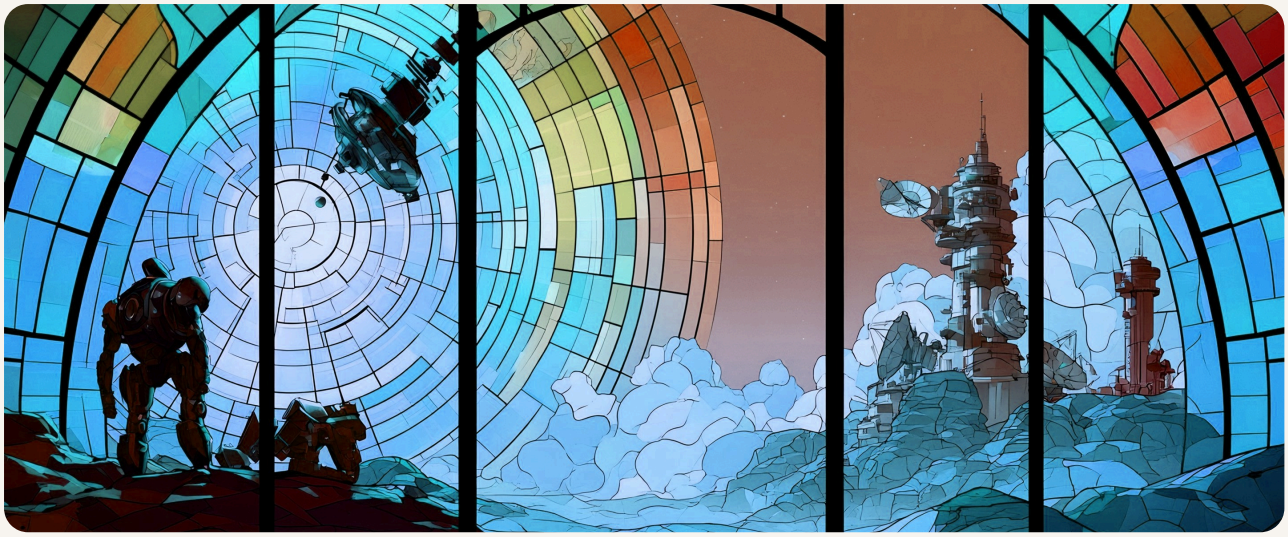


Sector guide · The $500 trillion PPP infrastructure opportunity

Ports and Logistics

WHAT THIS GUIDE IS FOR

A Red Sea gateway becoming the intelligent supply chain of the Levant. This guide sets out ports and logistics in Jordan, its link to the infrastructure singularity, every relevant project in Jordan's PPP pipeline and the ways a partner can take part.

PROJECTS
23 in Jordan's pipeline

FORWARD INVESTMENT
About $3.6bn

PREPARED BY
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JORDAN'S SECTORS

The sectors behind **Jordan's $86 billion**

Jordan is investing in and advancing 23 sectors at once, from solar, water and mining to tourism, health and digital. Together their projects make up the $86 billion PPP and infrastructure opportunity, $46 billion of it anchored in Aqaba. This guide covers one of them, Ports and Logistics, highlighted below.

SECTOR	PROJECTS	FORWARD INVESTMENT
Oil, Gas and Power	18	$15.1bn
Tourism	42	$13.8bn
Urban Development	16	$12.8bn
Green Hydrogen	5	$10.6bn
Transport	24	$8.1bn
Water	18	$6.7bn
Fertilizers and Chemicals	9	$6.5bn
Ports and Logistics	**10**	**$3.6bn**
Manufacturing	17	$2.4bn
Storage and Grids	9	$1.4bn
Mining and Minerals	14	$1.2bn
Health	11	$986m
Wastewater and Reuse	13	$946m
Nuclear Energy	2	$835m
Agriculture and Food	12	$400m
Solar Power	4	$326m
Digital and AI	5	$243m
Circular Economy	12	$189m
Wind Power	3	$186m
Pharmaceuticals	5	$128m
Creative Industries	3	$47m
Defense	1	$10m
Education and Skills	2	$7m
All sectors	**255**	**about $86.3bn**

Forward investment counts each project once, in its home sector, and leaves out projects already delivered. Every sector has its own guide in this collection.

