



Ministry of Environment



SCP National Strategy and Action Plan



# NATIONAL STRATEGY AND ACTION PLAN FOR SUSTAINABLE CONSUMPTION AND PRODUCTION IN JORDAN | 2016 - 2025



switchmed



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SwitchMed Programme is implemented by the United Nations Industrial Development Organisation (UNIDO) and the United Nations Environment Programme (UNEP), through the Mediterranean Action Plan (MAP) and its Regional Activity Centre for Sustainable Consumption and Production (SCP/RAC) and the Division of Technology, Industry and Economics (DTIE). For details on the SwitchMed Programme please contact [btuncer@scprac.org](mailto:btuncer@scprac.org)



**Regional Activity Centre  
for Sustainable Consumption  
and Production**

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## FOREWORD



Today it has become clear to all that in order to achieve sustainable development we must take into consideration all three dimensions: economic, social and environment in an integrated manner. It is also acknowledged that only by applying such an integrated approach we will be able to achieve social welfare in parallel with protecting and sustaining our environmental resources for future generations.

Jordan currently faces many challenges, with the Syrian conflict being the most urgent and demanding one. The ever increasing number of Syrian refugees entering Jordan and blending in to its social fabric has caused tremendous burdens on infrastructure and resulted in exploiting of our already scarce natural resources. Moreover, the influx of refugees is having a negative impact on national sustainable development plans and programmes which in turn is being reflected negatively on the performance of the economy and people livelihoods. According to Jordan's Response Plan to the Syrian crisis we need almost U.S 3 billion dollars annually to cope with the increasing demands resulting from this crisis.

In spite of this, Jordan is considered to be one of the pioneering developing countries in promoting sustainable development at the national, regional, and international level. Jordan has adopted new tools and initiatives created to achieve sustainability, including gradual and measured transition toward green economy, launching the Eco-Cities initiative, supporting the implementation of concepts of sustainable consumption and production patterns, in addition to many other tools that enhance green investments, create jobs and eradicate poverty.

The National Strategy and Action Plan for Mainstreaming Sustainable Consumption and Production targeted three sectors: Agriculture / Food Production, Transport, and Waste Management Sectors aiming to support the implementation of the agreed SCP strategic, operational objectives and actions at the national level.

In addition, the Ministry signed an agreement with the German Government to work closely with the Global Green Growth Institute (GGGI) to integrate Green Economy and Sustainable Consumption and Production sectors: (Energy, particularly Energy Efficiency and Renewable Energy, Water, Agriculture, Waste Management, Transport, and Sustainable Tourism) in order to have a comprehensive **National Green Growth Strategy and Work-plan**. Collectively the work plan will have potential to attract sustainable green investments amounting to U.S 1.3 billion dollars and creating 51 thousand new jobs in the coming 10 years.

The strategic partnership between the Ministry of Environment and the United Nations Environment Programme UNEP represents a model for the cooperation in addressing sustainable development agenda at all levels. The Ministry considers UNEP to be a key strategic partner, and we will always remain a strong supporter to UNEP.

**Dr. Taher R. Shkhashir**  
**Minister of Environment**

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## ACKNOWLEDGMENTS

On behalf of H.E Dr. Taher Shakhashir Minister of Environment, I would like to take this opportunity to express our appreciation to everyone who supported developing this National Strategy and Action Plan for Sustainable Consumption and Production in Jordan. We are grateful to them for sharing their information and knowledge which enriched and helped consolidate this document.

This national strategy and action plan was prepared under the EU funded SwitchMed Programme and coordinated by the United Nations Environment Programme. We are sincerely grateful to all of them for their generous support and hard work, particularly our colleagues Mr. Luc Reuter and Dr. Fareed Bushehri who provided expertise that greatly assisted in preparing this document.

I would also like to thank all the institutions and individuals who participated in the preparation of this national strategy and action plan. Particular appreciation is given to the team of experts: Eng. Nidaa Maani, Eng. Noor Esoh, Eng. Suna abu Zahra, and Dr. Ahmad Abdel-Fattah for their great efforts and dedication in moving the national strategy and action plan document forward, and special recognition to H.E Eng. Raouf Dabbas the Senior Ministry Advisor, Mr. Mohamad Afana, and Eng. Heba Zaabalawy at the Ministry for ensuring the political and technical quality of the document. Additionally, I am pleased to recognize those from the Ministry and members of the "National Committee on Sustainable Consumption and Production" who have worked diligently throughout the preparation of this document to maximize the quality of the input. The Ministry will strive to move forward in implementing this strategy and action plan in the years to come.

I am confident that we are on the right track and our efforts will lead to the desired outputs and outcomes required to achieve the Sustainable Development.

**Eng. Ahmad Al-Qatarneh**

**Secretary General**

### Supervision and coordination

Luc Reuter, SwitchMed Coordinator, UNEP-DTIE

### Support

UNEP would further like to thank:

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## About SwitchMed

The EU funded SwitchMed project is implemented jointly by the project countries (Algeria, Egypt, Israel, Jordan, Lebanon, Morocco, Palestine and Tunisia) and the institutional partners UNEP, UNIDO and SCP-RAC. SwitchMed is divided into 3 components addressing different parts of the transition process to Sustainable Consumption and Production (SCP) - SDG12:

- (i) A policy component, built around the Barcelona convention (for the Protection of the Mediterranean Sea and Coastal Regions) and SCP national action plans;
- (ii) Demonstration activities linked both to the policy component and the private sector;
- (iii) Networking function to allow for exchange, joint learning and further scaling up;

UNEP-DTIE is coordinating the national policy component – Reinforcing circular economy in the Mediterranean governance framework and mainstreaming SCP in national policies. Under the national policy component the project countries will develop Sustainable Consumption and Production National Action Plans (SCP-NAP).

The implementation methodology used under the SwitchMed national policy component has been adapted to each countries' specific needs and requests. To assure coherence between ongoing and previous national work, the activities at country level build on already existing work and projects (Green Economy, SCP assessments, sustainable development assessment and strategies, SCP projects, etc). In this process UNEP works with national consultants in the project countries to allow a transfer of knowledge and reinforcement of national capacity. The SCP-NAP methodology assures that a large and diverse group of national stakeholders are involved in the national process (government, civil society, private sector, media, academia, bi- and multilateral partners, UNCTs, etc). Furthermore collaborations with UN institutions and other bi-lateral partners have been established at country level.

### Main objectives:

- Leapfrogging to socially inclusive Sustainable Consumption and Production practices preserving the environment;
- Integrating the natural capital and the environment in the core business of Mediterranean companies
- Creating a critical mass of citizens for SCP;

### The successful development of eight SCP-NAPs demonstrates that:

- (i) in-country activities have to be nationally owned and nationally driven to be successful;
- (ii) the involvement of a large and diverse group of national stakeholders from the beginning of the planning process is crucial;
- (iii) linkages and synergies have to be established with already existing projects and initiatives and collaboration with other partners should be encouraged and fostered.

Each country has chosen to follow its own path to develop an SCP-NAP and this series of publications clearly shows the diversity of processes as well as outputs. In some countries the SCP-NAPs are based on SCP national assessments, while in other national partners decided to build upon already existing national SCP information and knowledge.

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## Acronyms

|                |   |
|----------------|---|
| <b>ASEZA</b>   | <b>Aqaba Special Economic Zone Authority</b>      |
| <b>CBOs</b>    | Community-based Organizations                     |
| <b>DLS</b>     | Department of Lands and Survey                    |
| <b>EDP</b>     | Executive Development Programme                   |
| <b>EU</b>      | European Union                                    |
| <b>EV</b>      | Electrical Vehicles                               |
| <b>FDI</b>     | Foreign Direct Investment                         |
| <b>GAM</b>     | Greater Amman Municipality                        |
| <b>GAP</b>     | Good Agricultural Practices                       |
| <b>GCC</b>     | Gulf Cooperation Council                          |
| <b>GDP</b>     | Gross Domestic Product                            |
| <b>GEF</b>     | Global Environment Facility                       |
| <b>GGGI</b>    | Global Green Growth Institute                     |
| <b>GMO</b>     | Genetically Modified Organisms                    |
| <b>GoJ</b>     | Government of Jordan                              |
| <b>ICZM</b>    | Integrated Coastal Zone Management                |
| <b>IPM</b>     | Integrated Pest Management                        |
| <b>JAEA</b>    | Jordan Agricultural Engineers Association         |
| <b>JD</b>      | Jordanian Dinar                                   |
| <b>JES</b>     | Jordan Environment Society                        |
| <b>JFU</b>     | Jordan Farmers Union                              |
| <b>JGBC</b>    | Jordan Green Building Council                     |
| <b>JIC</b>     | Jordan Investment Commission                      |
| <b>JOCC</b>    | Jordan Chamber of Commerce                        |
| <b>JOFOE</b>   | Jordanian Friends of Environment                  |
| <b>JPMC-IC</b> | Jordan Phosphate Mines Company-Industrial Complex |
| <b>JREDS</b>   | Royal Marine Conservation Society of Jordan       |

|              |   |
|--------------|---|
| <b>JREEF</b> | Jordan Renewable Energy and Energy Efficiency Fund                                  |
| <b>JSMO</b>  | Jordan Standards and Metrology Organization   |
| <b>JV</b>    | Jordan Valley   |
| <b>JV</b>    | Joint Venture   |
| <b>KPIs</b>  | Key Performance Indicators  |
| <b>MAP</b>   | Mediterranean Action Plan   |
| <b>MEMR</b>  | Ministry of Energy and Mineral Resources  |
| <b>MoA</b>   | Ministry of Agriculture   |
| <b>MOE</b>   | Ministry of Education   |
| <b>MoEnv</b> | Ministry of Environment   |
| <b>MoF</b>   | Ministry of Finance   |
| <b>MoHPW</b> | Ministry of Housing and Public Works  |
| <b>MoIT</b>  | Ministry of Industry and Trade  |
| <b>MoMA</b>  | Ministry of Municipal Affairs   |
| <b>MoPIC</b> | Ministry of Planning and International Cooperation                                  |
| <b>MOSD</b>  | Ministry of Social Development  |
| <b>MoT</b>   | Ministry of Transport   |
| <b>MWI</b>   | Ministry of Water and Irrigation  |
| <b>NCARE</b> | National Center for Agricultural Research and Extension                             |
| <b>NGOs</b>  | Non-governmental organizations  |
| <b>PPP</b>   | Public-Private Partnerships   |
| <b>RAC</b>   | The Regional Activity Centre (for Sustainable Consumption and Production (SCP/RAC)) |
| <b>RJGC</b>  | Royal Jordanian Geographic Centre   |
| <b>RSCN</b>  | Royal Society for Conservation of Nature  |
| <b>RSS</b>   | Royal Scientific Society  |
| <b>SLM</b>   | Sustainable Land Management   |
| <b>SMEs</b>  | Small and Medium-Sized Enterprises  |
| <b>SPP</b>   | Sustainable Public Procurement  |
| <b>TPP</b>   | Thermal Power Plant   |



|             |                                      |
|-------------|--------------------------------------|
| <b>UfM</b>  | Union for the Mediterranean          |
| <b>UNEP</b> | United Nations Environmental Program |

## 1. General Provisions

### 1.1 Scope and focus of the Sustainable Consumption and Production (SCP) National Strategy and Action Plan of Jordan: priority areas of promoting SCP

The National *Strategy and Action Plan for Mainstreaming Sustainable Consumption and Production into Agriculture/Food Production, Transport, and Waste Management Sectors in the Hashemite Kingdom of Jordan (2016-2025)* aims at supporting the implementation of agreed on SCP strategic, operational objectives and actions at the national level. This document has been prepared in line with the regional SCP Action Plan for the Mediterranean, in cooperation with the SWITCH-Med Programme<sup>1</sup> and financed by the European Union to support SCP common objectives in the region. Jordan's SCP Strategy and National Action Plan (NAP) addresses key human activities, which have a particular impact on the Jordanian environment including marine and coastal areas and related transversal and crosscutting issues. It defines common objectives and identifies actions guiding the implementation of the SCP at the national level.

The National *Strategy and Action Plan for Mainstreaming Sustainable Consumption and Production into Agriculture/Food Production, Transport, and Waste Management Sectors in the Hashemite Kingdom of Jordan (2016-2025)* aims at achieving, as a first step, a shift to sustainable patterns in the three identified priority areas of consumption and production. Such mainstreaming processes will be designed according to:

- i. The harmonization between the provisions of Jordan's 2025 National Vision and Strategy (launched in 2015) and the actions and instruments of this SCP plan;
- ii. Their relevance in the main framework of the Barcelona Convention and its Protocols;
- iii. Their contribution as mainstream drivers of pollution generation and environmental pressures on the national environment, marine and coastal ecosystems; and
- iv. Their contribution to the Mediterranean economies and to social well-being.

