Investment Opportunities

April 2017

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Investments in the Transportation Sector

National Railway Project

Total Estimated Investment: $2.1 Billion

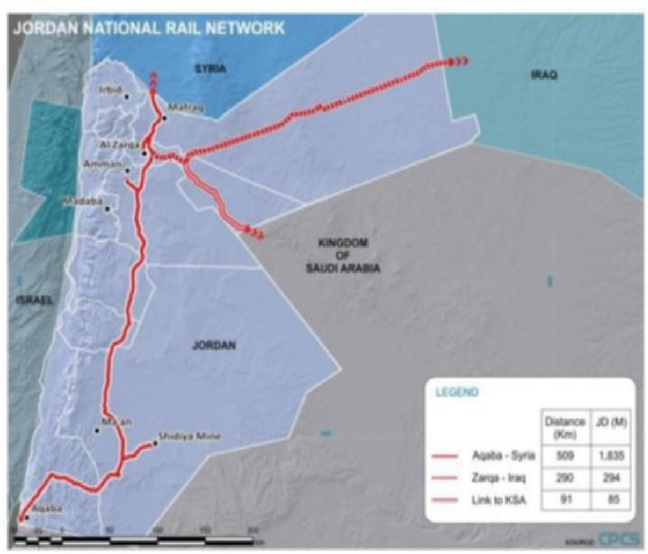
Project Description: Jordan seeks to establish a national railway comprising 942 km cargo-based rail network connecting main industrial cities and logistical centers throughout Jordan, while also linking the Kingdom with neighboring countries and linking GCC with Europe. The railway is intended primarily to transfer goods, though passenger service is not ruled out. By 2020, estimates predict the railway could carry over 34 million tons of freight annually and generate $515m in revenues. The railway will be built at an estimated $2.1b cost (including infrastructure, rolling stock and land). The Government of Jordan (GoJ) is seeking a partner to operate and maintain the railway network. The infrastructure will be financed, owned and managed by the state-owned Jordan Railway Corporation, while the investor/operator will be responsible for purchasing the rolling stock (estimated cost $560m) and maintaining the rail system. The operator would lease rights to operate the system from GoJ for 35 years. Saudi Arabia already allocated $75m from the GCC grant to establish the 22 km railway connection between al-Shadeyeh and Aqaba, which will facilitate finding a strategic partner and completing the project. The project will include the following sections:

1. Southern section: Syria-Aqaba (Ma'an to South industrial area), link to container port, Shidiya link and terminal;

2.Central section: Syria-Aqaba (Zarqa Junction to Amman Logistics Center)m Syria-Aqaba (Amman Logistics Center to Ma'an), Sahab Link

3. Northern Section: Syria-Aqaba (Syrian border to Zarqa Junction), Mafraq-Irbid, link to al-Hassan industrial area, Zarqa link;

4. Eastern section: Zarqa-Iraq (Zarqa junction to Saudi junction), link to Saudi border, Zarqa-Iraq (Saudi junction to Iraqi border)



The National Railway project will be implemented in phases which includes the Aqaba Railway as a separate phase.

Aqaba Railway Project

Total Estimated Investment: $325 Million

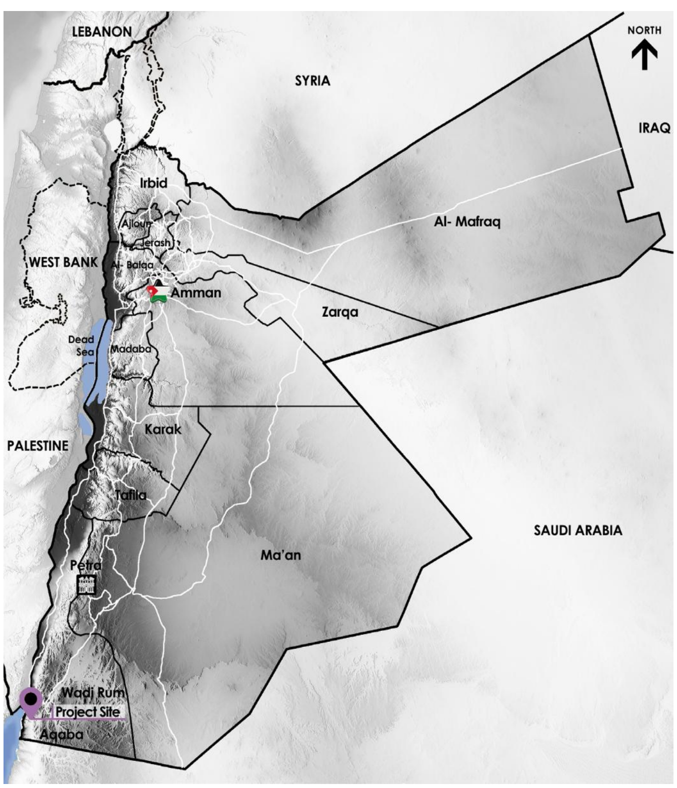
Project Description: Part of the Jordan National Railway, this project (28 km) is considered as an alignment running along Aqaba's back road and was optimized based on several technical and economic studies. The project connects with the existing railway starting from Wadi Elyoutom and is parallel to the coastal road passing by the Aqaba Container Terminal (ACT) towards the phosphate storage area, the Southern Industrial Zone (SIZ), and ending up at the new Southern Port. The project will improve connecting the railway network with Aqaba, Amman, other Jordanian governorates, and neighboring countries as well (Iraq, Saudi Arabia and other Gulf Countries). The project will have two freight routes:

