



Amman Toll Bridge (ATB) PPP Project



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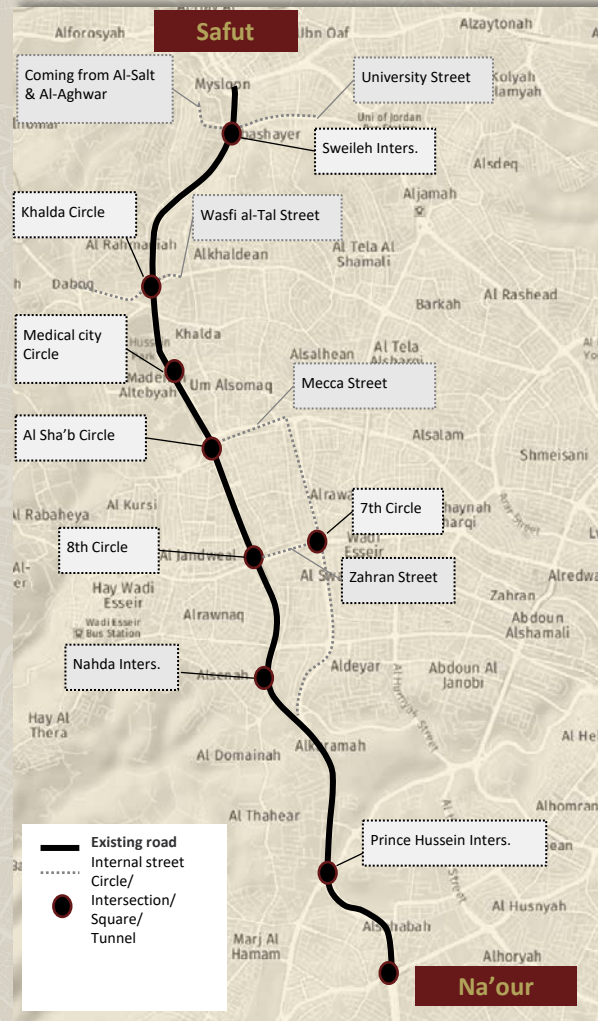
Unlocking Amman's Most Vital Corridor

Background

King Abdullah II Road represents one of Amman's primary north-south urban corridors, currently serving approximately 96,000 vehicles per day (2024) each direction. The corridor experiences Level of Service (LoS) C-D under normal conditions and E-F at peak hours, with increasing congestion.

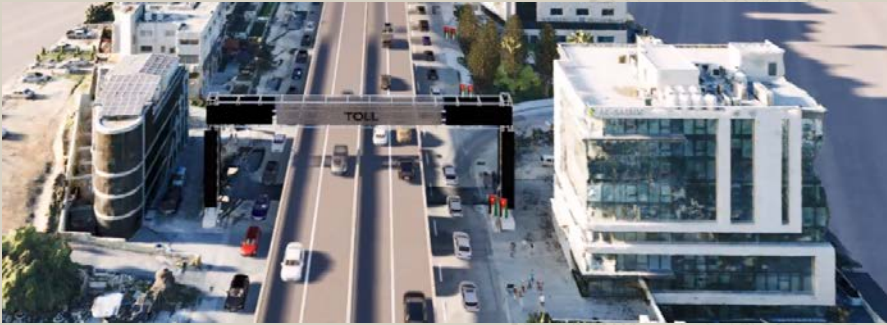
Objective

- **Development** of an approximately 15.8 km elevated toll bridge with two lanes per direction extending from Safut near Sweileh intersection to Na'our intersection along K. Abdullah II Road.
- **Bridge** will be integrated with BRT Phase II connecting Sweileh Terminal and Na'our Interchange.
- **Reduce** travel delays and congestion through an engineered structure that meets high safety, structural, and operating standards.