Further details of each are outlined below:

#### i. **The harmonization between the provisions of Jordan's 2025 National Vision and Strategy (launched in 2015) and the actions and instruments of this SCP NAP**

Located in the heart of the Middle East, Jordan is a small upper-middle income county with scarce natural resources (in particular water and energy), and a small industrial base within the service sector (the later contributes around 70% of GDP) which dominates the economy<sup>2</sup>. The country is shaped by its geography, history, geopolitics and scarcity in natural resources. The government identified poverty and unemployment as two of the most important challenges the Country faces along with water and energy resources limitation challenges. The demographic characteristics of the population show that the Jordanian development process

<sup>1</sup>The objective of the EU funded SWITCH-Med Programme is to facilitate the shift toward Sustainable Consumption and Production - SCP - in the Southern Mediterranean Region. The programme is about changing the way goods and services are produced and consumed, so that human development and satisfaction of human needs is decoupled from environmental degradation. It will support industry, emerging green entrepreneurs, civil society and policy makers through policy development, demonstration activities and networking.

<sup>2</sup> TNC (2014)

faces several challenges in providing basic needs to the developing country<sup>3</sup>. The current population profile shows that Jordan has a total population of approximately 6.4 million. However, over the past decade, Jordan has seen considerable economic and social achievements; GDP per capita has increased from JD 1,512 in 2004 to about JD 3,670 in 2014<sup>4</sup>. Jordan has also invested significant resources in infrastructure facilities serving the citizens, made remarkable human development achievements, maintained stability and attracted foreign and domestic investment. These achievements were accompanied by some challenges that are still unresolved, mainly the development gap between governorates, high unemployment rates, especially among young people and the relative decline in certain competitiveness indicators. However, the level of infrastructure and the institutional development help Jordan to leap ahead and start addressing and overcoming challenges<sup>5</sup>. His Majesty King Abdullah II, in his letter to the government to develop a vision for the next decade, has highlighted the most prominent challenges, the way to the future and the social and economic model to which the Kingdom should aspire.

Responding to the Royal call to action, and after the 2014/2015 launch for a program aimed at developing a national strategy and action plan for transitioning towards the Green Economy in Jordan (2016-2025) which is expected to be initiated in 2016 to operate as a framework for all sustainable development-oriented plans in the country, the GoJ launched **Jordan's 2025 National Vision and Strategy** in mid-2015. This *Vision* charts a path for the future and determines the integrated economic and social framework that will govern the economic and social policies based on providing opportunities for all. Its basic principles include promoting the rule of law and equal opportunities, increasing participatory policy making, achieving fiscal sustainability and strengthening institutions. The *Vision* offers two scenarios depending on the progress achieved and the degree of commitment to implement the agreed upon policies. The 'baseline' scenario assumes adopting some, and not all, of the reform measures that are contained in the *Vision*, while the 'targeted' scenario assumes taking further measures that would achieve high growth rates. According to the 'targeted' scenario, the *Vision* intends to achieve real economic growth rates of about 7.5% in 2026, at a rate of 5.7% within the *Vision's* period, while the 'baseline' scenario aims to achieve an economic growth rate of 4.8%. The targeted scenario seeks to reduce the ratio of public debt to GDP to 47%, compared to about 60% in the baseline scenario. The most important goal that the *Vision* seeks to achieve is improving the welfare of citizens and the basic services provided to them, to create a balanced society where opportunities are available to all and the gap between governorates is bridged. Thus, it is important to develop this National Action Plan for SCP keeping in mind that this *Vision* is targeting improving welfare and basic services, which will entail aspects related to modified production and consumption patterns to accompany these development goals.

The *Vision* puts Jordanian citizens at the heart of the development process; success and failure are measured by the extent of the progress made at the level of individuals, and therefore the welfare of the community. Jordan 2025 *Vision* represents a long-term national vision and strategy rather than a detailed government action plan. It includes more than 400 policies and procedures coupled with performance indicators for economy-wide sectors including Food and Agriculture Sectors, Infrastructure (which addressed Transport) Sector, and Environment (which addressed Waste Management) Sector among other priority sectoral areas such as water, energy, health, etc. So, the three priority sectors addressed in this NAP for SCP (Agriculture/Food Production, Transport, and Waste Management) are explicitly addressed either directly or indirectly in the 2025 *Vision*. Thus, this SCP NAP complements the provisions

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<sup>3</sup> TNC (2014)

<sup>4</sup> Jordan 2025-A National Vision and Strategy (2015).

<sup>5</sup> Jordan 2025-A National Vision and Strategy (2015).

of the 2025 *Vision* and uses some of its key performance indicators to measure progress in achieving objectives of the SCP NAP and thus guarantees the dual implementation of the two national plans.

The Prime Minister's *Delivery Unit* was re-established to follow up on the most important initiatives proposed and overcome the obstacles facing their implementation in order to assure commitment and effective implementation.

*"...there is no doubt that given the current financial pressures on our economy and its people and the elevated and continuing level of insecurity and conflict in our region, Vision 2025 is ambitious<sup>6</sup>."*

Jordan is a small open economy with a population growth rate much higher than the global average. Therefore, due to the small size of the local economy, it is difficult to deliver high-quality sustainable growth and create the number and quality of jobs needed to employ Jordanians over the next decade and beyond. Although Jordan has made significant progress over the past decade, significant challenges lie ahead as the Country seeks to achieve higher standards of living and prosperity for all Jordanians. Therefore, the *2025 National Vision and Strategy* has set a "Performance Management Framework for Implementation" to assure that the policies, measures, and key performance indicators (KPIs) articulated in the Strategy are fulfilled.

With regard to the scope of SCP, the Jordan 2025 *Vision* has envisioned the following objectives, targets, and KPIs in the three SCP-targeted sectors. To achieve sustainable and inclusive growth, the 2025 *Vision* realizes that sustainability is a critical challenge in a number of areas. First, we must achieve long-term fiscal sustainability, which means harmonizing government revenues and expenditures through a combination of tax and spending measures. Second, Jordan faces significant challenges maintaining a sustainable use of our limited natural resources, especially water and energy. There are also the issues of food security and the heavy reliance on imports, which make Jordan vulnerable to supply shocks and global price volatility beyond our control.

Thus, to address these sustainability challenges, Jordan 2025 *Vision* recommends a number of initiatives:

- ☛ Take urgent measures to improve tax administration and collection; including investments in expanding collection and enforcement capabilities.
- ☛ Implement a set of medium and long-term measures aimed at making more structural reforms to reduce costs and improve the effectiveness of the public sector. This includes restructuring human resources across the Civil Service, outsourcing non-core government activities to the private sector and reinvesting in the skills and capabilities of public servants, so that they can better use modern systems and tools of public administration to create long-term productivity and efficiency gains.
- ☛ Use Public-Private Partnerships (PPPs) to secure the financing of the technical expertise required to invest in infrastructure expansions to boost supplies of energy and introduce new efficient technologies to optimize production and consumption, for example through smart grid technologies<sup>7</sup>.
- ☛ Ongoing investment in governorate development projects through the Governorates Development Fund and other vehicles to ensure that local communities across the

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<sup>6</sup> Jordan 2025-A National Vision and Strategy (2015)

<sup>7</sup> Jordan Strategy and Vision 2025 (2015)

Kingdom have a viable and sustainable local economy capable of providing local jobs for local communities.

Thus, 2025 *Vision* explicitly addresses the SCP in the context of creating PPPs aimed at sustaining the financing of the technical expertise required such that investments in infrastructure expansions is accelerated. This will lead to boosting supplies of energy and promote the advancing of new efficient and innovative technologies targeting optimizing production and consumption. In the same regard, the 2025 *Vision* tackles the aspects of Water, Land and Natural Resources as related to sustainable development challenges and goals. The *Vision* also highlights the fact that Jordanians have become accustomed to creating opportunities from limited natural resources. It is vital that we manage our available stock of arable land by ensuring careful and long-term land use allocation and planning. Due to the low per capita share of available water sources, new sustainable sources should be found. This could be achieved through desalination (the Carrier of Bahrain-or Read Sea-Dead Sea Canal), developing other non-traditional sources, assuring the sustainability of groundwater, maximizing the use of surface water by building dams (water harvesting), raising the sector's financial efficiency and reducing cost by improving energy efficiency and increasing the use of renewable energy, in addition to reducing theft and leaks<sup>8</sup>.

With regard to Food Security, the 2025 *Vision* pointed out that Jordan imports 81% of its food requirements. This includes importing 63.4% of the Kingdom's cereal requirements. Unlike energy supplies, Jordan's portfolio of food supplies is reasonably well diversified which has a three to twelve month strategic stockpile of basic commodities. Nevertheless, Jordan is highly exposed to international commodity price fluctuations. In 2014, the Kingdom imported about 600,000 tons of basic commodities, an increase of 11% compared to 2013. Jordan's imports of sugar, rice, dry milk and vegetable oils were between 3% and 20% compared to 2013. There is a three to twelve month strategic stock of basic commodities in the Kingdom as the *Vision* indicted<sup>9</sup>. Jordan imports wheat and barley throughout the year at an annual rate of between 1.5 and 1.6 million tons to maintain the strategic reserves required to achieve a balance between imported and consumed quantities storing them in various storage sites. The Kingdom's consumption of wheat increased in 2014 by 21% compared to 2010. The Country's consumption of flour also increased since the beginning of this year (2015) by 5,000 tons per month due to the population growth and the influx of Syrian refugees.

The most important challenges in this area are the fluctuation of international prices of basic food commodities and the high consumption levels, which necessitates increasing local production and food security requirements and expanding storage capacity in the Kingdom as highlighted by the *Vision*. Moreover, the population increase due to the influx of more than a million and four hundred thousand Syrian refugees, in addition to the Kingdom's population of about six million and seven hundred thousand people, led to a significant increase in the consumption of food items. This places a heavy financial burden on the government, particularly in relation to bread production; total subsidies for grains (wheat and feed) amounted to about JD 222 million in 2014.

Thus, the completion of the SCP NAP, particularly in the Agriculture/Food Production Sector, came at the right time to act as a guiding principle for promoting efficiency in the food provision sector, and more importantly for adjusting and "controlling" unsustainable food consumption rates, which if not taken into consideration, will further exacerbate the food security situation in Jordan.

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<sup>8</sup> Jordan Strategy and Vision 2025 (2015)

<sup>9</sup> Jordan Strategy and Visions 2015-2025 (2015)

Based on the baseline assessment of the targeted sectors addressed in the 2025 *Vision*, the GoJ introduced the following SCP-related targeted scenarios and targets to achieve by 2025 in the Food Production and Agricultural Sector (Tables 1 and 2). This policy direction will be adopted in the SCP NAP.

**Table 1. SCP-related Food Production and Agriculture Targeted Scenario and Priority Initiatives from Jordan Vision 2025**

| Targeted Scenario  | Priority Initiatives   |
|--|--|
| <p>The transition towards a sustainable, more efficient and productive local agricultural production</p>               | <ul style="list-style-type: none"> <li>• Motivate producers who invest in agricultural technology, organic agriculture, and water efficiency in order to increase production</li> <li>• Implement the National Strategy for Food Security</li> <li>• Encourage "local farmers'" markets in cities across Jordan and create a local market for small projects and home-based business.</li> <li>• Provide appropriate incentives to promote efficient use of water in irrigation and achieve high economic returns of irrigated products.</li> <li>• Encourage the shift of 30% of exposed irrigated agriculture area in the Jordan Valley and the highlands towards protected agriculture.</li> <li>• Encourage organic farming for export and quality certification purposes to target 5% of existing Jordanian farms.</li> <li>• Support pest control efforts to reduce the risks to farmers and disseminate information on best practices.</li> </ul> |
| <p>Maintain the sustainability of agricultural resources and biodiversity</p>  | <ul style="list-style-type: none"> <li>• Preserve forest areas and biodiversity and protect the vegetation cover.</li> <li>• Afforest 25% of barren forest areas in the rain belt areas on which the rate of precipitation exceeds 300 mm.</li> </ul>  |
| <p>Ensure a healthy and safe agricultural production</p>   | <ul style="list-style-type: none"> <li>• Strict application of the legislation concerning the safety of domestic and imported agricultural products in order to secure safe food for citizens.</li> <li>• Adopt the Consumer Protection Regulation to enhance consumer protection mechanisms among government agencies and civil society organizations.</li> <li>• Standardize inspection standards and measures of all food inspectors in customs centers and develop the National Inspection Manual.</li> <li>• Adopt electronic inspection programs for food.</li> </ul>  |
| <p>Expand support programs for existing farmers to maximize productivity and efficiency of water for current farms</p> | <ul style="list-style-type: none"> <li>• Create an innovation fund for agriculture, food, energy and water to stimulate development and adopt and use water-efficient technologies in Jordan.</li> <li>• Provide incentives for the development and modernization of small and medium packaging and refrigeration facilities.</li> </ul>   |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>• Encourage and support investment in sector of cut flowers for export purposes.</li> <li>• Encourage farmers to assemble small holdings by establishing companies of all types to allow the use of technology in agriculture.</li> <li>• Encourage small agricultural lending to individuals and agricultural societies through the Agricultural Credit Corporation.</li> </ul> |
|--|---|

**Table 2. SCP-related Key Performance Indicators-Food and Agriculture Targeted Scenario from Jordan Vision 2025**

| Baseline   |       |       |       |       |
|--|-------|-------|-------|-------|
| Indicator  | 2014  | 2017  | 2021  | 2025  |
| Increase the area of agricultural land in which drip irrigation is used (thousand acres) by 0.1% per annum | 900   | 925   | 954   | 962   |
| Forest area (thousand acres)   | 905.5 | 917.3 | 927.1 | 939.3 |

With regard to Transport and Logistics Cluster, the Jordan 2025 *Vision* emphasized that Jordan's central location between the Levant and GCC has driven exceptional growth in the air transport and logistics sector in recent years. This sector is now one of Jordan's largest employers. A significant opportunity exists to continue to develop into a regional hub, leveraging the newly expanded Queen Alia International Airport, on-going expansion of Aqaba Port and Jordan's extensive road networks into adjacent markets<sup>10</sup>.