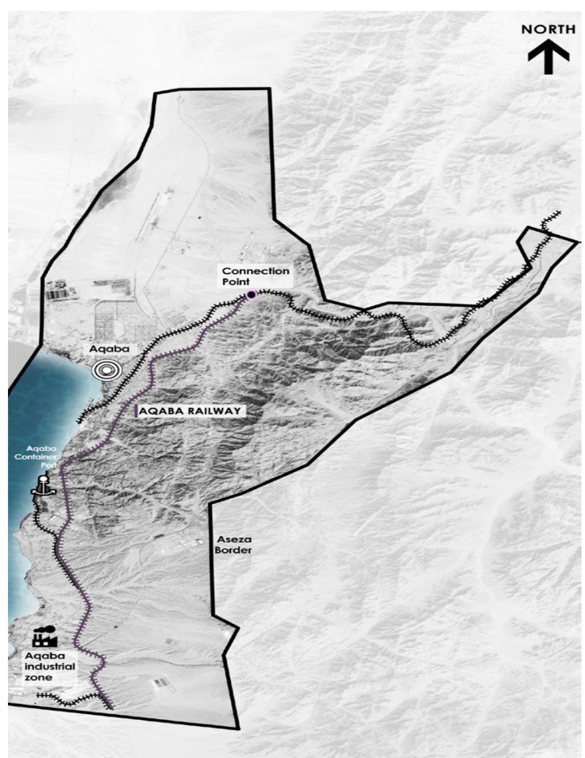
Route 1: Amman to Ma'an to Aqaba: This route provides freight services for Phosphate, Potash fertilizers, Empty containers, and loaded containers. The annual capacity is at 12 million tons.

Route 2: Aqaba to Ma'an to Amman: This route provides freight services for Loaded containers, General Cargo, Livestock, Liquid bulk, Grain, and others. The annual capacity is at 8 Million Tons.

Scenario	Details
Project Capacity (size)	20-30 million tons/year
Average Annual Revenue	$98.7 million
Total Train Annual Operatiing Cost	$37.6 million
Annual Gross Income	$61 million
Gross Return on Investment	17.3%

Conceptual design and contract documents are already rewarded and will be an APC contract.





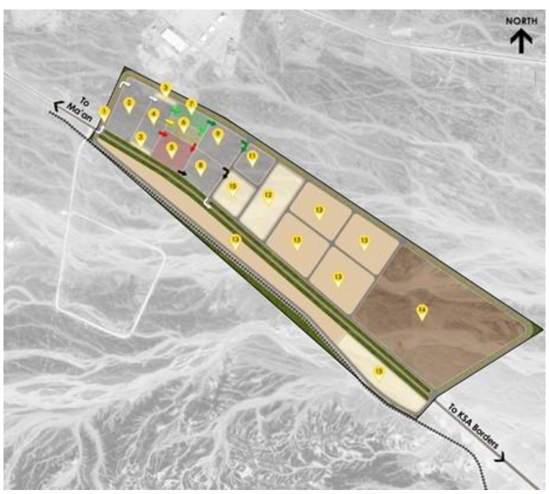
Aqaba- Ma'an Land Port

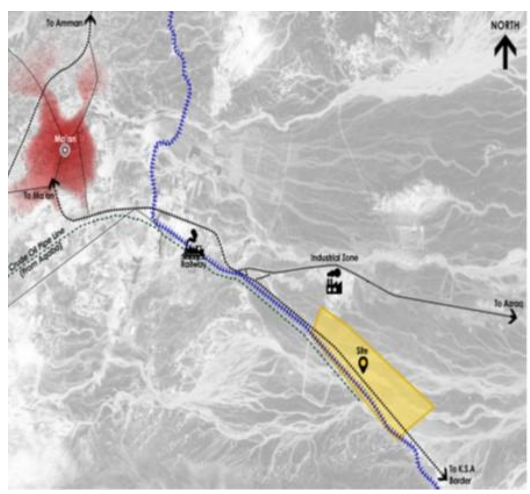
Total Estimated Investment: $100 Million

Project Description: The project is located in Maa'n Governorate 8 km east of Ma'an City; one of the major cities and transportation hub in southern Jordan. Aqaba Development Corporation (ADC) is embarking on a new Land Port that will serve the Industrial Park in Ma'an governorate (connecting several national and international roads among Saudi Arabia, Jordan, Iraq, and Aqaba Port).

The project is part of an initiative that aims to connect main cargo distribution facilities in Jordan through a railway network to ensure swift and efficient movement of containers traffic to and from Aqaba. The new port will be connected with Aqaba ports through the Aqaba Railway and the existing road network. The new dry port will include the following components: Yards, Administration buildings, and Services.

Scenario	Details
Contract Format	BOT, finance, PPP, other format are negotiable
Potential Partners	ADC through ASEZA. Other Strategic partners may participate to enhance the competitiveness of the project





New Aqaba Dry Dock

Total Estimated Investment: $42 Million

Project Description: This project envisions the establishment of a new dry dock for the maintenance and repair of ships, boats, and other water crafts.

The location of the dry dock will be at the Middle Port of Aqaba, where water levels are favorable and would not create draft limitations for ships and vessels to access the dry dock facilities especially during tide levels. It is also suitable as a strategic location along the main coastal road to the north of the container terminal port.

The project can attract ships that have their final destination at Jordanian ports as well as those sailing through Jordanian water territories. Presently, there is a lack of dry docks in Jordan and hence a lack of "slipping facilities".