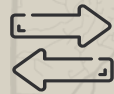


Streamlining Traffic with Integrated Mobility Solutions

Toll System



FREE FLOW TRAFFIC SYSTEM



2 TOLL GATES PER DIRECTION



DEMAND BASED ANNUAL PRICING



80 KM/HOUR DESIGN SPEED

Pedestrian Bridges & Bus Stops



ACCESSIBLE AND INCLUSIVE



SEAMLESS INTEGRATION



13 Pedestrian Bridges & Bus Stops.



6 Minutes FREQUENCY



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Project Scope

The Amman Bridge Project aims to ease congestion and improve traffic flow by building an elevated highway with two separate lanes in each direction, accommodating both toll traffic and the Bus Rapid Transit (BRT) system.

Key Benefits

- **Strengthens Citywide Connectivity:** Links major destinations and economic zones between northern and southern Amman, improving overall urban mobility.
- **Optimized 15.82 km Corridor:** Offers a long, continuous elevated route designed to minimize bottlenecks through optimized entry and exit points.
- **Improved Safety & Reliability:** Delivers a high-standard, structurally safe elevated corridor that ensures smooth and predictable travel.
- **Integrated Tolling System:** Introduces an advanced tolling mechanism to enhance traffic management.
- **Enhances Public Transportation Efficiency:** Seamlessly integrates with the BRT network, improving accessibility.

PROJECT DETAILS



3 Years
Construction
Period



30 Years
Concession
Period



60% to 70%
Expected
Project
Leverage



DBFOM
PPP Modality



20-30%
Expected
Traffic Market
Share



Toll Based
Concession
Type

Expected Risk Allocation

	GOJ	Private
Demand		✓
Land availability	✓	
Financing		✓
Construction & design		✓
Toll Setting & Traffic Management	✓	
Operations & Maintenance		✓
Staffing		✓
Change in law	✓	
Political force majeure	✓	
Hand Back		✓

Advisory Consortium



Specialized consultants and international standards

Project Governing Frameworks

Concession Framework

The broad scope of the concessionaire shall be as follows:



Design and deliver the bridge and related infrastructure, fully tested and commissioned, supported by an implementation and operational plan



Secure financing for development of all project components.



Toll Collection Implement and operate tolling, including collection and revenue control.



O&M and Lifecycle Maintenance Implement lifecycle management program and meet specified performance and hand back conditions performance

Legal Framework

Law:



- PPP Law & Other applicable laws in Jordan

Road Construction:



- Roads Law – designates MPWH as the competent authority with respect to Roads.
- GAM Law – designates GAM as the competent authority with respect to Roads in Greater Amman.
- Local Administration Law – designated relevant Municipalities in different areas as competent in areas outside of Greater Amman.

Operational Framework

Structure:

- The elevated highway runs over current road with two separated lanes in each direction, with a total length of 15.82 km
- The connection to the current network is managed through 9 entries and 6 exits

Tolling system

- The tolling system is ETC (without barrier) with two gates per direction along the mainline.
- The rates are static (no peak-valley schema or dynamic pricing)

BRT system

- The BRT runs with non-segregated lanes but with deceleration-acceleration lanes at the accesses of the stations
- There are 13 stations at the level of the elevated highway, approximately every KM
- The frequency of the service is initially 6 minutes, and it may increase with the demand

Project Roadmap

1

Project Awarded

Once the contract is awarded to the winning bidder, a formal agreement is signed.

2

Financial Close

This phase includes bank negotiations, financial Sovereign Guarantees, and project financing agreement signings.

3

Pre-Construction Phase

Stakeholders, including the contractor, project manager, and authorities, discuss project details, schedules, and expectations.

4

Mobilization and Site Preparation

Secure permits and approvals, and finalize construction plans and designs.

5

Construction Phase

Excavation and earthwork, Utility relocation, Roadway construction, Pavement and surfacing, & Temporary alternate route development

8

Handover Phase

Financial settlement: Conclude all financial matters, including payments.

7

Operations Phase

Monitoring period: Use KPIs during the concession period.

6

Commissioning Phase

Final inspections and testing: Verify safety and quality standards.
Project completion documentation: Compile project records, including as-built drawings.

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