In the same regard and with respect to Diplomatic and Humanitarian Logistics Services, the 2025 *Vision* pointed out that Jordan should look to leverage its international standing and soft power to establish the Kingdom as the preferred humanitarian logistics and diplomatic services hub for the region. Expansions of both Queen Alia International Airport and Aqaba Port will provide new excellent air and sea transport and logistics hubs for access by the global humanitarian community, donors and UN agencies. The quality of Jordan's road network ensures rapid time-to-market to reach affected communities both across the border to Syria or to many nearby refugee camps and settlements within Jordan. Further investments in warehousing and cold chain logistics could consolidate Jordan's capabilities to support humanitarian activities.

Amman is already a starting point to several thousand diplomats, UN officials, aid workers and their families. This requires increasing investment in liveability proposition for foreign

<sup>10</sup> Jordan 2025-A National Vision and Strategy (2015)

expatriates, particularly schools and family-friendly recreational activities, and developing Amman as a preferred station for diplomats, UN officials and foreign aid workers. This puts a heavy load on the country's already exhausted traffic network and demand advancing dedicated initiatives and actions to boost the network to become effective and efficient.

Taking all points above into consideration, we again believe that this SCP NAP will introduce solutions for sustainable transport and logistics services. The NAP will call for and contribute to the development of the public transport systems to be fostered with sufficient density and pursue a multimodal approach to facilitate active modes of mobility and promote best environmental practices and technologies in transportation and supporting infrastructure. This will allow the expansion of other green transportation systems, such as the Zero Emission Vehicle Initiative supported by MoEnv to name one, and efficient management of transportation resources, benefiting from gains in energy efficiency and environmental preservation and minimizing environmental impacts of the transport sector throughout its Life Cycle.

We believe that this SCP Strategy and NAP will assist in developing the policy and legal framework and governance to promote sustainable production and consumption in transport; and encourage the implementation of low-carbon transport policies and practises having citizens at the core of the transport policy. This will be supported by sensitized and educated transport sector-involved local and national stakeholders including consumers (drivers) and passengers. The strategy will support the development of appropriate market tools and information as well as incentives to promote sustainability throughout the transport management value chains.

Based on the baseline assessment of the Transport and Logistics Cluster, the GoJ introduced the following SCP-related targets to achieve by 2025 (Table 3).

**Table 3. SCP-related Transport Targeted Scenario and Priority Initiatives from Jordan Vision 2025**

| Targeted Scenario  | Priority Initiatives  |
|--|---|
| Updating and implementing national strategies for transport infrastructure | <ul style="list-style-type: none"> <li>• Prepare a national strategy for public transport for all the Kingdom's governorates.</li> <li>• Link public transport systems between Zarqa and Amman.</li> <li>• Develop a national master plan for multimodal transport to determine the future construction plan and potential partnership between public and private sectors: <ul style="list-style-type: none"> <li>• Public transport infrastructure.</li> <li>• The light train and fast buses.</li> <li>• Zero Emission Vehicle infrastructure Highway fees.</li> <li>• Major internal bus network and rapid transit buses.</li> <li>• Amman land port.</li> </ul> </li> </ul> |
| Ensuring the effectiveness of new equipment usage                          | <ul style="list-style-type: none"> <li>• Ensure the inclusion of energy efficiency considerations when buying transport models.</li> </ul>  |

The 2025 *Vision* did not present KPIs for the Transport Sector. However, this SCP NAP will introduce a robust set of KPIs for the transport sector, which can then be utilized by other

sustainable development-oriented plans including Jordan's 2025 *Vision* to measure the progress in implementation.

With regard to the Waste Management Sector, waste management in the Jordan 2025 *Vision* is expected to be tackled under the general environmental sector's umbrella since it is considered a major environmental aspect and thus the goal is to mitigate the negative effects of wastes on the environment. Therefore and based on the baseline assessment of the Environmental Sector, the GoJ introduced the following SCP-related targets and KPIs to achieve by 2025 (Tables 4 and 5).

**Table 4. SCP-related Waste Management Targeted Scenario and Priority Initiatives from Jordan Vision 2025**

| Targeted Scenario  | Priority Initiatives  |
|--|---|
| Mitigating the negative effects of environmental changes on humans | <ul style="list-style-type: none"> <li>• Safe disposal of solid waste in prepared landfills.</li> <li>• Develop a system for sorting, re-use and recycling.</li> <li>• Develop an integrated tracking and monitoring system for the management of hazardous industrial and medical wastes according to international standards.</li> <li>• Disposal of substances that deplete the ozone layer in accordance with the Montreal Protocol.</li> </ul> |
| Private sector participation                                       | <ul style="list-style-type: none"> <li>• Increase private sector participation in the solid waste management system.</li> <li>• Increase private sector participation in the system of sorting, re-using and recycling waste.</li> <li>• Increase private sector participation in hazardous industrial and medical waste management systems.</li> </ul>   |

**Table 5. SCP-related Key Performance Indicators-Waste Management Targeted Scenario from Jordan Vision 2025**

| Indicator  | Baseline |      |      |
|--|----------|------|------|
|  | 2017     | 2021 | 2025 |
| Percentage of solid waste that is disposed of in landfills | 80       | 75   | 60   |
| Percentage of treated and re-used solid waste              | 20%      | 25%  | 40%  |
| Percentage of treated hazardous industrial waste           | 50%      | 70%  | 80%  |
| Percentage of treated hazardous medical waste              | 50%      | 75%  | 80%  |



## ii. Relevance of the priority areas for the Barcelona Convention and its Protocols

This SCP Map of Jordan is shaped to be in line with the provisions of the Barcelona Convention and its related protocols. The food, fisheries and agriculture areas are listed as key sectors of activity in Annex I of the LBS Protocol (fertilizer production, production and formulation of biocides, agriculture, animal husbandry, food processing, and aquaculture). Similarly, Annex I of the Hazardous Waste Protocol identifies as a category of wastes subject to its measures, the waste from the production, formulation and use of biocides and phytopharmaceuticals. Finally, Article 9 of the ICZM Protocol identifies Agriculture, Industry, Fishing and Aquaculture as key economic activities for which planning and management require an appropriate mix of regulatory, technical, economic, and market oriented measures. Thus, this NAP for SCP in Jordan is in harmony with the above legal documents' provisions.

## iii. Impacts of the priority areas on the coastal and marine environment

This SCP NAP for Jordan harmonizes with the provisions of the assessments and findings of the four targeted priority areas (Food, fisheries and agriculture; Goods manufacturing; Tourism and housing and construction) identified by UNEP-MAP as priority areas and considered as the main upstream drivers of pollution generation and environmental pressures on the ecosystems in the Mediterranean (Red Sea in the case of Jordan). In the context of sustainable consumption and production as related to Food, fisheries and agriculture – SCP NAP of Jordan realizes that the absence of agriculture practices near the coastal city of Aqaba and the very limited fishery and food production industries will not have a significant effect on natural resources, especially water and land resources including the marine ecosystem. However, in the Red Sea and Gulf of Aqaba, the pressures on the marine ecosystem and biodiversity are mainly linked to land-based and other industrial sources<sup>11</sup>. According to a UNDP Report (2014)<sup>12</sup>, the industrial related threats are mainly tied to the phosphate mining and trade activities (Fertilizers Plant). The Jordan Phosphate Mines Company and attached Industrial Complex (JPMC-IC) produces about 740,000 tons of Di-Ammonium Phosphate (DAD) and 270,000 tons of phosphoric acid annually. As a result of trade of phosphate and potash export products, these exert great pressure on local biodiversity.

There is a potential threat from the chlorinated cooling water released from the factory into the Gulf of Aqaba at a rate of 20,000 m<sup>3</sup>/hour. The cooling water is about 3°C above ambient seawater temperature. This source is similar to the cooling water of 3°C above ambient sea water temperature being released from the Aqaba Thermal Power Plant (TPP) located in the south-western border of Jordan 1 km from the beach, which uses sea water for cooling the 260 MW power generating turbines. Chlorinated discharges into coastal waters are of great environmental concern because of the large amount of chlorine and the diversity of the compounds involved. Seawater chlorination (at the 1 mg/l level) produces bromine which disappears rapidly in receiving waters yielding organ brominated compounds which are persistent in the environment.

Another threat is the phosphate dust from port activities resulting from the 3.5-6.4 million tons of exported raw phosphate through the Gulf of Aqaba. Phosphate dust generated during ship loadings is considered a serious environmental problem in Aqaba due to the environmental effects of the dust including reduction in water clarity, reduction in light penetration, and slow coral growth rates<sup>13</sup>. Other possible environmental impacts are higher

<sup>11</sup> Jordan ICZM Country Report 2014,; Towards Sustainable Coastal Zone Development, UNDP (2014)

<sup>12</sup> Jordan ICZM Country Report 2014,; Towards Sustainable Coastal Zone Development, UNDP (2014)

<sup>13</sup> Jordan ICZM Country Report 2014,; Towards Sustainable Coastal Zone Development, UNDP (2014)

levels of dissolved phosphate nutrients, and other toxic heavy metals such as Arsenic (As) and Zinc (Zn). However, the phosphate dust is no longer a problem since the loading and unloading terminal at the main port has been relocated to the new phosphate jetty within the Southern Industrial Zone. This shall eliminate the phosphate dust impact on the City of Aqaba and the nearby coral reef communities.

Other major environmental threats are due to oil spills. More than 2300 ships use the port of Aqaba each year. There are 100,000-150,000 crude oil ton-capacity tankers utilizing the port and arrive at Elat oil terminal every week, unloading about 3.5 million tons of oil per year. Thus, accidental oil spills could have catastrophic impacts on coral reef communities in the area.

Moreover, food distribution related to increasing consumption habits, mainly related to internal tourism depicted in thousands of Jordanians visiting the City of Aqaba to buy some cheaper food products (mainly nuts and chocolate), might have some impacts on air quality of the city and thus might contribute to climate change, as localized and globalized transport of food generates greenhouse gas emissions. This issue is not proven but might need some further investigation.

Other threats in the coastal city of Aqaba are related to solid waste. The municipal services in Aqaba are taken care of by the Aqaba Special Economic Zone Authority (ASEZA), which in turn awarded a contract to a commercial company (Clean City) to carry on street sweeping, pick-up, storage, municipal solid waste collection, hauling and disposal. As a result of the PPP, improvement of the solid waste management did occur in the major touristic city of Aqaba. However, there is still the solid waste debris (mainly tires and plastic containers of different sizes) brought by the surrounding wadis. Consumption habits and the treatment of goods at their end of life are also the major source of marine littering mainly with floating plastic deposited on shorelines of the Gulf of Aqaba. According to the results of a recent study conducted by the Royal Marine Conservation Society of Jordan (JREDS)<sup>14</sup>, 65% of the garbage collected from the Gulf of Aqaba is made of plastic. Moreover, the heavy dependence on the port of the City of Aqaba as the only national port for importing global products and goods means heavy transportation operations from and to the Port, which has heavy negative impacts in terms of resource and energy consumption, as well as greenhouse gas emissions.

The increasing numbers of divers and tourists visiting the reef areas have caused great damage to the corals in many parts of the Gulf of Aqaba and the number of tourists is still increasing<sup>15</sup>. A total of 18 dive centers in Aqaba operate 20,000 to 30,000 dives per year along the 1.2 km of coral reef area. In addition, 55 glass-bottom boats cruise the same area every day, making about 8000 cruises per year. The diving clubs arrange diving courses for more than 20,000 training dives in the same area annually<sup>16</sup>.

There is also a threat related to municipal wastewater treatment. The City of Aqaba's treatment plant produces about 4.5 million m<sup>3</sup> of reclaimed water per year. This constitutes about 25% of the total yearly water supply. Reclaimed water produced by the natural treatment plant is used in irrigating bush and date palm trees; while the water produced by the mechanical plant is used for the green areas inside the city. The major part of it is used for industrial purposes.

With regard to waste as related to tourism – this SCP NAP emphasizes that the diversity and fragility of the coastal and marine ecosystems in Jordan suffer greatly from tourism-related

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<sup>14</sup><http://www.jordantimes.com/news/local/65-garbage-collected-gulf-aqaba-made-plastic-%E2%80%94-study#sthash.eeFpuM6A.dpuf>  
<sup>15</sup> Jordan ICZM Country Report 2014; Towards Sustainable Coastal Zone Development, UNDP (2014)  
<sup>16</sup> Jordan ICZM Country Report 2014; Towards Sustainable Coastal Zone Development, UNDP (2014)

impacts mainly by domestic tourists. Coastal tourism not only induces a rise in the coastal population, which increases demand for resources such as water, food, energy and construction material, but also increases waste and wastewater generation. The diverse streams of waste produced by tourists' activities and behaviors (e.g. yachting, diving, recreational fishing) also cause damage to habitats and species while the transport of passengers contributes to greenhouse gas emissions in the only coastal city in the country.

