepping forward to shape their own destiny. As a continuation of the path we embarked upon in Madrid, the annual MENA Conference aims to ensure that the peace we are building grows to bear fruits of prosperity and stability both for ourselves and for generations to come.

On behalf of our Jordanian family, I welcome you to Jordan and to the 1995 MENA Conference. May the success of this Conference bring blessings to the peoples of our region, who have long suffered and today look for the chance to create a better future for themselves and for their children.



Hussein I

Acknowledgements

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Introduction

As the twentieth century draws to a close, the Middle East is approaching a turning point in its history. Many of the problems which have long beset the region—including the water shortage, environmental degradation, poverty and overpopulation—are growing more acute, threatening an unsettling future for the area. However, in recent years a window of opportunity has opened up, offering the promise of a brighter tomorrow.

With courage and vision, leaders have taken great strides toward removing the scourge of war from the Middle East. For nearly five decades, the peoples of the region have suffered from the Arab-Israeli conflict, enduring wars, displacement, and poverty. As the climate of hostility between Arabs and Israelis is slowly but surely transformed into peaceful coexistence, peacemakers throughout the world have reason to celebrate.

Yet the importance of peace encompasses far more than the elimination of war, for it is the key to unlocking the promise of regional cooperation. The challenges of poverty, environmental deterioration and water scarcity do not stop at national boundaries, and must therefore be addressed also at the regional and international levels.

The advent of peace has also opened up new economic horizons for the Middle East, where the state of war had combined with other factors to discourage investment, increase unemployment and stifle growth. In addition, vast resources have been siphoned away from productive social and economic development into building massive military establishments. By resolving the Arab-Israeli conflict with justice and fairness, the peoples of the region are not only helping to eliminate the scourge of war. Perhaps just as importantly, they are breaking down barriers which have hitherto prevented cooperation in the most important battle of all—to make the world a better place for future generations.

Jordan's Comprehensive Strategy

Faced with a daunting number of challenges, Jordan has responded with a holistic strategy encompassing the regional and national levels. On the regional level, the Kingdom has consistently worked for a just and comprehensive resolution of the Arab-Israeli conflict, as well as for regional and international cooperation to alleviate water and environmental problems, stimulate economic growth of the region, and address other problems which extend across national boundaries. At the national level, Jordan has made great progress in deepening the democratic process as well as undertaking a thorough structural readjustment of its economy and has continued its long-standing policy of encouraging the development of its most precious resource, its people.

Empowerment: Energizing the People

Guided by the belief that unchaining human potential is the key to successful development, Jordan has implemented numerous reforms in both the political and economic spheres. These reforms are both interrelated and complementary, with the goal of utilizing grass-roots participation to foster both political stability and private sector growth. Democracy, human rights, and free market reforms all encourage Jordanians to play a more constructive role in the country's future. The results are not surprising: As effort and quality are rewarded, stagnation is reduced and vitality is injected into Jordan's path of political and economic development.

Expanding Freedoms . . .

In recent years, Jordan has made remarkable progress toward the establishment of an open, pluralistic political structure that can serve as a model for the region. The government has taken various measures to foster democratization in three major areas: political reform, freedom of the press, and human rights. The parliamentary elections of 1989 were hailed internationally as among the freest ever held in the Middle East, and the 1993 elections witnessed the return of multi-party politics to Jordan.

Freedom of the press, one of the cornerstones of democracy, was enhanced with the enactment of the Press and Publications Law of 1993. Commensurate with the shift toward a more open political system, the number and variety of daily and weekly publications has flourished. Moreover, the government is planning to craft additional legislation which will further improve the working environment for journalists.

In the sphere of human rights, Jordan has consistently been cited by Amnesty International as the country with the best record in the region. To have maintained the Kingdom's stability through the political and social tempests of the Middle East is a tribute to the country's Hashemite leadership. Indeed, Jordan continues to demonstrate that the true stability is built not on coercion, but rather on a solid foundation of institution building, political participation and respect for the rights and dignity of all citizens.

. . . And Opening the Economy

Concurrent with its political liberalization, the Kingdom has also progressed far along the path of economic reform. In 1989, Jordan completed its first arrangement with the International Monetary Fund (IMF) to implement a five year reform package which was disrupted by the onset of the Gulf War in 1990. At present, Jordan is implementing a seven year adjustment program (1992-1998) which is supported by an extended facility from the IMF and structural financing by the World Bank. This program is designed to support growth in the country while improving Jordan's balance of payments, reducing inflation and reducing the

government's budget deficit. It is also supported by policies at the sectoral level to liberalize the economy, increase its openness and integration with the international community and eliminate any distortions in the use of national resources.

Jordan's efforts to overhaul its economy and stimulate the private sector have yielded steadily improving results. The Kingdom now enjoys inflation of less than four percent, GDP growth of nearly six percent in 1994, and double digit export growth. GDP growth for 1995 is predicted to hold steady at a healthy six percent. Perhaps the most significant harbinger of the future was the growth of new capital investments in 1994 to almost \$362.5 million, a one hundred percent increase over 1993.

One of the primary objectives of Jordan's economic reforms has been to increase the role of the private sector in long-term development. This has been pursued with a variety of initiatives. The five year economic and development plan for 1993-1997 designated a major role for the private sector, confining the role of the government primarily to infrastructure-related projects essential to stimulating private investment. In fact, the government is currently in the process of enacting new legislation that would allow for private sector participation in major infrastructure projects. This will alleviate excessive burdens on the state budget and bring about greater private ownership of key industries and projects. Jordan has also sought to attract investment by reducing its foreign debts, privatizing state-owned companies, and balancing its budget.

Proposed Tax and Investment Law Reforms

At the time of publication, the government is working on an overhaul of Jordan's economic laws, thereby boosting the country's ability to attract foreign capital. Foreign investors will be offered substantial tax cuts, incentives and a reduction in bureaucratic red tape in a package of reforms expected to be passed by parliament by the end of September 1995. Income tax rates will be lowered from 40 percent to 15 percent in the priority sectors of mining, industry, hotels and hospitals. Tax rates on the trade and transport sectors will fall to 25 percent, while banks, insurance, and other financial institutions will see their taxes fall from 50 percent down to 35 percent. To balance the lowered tax rates, fewer tax holidays and loopholes will be offered. The new tax structure is designed to collect governmental revenues from consumption, while encouraging savings and investment.

Looking to encourage foreign investment, the new investment law will end "discrimination" between foreign and domestic investors, while introducing a guarantee against expropriation. The "transparency" of the investment process will be strengthened by the elimination of bureaucratic red tape. Meanwhile, by-laws to

be passed by the cabinet will spell out ownership ceilings to extend the scope of foreign investment far beyond that which has previously been allowed.

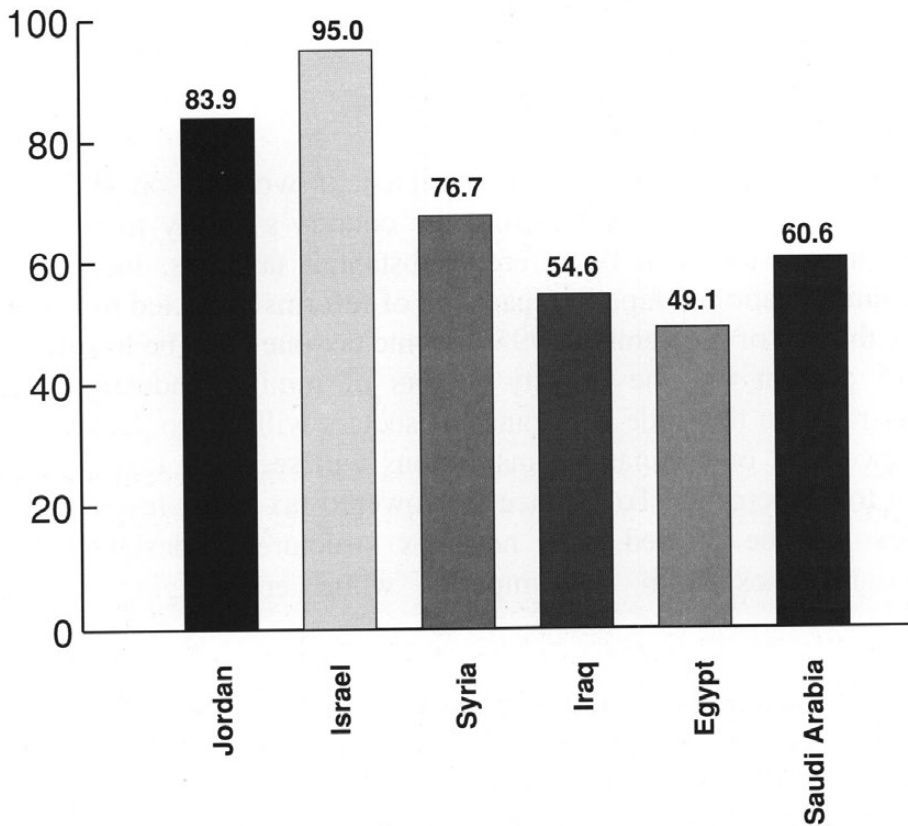
Regionalism and Jordan's Comparative Advantages

With consistent improvement in Jordan's economic performance, the Kingdom stands poised to benefit from the emerging possibilities of regional trade and commerce. In a new atmosphere founded on peaceful coexistence and economic complementarity, each country in the region will be able to utilize its particular strengths to benefit the region as a whole.

Its Strength is its People

Over the years, Jordan has built a reputation for exporting highly educated professionals to neighboring countries. At the same time, governmental policies have nurtured the development of an educated, vocationally skilled work force that has become renowned for its quality production and low cost, compared with similar work forces in the region.

Literacy Rates in the MENA Region 1993



Source: UNDP Human Development Report, 1995

From Barrier to Bridge

Jordan has historically been an entrepot for trade, and the breaking down of regional barriers will enhance Jordan's natural geographic advantage at the center of the Middle East. In order to fully exploit this potential, the government is actively working to improve the Kingdom's transport sector. Proposals to improve Jordan's road links with the region are being advanced at the Amman Summit, as are projects designed to upgrade the country's air, rail and seaport systems. The Kingdom is resuming its traditional role, changing from a barrier between Arabs and Israelis once more into a bridge of regional cooperation and trade.

The 1994 Casablanca Conference

The co-sponsors of the Madrid peace process, in close coordination with the regional parties, agreed to hold the Middle East/North Africa (MENA) Economic Conference in Casablanca, Morocco, in October 1994. While the cooperative framework of the Casablanca Conference embodied the historic political transformation of the region, a second, less heralded, shift was also taking place on the economic level. After decades of reliance on the public sector as the main vehicle of national economic development, Casablanca participants

agreed that there is a need to promote increased investment from inside and outside the region. They noted that such investment requires free movement of goods, capital and labour across borders in accordance with market forces, technical cooperation based on mutual interest, openness to the international economy and appropriate institutions to promote economic interaction. (Casablanca Declaration, Paragraph 6. For full text, see References section)

In keeping with the global trend away from centralized state-run economies, many states within the MENA region are actively encouraging the growth of the private sector. As noted in the aforementioned passage, the investment vital for growth is possible only with "free movement of goods, capital and labour across borders." Hence, movement towards a thriving business-driven economy goes hand in hand with progress toward a just and comprehensive regional peace.

While a lasting peace cannot be based solely on economic rewards, the tangible benefits of additional jobs and income are vital prerequisites which help to ensure stability and encourage further progress on the road to peace. According to Paragraph 3 of the Casablanca Declaration, *"Together, [government and business leaders] pledged to show that business can do business and contribute to peace as well; indeed, to prove that profitability contributes mightily to the economic scaffolding for a durable peace."*

The 1995 Amman Economic Summit

After the Casablanca Conference, the MENA Steering Committee commenced preparations for the 1995 MENA Conference in Amman, Jordan. Whereas the Casablanca Conference was a landmark event because of the monumental shift it signaled in the region's political and economic climate, the committee resolved that the Amman Conference would be smaller and more manageable, held in a "business-friendly" environment, and oriented toward achieving tangible, concrete results.

The committee also followed a suggestion by HRH Crown Prince El Hassan to tightly structure the conference around four basic themes: trade and industry; infrastructure; investment and finance; and the overall economic environment. In addition, it was decided that in order to eliminate redundancy and increase efficiency, preparations for the Amman Summit should take place in coordination with ongoing efforts in the multilateral talks, particularly with the Regional Economic Development Working Group (REDWG).

The Amman Summit activities will be covered at the plenary sessions and will examine the four major themes of the conference including trade, infrastructure, investment and finance, and the economic environment. These sessions will set the stage for industry workshops and thematic sessions.

Jordan's Guiding Strategy: A Dual Approach

The philosophy behind the Amman Economic Summit is congruent with Jordan's strategy of promoting development at both the regional and national levels. At the regional level, Jordan is presenting projects designed to integrate it within the Middle East's transportation, communications and electricity systems, while at the national level the Kingdom is fully committed to energizing the private sector to serve as the main engine of economic development. The strategy is designed to invigorate the national economy with an influx of private investment capital while providing infrastructure links to boost the export of Jordanian goods and services throughout the region.

The 27 Official Projects

In keeping with its strategy of shifting resources to the more efficient private sector, the Jordanian government has prepared for the Amman Economic Summit by both actively involving the business community and tailoring its public sector proposals to assist private sector development.

The approach functions at two levels. At the official level, the Jordanian government is presenting 27 high emphasis project proposals, worth a total of US\$ 3.5 billion, to investors or donor institutions. These projects are designed to

strengthen Jordan's "flagship sectors"—its tourism and mineral industries—and to provide the transportation, telecommunications, water and electricity infrastructure necessary to make Jordan a healthy and profitable place in which to do business. Many of the projects have a particularly regional orientation, and are designed to upgrade Jordan's export capabilities by building infrastructure links to better connect the Kingdom with its neighbors.

These 27 projects originated with the Casablanca Conference, where Jordan presented 121 proposals. The remaining 27 projects are high priority proposals for which Jordan can realistically expect to gain financing. While some projects—such as building highways, for example—are suitable only for government financing, others are particularly ripe for profit-oriented investment. Some proposals have been written for either government or investment financing.

Getting Down to Business

While Jordan's 27 official project proposals enjoy a prominent role in its Amman Economic Summit strategy, they are designed mainly to complement private sector initiatives. In order to lay the groundwork for private sector success, the government has encouraged Jordanian businessmen to actively participate in preparations for the conference. At the institutional level, Jordanian businessmen have formed the Private Sector Executive Committee, which articulates concerns of the business community to the National Preparatory Committee. These recommendations are then reviewed by the National Preparatory Committee and passed on to the government.

Assisting Project Proposals . . .

Under the framework of the Private Sector Executive Committee, eleven sectoral subcommittees are active in reviewing and selecting promising private sector projects to be submitted at the Amman Conference. These subcommittees assist Jordanian companies in preparing feasibility studies and finance packages in order to increase their attractiveness to foreign investors. In addition, these eleven subcommittees are each preparing a report projecting the future of their individual sectors. While these documents are not directly related to the Amman Conference, they will help the government to draft legislation favorable to the overall business climate in Jordan.

. . . And Matching Partners

Another example of practical government/private sector cooperation involves the creation of a Central Information Center at the Amman Summit. This "databank" will serve to match potential investors with projects of particular interest to them. The center will contain project documents, names and businesses of attendees, and information on Jordan's economy, government and ministries.

Summary

The currently evolving system of regional interaction offers a golden opportunity for the Middle East/North Africa area. Problems such as the water shortage, environmental degradation and widespread poverty can now be addressed at the regional level. Moreover, the breaking down of barriers to trade, labor and capital flows will both encourage investment as well as allow each state to exploit its comparative advantages in a system which benefits the entire region. Jordan supports the new regionalism and is actively preparing in order to reap its benefits. Indeed, the Kingdom's geographic location at the hub of the Middle East, in conjunction with its highly-skilled yet relatively inexpensive labor force, equips it with a comparative advantage for export-led development.

At the same time that the global unit of economic interaction is shifting from the national to the regional level, the private sector is emerging as the preeminent vehicle for sustained, efficient economic development. The Jordanian government has aided in attracting foreign investment and shifting resources to its private sector by vigorously and successfully pursuing an IMF reform package, reducing its foreign debt, privatizing state-owned industries, balancing its budget and passing business-friendly legislation.

This partnership between government and business is evident in Jordan's preparations for the Amman Economic Summit. Although their high-profile nature guarantees more visibility for the government's 27 official project proposals, the most important contacts will be far more numerous and on a smaller scale—in closed meeting rooms away from the public eye, between Jordanian businessmen and interested investors. While the government's official proposals will help to create the infrastructure necessary to exploit Jordan's growth potential, the Kingdom will increasingly rely on its private sector to provide jobs and a better way of life for its people.

AMMAN SUMMIT / PRIORITY LIST OF PROJECTS

SECTOR	NO	PROJECTS	EST. COST (US \$ M)	CLASS.	FINANCE
				N/R	P/G
ENERGY					
	1	POWER SYSTEM INTERCONNECTION	152	R	G
TOTAL ENERGY	1		152		
ENVIRONMENT					
	1	HAZARDOUS WASTE MANAGEMENT	16	N/R	G AND P
TOTAL ENV.	1		16		
MINERALS / INDUSTRY					
	1	INDUSTRIAL WORKSHOPS	4	N	P
	2	POTASSIUM SULPHATE & DICALCIUM PHOSPHATE PLANT	79	N	P
	3	MAGNESIUM OXIDE PLANT	130	N	P
	4	PHOSPHORIC ACID COMPLEX	350	N	P
	5	INDUSTRIAL MINERALS	N/A	N	P
	6	COPPER EXPLORATION	N/A	N	P
	7	GRANITE QUARRYING	N/A	N	P
	8	OIL & GAS EXPLORATION	N/A	N	P
	9	BROMINE AND DERIVATIVES	142	N	P
TOTAL M & I	9		705		
TRANSPORT					
A: ROADS&BRIDGES					
		JORDAN RIVER BRIDGES & ACCESS			
		- KING HUSSEIN BRIDGE & ACCESS	14	R	G OR P
		- KING ABDULLAH BRIDGE & ACCESS ROAD	14	R	G OR P
		- JORDAN VALLEY CROSSING BRIDGE & ACCESS ROAD	9	R	G OR P
		- PRINCE MOHAMMED BRIDGE & ACCESS ROAD	11	R	G OR P
		WESTERN BORDER HIGHWAYS			
		- IRBID - NORTH SHUNA HIGHWAY	19	R	G
		- AQABA COASTAL HIGHWAY	27	R	G
		- KUFURHOODA-DAMIA JUNCTION HIGHWAY	31	R	G
		- SOUTH SHUNA-NORTH SHUNA HIGHWAY	106	R	G
TOTAL A:	2		231		

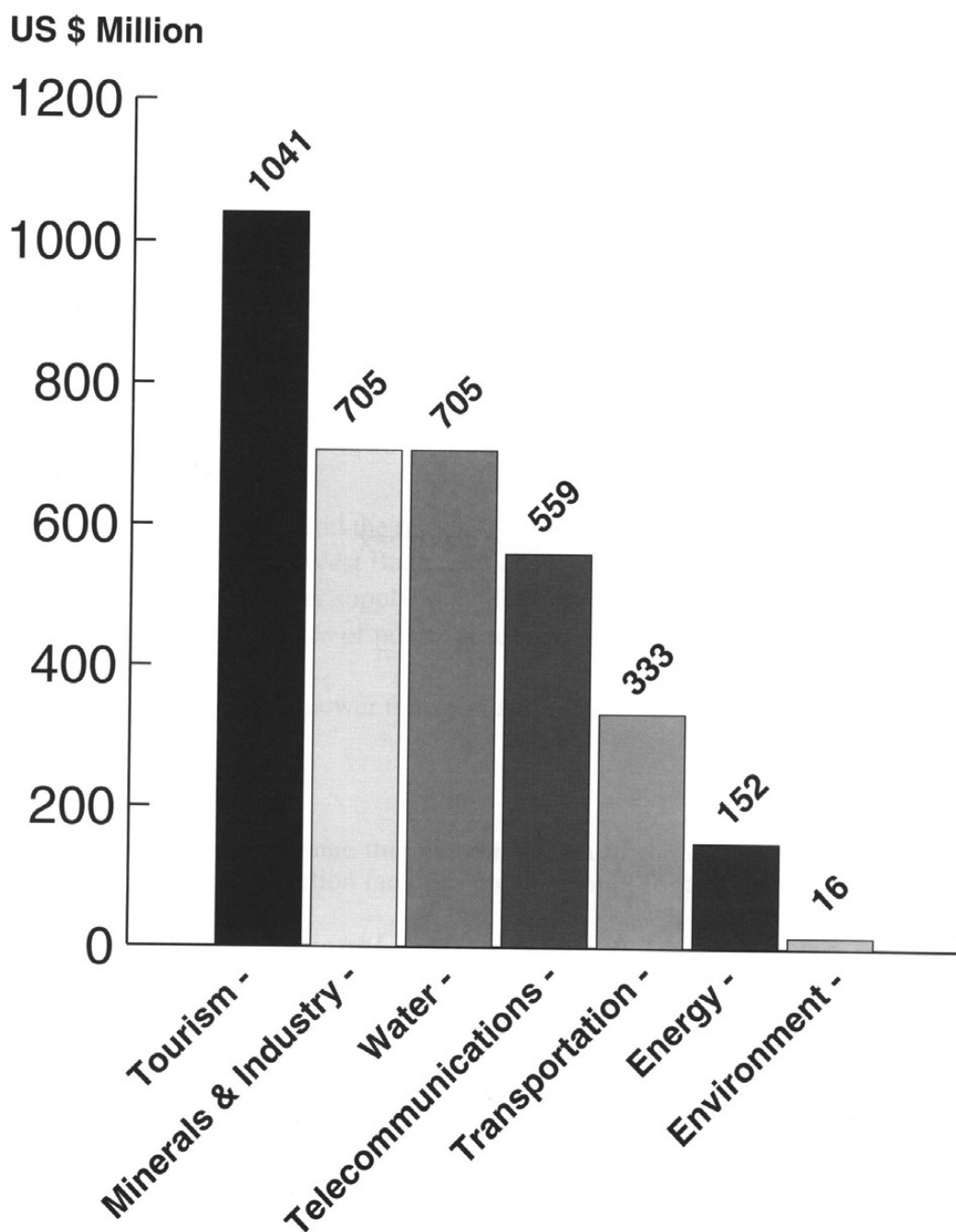
AMMAN SUMMIT / PRIORITY LIST OF PROJECTS

SECTOR	NO	PROJECTS	EST. COST (US \$ M)	CLASS.	FINANCE
				N / R	P / G
B: RAILWAYS					
	1	AQABA-WADI II RAILWAY & ESHIDIYA LINK (super structure)	31	N	P
TOTAL B:	1		31		
C: SEA PORTS					
	1	MULTI-PURPOSE JETTY (AQABA PORTS AUTHORITY)	25	R	P
	2	PASSENGER BERTH	10	R	P
TOTAL C:	2		35		
D: AIRPORTS					
	1	AQABA INTERNATIONAL AIRPORT	36	R	G
TOTAL D:	1		36		
TOTAL TRANSPORT	6		333		
TELECOMM.					
	1	FREQUENCY MANAGEMENT & LICENSING	7	N / R	G
	2	DIGITAL TELECOMMUNICATION INFRASTRUCTURE	532	N	G
	3	NATIONAL INFORMATICS INFRASTRUCTURE	20	N	G AND P
	4	PRIVATE SECTOR OPPORTUNITIES PROJECTS	N / A	N	P
TOTAL TELECOMM	4		559		
TOURISM					
	1	AQABA TOURISM DEVELOPMENT	500	R	P
	2	INFRASTRUCTURE FOR AQABA TOURISM PROJECT	14	N	G
	3	DEAD SEA TOURISM PROJECT	500	R	P
	4	INFRASTRUCTURE FOR DEAD SEA TOURISM PROJECT	27	N	G
TOTAL TOURISM	4		1041		
WATER					
	1	INTERGRATED DEVELOPMENT OF SOUTHERN GHORS	300	N	G
	2	WATER CONVEYANCE FROM DISI TO AMMAN	405	N	G AND P
TOTAL WATER	2		705		
TOTAL	27		3511		
		N = NATIONAL R = REGIONAL			
		G = GOVERNMENT P = PRIVATE			
		N / A = NOT APPLICABLE			

PRIORITY LIST OF PROJECTS

AMMAN SUMMIT

DISTRIBUTION OF INVESTMENT ACCORDING TO SECTORS



b) Egypt-Palestinian National Authority-Israel

- Ayoun Mousa - Qantara East: 100 kV of double circuit
- El-Arish - Gaza - Zafit: 100 km of 400 kV double circuit
- Ayoun Mousa Substation: 220 kV
- El Arish Substation: 220/400 kV
- Gaza Substation: 400/132 kV
- Zafit Substation: 400 kV

Financial Aspects

The total estimated capital cost of this project is US\$ 240m. **The Jordanian component of this project amounts to approximately US\$ 152 million.** Of this, Jordan is seeking external financing for 80%, or about US\$ 120 million. The JEA will cover the remaining amount.

Phase I. Jordan - PNA - Israel

Regional Transmission Facilities

	Amount (in 1995 US\$ million)
• Jordanian Part	18.0
• Palestinian Part	70.4
• Israeli Part	18.2
• Essential System Reinforcement in Jordan	133.9

TOTAL	\$ 240.5 m
Jordan's Share (18 m + 133.9 m)	\$ 152.0 m

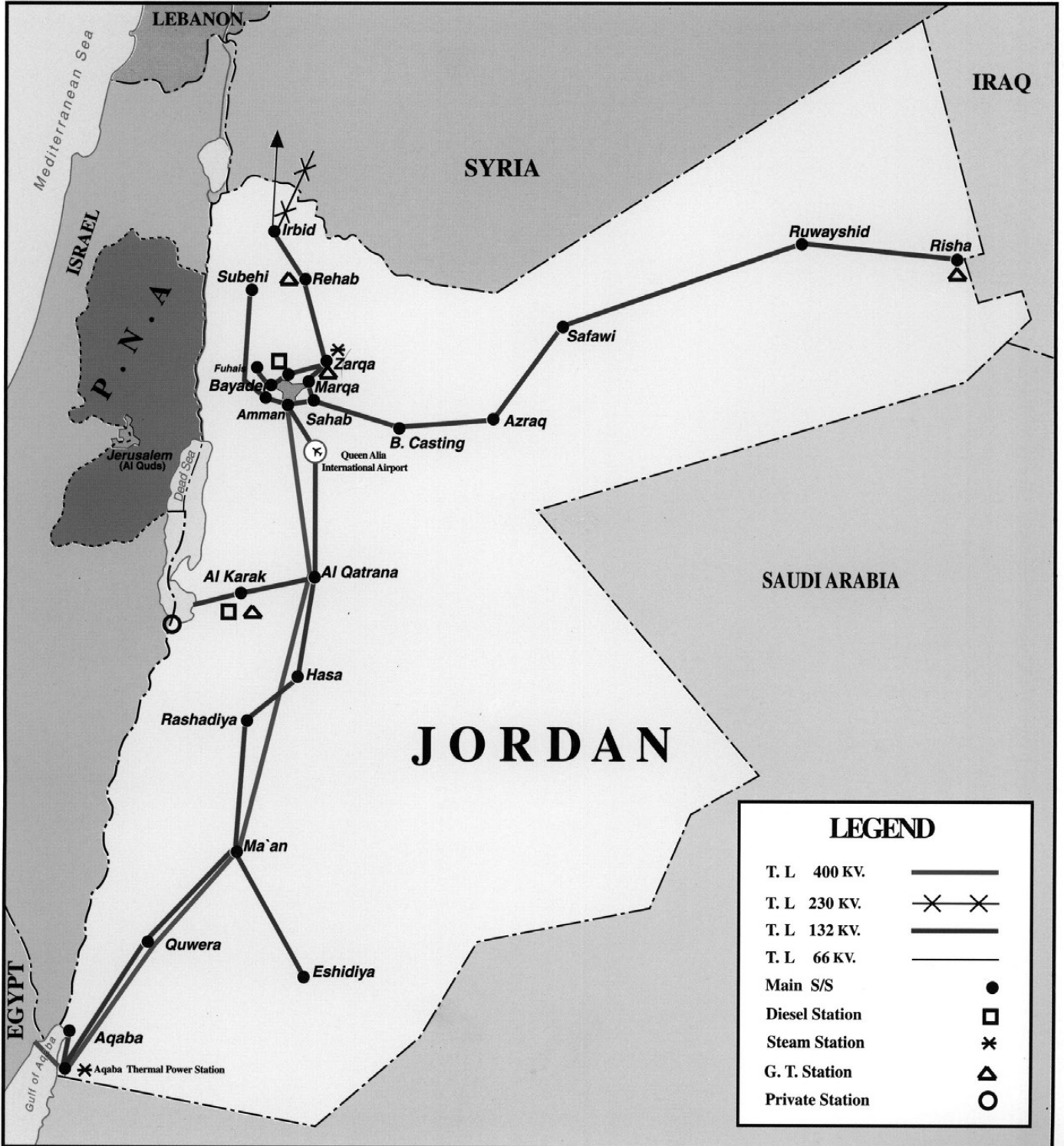
Phase II. Egypt - PNA - Israel \$ 129.9 m

Project Status

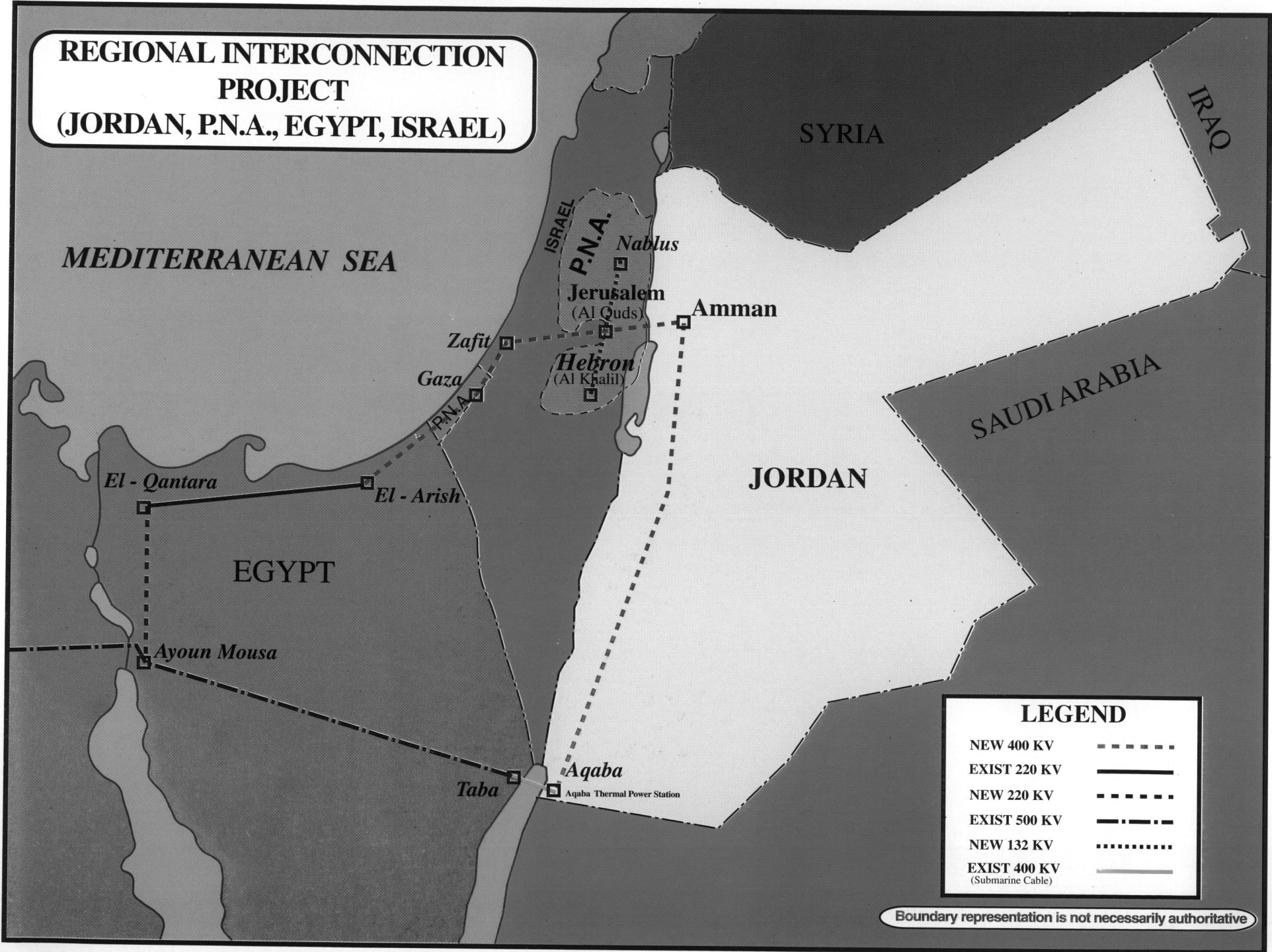
The final report on the Lahmeyer Verbundplan study was completed in May 1995 and a consultant has been appointed to identify the projects and to prepare the Terms of Reference for the detailed technical-economic feasibility study and detailed designs.