The project can attract business to serve large commercial shipping, passenger vessels, tug and barge, marine construction or mega Yachts.

The project can be considered as a catalyst for Jordanian development when integrated with ports' facilities and infrastructure projects. The project will contribute to attract more FDI and create 200 to 300 jobs.

Scenario	Details
Project Capacity (size)	2000 tons minimum
Average Annual Revenue at Full Capacity	$7.7 million
Total Annual Production Cost	$2 million
Annual Gross Income	$5.6 million
Gross Return on Investment	16.3%
Contract Format	BOT, finance, PPP, other format are negotiable
Potential Partners	ADC through ASEZA

King Hussein International Airport

Total Estimated Investment: $85 million

Project Description: King Hussein International Airport (KHIA) in Aqaba is a 24-hour, all-weather airport with 3000 meter long and 45 meter wide runways. The total airport land area is 24,000,000 m2 with a quarter of the area reserved for further development. KHIA has been declared an "Open Skies" facility with landing rights that are not restricted by conventional bilateral agreements. Moreover, there is growing interest in using the airport for regional freight delivery and distribution services, including sea-air movements. Furthermore, ADC established the Aqaba Airports Company as a step forward in commercializing KHIA activities, while ensuring the airport operations are not disrupted. A new land use development master plan, developed by the internationally renowned Changi Airport Consultants, has been adopted for KHIA and aims to develop the airport in a sustainable and cost-effective manner that attracts investments in various aviation-related businesses.

KHIA includes some operational investments: Aqaba Airports Company, Aqaba Air Cargo Terminal, Baddad Aviation Maintenance Center, Jordanian Private Jets Services, Ayla Aviation Training Academy, Royal Jordanian Air Academy, and the Middle East Aviation Academy. The landside plans include areas designated for commercial use and offer the below opportunities. Moreover, KHIA already has the infrastructure needed available and the project is expected to have an 18% IRR. KHIA is seeking to develop the project based on a BOT, facility management, commercialization and operation lease. In addition, ASEZA, ADC and Aqaba Airports Company, Royal Jordanian and Ayla are interested to partner up to 50% in the project. The project is expected to create up to 500 direct jobs.

Investment Opportunities at KHIA include establishing:

1. **Logistics park** that will comprise freight forwarders' offices; centralized stocking of products; international warehousing and distribution of high value components and sensitive products such as fruits and flowers; and final product assembly, packaging and order preparation.
2. **Airport Business Park** that will comprise travel agents offices; car rental offices; airport supplies offices; insurance offices; other aviation-related businesses; and non-aviation businesses which prefer to be located near the airport.
3. **Aviation training and education establishments**, which comprise training schools for pilots; training schools for airport engineers and technical personnel; airport management school; aircraft rescue and firefighting training school; and simulation training facility.
4. **Hotels and recreational zone** comprising hotels and entertainment facilities.
5. **Real estate development zone** comprising residential housing; service apartments; and retail and catering businesses; and a shopping plaza.
6. **Airport functional areas** that include: aircraft maneuvering area; terminal area airside; terminal area landside; cargo areas; general aviation and military aviation area; royal pavilion area; support facility areas; aircraft maintenance, repair and overhaul (MRO) areas; free trade zone; and commercial areas.

Marka Airport

Total Estimated Investment: $112.835 million (New terminal building and airside expansion will be required)

Project Description: MOT conducted a Feasibility Study for the project (*Done by Advanced Logistic Group ALG*) and concluded that the project "Market-wise" could be a suitable airport for LCC and Charters traffic given the appropriate regulatory framework (A BOT would be a possible option for PPP). Airport charges in Marka are 30% lower than in QAIA, a good marketing element to attract LCCs and charters Competitive advantage to attract new operators: lower fares, shorter turnaround proximity to industrial areas in north Amman, land connectivity to public transportation. Other initiatives to attract traffic would be: allowing self-handling, improving land connectivity & car parking and ensuring availability of apron stands. New terminal required since the existing terminal does not have capacity to accommodate the expected traffic. **With a theoretic volume of 2 million passengers in the midterm, the IRR would range between 16% - 24%.**

Investments in the Tourism Sector

Aqaba's High Lake Resort

Total Estimated Investment: $678 Million

Project Description: The project entails the establishment of a mega resort to be built on 650,000 m^2 of land north of Aqaba's coast and adjacent to Marsa Zayed project. The main attraction of this project is the lake that is on top of the mountain (spanning 100,000 m^2 with a 4m depth), which will serve as the heart of the resort The project also includes, but are not limited to: hotels, coffee shops and restaurants, commercial facilities, recreational facilities, a beach club, lagoons, water sports and fishing facilities, residential villas and apartments, serviced studios and apartments, tele freak and water taxi components, in addition to the utilities and facilities needed to serve the main functions of the project. Moreover, ASEZA through ADC is willing to partner with future investors on this project.

There are two investment options for the project:

1. Full ownership
2. Partnership with ADC (partial ownership: ADC to provide infrastructure such as roads, turbines, pumps, and the lake)

Scenario	Details
IRR	19.6%
NPV @12%	$183,597,710
Pay Back Period	6 years
Average ROI over 10 years	10.52%

Sports City Camps - Aqaba

Total Estimated Investment: $282.5 Million

Project Description: The Sport City is a multi-venue sports complex investment opportunity in Aqaba, and will be a vital dynamic space that will serve the local community and host international teams. The Sport City can provide a mix of activities for up to 3000 users. The activities include, but are not limited to, sport venues, hotels, retail, restaurant, café, a closed sport hall, parking, and green open spaces where people can train, exercise and entertain (however other facilities can be added such as physio and aqua therapy). ADC in cooperation with ASEZA has proposed two sites in the North and South of Aqaba to construct two different sports cities. This project is proposed for the Northern region and will be on a plot of land with an area of (190,000 m^2).