This SCP NAP also takes into consideration wastes generated from increasing rates of housing and construction activities in the City of Aqaba. The fast urbanization rate in Jordan is causing increased pressure on the environment. Housing activities, with emphasis on the urbanized areas, are responsible for huge wastewater and solid waste production. From the other side of the construction and housing life-cycle perspective, the deconstruction of building in Jordan shows the generation of miscellaneous and some hazardous waste to be carefully managed in the country in line with the framework of the Hazardous Waste Protocol of the Barcelona Convention.

The growth in the inland and coastal (City of Aqaba) population and touristic and trade (import) activities increases demand for domestic water, food, energy and construction material, leading to further challenges in terms of atmospheric pollution and treatment and disposal of solid waste and effluent. As most Tourism activities in the country are taking place on the coastal areas of the City of Aqaba. This SCP NAP is in-line with provisions of the ICZM Protocol. For instance Article 9, which identifies tourism, sporting and recreational activities as a key economic activity in the framework of the Protocol. Furthermore, this SCP NAP for Jordan promotes sustainable tourism as it is of special relevance for achieving the sustainable use of coastal and marine areas of interest for the SPA/BD Protocol.

#### **iv. Contribution of the SCP priority areas of Jordan to the Mediterranean (in the case of Jordan mostly Red Sea) economies and to social well-being**

The three consumption and production priority areas chosen by Jordanian stakeholders for this SCP NAP will contribute to the socio-economics in the Mediterranean region (in the case of Jordan mostly Red Sea), namely in terms of employment and wealth generation. For instance, with regard to contribution to GDP and employment opportunities, while the direct contribution of agriculture in Jordan to the national GDP is about 3%, the indirect contribution through allied agricultural businesses such as agribusiness, food processing and fertilizer industry reach up to 27% and thus the gross contribution of agriculture to the GDP is about 30%<sup>17</sup>. However, the importance of the agricultural sector is apparent, not simply as a major source of food products (particularly red meat, poultry, dairy, fruits, vegetables), but also as one of the main sources of hard currency through exports. Almost 20% Jordan's population below the poverty line live in rural areas often dependent on agriculture, which is concentrated in the livestock breeding farms and possession of small agricultural land. Despite the absence of motivation among rural youth in rural areas, however, agriculture has consistently constituted an important source of employment in such rural communities.<sup>18</sup>

As a result of the high demand to provide food that keeps in pace with population growth, the need to increase agricultural production is becoming obvious by increasing the cultivated and irrigated areas and thereby increasing emphasis to develop special strategies to maximize irrigation efficiency, which include optimizing the use of water resources (treated wastewater and saline water) for irrigation purposes, an objective that is explicitly articulated in this SCP NAP. Thus, the agriculture sector is considered the most important sector with regard to

<sup>17</sup> Ministry of Agriculture, personal communications, 2015.

<sup>18</sup> The International Fund for Agricultural Development, 2010.

consuming such non-traditional water resources especially treated wastewater with high efficiency, which in turn leads to safeguarding of public health and the environment. In this regard, there must be a distinction between the highland farmers and the larger farming activity taking place in the Jordan Valley (JV) and other large farms. Whereas family farming is predominantly aimed for the local or domestic consumption, the larger production farms are mainly geared towards export.

Most of the small scale agricultural work takes place through family businesses in about 50% of the agricultural areas in Jordan and this is evident in the broad participation of the Jordanian family in agricultural work. As a result, family farming is good in terms of size, and family labor is the main supporter of agricultural work in Jordan regardless of tenure space or agriculture type or province or rain region. However, considerable farming taking place in the Jordan Valley is dependent on a foreign (non-Jordanian) labor force.

It is important to frame family farming as an activity for social reasons to maintain the rural character in the areas of production, and for economic reasons to improve the living situation of rural families; and for environmental reasons because the use of chemicals and energy sources is low in family farming.

Thus, the SCP NAP for Jordan supports the promotion of SCP patterns within the different consumption and production priority areas. This entails a number of benefits for the region's populations, improving social well-being and quality of life in terms of health, employment, respect to local culture and traditions, valorization of traditional practices, and new jobs creation, etc. The transition of food systems towards more sustainable models such as the Mediterranean Diet offers a range of new economic and employment opportunities while it contributes to food and nutrition security and healthier lifestyles. This NAP fosters investment initiatives as related to the integration of SCP patterns in production shaped by key principles of social justice, social protection and decent job creation.

## **1.2 The Transversal Issues**

The SCP NAP of Jordan has 'life-cycle thinking' at its core, thus, the SCP approach entails taking into account the environmental and social impacts that a product or a service causes at each stage of its life cycle. Each of the selected consumption and production priority areas will be addressed as it has impacts on the environmental degradation (e.g. energy efficiency, water management, waste reduction) or as important human activities to develop (e.g. water, waste and energy sectors). In this SCP Action Plan, proposed actions under each priority area are designed in order to address the environmental degradation challenges, which are transversal in nature and scale, to all the above mentioned priority areas. The transversal issues are:

- Land use;
- Water efficiency;
- Resource efficiency;
- Energy efficiency;
- Pollution (generated by waste water, chemicals, solid waste, etc.);
- Transportation and mobility.

For instance, "Transportation and Mobility" even though selected by Jordanian stakeholders during the development of this NAP (launching workshop took place in October 2014) as a standalone SCP sector, after analysis was found to be centrally connected with other priority sectors addressed (agricultural/food production, and waste management) and their products. The actions integrating SCP in the consumption and production priority areas of this Action Plan thus have a direct impact on the sound management of the mentioned transversal issues.

## 2. Vision, Objectives and Actions

The SCP National Strategy and Action Plan of Jordan (2016-2025) is based on a shared national vision developed by directly involved stakeholders and partners, which translates into strategic objectives and identifies operational objectives and specific actions for each of the three consumption and production priority areas selected. In addition, cross-cutting actions relevant to all three consumption and production priority areas are identified.

### 2.1 Vision

*“Sustainable consumption and production patterns are integrated into the national sustainable development agenda in Jordan.”*

### 2.2 Mission

*The implementation of the SCP National Strategy and Action Plan, focusing on mainstreaming sustainable consumption and production, is part of a comprehensive approach towards transforming into a green economy. This will be achieved starting with, but not limited to, agriculture/food production, transport, and waste management, resulting in job creation and improved economic competitiveness and sustainable development.*

### 2.3 Strategic objectives

The above national SCP vision translates into the following strategic objectives:

- **Strategic objective 1:** Establish a national platform for institutionalizing the process of mainstreaming SCP into relevant sectors' plans to ensure coherence, coordination and implementation of SCP activities at the national and regional levels, and thus translate the global commitments on SCP to the Country and the Mediterranean Region.
- **Strategic objective 2:** Develop and implement agreed on national SCP Operational Objectives in the country supporting the national, and thus, the regional implementation in order to promote and strengthen a circular and green economy and support the regional conventions and their protocols and other national and regional policy frameworks for sustainable development.
- **Strategic objective 3:** Engage key national stakeholders in developing, practising, and evaluating Sustainable Consumption and Production models and circular economy measures leading to high resource efficiency and preservation, reduced pollution, and decoupling the economic development process from environmental degradation and promoting sustainable lifestyles.

### 3. Operational objectives and actions by consumption and production priority area

The following operational objectives and suggested actions to assist their implementation were fully developed by national stakeholders through extensive stakeholders' participation and engagement processes (Inception Workshop from 22-23 October 2014; extensive stakeholder consultation workshop on 17 August 2015 followed by stakeholders' consultation/validation workshop from 1-3 September 2015). Three technical working groups (TWGs) were formed (a group for each of the three priority areas of Agriculture/Food Production, Transport, and Waste Management) comprised of all relevant stakeholders representing the following stakeholders pools (Annex 2):

- Government/Line Ministries/Policy Makers
- Business/Chamber of Industries/SMEs/Emerging Green Entrepreneurs
- Civil Society/CBOs/NGOs/Professional Associations
- Green Financing Institutions
- Ministry of Finance/Tax & Customs Incentives/Eco-labeling Programs
- Research & Innovation/Tech
- International development agencies
- Project Team (MoEnv Staff and Consultants)

The three TWGs extensively revised and re-drafted the following operational objectives and suggested actions as well as activities and progress indicators including baselines and targets; illustrated in the road map to the NAP (Annex 1).

#### 3.1 Agriculture and Food Industry

**Operational Objective 1: *Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture and Arid Tolerant Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products.***

##### **Suggested actions to reach operational objective 1:**

- 1) Develop the policy and regulatory framework and instruments and a clear and efficient institutional set-up (where responsibilities are well defined, monitoring is in place and all stakeholders operate in a coordinated way) to support sustainability of the agricultural sector's natural resources and mainstream provisions for sustainable consumption and production in the national agriculture/food security policy framework under development and the future revisions and updates of other legal documents (e.g. Create National Organic Strategy, Sustainable Farming Strategy)
- 2) Adopt agricultural investment policies to improve standards of living and increase agricultural productivity.
- 3) Develop and mainstream provisions of the SCP in public land-use policy, which defines optimal land use for the highest yield and priority use of agricultural lands.
- 4) Promote "Green Financing" policies for the sustainable agriculture and food consumption and production areas by facilitating access to loans and grants for farmers and food producers to maximize number of sustainable agriculture and food manufacturing activities and projects. Introduce fiscal instruments favouring sustainable agriculture and food manufacturing practices, like elimination or reduction of deemed "harmful" subsidies on water and energy consumption, and providing incentives for good environmental practices like Integrated Pest Management (IPM)

and organic farming, tax exemption/reduction for sustainable agriculture/organic farming green entrepreneurs. Remove incentives related to water tariff to agriculture in order to maintain the sustainability of surface and ground water resources and put incentives in place to use drought resistant seeds and incentives for a drip irrigation system (with an emphasis on water productivity rather than yield maximization per unit area).

- 5) Accelerate the implementation of the legal and regulatory framework to support sustainable agriculture and food production (for instance: Food Law no. 79/2001; Jordanian Standard 1750/2007 of organically produced food; Livestock Support and Protection Fund Law for the Year 2009; Organic Agriculture by law (2011) and its amendments in 2014, and National Organic Action Plan (2009-2014)), etc., and finalize the legal and regulatory framework of organic farming, taking into consideration its compatibility with international standards and national circumstances aimed at promoting organic farming and preserving environmental resources against deterioration and promoting organic production standards and food hygiene as priority tools and prohibiting genetically modified organisms (GMO).
- 6) Establish quality control, traceability, standards harmonization and certification schemes that confirm the sustainable production of food products and review the Jordanian standard and ensure compatibility with the relevant national, regional and global systems, and strengthen the rehabilitation of national skills for inspection and certification purposes. Encourage the national certification body to issue organic certification.
- 7) Promote Sustainable Public Procurement (SPP) schemes for agricultural and food products.

**Operational Objective 2: Establish Innovation and Knowledge Platforms and Networks and Promote Best Environmental Practices and Technologies in all of Agriculture/Food Production Life Cycle from Land-use Planning (as related to Agriculture) and Sustainable Land Management (SLM), Growing, Harvesting and Food Processing allowing Efficient Management of Resources and Minimizing Environmental Impacts.**

**Suggested actions to reach operational objective 2:**

- 1) Adopt and implement provisions of national frameworks set for land-use planning (as related to agricultural management practises), Sustainable Land Management (SLM), Integrated Pest Management (IPM), etc. For instance, adopt the SLM-related policies and priority actions proposed in the ***Aligned*** (with UNCCD 10-Year Strategy) ***National Action Plan to Combat Desertification in Jordan 2015-2020***, etc.
- 2) Adopt Good Agricultural Practices (GAP) schemes for optimizing the use of different resources needed (water, land, energy, fertilisers, pesticides and Plant Protection Products) in agricultural areas and in line with the EcAp<sup>19</sup> and ICZM guidelines. Measures should include all stage of life cycle of agriculture and food production from raw material inputs to wastes (such as animal farm wastes, plant nurseries, olive mills, etc) including controlling the quantity of water extracted from wells to prevent salinization and utilizing waste water in areas close to treatment plants and for plant forage crops or any other crops which are not consumed directly by man and ensuring that waste water meets international standards. Limit pumping of groundwater to set levels, to prevent water and soil salinization due to over-extraction. Promote renewable energy-powered irrigation systems.

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<sup>19</sup>EcAp stands for Ecosystems Approach (acronym in IUCN and MAP context; see also EsA)

- 3) Adopt new and innovative technologies based on the Life Cycle Approach, including control of flows of materials. Extended producer responsibility and eco-design in the food processing and packaging.
- 4) Minimize resource and food waste in all the life cycle of the food; promote the production and use of green sustainable energy and compost from food waste coming from the municipal waste and agricultural organic waste and develop dedicated initiatives focusing on the segregation of organic waste from municipal collection, composting and green energy production as well as wastewater reuse for irrigation.