Construction could start in late 1997 if funding is available by 1996. If so, the project should be completed by the end of 1999.

EXISTING TRANSMISSION SYSTEM IN JORDAN



**REGIONAL INTERCONNECTION
PROJECT
(JORDAN, P.N.A., EGYPT, ISRAEL)**



LEGEND

NEW 400 KV
EXIST 220 KV	————
NEW 220 KV	- - - - -
EXIST 500 KV	- . - . -
NEW 132 KV
EXIST 400 KV (Submarine Cable)	- - - - -

Boundary representation is not necessarily authoritative

Hazardous Waste Management

Background

The generation of hazardous waste is a serious and mounting problem in Jordan. Although industrial development has brought significant growth to Jordan's economy, it has also impacted adversely on the natural and social environment of the country. Of particular concern is the increasing amount of hazardous waste being deposited in an uncontrolled fashion. This pollution adversely affects scarce surface and groundwater supplies, soils and natural habitats, and, ultimately, the health of the people who depend on these resources.

A 1994 World Bank study of 30 industries indicated that a total of 830 tons of solid hazardous waste and 2,330 tons of liquid hazardous waste are generated annually. It is estimated that by the year 2000, Jordanian industries will be producing in excess of 18,000 tons of hazardous waste each year.

A hazardous waste disposal site has been identified, and the preliminary design includes the provision of oil waste, mercury waste, pesticide waste, other chemical waste and biologically-infectious hospital waste.

Project Description

The main objective of the project is to protect the natural environment and reduce the threat to human health through the safe handling and disposal of hazardous waste. This will be achieved by:

- Preparing a hazardous waste management plan
- Developing a system of safe handling of hazardous wastes
- Disposing of hazardous wastes using safe and efficient methods
- Recycling hazardous wastes whenever possible
- Preparing an effective plan in the event of accidents

The project will include the following elements:

- Legal framework
- Management plan
- Comprehensive inventory of hazardous waste generators and materials to be handled
- Collection facilities
- Treatment and disposal facilities

Environment

It is envisaged that the project will require both public and private investment. The government shall be responsible for providing a comprehensive legal framework including legislation, standards and by-laws.

Project Implementation

To accommodate treatment, the project will be developed over a period of 10 years, composed of the four stages outlined below:

Stage I- first year	Immediate action to establish an emergency relief facility
Stage II- years 2-6	Short term action; the design and construction/installation works to be completed in 2-3 years
Stage III- years 7-10	Medium term action
Stage IV- after 10 years	Long term action

Financial Aspects

Total capital cost of the project is estimated at US\$ 16 million. Of this, it is anticipated that the government will fund the construction of the access road to the facility, which is estimated to cost US\$ 4.8 million. Costs for the first and second stages are estimated at US \$8.2 million, and the rest is for the remaining stages.

Project Status

In 1994, consultants financed by the government of Japan concluded a pre-feasibility study that included a survey of hazardous waste materials being produced in Jordan. The study also included a preliminary design of a hazardous waste facility.

However, this project will require a detailed design, including the preparation of a full feasibility study and a comprehensive project management plan. These will have to be carried out by a firm with expertise in hazardous waste management.

Industrial Workshops

Background

The Jordan Investment and Southern Development Company (JISD) has been formed in equal participation by its major shareholders: namely, Arab Potash Company, Jordan Phosphates Mines Company and Jordan Cement Factories Company. The mission of the newly formed company is to invest in and develop industrial projects in the southern part of Jordan.

Objective

The project aims to establish industrial repair workshops in Al-Safi to serve the industrial establishments of southern Jordan, thereby saving repair time and foreign currency.

Project Components

The main components of the project are

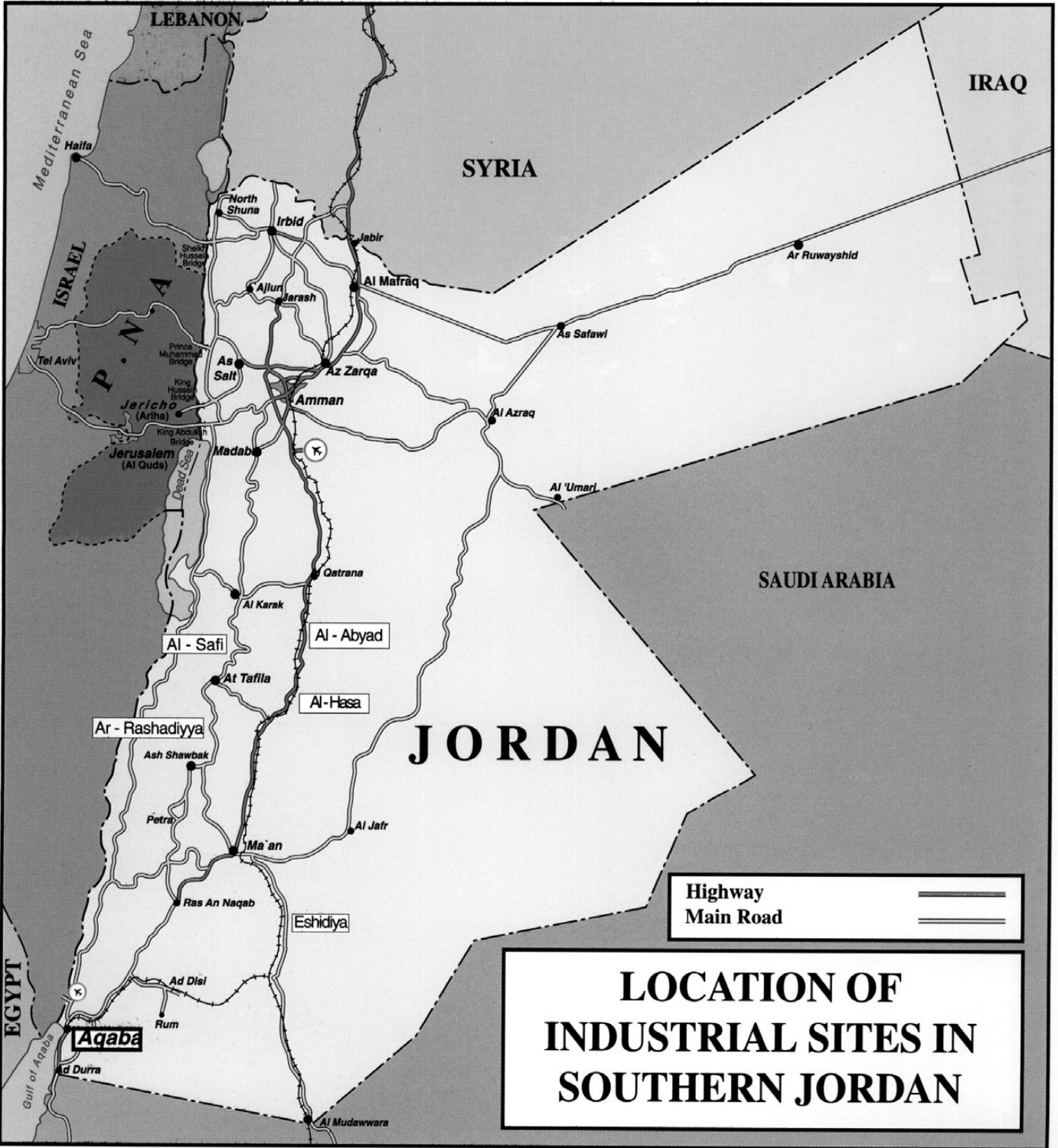
- A rubber lining workshop
- An electrical motors rewinding workshop
- A plate and welding workshop

Estimated Cost

The overall cost of the project is US\$ 4 million, out of which the operating expenses will total US\$ 778,000.

Project Status

The Jordan Investment and Southern Development Company is seeking joint venture agreements with partners having expertise in the aforementioned fields.



Boundary representation is not necessarily authoritative

Potassium Sulphate & Di-Calcium Phosphate Plant

Background

The Arab Potash Company is planning to construct a plant for the manufacture of potassium sulphate (SOP) and di-calcium phosphate (DCP). SOP is a fertilizer, while DCP is an animal feed supplement. The SOP/DCP complex would be located in Aqaba in order to benefit from the harbor facilities, infrastructure and water supply.

A study by Arthur D. Little recommended a combination of SOP and DCP production so that the DCP unit would use the by-product hydrochloric acid from the SOP unit as an attack acid for phosphate rock.

This arrangement has two major advantages:

- 1) It uses two of Jordan's most important mineral resources (potash and phosphates) as raw materials
- 2) The process technology to be employed is environmentally friendly, as it solves the disposal problem of the hydrochloric acid produced by the SOP unit.

Objective

The project aims to produce 75,000 tons per year of potassium sulphate and 40,800 tons per year of di-calcium phosphate.

Estimated Cost

The fixed investment costs of the proposed plant, interest during construction, and working capital are estimated to be US\$ 79 million.

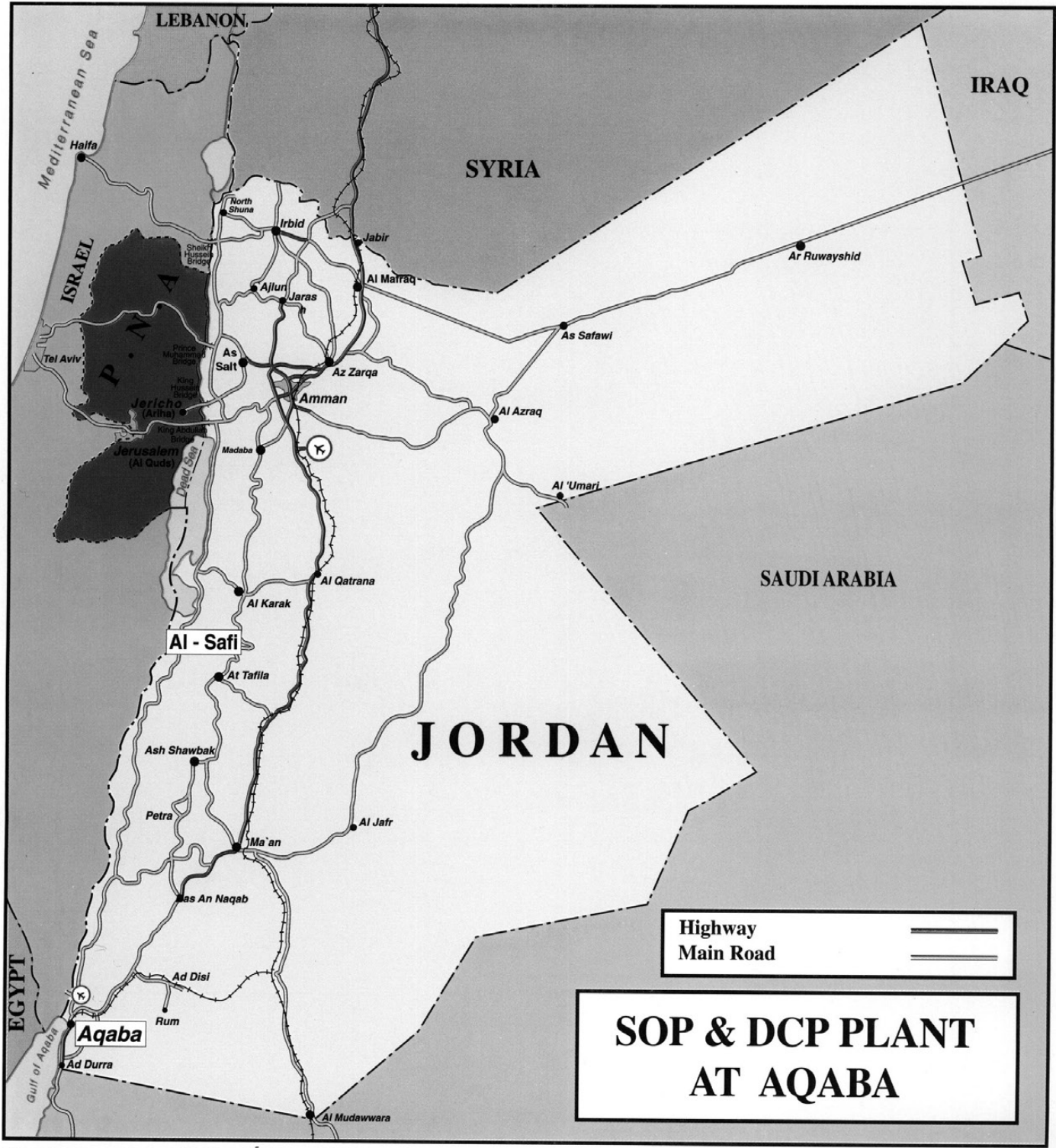
Project Status

The APC has set up a holding company, The Jordan Dead Sea Industries Company (JODICO) with the following shareholders: APC (51%), Social Security (18%), Jordan Investment Corporation (10%), Jordan Phosphates Mines Company (6%), and banks and others (15%). The holding company was created for the extraction of chemicals other than potash from the Dead Sea, and thus the potassium sulphate and di-calcium phosphate project falls under its mandate.

Minerals & Industry

The capital of the holding company is about US\$ 86 million. JODICO is seeking financing particularly from companies which are already involved in the production and marketing of potassium sulphate and di-calcium phosphate.

Assuming that financing can be obtained before the end of 1995, plant construction could start in 1996 and would be completed in five years.



Boundary representation is not necessarily authoritative

Magnesium Oxide Plant

Background

Jordan's two major minerals, phosphate and potash, account for about 5% of the country's GDP and more than 40% of its exports. The Arab Potash Company (APC) produces potash by evaporation from the ponds built at Al-Safi site, by the southern end of the Dead Sea. APC has a concession from the government to exploit, manufacture and market the mineral resources of the Dead Sea. Potash production began in 1983, and in 1993, the capacity of the APC plant at Al-Safi reached 1.8 million tons per year. The capital base of APC is about US\$ 114 million, with ownership portions distributed as follows:

Jordan	56.6%	Libya	4.3%
Arab Mining	22.8%	Kuwait	4.3%
Islamic Bank	5.5%	Private	0.9%
Iraq	5.2%	Saudi Arabia	0.4%

In 1982, Fluor Daniel, MDPA Ingenierie/Kerbs, Battelle Europe and the Jordan Industrial Consortium Company undertook a thorough feasibility study for a magnesium oxide plant with a capacity of 100,000 tons.

The study's project profitability estimates were considered to be conservative for a number of reasons. First, the estimates were done in the context of an integrated chemical complex producing several chemicals. APC has decided instead to implement separate projects for each respective chemical in order to be able to attract investors interested in specific chemical projects. With this new strategy, some of the costs allocated to the MgO project will not be incurred.

A pilot plant has also been commissioned which will provide information on low cost alternatives for certain aspects of the project. Furthermore, the previous feasibility study did not consider specialty products such as special MgO and Mg(OH)₂, which have high sale prices and relatively low production costs. The market for such products is booming and their sales would substantially increase revenues. Finally, the sale price used in that feasibility study was conservative.

A revised feasibility study is being conducted on the magnesium oxide plant project, taking the above into account. It should be completed by the end of 1995. It will be based on the following implementation strategy.

Project Implementation

1. The plant will be established over two stages. The first stage would be the construction of a plant capable of producing 50,000 tons of refractory grade

MgO annually, along with 10,000 tons per year of specialty products. The second stage would be a second production line to produce another 50,000 tons per year of refractory grade MgO.

2. Product quality and sales price will be based on actual results obtained by the pilot plant operation. The market study is also to be revised with a clearer strategy toward market penetration and exploiting the competitive advantages of the Jordanian product.

Objectives

The first stage of the project would produce about 50,000 tons per year of magnesium oxide sinter* for the refractory industry, and 10,000 tons per year of special MgO and Mg(OH)₂ for the chemical and plastics industry. The second stage would add annual capacity of another 50,000 tons of magnesium oxide sinter.

Estimated Cost

The capital cost of the project, at the revised capacity of 50,000 tons per year of MgO and 10,000 tons per year of specialty products, is estimated at US\$ 130 million broken down as follows:

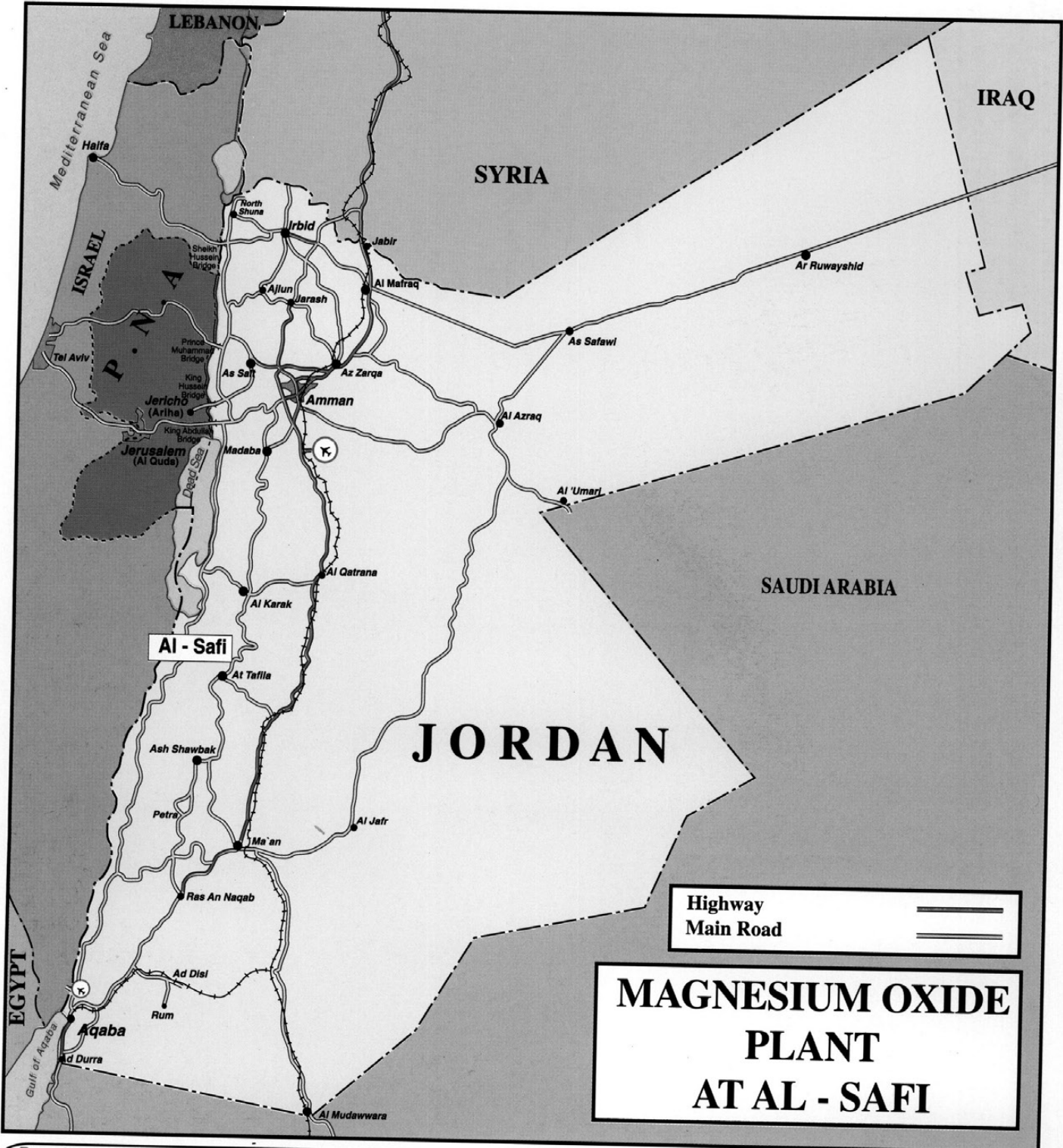
	Amount (in 1995 US\$ million)
• Total installed cost	110.5
• Preproduction cost	6.5
• Working capital	5.2
• Interest during construction	7.8

TOTAL CAPITAL COST	130.0
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Project Status

The APC has set up a holding company, the Jordan Dead Sea Industries Company (JODICO) with the following shareholders: APC (51%), Social Security (18%), Jordan Investment Corporation (10%), Jordan Phosphates Mines Company (6%), and banks and others (15%). The holding company is created for the extraction of chemicals other than potash from the Dead Sea, and thus the MgO project falls under its mandate. The capital of the holding company is about US\$ 86 million. JODICO is seeking financing particularly from companies already involved in the production and marketing of magnesium products.

* a bonded mass of metal particles shaped and partially fused by pressure and heating below the melting point



Boundary representation is not necessarily authoritative

Phosphoric Acid Complex

Background

Jordan's biggest industries by far are its phosphate and potash industries. With phosphate reserves of more than 2,000 million tons, Jordan is the world's fifth largest phosphate producer. It is the world's number one producer and exporter of high grade phosphate rock.

Considering the strong experience of the Jordan Phosphates Mines Company (JPMC) in phosphate rock production and marketing, the excellent quality of the Jordanian rock, and the proximity of Aqaba to export markets, plans have been made for substantially expanding Jordan's phosphates and fertilizers production.

JPMC and Fauji Fertilizer Company of Pakistan have signed a joint venture agreement to build a fertilizer complex at Port Qasim, Pakistan, to produce ammonium urea and di-ammonium phosphate (DAP). From its side, JPMC will supply this complex with phosphoric acid as an intermediate for the DAP plant. Another joint venture agreement was also signed with the Nippon Jordan Fertilizer Company (NJFC), where JPMC will also supply phosphoric acid.

Objectives

The project is designed to construct two phosphoric acid plants to produce a total of 500,000 tons per year of phosphoric acid. About 250,000 tons per year of this will be supplied to Fauji, while about 100,000 tons will go to NJFC. The balance will be exported to meet the increasing demands of JPMC customers worldwide. The project will be located at the Eshidiya free zone area in southern Jordan.

Project Components

The phosphoric acid complex would involve the following:

- Two sulfuric acid plants with a total capacity of 1.8 million tons per year
- Two phosphoric acid plants providing a total production capacity of 500,000 tons per year P_2O_5
- Utilities, off-sites, export facilities and other general services

All necessary measures for environmental protection and safety will be taken.

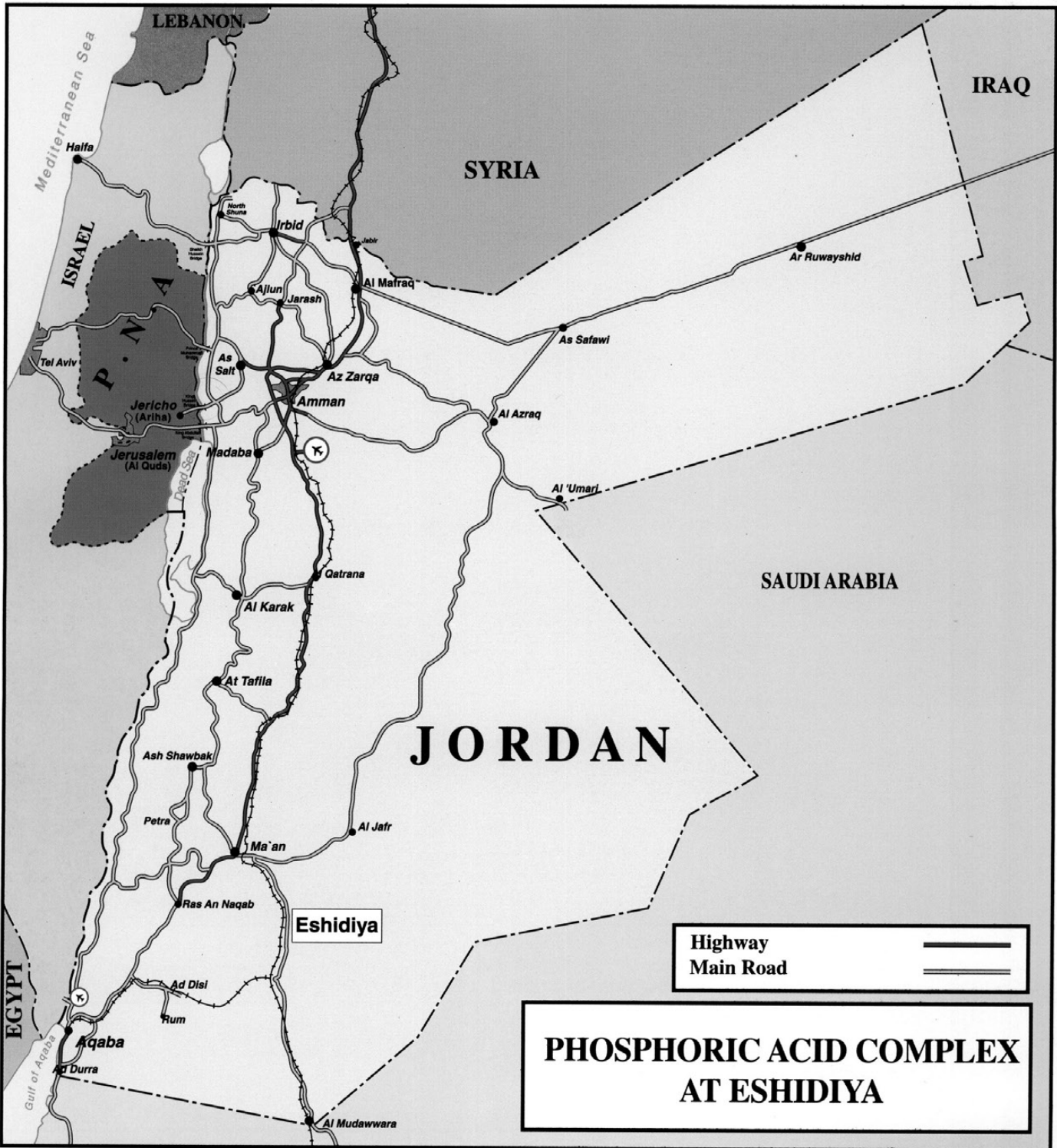
Estimated Costs

The fixed investment costs of the project are estimated at US\$ 350 million, broken down as follows:

	Amount (in 1995 US\$ million)
• Capital cost	315
• Working Capital	15
• Interest during construction	20
<hr/>	
TOTAL	350.0

Project Status

Financing is sought through equity participation. The construction period is estimated at two years, with the completion date expected in 1998.



Boundary representation is not necessarily authoritative

Industrial Minerals

Background

All minerals existing within the borders of the Hashemite Kingdom of Jordan, whether found on the surface, underground or in territorial waters, rivers and internal seas are considered state domain. The term “mineral” is defined as meaning all ores of economic value excluding petroleum, natural gas, rock materials and associates such as granite and marble used in construction or for ornamental purposes.

The exploitation of minerals and rock materials is divided into three primary stages: exploration, prospecting and discovery. An exploration permit relates to investigation, aerial and ground surveys, and includes activities such as consultation, economic, technical and geological surveys. Prospecting includes drilling, excavation, assaying and detailed examinations. The third stage, discovery, means the announcement of the existence of a deposit in exploitable quantities.

The regulatory body is the Natural Resources Authority of the Ministry of Energy and Mineral Resources, which establishes policies for developing and exploiting rock and mineral resources.

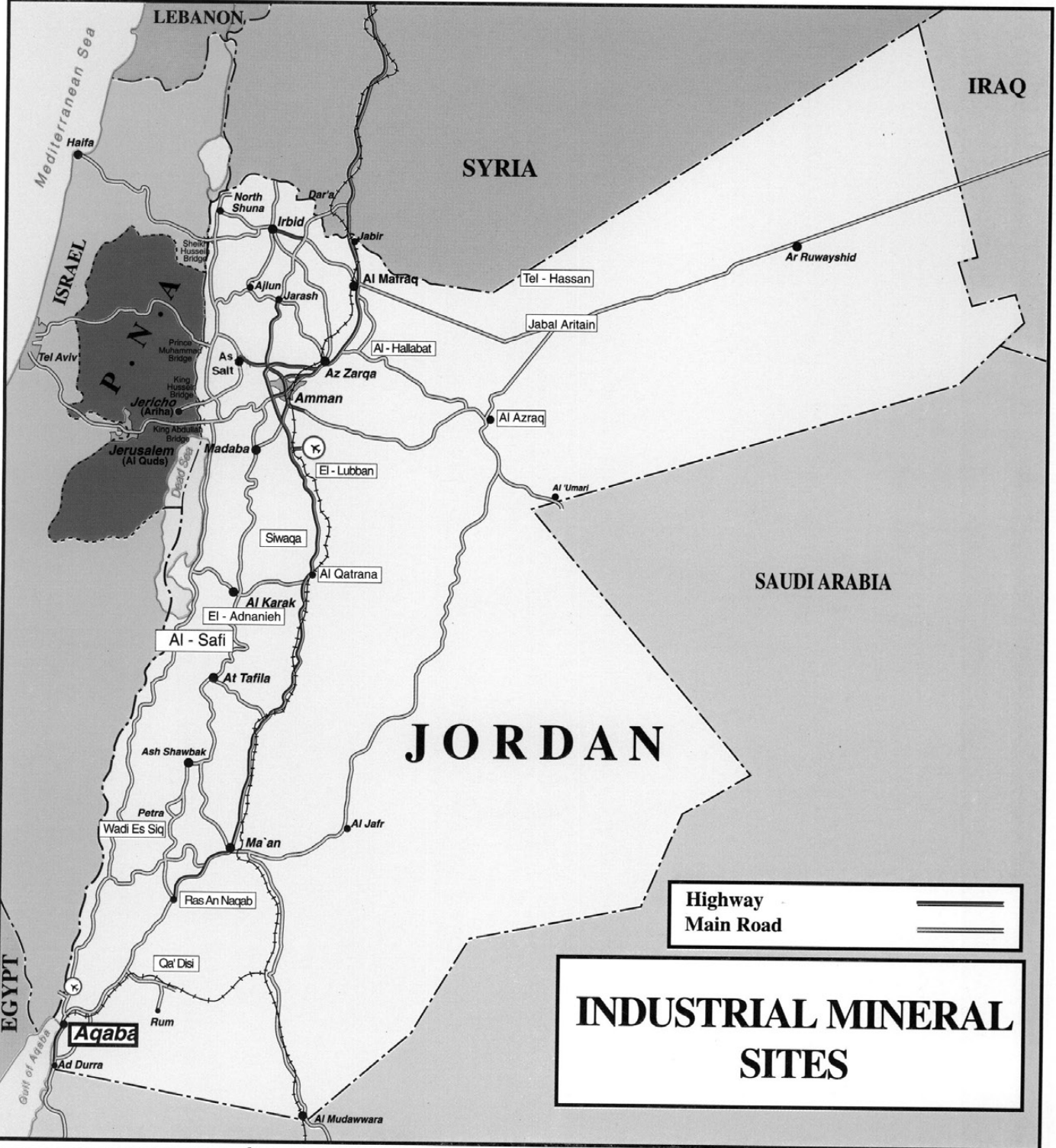
Objectives

The project is designed to promote exploration and development of the following industrial minerals:

- Glass sand located in the southern sites of Aqaba, Qa'disi, Ras Al-Naqab and Wadi Al-Siq;
- Tripoli, of which the most favorable formation is located 4 to 20 km south of Karak, north and south of Al-Adnanieh;
- Pure limestone located in the following localities in central Jordan: Al-Qatrana, Siwaqa, Al-Lubban, and Al-Halabat;
- Zeolite, which is located in the area north of Azraq in the localities of Jabal Aritain and Tel-Hassan;
- Diatomite/Bentonite clays, which are abundant in the Al-Azraq Basin and its surroundings.

Project Status

Mining and other industrial companies are invited to develop the above industrial minerals for export either as finished or raw materials.