INTRODUCTION

Jordan's **gateway century**

The Port of Aqaba is Jordan's only seaport and its gateway to the Red Sea, the Suez Canal and Asia. Its container terminal handled one million TEU in 2025, up 22% in a year, and container volumes rose another 10% in the first quarter of 2026.

Aqaba's terminals are run under long concessions with global operators. APM Terminals is investing US$242 million to lift the container terminal above 1.7 million TEU under a concession to 2046, and in February 2026 AD Ports Group signed a 30-year concession for the multipurpose port. In October 2026 ground was broken on a 403 km freight railway linking the port with the mines.

The next phase moves inland. Dry ports in Ma'an and Mafraq, logistics cities south of Amman, new liquid and dry bulk terminals and rail links to Saudi Arabia and Syria will turn a port into a network. This guide sets out where the sector stands, the projects in the Jordan PPP project register, and the opportunities it opens as infrastructure moves towards the singularity.

1m TEU	Containers handled at Aqaba Container Terminal in 2025, up 22% on 2024, a milestone for the terminal.
$2.5bn	Investment in the Aqaba, Shidiya and Ma'an freight railway, the largest rail project in Jordan's history.
16 Mt	Phosphate and potash a year that the railway is designed to carry from the mines to the port.
1.7m TEU	Capacity the container terminal will reach after APM Terminals' expansion under the concession to 2046.

THE $500 TRILLION REBUILD

A century of infrastructure **reaches the end of its life**

Most of the roads, bridges, power plants, water networks, ports and airports the world runs on were built in the last hundred years, and much of that stock is wearing out at the same time. Rebuilding and running the world's infrastructure will take about $500 trillion over the next fifty years, the largest investment humanity will make in that time.

Public-private partnerships (PPPs) will carry a large share of it, because governments cannot fund, build and run the rebuild alone, and the private sector cannot do it without them. The next generation of infrastructure will carry a software layer specified alongside the concrete. Assets will monitor their own condition, predict their own failures and schedule their own maintenance, and fleets of machines will raise them with very few human hands involved.

	$300T	to build the physical assets: roads, rail, ports, grids, water, cities, schools and hospitals
+	$150T	to operate and maintain them across the life of each concession
+	$50T	for the sensors, compute and robotics that will sit inside them, the share of the rebuild that venture capital can fund
=	**$500T**	**in total to rebuild and run the world's infrastructure over the next fifty years**

When a port knows what the rail line is carrying before it arrives, a water utility prices its pumping energy against the grid in real time, and every contract and drawing sits in one connected record, the built world starts to behave as one system. Joined across borders, the world's roads, grids, ports, water networks, data centers and satellites become one globally connected, superintelligent computer. Ports and railways are where that computer moves physical things, and every terminal, dry port and freight line Jordan builds now ties Aqaba into the network that rebuild will connect.

THE SINGULARITY

Logistics is the circulation of the singularity

The infrastructure singularity is the point where roads, grids, ports and water networks become one connected, intelligent system, built by robotics, run by artificial intelligence and financed by tokenization. Ports and logistics are its circulation, carrying the materials, fuels and goods that every other part of the system needs.

When cranes, trains, trucks and warehouses share one stream of data, a container can move from a ship in Aqaba to a factory in Ma'an or a market in Damascus with no paper and almost no waiting. Automated terminals, digital customs and predictive scheduling turn a country's location into speed, and speed into trade, jobs and new industries along the corridor.

The PPP singularity is the point at which it becomes cheaper to build the pilot than to conduct the study. Logistics is moving there: an automated gate, a digital customs lane or a robotic warehouse can be installed in weeks and measured from the first truck, and every result informs the next terminal.

How ports and logistics connect to the singularity

Artificial intelligence	Schedules berths, cranes, trains and trucks together, predicts arrivals and clears cargo before it lands. AI also matches loads to empty trucks and wagons across the region.
Robotics	Automated cranes, guided vehicles and robotic warehouses move containers and parcels around the clock with fewer accidents and less energy.
Tokenization	Terminals and railways earn fees for decades. Tokenized stakes and digital trade documents let investors own a share and let cargo change hands instantly.
Autonomy	Driverless trucks on the desert highways and automated freight trains between Aqaba and Ma'an carry goods without pause.
Materials	Phosphate, potash, silica and green ammonia leave through Aqaba, so the port links Jordan's minerals and fuels to the industries of the future.