**Operational Objective 3: Sensitize and Educate Food Producers, Retailers and Consumers, and Support the Development of Appropriate Market Tools and Information, to Promote Sustainability throughout the Value Chains of Agriculture and Food Production Management, as well as Food Processing and Food Distribution**

**Suggested actions to reach operational objective 3:**

- 1) Support the development of national value chains integrating SCP principles in the agriculture and food production priority areas, with high market potential, ensuring the transition towards more sustainable production while maximizing the local employment and income generation gains for local producers
- 2) Promote the labeling (branding) of the sustainable organic farm products and locally produced food (including organic farm products and food and zero-kilometer products) and fair trade products.
- 3) Improve the knowledge base and build a shared national and regional (Mediterranean)-linked Knowledge System for concerned research organizations, producers, certification bodies and governments and increase visibility and impact. Promote exchange of south - south and triangular knowledge and information.
- 4) Establish networks for Jordan's organic agriculture farms and/or link with already established sustainable industries networking platforms/facilities (such as The Network for Jordanian Industrial Sustainability<sup>20</sup>) as well as extension centers to enable extensive communication, networking, exchange of lessons learned and encourage scaling-up of good practices and success stories in sustainable agricultural products and food industry (including organic and sustainable farming). Insure sufficient and constant supply of organic produce by increasing the local organic production and strengthening the local organic farming networks.
- 5) Prepare and implement information and educational programs targeting CBOs and NGOs, students, (by establishing special divisions/curricula in universities) and campaigns to improve national and regional awareness on organic farming and its benefit for socio-economic and environmental sustainability and ensure public engagement and awareness in production and consumption of sustainable food and local agriculture and food products, along with reduction of food waste.
- 6) Foster product information schemes related to voluntary standards (consumer policies) and a consumer awareness campaign promoting organic branding, labeling and promoting sustainable diets with calls for increased consumption of fresh and organic vegetables, fruits and cereals as a health substitute or supplement of meat consumption (Health policies).

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<sup>20</sup>The Network for Jordanian Industrial Sustainability or "The Network" is a component of the 5-year USAID-funded *Water Reuse and Environmental Conservation Project*. In 2013 USAID handed over responsibility for The Network to the Royal Scientific Society (RSS).



**Example of SCP KPIs in Agriculture** (from *Jordan 2025 Vision and Strategy* and other resources)

- Reduction in the amount of water and energy used in irrigation (use water resources more efficiently)
- Decrease the amount of energy and / or water used by the consumers when produce is consumed. .
- Number of certified farmers/food manufacturers achieving environmental standards (organic farming standards, etc) increased.
- Ratio of sustainable agricultural land to all agricultural land is increased.
- Pesticides or fertilizers emissions to land (total weight applied in kilograms) reduced.
- Number of businesses certified as green agriculture/food industry increased.
- Number of products and services certified in the green or organic labels and other environmental label schemes increased.

### 3.2 Transport Sector

**Operational Objective 1: Develop the policy, legal and governance framework to Promote sustainable production and consumption in transport; Encourage the implementation of Zero Emmission and low-carbon transport policies; and Ensure that citizens are at the core of the transport policy**

**Suggested actions to reach operational objective 1:**

- 1) Take necessary actions to achieve a conducive policy and regulatory framework
  - Review the transport national strategies and executive plans in view of the new action plan for sustainable transport sector in production and consumption, and realign its main provisions to go along with the new strategic objective for sustainable transport in Jordan.
  - Take the necessary actions to ensure that the new environment protection and transport laws and regulations include provisions and necessary measures to support sustainable transport systems, which cover:
    - Specifications for minimum requirements requested to ensure less GHG emissions by the transport sector to minimize air pollution and cause less harm to the environment and public health.
    - Necessary specifications for sustainability in the design, construction and maintenance of roads and railways.
    - Necessary specifications for technical inspection of vehicles, and types of engines allowed in imported vehicles that ensure a pre-specified level of emissions which will not impact the environment negatively and ensure consumption and production sustainability in the transport sector.
    - need to strengthen and enforce Jordanian quality standards for fuel and exhaust emissions supported with monitoring,
    - Developing supporting legislation needed to strengthen investment in Zero - Emission Electric Vehicle infrastructure and charging station networks.
- 2) Create and support a more enabling environment to establish and maintain sustainability in the transport sector and sustainable use of transport resources through national plans and programs with an emphasis on plans and practices aiming at increasing the ratio of passengers travelling by public transportation, and the ratio

of citizens owning zero emission electric-operated vehicles and/or hybrid and plug-in cars to the total population.

- 3) Create necessary instruments (economic, communication, fiscal and voluntary instruments) to support zero-emissions and a sustainable transport system for Jordan (at the national policy level)
- 4) Ensure a clear and efficient institutional set-up (where responsibilities are soundly defined, monitoring is in place and all actors operate in a coordinated manner) the new institutional set up should be capable of mainstreaming the provisions of sustainable consumption and production (SCP) in the transport sector.
- 5) Ensure continuous review and update of policies, institutional set up and the organization of the sector, including economic tools and other instruments to support SCP in transport sector. This review should help policy makers and stakeholders conduct regular improvements to ensure that the overall objectives are met effectively and efficiently.
- 6) Integrate and coordinate national plans related to urban planning, land-use planning and public transport infrastructure with transport plans/metropolitan mobility policies;
- 7) Enhance and facilitate sustainable financial resources through legal provisions to ensure that attractive financial instruments are available to develop a sound transport system in Jordan and ensure sustainability which serves the overall national interests through cost effective schemes.
- 8) Lay the groundwork to establish strong Public Private Partnership (PPPs) in Zero Emission sustainable transport projects to help the private sector positively contribute to the future development of the transport sector either by investing in the development of infrastructure projects or by providing operating services (such as logistic centers).
- 9) Develop the necessary services required to support the development of a sustainable transport system.
- 10) Promote Sustainable Public Procurement (SPP) schemes for transport.

**Operational Objective 2: Develop Public Transport Systems with Sufficient Density; Pursue a Multimodal Approach to Facilitate Active Modes of Mobility and Establish Innovation and Knowledge Bases for Low-Carbon Zero Emission Transport Alternatives; Promote Best Environmental Practices and Technologies In Transport; Support Effective Infrastructure Allowing Efficient Management of Transport Resources, Benefiting from Gains in the Energy Efficiency Renewable Energy and Energy efficiency Law and its regulations and Environmental protection; and Minimize Environmental Impacts of the Transport in All its Life Cycle**

**Suggested actions to reach operational objective 2:**

- 1) Adopt new and innovative management practices and technologies for Zero Emission and sustainable transport based on the Life Cycle Approach. These practices will help achieve the following:
  - increase the share of low-carbon and Zero Emission transport modes
  - improve energy efficiency
  - facilitate the development of the Charging Station infrastructure reduce energy intensity and lower the input of natural resources at all stages of transport project life cycles including transport infrastructure and transport supply needs which should continuously adapt to meet the changes occurring in transport demand and travel behavior to reduce negative effects such as: air quality deterioration connected to

development of the private vehicles fleet (especially in urban areas) costs increase, increases in congestion and travel time, higher fuel bills and lack of reliability and road safety

- prevent and minimize resource waste across the transport life cycle;
  - ban of specific substances in products e.g. mercury in batteries, etc. and application of such concepts to major transport projects in the country
  - expedite the Light Railway Construction Project between Amman and Zarqa; the network of railways to production centers to transport goods and connect the Kingdom to the neighboring countries Project; Dry Hub Project)
  - apply good practice guidelines for used Hybrid, EV and conventional car batteries in the battery lifecycle
  - Update Replacement Projects and apply the concepts to transport service provision: inspection of transport means by environmental authorities (for air quality, emissions, etc. and the transport service procurement stage of the life cycle such as those related to the mandate of the Land Transport Regulatory Commission. The Commission regulates the procurement and use of transport services and is in charge of developing standards and principles for contracting and setting up conditions for granting licenses and permits during the waste production stage and end-of-life management. It covers issues such as scrap, fuel, tires and batteries during the entire life cycle (transport waste dumping, etc).
- 2) Make the best use of the existing transport facilities while promoting SCP in the transport sector tackling the problems in the main network nodes (e.g. Amman, Mafraq, Aqaba, Zarqa etc.) by improving interconnections, reducing inefficient nodes and flows, and identifying small scale interventions, reducing road inefficiencies by matching flows and networks, and having networks dedicated to specific flows; developing appropriate maintenance services (on infrastructure and vehicles) to provide safer, reliable and less pollutant transport system and ensure efficient use of existing transport infrastructures, yielding positive impacts on energy consumption, thus contributing to the reduction of transport costs and GHG emissions.
- 3) Adopt global best industry practices and initiatives in sustainable and zero emission transport which define sustainable urban transport policies that include all modes of transport and to recommend actions to be taken over the coming decades in terms of policies and legislations and priority actions spanning transport and urban planning, investment programming, a multimodal approach, and capacity building. Adopt new and innovative methods for supporting the development of good connections within the country, with the region and the rest of the world aided by a well-developed transport network.

**Operational Objective 3: Sensitize and Educate Transport Sector-Involved National Stakeholders Including Auto Retailers and Consumers (Drivers) and Passengers; Support the Development of Appropriate Market Tools and Information; and Provide Incentives to Promote Sustainability Throughout the Value Chains of Transport Management**

**Suggested actions to reach operational objective 3:**

- 1) Support the development of regional value chains integrating SCP principles in the transport areas with high market potential, ensuring the transition towards more sustainable consumption while maximizing the employment and income generation gains for local transport services providers.

- 2) Promote energy labelling for vehicles and branding of a sustainable locally produced transport product, if any, and services. Incentivize fuel-efficient vehicles and trains and encourage the development of new fuels that are environmentally friendly and have a lower impact on climate change.

**Example of SCP KPIs in Transport** (from Jordan 2025 Vision and Strategy and other resources)

- In the distribution phase, for production, the amount of energy involved in getting the product to its markets reduced— either because of its volume, or weight or distances covered
- In the operation phase, the energy or water consumed when the product operated by the consumer decreased
- Ratio of passengers traveling by public transport increased
- Ratio of citizens owning zero-emission -operated electric cars and/or Electric Plugins and/or hybrid cars increased
- Amount of emissions to land, air or water of the product (or materials that may be used with it) decreased
- GHGs emitted by vehicles reduced

### **3.3 Waste Management Sector**

**Operational Objective 1: Develop the Policy, Legal Framework and Governance for Enabling a SCP-based National Integrated Waste Management and Sustainable Practices for Waste Collection and Management and Promoting Sustainable Provision of Waste Management Services and Encouraging the Implementation of “Waste as a Resource” Policies and Practises**

**Suggested actions to reach operational objective 1:**

1. Revise the legal and regulatory framework to mainstream sustainable Waste Management Services.
2. Develop or revise the already existing policy and strategy framework to advance a clear and efficient institutional set-up to support an SCP-based national integrated waste management system.
3. Integrate and coordinate national urban planning plans, land-use planning with waste management plans/policies and strategies
4. Strengthen organizational skills, institutional ability, and governance of all governmental entities involved in the waste management in Jordan (MoEnv, MoMA, Joint Services Councils, Municipalities, etc)
5. Secure low interest financial resources and promote “Green Financing” for waste management
6. Promote Sustainable, green Public Procurement (SPP) schemes for the waste management sector

**Operational Objective 2: Develop an SCP-Based Integrated System for Waste Management in The Country and Establish Innovation and Knowledge for Waste Conversion Alternatives and Promote Best Environmental Practices and Technologies in Waste Management and Support development of Waste Management Infrastructure Allowing Efficient Management of Waste as a Resource, Benefiting from Gains in Waste to Energy Schemes and Minimizing Environmental Impacts of the Waste across its Life Cycle**

**Suggested actions to reach operational objective 2:**

1. Encourage new initiatives in the sector of sustainable waste management.
2. Adopt new and innovative management practices and technologies for sustainable waste management in all stages of the waste management life cycle (from the moment the material becomes waste, through the treatment processes until the material is transformed into fuel, inert material in the landfills or a useful byproducts once again) and innovative waste management service provision practices, for example those related to inspection by environmental authorities for air quality, emissions, etc.