Boundary representation is not necessarily authoritative

Highway
Main Road





INDUSTRIAL MINERAL SITES

Cenozoic

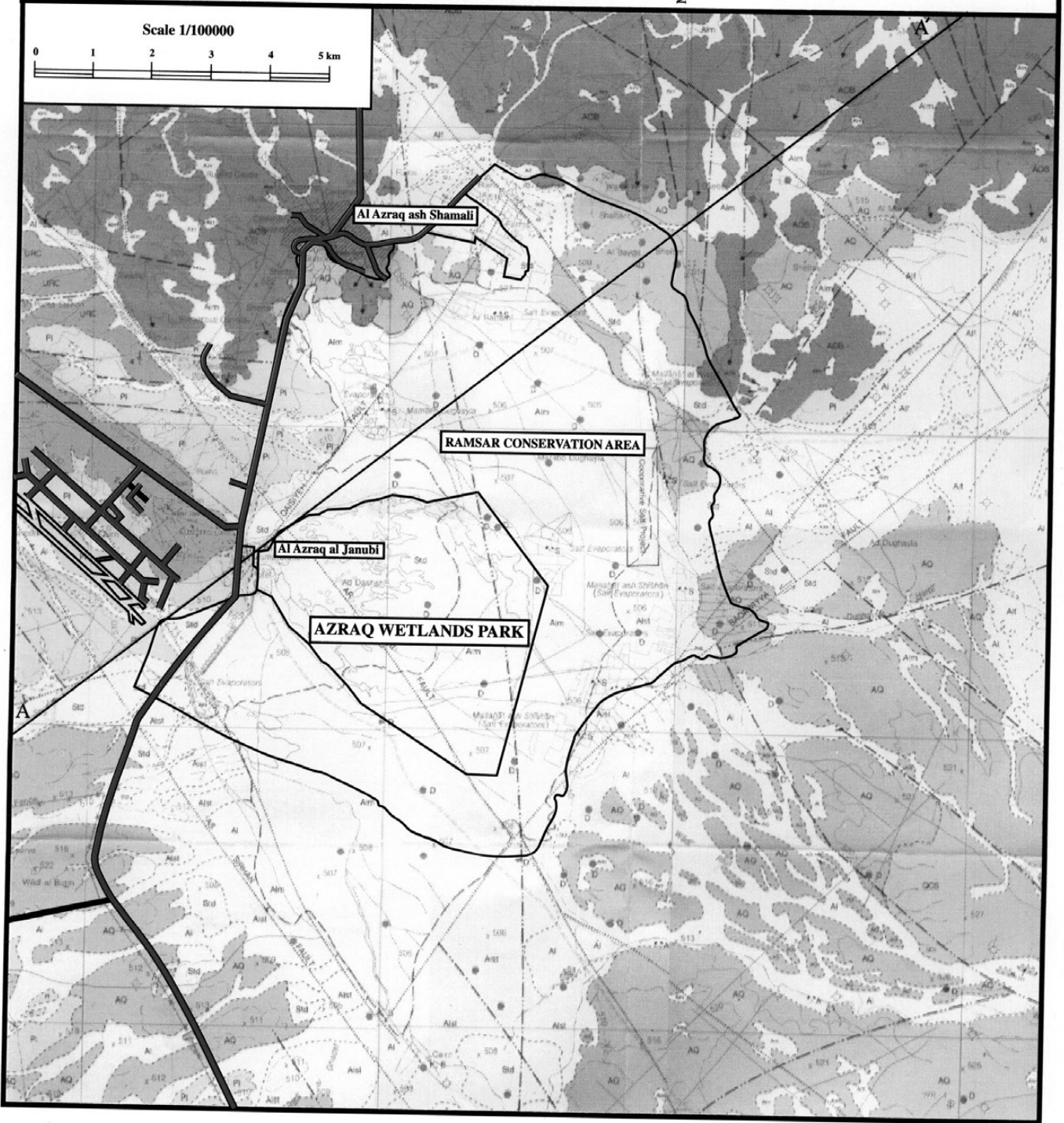
-  Alluvium, Wadi Sediments, Mudflat
Alluvial Fan, Silt, Siltflat and Silt Dunes
-  Pleistocene Alluvium or Colluvium
-  Azraq Formation (intermixed evaporites, gypsiferous
marls, clay, diatomite, sand and gravel)
-  Abed Olivine Phyric Basalt

Cenozoic




Mesozoic

-  Qirna Calcareous Sandstone
-  Umm Rijam Chert - Limestone
-  Fuluq Porcellanite
-  Muwaqqar Chalk Marl

Scale 1/100000



INDUSTRIAL MINERALS LOCATION OF BOREHOLES

-  Water well
-  Bentonite / Diatomite Boreholes
-  Oil Boreholes

Copper Exploration

Background

Copper and manganese mineralization of varying concentrations occurs within an area approximately 70 km long and up to 15 km wide, along the eastern side of central Wadi Araba. Accessibility to the area is provided by a paved road running along Wadi Araba from Aqaba to the Dead Sea.

In the Finan area, exploration work conducted between 1967-1973 resulted in the blocking of measured/indicated reserves in a gently (eight degrees) dipping horizon, totaling 16 million tons at a grade of 1.48% copper and at an average thickness of 2.12 meters. Inferred/expected reserves are in order of more than 50 million tons.

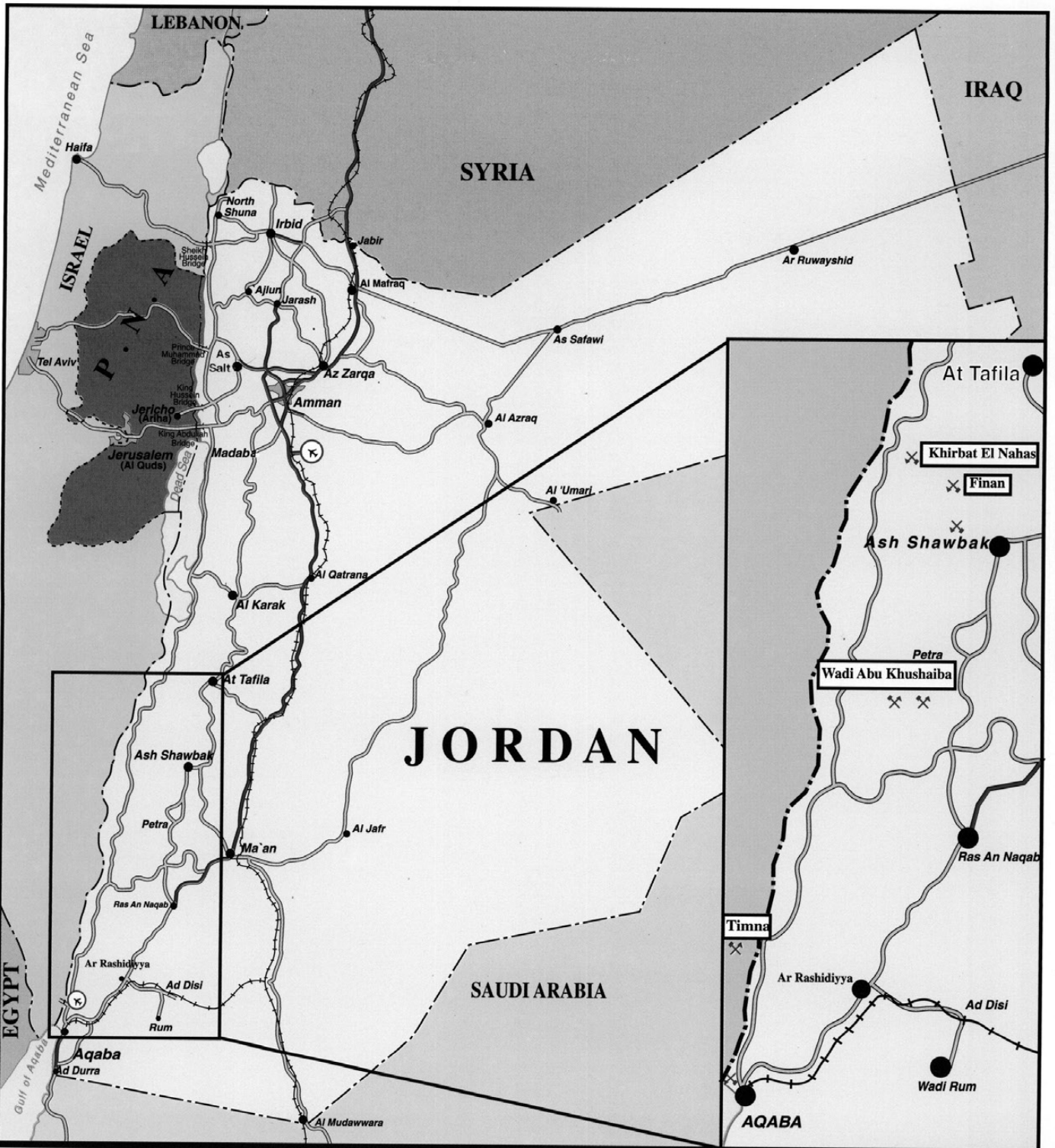
Due to the fact that sulfuric acid is produced in the country and phosphoric acid will be produced in the near future, there is the potential to develop low-cost copper metal production by leaching-solvent extraction and the electro-winning process.

Objective

The project aims to develop copper metal production in Jordan.

Project Status

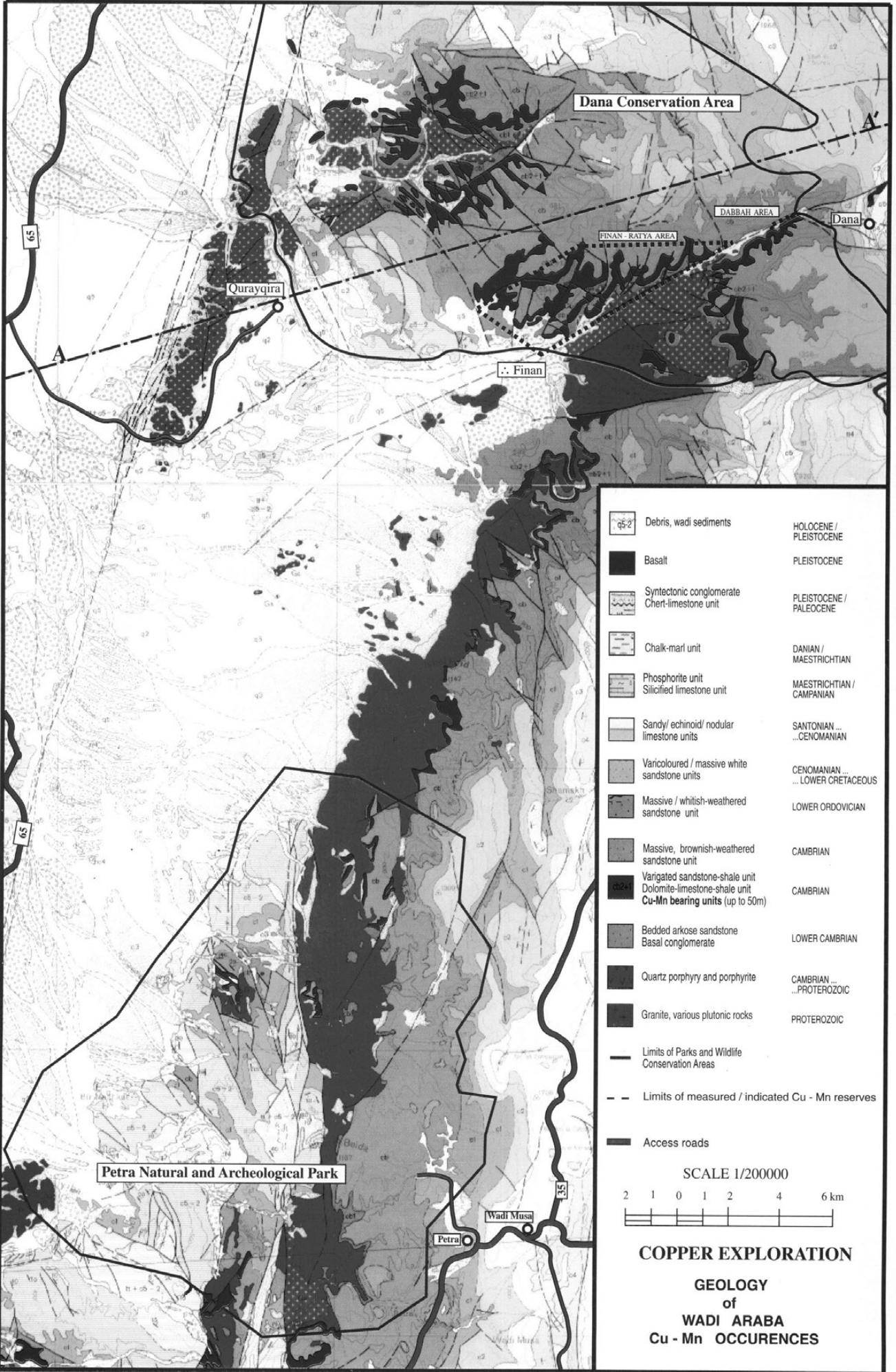
Mining/exploration companies are invited to form joint ventures with Jordanian companies for the exploration of the Wadi Araba copper-magnesium deposits.



COPPER WORKINGS

- Ancient Copper Working x
- Copper Mine x
- Highway ———
- Main Road = = =

Boundary representation is not necessarily authoritative



Dana Conservation Area

DABBAH AREA

FINAN - RATYA AREA

Qurayqira

Finan

Dana

Petra Natural and Archeological Park

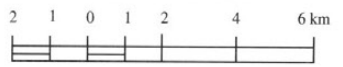
Wadi Musa

Petra

q5-2	Debris, wadi sediments	HOLOCENE / PLEISTOCENE
Basalt	Basalt	PLEISTOCENE
Stippled pattern	Syntectonic conglomerate Chert-limestone unit	PLEISTOCENE / PALEOCENE
Horizontal lines	Chalk-marl unit	DANIAN / MAESTRICHIAN
Vertical lines	Phosphorite unit Silicified limestone unit	MAESTRICHIAN / CAMPANIAN
Light grey	Sandy/ echinoid/ nodular limestone units	SANTONIAN ... CENOMANIAN
Dark grey	Varicoloured / massive white sandstone units	CENOMANIAN ... LOWER CRETACEOUS
Medium grey	Massive / whitish-weathered sandstone unit	LOWER ORDOVICIAN
Dark grey	Massive, brownish-weathered sandstone unit	CAMBRIAN
Dark grey with dots	Varigated sandstone-shale unit Dolomite-limestone-shale unit Cu-Mn bearing units (up to 50m)	CAMBRIAN
Light grey	Bedded arkose sandstone Basal conglomerate	LOWER CAMBRIAN
Dark grey	Quartz porphyry and porphyrite	CAMBRIAN ... PROTEROZOIC
Dark grey	Granite, various plutonic rocks	PROTEROZOIC

- Limits of Parks and Wildlife Conservation Areas
- - Limits of measured / indicated Cu - Mn reserves
- Access roads

SCALE 1/200000



COPPER EXPLORATION
GEOLOGY
of
WADI ARABA
Cu - Mn OCCURENCES

Granite Quarrying

Background

The Arabian Shield, consisting of Precambrian crystalline igneous rocks, extends to the southern part of Jordan and forms its basement. These igneous rocks consist of granite hornblende, gabbros, granodiorite, quartzdiorite, aplite, alaskite granites and quartz porphyries. Through the ages, the basement has been worn down by erosion almost to a level plain, and unconformably covered by thick deposits of Cambrian and Ordovician sandstones.

These granite formations were affected by several deformation phases which resulted in intense fracturing and deep weathering. Intense erosion has left very wide wadis and mudflats, exposing those granites least affected by tectonism. Such granites have widely spaced fractures and are suitable for development as quarries for ornamental stones.

Granite producers in Jordan have experience in sawing, cutting, polishing and marketing their products. Although they have expertise in marble quarrying, attempts at granite quarrying have so far been limited to cutting and picking up granite boulders.

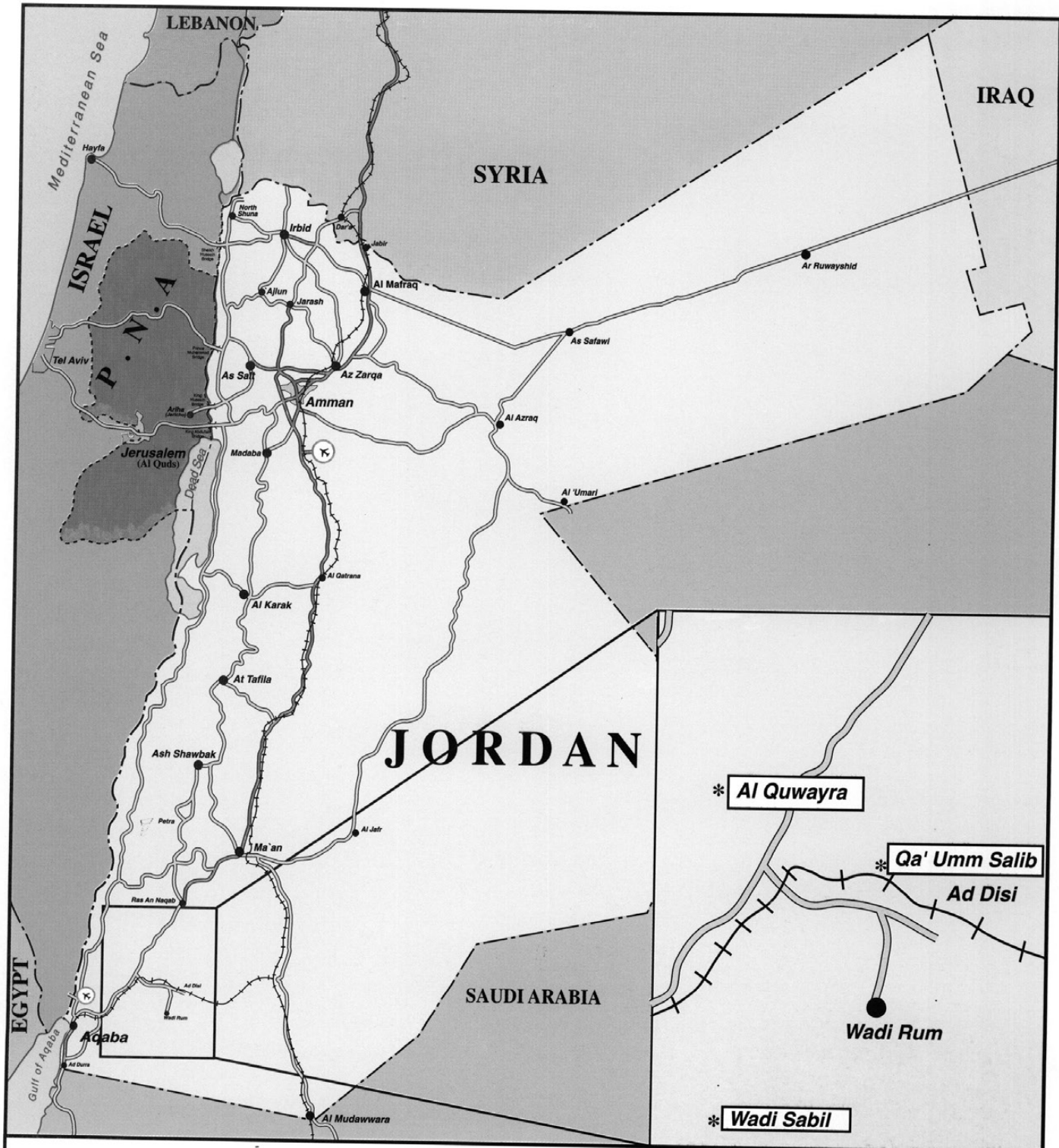
This project is an industrial scale project capable of supplying the local industry as well as exporting marketable blocks using heavy quarrying equipment. The three proposed sites are all located in the south, near the Wadi Rum area, at a distance of approximately 50 km from Aqaba harbor.

Objective

The project is designed to use heavy quarrying equipment to develop three quarrying sites, each with different granites but located in the same general area. These sites will supply granite for the local industry as well as marketable blocks for export.

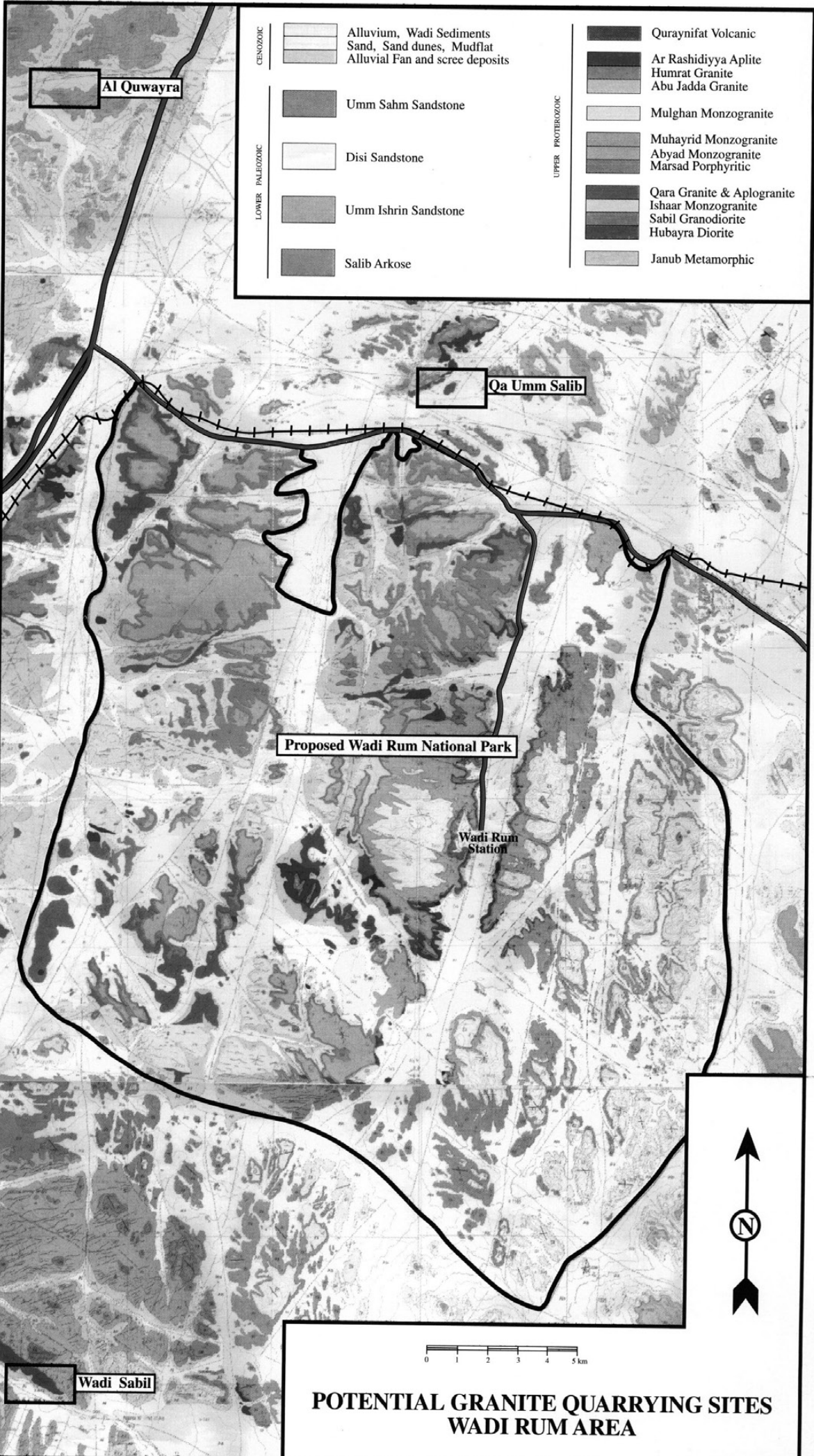
Project Status

Local producers are currently seeking joint venture partners with granite quarrying expertise to develop quarries capable of supplying the local industry as well as the export market.



LOCATION OF POTENTIAL GRANITE QUARRIES

Boundary representation is not necessarily authoritative



- | | | |
|-----------------|--|--|
| CENOZOIC | | Alluvium, Wadi Sediments
Sand, Sand dunes, Mudflat
Alluvial Fan and scree deposits |
| | | Umm Sahn Sandstone |
| | | Disi Sandstone |
| LOWER PALEOZOIC | | Umm Ishrin Sandstone |
| | | Salib Arkose |

- | | | |
|-------------------|--|--|
| UPPER PROTEROZOIC | | Quraynifat Volcanic |
| | | Ar Rashidiyya Aplite
Humrat Granite
Abu Jadda Granite |
| | | Mulghan Monzogranite |
| | | Muhayrid Monzogranite
Abyad Monzogranite
Marsad Porphyritic |
| | | Qara Granite & Aplogranite
Ishaar Monzogranite
Sabil Granodiorite
Hubayra Diorite |
| | | Janub Metamorphic |

Proposed Wadi Rum National Park

Wadi Rum Station



**POTENTIAL GRANITE QUARRYING SITES
WADI RUM AREA**

Wadi Sabil

Al Quwayra

Qa Umm Salib

Oil and Gas Exploration

Background

An assessment of Jordan's petroleum potential must include the following salient facts:

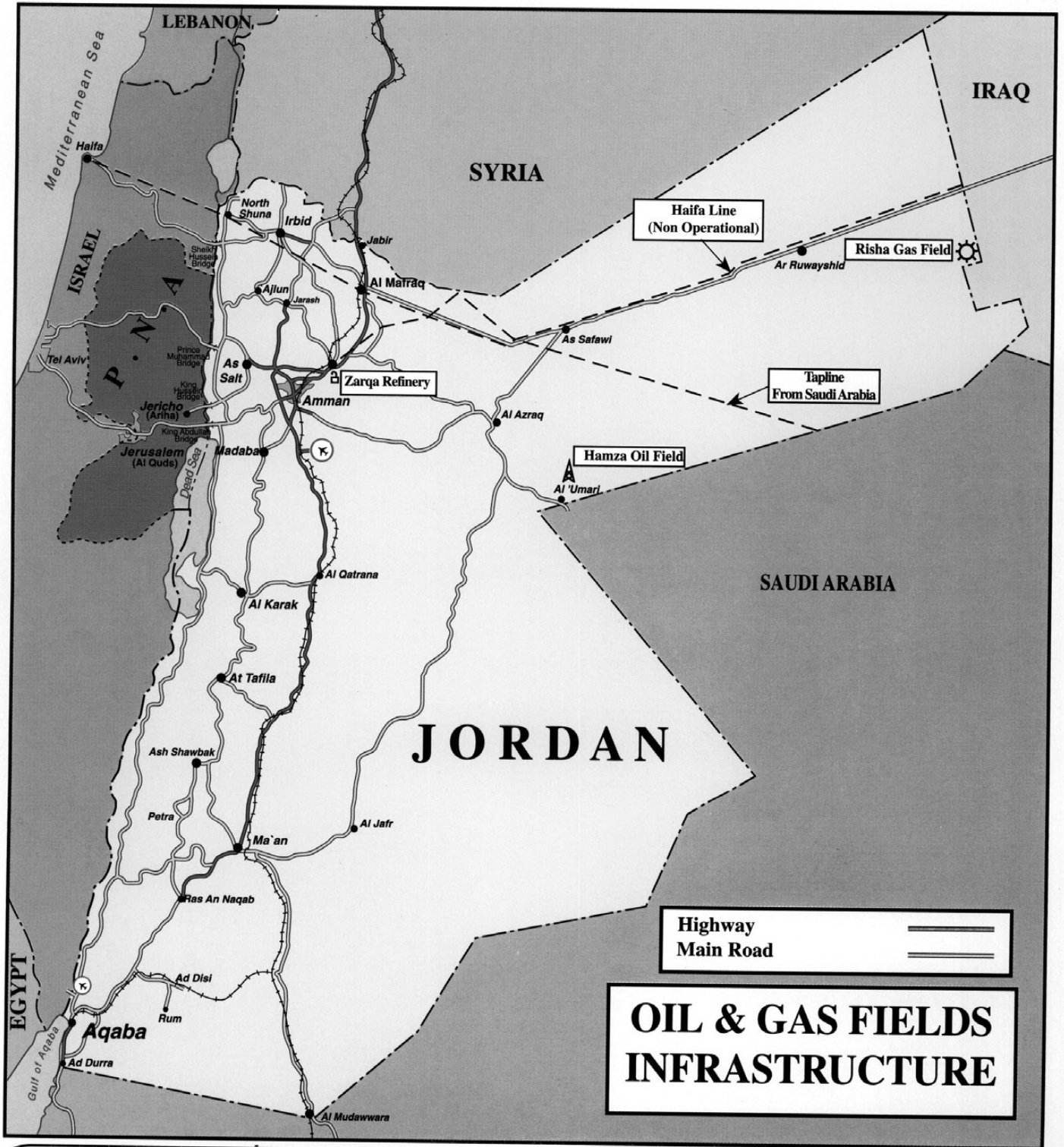
- Jordan's petroleum resources have not been adequately tested.
- There are numerous oil and gas shows throughout Jordan, even in wells that were not located on valid structures.
- There is an abundance of surface indications of hydrocarbons—in the form of seeps, asphalt impregnations, and near surface deposits of rich oil shales.
- Oil was discovered and has been produced from Cretaceous reservoirs in the Azraq Basin's Hamza Oil Field, yielding up to 600 barrels per day.
- Natural gas is being produced from Ordovician sandstone reservoirs in the Risha area, with cumulative production of more than 40 billion cubic feet.
- The geological setting of Jordan, favorably situated between the Precambrian outcrop belt and the rich oil producing areas of the Gulf Coast Geosyncline, makes it a prime prospective frontier area.
- The Natural Resources Authority (NRA) and international oil companies recorded a total of more than 33,000 line kilometers, in addition to a three-dimensional survey over the Lisan Peninsula of the Dead Sea. Geological information and reports pertaining to 100 exploratory and development wells were also recorded, providing a good data base from which to conduct exploration in basins with proven oil potential.
- Although a total of 100 wells have been drilled in Jordan, it is worth mentioning that 59 of these were clustered around discoveries and/or for development purposes. Only five wells penetrated the whole sedimentary sequence, and further hydrocarbons potential remains to be evaluated.
- Fresh insights into the subsurface geology of Jordan, gained by new seismic work and reprocessing old seismic data, reveal the existence of deep basins with attractive structural styles which are essentially untested.
- The Jordanian National Petroleum Company, a new company with US\$ 25 million capital, has been formed with the specific objective of making up for the shortfall in investment, equipment and technology by establishing joint ventures with foreign companies.
- Jordan is offering production sharing agreements, and a favorable model contract has been adopted which offers attractive economic terms to the world petroleum industry.
- All exploration areas of Jordan are open for investors in oil and gas exploration, except for the reserved Risha Gas Field and the Hamza Oil Field.

Objective

The project aims to encourage the exploration and exploitation of oil and gas resources.

Project Status

Oil and gas companies are invited to invest in petroleum production through production sharing agreements.



Boundary representation is not necessarily authoritative

Bromine and Derivatives

Background

The Arab Potash Company is planning the construction of an industrial complex for the production of bromine, caustic/chlorine, calcium bromide and tetrabromobiphenol-A. The complex would be located next to the potash complex at Al-Safi. Effluent brine available at no cost from the existing potash operation would be the basic raw material. The process technology to be employed is safe and environmentally friendly.

