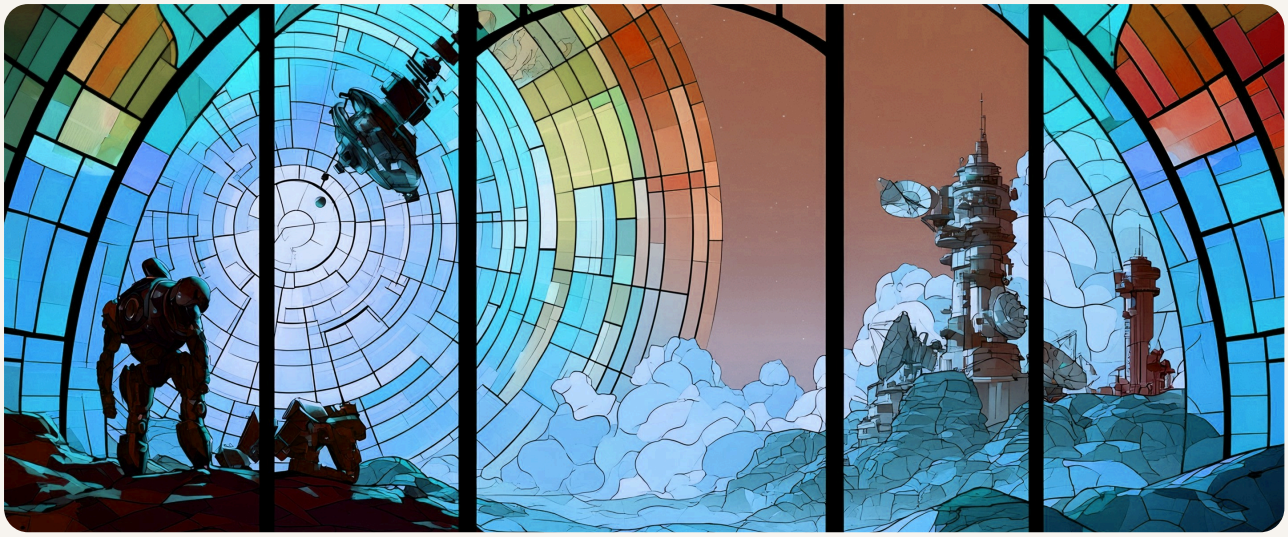


Sector guide · The $500 trillion PPP infrastructure opportunity

Transport

WHAT THIS GUIDE IS FOR

Roads, rails and runways becoming one intelligent network. This guide sets out Jordan's transport sector, its link to the infrastructure singularity, every relevant project in Jordan’s PPP pipeline and the ways a partner can take part.

PROJECTS
32 in Jordan’s pipeline

FORWARD INVESTMENT
About $8.1bn

PREPARED BY
Saad I. Sahawneh

DATE
November 6, 2026

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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, Transport, 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 **moving century**

Jordan sits where the roads and railways of the Gulf, the Levant, Iraq and the Red Sea meet. Its main airport handled a record 9.79 million passengers in 2025, and trucks cross its borders with Saudi Arabia, Iraq and Syria every day of the year.

The country has already shown that private partners can build and run its transport assets. Queen Alia International Airport has been a build-operate-transfer concession since 2007, and in February 2025 the government and the operator confirmed its extension to 2039. Amman's bus rapid transit now links the capital with Zarqa, and the Ministry of Investment is tendering the first elevated toll road and a border crossing as PPPs.

The next phase connects everything. Light rail on the old Hejaz Railway alignment, a high-speed line to Aqaba, a rail link to Saudi Arabia and smart parking and electric charging in the cities will turn separate projects into one 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.

9.79m	Passengers at Queen Alia International Airport in 2025, the highest in its history and up 11% on 2024.
18m	Passengers a year that the airport's expansion plan is designed to handle under the concession to 2039.
15.8 km	Length of the Amman Bridge, Jordan's first elevated toll expressway, with a lane for bus rapid transit.
60 km	Length of the planned Amman-Zarqa light rail to the airport, whose economic feasibility study was completed in 2026.