**Operational Objective 3: Sensitize and Educate Waste Management Sector-Involved National Stakeholders Including Services Providers and Support the Development of Appropriate Market Tools, Information, and**

## Incentives to Promote Sustainability Throughout the Value Chains of Sustainable Waste Management Services Provision

### Suggested actions to reach operational objective 3:

1. Develop and implement information, education, and awareness programs and campaigns as a major tool to improve national awareness on waste management and its benefits for socio-economic and environmental sustainability to positively influence citizens' behavior primarily towards greater compliance with waste handling rules as well as sustainable waste management services provision practices. For example this might be during national campaigns (such as the annual clean up the world campaign conducted by JREDS, RSCN and JES, JGBC and JOFOE etc.) and may ensure public engagement in upstream sorting, recycling, and reduction of waste efforts and plans.
2. Support the development of regional value chains integrating SCP principles in sustainable waste management service provision areas, and with high market potential, while maximizing the employment and income generation gains for local sustainable waste management service providers.
3. Encourage Public Private Partnerships (PPP) in sustainable waste management service provision projects since the private sector can positively contribute to the future of the waste management sector by both investing in infrastructure and operating services including the use of advanced technology for monitoring and tracking of waste
4. Further boost and augment customs and tax incentives like exemption on renewable sources of energy such as biogas systems
5. Improve the knowledge base and establish networks for sustainable waste management services providers in Jordan and/or link with already established networking platforms/facilities and initiatives (such as Eco-Cities Forum, and The Network for Jordanian Industrial Sustainability<sup>21</sup>, etc.) to enable extensive communication, networking, exchange of lessons learned and encourage scaling-up of good practices and success stories in sustainable waste management services provision.
6. Build a shared national and Mediterranean-linked Knowledge System on the "sustainable waste management services provision" for concerned research organizations, service providers, certification bodies and governments and increase visibility and impact.
7. Establish a National Multi Attributes Eco-labeling Scheme.
8. Encourage the establishment of a national electronic tracking and monitoring network for Hazardous Waste through the development of PPP schemes.
9. strengthen exchange of information between private sector and create regional networks for trade of recycled and reusable waste.

### Example of SCP KPIs in Waste Management (from *Jordan 2025 Vision and Strategy* and other resources)

- Proportion of waste sent to landfill sites decreased
- Amount of methane captured and flared off, or fed into biogas engines to generate power increased

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<sup>21</sup>The Network for Jordanian Industrial Sustainability or "The Network" is a component of the 5-year USAID-funded *Water Reuse and Environmental Conservation Project*. In 2013 USAID handed over responsibility for The Network to the Royal Scientific Society (RSS).

- Amount of sorted and recycled wastes (in residential, commercial, or industrial sites) increased
- *Re-use* (re-distribution of unwanted furniture and computers; composting, etc) of waste increased
- Number of waste management companies increased
- The number of regional and international waste management networks increased and information exchange increased.

#### **4. Implementation and Monitoring Mechanisms**

##### **4.1 Major stakeholders for the implementation of the Action Plan**

The implementation of the Strategy and Action Plan requires a concerted effort among various national stakeholders. MoEnv through the Policies and Institutional Development Directorate and in coordination with Ministry of Planning and International Cooperation (MoPIC), mainly the Executive Development Programme (EDP), which is based on a successive three-year programmatic planning period of which the next planning periods is 2016-2018, will ensure coordination for the delivery of national actions with involved line ministries and NGOs as well as coordinating collaboration with regional actions. The implementation and monitoring function of SCP NAP will be closely coordinated with the Green Economy Unit at MoEnv to harmonize activities of this plan with on-going or under the GGGI project currently developing green growth-related plans in the Country.

MoEnv as a whole will be responsible for following up the proposed actions at the national and local levels, including through the set-up of enabling conditions to achieve the operational objectives of the Action Plan, along with insuring policy coherence and promotion of synergies among national stakeholders, to avoid overlap with other SCP and green economy initiatives. Moreover, the implementation of the Action Plan will be fully in line and complementary of the GGGI action plan currently under development and coordinated with national SCP stakeholders, which will be presented later this year to the High Level Green Economy Steering Committee chaired by the Minister of Environment and having a central role in putting in place national SCP measures and instruments, as well as implementing them in areas of production, service and consumption. These key stakeholders are:

- a) Policy-makers from all relevant ministries (MoF, MoPIC, MoA, MoIT, MoMA, GAM, etc), who set the regulatory institutional framework that incentivises the shift to SCP;
- b) National and local administrations (municipalities and Joint Services Council in the case of waste management SCP plan) in charge of insuring the implementation of the strategies and making the necessary adaptations;
- c) Private sector, including local small, medium and big enterprises, multinationals, entrepreneurs, manufacturers, producers, retailers and sellers, for they are responsible for the production processes and bringing products and services to market, and hence are in a unique position to advance SCP in the region;
- d) Civil Society, including unions, NGOs and the Federation of Environmental NGOs, citizen-led initiatives, social economy associations, consumer groups for their key role in mainstreaming sustainable consumption and production habits and ensuring different stakeholders meet their commitments;
- e) Schools, universities, Academic and Research Institutions who have a major role in educating on the SCP at all levels and in driving innovation in sustainable processes, products and services;

- f) The Central Bank of Jordan, financial institutions, the Jordan Bank Association, international finance institutions including EBRD, EIB, AFD etc. and the JREEF and the Environmental fund, the Global climate Change Fund all of whom provide the financial means and services are essential in driving the shift to SCP as well as the tax and customs department for providing the necessary fiscal incentives;
- g) Regional and international organizations for their role in committing and bringing support technical and financial support to the different stakeholders, through the exchange of information and knowledge and building the capacities of all the above mentioned stakeholders, enabling them to carry out their role in the shift to SCP.

## **4.2 Budget and resources**

A good amount of funding partnership, beyond that of the MoEnv is needed for the implementation of the Action Plan nationally. The nature and scope of the proposed actions require mobilization of other financial resources than those from the traditional donors.

A well-orchestrated and concerted effort will therefore be required at the national level to attract external funding from established sources/donors such as GEF, World Bank and EU, The Climate Change Fund etc. through national/regional organisations facilitating contacts with potential donors and fundraising (i.e. UfM Secretariat), as well as from other stakeholders having a common agenda and shared interest in shifting towards more sustainable patterns of consumption and production, namely: business organizations, international and local financial institutions. It is believed that the Green Economy Unit at MoEnv will strive to secure funding sources for this SCP NAP.

The roadmap for implementation in Annex 1, provides approximate estimates for the national activities to be undertaken under each operational objective of the Action Plan.

## **4.3 Support to implementation**

It is expected that UNEP/MAP in cooperation with relevant international and regional organisations will prepare specific guidelines to support implementation of actions carried out by participant countries with regard to this initiative. This will be done taking into account appropriate existing guidelines, to support and facilitate the implementation of the actions proposed in the parties' action plans that fall under the competences and scope of action of the Barcelona Convention. However, MoEnv will exert all efforts to seek technical and financial support from whatever available means to support the implementation of this SCP Strategy and Action Plan. Special attention will also be put into ensuring alignment between national activities and regional activities included in the Roadmap and the SCP national planning processes (e.g. Sustainable Development Strategies, National Green Economy Strategies, SCP National Action Plans,) on the other. Likewise, technical assistance, transfer of know-how and technology is expected to be provided by the regional entities (UNEP/MAP), including capacity building, by the Secretariat to Jordan when need for assistance appears.

The strategic partnership EU-UNEP/MAP-UfM is crucial for the success in the implementation of the Regional as well as National SCP Action Plans. In this context, the following EU funded initiatives in the Mediterranean region are to be approached for the appropriate collaborative mechanisms and platforms for a coordinated and synergetic execution of the national and regional actions proposed in this NAP and in the Regional Action Plan's roadmap:

- The complementary SCP initiatives SWTICH-Med Programme and Med RESCP Project; and



- The upcoming second phase of the Horizon 2020 initiative to de-pollute the Mediterranean, for development of which the SCP Action Plan for the Mediterranean will constitute a strategic action-oriented document as SCP actions are essential for the prevention and for addressing the drivers of the industrial emissions.

Furthermore, special attention should be drawn to the Mediterranean Strategy on Education for Sustainable Development (MSESD), which has been endorsed by the 43 Ministers of Environment of the UfM including the EU and the Mediterranean non-EU countries, on 13 May 2014. Activities related to education for SCP will feed both the implementation of the MSESD and the national and regional SCP Action Plans.

#### **4.4 Reporting**

Jordan will abide with reporting requirements set by UNEP/MAP as relevant to the provisions of Barcelona Convention. The reporting will be in-line with provisions of Decision IG.21/7 approved by the Contracting Parties in their COP of Istanbul in which they acknowledged that the implementation of SCP tools are necessary for the implementation of articles Article 5.4 of the LBS, Article 9 of the ICZM Protocol and Article 5.2 of the Hazardous Waste Protocol. Thus, Jordan (through the Green Economy Unit or Policy Directorate) will report on a biennial basis on the national measures adopted to support the above actions, following the reporting obligations referred to by Article 26 of the Barcelona Convention, Article 13.2(d) of the LBS Protocol and Article 31 ICZM Protocol. The reporting on the National Action Plan implementation will build on the existing MAP reporting system under the Barcelona Convention and its protocols.

#### **4.5 Timeframe and evaluation**

The timeframe for this National SCP Strategy and Action Plan begins on the 1<sup>st</sup> January 2016 and ends on the 31<sup>st</sup> December 2025 to go in line with the *Jordan Vision and Strategy 2025* as well as the National Green Growth Strategy (2016-2025). Accordingly the National Action Plan will be subject to a mid-term evaluation and a review, coinciding with the end of the corresponding MAP 6-year Mid Term Strategies for the periods 2016-2021 and 2022-2027 (2025 in the case of Jordan), respectively. Likewise, the activities of the National Action Plan's Roadmap for Implementation will be reviewed and adjusted every two years in full integration and synergy with the MAP biennial Programme of Work subject to the approval of MoEnv. Moreover, MoEnv will supervise implementation through the Policies and Institutional Development Directorate and in coordination with Ministry of Planning and International Cooperation (MoPIC), mainly the Executive Development Programme (EDP), which is based on successive three-year programmatic planning periods of which the next planning periods is 2016-2018, which will ensure coordination for the delivery of national actions with involved line ministries and NGOs. Thus, it is expected that the first implementation period of this action plan will coincide with the implementation of the coming 2016-2018 EDP and MoPIC will integrate the provisions of this Strategy and Action Plan in the EDP and will supervise the adherence of line ministries with the obligations and provisions of this Strategy and Action Plan. Furthermore, the evaluation criteria will consider whether synergies have been created with other relevant national initiatives and regional frameworks addressing the shift towards sustainable patterns of consumption and production. Also, new emergent consumption and production areas will also be identified and assessed periodically in order to propose their integration as Priority Areas in the action plan when needed.

The evaluation will be done on the basis of the accomplishment of the strategic and operational objectives of the National Action Plan, using appropriate national (and some applicable regional) indicators measuring progress on SCP mainstreaming and streamlining at

the regional level. To this end, Jordan is looking to define a set of regional indicators, which will be required and will build on existing SCP indicators frameworks (UNEP, OECD, EEA, etc.). In this regard, and as suggested during the Extraordinary Meeting of the SCP/RAC Focal Points (November 2014, Barcelona), Jordan believes that a Technical Working Group on SCP Indicators for the Regional Action Plan will be put in place by the Contracting Parties such that the indicators might be down-scaled in the national contexts of the NAPs.

#### **4.6 Communicating and Advocating SCP: Public Awareness, Visibility and Stakeholders' Involvement**

Jordan will follow the guidelines of the UNEP/MAP communication plan, which will be established on a 2-year basis and will detail the activities planned to communicate and disseminate the SCP Action Plan in order to reach and engage relevant stakeholders and their respective communication channels and platforms in which synergies with existing initiatives will be carefully considered. Jordan will maintain close collaboration with UNEP/MAP and SCP/RAC, which will take the lead in designing and delivering the communication plan, in close collaboration with the SCP/RAC National Focal Points. To this end, Jordan will coordinate effectively with the Mediterranean HUB for knowledge exchange and networking on SCP and the SCP Social Action Network coordinated by SCP/RAC, which is expected to be a strong mechanism to target policy-makers, start-ups and entrepreneurs, civil society organizations, industry service providers, big companies and impact investors. In addition, other actions will be undertaken to ensure the highest engagement of relevant SCP stakeholders.

Jordan realizes that raising awareness among some key SCP Stakeholders, such as the private sector, the parliamentarians, the development agencies and the financial institutions, needs a specific approach for a targeted communication. Influencing them and ensuring their effective engagement for mainstreaming SCP in their decision-making require the involvement of committed key opinion leaders, and experts in the SCP, who can effectively communicate the SCP and its benefits, promote engagement and nourish productive partnerships.

Accordingly setting a sort of enabling mechanisms through the establishment of an informal task force of implementation facilitators (at the Policies and Institutional Development Directorate and/or the Green Economy Unit) with experience and an established network in SCP areas and concerned stakeholders is crucial for the application of the National SCP Action Plan and the implementation of its Roadmap. Those implementation facilitators will be tasked with the mission of reaching, lobbying and engaging key stakeholders from governments, businesses, financial agents, civil society and academia to actively participate and support the implementation of the actions and activities identified in the National SCP Action Plan and Roadmap. The "SCP task force" shall also ensure the coherence and alignment between the activities developed under the SCP NAP of Jordan and the activities of the roadmap at the regional level.