Scenario	Details
Average Annual Revenue at Capacity	$9 million
Total Operating Cost (250 manpower)	$1.7 million per year
Annual Gross Income	$6 million
Infrastructure Status	Available
Gross Return on Investment	9.5%
Contract Format	BOT, finance, PPP, other format are negotiable
Potential Partners	ADC through ASEZA

Investments in the Energy Sector

Utilization of Shale Gas and Shale Oil at Al-Risha and Sarhan Areas

Total Estimated Investment: Up to $500 million

Project Description: Jordan is seeking a partner to expand its shale gas and oil from Al-Risha and Sarhan areas by utilizing state-of-the-art technologies, including pad-drilling rigs, hydraulic fracking and production. The project execution timeline is expected to be anywhere between 5 to 10 years.

Aqaba – Ma'an Crude Oil Pipeline

Total Estimated Investment: $210 million

Project Description: In its capacity as the owner of all tangible assets of the ports of Aqaba, ADC is leveraging its network and marketing expertise (in Aqaba and within Jordan) to commission the building of a crude oil pipeline (the "Pipeline") that spans over a distance of 130 KM from Aqaba Port to Ma'an. Floating Tank Farms (herein referred to as the "Storage Tanks") will also be built in Ma'an with a total monthly capacity of storing 150,000 Metric Tons of crude oil.

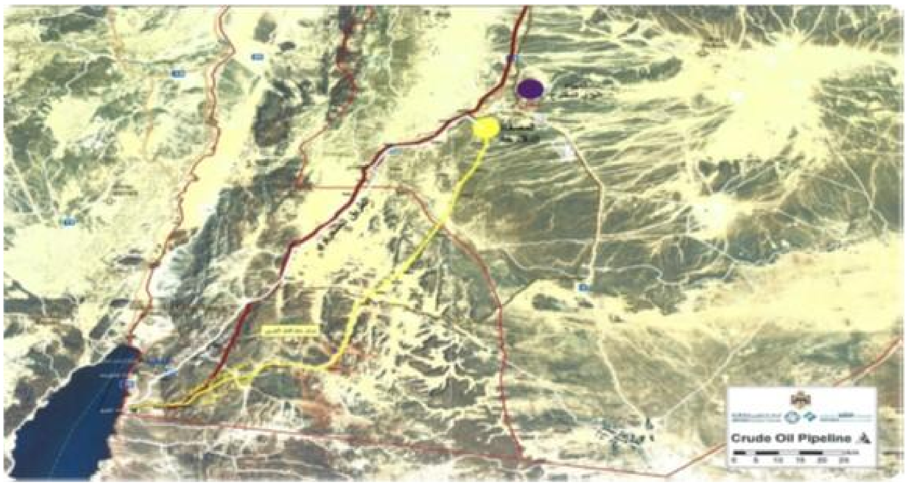
The Project is expected to provide an alternative to the use of trucks for crude oil transportation over the first 130 KM distance from Aqaba Port to Jordan Petroleum Refinery Company ("JPRC") in Zarqa (which has a total distance of approx. 350 km). In doing so, the Project is expected to achieve the following: (1) Reduce the cost of transportation of crude oil from Aqaba Port to the JPRC's refinery in Zarqa; and (2) decrease the negative 'externalities' resulting from truck transportation on the quality of the main highway in Jordan (i.e. the Desert Road), the environment and general road safety in Jordan.

The project will cost approx. USD 310 million and that it would become operational within three (3) years from the start date of construction. Further, the Project is expected to improve and upgrade the overall infrastructure in Jordan for transporting imports of crude oil from Aqaba to JPRC and other potential refineries that could be erected in the future.

There are two main scenarios for the project:

- Scenario I: Build & operate a '130 km Crude Oil Pipeline from Aqaba Port to Ma'an' (the "Pipeline") and construct 'Floating Tank Farms' with a storage capacity of 150,000 tons (the "Storage Tanks") or
- Scenario II: Build & operate the Pipeline and Storage Tanks above (i.e. as in Scenario I above), in addition to assuming that a new crude oil refinery would be built in Ma'an (the "New Refinery") and which was assumed to have the same capacity as the existing JPRC refinery in Zarqa. In this scenario, the New Refinery was assumed to start operations in Year (9) .

Scenario	Project total Cost (USD Million)	Maximum Throughput (Transportation)	Total Revenues (Year 1-Year 22) USD Million	IRR %	Project Payback Period in Years
I	$213.8	18,000 MT	$1,303	12.52%	9.9 years
II	$213.8	24,000 MT	$1,790	16.97%	8.9 years



Jordan Petroleum Refinery Company Expansion Project

Total Estimated Investment: $1.64 Billion

Project Description: Expand current crude processing capacity to 120,000 bpd; Improve products' quality; Convert surplus of heavy fuel oil into more valuable products like diesel, jet fuel and gasoline.

The current Refinery yields do not meet the growing demand in the Jordanian market. Moreover, around 25% of the current refinery production is low price heavy fuel oil which faces declining demand in Jordan, forcing the

Refinery to be operated below its full capacity, resulting in shortage of other high value products on which the demand is increasing continuously, and such shortage is met by imports which are more than 45% of the demand. The opportunity of converting the heavy fuel oil to other products will allow the Refinery to cover most of the local demand, and this is the base for the fourth expansion project of the Refinery.