Objective

The project is designed to produce the following chemicals:

	Tons/year
Bromine conversion and recovery	50,000
Caustic/Chlorine	30,000
Calcium bromide	10,000
Tetrabromobiphenol-A	15,000

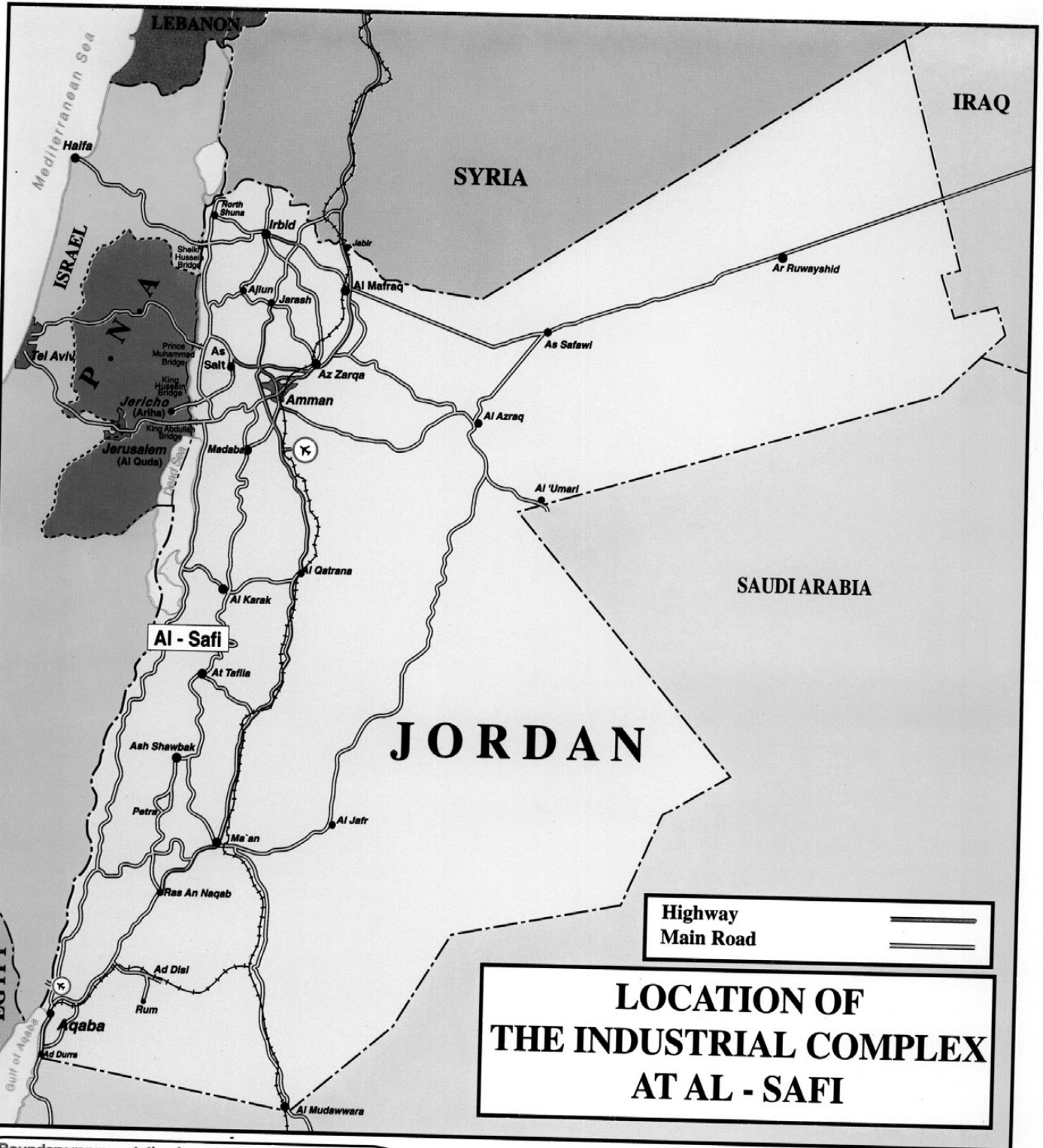
Estimated Costs

Capital cost of the project is estimated at US\$ 142 million, broken down as follows:

	Amount (in 1995 US\$ million)
Total Installed Cost	115.00
Interest During Construction	16.00
Working Capital	8.00
Start-up Costs	3.00
TOTAL CAPITAL COST	142.00

Project Status

The APC has set up a holding company, The Jordan Dead Sea Industries Company (JODICO), with the following shareholders: APC (51%), Social Security (18%), Jordan Investment Corporation (10%), Jordan Phosphate Mines Company (6%), and banks and others (15%). The holding company is created for the extraction of chemicals other than potash from the Dead Sea, and thus the bromine, caustic/chlorine, calcium bromide and tetrabromobiphenol-A project falls under its mandate. The capital of the holding company is about US\$ 86 million. JODICO is seeking financing particularly from companies already involved in the production and marketing of bromine, caustic/chlorine, calcium bromide and tetrabromobiphenol-A products.



Aqaba International Airport

Background

Aqaba airport is a civilian international airport located 15 km from the town of Aqaba, and not far from the border with Israel. It was commissioned in 1972, and it has one north-south oriented runway, 3,000 meters long and 67 meters wide. This runway is classified as category I, and the airport's capacity is one million passengers per year.

As a result of development in the region, the southern area of Jordan is expected to witness a significant increase in air traffic from tourist and business activity, which in turn will be a major source of future foreign exchange earnings. Moreover, Jordan and Israel are currently studying the possibility of consolidating the air traffic currently served by the Eilat airport together with that of Aqaba airport. This will reduce redundancy and boost Aqaba International Airport as a regional hub.

For these reasons, the government of Jordan has assumed as one of its priorities the expansion and upgrading of Aqaba airport. Aqaba's strategic location can make this airport a regional hub airport that handles the national, regional and international movement of people and goods.

Objective

The main objective of the project is to upgrade Aqaba International Airport so that it can efficiently handle increased future air traffic and be competitive with other airports in the region.

Project Description

The project consists of the following:

- Construction of a new passenger terminal building of approximately 8000 m² with all necessary facilities (gates, electromechanical system, parking lots, etc.)
- Construction of new aprons, taxi ways and asphalt overlays for the runway to accommodate large aircrafts
- Installation of a new radar control system
- Improvement and upgrading of electromechanical systems, airfield lighting, telecommunications, and navigational aids systems
- A new master plan

Transportation

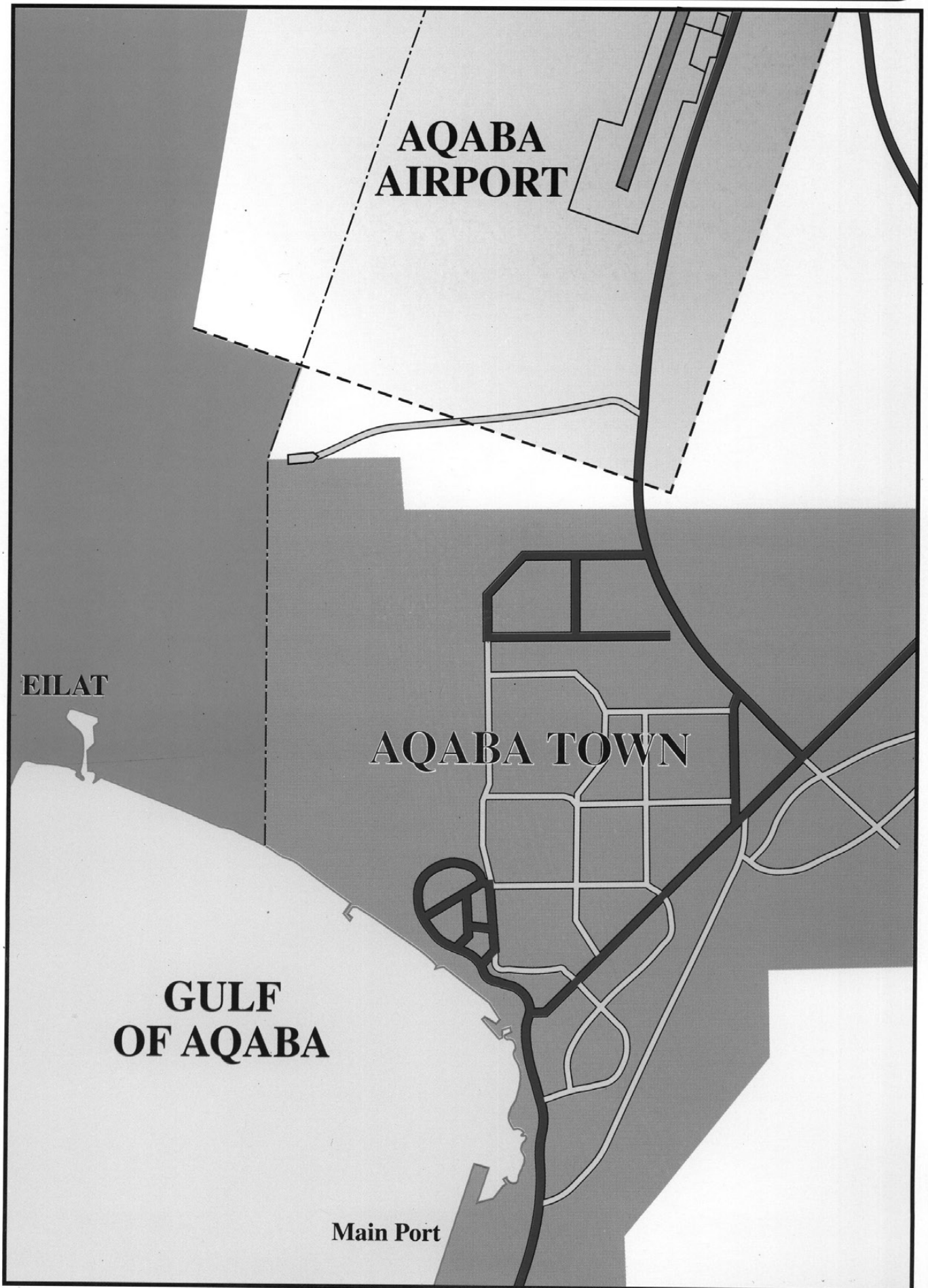
Estimated Cost

The estimated cost is US\$ 36 million.

Project Status

Recently the US Trade and Development Agency (TDA) provided financing for a feasibility study of this project, together with traffic control services. The study will commence during the latter half of 1995.

AQABA INTERNATIONAL AIRPORT PROJECT LOCATION



Aqaba-Wadi II Railway & Eshidiya Link

Background

A major industrial zone and port facility of the Hashemite Kingdom of Jordan is located at Wadi II, on the Gulf of Aqaba about 20 km south of the main port and town of Aqaba. Several industries and storage facilities are located at the Wadi II site, most notably a phosphate fertilizer complex operated by the Jordan Phosphate Mines Company (JPMC). Wadi II ship loading and unloading facilities will also be used for the export of liquid phosphoric acid and import of bulk sulfur produced or used by phosphoric acid plants to be built on the phosphate mining site of Eshidiya by the Indo-Jordan Chemicals Company Ltd. (IJC).

Freight volume (phosphate rock, phosphoric acid, sulfur) exchanged between the Wadi II industrial zone and port, and the phosphate mining areas of El-Hasa, El-Abiad, and, above all, Eshidiya, is expected to rise sharply in the future. The expected demand for railway transport from Eshidiya will be at least 3.5 million tons by 1995. The potential demand for rail services from Eshidiya to Aqaba is expected to go up by the year 2000 to 6.5 - 7 million tons and to 9 million tons by the year 2005.

Currently, Eshidiya's production is transported to Aqaba by trucks via the city of Ma'an. The present railway is located about 32 km west of the Eshidiya mines. Furthermore, the railway from Batn al-Ghoul (where the proposed Eshidiya link connects with the current railway) to Aqaba has undergone a complete rehabilitation and upgrading.

Objectives

The project aims to construct a 25 km railway connection from the main port of Aqaba to the industrial zone at Wadi II to transport phosphate. The project will also provide a rail link to the Eshidiya mines to handle forecasted increases in phosphate production.

Project Components

- 1) Wadi II - Aqaba Link
 - 25 km track work (mainline)
- 2) Eshidiya Link
 - 39 km track work (mainline)
 - 9 km track work (intermediate crossing loop and track works at junction station)

Transportation

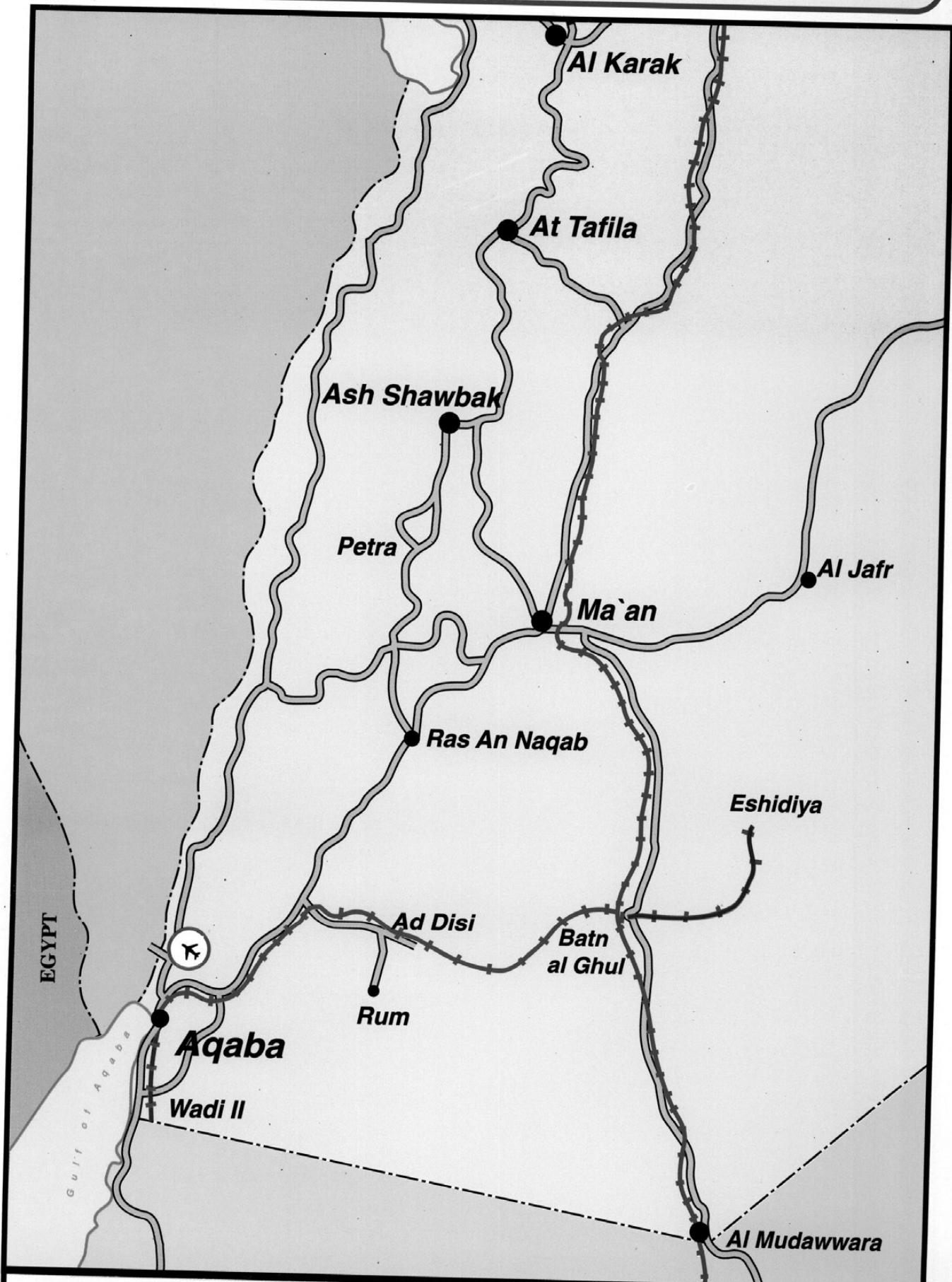
Estimated Cost

The total project cost is estimated at US\$ 31 million. The Wadi II - Aqaba Link is estimated at US\$ 13 million, while the Eshidiya Link is estimated at US\$ 18 million.

Project Status

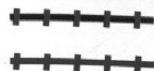
A feasibility study and detailed engineering design is presently being prepared by Sofrerrail, a French consulting firm. The firm is expected to submit its final report by the end of 1995.

RAILWAY PROJECT



Boundary representation is not necessarily authoritative

Railway Project
Existing Railway



Multi-Purpose Jetty at Aqaba Port

Background

As Jordan's only port, Aqaba is expected to witness a significant increase in cargo and passenger traffic during the new era of peace. It is expected that the port will need a new multi-purpose jetty by 1998 in order to handle the increased volumes of cargo that will exceed the capabilities of the currently existing berths. Furthermore, the berth will also handle new products such as Dead Sea Salts, Phosphoric acid other products.

With the enhanced regional integration which is expected in the future, it is necessary that the port of Aqaba is efficient and well equipped to remain competitive with other ports in the region.

Objective

The Multi-Purpose Jetty project aims to ensure the efficient handling of goods at the port of Aqaba and encourage private sector investment in the construction and operation of a needed new multi-purpose berth.

Project Description

The project consists of the construction and operation of a 150-meter multi-purpose berth at the port of Aqaba for a period of 15 years, after which the berth and the equipment are transferred back to The Jordan Ports Corporation. The project is a Build, Operate, and Transfer (BOT) proposal.

The berth will be used primarily to handle exports, including cement, potash, fertilizers, sulfur, Dead Sea salts, and other products. Some imports will be handled as well. By the year 1998, these products will be passing through the port in volumes exceeding the capacities of existing berths.

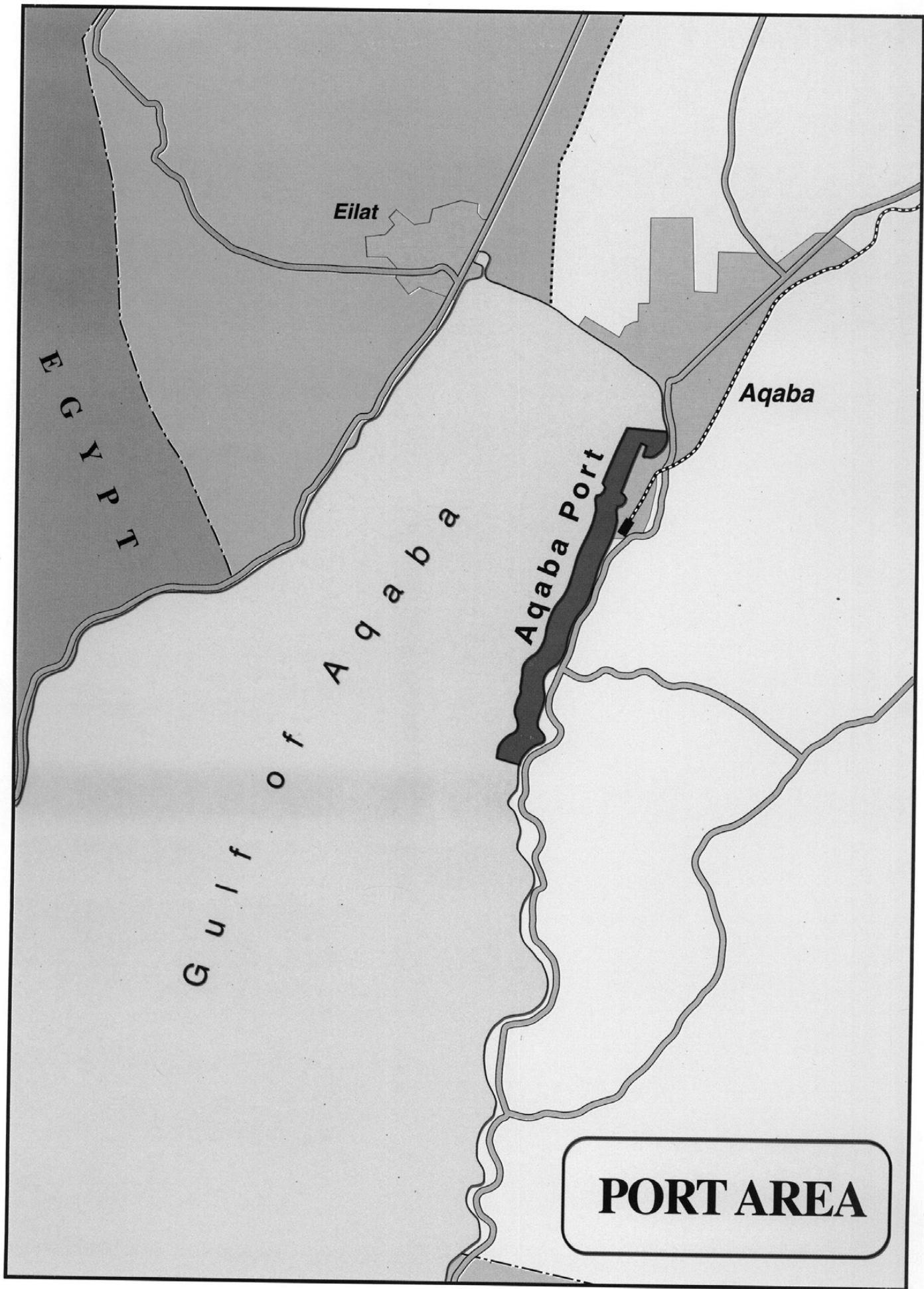
Estimated Costs

The project cost is estimated at \$US 25 million.

Project Status

A feasibility study and detailed designs are available for this project.

Transportation



Eilat

EGYPT

Gulf of Aqaba

Aqaba

Aqaba Port

PORT AREA

Passenger Berth at Aqaba Port

Background

In recent years the port of Aqaba has experienced an increase in passenger traffic. It is expected that this trend will continue in the new era of peace, and that Aqaba will witness a significant surge of movement of passengers and goods to become a regional link for international trade and tourism.

A modern passenger terminal was built for the port in 1990. The closest berth serving this terminal, however, is a floating cargo berth that lies at a distance of over 540 meters from the terminal. This situation causes inconvenience to the thousands of passengers traveling to/from/via Aqaba.

It is imperative that a special passenger berth be constructed to serve passengers and ensure the smooth and efficient flow of people through the port. This will ensure the marketability of Aqaba as a passenger port, thereby generating revenues for the national economy.

Objective

The objective of this project is to ensure the smooth and convenient movement of passengers through the port of Aqaba by the construction of a passenger berth that services the currently existing passenger terminal.

Project Description

This project involves the construction and operation of a 100-meter passenger berth opposite the existing modern passenger terminal. This berth will service passengers (workers, pilgrims, tourists, etc.) traveling to/from/via Aqaba. The berth will also handle certain types of cargo and relieve other berths during periods of heavy cargo traffic at the port.

The Ports Corporation wishes to enhance opportunities for private sector involvement in port investment and operating projects. Thus, it is seeking expressions of interest from private investors to take on these Build, Operate and Transfer (BOT) projects.

The Passenger Berth proposal is a mixed private/public sector project that applies the BOT concept.

Estimated Cost

The Jordan River Bridges and Access Roads project will cost about US\$ 48.8 million, which will be financed by the government of Jordan and donors in the proportions of 30% and 70% respectively. Studies are currently underway to determine the applicability of a toll system to these border crossings and regional highways in Jordan.

Sub-Project Descriptions

1) Jordan Valley Crossing Bridge and Access Road

This reconstructed bridge will serve as the primary crossing point on the Jordan River linking the northern parts of Jordan and Israel. It will also play a major role in regional freight transport once the embargo on Iraq is lifted, since it is expected that it will accommodate Jordanian and Iraqi exports and imports along the Haifa - Iraq (Haifa port - Jordan Valley crossing - Irbid - Mafraq - Safawi - Iraqi border) route. This crossing will also be convenient for tourists, as it is located near important sites such as Umm Qais and Tabaqat al-Fahal in the northern part of the valley.

2) King Hussein Bridge and Access Road

The King Hussein Bridge is currently used for the transport of people between Jordan and the Palestinian National Authority, linking Jordan with Jericho. It is a one-lane old steel army bridge. Its access road is 10 km long, connecting the bridge with the city of Shuma on the valley's main highway. Its present alignment traverses a flat terrain.

3) King Abdullah Bridge and Access Road

Before it was demolished in the 1967 Arab-Israeli War, the King Abdullah Bridge was the most important bridge connecting the east and west banks of the Jordan River. It provided a direct link between the two cities of Amman and Jerusalem, which are located approximately 80 km apart. This strategic route is expected to carry an enormous traffic of people and goods in the future.

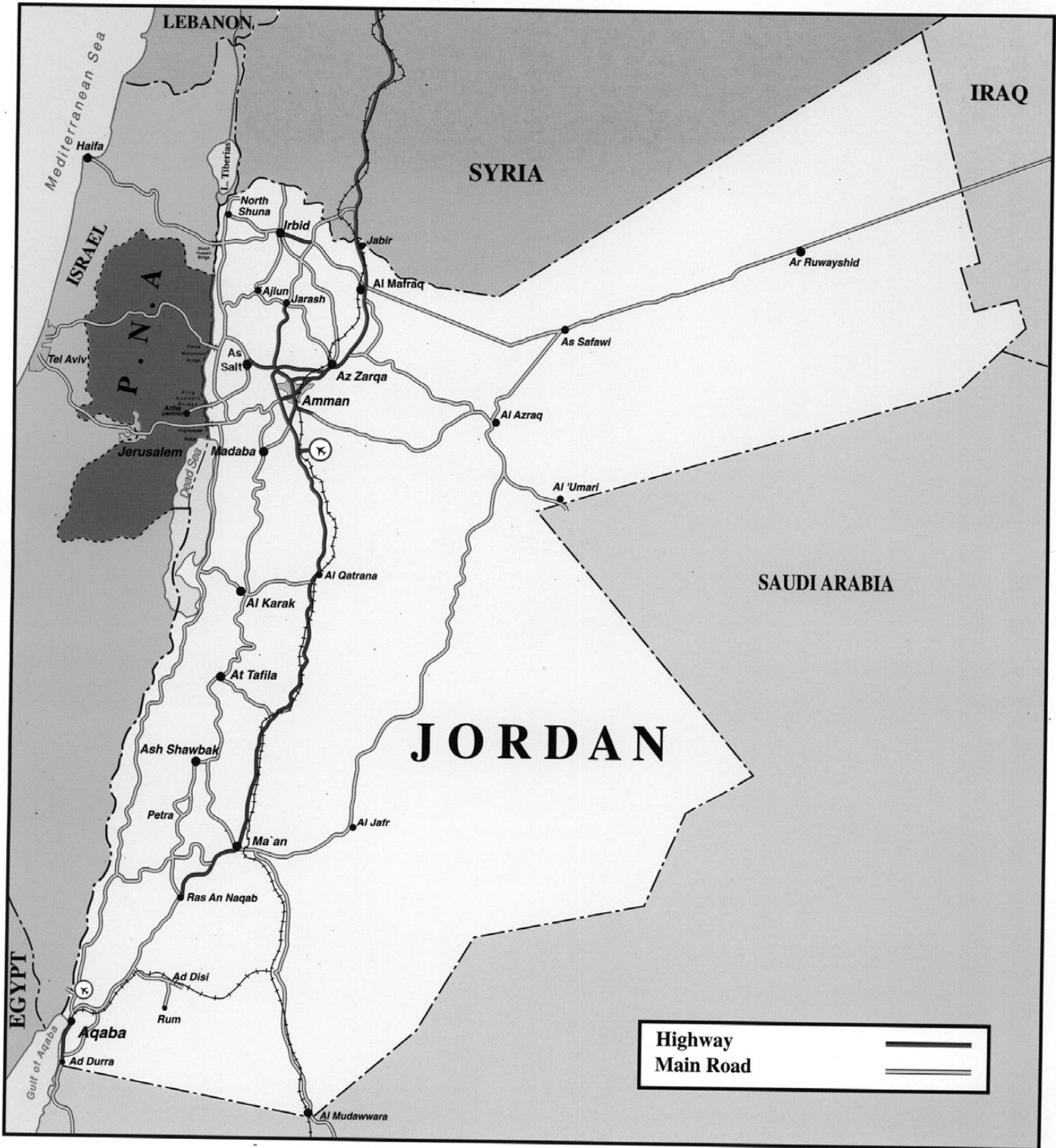
4) Prince Mohammad Bridge and Access Road

The Prince Mohammad Bridge links Jordan to the city of Nablus in the northern part of the West Bank. It is an old one-lane steel army bridge which is currently used for cargo traffic. Its access road is 5 km long and starts from the Damia Intersection, 6 km south of Arda Intersection on the main Jordan Valley highway (South Shuma - North Shuma). Its present alignment traverses both flat and rolling terrain with sharp curves and high grades in some areas.

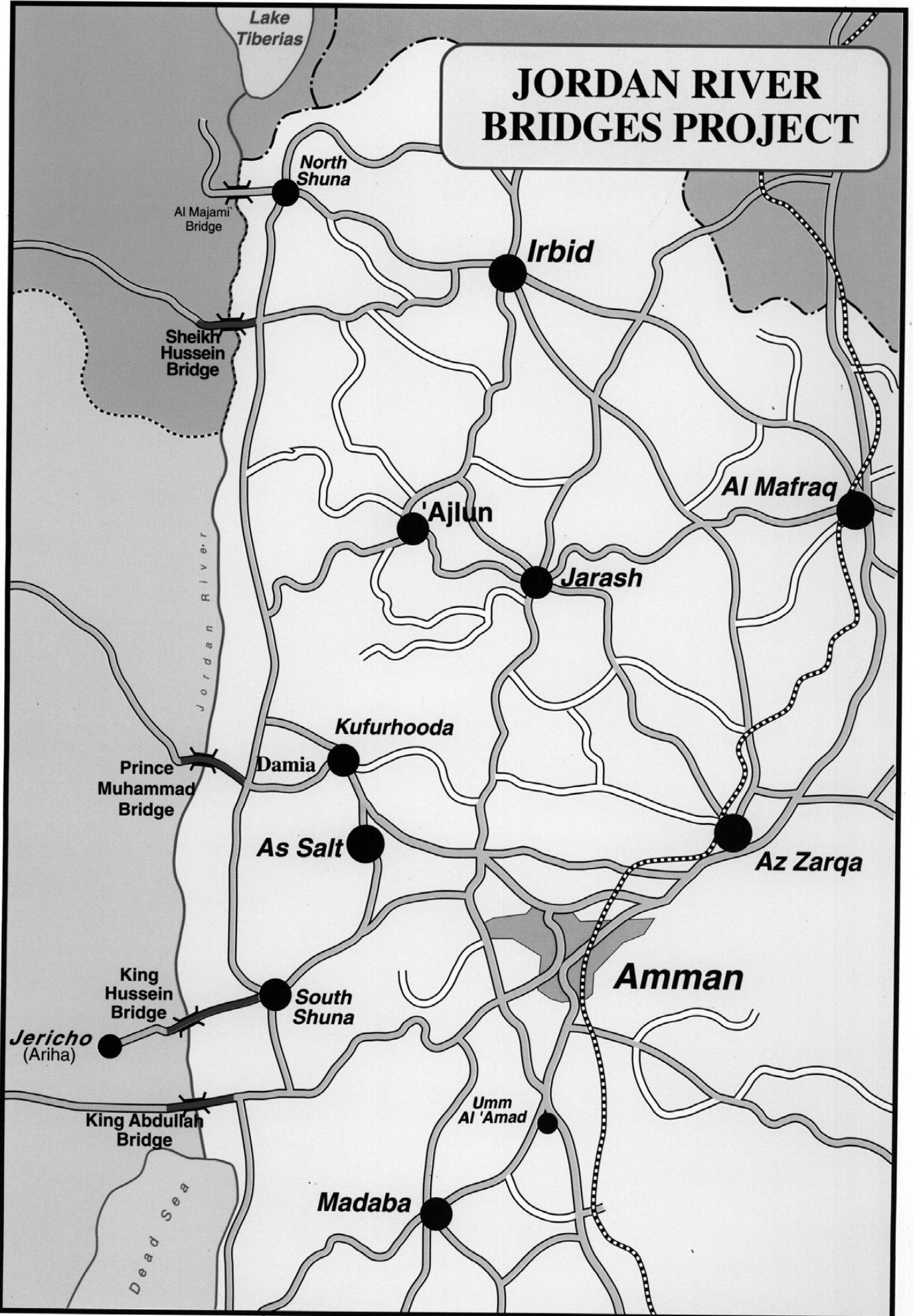
Project Status

A feasibility study will be ready by the end of 1995.

TRANSPORT BASE MAP



JORDAN RIVER BRIDGES PROJECT



Western Border Highways

The Western Border Highways project consists of four sub-projects, which will be summarized individually.

1. Irbid - North Shuna Highway (Section III)

Background

This section (III) represents the remaining part of the Irbid - North Shuna Highway, which comprises three sections with a total length of 26 km. This highway links Jordan with the northern part of Israel, providing access to other countries in the region.

Objective

This sub-project is designed to promote further regional development by facilitating the flow of goods and services between different countries in the region.

Project Components

Section III connects Kufur Asad with North Shuna, and is 12 km long. This section needs to be upgraded to a four-lane highway to become a homogeneous continuation of Sections I and II.

Estimated Cost

Total capital costs in 1995 prices are estimated at US\$ 19 million.

Project Status

Designs for this sub-project as a two-lane highway were prepared by an independent consultant in 1990. The Highway Studies Department (Ministry of Public Works and Housing) will update the designs to four-lane highway standards.

Project Implementation Time

Construction time is estimated at 20 months.

4. North Shuna - South Shuna Highway

Background

The construction of a four-lane highway connecting the northern Jordan Valley with the southern part is very important for the development of both national and regional trade in the area. Traffic on this highway is expected to increase significantly due to the new climate of regional integration. The highway will help to advance this by promoting the efficient flow of goods between countries of the region.