JORDAN AND AQABA

An $86 billion pipeline **to start with**

Jordan has more than 250 PPP and infrastructure projects in development, worth about $86 billion, of which $46 billion is anchored in Aqaba, Jordan's only port and its gateway to the Red Sea.

$86 billion
of PPP and infrastructure projects in development across Jordan

$46 billion
anchored in Aqaba, inside the Aqaba Special Economic Zone

23
projects in this guide

$3.6bn
forward investment in the sector's own projects

12
of them in or linked to Aqaba

Ports and logistics sit at the center of Aqaba's $46 billion. The Aqaba, Shidiya and Ma'an railway, the container terminal expansion, the multipurpose port and the new bulk liquids terminal are all in the Jordan PPP project register, and much of Jordan's wider $86 billion, from green ammonia to mining and manufacturing, depends on them to bring materials in and ship products out.

WHY JORDAN

Why Jordan **for ports and logistics**

Jordan combines a Red Sea port with land routes to the Gulf, Iraq and Syria, long concessions with global operators and a special economic zone built around trade.

A Red Sea gateway	Aqaba gives access to the Suez Canal, the Gulf and Asia, and serves Jordan and transit cargo for Iraq and the wider region.
Global operators	APM Terminals runs the container terminal to 2046 and AD Ports Group runs the multipurpose port under a 30-year concession.
Rail arriving	The 403 km freight railway to the mines and Ma'an is under way, and a link to Saudi Arabia's network is under study.
Syria's rebuilding	The Jaber crossing and the planned Mafraq inland port put Jordan on the main land route for the reconstruction of its northern neighbour.
Aqaba zone	The Aqaba Special Economic Zone offers low taxes, customs advantages and land for logistics, industry and export fuels.
The PPP law	PPP Law No. 19 of 2023 sets out how projects are prepared and tendered, and allows private parties to propose projects directly under Article 15.

ARTIFICIAL INTELLIGENCE

AI designs, structures **and runs it**

A PPP takes about seven years from concept to financial close and costs roughly 10% of capex to structure. Almost all of that work is documents and models, which is the work AI does well.

When the cost of intelligence approaches zero, the cost of preparing a project falls with it. Feasibility studies, cost plans, risk matrices, financial models and tender documents can be produced and tested in days, and contracts drafted and stress-tested in hours. Once an asset is running, the same intelligence operates it: a digital twin models the asset in real time, sensors report wear and faults early, and maintenance follows the data.

Jordan arrives late to PPP software, and that is an advantage. With few legacy systems to migrate off, AI-native tools can be built from the ground up.

What it means for ports and logistics in Jordan

AI lets Aqaba and the inland ports run as one system. Models can plan berths, cranes, trains and trucks together, predict ship arrivals and clear customs before cargo lands. On the new railway, AI can schedule mineral trains against ship departures, and in warehouses it can place every pallet where the next order will need it. Each hour saved lowers the cost of trade through Jordan.

What can be built

Port community system	One platform linking shipping lines, terminals, customs, trucks and railways in Aqaba, sharing every booking and clearance in real time.
Predictive customs	Risk models that clear trusted cargo before it arrives and focus inspections on the few containers that need them.
Rail and berth planning	Schedules that match mineral trains from Shidiya and Ma'an to ship arrivals, cutting stockpiles and waiting time.
Truck matching	Platforms that pair loads with empty trucks across Jordan, Iraq, Syria and Saudi Arabia, reducing empty return trips.

ROBOTICS

Robots build it **and keep it running**

Most of the $500 trillion of infrastructure due over the next fifty years will be built by machines, and people will design, train and supervise those machines.

Autonomous software combined with autonomous machines produces autonomous infrastructure. Construction robots, drones and modular factories already raise structures with far fewer people on site, and the machines then stay with the asset to inspect, clean and repair it.

Robotics also changes who can compete. A small company with the right machines can build what once needed a thousand-person contractor, and it can prove its method on a pilot before anyone asks for a track record, which opens PPP work to new companies.

What it means for ports and logistics in Jordan

Robotics makes Jordan's terminals and warehouses faster and safer. Remote-controlled and automated cranes can work the container and bulk berths around the clock, automated stacking yards can fit more containers on the same land, and robotic warehouses in the dry ports and logistics cities can pick and pack orders for regional markets. Drones and crawlers can inspect quays, jetties, tanks and rail bridges while operations continue.