## Annex 1: Roadmap for implementation

The following roadmap has been designed to provide concrete support and guidance for the implementation of the actions suggested under Section 3. The roadmap has set the year of 2021 as its target, corresponding with the 6-year Mid Term Strategies of the MAP for the period of 2016-2021. After this period, a new version of the roadmap will be elaborated for the following period of 2022-2025. For each action, a series of national activities are suggested, associated with estimated cost and corresponding progress indicators with baseline and target. The national roadmap will serve as a starting point for the national implementation and monitoring of SCP activities in the Country and as a link point with the broader regional partnership for the promotion and implementation of SCP in the Mediterranean region and aims to be implemented by all national SCP key actors and partners. In this respect, the national roadmap also proposes related flagship initiatives and key partners as an indication for what role the key actors and partners are to play. When implementing the suggested national actions, special attention will be given to align them with the efforts for the implementation of SCP/green economy national policies in Jordan.

| Agriculture and Food Industry   |   |  |                                      |  |  |   |
|---|---|--|--------------------------------------|--|--|---|
| Operational Objective 1: <i>Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products</i> |   |  |                                      |  |  |   |
| Nº  | Actions   | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related national and regional flagship initiatives | Key Partners  |
| 1   | Develop the policy and regulatory framework and instruments and a clear and efficient institutional set-up (where responsibilities are well defined, monitoring is in place and all stakeholders operate in a coordinated way) to support the sustainability of agriculture's natural resources and mainstream provisions of sustainable consumption and production in the national | <ul style="list-style-type: none"> <li>Assessment of policy gaps with regard to obstacles hindering efficient institutional set-up, well defined responsibilities, efficient monitoring and coordination between stakeholders. This activity aims at supporting sustainability of agriculture's natural resources and mainstreaming provisions of sustainable consumption and production in national agriculture/food security policy framework.</li> <li>Identify and assess regulatory procedures related to the use of</li> </ul> | 170                                  | <ul style="list-style-type: none"> <li>Policy Gap Analysis report is prepared and submitted within the first year (2016).</li> <li>BL: 0/T: at least 1 Policy Gap Analysis report.</li> <li>The comprehensive policy manual developed in the first year (2016).</li> <li>BL: 0/T: at least 1 comprehensive policy manual prepared.</li> <li>Number of the reviewed legislations to integrate sustainable agriculture increased.</li> <li>BL: 0/T: at least 2 legislations reviewed.</li> </ul> |  | Lead org. : MoA<br><br>Partners: <ul style="list-style-type: none"> <li>MoEnv</li> <li>NCARE</li> <li>MWI</li> <li>JOCC</li> <li>JAEA</li> <li>JFU</li> </ul> |

## Agriculture and Food Industry

### Operational Objective 1: *Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products*

| Nº | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related national and regional flagship initiatives | Key Partners  |
|----|---|---|--------------------------------------|--|--|---|
|    | agriculture/food security policy framework under development or upon future revision and updating of relevant legal documents (e.g. Create National Organic Strategy and regulations, Sustainable Farming Strategy) | <p>treated waste water in agriculture.</p> <ul style="list-style-type: none"> <li>• Design and implement a policy manual on sustainable agriculture and food production.</li> <li>• Take the regulation of “Agriculture Cluster Committee” into consideration coordinated by Ministry of Planning.</li> </ul>   |                                      |  |  |   |
| 2  | Adopt agricultural investment policies to improve standards of living and increase agricultural productivity.   | <ul style="list-style-type: none"> <li>• Assessment of investment policy gaps.</li> <li>• Improve water resources and irrigation system efficiency investments</li> <li>• Prioritize public investments in rural areas.</li> <li>• Develop marketing programs and plans</li> <li>• Support small farmers and promote Jordan’s organic agriculture including the development of sustainable value chains with high market potential</li> </ul> | 120                                  | <ul style="list-style-type: none"> <li>- Investment Gap Analysis report is submitted.</li> <li>- BL :0/T: 1. At least 1 Investment Gap Analysis report prepared and submitted</li> <li>- Water resources and irrigation system efficiency investments Gap Analysis report is submitted</li> <li>- BL: 0/T: 1. At least 1 Water resources and irrigation system efficiency investments Gap Analysis report prepared and submitted.</li> <li>- Size of investments in Rural areas, BL: 0 / T: at least 2 Projects</li> <li>- New marketing programs and plans developed</li> <li>- BL: 0 / T: at least 2 New marketing programs and plans</li> <li>- Share of organic farms to total agriculture income. T: 10%</li> </ul> |  | <p>Lead Org.: MOP/DEF</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MOA</li> <li>• JIC</li> <li>• ACC</li> <li>• MOF</li> <li>• Small Projects Funding Bank</li> <li>• ASEZA</li> <li>• NGOs</li> </ul> |

## Agriculture and Food Industry

### Operational Objective 1: *Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products*

| Nº | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related national and regional flagship initiatives | Key Partners   |
|----|---|---|--------------------------------------|--|--|--|
| 3  | Develop and mainstream provisions of SCP in public land-use/landuse planning policy, which defines optimal land use for the highest yield and priority use of agricultural lands.   | <ul style="list-style-type: none"> <li>Design and implement a study to assess level of coordination between the Higher Council for Organization (Landuse Planning) at MoMA from one side and MoA (Land and Irrigation Department (Land use sector) and MoEnv (mainly the newly established SLM Division) from the other side</li> </ul> | 70                                   | <ul style="list-style-type: none"> <li>A Focused study/project to assess level of coordination between the Higher Council for organization (Landuse planning) at MoMA from one side and MoA (Land and Irrigation Department (Land use sector) and MoEnv (mainly the newly established SLM Division) from the other side</li> <li>BL: 0 / T: at least 1 Focused assessment study/project</li> </ul>   |  | Lead: DLS<br><br>Partners: <ul style="list-style-type: none"> <li>MOA</li> <li>MOENV</li> <li>MOMA</li> <li>RJGC</li> <li>MWI</li> <li>NGOs</li> <li>Research centers</li> </ul> |
| 4  | Promote “Green Financing” policies for the agriculture and food consumption and production areas by facilitating access to loans and grants for farmers and food producers to maximize number of sustainable agriculture and food manufacturing activities and projects. Introduce fiscal instruments favoring sustainable agriculture and food manufacturing practices, like elimination or reduction of deemed “harmful” subsidies on | <ul style="list-style-type: none"> <li>Conduct a national study on fiscal instruments for promoting sustainable agriculture.</li> <li>Awareness campaign targeting green finance lending agencies to providing</li> <li>Incentives to sustainable farming (policies or procedures).</li> </ul>  |                                      | <ul style="list-style-type: none"> <li>Number of awareness campaign targeting green finance lending agencies to providing</li> <li>incentives to sustainable farming increased</li> <li>BL: 0 / T: at least 1 awareness campaign targeting green finance lending agencies</li> <li>Increased number of businesses certified as green agriculture/food industry. T 10% increase</li> <li>Share of green loans to the total agriculture loans (monetary. T 10% increase</li> </ul> | AFD’s Green Lending Program                        | Lead: MOP<br><br>Partners: <ul style="list-style-type: none"> <li>MOF</li> <li>RSS</li> <li>Universities</li> <li>JIC</li> <li>NCARE</li> </ul>                                  |

## Agriculture and Food Industry

**Operational Objective 1: Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products**

| Nº | Actions   | Proposed national activities (2021) | Estimated cost (thousand USD) (2021) | — Progress indicators including baseline (BL) and Target (T) by 2021 | Related national and regional flagship initiatives | Key Partners |
|----|---|-------------------------------------|--------------------------------------|--|--|--------------|
|    | <p>water and energy consumption, and providing incentives for good environmental practices like Integrated Pest Management (IPM) and organic farming, tax exemption/reduction for sustainable agriculture/organic farming green entrepreneurs. Remove incentives related to water tariff to agriculture in order to maintain the sustainability of surface and ground water resources and put incentives to use drought resistant seeds and incentives for drip irrigation system (emphasize on water productivity rather than yield maximization per unit area).</p> |                                     |                                      |  |  |              |

## Agriculture and Food Industry

### Operational Objective 1: *Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products*

| Nº | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related national and regional flagship initiatives | Key Partners  |
|----|---|---|--------------------------------------|---|--|---|
| 5  | Accelerate the implementation of the legal and regulatory framework to backbone sustainable agriculture and food production (for instance: Food Law no. 79/2001; Jordanian Standard 1750/2007 of organically produced food; Livestock Support and Protection Fund Law for the Year 2009; Organic Agriculture By law (2011) and its amendments in 2014, and National Organic Action Plan (2009-2014), etc., and finalize the legal and regulatory framework of organic farming and approval, taking in consideration its compatibility with international standards and national circumstances aiming at promoting organic farming and preserving of environment resources against deterioration and promoting organic | <ul style="list-style-type: none"> <li>Assessment of all laws and regulations related to sustainable agriculture and food production of potential updating and revisions process in the near future (for instance: Food Law no. 79/2001; Jordanian Standard 1750/2007 of organically produced food; Livestock Support and Protection Fund Law for the Year 2009; Organic Agriculture Regulation, which has been issued on 2011, and National Organic Action Plan (2009-2014), etc.,</li> <li>Assessing status of legalizing/prohibiting genetically modified organisms (GMO)</li> </ul> | 90                                   | <ul style="list-style-type: none"> <li>Number of laws and regulations related to sustainable agriculture and food production revised and updated to mainstream SCP; BL:0; T:2 at least two regulatory legal documents assessed and revised.</li> <li>Increased ratio of sustainable agricultural land to all agricultural land BL: 5%; T: 10 %</li> <li>Increased number of products and services certified in the green label and other environmental label schemes; BL: 5%; T: 20%</li> </ul> |  | Lead org.:<br><br>MoA<br><br>Partners: <ul style="list-style-type: none"> <li>Renewable Energy Organizations</li> <li>JSMO</li> </ul> |

## Agriculture and Food Industry

### Operational Objective 1: *Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products*

| Nº | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related national and regional flagship initiatives | Key Partners   |
|----|--|---|--------------------------------------|---|--|--|
|    | production standards and food hygiene as priority tools and prohibiting genetically modified organisms (GMO).  |   |                                      |   |  |  |
| 6  | Establish quality control, traceability, standards harmonization and certification schemes that confirm the sustainable production of food products and review the Jordanian standard and ensure compatibility with the relevant national, regional and global systems, and strengthen rehabilitation of national skills for inspection and certification purposes.<br><br>Encourage national certification body to issue organic certification. | <ul style="list-style-type: none"> <li>Assign a national body for certification and accreditation of organic agriculture.</li> <li>Conduct assessment study for existing eco-labeling.</li> </ul> |                                      | <ul style="list-style-type: none"> <li>Establishment of national organic/sustainable farming certification body</li> <li>BL: 0; T:1</li> <li>Assessment study for existing eco-labeling programs</li> <li>BL: 0; T:1</li> </ul> |  | Lead Org.:<br>JSMO<br><br>Partners:<br><ul style="list-style-type: none"> <li>MOA</li> <li>NGOs</li> </ul> |
| 7  | Promote Sustainable Public Procurement (SPP) schemes   | <ul style="list-style-type: none"> <li>Develop guidelines for adopting of (SPP) for the sector.</li> </ul>  |                                      | <ul style="list-style-type: none"> <li>Share of (SPP)/total procurements.</li> <li>T:50%</li> </ul>   |  | Lead: MoA  |



## Agriculture and Food Industry

**Operational Objective 1: *Develop the Policy and Legal Framework to Promote Sustainable Agriculture and Food Production and Consumption in the Country, with Special Focus on Organic Agriculture, Engaging Local Communities and Small-Medium Scale Producers, Distributors and Retailers of Sustainable Agriculture and Food Products***

| Nº | Actions                             | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | — Progress indicators including baseline (BL) and Target (T) by 2021 | Related national and regional flagship initiatives | Key Partners  |
|----|-------------------------------------|--|--------------------------------------|--|--|---|
|    | for agricultural and food products. | • Launch awareness campaign for promoting SPP in the Agriculture/Food Production Sectors |                                      |  |  | Partners: <ul style="list-style-type: none"><li>• NACRE</li><li>• MoEnv</li><li>• MoPIC</li></ul> |

| Agriculture and Food Industry  |  |  |                                      |  |  |  |
|--|--|--|--------------------------------------|--|--|--|
| Operational Objective 2: Establish Innovation and Knowledge and Promote Best Environmental Practices and Technologies in all of Agriculture/Food Production Life Cycle from Land-use Planning (as related to Agriculture) and Sustainable Land Management (SLM), Growing, Harvesting and Food Processing allowing Efficient Management of Resources and Minimizing Environmental Impacts |  |  |                                      |  |  |  |
| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related national and regional flagship initiatives | Key Partners   |
| 1  | Adopt and implement provisions of national frameworks set for land-use planning (as related to agricultural management practices), Sustainable Land Management (SLM), Integrated Pest Management (IPM), etc. For instance, adapt and integrate the SLM-related policies and priority actions proposed in the <b>Aligned National Action Plan to Combat Desertification in Jordan 2015-2020</b> (with UNCCD 10-Year Strategy) | <ul style="list-style-type: none"> <li>• Integrated implementation of existing strategies and action plans related to land-use planning, SLM, IPM, Desertification NAP, etc.</li> </ul>  | 200                                  | <ul style="list-style-type: none"> <li>- A mega project for integrated implementation of existing strategies and action plans related to land-use planning, SLM, IPM, Desertification NAP, etc.</li> <li>- BL: 0; T:1</li> <li>- Reduction of pesticides used (T by 10%)</li> <li>- Reduction of chemical fertilizers (T by 10%)</li> <li>- Reduction of chemical residues in food chain (T by 10%)</li> </ul> |  | Lead: DLS<br><br>Partners: <ul style="list-style-type: none"> <li>• Universities</li> <li>• MOA</li> <li>• MOENV</li> <li>• NGOs</li> <li>• MOMA</li> <li>• MOE</li> </ul> |
| 2  | Adopt Good Agricultural Practices (GAP) schemes for optimizing the use of different resources needed (water, land, energy, fertilizers, pesticides and Plant Protection Products) in agricultural areas and in line with the EcAp <sup>22</sup> and ICZM   | <ul style="list-style-type: none"> <li>• Develop oriented programs to promote and implement GAPs.</li> <li>• Awareness campaign to encourage farmers to implement Good Agriculture Practices.</li> <li>• Support the National Forestation Project</li> </ul> | 150                                  | <ul style="list-style-type: none"> <li>- Dedicated oriented program to promote and implement GAPs is developed (B:0; T:1)</li> <li>- Plan and conduct an awareness campaign to encourage farmers to implement GAPs (B:0; T:1)</li> <li>- Amount of water used for irrigation inefficiently is decreased (T 25%).</li> <li>- Amount of energy or water</li> </ul>   |  | Lead: MOA<br><br>Partners: <ul style="list-style-type: none"> <li>• MWI</li> <li>• MOSD</li> <li>• JAEA</li> <li>• MOEMR</li> <li>• NCARE</li> </ul>                       |