The North Shuna - South Shuna Highway intersects with all the access roads to the bridges on the Jordan River connecting Jordan with Israel and the Palestinian Self Rule area. Furthermore, this sub-project will also provide a primary highway connecting the southern and northern Jordan Valley areas with the Syrian border.

Objective

This sub-project is designed to promote further regional integration by facilitating the flow of goods and services between the northern and southern Jordan Valley areas, and between the different countries of the region. Jordan's transport and tourism sectors will be strengthened by the construction of this highway.

Project Components

The proposed work in this sub-project involves the construction of a four-lane highway, with a length of approximately 120 km, connecting North and South Shuna. Two alternatives are currently under consideration.

- 1) The first option involves reconstruction of the currently existing highway to a four-lane highway. This will involve the demolition of some roadside buildings.
- 2) The second option is the construction of an entirely new highway parallel to the existing one.

Estimated Cost

The estimated cost for construction of the highway is US\$ 106 million.

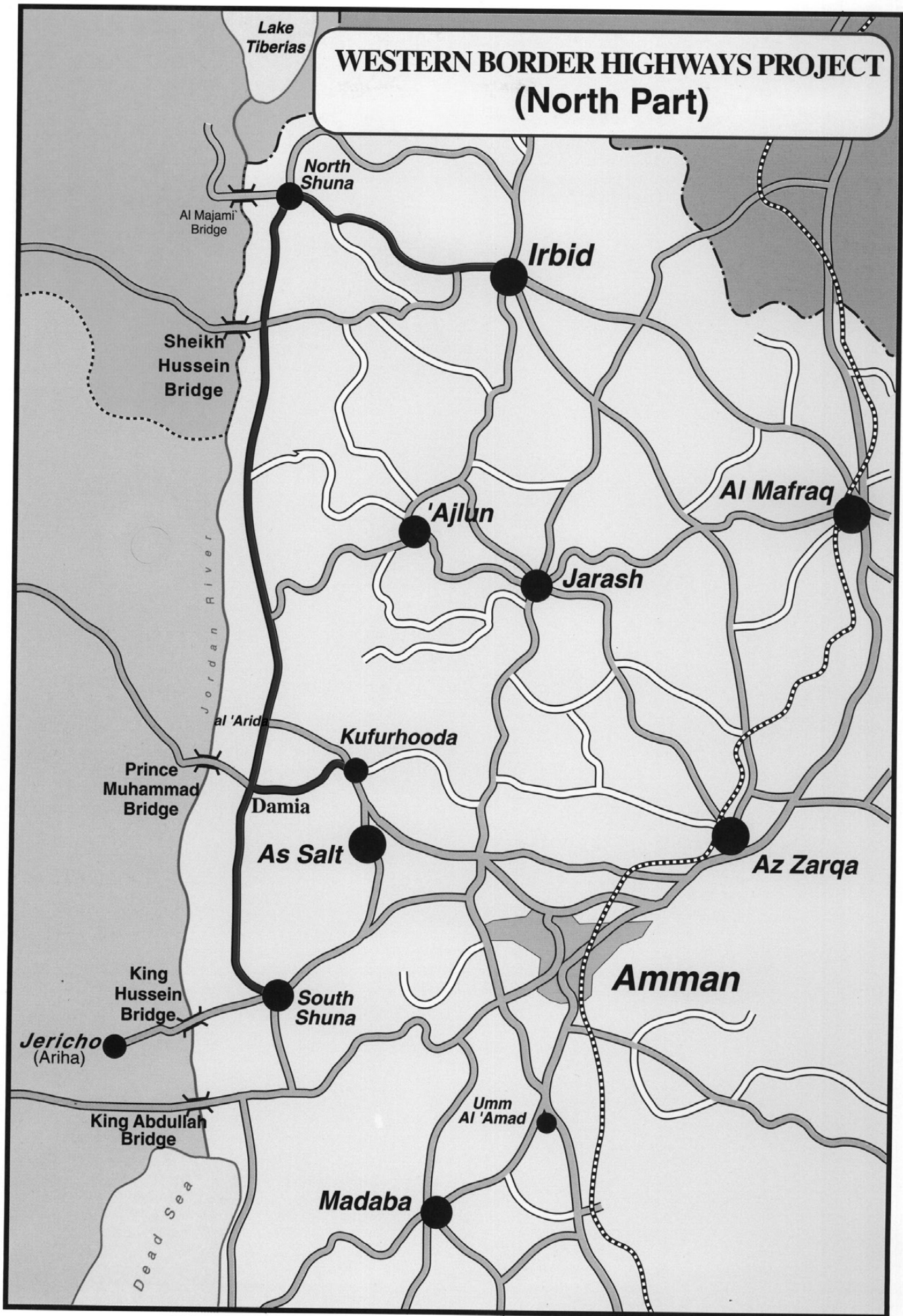
Project Status

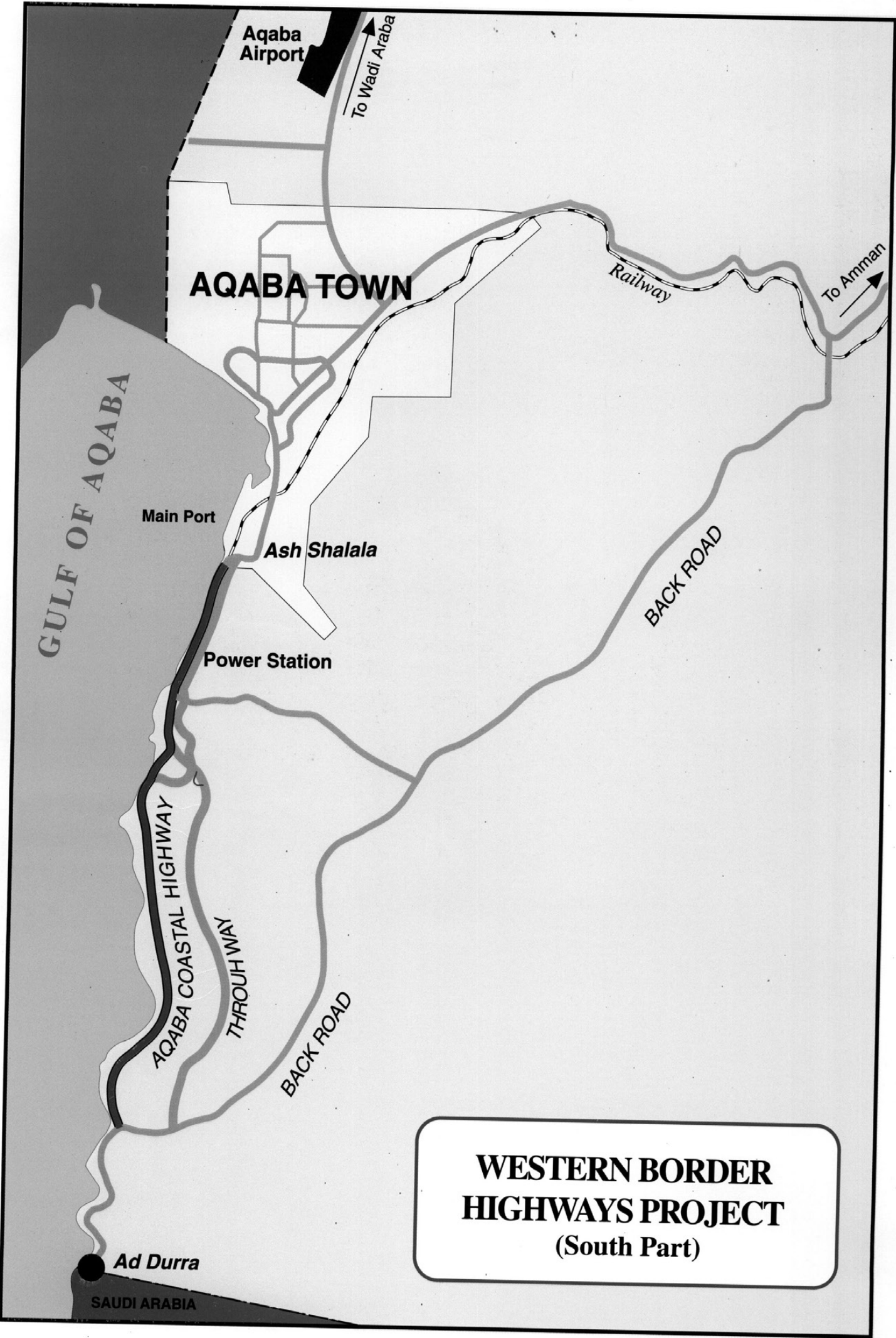
A feasibility study must be undertaken by a consultant to determine whether to upgrade the existing highway or construct a new one parallel to it. Designs must also be prepared for the project.

Project Implementation Time

The construction time is estimated at 36 months.

WESTERN BORDER HIGHWAYS PROJECT (North Part)





Aqaba Airport

To Wadi Araba

AQABA TOWN

Railway

To Amman

GULF OF AQABA

Main Port

Ash Shalala

Power Station

BACK ROAD

AQABA COASTAL HIGHWAY

THROUGH WAY

BACK ROAD

**WESTERN BORDER
HIGHWAYS PROJECT
(South Part)**

Ad Durra

SAUDI ARABIA

Frequency Management and Licensing

Background

The Government of Jordan is committed to modernizing and liberalizing its telecommunications sector, in keeping with the country's role as the hub of the new Middle East. As part of this process, a new telecommunications law has been passed which provides a framework for regulated competition and establishes an independent Telecommunications Regulatory Office.

The Regulatory Office will be responsible for managing the radio frequency spectrum in such a way as to promote the delivery of quality telecommunications services while maximizing the return to Jordan from this valuable but limited resource.

The radio spectrum is used for a vast array of telecommunications services including radio and television broadcasts, mobile radio dispatches, cellular telephones, ship to shore communications, and citizens' band radio. It is used extensively within the public switched telephone network to link exchanges, carry long distance traffic and provide international service. There is an urgent need to allocate frequencies according to international guidelines and monitor and enforce spectrum usage.

Significant drivers in this development include:

- The introduction of new mobile wireless technologies
- Competition amongst telecommunications equipment and service providers
- International coordination of the radio frequency spectrum

Objective

The objective of the Frequency Management and Licensing project is to equip the Regulatory Office with the capability to manage the radio frequency spectrum in accordance with the national interest.

Implementation

The project will be implemented in two discrete phases over a ten year period:

- 1) **Phase 1**, commencing in 1996, will focus on the VHF and UHF portions of the radio spectrum. These bands are facing an explosive growth in demand due to

Tourism

The proponent is to become familiar with the local building regulations and design requirements of the ARA, as well as all other local regulations, before submitting an Expression of Interest for a particular site.

As described above, the government of Jordan is currently reviewing the terms under which land may be leased. The ARA has determined that land to the west of the coastal highway will be leased under long-term provisions. Land to the east of the coastal highway may be sold, leased or developed in partnership with the ARA, depending on the proposal submitted by the applicant and acceptance by the ARA.

The ARA will review the Expressions of Interest and then invite selected proponents, who have met the initial terms and conditions, to submit a detailed bid for one or more sites.

Upon receipt of detailed bids, the ARA will then select the successful applicant and enter into a binding agreement for the development of the project.

Approval Facilitation

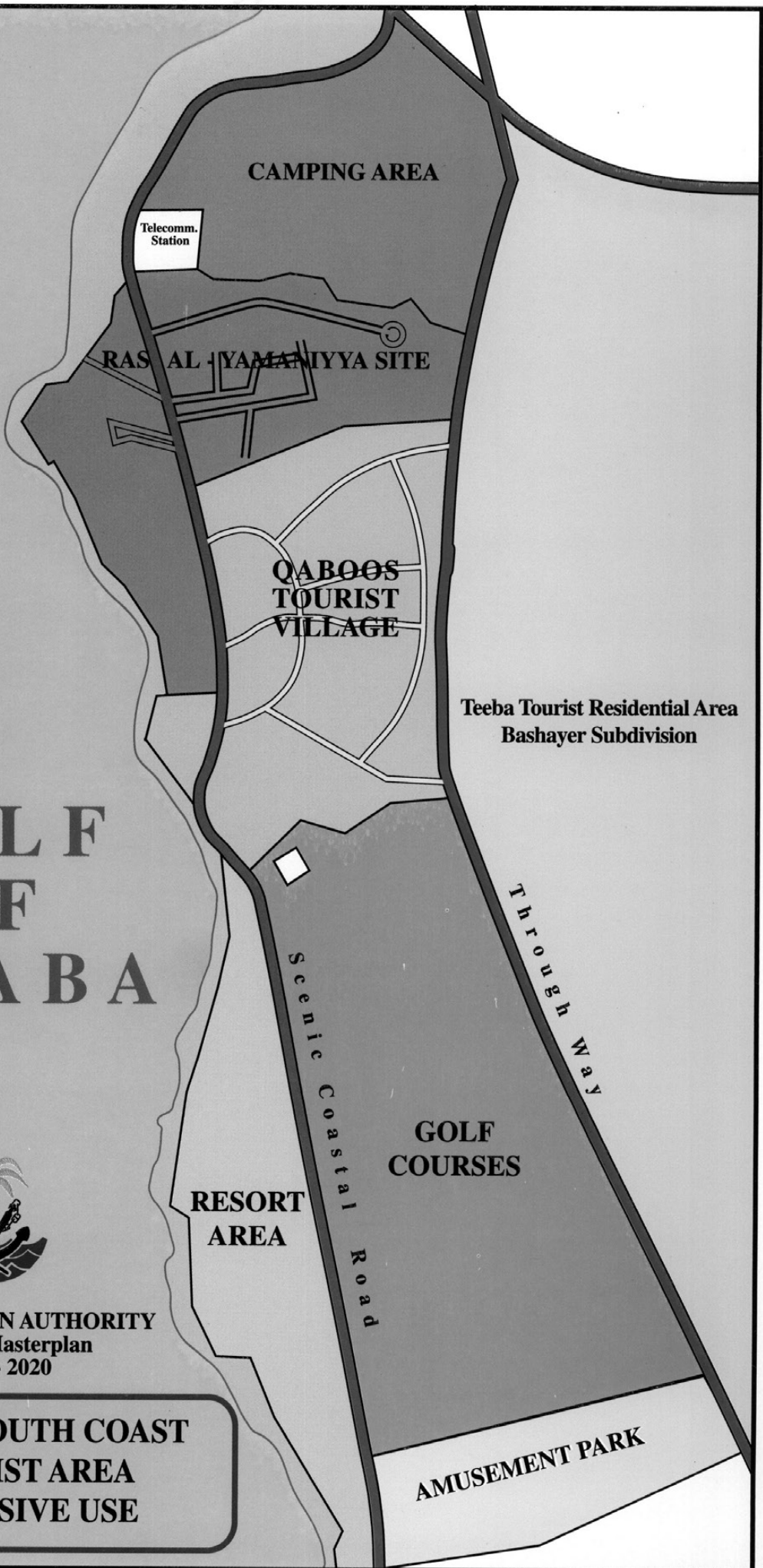
The ARA has direct approval authority over all projects within the South Coast Tourism Zone. The ARA is committed to ensuring rapid review and approval of all applications.

GULF OF AQABA

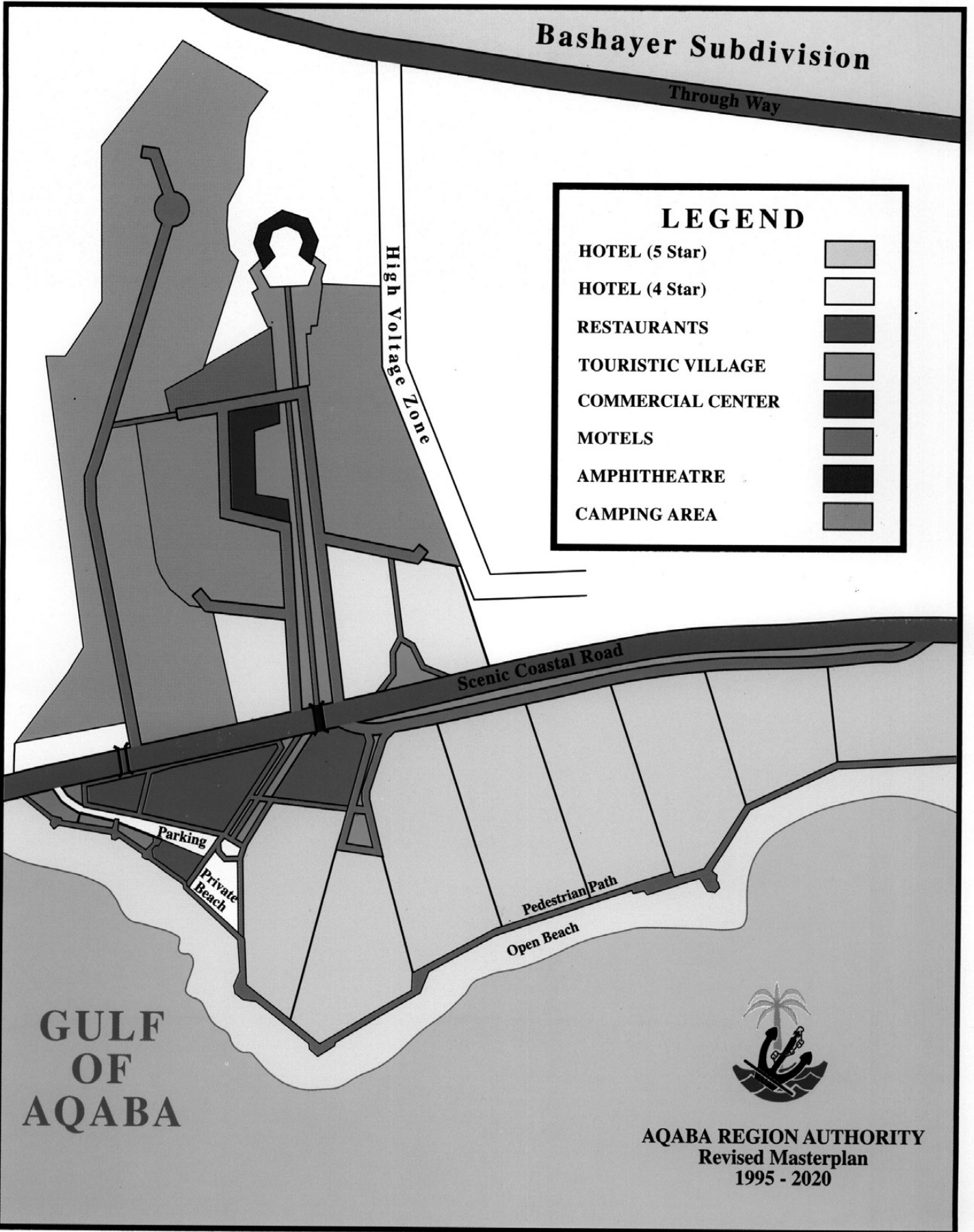


AQABA REGION AUTHORITY
Revised Masterplan
1995 - 2020

**AQABA SOUTH COAST
TOURIST AREA
INTENSIVE USE**



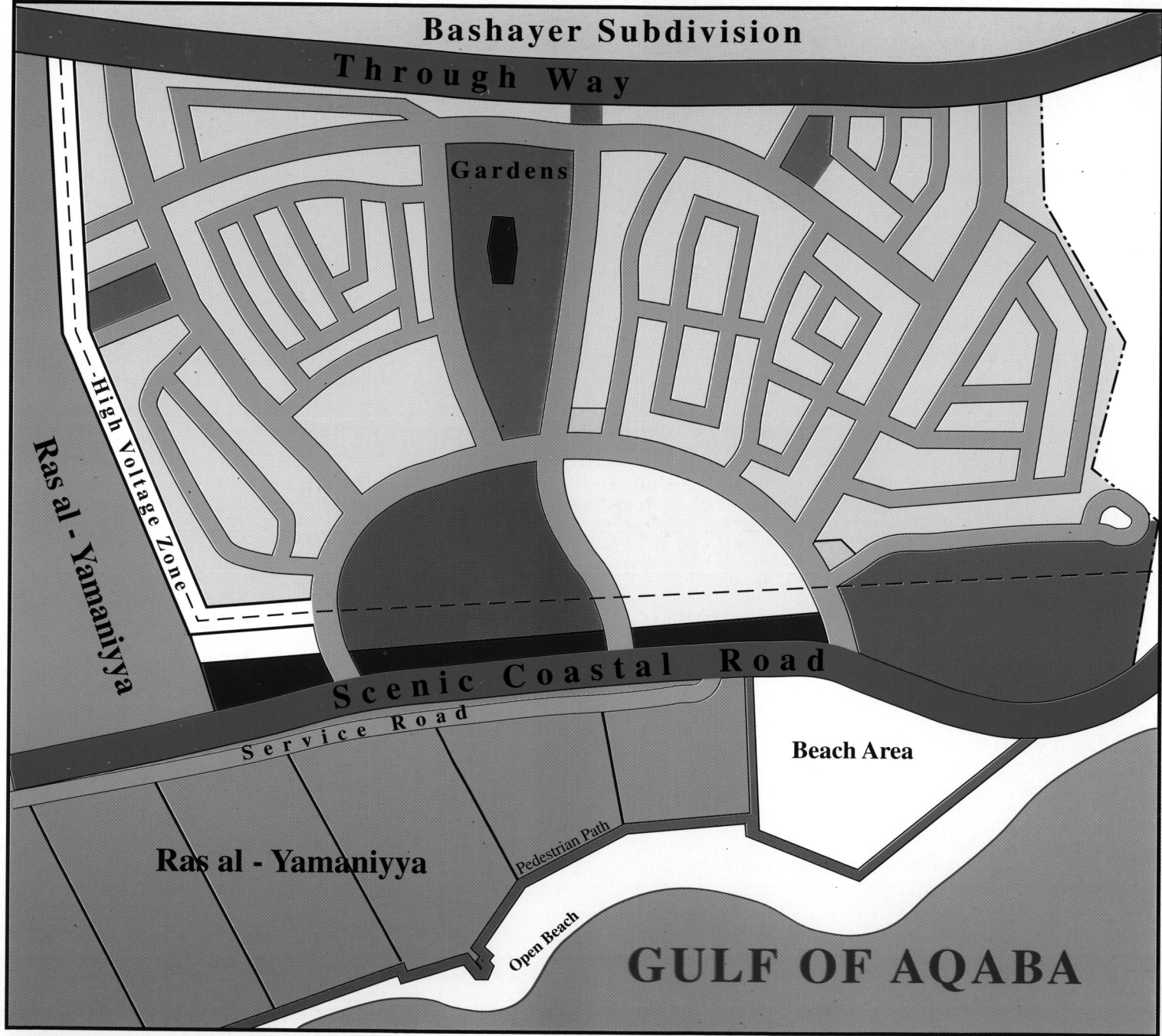
RAS AL-YAMANIYYA SITE



LEGEND	
HOTEL (5 Star)	[Lightest Grey Box]
HOTEL (4 Star)	[Light Grey Box]
RESTAURANTS	[Medium Grey Box]
TOURISTIC VILLAGE	[Medium-Dark Grey Box]
COMMERCIAL CENTER	[Darkest Grey Box]
MOTELS	[Medium Grey Box]
AMPHITHEATRE	[Black Box]
CAMPING AREA	[Medium Grey Box]



AQABA REGION AUTHORITY
Revised Masterplan
1995 - 2020



AQABA REGION AUTHORITY
 Revised Masterplan
 1995 - 2020

QABOOS TOURIST VILLAGE

LEGEND

- HOTEL (5 Star)
- COMMERCIAL CENTER
- VACATION HOME SITES
- WATER PARK
- SOCIAL CLUB

Infrastructure for the Aqaba Tourism Project

Background

The Aqaba Region Authority (ARA) has prepared a master plan to create a major destination resort in Aqaba over the next ten years. The Aqaba Tourism Development Project focuses on four major development zones: Ras Al-Yamaniyya in the north; Qaboos Tourist Village in the center; a golf course and resort project in the south, and a Disney-style amusement park located to the south of the planned golf course. In 1994, the ARA's Board of Directors approved the first stage, which will permit the construction of more than 3,000 hotel rooms and 1,000 holiday homes, as well as restaurants, shops, camping areas and golf courses. The ARA is currently requesting Expressions of Interest from the private sector to develop tourist facilities in the four aforementioned development areas.

Objectives

The ARA is seeking financial support from multilateral or bilateral sources to provide the required infrastructure for implementing the South Coast Master Plan. The ARA has retained local consulting engineers to prepare final designs and specifications for the work described below.

Project Components

Infrastructural requirements include work in the road, water and wastewater, power and communications sub-sectors.

a) Roads

Required work on the road system includes the following:

- Relocation of a 2 km section of the Coastal Highway
- Interior roads in the Ras Al-Yamaniyya Resort and the Qaboos Tourist Village areas
- Parking areas for short-term (day) visitors to the beach
- Pedestrian and cycle paths, including highway underpasses

b) Water and Wastewater

The south coast is presently supplied by a 450 mm water main with a nominal capacity of about 2000 m³/hr, of which 1200 m³/hr is being used. Work in this sub-sector includes:

- An interior distribution system (mains and site connections) in the Ras Al-Yamaniyya Resort and the Qaboos Tourist Village areas
- A high-level balancing reservoir
- A wastewater collection system, including a pumping station and pressure main to a modern treatment facility, which will be located above the development areas
- Irrigation systems for a golf course and landscaped public areas
- Stormwater drainage and disposal systems

c) Power

The South Coast development areas are already traversed by an 11 kV transmission line, which supplies the industrial port from the Aqaba Thermal Power Station.

Required works include:

- A 1000 kW - 11/0.44 kV substation
- About 3,000 meters of HT cable
- About 40,000 meters of LT cable
- About 500 street lighting poles with HPSV luminaires

d) Communications

Aqaba is well-provided with communication facilities, including a modern telephone exchange. This exchange has a capacity of 7,100 lines, of which only 6,450 are presently connected. The distribution network within the town consists of a primary network of underground PVC duct banks between the exchange and the terminal connection cabinets, and a secondary network connecting the terminal connection cabinets to the distribution points (for a collection of houses) or directly to the subscriber's connection boxes.

Planned improvements include increasing the exchange capacity from 7,100 to 17,000 lines, and installing a new high technology cellular communications station on the south coast to service the tourist, industrial and free trade zones. The first stage of this station will be able to meet the requirements of 1,000 holiday homes and 3,000 hotel rooms.

Estimated Cost

Capital costs of the essential works are estimated to total US\$ 14 million, broken down as follows:

	Amount (in 1995 US\$ million)
• Roads	1.8
• Water and Wastewater	8.6
• Power	3.2
• Communications	0.4

TOTAL

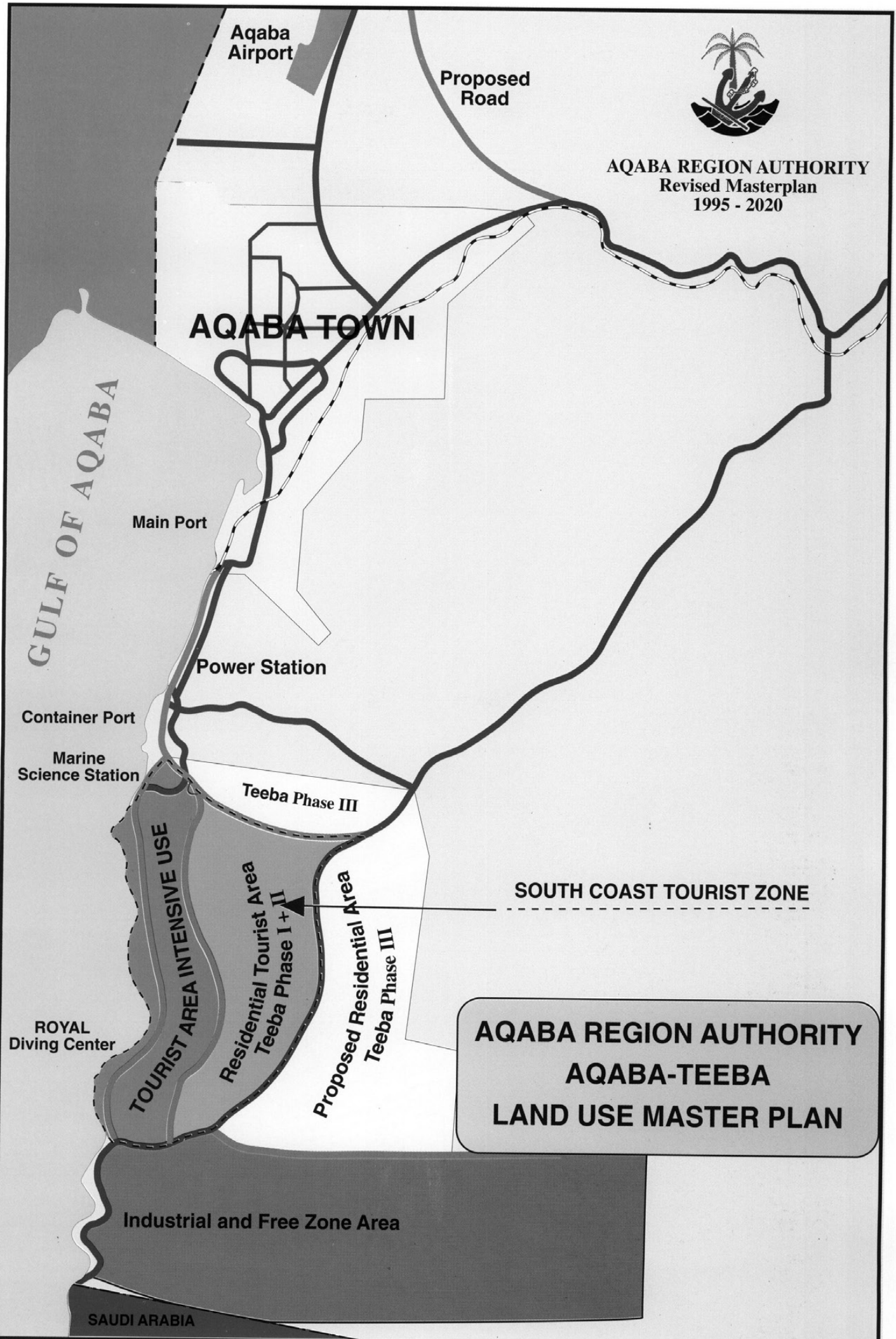
US\$ 14.0 million

Project Status

A detailed design will be ready by the end of 1995 and construction will start in 1996.



AQABA REGION AUTHORITY
Revised Masterplan
1995 - 2020



AQABA REGION AUTHORITY
AQABA-TEEBA
LAND USE MASTER PLAN

Dead Sea Tourism Project

Background

Despite the area's historical background and the therapeutic benefits of the Dead Sea, local wars and conflict have overshadowed possibilities for developing the Dead Sea area as a tourist destination. A lack of services and amenities has discouraged local interest and support, and, until the advent of the peace initiatives, Dead Sea tourism development had not been a governmental priority. Tourism facilities in the Dead Sea region are therefore undeveloped, apart from a small public rest house and a four-star spa hotel in the Suweimeh sector.

To further clarify the underdeveloped nature of Jordan's Dead Sea area, a comparison with Israeli Dead Sea tourism figures is instructive. Recent information provided by hoteliers indicates that Israel has some 2,000 rooms situated on the Dead Sea oriented toward the health/beauty market. Collectively, the hotels are averaging a 75% occupancy rate, with some visitors spending in excess of US\$ 3,000 per week on hotel accommodation, meals and health/beauty services.

There are an additional 1,300 rooms now under construction on the Israeli side of the Dead Sea, with another 3,000 rooms in the design/permit stage, involving major chains such as Hyatt and Holiday Inn. By contrast, Jordan at the present time has only approximately 100 rooms available on the Dead Sea.

Objective

The objective of this project is to develop international caliber resorts in the Dead Sea tourism area, which comes under the control of the Jordan Valley Authority. (The Authority is described in more detail below) The development area stretches the 60 km length of Jordan's Dead Sea coastline and is, on average, five kilometers wide. All together, it covers approximately 290 square kilometers.

The new Coastal Highway has just been completed which links Amman to Aqaba. The area is characterized by agricultural and farming activities in the northern and southern parts of the region, with an undeveloped central area. The shoreline features spectacularly rugged scenery broken up by numerous streams or wadis, several hot springs, and a rich variety of flat and rocky beaches. Tourism development sites have been identified at numerous locations in the three major sections, and in one zone along the Dead Sea coast. This zone includes Suweimeh, Zara, and Al-Mazra'a, as well as the Citadel area.