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. Transport is the part of that computer people ride every day, and every bus lane, rail line and toll gantry Jordan builds now becomes a node in the network that rebuild will connect.

THE SINGULARITY

Movement is the network 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. Transport is the part of that system people feel every day, because it decides how quickly a person, a parcel or a container reaches its destination.

When every bus, train, toll lane and parking space reports its position and load in real time, a city can run its traffic the way a grid runs its power. Electric and autonomous vehicles, free-flow tolling and shared data platforms make each trip cheaper and safer, and a country of eleven million people becomes one connected market of minutes instead of hours.

The PPP singularity is the point at which it becomes cheaper to build the pilot than to conduct the study. Transport is moving there: a smart parking zone, an electric bus route or a sensor-equipped junction can be built, measured and expanded street by street, and every result shapes the next tender.

How transport connects to the singularity

Artificial intelligence	Plans timetables, sets signal timings and predicts demand across bus, rail and road networks. AI also reads cameras and sensors to manage tolls, borders and parking, so capacity follows people as they move.
Robotics	Machines lay track, build viaducts and inspect bridges and tunnels, while automated inspection lanes speed up trucks at border crossings.
Tokenization	Toll roads, airports and parking networks earn steady fees for decades. Tokenized stakes let citizens and investors abroad own part of them and share each payment.
Autonomy	Driverless buses, rail shuttles and freight trucks running on dedicated lanes turn the network into a service that runs around the clock.
Electrification	Electric buses, cars and trains powered by Jordan's own sun and wind cut fuel imports and make mobility a product of local energy.

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

32
projects in this guide

$8.1bn
forward investment in the sector's own projects

6
of them in or linked to Aqaba

Transport is one of the largest parts of Jordan's $86 billion pipeline. The Amman to Aqaba high-speed railway, the Amman-Zarqa light rail and the Amman Bridge alone are worth more than $5 billion in the Jordan PPP project register. Aqaba's $46 billion depends on the same network, because every tonne and every visitor that reaches the port and the special economic zone travels there by road, rail or air.

WHY JORDAN

Why Jordan **for transport**

Jordan combines a strategic position between three regions with a record of private concessions, an active PPP programme and growing demand in its cities.

Crossroads	Land borders with Saudi Arabia, Iraq and Syria and a Red Sea port make Jordan a natural transit route for trade between the Gulf, the Levant and Europe.
A proven concession	Queen Alia International Airport has been run by a private consortium led by Groupe ADP since 2007, a reference for long-term transport PPPs.
Rail returning	Light rail, high-speed rail and a link to Saudi Arabia's network, which already reaches the Jordanian border, are all under study.
Growing cities	Amman and Zarqa need mass transit, parking and new roads, and the bus rapid transit network creates a backbone to build on.
An active pipeline	The Ministry of Investment's PPP Unit is tendering the Amman Bridge, the Jaber crossing and bus operations, with more projects listed on Invest Jordan.
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 Jordan's transport sector

AI lets Jordan plan and run its transport network on data. Ridership models size the light rail and bus rapid transit fleets, traffic models price the Amman Bridge tolls, and cameras at Jaber and the other crossings sort trucks before they reach the gate. Once services run, the same models set timetables, dispatch buses and predict faults in vehicles, track and bridges before they cause delays.

What can be built

Demand models	Ridership and traffic forecasts for light rail, bus rapid transit and toll roads that lenders accept as the basis for a concession's revenue.
Live dispatch	A control center that runs buses, trains and parking as one service, adjusting frequencies to demand minute by minute.
Smart borders	Plate, container and document recognition at Jaber, Karamah and Al-Durra that clears trusted trucks before they stop.
Asset health	Models that read sensor and inspection data from bridges, tunnels and pavements and schedule repairs before anything fails.