This Project represents an opportunity for sustainable development in Jordan, as it is an industrial project which will provide many job opportunities and allows for the development of human resources, contributing to the economic and social development in Jordan, while at the same time it is an excellent investment opportunity due to the numerous advantages of the existing refinery such as the proximity to most of the consumers of petroleum products, good infrastructure, wide experience in the market being the dominant supplier of refined oil products in Jordan by virtue of being the sole refinery and an owner of one of the three oil marketing companies working in Jordan, the fact that the economics of a refinery reconfiguration are more favorable than the construction of a new grass-roots domestic refinery, in addition to having the technical staff with vast experience necessary to run such a project.

JPRC contracted the services of UOP-Honeywell, its technical consultant and the licensor of all the existing units in the Refinery, to study the feasibility of the expansion project.

<u>The study arrived at the following results:</u>

- The Capacity of 120,000 barrels/day has a good feasibility with the best flexibility for the Jordanian market.

- The best technology for conversion of fuel oil is Residue Hydroprocessing with Pitch Boiler.

- Delivery of crude oil from Aqaba to the Refinery via Railway is not feasible, via Road Tankers is feasible with an IRR of around 15.8%, yet the feasibility is improved significantly for the option of delivery through a Pipeline, with an IRR of around 26.6%.

- The use of Natural Gas for Hydrogen production and fuel significantly improves the feasibility of the Project.

Investments in the Water Sector

Mixed Industrial Waste Water Treatment Plant

Total Estimated Investment: $100 million

Project Description: Construct an industrial waste water treatment plant at Halabat area, near al-Akaider landfill at Jordan's northern border with Syria under a BOT for 15-25 years (depending on the financial model and payback period, and includes treatment plant operation). The waste water treatment plant will provide quality water to the local community. The project is expected to have a 15% IRR and to be executed over two years.

Latest Update: The Ministry of Environment has allocated a land for the project (500 acres) in the Halabat Area. The Ministry prepared the technical studies in coordination with USAID, and received approval from the Council of Ministers as a PPP in 2016. Currently terms of reference are being prepared by a Transaction Advisor, and The Ministry of Planning and International Cooperation is seeking funding for the project.

Investments in the Infrastructure Sector

Automated Car Parking Facility (Off-Street Smart Car Parking)

Total Estimated Investment: $50 million

Project Description: This project is in place to address the current issue in Amman with the large amount of vehicles (1 million) and the lack of parking around the city. It is causing significant pressure on parking in the city and increasing the amount of traffic. Amman's population is expected to reach 6.4 million in 2025. Therefore parking management has become one of the main concerns for the Greater Municipality of Amman's (GAM) strategic mobility plan. GAM is currently implementing a city-wide on-street parking management system. However there is still a need to improve the parking issue and GAM has come up with a project to provide off-street parking alternatives especially in areas with high parking demands.

The components of the project will be an automated or smart parking on land owned by GAM or rented from private sector and the operations, maintenance, and management of car parking facilities

Investments in the Health and Education Sector

Aqaba Hospital

Total Estimated Investment: $100m

Project Description: Establishing a state-of-the-art hospital accommodating 100 beds and expandable to 200 beds located in the Yamaniyah Heights area, which enjoys beautiful views of the Red Sea, at an estimated cost of $99 million under a development and ownership transfer basis. 60,000 m^2 of land has been allocated for this project. ADC is willing to partner with interested investors.

Furthermore there is a potential to implement a Phase II to this project by establishing a medical college serving both local and international students in addition to a nursing school in Aqaba for medical and health services. It will be under a development and ownership transfer basis to capitalize on Jordan's niche in medical services and its position as the world's 5th medical tourism destination. This project can make use of Prince Hashem Hospital to provide in house educational services and training.

Mega Investments in Health and Education

Opportunity: The Government of Jordan is seeking to explore and identify mega investment opportunities in the health and education sectors jointly with interested partners that enable Jordan to strengthen its health and pharmaceutical services and capitalize on its human resources advantage. Furthermore, the Government of Jordan will ensure the availability of adequate land parcels and the infrastructure required for such mega investments.

A significant part of the health and tourism industries in the Kingdom are interlinked and investments in both sectors will be complementary.

Jordan's health sector is one of the fastest growing sectors in the economy, supported by an outstanding pharmaceutical sector that grows at 25% per year and exports its products to over 60 countries. Healthcare expenditure stood at around $2.45 billion in 2012 (or 9.8% of GDP), outspending the majority of the kingdom's regional neighbors. Today, there are 64 private hospitals throughout the Kingdom, although the majority is located in the Capital Amman. Jordan is also a prime medical tourism destination in the Middle East for Arabs and international patients; over $1 billion in revenues from medical tourism in 2013 from around 255,000 foreign patients who received treatment in Jordan. Around 40% of the patients visiting Jordanian private hospitals are foreigners. However, additional capacity is extremely needed as Jordan's population continues to grow at an abnormal rate and in light of the influx of over 1.4 million Syrian refugees in the past 5 years. Today, private hospitals are short at least 1,000 bed, while public hospitals are stretched to the limit due to the unprecedented demand by refugees.