Tourism

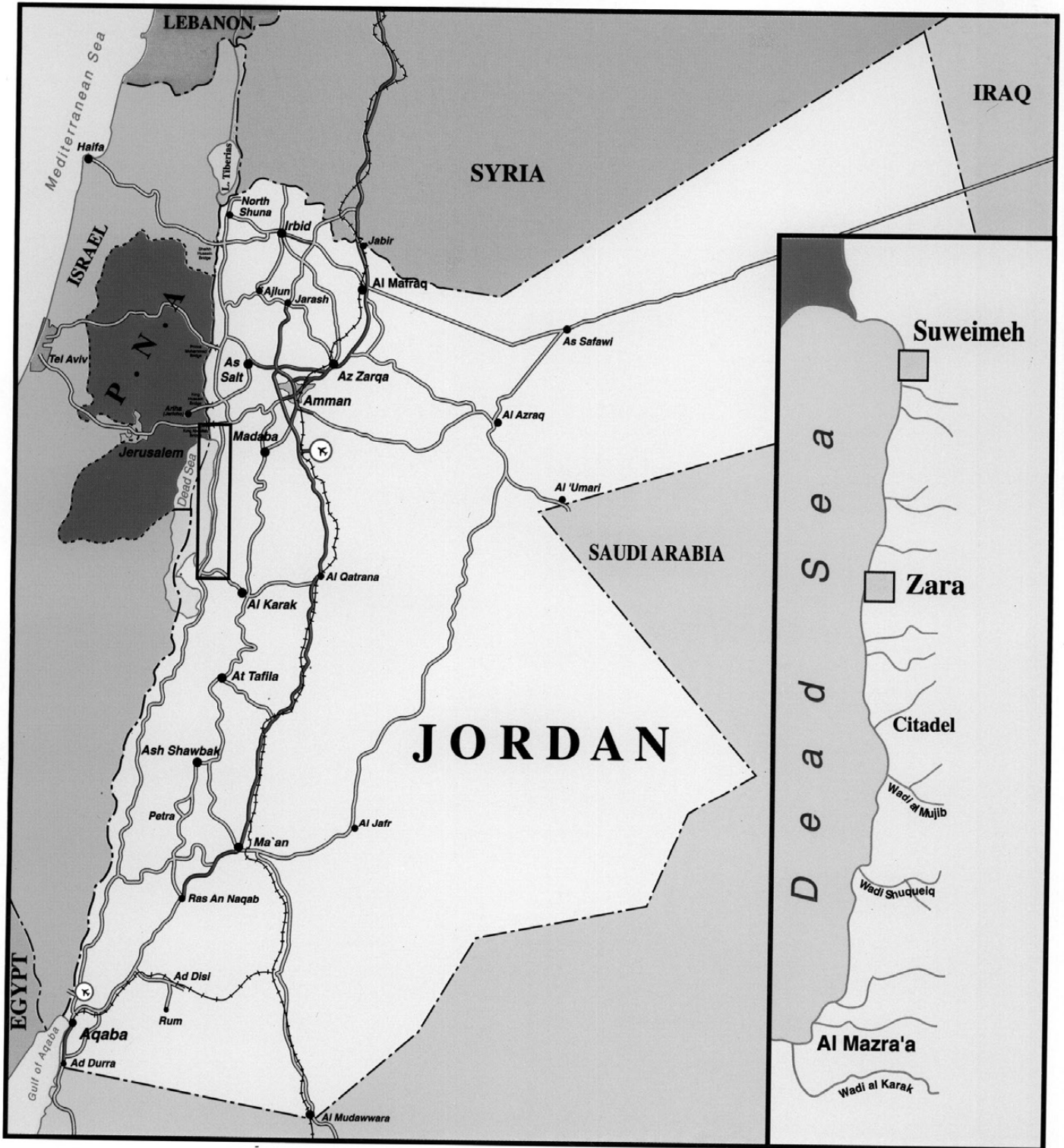
The government of Jordan has decided that, for all development functions or activities, land is to be leased for JD1000 per dunum.

The total investment in the first phase areas is anticipated to reach about US\$ 500 million.

Project Status

The private sector plans to start construction in 1996.

DEAD SEA TOURISM PROJECT



Infrastructure for the Dead Sea Tourism Project

Background

The Dead Sea Tourism Project aims to unlock the potentially lucrative Dead Sea tourism region to private sector development. The project is the first phase of a 15-year master plan commissioned by the Jordan Valley Authority, and is focused on the development of the Suweimeh and Zara tourism areas. In order to attract private sector investment, it is first necessary to complete infrastructure improvements for the Suweimeh and Zara sectors. The infrastructure requirements identified in the master plan are the basis of this project.

Objective

The Jordan Valley Authority (JVA) is seeking financing to provide the required infrastructure for implementing the Dead Sea Tourism Project. The JVA has retained the local consulting engineers who participated in the drafting of the original master plan to prepare, by mid-1996, final detailed designs for the required infrastructure facilities.

Project Components

The required works include road construction, installation of water and wastewater networks, and new power and communications systems:

a) Roads

The following works are required:

- Curbs, drainage and landscaping along the main road
- Paved, curbed, drained and landscaped access roads
- Cycle and pedestrian paths which, in some cases, might also serve to provide access for emergency vehicles
- Parking areas for day visitors

b) Water and Wastewater

At Suweimeh, water would need to be brought from nearby wells, while at Zara there are several water springs on the site. In both cases this project would provide:

- Pipe systems to collect the water and convey it to a reservoir above the site
- Potable water treatment plants
- Storage tanks and distribution systems

Water

A hydro-geological study to investigate the Disi ground water aquifer has recently been completed. A tender for a full feasibility study, covering all technical, economic, financial and environmental aspects of the project was recently awarded. The final report of this study is expected in mid-1996. Detailed design is expected to start by September, 1996, and construction is scheduled between 1998 and 2001.

Financial Aspects

The estimated total capital cost of the project is US\$405 million, of which 70% is being sought from external sources. Operation and maintenance costs will be about US\$15 million annually.

Cash flow will depend on the selling price of water to the Greater Amman area. Under the traditional financing approach, any profits (or losses) would of course accrue to the government or the agency charged with the operation of the project. Under the BOO or BOT approach, the profit would accrue to the contracting consortium. The potential return on equity to a contracting consortium would be about 19% assuming the following:

- A project capital cost equivalent to \$405 million
- 80 MCM of water delivered to Amman annually for 20 years at an effective, guaranteed, after-tax and inflation-indexed price of JD 0.6 (\$0.75) per m³ delivered
- That the estimated costs previously presented are either after all duties and taxes, or are duty and tax exempt

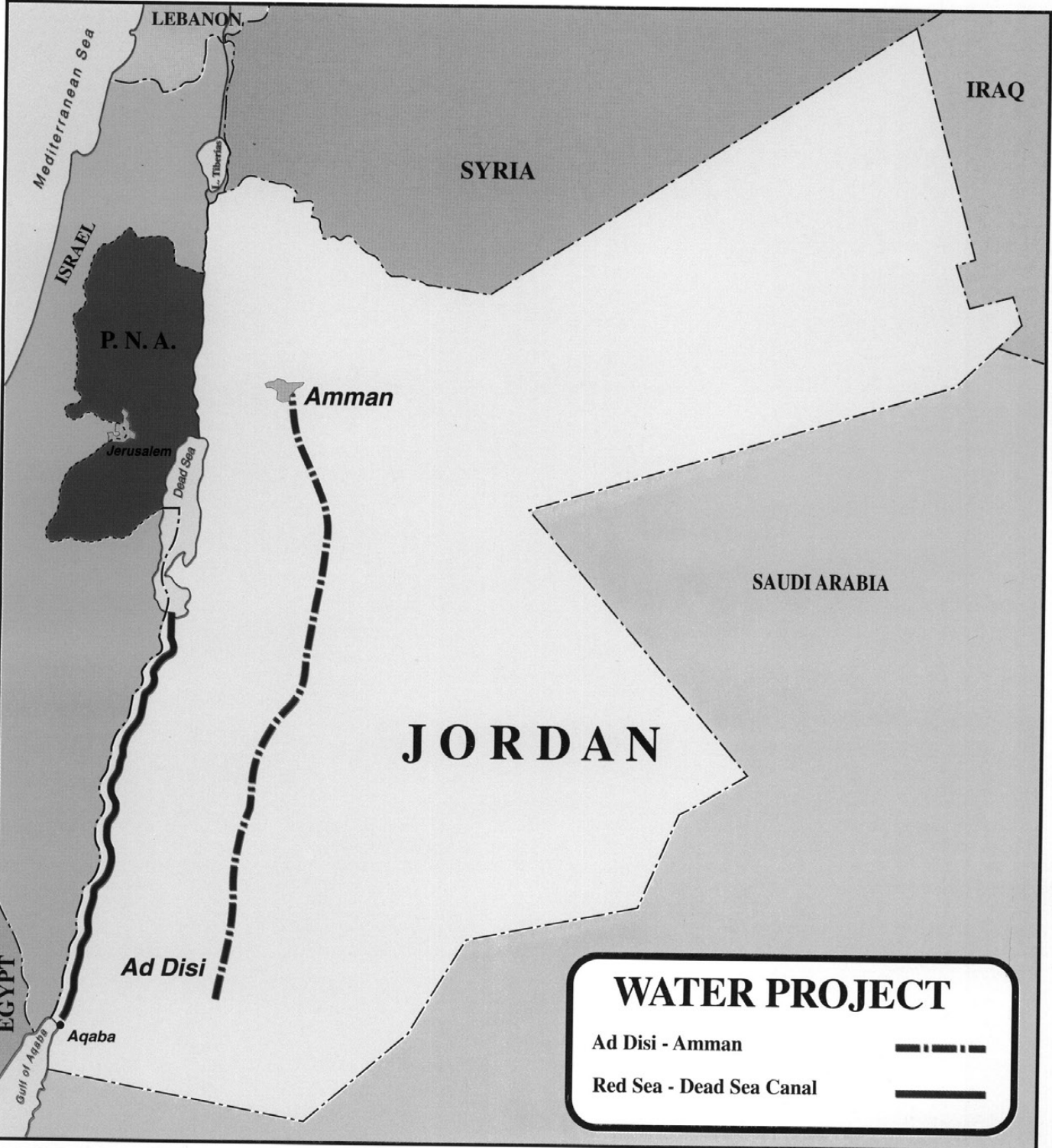
Summary Cost Estimate

Capital Costs	1995 US \$ million
Wellfield (65 wells, each 200 m ³ /hr)	33.0
Reservoirs	28.5
Pumping Stations	28.5
Main Pipeline (310 km - 1400 mm diameter)	220.0
Ancillary Facilities	35.0
Engineering	18.0
Subtotal	363.0
Contingencies	42.0
Total	405.0

Recurrent Costs	1995 US\$ million/yr
Pumping Energy	13.4
Staff	1.4
Chemicals	0.1
Total	15.0

Project Status

A feasibility study for this project has recently been awarded, and will be ready by April, 1996. A detailed design will depend upon decisions taken by the government regarding options proposed by the feasibility study. Construction is scheduled between 1998 and 2001.



Boundary representation is not necessarily authoritative

Integrated Development of the Southern Ghors

Background

The Southern Ghors project aims to develop the water resources of the Wala, Mujib and Hasa basins for multiple uses primarily within the project area. The developed water resources would serve the following primary purposes:

- Potash production processes in the Arab Potash Company (APC)
- Municipal use in the Safi township
- To allow expansion of tourism facilities on the eastern shores of the Dead Sea
- To increase the irrigation water supply as required in the Jordan Valley Authority's Southern Ghor irrigation project.

Secondary objectives include preventing the wastage of water to the Dead Sea, and to recharge the aquifers serving the Heiden springs, from which water is pumped to Amman.

Project Description

The project would include the following components:

- **Mujib Weir and Conveyor Systems**

The Mujib Weir* would be constructed across the wadi* just below the Wala/Mujib confluence. An intake at the weir would divert the flow through a 3 km tunnel into a settling tank near the shore of the Dead Sea. Water would then flow by gravity from this tank through a steel pipeline to the APC complex, a distance of about 50 km. From this point, the water would be pumped to the irrigation area over a maximum distance of 25 km.

To meet the demands of future Dead Sea tourism complexes located north of the Mujib, a northern conveyor would be required. This would be supplied from the settling tank and would follow the alignment of the new Dead Sea coast road.

- **Dams**

Three roller compacted concrete dams would be built to exploit the flood flows of the main wadis (Wala, Mujib and Tannur). Dam heights would be 45, 51.5 and 62 meters, and reservoir capacities 9.3, 35.0 and 16.8 MCM respectively.

- **Irrigation Infrastructure**

Additional infrastructure would be required to develop new irrigation areas. This would include new pumping stations, pipe distribution systems, drainage, flood protection and roads.

* A weir is a small dam.

* A wadi is a small watercourse valley which may or may not flow with water after substantial rainfall.

Financial Aspects

Capital costs are estimated at US\$ 254 million (see details below). **Allowance for inflation and interest during construction takes the total financial cost to about \$US 300 million.** Annual costs are estimated at US\$ 1.14 million, 66% of which would be for operations and maintenance. The balance is for power consumption. Other recurrent costs include the replacement of pumping equipment every fifteen years at an estimated cost of US\$ 0.84 million. The second stage of the Wala Dam construction is included in Year 11, at an estimated cost of US\$ 35 million.

The NPV (net present value) of the project at a 10% discount rate would be JD 63.5 million, indicating a benefit to cost ratio of 1.54 : 1.0. The average incremental cost of the water developed at the baseline discount rate of 10% would be JD 0.34/m³.

Summary Cost Estimate

Project Components	Local	Foreign	Total
Weir & Conveyor	19.55	56.72	76.28
Wala Dam	8.61	24.20	32.81
Mujib Dam	21.17	54.19	75.36
Tannur Dam	7.00	16.67	23.67
Irrigation Infrastructure	6.04	16.91	22.96
Engineering	6.23	16.87	23.10
TOTAL	68.61	185.57	254.17

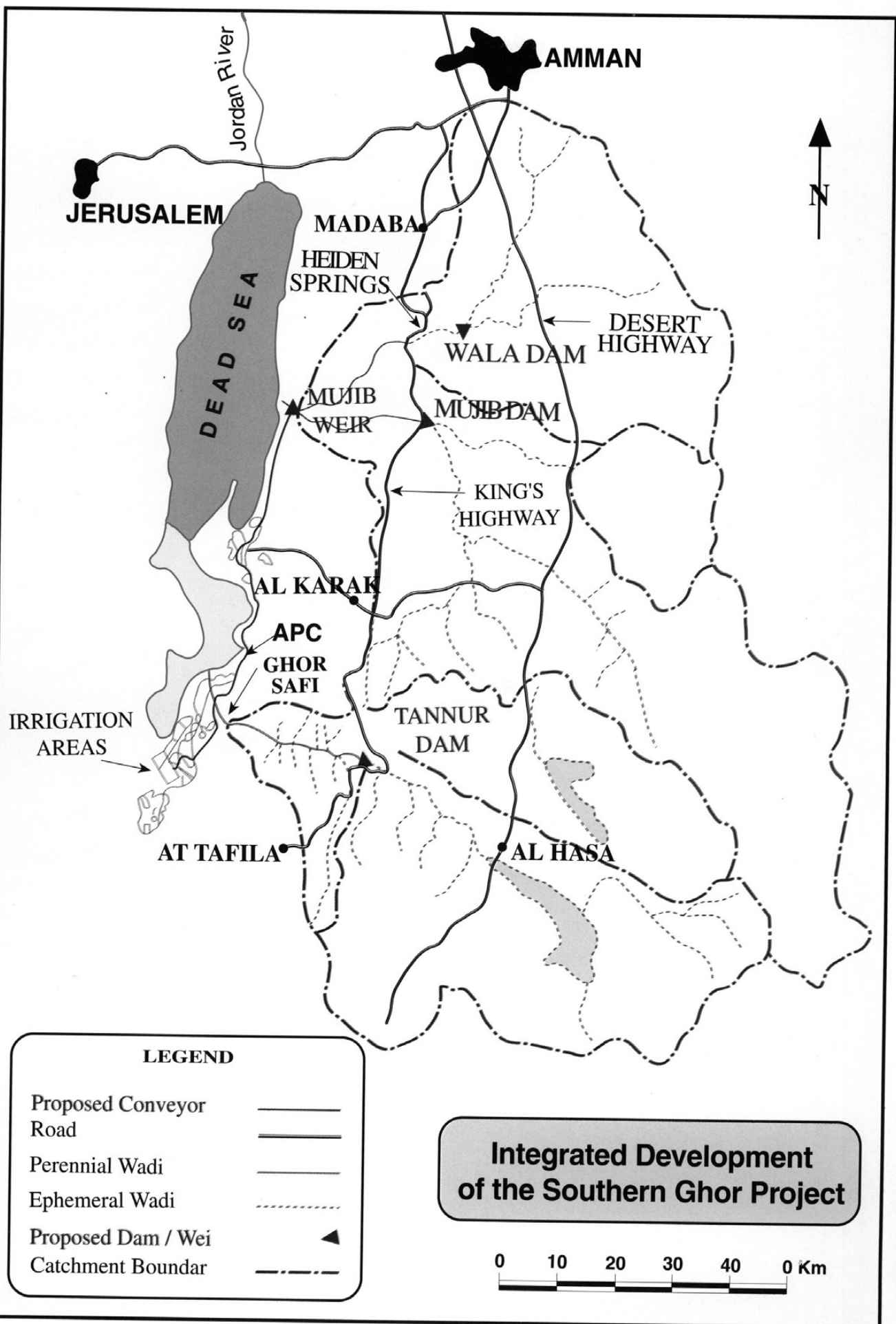
Project's Yearly Benefits

Type	1995 US \$ million
Industrial	23.33
Municipal Tourism	21.45
Agricultural	13.33
Indirect	not quantified
TOTAL	58.90

Various positive social impacts are expected to result from implementation of the Southern Ghors project. The project would increase land settlement opportunities, improve living conditions, and increase food production for both domestic and export markets.

Project Status

Detailed designs for the three dams have been completed. Detailed designs for the Mujib Weir and Conveyor systems will be completed in early 1996. It is anticipated that if construction starts in early 1996, the project would then be completed over an eight year period ending in late 2003.



The Jordan Rift Valley and Aqaba: Jordan's Development Showcases

The Jordan Rift Valley (JRV) is the Kingdom's dominant physical feature, and plays a major geographic role as a connecting point between the states of the Mashriq. It encompasses lands and people that belong to Syria, Israel, Jordan and the Palestinians. Saudi Arabia and Egypt are also riparians on the Gulf of Aqaba. Because of their geographic significance and ripe potential, Jordan is spotlighting the development of the JRV and Aqaba regions at the Amman Economic Summit.

Geography

Forming part of the Great Rift Valley of Africa which runs from southern Turkey to Kenya, the Jordan Rift Valley extends down the entire length of Jordan, from the Yarmouk River in the north down to the Gulf of Aqaba. The Jordan River and its valley dominate the northern JRV down to the Dead Sea, with its rugged eastern and western escarpments. Continuing southward, the JRV includes the agriculturally fertile Southern Ghors and the arid Wadi Araba area. It ends at the Red Sea coastline with the towns of Aqaba and Eilat.

The Jordan River Valley, the Dead Sea and the Southern Ghors lie entirely below sea level, with the shores of the Dead Sea reaching 408 meters below sea level. South of the Dead Sea, the Rift rises gently and reaches an elevation of 250 meters above sea level at the Gharandal Divide, some 70 kilometers south of the Dead Sea. From there, it slopes smoothly toward sea level at Aqaba.

The Jordan River Valley has two distinct zones on each side of the river: the Zor, which is the narrow flood plain of the Jordan River, and the Ghor floor which rises about 50-60 meters above the Zor. The two zones are separated by a rugged terrain of chalky limestone known as the Katar. Rainfall varies within the Jordan River Valley, ranging from 250 mm in the north to less than 150 mm near the Dead Sea. Climate in the Jordan River Valley and the Southern Ghors is subtropical to tropical, allowing for year-round cultivation with high cropping intensities.

South of the Dead Sea, the Southern Ghors slopes gently from the center of the Rift towards the foot of the escarpment: the same grade of slope predominates in the Araba region. These areas of the JRV are considerably more arid than the Jordan River Valley, with rainfall averaging 50 mm. The limited rainfall and fragile environment of the southern JRV have constrained development and population in both Jordan and Israel. It is hoped that the integrated development of the JRV will provide the opportunity for rural and possibly urban development of that region.

The geographic location of the JRV gave it strategic importance throughout history. It was an important trade route between the Red Sea and the Mediterranean, was developed by the Nabateans and successive civilizations, and was an important theater of confrontation during the Crusades. The relics of this history are found almost everywhere throughout the JRV region, and make it an archaeological treasure.

From The Theater of Confrontation . . .

The JRV's unique geography, geology and history have endowed it with a rich potential for development—particularly for tourism, mineral industries, transportation and irrigated agriculture. For many years, however, closed borders, a perception of insecurity and infrastructure bottlenecks have limited the movement of people and goods and deterred private investment and tourism. The JRV has also been plagued by the regional problems of lost economies of scale and duplicate infrastructure. For example, the cities of Aqaba and Eilat are each served by their own port, airport and sewage treatment plant.

. . . To The Crossroads of Peace

Now that peace has been achieved between Jordan and Israel, and comprehensive regional peace is on the horizon, fresh opportunities are opening up for the development of the JRV. As the area of geographic interface between Jordan, Israel, the Palestinians and Syria, successful development of the JRV will promote better living standards and help strengthen the foundations of regional peace. The neighboring riparian states of Egypt and Saudi Arabia will also play major roles in the cooperative development of the Gulf of Aqaba.

In order to exploit the advantages of regional integration made possible by peace, a system of cross-sector and cross-border linkages is required. This approach is designed to provide critical infrastructure and services to underpin sustainable private sector growth. Jordan hopes that successful bilateral coordination with Israel will grow into a broader multilateral context with the achievement of comprehensive peace.

The JRV Master Plan

Specific themes for coordinated JRV/Aqaba development envisaged by Jordan and Israel include new or improved transport and telecommunications links; joint promotion of tourist destinations on both sides of the JRV; interconnection of power grids; management of water resources, and information-sharing or joint research in areas such as earth sciences, agriculture, etc. Protection of the JRV's fragile desert and the Gulf of Aqaba's sensitive marine ecosystem also requires extensive cooperation among all states bordering on the JRV/Aqaba area.

To mesh these proposed initiatives into a coordinated development program and advance the investment process, Jordan and Israel set up a Steering Committee, chaired by the United States, to facilitate and oversee the development of the JRV. In order to define and implement an integrated program for the JRV's development, the Steering Committee has launched the process of formulating an "Integrated Development Master Plan," along

with related sectoral sub-plans and pre-investment studies. The plan will suggest development projects in the sectors of water, agriculture and aquaculture, environment, energy, tourism and archeology, transportation, telecommunications, industry and mining, and human resources development.

The master plan will be based on the advantages inherent in the JRV's geographic location and natural resources. Consideration will also be given to the interaction of the JRV with the escarpments and plateaus to the east and west, particularly in respect of trade centers, tourism attractions, and economic activities. The development of the Gulf of Aqaba and its coastal management is also considered part of the JRV development and will likewise be included in the master plan.

The Red Sea-Dead Sea Canal

One of the most convincing arguments for a comprehensive JRV development plan is that the availability of water is a binding constraint across sectors and borders. Moreover, a key proposal that both parties want to evaluate, a canal from the Red Sea to the Dead Sea, has an overriding significance for the whole area. The canal could provide large quantities of power and desalinated water, opening vast opportunities for developing the arid Wadi Araba region. If it is shown to be feasible—in economic, technical, social and environmental terms—this mega-project could be the backbone of a much more intensive development strategy.

The Preparatory Stage

In the interest of outlining critical issues to be addressed, organizing and evaluating relevant data, and pointing out gaps in the existing database, the Steering Committee agreed on the need for a preparatory stage before commencing the master plan. The Terms of Reference for the preparatory study were prepared by the World Bank in consultation with the Steering Committee. The preparatory stage of the JRV study is now complete. The prefeasibility/feasibility stage will be underway before the end of September, 1995. This stage will take about eighteen months to complete.

Moving Ahead With Fast Track Projects

While the master plan is being formulated, however, both states are moving forward with "fast track" projects which do not depend critically on the rest of the development program and do not preempt it. Examples of these self-standing projects which are being presented at the Amman Summit include the enlargement and improvement of bridge crossings, connection of power grids, regulation of the frequency spectrum, expansion of Aqaba International Airport, and others. These "fast-track" projects are specifically designed to facilitate future Jordanian/Israeli/Palestinian interaction in areas such as trade and tourism.

Sectoral Development

Jordan's short-term strategy for developing the JRV/Aqaba region consists of two interacting levels. At one level, the Kingdom is pushing ahead with "fast-track" projects to

The Aqaba Region Authority

The Aqaba Region Authority (ARA), established in 1984, is a specialized governing body responsible for the social and economic development of the Aqaba region. The ARA is responsible for monitoring and supervising all major construction activities along the coast. In recent years, the ARA has taken the lead by developing plans for a marine park and three nature reserves in the Gulf of Aqaba. Also, the ARA has formulated a ten-year development plan for the south shore, Aqaba's last remaining stretch of undeveloped coastline. It owns all the land in the South Coast Tourism Zone and is also responsible for the region's infrastructure. Projects for stage one of the ten-year plan are included in the Aqaba Tourism Development proposal to be submitted at the Amman Summit.

JRV/Aqaba Development: The Amman Summit Projects

Of the twenty-seven projects Jordan is officially presenting at the Amman Economic Summit, more than half relate specifically to the development of the Jordan Rift Valley and the Aqaba area. Amman Summit projects for the JRV and Aqaba regions will now be summarized in the context of sectoral development within the two areas.

Transport and Trade Links

The opening of borders in the JRV area will have a major impact on tourism and international trade patterns. This will result in higher traffic flows and shifting traffic patterns, providing Jordan and its neighbors with the opportunity to export goods to Israel and through Israeli ports on the Mediterranean, reaffirming Jordan's role as a transport node for the Middle East. New or improved transportation facilities along the JRV borders are essential to support this development, which also will depend on trade liberalization, harmonization of freight documents and the elimination of customs clearance bureaucracy.

A number of projects based in the JRV are currently under consideration for linking Jordan within the regional transportation grid. Aqaba and Eilat would benefit from a shared civil airport, obviating the need for redundant investment and freeing valuable land for profitable development. Jordan and Israel are also considering a north-south highway along the Jordan River, a new railway from the Dead Sea to Aqaba, and joint facilities for the transfer and warehousing of goods at border crossings and seaports.

Roads and Bridges

At the Amman Economic Summit, Jordan is submitting two project clusters designed to improve the Kingdom's road system and strengthen links to Israel and the Palestinian National Authority.

1. The **Jordan River Bridges and Access Roads Project** is designed to improve and standardize road connections between Jordan, Israel and the PNA. At each of the four crossing points involved in this project, there will be three main activities: construction of a four-lane bridge (120m long); reconstruction of the access road (four-lane); and construction of the necessary border facilities. The Jordan Valley Crossing Bridge (previously known as the Sheikh Hussein Bridge) requires a Trade Facilitation Area for the handling of special cargo. Studies are currently underway to determine the applicability of a toll system to these border crossings and regional highways in Jordan.
 - The **Jordan Valley Crossing Bridge** (formerly called the Sheikh Hussein Bridge) connects northern Jordan to Israel. It will be used mainly for trade, with the main destination from Jordan being the Israeli port of Haifa.
 - The **King Hussein Bridge** connects Jordan with the PNA. The primary destinations from Jordan are Jericho and other parts of the PNA.
 - The **Prince Muhammad Bridge** also connects Jordan with the PNA, and is a direct link between Jordan and the city of Nablus.
 - The **King Abdullah Bridge**, before its destruction during the 1967 conflict, was the most important bridge connecting traffic between Amman and Jerusalem. It is expected that it will resume this role after its reconstruction is completed.

2. The **Western Border Highways Project** is designed to avoid congestion within the Jordan Rift Valley due to expected traffic increases. The project involves reconstruction of some of the main highways in the Jordan Valley and the Aqaba region, thus increasing the transport efficiency and economic viability of the JRV.
 - The **Irbid-North Shuna Highway** will provide better access between the northern parts of Jordan and Israel, through the Jordan Valley.
 - The **Kufurhooda-Damia Junction Highway** will facilitate transport between central Jordan and the PNA. Specifically, this sub-project is designed to link the Jordanian cities of Amman and Salt with the Palestinian city of Nablus.
 - The **Aqaba Coastal Highway** will provide a free flow of traffic around Aqaba by separating the freight transport from touristic transport. This highway will also improve the link between Jordan and Saudi Arabia.
 - The **South Shuna-North Shuna Highway** will serve as the primary highway connecting the northern and southern regions of the Jordan Valley. It will also improve Jordan's transport connections with Syria and Lebanon.

Railways

Jordan envisages the expansion of its railway system as a means to capitalize upon its central geographic position in the region and to facilitate the expansion of regional trade opportunities at lower costs than would be available by highway. Future railway construction will link Jordan within a regional rail system which will cross the country as follows:

- Aqaba to Amman to Damascus, with a branch to Saudi Arabia
- Haifa to Irbid to Mafraq to Baghdad
- The Dead Sea to Aqaba

All of the railways in the region are built to standard gauge (1435 mm) except in Jordan, where the existing Hijaz Jordan Railway and the Aqaba Railway are narrow gauge (1050 mm). Any new construction will be to standard gauge specifications, and Jordan's existing railways will be eventually converted to standard gauge. One project devoted to improving Jordan's railways will be presented at the Amman Economic Summit.

- The **Aqaba-Wadi II Railway and Eshidiya Link** will facilitate the growth of Jordan's phosphate industry by connecting the port of Aqaba to the Wadi II fertilizer factory in the Aqaba Industrial Area. The project will also link with the Eshidiya phosphate mine, where production is scheduled to increase from the current 1.5 million tons to 9 million tons by the year 2002. The extension of rail service into Eshidiya and the Aqaba Industrial Area will be financed by the privatization of the Aqaba Railway Corporation.

Seaports

Aqaba is Jordan's only port, and it is expected to handle a significant surge of people and goods in the coming years, serving as a regional link for trade and tourism. In order to boost Jordan's potential as an export center, upgrading the Aqaba port facilities is a top priority.

- The construction of a **Multi-Purpose Jetty** will ensure the efficient handling of goods at the port, expanding Aqaba's capacity and enhancing its viability as a regional port. The jetty will be used primarily for exports, including cement, potash, fertilizers, sulfur, Dead Sea salts and other products.
- The construction of a **Passenger Berth** is needed to facilitate the smooth and convenient movement of passengers through the port of Aqaba.

Airports

In order to maximize land-use efficiency and reduce air congestion, Israeli and Jordanian authorities are currently planning a combined use of the Aqaba International Airport. The eventual arrangement will result in an increase of the total number of yearly passengers at the Aqaba airport to about 700,000 by the year 1999. The growth of the Aqaba airport into a regional hub for the Middle East requires immediate expansion and upgrading of airport facilities.

- The **Aqaba International Airport** Project consists of four primary areas.
 - 1) Construction of a new terminal building
 - 2) Expansion of the airfield
 - 3) Installation of an all-weather air traffic control radar system
 - 4) Improvement of electromechanical, telecommunication, runway lighting and navigational aid systems

Tourism

The tourist industry offers major potential for expansion and job creation. An increased perception of security, along with more open regional borders, should generate a substantial growth in international tourism. This should give the JRV a role as a tourism corridor, facilitating land connections between the major attractions in Jordan, the PNA and Israel through an area of scenic and scientific interest.

Cooperation between Jordan, Israel and the PNA is already boosting the tourist industry by promoting the region as a joint tourist destination. Future measures may include coordination in tourism infrastructure planning, possible joint ventures in tourism enterprises, and the development of bilateral projects such as a "Lowest Park on Earth" in the Dead Sea area. In the Aqaba area, a marine park, a free tourism zone, a "Red Sea Riviera" and similar undertakings are currently being considered.

The JRV's tourism potential figures prominently in Jordan's Amman Economic Summit proposals, accounting for about 29 percent of the overall investment total. The Dead Sea and Aqaba areas are ripe with resort potential that can now be realized in an environment of peace and security. Master plans have been drafted for both areas, and the government is working to ensure that investment in them is an attractive option for private sector capital.