What can be built

Automated cranes	Remote-operated ship-to-shore and yard cranes in Aqaba, run from a control room by a smaller, highly skilled team.
Robotic warehouses	Automated storage and picking in Ma'an, Mafraq and south Amman that ship e-commerce and reconstruction orders quickly.
Inspection drones	Drones and underwater crawlers that check quays, jetties, tanks and pipelines while the terminals keep working.
Autonomous yard trucks	Driverless tractors that move containers between berth and yard inside the port gates, day and night.

TOKENIZATION

Tokenization finances it **and opens its ownership**

A PPP absorbs capital over four years and releases it over thirty. Today's investors expect to enter and exit easily, and tokenization gives them that option.

A concession is a long-dated, contracted, inflation-linked cash flow, the kind of asset a token represents well and an ordinary investor has rarely been able to hold directly. Tokenization lets a small pilot be funded by a few hundred investors, with returns paid automatically from the asset's own revenue.

The rails already exist in the region. ADGM regulates tokenized securities, the Dubai Land Department records tokenized title deeds, and Jordan adopted a national Blockchain Technology Policy in December 2024. Tokenized concession revenues are still rare, so the first tokenized PPP in Jordan is open to whoever builds it.

What it means for ports and logistics in Jordan

Terminals, railways and warehouses earn fees for decades, which suits tokenized ownership. Stakes in a dry port or a bulk terminal could let regional investors share in each tonne handled. Tokenization also changes trade itself: digital bills of lading and tokenized letters of credit let a cargo and its payment move together, cutting the days a container waits for paper in Aqaba.

What can be built

Terminal stakes	Tokenized shares in a terminal concession that pay holders from handling fees, published per tonne and per container.
Digital trade documents	Electronic bills of lading and certificates that transfer ownership of cargo instantly between buyers, banks and carriers.
Warehouse receipts	Tokens backed by goods stored in bonded warehouses, used as collateral for traders' working capital.
Rail capacity rights	Tradable rights to train slots on the freight railway, letting shippers book and resell capacity in advance.

SMALL PPPS IN PARALLEL

A thousand small PPPs **teach more than one large one**

The World Bank counted 315 private infrastructure projects reaching financial close across all low- and middle-income countries in 2024, only a few per country. No country can learn quickly at that pace, and each lesson arrives years after the technology behind it has moved on.

Each of those projects is too large, too slow and too expensive to try anything new on, and every approval, guarantee and stakeholder on a $1 billion project pulls it toward the way things were done before. Small projects are where a new idea can afford to be wrong, because the downside is small, the learning cycle is fast and the bureaucracy is thin.

Run them in parallel

Software has already moved from building one idea at a time to building ten at once, and infrastructure can follow. Many small projects, each delivered through its own PPP and each testing a slightly different legal structure, financing model, construction method and operating approach, produce performance data quickly. The models that work are copied, the weak ones are retired early and policy improves with every round.

$10M

spent preparing a single $100 million PPP, enough to build 100 pilots at $100,000 each

780

small PPPs a year in Jordan at $100,000 each, from 1% of the budgets of its 40 contracting authorities, about $78 million

The PPP singularity

The PPP singularity is the point at which it becomes cheaper to build the pilot than to conduct the study. A pilot settles the argument with evidence. Governments that work this way become portfolio managers of experimentation: they set the objectives and the guardrails, standardize contracts that can adapt, and publish every pilot, every cost and every failure on one public website.

PPP RESEARCH LABS

Pilots need **somewhere to live**

PPP innovation needs the public and private sectors working together, so each lab is built the way a PPP is built: the public sector spearheads it and the private sector designs, finances, builds and operates it.

One lab per sector	Each sector gets a PPP research lab inside the ministry or authority that runs it.
A one-line brief	Run ten small PPP projects a year at up to $100,000 each, testing new technologies, PPP frameworks, construction methods and financing structures.
A PPP itself	The ministry tenders the lab, and private companies bid to design, finance, build and operate it with their own capital, effort and technology.
Funding	About $1 million a year per lab, found by moving 1% of an authority's budget away from inefficient spending.
Open results	Every result is published as it happens, including the failures, and the lessons go straight into the large PPPs already running.