In addition, Jordan's education industry is built on strong fundamentals – extensive coverage, qualified teachers and improving facilities. Jordan has made great strides in educational attainment for several decades and by 2001 has reached a youth literacy rate of 91% compared to the 88% average in the Middle East. Over 97% of children progress into secondary education. Moreover, the higher education sector in Jordan plays a significant role in the process of society's overall development, with respect to industry, commerce, agriculture, and health, as well as other humanitarian and social services, especially since this sector has developed noticeably during the past two decades regarding content, programs, and patterns of teaching and learning that affect quality and quantity, attracting thousands of students from all over the world. The higher education has been a back bone in supporting the private sector with qualified people. This has been witnessed inside Jordan and within the GCC countries.

Today, Jordan has 31 universities (10 public, 19 private and 2 regional universities), 2 university-colleges and 48 community colleges. Over 360,000 students are enrolled for the 2014/15 academic year at Jordanian universities and community colleges; of which 235,000 enrolled at public universities, 70,000 at private universities, 27,487 at community colleges and 29,698 foreign students enrolled in Jordanian schools. Meanwhile, 26,000 Jordanian university-level students are also studying abroad. However, Jordan's ability to delivery real and sustainable gains for its citizens in higher education has been complicated by a series of external shocks in the aftermath of the Arab Spring. The massive influx of refugees increased enrollment at Jordan's schools and higher education entities at an abnormal rate and the inability of the GoJ to increase financial allocations for higher education led to deterioration in educational quality. Currently there is over 140,000 Syrian refugee children registered in Jordanian schools and many more school-eligible children are on waiting lists for enrollment. Hence, there are massive and lucrative investment opportunities in the health and education sector today that can provide both Jordan and its partner(s) with large mutual benefits. These could include, but not limited to: building a health and pharma city at the outskirts of Amman; building large and integral hospital with at least 1,000 beds; building of new large and specialized schools, community colleges and universities; and expansion of existing schools and universities.

Investments in the Dead Sea Development Zone

The Corniche District

The Corniche District is a dynamic, mixed-use neighborhood of hotels, residences, shops, restaurants, and public open spaces at the foot of the Dead Sea. The District also forms a new “edge” for the Sweimeh Community and connects the existing and future community to the water’s edge. This is achieved through several key roadways that extend back into Sweimeh’s proposed urban pattern, making linkages to residential and local mixed-use areas beyond the waterfront. Breaks in the development pattern along the Corniche Street open up views and linkages, emphasizing the critical connectivity between Sweimeh and the water. In the Corniche District, the Dead Sea will have its first fully public destination that will offer a multiplicity of activities and options.

The main components of the Corniche Area are:

- **Development Parcels;** a linear succession of development blocks including several hotel and mixed-use retail and residential buildings that define a retail walk extending along the 2.1km Promenade and towards the sea at the two ends.
- **Promenade;** a paved roadway or "boulevard", a highly active pedestrian corridor, with shops and restaurants spilling out onto the sidewalk and road.
- **Public Beaches;** two public beaches for the use of local and international visitors.
- **Caps;** at each end of the Corniche Area the caps extend towards the sea, and will be public, vibrant and unique destinations designed specifically with plazas to provide approaching views of the dramatic backdrop of the Dead Sea, the first is the "Waterfront Plaza" at the southern cap including an amphitheatre. The second is the "Overlook Plaza" at the end of the northern cap walk.
- **Ecological Park;** a key natural feature of the Dead Sea as a place of unique native vegetation and hosting diverse and important bird species.
- **Water Parks;** leisure activity zones emphasized in open air swimming pools at two locations adjacent to the public beaches.
- **Public Plazas;** shaded and well-designed spaces for public use, art and exhibitions, set on different locations along the promenade, oriented to capture the perfect views of the sea.
- **Green service area;** located at the back of the investment parcels on the back road, accommodating surface parking and central utilities.

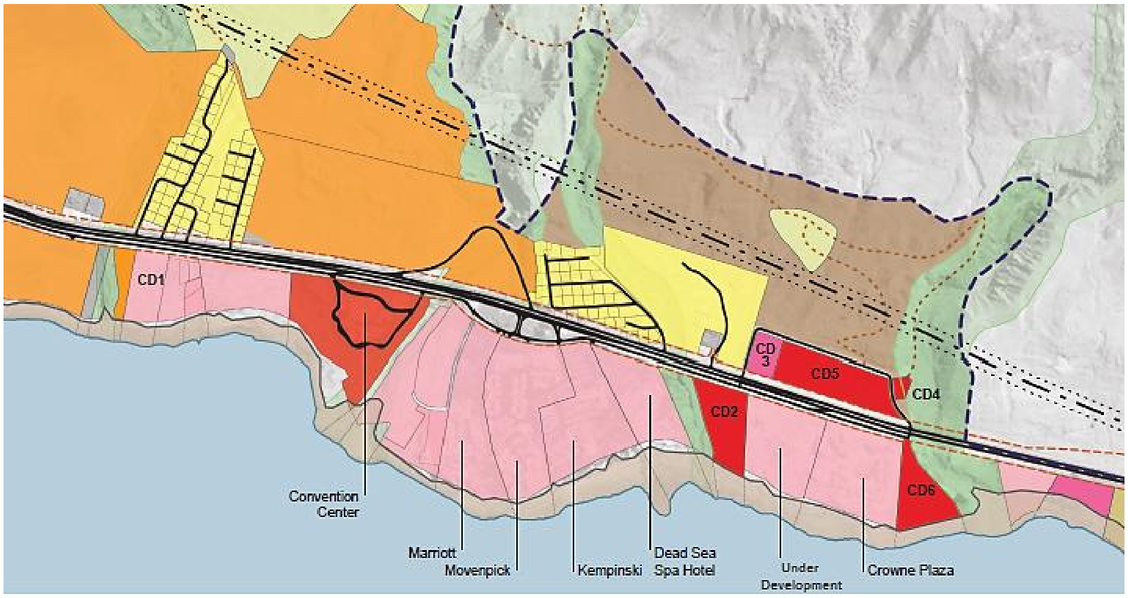
Corniche District - Southern Part	
Parcel:	**parcels from CO 43 – CO 61**
Areas :	**Ranges from 500 - 10000 sqm**
Investment size:	**1300 USD Million**
Project:	**3-4 Hotels, mixed use and serviced apartments. small parcels of land open for investment targeting entrepreneurial investors looking to establish small to medium size investments**
Expected Job opportunities:	**2000**
IRR:	**15%**