Aqaba

Aqaba offers a warm climate, safe swimming and boating facilities, a wealth of marine life and a fascinating desert hinterland. Its waters host some of the most spectacular coral reefs in the world. The Aqaba Region Authority (ARA) has prepared a master plan for the south shore region designed to create a major regional resort destination over the next ten years.

- The **Aqaba Tourism Development Project** focuses on four major development zones: Ras al-Yamaniyya to the north, Qaboos Tourist Village in the center, a golf course and resort project in the south, and a Disney-style amusement park located to the south of the planned golf course. The ARA is requesting Expressions of Interest from the private sector to develop tourist facilities (hotels, restaurants, private homes, a water park, a golf course, an amusement park, and other facilities) in the four aforementioned development areas.
- The **Infrastructure for Aqaba Tourism Development Project** aims to facilitate the development of the Ras al-Yamaniyya Resort and the Qaboos Tourist Village by providing additions and improvements to already existing roads, water and waste treatment facilities, electrical connections, and telephone lines.

The Dead Sea

The Dead Sea area contains outstanding historical and religious sites, sweeping panoramas of the hill country, and easy access to both Amman and Jerusalem. Of course, the Dead Sea itself is the main attraction with its unusually high content of salt and minerals. These chemicals give the water curative powers and make it an important

destination for medical tourism. A comprehensive 15-year master plan for tourist development in the Dead Sea region was completed in 1994.

- The **Dead Sea Tourism Project** aims to unlock the potentially lucrative Dead Sea tourism region to private sector development. The project is the first phase of the 15-year master plan, and is focused on the development of the Suweimeh and Zara tourism sectors. Planned development includes hotels, private homes, a tourist village, a shopping center, and health and recreational facilities.
- The **Infrastructure for Dead Sea Tourism Project** will lay the necessary foundation for private sector development of the Suweimeh and Zara sectors. The infrastructure requirements identified in the master plan are the basis of this project. The requirements include paved access roads to both areas, water and waste treatment facilities, upstream connection to the power grid, and satellite receiver stations for telephone and television service.

Industry and Mineral Resources

The potential for industrial development in the JRV relates largely to the exploitation of minerals around the Dead Sea and in the southern Wadi Araba area. Jordan's mineral industries possess several key advantages in the race for global market share, including

- **access to the richest source of high quality raw materials;**
- **good location relative to the rapidly expanding Asian market;**
- **short distance and hence low transport costs to the point of export; and,**
- **favorable incentives and economic environment for business expansion in Jordan.**

The Dead Sea in particular is well-endowed with a unique combination of competitive features, including the mineral content and concentration of Dead Sea brine, a high evaporation rate, and a dry climate which permits open-air storage of potash and other products.

While Jordan's Arab Potash Company (APC) and Israel's Dead Sea Works (DSW) are competitors in the world market, their shared location and similar processing operations may create opportunities for mutually beneficial exchanges. Such opportunities may exist in mineral transport, exchange of technological information and monitoring and preserving the joint resource base.

Other possibilities for industrial development in the JRV exist in food processing, storage and packaging. These projects would take advantage of economies of scale in processing agricultural produce. With the objective of stimulating industry in the southern JRV, consideration is being given to the establishment of free trade zones around the Aqaba/Eilat area, especially in Wadi Araba. These will be associated with industrial production, banking services, the airport and other sectors feasible for joint cooperation.

At the Amman Economic Summit, Jordan is presenting five projects intended specifically to stimulate industrial development in the Jordan Rift Valley. All are designed to be financed by private sector investment.

- A **potassium sulphate and di-calcium phosphate plant** will allow Jordan to increase its export revenues by producing fertilizers and animal feed to meet the needs of a growing world market. While the raw materials will be obtained from the Dead Sea, the plant will be located adjacent to the existing industrial port at Aqaba in order to benefit from harbor facilities, infrastructure and water supply.
- A **magnesium oxide plant** will use effluent brine from potash operations and limestone from a high purity limestone quarry to produce the second highest-quality magnesium oxide in the world, fetching a high price on the world market. The proposed plant will be located next to the Arab Potash Company (APC) complex in al-Safi, at the southern end of the Dead Sea.
- Another APC plant at the Dead Sea al-Safi complex will allow Jordan to break into the international market for **bromine** and its derivatives. The operation will utilize brine from nearby potash operations, and APC's bromine will be equal to or surpass the quality of the best on the market.
- Jordan has selected three potential sites for **granite quarrying**. All are located in the Wadi Rum area about 50 km from the port of Aqaba, and each site offers access to a different type of granite. This project requires a very low level of investment, only enough to cover the cost of renting heavy quarrying equipment.
- With the goal of having foreign mining/exploration companies form joint ventures with their Jordanian counterparts, the government has identified several Dolemite-rich sites suitable for **copper mining**. The sites are located in southern Jordan near the Dana Conservation Area. With due care for the local environment, there is great potential for developing mineable copper reserves.

Energy

Linking up electricity grids is the main area of cooperation in the energy sector. Inter-connections improve the reliability of power supply and cut down the need for costly back-up generation capacities in each country. As Israel and Jordan have distinctly different daily and weekly load peaking patterns, a link-up would create opportunities for mutually profitable trading between power utilities. In 1993, Jordan signed a five-way agreement with Turkey, Iraq, Syria and Egypt to link power grids by the year 2002. A 400 kV interconnection between Jordan and Egypt is scheduled for completion in June 1997.

- Jordan is presenting a **Power System Interconnection Project** to link the Kingdom with the Palestinian National Authority (PNA) and Israel in the first stage, and with the PNA and Egypt in the second phase. This project will reactivate historic Jordanian/West Bank relations, provide an alternative power supply for the PNA, facilitate bilateral exchanges of power according to the technical needs and economic benefits of each partner, and permit single directional power transport and reduction of network losses.

Communications

Effective communication services are essential for the development of the JRV region, especially for tourism and other service industries in the area. In turn, tourist facilities in the JRV are an attractive market for private sector telecommunication

operators. Areas for cooperation may include inter-connection or mutual backup of the main intra-national cables, joint use of submarine cables or satellite stations, or trans-border paging services. While in most cases these ventures should be undertaken by the private sector, the key task for governments is to provide a supportive regulatory environment.

- Jordan is presenting a **Frequency Management and Licensing Project** designed to supervise and regulate the Jordanian radio spectrum. The project will give regulatory authorities the capability to monitor, locate and measure frequency emissions, thereby ensuring compliance with licensing restrictions. This will lay the foundation for future spectrum coordination between Jordan, Israel and the PNA.

The Middle East and North Africa Economic Summit Program

Amman, October 29-31, 1995

As the new climate of peace and reconciliation spreads throughout the region, much needed resources can now be directed towards achieving prosperity for the peoples of the region. Indeed, economic priorities and reforms are now at the forefront of the geopolitical agenda. Neither governments nor the business community can achieve this alone, however. While governments can negotiate treaties which provide the political framework to encourage regional trade and investment, the private sector alone possesses the financial resources necessary to spur an economic transformation. Fortunately, an understanding of the necessity for cooperative progress—between the states of the region and between governments and the business community—has become increasingly widespread throughout the Middle East and North Africa.

In order to nourish this new reality, the World Economic Forum (WEF) and the Council on Foreign Relations jointly convened the 1994 Middle East and North Africa (MENA) Conference in Casablanca, bringing together regional business and government leaders in an international forum to sustain the momentum for peace and economic development. The WEF has continued in its role as a conduit between business, government and academia by assisting in preparations for the 1995 MENA Conference in Amman. The MENA Conference has become an annual event intended to move the region forward from peace-making to peace-building.

Conference Objectives

The primary objective of the MENA Conference is to examine the regional structures and policies needed to effectively develop the region's potential, with a view to integrating the region into the global economy.

The Four Themes of the Amman Summit

- 1) Trade
- 2) Infrastructure
- 3) Investment and finance
- 4) The overall economic environment

Specific Issues to be Examined

- ◆ Trade liberalization
- ◆ Privatization
- ◆ Exchange controls
- ◆ Capital markets.

Some Questions the Amman Summit Will Address

- How do MENA business leaders see their future?
- How can international business identify the right joint venture partner?
- Are capital markets able to provide the financing needed in the region, and what type of regulatory, accounting and business practice reforms are needed to attract global capital?
- What are the prospects of intra-regional alliances and what are the incentives for the banking sector to contribute actively to the economic development process?
- How can governments of the region mobilize the popular support necessary to carry out privatization reforms?

The Concept of the Program

Plenary Sessions

Plenary sessions will examine the four major themes of the conference: Trade, Infrastructure, Investment and Finance, and the Economic Environment. Regional and international business and government leaders will participate in these sessions. The plenaries will set the stage for the industry workshops and thematic sessions.

Thematic Sessions

These sessions are designed to establish the proper framework for a stable and sound regional investment climate. Business leaders and government officials will examine together the most suitable economic policies essential for eliminating barriers to regional commerce, facilitating business expansion strategies and helping companies to better understand and predict the business environment in which they operate.

Industry Workshops

Sector specific workshops will allow participants to meet eminent business and government personalities in small groups to discuss developments and opportunities for partnerships. These workshops will cover, inter alia, the following sectors: financial services, engineering and construction, tourism, water, agriculture, energy, textiles, telecommunications and transportation.

Country Lunches

During these lunches, countries of the region will present their economic priorities. Business leaders will learn about governments' plans to stimulate economic activity and growth.

Project Presentations

The countries of the region will present national and regional projects in various sectors. Discussions will be outcome oriented for implementation by both the private and public sectors.

*Under the patronage of
His Majesty King Hussein Bin Talal of Jordan*

The Middle East and North Africa Economic Summit

Amman, Jordan
October 29-31, 1995

Chaired by

His Royal Highness
Crown Prince El Hassan Bin Talal

under the co-sponsorship of

Bill Clinton
President of the
United States of America

Boris Yeltsin
President of the
Russian Federation

with the support and endorsement of
Canada, the European Union and Japan

Tentative Program

Provided by the World Economic Forum
(as of October 1, 1995)

Saturday 28 October

Program

Pre-registration for participants arriving earlier

Sunday 29 October

Program

Registration

Pre-program breakfast with the Jordanian private sector

Welcoming remarks by

His Majesty King Hussein Bin Talal of Jordan

Opening Session

introduced and moderated by:

His Royal Highness Crown Prince El Hassan Bin Talal of Jordan

Opening lunch

Contact break

An excellent opportunity to meet with fellow participants in a relaxed and informal atmosphere.

Thematic discussions in parallel

**The requirements of a successful regional business strategy:
synergies between government, business and international financial
institutions**

- Managing cross-border systems in development, sourcing, operations, production, distribution, logistics and service: how much capability will be required to achieve homogeneity?
- The need for relationships built on personal rapport and trust, and sensitivity to local cultures
- Agency laws: will foreign companies be obliged to operate with local sponsors?

- Relationships with local governments: what is involved when business strategy means dealing with several governments?
- Mastering new regulatory systems: discerning the procedures and practices of government bureaucracies

The role of regional capital markets in creating the new Middle East

- Are capital markets able to provide the financing needs of the region?
- The challenge: establishing foundations for a more important role for capital markets which will enable mobilization efforts from domestic, regional and international sources
- What type of regulatory, accounting and business practice reforms are needed to attract global capital ?
- Measures aimed at strengthening the regulatory regime: improvements in procedures concerning information disclosure, transparency, property rights and business standards
- Policies to improve the “risk return” configuration

Harmonizing legislative structures and policies

- The prospects of regional compatible reforms: establishment of real market economies to enable companies to operate regionally as in a single market
- Melding individual initiatives into a broader economic arena which will eventually reduce barriers to trade across the region and promote economic integration
- Approaching regional integration gradually and in well-formulated stages: ensuring that these efforts are in line with the globalization process triggered by the GATT Uruguay Round/WTO
- Establishing defined benchmarks to facilitate tangible results so that economic and political development can proceed in tandem
- Importance of adhering to international standards in accounting quality and specifications

Does a regional trading bloc have a comparative advantage in world markets?

- Rearrangement of current trade patterns: fostering trade between countries of the region and with other regions with the ultimate goal of free trade in goods, capital, labor and services
- The role of trade confederations in bringing together similar business interests to share information and provide coordination

Privatization

- The pace of privatization: the absorption ability of investors and stock markets
- How to generate investor—both local and foreign—interest and confidence?
- How can governments of the region mobilize the popular support necessary to carry out privatization programs?
- Criteria for privatization sales: the balance between public and private shareholding, the range of share distribution and interests, which sectors, and the financial condition (profitability) of the enterprise
- Objectives of government: stimulate production, create jobs, attract investment, relieve debt burden, advance management skills
- The need for modern legal system and effective means for setting commercial disputes

The role of small-and medium-sized enterprises (SMEs) in creating growth and employment

- Incentives and financing mechanisms available to SMEs
- How can venture capital funds assist SMEs in taking on a regional posture?
- The importance of SMEs in the process of job creation
- Impediments to conducting business for SMEs: possible solutions

Special Economic Zones - Regional Trade Hub

- Impact on the economies of the region
- Configuration: industry, trade, offshore banking, science and technology, and science parks
- Special economic zones as a tool to accelerate liberalization and deregulation (a pilot for the entire economy)

Water

- What solutions are being considered for the sharing, distribution and supplementing of scarce water resources for agriculture, drinking water and power supplies?
- Making water allocation more efficient: supply side management (increasing availability through rainwater treatment, recycling and desalination) versus demand side management (decreasing consumption by reducing subsidies and allowing the real price of water to consumers to rise)
- How realistic are other mechanisms such as water pipelines, desalination plants, and a regional water data bank?

Private meetings and contacts

Plenary session

The role of the international community in supporting the economic underpinnings of peace building

Opening dinner

Networking breakfast with experts

Plenary session

The Economic Climate

- The commitment to reforms and structural economic adjustments
- Increasing the productivity of capital and return on investments
- Government's role in ensuring a proper regulatory and legal environment, and effective macro-economic policies
- Increasing investor confidence: the need for transparency to better understand all the "rules of the game"
- The central role of foreign trade and investment
- The social burden of adjustment and ways to alleviate the impact on low-income groups

Contact break

An excellent opportunity to meet fellow participants in a relaxed and informal atmosphere

The Middle East Economic Strategy Group

- The role of an OECD-like financing institution and the outline of a future regional bank
- The meshing of private and public sector financing of projects
- The urgency of economic and regulatory reform
- The future of trade both within and outside the Mideast/North Africa region
- The need for education and other special policies to enhance the region's potential

This session has been specially prepared and structured by the Council on Foreign Relations, New York

Trade financing

- Getting viable products and services to the market-place
- The role of the state in providing export guarantees and risk sharing

- The role of regional and international organizations in the intermediate process

Country lunches

Contact break

An excellent opportunity to meet with fellow participants in a relaxed atmosphere

Brainstorming on regional economic policies

A unique opportunity for participants to confront public leaders and experts with ideas, questions, concerns and suggestions for action in the region. Political leaders and experts can then best assess what is on the mind of the international business community. Some the issues to be examined include resource mobilization, human resource development, social contact and communication and business policies.

Contact break

Plenary session

Trade and Industry

- Freedom of movement of goods, services, people and capital
- Expanding export oriented industries
- Introducing and adhering to international standards including global accounting practices and quality control
- What is needed to propel the region into an intra-regional trading network?
- Increasing productivity to stay competitive in regional and world markets

Jordanian evening

Project exchange breakfast

Plenary session

Infrastructure

- Regional infrastructure needs, priorities and coordination among countries from the region
- If the private sector is to take a lead role, what types of mechanism are available?
- How much can be expected from public funds?
- How does investment in infrastructure enhance international competitiveness
- The need for private financing as a vehicle for accelerating the shift from public to private sponsorship and risk bearing

Contact break

An excellent opportunity to meet with fellow participants in a relaxed and informal atmosphere

Project presentations and industry workshops in parallel

Project presentations

Egyptian Project Presentation

Israeli Project Presentation

Jordanian Project Presentation

Palestinian Project Presentation

Industry workshops

Financial Services

- Would rationalization and consolidation among the region's financial institutions create a more competitive environment?
- The future of regional banking: what are the prospects for intra-regional alliances?

- What are the incentives for the banking sector to contribute actively to the economic development process?
- The need for a strong banking presence to allocate capital in the most productive manner including mobilization of funds from industrialized countries and repatriation of capital held abroad by residents of the region
- Strengthening of financial institutions at the national level and intensification of ongoing financial sector reforms: further movement toward market-based institutions, improved management and better use of technology, strengthening of the regulatory regime consistent with international standards and a favorable enabling environment in the form of stable macroeconomic conditions and a reduction of barriers.
- Investment financing and credit mechanisms; requirements at the national level including a greater role for local banks and the strengthening of equity and bond markets

Food and Agro

- New technologies and land-use policies to increase agricultural productivity
- Moving away from agricultural crop subsidies to the provision of basic economic incentives: new regional organizations to foster technical co-operation, new technologies and help liberalize trade
- What is the growth potential given water constraints of the region?

Textiles and Apparels

- What are the prospects for cross-border projects?
- How will multilateral projects fit into the new global trade regime as per the new rules and regulations of the Uruguay Round (especially as it relates to the phasing out periods of the Multi-Fibre Agreement)?
- Extending most favored nation status to the entire region
- Achieving quality and extending customer service at the least cost by utilizing present industrial bases
- Achieving economies of scale through regional cooperative logistics and distribution agreements
- Regional training and vocational centers: potential benefits
- Integrated distribution networks creating a master network in order to increase time-to-market
- Cross-breeding products and raw materials: integration of product by mixed components from different countries
- Combining relative advantages of different economies from the region
- How to update technical and marketing education and training

Transportation

- What are the issues/problems in business/government relations which are creating obstacles for the development of much needed highways to transport goods and people?
- Who finances? The balance between private and public sector
- Overcoming political obstacles: intra-regional highways, train and air transportation New opportunities in land, air, people and cargo transport
- Returning to historical transportation routes: North-South coastal highway and railway from Turkey to Egypt, and an East-West link from Beirut via Damascus to Kuwait
- Developing multilateral policy approaches to transportation policies: eliminating political and economic barriers, reducing regulation, integrating transportation services across borders and investing in and building transportation infrastructure

Industry Workshop lunches

Industry Workshops and Project Presentations in Parallel

Industry workshops

Energy

- Inter-regional energy project which provide a more efficient and economical energy distribution system
- What are the projected energy needs and how will the region meet the necessary financing needs associated with these requirements?
- The prospects for non-oil energy sources: electricity, natural gas, solar
- The economic sense of a regional energy network: ensuring continuous supply through mutual dependence
- Regional electricity grid

Engineering and Construction

- What are the urgent construction needs of the region? Housing, commercial, manufacturing and industry, transportation, energy, tourism and works
- Will joint ventures and cross-border projects speed up the exploitation of these opportunities?

- Construction projects in housing, infrastructure, industry and tourism
- Offering security to investors: the use of guarantees against political risk
- New forms of project finance structures involving private sector ownership: how successful are BOT programs in providing new outlets for local and international investors?

Information Superhighway and Telecommunications

- What will it take to bring the region into the global information age and into the information superhighway?
- What state-of-the art technology is needed?
- Negotiating the "information superhighway:" what lessons from other countries can be applied in terms of privatization, liberalization and regulation?
- How can existing industry become more efficient, enabling it to reinvest a greater proportion of revenue to help finance necessary expansion?
- Turning strategic priorities into self-financing ventures: new services which will provide additional income while generating capital required to modernize

Tourism

- The region's comparative competitive advantage: exploiting the region's vast tourism assets and cultural heritage
- Tourism as a means of generating foreign exchange earnings
- What is the projected growth in areas such as hotel business, travel agencies, package deal organizers and transport companies? How can this sector play a leading role in improving overall economies?

Project Presentations

Business Opportunities Emerging from the REDWG Discussions (EU)

Eastern Mediterranean Basin (EU)

Gulf of Aqaba (EU)

Contact break

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Plenary session

Finance and Investment

- New mechanisms to foster joint ventures, link capital markets, finance regional trade and develop future business opportunities in the region
- What can be done to further enhance the “equity culture” which is slowly developing in the region?
- How can savings and investments be increased?
- An innovative banking system as an agent for providing appropriate financial instruments
- Regional financing mechanisms: addressing economic disparities

Closing session

Middle East/North Africa Cultural Evening

The Middle East and North Africa Economic Summit

Amman, October 29-31, 1995

Tentative Press Arrangements

(as of October 1, 1995)

Venues:

- Royal Cultural Palace** (Plenaries)
- Royal Cultural Center** (Interactive Sessions)
- Regency Hotel** (Interactive Sessions)
- Sport City** (Press Center)

I. The Sport City Sports Palace

The Hussein Sport City Sports Palace is serving as the Press Center of the 1995 Amman Summit for all press functions, including retransmissions of plenaries, press conferences, and smaller press gatherings.

- Facilities include telephone and telefax centers, television offices, a television studio and switching center, radio and audio centers, press agency offices, a cafeteria, a clinic, documentation centers and news stands.
- Offices located in the Sports Palace include the Royal Court International Press Office, Ministry of Information and World Economic Forum (WEF) offices.

II. Plenary Sessions

Plenary sessions will be held in the Royal Cultural Palace. Press access will be limited to the white-badge press. All orange-badge press will view plenaries in the Press Center of the Sport City.

III. Jordanian TV (JTV) will film Plenary Sessions

- JTV will provide plenary feed signal to other broadcasters (television operations based in the Sports Palace).
- Plenaries will be broadcast onto the large screen in the Plenary Hall.
- Project presentations of the plenaries will be broadcast onto the large screen or video wall in the Press Conference Room of the Royal Cultural Center.

A pool will be organized by the Ministry of Information and the WEF for photographers and TV cameras to have access to plenaries during the first five minutes of each session .

IV. Telecommunications Centers in the Sports Palace

- PETRA (the official Jordanian news agency)
- Arab news agencies
- Foreign news agencies
- Telefax and telex center
- Technicians are available in all telephone centers. Payment for telephone charges can be made via credit card or HCD (Home Call Direct).
- Bank machines are available for currency exchange and/or direct cash withdrawal.
- Twenty telephone booths with pay telephones are located in the corridors.
- Ten additional telephone lines are installed in the middle area.

V. Television Facilities in the Sports Palace

- A television switching center and dubbing facilities are located in the Sports Palace.
- A satellite station is located outside the doors of the Sports Palace.
- Editing spaces are available (facilities include electricity but no equipment).

VI. Radio Facilities

- Three radio booths will be available.
- A sound studio and master control will be available.

VII. Photo Facilities

- Darkroom facilities (water source and electricity supply) are located in the Sports Palace.

VIII. Secretarial Services

- A secretariat with photocopy machines for distribution of press documents has been furnished by the Ministry of Information and is located in the Press Center.

IX. International Press Office of the Royal Court

- The International Press Office will distribute press kits, handle interview requests for Their Majesties, and assist press with miscellaneous requests.
- Interview requests for HRH Crown Prince El Hassan will be handled by his private office.

X. Interactive Sessions at the Royal Cultural Center and Regency Hotel

- A press pool will be established by the Ministry of Information, in coordination with the World Economic Forum, for access to the two venues.
- Two press areas have been set up in the Royal Cultural Center, and one in the Regency Hotel.
- Journalists will be grouped in these press areas until the start of sessions, and then they will have access to public areas to meet participants not currently meeting in sessions.
- There will be no access for press to the interactive sessions other than the photo pool which will film during the first five minutes.
- An official press spokesman will brief journalists on both venues' sessions.

XI. Transportation

- Shuttle bus services will be provided for visiting journalists. The shuttles will run between plenaries, the press center, hotels and interactive session venues.
- Shuttle bus services will also be provided for the local press accredited to cover the Amman Summit.
- Officials and press people from Jordan TV, Jordan Radio and Petra news agency will use their own transportation.

XII. Accommodations

- There will be two different badges - orange and white - given to the press.
- The orange-badge press will be accommodated in two different hotels:
 - Jerusalem Hotel
 - Middle East Hotel
- The white-badge press will be accommodated in three other hotels:
 - Intercontinental Hotel
 - Philadelphia Hotel
 - Amra Hotel
- There will be an information office located at each hotel where the press will be staying.

XIII. Photographers

- Photographers will be permitted to use flash during the first five minutes of major sessions. Official photographers of the Amman Summit will have special access to all sessions. No flash will be permitted.

XIV. Press Conferences with Public Figures

- The Ministry of Information and the WEF will schedule press conferences with public figures attending the Amman Summit.

XV. Delegations

- Official TV delegations will not be able to film during plenary sessions, and must take their feed from Jordan Television.

XVI. Communiqués and Press Releases

- Communiqués and press releases will be provided by the Ministry of Information and the World Economic Forum throughout the duration of the Amman Summit.
- Press center staff writers will translate press releases for regular distribution throughout the Summit. Secretarial services and copying will be provided by the Ministry of Information.

XVII. Food and Beverages for Press

- A cafeteria in the Sports Palace will serve as the food center for journalists.

XVIII. Clinic

- A first aid clinic will be located in the Press Center.

His Royal Highness
Crown Prince El Hassan Bin Talal
of The Hashemite Kingdom of Jordan

Address to

**The Opening Plenary of the
Middle East/North Africa Economic Summit**

“Towards A New Middle East”

**Casablanca, Morocco
30th October-1st November 1994**

(As Delivered)

**Your Majesty,
Distinguished Guests,
Ladies and Gentlemen**

It is a great honor for me to address this eminent gathering here today. I would like in particular to express my appreciation to His Majesty King Hassan II for hosting this Summit and to both President Clinton and President Yeltsin for their support and endorsement.

A “new Middle East/North Africa Region” requires new thinking. Recent political breakthroughs offer fresh perspectives. The challenge now is to move to effective action. In today’s world this cannot be done single-handedly by governments. The successful transition from peace to prosperity requires a new trilateral partnership between governments, the private sector (including NGOs) and international as well as regional institutions (both financial and developmental).

In the Treaty of Peace recently signed between Jordan and Israel, there is a commitment to the creation of a CSCME (Conference on Security and Cooperation in the Middle East) along the lines of the Helsinki Process. This process has four dimensions: firstly, security; secondly, economics, science and technology, and environment; thirdly, humanitarian and related fields; and fourthly, follow-up.

Steady progress on all these fronts in our region evidently depends on the three pillars of governments, the private sector and international and regional institutions. Only through such a partnership is it possible to ensure the withering away of conflict, of extremism and of regional apartheid between the haves and the have-nots.

The multilateral track of the Middle East peace process, with its four dimensions of human cooperation, resource cooperation, security and the steering committee, is an embryonic process for security and cooperation. That is one reason why Jordan has energetically supported the multilaterals from their inception. Your Summit here today is another building block towards that end. The follow-up will be in Amman next year, by which time appropriate mechanisms will hopefully be in place.

Our work in this Summit naturally complements that of the five Multilateral Working Groups that deal with refugees, regional economic development, water,

environment, and regional security and arms control. Amman will be the venue for the next meeting of the Regional Economic Development Working Group (REDWG) in May or June of 1995 (date later confirmed for October 1995). During that meeting, we plan to explore additional ways for integrating the private sector in the work of the multilaterals.

Ladies and Gentlemen,

Our vision is a Middle East without barriers, where private enterprise becomes the engine of growth. The free movement of goods, services, capital and labor is our aim. A Free Trade Area and eventually a Common Market from the Atlantic to the Gulf will make North Africa and the Middle East one of the fastest growing areas in all the world. This region has a combined population of about 250 million people and a total GDP of \$580 billion. By including Turkey and possibly Iran, the market size would increase to 370 million people with a GDP of \$800 billion. Through dismantling existing barriers, the Middle East and North Africa can become full members in the rapidly evolving global economy.

Concerning governments, there is no simple recipe for dealing with the complex relationship between government, private enterprise and the market. Governments can help or hinder. But they cannot replace the private sector as the wealth creating mechanism.

The key issue is not to be snowed under by too many unnecessary details, but to get the policy fundamentals right. Selective interventions should be based on market friendly economic policies. Scholars of the so-called "Japanese or East Asian Miracle" have concluded that there is no single uniform blueprint for success.

Each nation has to evolve its appropriate model. Common features or prerequisites are good macroeconomic management and broadly based educational systems.

Dear Friends,

Speaking of investment climates, I can assure you that Jordan is committed to expanding its program of free-market reforms. According to the EU, Jordan is the most advanced country in the region in implementing market-oriented economic reforms. As an emerging market, it has the largest stock exchange in the Arab World. We are developing a progressive, transparent regulatory system. We are privatizing our economy, and already more of Jordan's industry is in the hands of private investors than ever before. We encourage foreign investment. And we plan to work closely with the private sector to identify priorities for improvement in all these areas.

Moving on to the role of the private sector, a recent Interfaith Declaration, which I have had the privilege of participating in, has stated that

“There is no basic conflict between good business practice and profit making. Profit is one measure of efficiency It is from the profit of companies that society can reasonably levy taxes to finance its wider needs.”

This *Declaration of a Code of Ethics on International Business for Christians, Muslims and Jews* identifies the common basis of religious and moral teaching among the Peoples of the Book. They are: justice, mutual respect, stewardship and honesty. This Code of Ethics is commended to leaders of international business, whether they are followers of the three monotheistic faiths or not. Copies are available during this Conference to those interested.

Ladies and Gentlemen,

In recent years, the flow of private capital to the developing world has outweighed that from official sources. Private flows reached \$103 billion in 1992 and \$113 billion in 1993. The globalization of capital markets spurred by technological innovations and the dismantling of official barriers has led to a dramatic shift in emphasis from official to private flows. Though government to government transfers have a key role in peace building in the Middle East, the private sector, both regional and international, is expected to have an expanded scope.

Many of the regional projects tend to be of an infrastructural nature. This infrastructure for peace can be provided through innovative approaches that rely on the private sector in terms of financing, construction, operation and even ownership. The magnitude of investment is expected to be substantial. Investments totaling \$25 billion over the next ten years in the Jordan Rift Valley alone are being mentioned.

But as lessons from other developing regions have shown, quality is more important than quantity. The main messages of the World Bank in its *1994 World Development Report* stress the need for public-private partnerships in financing infrastructure, and, if I may quote the Report,

“Infrastructure can deliver major benefits in economic growth, poverty alleviation, and environmental sustainability—but only when it provides services that respond to effective demand and does so efficiently.”

A number of principles are recommended by the World Bank to avoid past mistakes: firstly, “manage infrastructure like a business, not a bureaucracy;”

secondly, “introduce competition;” and thirdly, “give users and other stockholders a strong voice and real responsibility.”

The involvement of the private sector as a full partner will also avoid placing undue burdens on tight government budgets. Many nations still suffer from heavy debt overhangs which should be reduced rather than expanded.

**Your Majesty,
Honored Guests,**

The celebrations in Madrid earlier this month for the 50th anniversary of the Bretton Woods twins have taken place while, according to some reports,

“the G-7 has its knives out ready to perform surgery on both the IMF and the World Bank”

The Banker

My purpose here is certainly not to criticize or defend these institutions, with whom we in Jordan have had a long-standing beneficial relationship. I leave that to the “wise men” of the Bretton Woods Commission. But concepts for new regional financial institutions should fully recognize the lessons of the last fifty years.

In addition, there is a need for new thinking in the international financial institutions to facilitate public-private partnership in peace building. These financial institutions have a leading role to play not only as financial intermediaries, but also as catalysts in the evolution of existing regional institutions and the establishment of new ones. Their work needs to be closely coordinated at the regional level with other UN institutions and the NGOs. Closer coordination is essential for providing a healthy human, political and social climate.

I do not wish to overburden the allotted time, Your Majesty, but ESCWA (the Economic and Social Council for West Asia) covers only part of the region under discussion in this Summit. The countries of North Africa fall under the ECA (the Economic Commission of Africa). Turkey is a member of ECE (the Economic Commission for Europe). And lastly, Iran is a member of ESCAP (the Economic Commission for Asia and the Pacific). This indicates a fragmented UN institutional framework which has to be addressed in any vision of a new Middle East and North Africa.

The operation and management of existing and new financial institutions should reflect this regional vision as well as the interests of the main shareholders in this new venture.

It has been remarked that the Middle East is possibly the only region in the world that does not have a regional development bank. But filling the lacuna requires also a revision of the investment and cost-benefit criteria to reflect more closely the new regional agenda. This needs a new political will, both inside and outside the region, for shared growth and prosperity. In response to this, President Clinton, during his recent visit to Jordan to witness the signing of the Jordan-Israel Treaty of Peace, has endorsed the establishment of a regional development bank for the Middle East.