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 Jordan's transport sector

Robotics lowers the cost of building and keeping Jordan's network in service. Viaduct segments for the Amman Bridge can be cast and placed by automated equipment, track machines can lay and maintain the light rail, and drones can survey every bridge and pavement on a fixed cycle. In depots, robots can wash and service buses, and driverless shuttles can feed airport, campus and BRT stations.

What can be built

Automated construction	Precast segment factories and placing machines that build elevated roads and rail viaducts with fewer workers in traffic.
Drone inspection	Drones and survey vehicles that map cracks, potholes and corrosion on roads, bridges and track across the country.
Robotic depots	Automated washing, charging and maintenance bays that turn buses and light rail vehicles around overnight.
Driverless feeders	Autonomous shuttles linking neighborhoods, Queen Alia International Airport and BRT stations on dedicated lanes.

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 Jordan's transport sector

A toll road, a parking network or a transit concession earns from every trip for decades, the kind of steady revenue a token represents well. Tokenized stakes in the Amman Bridge or Amman's smart parking network could let commuters, Jordanians abroad and regional investors own part of the network they use and receive their share of each toll or fee as it is paid.

What can be built

Toll road tokens	Stakes in a toll road concession that pay holders a share of each electronic toll as it is collected.
Parking shares	Fractional ownership of a city parking network, paid from the fees recorded on its digital platform.
Transit bonds	Tokenized bonds for electric buses and depots, repaid from availability payments under operations contracts.
Commuter ownership	Stakes offered first to the people who ride a line, so regular passengers share in its revenue.

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 Jordan's transport sector

Small PPPs suit transport, because a route, a junction or a parking zone can be changed and measured within weeks. A transport research lab inside the Ministry of Transport or the Land Transport Regulatory Commission could run $100,000 pilots such as an electric feeder bus to one BRT station, AI signal timing at ten Amman junctions, or drone inspection of every bridge on one highway, 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 Jordan's transport sector

Companies in transport see where passengers wait and where traffic stops. Under Article 15 a company could propose a park-and-ride site at the end of a BRT line, an electric bus depot with solar canopies, a truck parking and services yard at a border crossing, a feeder bus network for Zarqa or Irbid, or charging hubs along the Desert Highway, and keep the right to match the best offer at tender.

FLAGSHIP PROJECTS

Flagship **projects**

TENDERING · AMMAN

Amman Bridge (Elevated Toll Expressway)

A 15.8 km elevated highway along King Abdullah II Road from Sweileh, with two lanes each way, a lane for bus rapid transit, 13 BRT stations and free-flow electronic tolling. It is offered as a design, build, finance, operate and maintain PPP, and the existing road stays free.

PIPELINE · ZARQA TO QUEEN ALIA AIRPORT

Amman-Zarqa Light Rail

A 60 km light rail line that would rehabilitate the old Hejaz Railway between Amman and Zarqa and extend it from north Zarqa to the airport at about 60 km/h. The government completed its economic feasibility study in 2026, and the project is proposed for private construction and operation.

PIPELINE · AMMAN TO AQABA

Amman to Aqaba High-Speed Rail

A passenger railway of about 330 km through the southern governorates, aiming for journeys under three hours between the capital and the Red Sea. A build-operate-transfer model is under consideration, and the line would tie tourism, industry and the port into one corridor.

UNDER WAY · AMMAN

Queen Alia International Airport

Jordan's main gateway, run since 2007 by Airport International Group under a concession extended to 2039. A programme of 15 projects, including runway rehabilitation and a larger baggage hall, supports an expansion plan for 18 million passengers a year.

TENDERING · AMMAN AND ZARQA

BRT Phase 1 Vehicle Operator

A 12-year operations PPP to supply and run 250 buses, 96 articulated and 154 standard, on 14 bus rapid transit routes in Amman and between Amman and Zarqa. The operator is paid per bus-kilometre, with fleet management and intelligent transport systems.