Corniche District - Northern Part	
Parcel:	**Parcels from CO1 to CO49**
Areas :	**Ranges from 500 - 10000 sqm**
Investment size:	**100 USD Million**
Project:	**3-4 Hotels, mixed use and serviced apartments The project comes in line with the dead sea master plan aspirations for the corniche area to be early disposition part in the development of the dead sea area**
Expected Job opportunities:	**2500**
IRR:	16%

Convention Center District

The King Hussein Bin Talal Convention Center at the Dead Sea is an existing facility that is spatially connected to the adjacent existing hotels—the Marriott, Movenpick, Kempinski, Dead Sea Spa, and Crowne Plaza hotels. As such, it marks a critical mass of existing development and program around which future development can and should occur. To complement the Convention Center and existing hotels, a new Convention Center District is proposed around these facilities to capitalize on the existing development that has already been established, to create a vibrant, active public district and to add value to future development in this area.

The Convention Center District activity node spans three distinct but connected sites: the existing plateau currently used for parking for the Jordan Rally (the "upper Plateau"); the former Palm Oasis Parcel to the north of the Rally site on the western side of the Dead Sea Highway ("Cascading Terraces"); and a publicly owned parcel located between the Crowne Plaza Hotel and the mouth of Wadi al Dardour ("Wadi-side Waterfront").



Hotel District	
Parcel:	**CD1**
Areas :	**42077 sqm**
Investment size:	**85 USD Million**
Project:	**4- 5 stars Hotel**
Expected Job opportunities:	**400**
IRR:	**15% – 17%**

Hotel District	
Parcels & Area	**CD 6 – Area 28,949 sqm** **CD6-1 – Area : 22,316 sqm**
Investment size:	**75 USD Million**
Project:	**Hotel and Mixed Use** **In line with Dead sea Master plan aspirations for the Convention District to be supported by additional mixed used activities and hotel keys**
Expected Job opportunities:	**1000**
IRR:	16%

Hotel District

The Hotel District - Northern part is situated at the critical juncture where the steep mountains to the south give way to gentler and broader slopes to the north, before its transition to Sweimeh. As such, unique and highly valuable residential sites are created that look out and over the hotels stretching along the waterfront of the Dead Sea. These views to the west and privacy of the sites –as well as the proximity of the Northern Hills District to the water – make these parcels extremely desirable.

All residential parcels in the hills are sensitively located outside a series of generous wadi buffers. Even with the preservation of wadi buffers, there is extensive land to develop in this area. To achieve the principle of a "balanced development approach" it is critical to respect these extensive sensitive areas and to take advantage of existing roadways wherever possible. The residential parcels – which will be comprised of villas and townhomes - are therefore served by an existing road serving JVA housing lands as well as the existing road to Madaba. Along that road, a small activity node is located to serve neighboring residential developments.

The hotel district activity node consists of a series of terraces and plazas framed by mixed use development. The activity node makes a strong visual and physical connection between the upper hillside developments to the publicly accessible waterfront. The skin treatment and product certification center drive the spa-like, health and wellness focused character of the eastern portion of this activity node. The character is more serene, calm, and relaxed than the bustling Corniche activity nodes nearby.

Hotel District	
Parcels & Area	**HD3 – Area : 47,650 sqm** **HD4 – Area : 34,944 sqm** **HD9 – Area 57,376 sqm**
Investment size:	**150 USD Million**
Project:	**Hotels and resorts** **These projects come in line with the Dead Sea Master Plan aspirations for the Hotel District to be dedicated for medium size hotel and mixed use projects on the eastern side of the Dead Sea Highway.**
Expected Job opportunities:	**1600**
IRR:	**15% - 17 %**

Northern Resort and Recreation District

The Northern Resort and Recreation District is located in the broad, open rangelands where the Jordan River meets the Dead Sea. Framed by the Jordan River to the west, Route 40 to the north, Sweimeh to the east, and the Dead Sea to the south, the District accommodates a wide variety of valuable land parcels for development. Oriented towards low density resorts and resort-related accommodations, the District is defined by the integration of three alluvial wadis and three significant open spaces – a 955 dunum public park, a 668 dunum flex-use recreational park, and a PGA rated, 18-hole sustainable golf course at the foot of the Dead Sea. The Northern Resort and Recreation District covers a vast land area of over 7,000 dunums. As such, its development potential is great to support the larger, integrated vision and goals of the Dead Sea Master Plan. The District is accessed by a proposed 4-lane primary roadway that forms a loop between Route 40 and the Dead Sea Highway. From Route 40, visitors turn south into the District and towards stunning views of the Dead Sea. The road passes numerous resorts as well as a "Biblical Village", strategically located along Route 40 with proximity to the nearby "Baptism Site", and arrives at an "activity node" at the foot of the recreational park.