What it means for ports and logistics in Jordan

Small PPPs suit logistics, because a gate, a cold store or a digital customs lane can be installed and measured within weeks. A logistics research lab inside the Aqaba Development Corporation could run $100,000 pilots such as automated gate cameras at one terminal, a solar-powered cold room for exporters in the Jordan Valley, or a digital bill of lading trial on one shipping route, then carry the results into the large concessions.

UNSOLICITED PROPOSALS

Jordanian law accepts **unsolicited PPP proposals**

Any private company can take its own PPP idea to government. Article 15 of PPP Law No. 19 of 2023 lets a proposer submit a direct proposal to the Ministry of Investment or a public authority, and PPP Regulation No. 9 of 2024 sets out how it is assessed. This is the Swiss Challenge approach: the proposer brings the idea, the market competes on it and the proposer keeps the right to match the best offer.

Conditions	The proposal offers an innovative solution for a public service, is prepared on the proposer's own initiative, gives value for money, fits government programs and covers the government's obligations from project revenues.
Contents	The scope, the proposer and its experience, a pre-feasibility study with the innovation behind it, the fiscal implications and any support sought, and the cost of preparing the study.
Review	A public authority or municipality that receives a proposal refers it to the Ministry of Investment, which has 60 days to take it up for study or return it, and can charge a study fee of at least $7,050.
Tender	If the project goes to tender, the proposer can match the best offer, and if another bidder wins, the winner repays the proposer's direct study costs.
Small projects	Projects with a capital cost below $14.1 million are small-scale PPPs, and similar ones can be bundled into one feasibility report and one tender.

What it means for ports and logistics in Jordan

Companies in logistics see where cargo waits and where storage is missing. Under Article 15 a company could propose a truck park and services yard at a border crossing, a cold chain hub for produce exports, a rail-to-truck transfer terminal in Ma'an, bonded warehouses near the Jaber crossing for Syria's reconstruction, or a digital port community system for Aqaba, and keep the right to match the best offer at tender.

FLAGSHIP PROJECTS

Flagship **projects**

UNDER WAY · AQABA TO MA'AN

Aqaba, Shidiya and Ma'an Railway

A US$2.5 billion, 403 km freight railway with about 55 bridges and 6 tunnels, carrying about 16 million tonnes of phosphate and potash a year from the mines to the port. It is a 50:50 Jordanian and Emirati venture, ground was broken on October 5, 2026, and ownership passes to the government after the agreement term.

UNDER WAY · AQABA

Aqaba Container Terminal Expansion

APM Terminals has run the terminal since 2006. A US$242 million expansion signed in October 2024 lifts capacity from about 1.3 million to more than 1.7 million TEU, extends the concession to 2046 and targets net-zero operations by 2040.

UNDER WAY · AQABA

Aqaba Multipurpose Port

A 30-year concession signed in February 2026 for a port of nine berths and a 2 km quay with capacity of about 11 million tonnes a year. It is run by a joint venture in which AD Ports Group holds 70% and the Aqaba Development Corporation 30%.

PIPELINE · MA'AN

Aqaba-Ma'an Dry Port and Development Zone

A dry port planned on 4,000 dunums in Ma'an as a design, build, finance, operate and transfer project, linked to the new railway by a branch of about 43 km. The master plan and studies are due by the end of 2026, with a phased target of up to one million TEU.

TENDERING · AQABA

New Bulk Liquids Terminal

A single-berth terminal at Aqaba's South Port for tankers of up to 160,000 deadweight tonnes, handling about 5 million tonnes a year of fuels, liquefied gas, ammonia and chemicals. The marine works tender closes on December 16, 2026, and an operator will invest in equipment.

PIPELINE · MAFRAQ

Mafraq Inland Port

An inland port in the King Hussein Bin Talal Development Area near the Syrian border, approved in January 2025 after updated studies, with its scope widened to provide shipping and storage for Syria's reconstruction.