TENDERING · MAFRAQ

Jaber Border Crossing Development

A brownfield PPP on the Jordan-Syria border in which a private partner finances, expands and runs the cargo yards, electronic systems, queue management and commercial services, while customs and security stay with the government. Prequalification applications are due on November 10, 2026.

PROJECTS IN JORDAN'S PIPELINE

Transport projects **in the pipeline**

PROJECT	LOCATION	STAGE	VALUE
Amman to Aqaba High-Speed Rail (HSR)	Amman to Aqaba	Pipeline	$3.2bn
Amman-Zarqa Light Rail (LRT)	North Zarqa to Queen Alia Internat	Pipeline	$1.4bn
Queen Alia International Airport (QAIA)	Amman	Under way	$1bn*
Amman Bridge (Elevated Toll Expressway)	Amman: Sweileh	Tendering	$651m
Amman BRT Project (Phase II)	Amman and Madaba	Pipeline	$361m*
Al Mahatta-Queen Alia Airport Light Rail (LRT)	Amman Governorate: Al Mahatta stat	Open opportunity	$300m*
King Hussein Bridge Crossing (Redevelopment)	King Hussein Bridge	Pipeline	$200m
Amman Ring Road / Development Corridor Phase II	Greater Amman	Pipeline	$150m*
Amman-Ajloun Toll Road	Amman-Irbid Road	Pipeline	$120m*
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*
Amman Smart Parking PPP	Amman	Tendering	$82m*
BRT Phase 1, Vehicle Operator	Amman and Amman-Zarqa	Tendering	$82m
National School Transport Project	Phase 1: Karak	Under way	$60m*
New Al-Mahatta Station Complex (BRT Interchange)	Al-Mahatta, Amman	Under way	$47m
Al-Durra Border Centre Rehabilitation and Expansion	Al-Durra border centre on the Jord	Tendering	$28m
Zarqa Public Transport Terminal	Zarqa	Tendering	$17m
BRT Phase 1, Fare Collection System Operator	Amman and Amman-Zarqa	Tendering	$13m
Salt Public Transport Departure and Arrival Centre	Salt city, Balqa Governorate	Pipeline	$11m
Weigh-In-Motion (WIM) System	Al Quweira-Aqaba Highway	Pipeline	$10m*

PROJECTS IN JORDAN'S PIPELINE

Projects in the pipeline, **continued**

PROJECT	LOCATION	STAGE	VALUE
EV Charging Station & Maintenance Center	Balqa	Open opportunity	$10m*
Surface Parking Facilities, Ajloun	Al-Sawan Forest	Open opportunity	$7m*
Irbid Ring Road-Princess Basma Hospital Link Road	Irbid: from the Irbid Ring Road	Under way	$6.2m
Aqaba-Al-Shidiyeh-Ma'an Railway (Phosphate/Potash Freight)	Aqaba to the Eshidiya mines and Ma	Under way	$2.5bn
Aqaba-Ma'an Dry Port & Development Zone	Ma'an Development Zone, Ma'an	Pipeline	$150m*
Commercial Services on the Al-Harraneh-Omari Toll Road	Al-Harraneh-Omari toll road	Pipeline	$40m*
Electric Vehicle Assembly Plant	Designated development zone in Jor	Open opportunity	$29m*
Machaerus Cable Car	Madaba Governorate: from a bus par	Open opportunity	$18m*
Karak City Revitalization & Cable Car	Karak city: castle	Under way	$14m
Amman Cable Car (Teleferic)	Downtown Amman: Jabal Al-Qalaa	Under way	$11m
Ajloun Cable Car (Teleferic Ajloun)	Ajloun	Delivered	$18m

The register lists rail, road, transit, airport, border and parking projects. Routine road maintenance contracts 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 movement**

A connected transport 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 **Rail engineering and services**

Building, maintaining and operating light, high-speed and freight rail, with Jordanian engineers who can then serve projects across the region.