This is not a call for inefficiency or the waste of resources or charity. Rather, it points to the need for a new regional ethos. The Report of the Secretary-General of the UN on "An Agenda for Peace" has pointed out that global defense expenditures at the end of the last decade had approached "\$1 trillion a year, or \$2 million per minute." A few days worth of such expenditures can deal, for example, with the human legacy of conflict through an integrated Human Resource Development at the regional level. The Middle East has been the major market for international arms supplies, and the theater for massive human suffering.

The UNDP Administrator, Mr. James Gustave Speth, has stated in the *1994 Human Development Report* that

"Sustainable human development is development that not only generates economic growth but distributes its benefits equitably . . . that empowers people rather than marginalising them."

We all share in the responsibility: governments, the private sector and regional and international institutions. Let us all join forces together in the task ahead. I hope to see you all again next spring in Amman where we can evaluate progress and redouble our efforts in promoting prosperity, security and cooperation throughout our region. This is a first step in the long, and hopefully rewarding journey of building peace.

God bless you all and thank you.

MIDDLE EAST AND NORTH AFRICA ECONOMIC SUMMIT
October 30 - November 1, 1994

CASABLANCA DECLARATION

1- At the invitation of His Majesty King Hassan II of Morocco, and with the support and endorsement of Presidents Bill Clinton of the United States and Boris Yeltsin of the Russian Federation, the representatives of 61 countries and 1114 business leaders from all regions of the world gathered for a Middle East/North Africa Economic Summit in Casablanca from October 30 to November 1, 1994. The participants paid tribute to His Majesty King Hassan II in his capacity as President and host of the conference, and praised his role in promoting dialogue and understanding between the parties in the Middle East conflict. They also expressed their appreciation to the government and people of Morocco for their hospitality and efforts to ensure the success of the Summit.

2- The Summit leaders feel united behind the vision that brought them to Casablanca, that of a comprehensive peace and a new partnership of business and government dedicated to furthering peace between Arabs and Israelis.

3- Government and business leaders entered into this new partnership with a deeper understanding of their mutual dependence and common goals. Business leaders recognized that governments should continue to forge peace agreements and create foundations and incentives for trade and investment. They further recognized the responsibility of the private sector to apply its new international influence to advance the diplomacy of peace in the Middle East and beyond. Governments affirmed the indispensability of the private sector in marshaling, quickly, adequate resources to demonstrate the tangible benefits of peace. Together, they pledged to show that business can do business and contribute to peace as well; indeed, to prove that profitability contributes mightily to the economic scaffolding for a durable peace.

4- The Summit commended the historic political transformation of the region as a consequence of significant steps towards a just, lasting and comprehensive peace, based on U.N. Security Council Resolutions 242 and 338, a process begun with the 1979 Treaty of Peace between Egypt and Israel and enlarged dramatically by the Madrid Peace Conference three years ago. That process has borne fruit in the Israel-Palestine Liberation Organization Declaration of Principles. The recent signing of the Treaty of Peace between Israel and Jordan gave a new dimension to the process. The decisions of Morocco and Tunisia to establish, respectively, liaison offices and liaison channels with Israel constituted another new positive development. These accomplishments and the next stages of rapid movement toward a comprehensive peace in the region, including Syria and Lebanon, need to

be powerfully reinforced by solid economic growth and palpable improvement of the life and security of the peoples of this region. The Summit stressed that Syria and Lebanon have an important role to play in the development of the region. The Summit expressed a strong hope that they will soon be able to join the regional economic effort.

5- In this connection, the participants noted that the urgent need for economic development of the West Bank and Gaza Strip requires special attention from the international community, both public and private, in order to support the Israel-Palestine Liberation Organization Declaration of Principles and subsequent implementing agreements to enable the Palestinian people to participate on equal bases in the regional development and cooperation. They stressed the equal importance of moving ahead on Jordanian-Israeli projects as well as on cooperation projects between Israel and Jordan in order to advance the Jordanian-Israeli Treaty of Peace.

6- The participants recognized the economic potential of the Middle East and North Africa and explored how best to accelerate the development of the region and overcome, as soon as possible, obstacles, including boycotts and all barriers to trade and investment. All agreed that there is a need to promote increased investment from inside and outside the region. They noted that such investment requires free movement of goods, capital and labor across borders in accordance with market forces, technical cooperation based on mutual interest, openness to the international economy and appropriate institutions to promote economic interaction. They also noted that the free flow of ideas and increased dialogue, especially among the business communities in the region, will strengthen economic activity. In this context, the participants noted favorably the decision of the Council for Cooperation of the Gulf States regarding the lifting of the secondary and the tertiary aspects of the boycott of Israel.

7- Based on the agreements between Israel and the PLO, it is important that the borders of the Palestinian Territories be kept open for labor, tourism and trade to allow the Palestinian Authority, in partnership with its neighbors, the opportunity to build a viable economy in peace.

8- The participants paid tribute to the multilateral negotiations initiated in Moscow in 1992 which have significantly advanced the objectives of the peace process. The governments represented at Casablanca will examine ways to enhance the role and activities of the multilateral negotiations, including examining regional institutions which address economic, humanitarian and security issues. The participants noted that the progress made in the peace process should go along with a serious consideration of the socio-economic disparities in the region and require to address the idea of security in the region in all its dimensions: social, economic and political. In this context, they agreed that these issues need to be addressed

within the framework of a global approach encompassing socio-economic dimensions, safety and welfare of individuals and nations of the region.

9- The participants recognized that there must be an ongoing process to translate the deliberations of Casablanca into concrete steps to advance the twin goals of peace and economic development and to institutionalize the new partnership between governments and the business community. To this end:

a) The governments represented at Casablanca and private sector representatives stated their intention to take the following steps:

- Build the foundations for a Middle East and North Africa Economic Community which involves, at a determined stage, the free flow of goods, capital and labor throughout the region.
- Taking into account the recommendations of the regional parties during the meeting of the sub-committee on finances of the REDWG monitoring committee, the Casablanca Summit calls for a group of experts to examine the different options for funding mechanisms including the creation of a Middle East and North Africa Development Bank. This group of experts will report on its progress and conclusions within six months in the light of the follow on Summit to the Casablanca Conference.
- The funding mechanism would include appropriate bodies to promote dialogue on economic reform, regional cooperation, technical assistance and long-term development planning.
- Establish a regional Tourism Board to facilitate tourism and promote the Middle East and North Africa as a unique and attractive tourist destination.
- Encourage the establishment of a private sector Regional Chamber of Commerce and Business Council to facilitate intra-regional trade relations. Such organizations will be instrumental in solidifying ties between the private and public sectors of the various economies.

b) The participants also intend to create the following mechanisms to implement these understandings and embody the new public-private collaboration:

- A Steering Committee, comprised of government representatives, including those represented in the Steering Committee of the multilateral group of the peace process, will be entrusted with the task of following up all issues arising out of the Summit and coordinating with existing multilateral structures such as the REDWG and other multilateral working groups. The Steering Committee will meet within one month following the Casablanca Summit to consider follow on mechanisms. The Committee will consult widely and regularly with the private sector.

- An executive Secretariat to assist the Steering Committee, located in Morocco, will work for the enhancement of the new economic development pattern, thus contributing to the consolidation of the global security in the region. The Secretariat will assist in the organization of a Regional Chamber of Commerce and a Business Council. It will work to advance the public-private partnership by promoting projects, sharing data, promoting contacts and fostering private sector investment in the Region. The Secretariat will assist in the implementation of the various bodies referred to in the present Declaration. The Steering Committee will be responsible for the funding arrangements, with the support of the private sector.

10- The participants welcomed the establishment of a Middle East/North Africa Economic Strategy Group by the Council on Foreign Relations. This private sector group will recommend strategies for regional economic cooperation and ways to overcome obstacles to trade and private investment. It will operate in close association with the Secretariat and submit its recommendations to the Steering Committee.

11- The participants also welcomed the intention of the World Economic Forum to form a business interaction group that will foster increased contacts and exchanges among business communities and submit its recommendations to the Steering Committee.

12- The participants in the Casablanca Summit pledged to transform this event into lasting institutional and individual ties that will provide a better life for the peoples of the Middle East and North Africa. They resolved that the collaboration of the public and private sectors that constituted the singularity of the Casablanca Summit will serve as a milestone in the historic destiny that is now playing itself out in the Middle East/North Africa region.

13- The participants expressed their appreciation to the Council on Foreign Relations and to the World Economic Forum for their substantive contribution to the organization of the Casablanca Summit.

14- The participants expressed their intention to meet again in Amman, Jordan, in the first half of 1995 for a second Middle East/North Africa Economic Summit, to be hosted by His Majesty King Hussein.

Economic Statistics for Jordan

Leading Indicators

INDICATORS	1989	1990	1991	1992	1993	1994	1995F
LIQUIDITY & FINANCE							
Reserves excl. gold (US\$m)(a)	44.6	221.1	824.6	750.2	1632.0	1691.9	
External debt (US\$m) (b)	9414.2	9119.3	8102.8	7653.6	6987.4	6600.6	
GDP						Estimate	
GDP (JDm)	--	2668.3	2855.1	3493.0	3882.5	4266.2	4500.0
GDP (US\$ m)	4128.3	4020.5	4193.4	5138.7	5603.3	6105.0	6300.0
GDP per capita (US\$) (c)	1327.0	1,172	1,145	1,351	1,419	1,491	1,386
Real GDP growth (%) (d)	-13.4	1.0	1.8	16.1	5.8	5.7	7.0
TRADE (US\$m)							
Export (FOB)	1109.4	1064.1	1132.2	1219.9	1248.0	1424.6	1510.0
Imports (CIF)	2260.0	2584.1	2592.5	3370.1	3541.0	3375.4	3700.0
Trade balance	-1150.6	-1520.0	-1460.3	-2150.2	-2293.0	-1950.8	-2190.0
Current account balance	182.6	-411.0	-423.1	-836.6	-628.2	-331.9	-500.0
Inflation (%)	25.8	16.2	8.2	4.0	3.3	3.6	5.0
Rediscount rate (%)		8.5	8.5	8.5	8.5	8.5	8.5
Currency (JD/US \$ average)	1.7	1.5	1.5	1.5	1.4	1.4	1.4

Source: Central Bank of Jordan

- (a) Data was reclassified since 1993.
- (b) Total External Debt /GNP
- (c) Current Producer Prices
- (d) Constant Producer Prices

Note:

F: Forecasts

Government Revenue and Expenditure

GOVERNMENT BUDGET (JDm)	1989	1990	1991	1992	1993	Prel. 1994
Total revenue & foreign grants	869.5	1026.5	1052.8	1313.1	1351.7	1389.8
Revenue	565.2	734.8	805.2	1175.7	1191.5	1244.5
Foreign grants	304.3	291.7	247.6	137.4	160.2	145.3
Total expenditure and net lending	1053.8	1223.8	1300.6	1287.4	1414.1	1496.7
Current expenditure	890.0	976.2	1028.1	1099.5	1182.3	1244.3
Capital expenditure	196.4	159.5	167.7	203.1	253.8	271.6
Net lending	16.2	2.2	-35.8	-15.2	-22.0	-19.2
Extrabudgetary expenditure and discrepancy	-48.8	85.9	140.6	--	--	--
Rescheduled interest	48.2	--	--	75.0	74.5	94.1
Budget surplus deficit(incl.grants)	-136.1	-197.3	-247.8	100.7	--	-12.8
Budget surplus deficit(excl.grants)	-488.6	-489.0	-495.4	-111.7	-222.6	-252.2

Source: Ministry of Finance

Breakdown of GDP by Sector

(At constant factor cost) (1985 = 100)

SECTOR (%)	1988	1989	1990	1991	1992	1993	1994
Agriculture	8.8	7.4	9.8	10.5	11	11.4	10.9
Industry, mining , quarrying	12.5	16.8	17.3	16.1	16.1	15.8	16.2
Electricity & water	3.3	4.1	3.2	3.3	3.1	3.0	3.0
Construction	5.8	5.1	4.9	5.2	7.2	7.6	7.5
Total commodity producing sector	30.4	33.4	35.2	35.1	37.4	37.8	37.6
Trade	12.0	4.6	3.5	3.5	3.4	3.4	3.5
Transport & communication	15.4	16.7	16.2	15.0	14.6	14.4	15.2
Finance, real estate & business services	19.6	21.6	20.2	21.7	20.2	20.0	19.7
Government services	21.6	23.1	23.2	23.0	21.7	21.7	21.4
Other services	1.0	0.6	1.7	1.7	2.7	2.7	2.6
Total services sectors	69.6	66.6	64.8	64.9	62.6	62.2	62.4
Gross Domestic Product	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: Central Bank of Jordan

Did You Know That . . .

- ◆ . . . the world's longest-serving head of state is King Hussein of Jordan. He was proclaimed king on August 11, 1952, at the age of sixteen, and assumed his constitutional powers on May 2, 1953, at the age of seventeen.
- ◆ . . . the 2,000 year-old "rose-red city" of Petra was the capital of the Nabatean Arab Empire. Its legendary existence was a secret guarded jealously by local Bedouins until confirmed by Swiss explorer Johann Ludwig Burckhardt in 1812.
- ◆ . . . Jordan is the first country in the Middle East, and the tenth in the world, to provide in-vitro fertilization.
- ◆ . . . The Hashemite Kingdom of Jordan was the first Middle Eastern country to adopt a national environment strategy. With help from the International Union for the Conservation of Nature, in May 1992 a team of 180 Jordanian specialists completed the first *National Environment Strategy for Jordan*.
- ◆ . . . the "lowest place on earth" is the Dead Sea. The shoreline of this hypersaline lake lies 408 meters below sea level.
- ◆ . . . there are no living animal and plants in the Dead Sea. The water's concentrated salinity makes indigenous life impossible.
- ◆ . . . the modern city of Amman previously served as the Ammonite capital of Rabbath-Ammon and the Greco-Roman city of Philadelphia.
- ◆ . . . The Hashemite Kingdom of Jordan was the world's third largest contributor of troops to the UN peacekeeping mission in the former Yugoslavia. Jordan is the world's fourth largest contributor of peacekeeping troops, with 3,716 troops serving as of March 31, 1995. Jordan was also the first country in the world to agree to participate in the UN Rapid Deployment Force, signing a Memorandum of Understanding on January 6, 1994.
- ◆ . . . Jordan has been singled out consistently by Amnesty International as the country with the best human rights record in the region.
- ◆ . . . Jordan's adult literacy rate of 83.9 % is the highest in the Arab world.
- ◆ . . . Jerash is the largest and most well-preserved Greco-Roman city outside Italy.

Important Dates in Jordan's History

June 10, 1916: The formation of the Arab Legion and the launching of the Great Arab Revolt against the Ottoman Empire.

November 14, 1935: Birthday of King Hussein of Jordan. His Majesty is the eldest son of King Talal bin Abdullah and Queen Zein al-Sharaf.

May 25, 1946: Jordan's Independence Day, marking the end of the British mandate over The Emirate of Transjordan and the birth of The Hashemite Kingdom of Jordan.

August 11, 1952: King Hussein accedes to the throne of Jordan, succeeding his father, King Talal, who abdicated due to health reasons.

May 2, 1953: King Hussein assumes his constitutional powers. The Jordanian constitution stipulates that he could not assume kingly duties before reaching the age of eighteen according to the Muslim calendar.

November 8, 1989: Parliamentary elections are held in Jordan for the first time since 1966. The elections were made possible after Jordan's July 1989 disengagement from the West Bank, where Israeli occupation had made elections impossible for twenty-two years.

October 30, 1991: The Madrid Middle East Peace Conference is convened.

July 18, 1994: Jordanian-Israeli bilateral negotiations move to the region for the first time, convening in the southern Jordanian area of Wadi Araba near the Israeli border.

July 25, 1994: Jordan's King Hussein meets with Israeli Prime Minister Rabin in the White House for the first time, and signs the Washington Declaration with Israel. The Declaration ends the forty-six year state of war between Jordan and Israel.

July 26, 1994: King Hussein and Israeli Prime Minister Rabin together address a joint session of the US Congress, the first time in history that two leaders do so.

August 8, 1994: Crown Prince Hassan and Israeli Prime Minister Rabin inaugurate the first border crossing between Jordan and Israel. The event marks the first visit of an Israeli prime minister to Jordan.

October 26, 1994: The historic Jordan-Israel Treaty of Peace is signed in the Jordanian area of Wadi Araba, officially establishing peace after forty-six years of hostilities.

In An Emergency

DEPARTMENT	TELEPHONE
POLICE	192
CIVIL DEFENSE	193/198/199
FIRE BRIGADE	622090/93
FIRST AID & AMBULANCE	193
BLOOD BANK	749121
HIGHWAY POLICE	843402
TRAFFIC POLICE	656390/91
TRAFFIC ACCIDENTS	896390
POST OFFICE INFORMATION	121
R.J. FLIGHT INFORMATION	08/53200
PRICE COMPLAINTS	661176
AMMAN MUNICIPALITY	787111
WATER SUPPLY COMPLAINTS	625943/639703
SEWERAGE COMPLAINTS	891892/3
ELECTRICITY EMERGENCY	750981/2/3
HOTEL COMPLAINTS	605800
PUBLIC TRANSPORT COMPLAINTS	666181

Ministries of the Hashemite Kingdom of Jordan

Ministry	Location	Telephone
Prime Ministry	Jabal Amman	641211
Education	Abdali	607181
Information	Jabal Amman	641467
Youth	Univ. Highway	604701
Finance	King Hussein St.	636321
Foreign Affairs	Jabal Amman	644361
Communications	Jabal Amman	624301
Transportation	Jabal Amman	641461
Trade & Industry	Abdali	663191
Water & Irrigation	Shmeisani	680100
Health	Jabal Hussein	665131
Awqaf & Islamic Affairs	Jabal Hussein	666141
Interior	Jabal Hussein	663111
Planning	Jabal Amman	644466
Public Works & Housing	Abdali	668481
Supply	Abdali	602121
Agriculture	Univ. Highway	686151
Higher Education	Jubaiha	847671
Justice	Shmeisani	663101
Labor	Abdali	607481
Municipal & Rural Affairs	Jabal Amman	641393
Culture	Jabal Webdeh	696588
Administrative Development	Jabal Amman	641211
Energy & Mineral Resources	Jabal Amman	815615/20
Tourism & Antiquities	Jabal Amman	642311
Social Development	Jabal Amman	673191
State	Jabal Amman	641211
State	Jabal Amman	641211
State	Jabal Amman	641211
State	Jabal Amman	641211

Commercial Banks

Name of Bank	Location	Telephone	Telex
Central Bank of Jordan	King Hussein St	630301	21250
Arab Bank Ltd.	Shmeisani	660131	23091
Union Bank for Savings & Investment	Shmeisani	666170	21875
Jordan Bank	Jabal Amman, 3rd Circle	644327/28	21272
Jordan & Gulf Bank	Downtown	624171/2	21959
Jordan Kuwait Bank	Abdali	662126/129	21994
Arab Jordan Investment Bank	Shmeisani	607126	21719
Housing Bank	Abdali, Police College St.	667126	21693
Industrial Development Bank	Jabal Amman, 2nd Circle	642216	21349
Jordan National Bank	Jabal Amman	642391	21206
British Bank of the Middle East	Jabal Hussein	660471	21253
The Business Bank	Shmeisani	672543	23455
Rafidein Bank	Hussein Cinema St.	624365	21334
Arab Land Bank	Jabal Amman, 3rd Circle	644357	21208
City Bank	Jabal Amman, 3rd Circle	644065	21314
Cairo Amman Bank	Shabsough St.	639321/29	21240
ANZ Grindlays Bank	Shmeisani	660201/7	21209
Islamic Bank	Shmeisani	661220	21125
Societe Generale (Rep. Office)	Shmeisani	660016	23191
Amman Bank for Investments	Jabal Amman, 3rd Circle	642701	24160
Philadelphia Bank for Investments	Shmeisani	663141/5	22487

Jordanian Daily Media

Name	Telephone
Al-Rai	667 171
Al-Dustour	664 153
The Jordan Times	667 171
Al-Aswaq	684 690/1
Petra News Agency	644 455
Jordan Television	773 111
Jordan Radio	774 111

Diplomatic Missions

Embassy	Location	Tel.	Fax
Algeria	Jabal Amman, 3rd Circle	641271	
Arab Republic of Yemen	Jabal Amman	642381	
Australia	Jabal Amman, 4th Circle	673246	673260
Austria	Jabal Amman	644365	612725
Austrian Embassy/ Commercial Section		674750	
Bahrain	Jabal Amman	664148	664190
Consulate of Bangladesh		669988	
Belgium	Jabal Amman	675683	697487
Brazil	Jabal Amman, 3rd Circle	642169	612964
Bulgaria		699391/2	699363
Canada	Shmeisani	666124	689227
Consulate of Chad		672736	
Chile	Abdoun	814263	814263
Consulate of Colombia		652688	645699
Consulate of Cyprus (Honorary)	Shmeisani	677559	743308
Czechoslovakia		665105	692239
Consulate of Denmark	King Hussein St.	603703	672170
Consulate of Djibouti		656273	
Egypt	Jabal Amman, 3rd Circle	605202	604082
Consulate of Equador	Sweifieh	625495	
Consulate of Finland	Jabal Amman	824654	824726
France	Jabal Amman	641273	659606
Germany	Jabal Amman	689351	685887
Greece		672331/2	
Consulate of Guatemala		841157	
Consulate of Honduras		656617	
Hungary		815614	815836
Consulate of Iceland		698851	698852
India	Jabal Amman, 1st Circle	659540	659540
Indonesia		828911	
Iranian Interests Section		641281	641383
Iraq	Jabal Amman, 1st Circle	623175	637328
Consulate of Ireland		630878	630878
Italy	Jabal Weibdeh	638185	659730
Consulate of Jamaica		604655	673344
Japan	Jabal Amman	671428	672006
Kuwait	Jabal Amman	675135	

Embassy	Location	Tel.	Fax
Lebanon	Jabal Amman, 2nd Circle	641381	
Libya		693101	693404
Consulate of Luxembourg	Shmeisani	688093	
Malaysia		676076	672088
Consulate of Malta		667112	
Mauritania		641090	659761
Consulate of Mexico		641157	
Morocco	Jabal Amman	641451	641634
Consulate of the Netherlands		637967	628167
New Zealand		636720	
North Korea		666349	812821
Norway	Jabal Amman, 3rd Circle	644932	644894
Oman		686155	689404
Pakistan	Jabal Weibdeh	622787	611633
Palestine	Jabal Hussein	677517	661727
People's Republic of China		699137	698713
Consulate of Peru	University Highway	685882	
Consulate of Panama		642899	616699
Philippines	Jabal Amman	827001	827003
Poland	Jabal Amman, 1st Circle	637153	618744
Consulate of Portugal	Jabal Amman	691203	
Qatar	Jabal Amman	648346	648374
Romania		667738	
Russia	Jabal Amman	641158	647448
Saudi Arabia	Jabal Amman, 1st Circle	814154	
Consulate of Senegal		689461	
Consulate of the Seyshelles (Honorary)		823262	823262
Consulate of Slovenia		861542	818819
South Africa		811194	811194
South Korea		660745	
Spain	Jabal Amman	614166	614173
Consulate of Sri Lanka (Honorary)		645311	657880
Sudan	Jabal Amman	644251	
Sweden	Jabal Amman	669177	
Switzerland	Jabal Amman	686416	698685
Syria	Jabal Amman, 4th Circle	641076	669179
Consulate of Thailand		622343	
Tunisia	Jabal Amman	674307	651945
Turkey	Jabal Amman, 2nd Circle	641251	605790
United Arab Emirates	Jabal Amman	644368	612353
United Kingdom	Abdoun	823100	813759

Embassy	Location	Tel.	Fax
United States	Abdoun	820101	642864
Consulate of Uruguay		635577	
Vatican	Shmeisani	694095	692502
Yugoslavia		665107	661945
Delegation of the Commission of the EC		668192	816013
Far East Commercial Office (Taiwan)		671530	

United Nations Organizations

UN Organization	Location	Tel.	Fax
UNESCWA		694351	694981
UNDP		668171	676582
UNTSO	Shmeisani	696240	
UNRWA Headquarters	Amman	826171	
UNRWA	Shmeisani	607194	
UNICEF	Tower Building	629571	640049
World Health Organization	UmUtheina	827531	
UNHCR		691261	

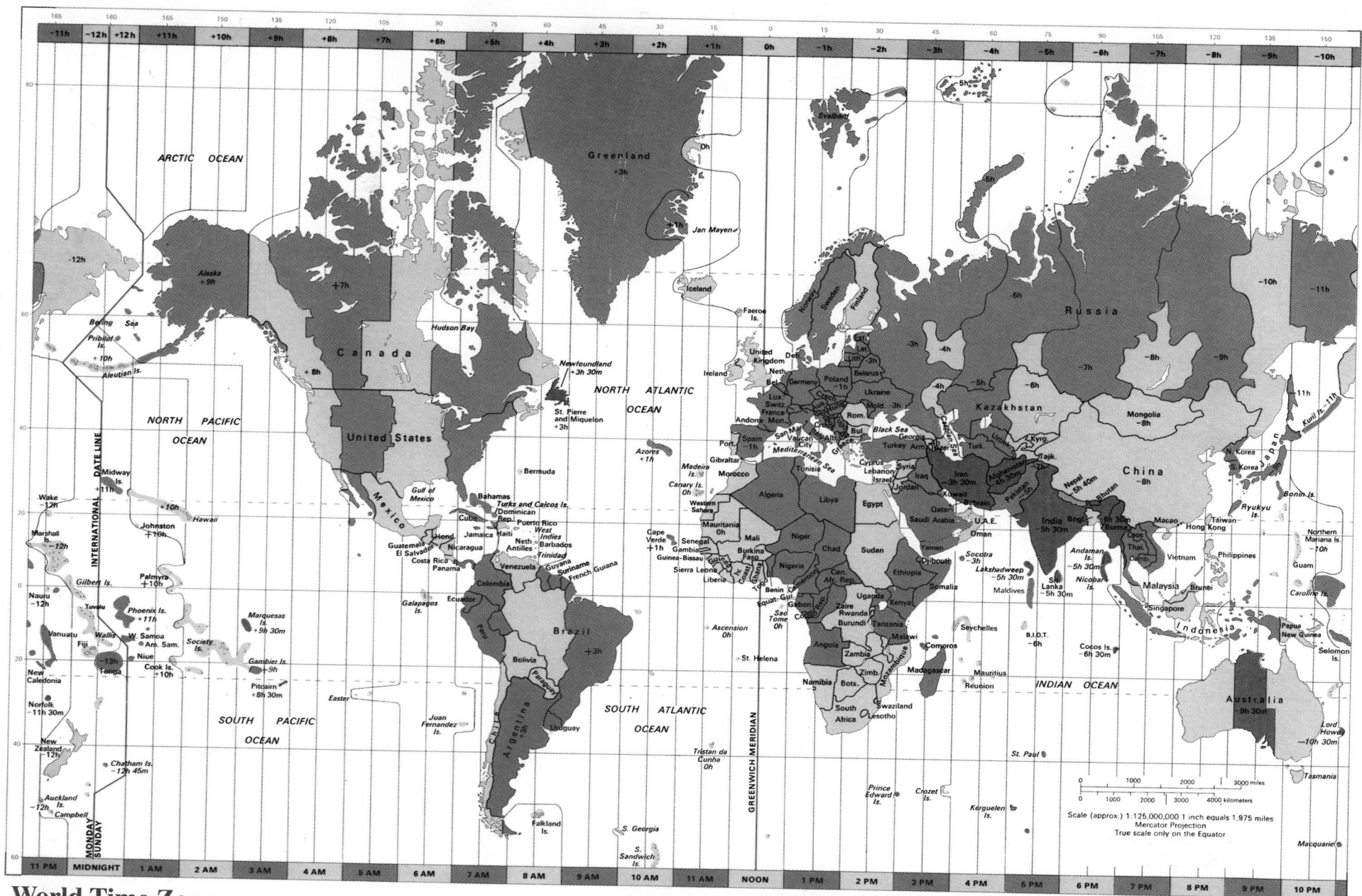
Conversion Table

To Convert	Multiply by
miles to kilometers	1.61
kilometers to miles	0.62
acres to hectares	0.40
hectares to acres	2.47
pounds to kilograms	0.45
kilograms to pounds	2.21
Celsius to Fahrenheit	1.8; then add 32
Fahrenheit to Celsius	subtract 32; then multiply by 5/9
Jordanian Dinar to US Dollar	1.4
US Dollar to Jordanian Dinar	0.7
ECU to US Dollar	1.34
ECU to Jordanian Dinar	0.94
Japanese Yen (100) to Jordanian Dinar	0.79
Jordanian Dinar to Japanese Yen (100)	1.27

International Dialing Codes

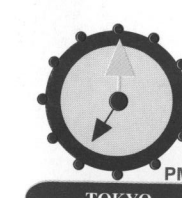
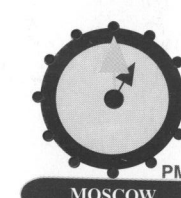
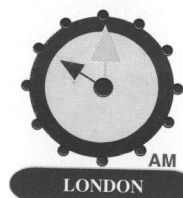
Country	Country Code	Capital	Code	Rates for Postcards & Letters
Algeria	213	Algiers		125
Argentina	54	Buenos Aires	1	320
Australia	61	Canberra	62	320
Austria	43	Vienna	1	240
Bahrain	973	Bahrain		125
Belgium	32	Brussels	2	240
Brazil	55	Brazilia	61	320
Brunei	673	Dar al-Salaam	2	240
Bulgaria	359	Sofia	2	240
Cameroon	237	Yaounde	22	240
Canada	1	Ottawa		320
Chile	56	Santiago	2	240
China	86	Peking	1	320
Colombia	357	Bogota	2	240
Cyprus	57	Nicosia	2	240
Czechoslovakia	42	Prague	2	240
Denmark	45	Copenhagen	1	240
Djibouti	253	Djibouti		240
Ecuador	593	Quito	2	320
Egypt	20	Cairo	2	125
Finland	358	Helsinki	0	240
France	33	Paris	1	240
Germany	49	Berlin	30	240
Greece	30	Athens	1	240
Holland	31	Amsterdam	20	240
Hong Kong	852	Hong Kong	5	240
Hungary	36	Budapest	1	240
India	91	New Delhi	11	240
Indonesia	62	Jakarta	21	240
Iraq	964	Baghdad		125
Ireland	353	Dublin	1	240
Italy	39	Rome	6	240
Japan	81	Tokyo	3	240
Jordan	962	Amman	6	125
Kenya	254	Nairobi	2	240
Korea	82	Seoul	2	240
Kuwait	965	Kuwait		125

Country	Country Code	Capital	Code	Rates for Postcards & Letters
Lebanon	961	Beirut	1	125
Libya	218	Tripoli	21	125
Luxembourg	352	Luxembourg		240
Malaysia	60	Kuala Lumpur	3	240
Malta	356	Valetta		240
Mexico	52	Mexico	5	320
Mauritania	222	Nouakchott	2	240
Morocco	212	Rabat	7	125
New Zealand	64	Wellington	2	240
Nigeria	234	Lagos	1	240
Norway	47	Oslo	2	240
Oman	968	Oman		125
Pakistan	92	Islamabad	51	240
Paraguay	595	Concepcion		320
Peru	51	Lima	14	320
Philippines	63	Manila	2	240
Poland	48	Warsaw	22	240
Qatar	974	Doha		125
Romania	40	Bucharest	0	240
Saudi Arabia	966	Riya'dh	1	125
Senegal	221	Dakar		320
Singapore	65	Singapore		240
Spain	34	Madrid	1	240
Sri Lanka	94	Colombo	1	240
Sudan	249	Khartoum	11	125
Sweden	46	Stockholm	8	240
Switzerland	41	Geneva	22	240
Syria	963	Damascus	11	125
Thailand	66	Bangkok	2	240
Taiwan	886	Taipei	2	240
Tunisia	216	Tunisia	1	125
Turkey	90	Ankara	312	240
U.A.E.	971	Abu Dhabi	2	125
U.K.	44	London	171 or 181	240
Uruguay	598	Montevideo	2	320
U.S.A.	1	State Code		320
U.S.S.R.	7	Moscow	095	240
Venezuela	58	Caracas	2	320
Yemen	967	San'a	2	125
Yugoslavia	38	Belgrade	11	240
Zambia	64	Lusaka	2	125



World Time Zones

- Standard time zone of even-numbered hours from Greenwich time
 - Standard time zone of odd-numbered hours from Greenwich time
 - Time varies from the standard time zone by half an hour
 - Time varies from the standard time zone by other than half an hour
- *Every winter (around October 4th) Jordan's clock is set back one hour.



**International Press Office
The Royal Hashemite Court
Amman, Jordan**