PROJECTS IN JORDAN'S PIPELINE

Logistics projects **in the pipeline**

PROJECT	LOCATION	STAGE	VALUE
Aqaba-Al-Shidiyeh-Ma'an Railway (Phosphate/Potash Freight)	Aqaba to the Eshidiya mines and Ma	Under way	$2.5bn
Aqaba Container Terminal (ACT) Concession & Expansion	Aqaba	Under way	$242m
Aqaba Multipurpose Port (AD Ports Concession)	Aqaba	Under way	$183m
Mafraq Inland Port	King Hussein Bin Talal Development	Pipeline	$167m*
Amman Logistics and Industrial City (ALIC)	South of Amman	Pipeline	$167m*
Aqaba-Ma'an Dry Port & Development Zone	Ma'an Development Zone, Ma'an	Pipeline	$150m*
New Bulk Liquids Terminal	South Port	Tendering	$63m
Aqaba New Silica Terminal	Aqaba	Tendering	$40m*
Al-Madouna Logistics Center	Al-Madouneh	Pipeline	$27m
Aqaba New Port Passenger Terminal	Aqaba	Pipeline	$20m*
Al Quwairah International Industrial Estate (QIIE)	Al Quweira, Aqaba	Under way	$1bn
King Hussein Bridge Crossing (Redevelopment)	King Hussein Bridge	Pipeline	$200m
Sheikh Sabah LNG Terminal (Aqaba)	Aqaba	Under way	$127m
Aqaba Oil & Gas Terminal Facilities Development	Southern Industrial Zone	Tendering	$114m*
Saudi-Jordan Railway Link	Saudi border to Jordan	Pipeline	$110m*
Jaber Border Crossing Development	Jaber, Mafraq Governorate	Tendering	$100m*
Karamah Border Crossing Development	Al Karamah	Pipeline	$100m*
Commercial Services on the Al-Harraneh-Omari Toll Road	Al-Harraneh-Omari toll road	Pipeline	$40m*
Irbid Central Market	Al-Nuaimeh area, Irbid	Tendering	$32m*
Al-Durra Border Centre Rehabilitation and Expansion	Al-Durra border centre on the Jord	Tendering	$28m
JPRC LPG Storage Spheres, South Aqaba	Aqaba	Under way	$22m

PROJECTS IN JORDAN'S PIPELINE

Projects in the pipeline, **continued**

PROJECT	LOCATION	STAGE	VALUE
Ma'an Central Market	Al-Husainya Municipality	Pipeline	$10m*
Jordan Valley Citrus and Vegetable Processing Centre	Northern Jordan Valley	Under way	$7m

The register lists port, terminal, freight rail, dry port and logistics city projects. Private warehouses are not listed one by one. Values in US dollars. * Estimated where no figure has been published. Rows in grey sit in another sector and connect to this one. Source: the Jordan PPP project register, updated daily from Invest Jordan, ministries and published announcements.

NEW INDUSTRIES

New industries **built on trade**

An intelligent port and rail network is the foundation for industries Jordan does not yet have at scale. Each can begin as a pilot and grow into an export business.

01 **Automated terminals**

Remote-controlled cranes and automated yards in Aqaba, with Jordanian teams that can operate and maintain them across the region.

02 **Reconstruction logistics**

Supply chains that move steel, cement, equipment and food from Aqaba and the inland ports to the rebuilding of Syria and Iraq.

03 **Cold chain**

Temperature-controlled warehouses and trucks that carry Jordanian produce and medicines to the Gulf and Europe.

04 **Clean fuel bunkering**

Supplying ships in Aqaba with green ammonia, methanol and liquefied gas as shipping moves to cleaner fuels.

05 **Digital trade**

Paperless customs, digital bills of lading and tokenized trade finance that let cargo and payments move together.

06 **Rail freight services**

Operating trains, terminals and wagons on the new freight network and on future links to Saudi Arabia and Syria.

OPPORTUNITIES

Where partners **come in**

Operators, developers, investors and suppliers can take part through tenders, direct proposals and partnerships with the agencies and companies already building in Aqaba and inland.

Terminal tenders	Bid for the bulk liquids terminal, the silica terminal and the next Aqaba concessions offered by the Aqaba Development Corporation.
Direct proposals	Propose a project under Article 15 of PPP Law No. 19 of 2023, such as a logistics center, a rail terminal or a truck park.
Small-scale PPPs	Regulation No. 9 of 2024 allows small-scale PPPs below about US$14.1 million, which suits cold stores, gates and inspection systems.
Dry ports and zones	Develop and run the dry ports in Ma'an and Mafraq and logistics plots in the development zones and the Aqaba Special Economic Zone.
Supply and services	Supply cranes, wagons, scanners and software to the terminals, the railway and the border crossings.
Investment and ownership	Finance terminals and railways through infrastructure funds, development banks and tokenized stakes that open ownership to more investors.