02 **Mobility as a service**

One platform for buses, rail, taxis, parking and tolls, with one account and one payment for every trip in the country.

03 **Autonomous transit**

Driverless shuttles and buses on dedicated lanes, tested first on airport, campus and bus rapid transit routes.

04 **Electric vehicle assembly and charging**

Assembling electric cars and buses in the development zones and running charging networks powered by solar.

05 **Smart borders**

Automated scanning, digital customs and truck booking systems that cut crossing times, offered as a service to neighbours.

06 **Transport data**

Selling anonymised movement data and AI forecasts to planners, insurers, retailers and logistics companies.

OPPORTUNITIES

Where partners **come in**

Developers, operators, investors and suppliers can take part through tenders, direct proposals and partnerships with the agencies already building Jordan's network.

PPP tenders	Bid for the Amman Bridge, the Jaber crossing, bus operations and smart parking, alone or in consortiums with contractors, operators and lenders.
Direct proposals	Propose a project under Article 15 of PPP Law No. 19 of 2023, such as a light rail line, a toll road or a transit hub.
Small-scale PPPs	Regulation No. 9 of 2024 allows small-scale PPPs below about US$14.1 million, which suits charging hubs, parking and bus stations.
Rail partnerships	Join the light rail, high-speed and Saudi link projects as designers, builders, rolling stock suppliers or operators.
Investment incentives	Use the Investment Environment Law, the development zones and the Aqaba Special Economic Zone for vehicle assembly and transport services.
Investment and ownership	Finance concessions through infrastructure funds, development banks and tokenized stakes that open ownership to more investors.

PREPARED BY
Saad I. Sahawneh

LINKEDIN
linkedin.com/in/saadsahawneh

THE HORIZON

From corridors **to a connected country**

A possible path for the sector, from today's projects to a country where every trip is fast, electric and connected.

2026	The Amman Bridge and Jaber crossing move through prequalification; light rail studies finish; smart parking is tendered in Amman.
2030	Bus rapid transit runs at full scale; the first light rail line is under construction; the airport grows towards 18 million passengers.
2035	Rail links Amman, Zarqa and the airport; a line to Saudi Arabia is in service; most new buses are electric.
2040	AI runs traffic, tolls and transit as one system; autonomous shuttles serve the main corridors and border crossings.
2050	High-speed rail joins Amman and Aqaba, and Jordan is a regional corridor for people and goods between the Gulf and Europe.

Jordan's position has always made it a route between regions. The projects in the Jordan PPP project register are the first steps towards a network that moves people and goods across the country in minutes, powered by its own energy and run by intelligence.

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 Jordan's transport sector.

Transport Companies	Transport companies run the networks every PPP connects to. www.JordanPPP.com/guides/transport
Rail Companies	Rail companies carry the heavy loads every economy depends on. www.JordanPPP.com/guides/rail
Bus and Public Transport Operators	Bus operators carry the daily trips every PPP depends on. www.JordanPPP.com/guides/buses
Electric Mobility Companies	Electric mobility companies build the networks every city will need. www.JordanPPP.com/guides/emobility
Aviation Companies	Aviation companies know how to run the infrastructure they use. www.JordanPPP.com/guides/aviation

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 Jordan's transport sector.

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 AACO: Queen Alia International Airport welcomes 9.79 million passengers in 2025

02 Zawya: Ministry of Transport and Airport International Group reinforce the concession extension to 2039

03 Zawya: Jordan briefs investors on the planned elevated speedway project

04 Jordan News: Government completes economic feasibility study for Amman-Zarqa light rail

05 Ministry of Investment: RFQ for the Jaber Border Crossing PPP project

06 Ministry of Investment: BRT Vehicle Operator project teaser

07 Ministry of Transport

08 Invest Jordan: investment opportunities

09 Jordan PPP guides



The $500 trillion PPP infrastructure opportunity

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