This activity node is one focus of the Northern Resort and Recreation District and has excellent access (vehicular, pedestrian, and public transport) for all development parcels that surround it. The node will include residential apartments above retail, food and beverage facilities, a boutique hotel, and a public plaza. Further to the south, the loop road extends along the edge of a critical wadi buffer, providing access to additional development parcels with even closer proximity to the Sea.

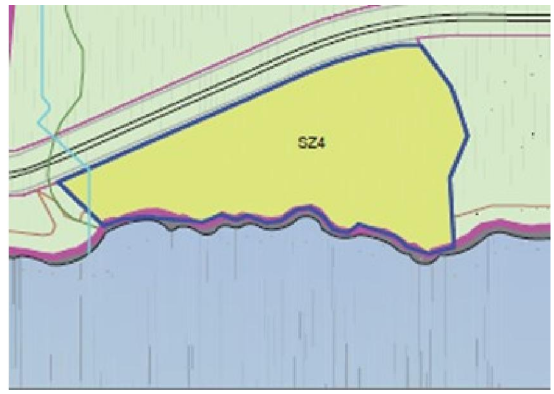
In the Northern Resort and Recreation District, the Master Plan minimizes roadway crossings of the wadi and buffer, with only one crossing for the primary loop road. The public park is situated along the loop road, and provides a generous and accessible public open space for local and regional use, including parking, barbeque areas, picnic areas, playgrounds, sports zones, cafés, and links to trails within the adjacent wadi buffers.
The 18-hole PGA-rated, sustainable golf course establishes a valuable development setting at the foot of the Dead Sea. The golf course is situated around a cluster of development parcels, within which is a second "activity node". This activity node is spatially linked to the golf course clubhouse, providing a valuable identity to this mixed-use area. The golf course itself will reflect the latest in green technologies, incorporate only

limited “landscape” zones in high play areas, exhibit native vegetation requiring low or no irrigation, and, be irrigated by treated sewage effluent (TSE) only. TSE will be drawn from a new wastewater treatment plant in the Dead Sea Development Zone.

District	
Parcel:	**NR1 to NR25 of Northern Resort and Recreation District**
Areas :	**7,000,000 sqm**
Investment size:	**3500 USD Million**
Project:	**A set of hospitality and tourism projects including Resorts, Hotels, Mixed Use, Recreation and Golf Course.** **This district is aspired to include large scale resort and recreational projects and mixed use activities in addition to high end 5-6 stars hotels . recreational facilities are expected to include mega entertainment projects and entertainment parks.** **The golf course is envisaged to be a sustainable signature golf course marked uniquely by its location in the lowest point on earth.**
Expected Job opportunities:	**7000**
IRR:	**15%**

South Zara District

Located south of the Porto , characterized by expansive views, dramatic hillsides, lush wadis, and natural springs. Few new developments are planned; the focus shall remain on maintaining and enhancing a scenic, naturalistic setting. New developments planned within the Zara District are restricted to parcels adjacent to existing committed lands and four Overlook areas on JDZ land that provide visitors and tour groups with opportunities to park their vehicles and enjoy the dramatic views of the Dead Sea. The look-out areas are key public amenities, providing visual access, seating, and gathering and resting points in which to take in the grandeur of the Dead Sea. These overlook areas are open to all and may include small kiosks, cafes, and shade structures, as long as these structures conform to the naturalistic and scenic nature of the Districts and do not obscure views of the Dead Sea.



South Zara District	
Parcel:	**SZ4**
Areas :	**246,987 sqm**
Investment size:	**200 USD Million**
Project:	**Resort and Spa**
Expected Job opportunities:	**1500**
IRR:	**15-17%**

Amman Beach District

The Amman Beach District transition from the more urban northern portion to the southern shore is characterized by a rugged landscape with dramatic wadis to the east and a steep shoreline to the west. The district focus on an activity hub proposed within the Porto development. It will feature large, low-density, and self-contained resorts, hotels, and private beaches.

These large parcels are separated by steep hillsides and dramatic wadis. The integration of large natural features and the dramatic views to the Dead Sea along the Dead Sea Highway allow for a transitional character between the more developed north and the more rustic south.

Amman Beach District	
Parcel:	**AB2: Area 32,341 sqm** **AB4: Area 20,275 sqm** **AB5: Area 14,044 sqm**
Investment size:	**85 USD Million**
Project:	**3-4 stars hotels – Boutique hotels.** **In line with Dead Sea Master Plan aspirations for the Amman Public beach District to include additional hotel developments of medium size to serve local and international tourisms.**
Expected Job opportunities:	**1500**
IRR:	**15-17 %**

Porto District

The Porto District transition from the more urban northern portion to the southern shore, is characterized by a rugged landscape with dramatic wadis to the east and a steep shoreline to the west. The district focus on an activity hub proposed within the Porto development. It will feature large, low-density, and self-contained resorts, hotels, and private beaches.

These large parcels are separated by steep hillsides and dramatic wadis. The integration of large natural features and the dramatic views to the Dead Sea along the Dead Sea Highway allow for a transitional character between the more developed north and the more rustic south.

District	
Parcel:	**Po 2 – Area 20,477 sqm** **PO3 – Area : 19,627**
Investment size:	**50 USD Million**
Project:	**Hotels** **These projects come in line with the Dead Sea Master Plan aspirations for the Amman Public Beach District to include additional hotel developments and mixed use activities of medium size to serve local and international tourism**
Expected Job opportunities:	**600**
IRR:	**15-17.5%**