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THE HORIZON

From a port **to a logistics network**

A possible path for the sector, from today's projects to a country that moves the region's goods through one intelligent network.

2026	Railway works begin; AD Ports runs the multipurpose port; bulk liquids marine works are tendered; dry port master plan completed.
2030	The container terminal nears 1.7 million TEU; the bulk liquids terminal is operating; freight rail construction is well advanced.
2035	Trains carry minerals to Aqaba; the Ma'an dry port runs its first phase; a rail link to Saudi Arabia is in service.
2040	AI schedules ships, trains and trucks as one system; automated terminals and warehouses run around the clock.
2050	Jordan is the intelligent land bridge between the Red Sea, the Gulf, the Levant and Europe, moving goods with no paper and no waiting.

Aqaba has carried Jordan's trade for generations. The projects in the Jordan PPP project register are the first steps towards a network that moves the region's goods by rail, road and sea with the speed of software.

JORDAN PPP GUIDES

Launch a PPP program **of your own**

Jordan PPP publishes 96 free guides, one for each kind of organization in Jordan, each showing how that organization can launch a PPP program of its own, with AI, robotics and tokenization, small PPPs, research labs and direct proposals under Article 15. These guides are closest to ports and logistics in Jordan.

Logistics and Port Companies	Logistics and port companies keep projects and trade moving. www.JordanPPP.com/guides/logistics
Maritime and Shipping Companies	Maritime companies keep Jordan connected to the sea. www.JordanPPP.com/guides/maritime
Rail Companies	Rail companies carry the heavy loads every economy depends on. www.JordanPPP.com/guides/rail
Delivery and Courier Companies	Delivery companies build the last mile every city will need. www.JordanPPP.com/guides/delivery
Economic Zone and Industrial City Developers	Zone developers hold the land, networks and tenants a PPP needs. www.JordanPPP.com/guides/zones

Every guide can be read and downloaded at www.JordanPPP.com/guides, with the summary of all guides at www.JordanPPP.com/summary. The site also explains small PPPs, unsolicited proposals, AI, robotics and tokenization in PPPs.

ABOUT

Jordan PPP

Accelerate Jordan
Accelerate the infrastructure singularity
Accelerate the Jordan PPP singularity

AMMAN, JORDAN WWW.JORDANPPP.COM

Jordan PPP helps every kind of organization in Jordan launch a public-private partnership (PPP) program of its own. It publishes 96 guides, one for each kind of organization, and this sector guide brings the same ideas to ports and logistics in Jordan.

Its vision is the infrastructure singularity, when roads, grids, ports and water networks become one globally connected, superintelligent computer, built by robotics, run by artificial intelligence and financed by tokenization. Rebuilding and running the world's infrastructure will take about $500 trillion over the next fifty years.

Its method starts small: a PPP program for every organization, small PPPs run in parallel, a research lab in each sector and direct proposals under Article 15 of PPP Law No. 19 of 2023, starting with Jordan's $86 billion and Aqaba's $46 billion of projects.

JORDAN PPP

What Jordan PPP offers

The guides

One for every organization

96 guides, each with the case, the program and six first steps.

www.JordanPPP.com/guides →

The summary

All guides in one document

Every guide, its organization and its ask, in one place.

www.JordanPPP.com/summary →

Futureproofing

AI, robotics, tokenization

What the three technologies change for every organization.

www.JordanPPP.com/futureproofing →

The opportunity

$500 trillion

The $500 trillion PPP infrastructure opportunity, from the crisis to the exchanges.

www.JordanPPP.com/opportunity →

SOURCES

Sources **and further reading**

01 Jordan Times: ADC, APM Terminals sign $242m agreement to develop, manage Aqaba Container Terminal

02 APM Terminals: concession for Aqaba Container Terminal extended

03 APM Terminals: Aqaba Container Terminal celebrates one million TEUs

04 AD Ports Group: 30-year agreement with Aqaba Development Corporation

05 The National: Sheikh Khaled and King Abdullah launch $2.5 billion Jordan rail link

06 Jordan Times: Aqaba port sees strong growth in Q1 2026

07 Jordan Times: Inland port in Mafraq to drive economic development near Syrian border

08 Aqaba Development Corporation

09 Invest Jordan: investment opportunities

10 Jordan PPP guides



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