<sup>22</sup>EcAp stands for Ecosystems Approach (acronym in IUCN and MAP context; see also EsA)

| Agriculture and Food Industry  |   |   |                                      |   |  |   |
|--|---|---|--------------------------------------|---|--|---|
| Operational Objective 2: Establish Innovation and Knowledge and Promote Best Environmental Practices and Technologies in all of Agriculture/Food Production Life Cycle from Land-use Planning (as related to Agriculture) and Sustainable Land Management (SLM), Growing, Harvesting and Food Processing allowing Efficient Management of Resources and Minimizing Environmental Impacts |   |   |                                      |   |  |   |
| Nº   | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related national and regional flagship initiatives | Key Partners  |
|  | guidelines. Measures should include all life cycle stages of agriculture and food production from raw material inputs to wastes (such as animal farm wastes, plant nurseries, olive mills, etc) including controlling the quantity of water extracted from wells to prevent salinization and utilizing waste water in areas close to treatment plants and for plant forage crops or any other crops which are not consumed directly by man and ensuring that waste water meets international standards. Limit pumping of groundwater to set levels, to prevent water and soil salinization due to over-extraction. Promote renewable energy-powered irrigation systems. |   |                                      | consumed when the product is operated by the consumer decreased (T 25%).<br>- Pesticides or fertilizers emissions to land reduced (T 25%) (Total weight applied in kilograms).                |  |   |
| 3  | Adopt new and innovative technologies based on the Life Cycle Approach, including control of flows of   | <ul style="list-style-type: none"> <li>Develop oriented programs to promote and implement Good Agriculture Practices and post-harvest management</li> </ul> | 70                                   | <ul style="list-style-type: none"> <li>Number of farmers implementing GAP increased (T: 10%)</li> <li>Less Pesticides quantity (T 25%).</li> <li>Less post-harvest losses (T 25%).</li> </ul> |  | Lead: JSMO<br>Partners: <ul style="list-style-type: none"> <li>MOENV</li> </ul> |

| <b>Agriculture and Food Industry</b>  |  |  |   |   |   |   |
|---|--|--|---|---|---|---|
| <b>Operational Objective 2: Establish Innovation and Knowledge and Promote Best Environmental Practices and Technologies in all of Agriculture/Food Production Life Cycle from Land-use Planning (as related to Agriculture) and Sustainable Land Management (SLM), Growing, Harvesting and Food Processing allowing Efficient Management of Resources and Minimizing Environmental Impacts</b> |  |  |   |   |   |   |
| <b>Nº</b>   | <b>Actions</b>   | <b>Proposed national activities (2021)</b>   | <b>Estimated cost (thousand USD) (2021)</b> | <b>Progress indicators including baseline (BL) and Target (T) by 2021</b>   | <b>Related national and regional flagship initiatives</b> | <b>Key Partners</b>   |
|   | material. Extended producer responsibility and eco-design in the food processing and packaging.  | <ul style="list-style-type: none"> <li>Develop program for recycling of food processing waste</li> </ul>   |   | - Less waste from food processing (T 25%).  |   | <ul style="list-style-type: none"> <li>MOA</li> <li>NGOs</li> </ul>   |
| 4   | Minimize resource waste and food wastage in all the life cycle of the food; promote the production and use of energy and compost from food waste coming from the selectively collected fraction of the municipal waste and agricultural organic waste and develop dedicated initiatives focusing on the separate municipal collection of organic waste, composting and energy production as well as wastewater reuse for irrigation. | <ul style="list-style-type: none"> <li>Establishing waste separation and recycling systems starting from fruits and vegetables wholesale markets.</li> </ul> | 50  | <ul style="list-style-type: none"> <li>Amount of energy or water consumed when the product is operated by the consumer decreased (T: 25%)</li> <li>Quantity of compost produced from organic, plant and animals waste increased (T: 25%)</li> </ul> |   | Lead: MOA<br>Partners: <ul style="list-style-type: none"> <li>MOENV</li> <li>GAM</li> <li>MOMA</li> <li>NGOs</li> <li>Universities</li> </ul> |

| <b>Agriculture and Food Industry</b>  |  |   |   |  |   |   |
|---|--|---|---|--|---|---|
| <b>Operational Objective 3: Sensitize and Educate Food Producers, Retailers and Consumers, and Support the Development of Appropriate Market Tools and Information, to Promote Sustainability throughout the Value Chains of Agriculture and Food Production Management, as well as Food Processing and Food Distribution</b> |  |   |   |  |   |   |
| <b>Nº</b>   | <b>Actions</b>   | <b>Proposed national activities (2021)</b>  | <b>Estimated cost (thousand USD) (2021)</b> | <b>Progress indicators including baseline (BL) and Target (T) by 2021</b>  | <b>Related national and regional flagship initiatives</b> | <b>Key Partners</b>   |
| 1   | Support the development of national value chains integrating SCP principles in the agriculture and food production priority areas, and with high market potential, ensuring the transition towards a more sustainable production while maximizing the employment and income generation gains for local producers | <ul style="list-style-type: none"> <li>• Revise the national green export schemes and identify products with high market potential.</li> <li>• Identify pilot areas for high market potential with focus on efficient transport systems.</li> <li>• Exhibitions in order to encourage competitiveness of sustainable agriculture products.</li> </ul> | 300   | <ul style="list-style-type: none"> <li>- A project to assess and revise the national green export schemes and identification of products with high market potential (B:0; T:1)</li> <li>- Regions of high market potential are identified. (B:0; T:1)</li> <li>- Proper post-harvest management and transportation system are identified</li> <li>- B:0; T:1)</li> </ul> |   | Lead: MOA<br><br>Partners: <ul style="list-style-type: none"> <li>• MOENV</li> <li>• NCARE</li> <li>• Farmers Union</li> </ul>                              |
| 2   | Promote the labeling (branding) of the sustainable organic farms products and locally produced food (including organic farm products and food and zero-kilometer products) and fair trade products.  | <ul style="list-style-type: none"> <li>• Creation of national labeling bodies (certification body).</li> <li>• Conducting promotion events and awareness campaign for organic farming.</li> <li>• Provide needed training on certification.</li> </ul>  | 200   | <ul style="list-style-type: none"> <li>- Increased number of certified farmers/food manufacturers achieving environmental standards and organic farming standards, etc.) (T: 25%)</li> <li>- Increased number of products and services certified in the green label and other environmental label schemes (T: 25%)</li> </ul>  |   | Lead: MOA<br><br>Partners: <ul style="list-style-type: none"> <li>• MOENV</li> <li>• NGOs</li> <li>• JAEA</li> <li>• Universities</li> <li>• MOE</li> </ul> |
| 3   | Improve the knowledge base and build a shared national and regional (Mediterranean)-linked Knowledge System for concerned research   | <ul style="list-style-type: none"> <li>• Benefit from national information systems (MoA's NAIS, etc) and regional (Shared Environmental Information System (SEIS) etc).</li> <li>• Identifying specific support for promoting national collaboration</li> </ul>   | 125   | <ul style="list-style-type: none"> <li>- Connection with national information systems (MoA's NAIS, etc) and regional (Shared Environmental Information System (SEIS) etc) is established (BL:0; T:1)</li> <li>- A study for identifying specific</li> </ul>  |   | Lead: DOS<br><br>Partners: <ul style="list-style-type: none"> <li>• MOENV</li> <li>• MOA</li> <li>• JAEA</li> </ul>   |

| Agriculture and Food Industry  |  |  |                                      |   |  |   |
|--|--|--|--------------------------------------|---|--|---|
| Operational Objective 3: Sensitize and Educate Food Producers, Retailers and Consumers, and Support the Development of Appropriate Market Tools and Information, to Promote Sustainability throughout the Value Chains of Agriculture and Food Production Management, as well as Food Processing and Food Distribution |  |  |                                      |   |  |   |
| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related national and regional flagship initiatives | Key Partners  |
|  | organizations, producers, certification bodies and governments and increase visibility and impact.   | platform for sharing knowledge systems<br><ul style="list-style-type: none"> <li>Adopting Agriculture strategy “What to Grow” and all types of plants that are suitable to Jordan climate and aridity and water scarcity.</li> </ul> |                                      | support for promoting national collaboration platform for sharing knowledge systems (BL:0; T:1)                 |  | <ul style="list-style-type: none"> <li>NGOS</li> </ul>  |
| 4  | Establish networks for Jordan's organic agriculture farms and/or link with already established sustainable industries networking platforms/facilities (such as The Network for Jordanian Industrial Sustainability <sup>23</sup> ) as well as extension centers to enable extensive communication, networking, exchange of lessons learned and encourage scaling-up of good practices and success stories in sustainable agricultural products and | <ul style="list-style-type: none"> <li>Establish a network platform to coordinate activities of organic farming organization to be hosted at Ministry of Agriculture or relevant NGOs</li> </ul>                                     |                                      | - A network platform to coordinate activities of organic farming organization is established at MoA (BL:0; T:1) |  | Lead: DOS<br><br>Partners: <ul style="list-style-type: none"> <li>MOENV</li> <li>MOA</li> <li>JAEA</li> <li>NGOS</li> </ul> |

<sup>23</sup>The Network for Jordanian Industrial Sustainability or “The Network” is a component of the 5-year USAID-funded *Water Reuse and Environmental Conservation Project*. In 2013 USAID handed over responsibility for The Network to the Royal Scientific Society (RSS).

| Agriculture and Food Industry  |  |   |                                      |  |  |  |
|--|--|---|--------------------------------------|--|--|--|
| Operational Objective 3: Sensitize and Educate Food Producers, Retailers and Consumers, and Support the Development of Appropriate Market Tools and Information, to Promote Sustainability throughout the Value Chains of Agriculture and Food Production Management, as well as Food Processing and Food Distribution |  |   |                                      |  |  |  |
| Nº   | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related national and regional flagship initiatives | Key Partners   |
|  | food industry (including organic and sustainable farming).   |   |                                      |  |  |  |
| 5  | Prepare and implement information and education programs (by establishing special divisions/curricula at universities) and campaigns to improve national and regional awareness on organic farming and its benefit for socio-economic and environmental sustainability and ensure public engagement in production and consumption of sustainable food and local agriculture and food products, along with reduction of food waste. | <ul style="list-style-type: none"> <li>• Prepare guideline including information and education programs on organic farming and its benefit for socio-economic and environmental</li> <li>• Develop curricula at universities for sustainable agriculture/organic farming</li> </ul> | 50                                   | <ul style="list-style-type: none"> <li>- Increase no. of workshops on sustainable agriculture/organic farming (T: 10%)</li> <li>- Increase no. of leaflets and press material, lectures, field trips and tours (T: 10%)</li> <li>- Develop educational programs/curricula on organic farming and its benefit for socio-economic and environment (BL:0; T:1)</li> </ul> |  | Lead: MOE<br><br>Partners: <ul style="list-style-type: none"> <li>• MOENV</li> <li>• MOA</li> <li>• Universities</li> <li>• JAEA</li> <li>• NGOS</li> </ul> MOSD |
| 6  | Foster product information schemes related to voluntary standards (consumer policies) and consumer awareness campaign promoting sustainable diets with calls   | <ul style="list-style-type: none"> <li>• Prepare leaflets containing information to promote consumption of fresh vegetables, fruits and cereals ahead of meat consumption.</li> <li>• Retailer forum on sustainable products and services.</li> </ul>                               |                                      | <ul style="list-style-type: none"> <li>- Completion of a leaflet containing information to promote consumption of fresh vegetables, fruits and cereals ahead of meat consumption (BL:0; T:1)</li> </ul>  |  | Lead: JAEA<br><br>Partners: <ul style="list-style-type: none"> <li>• MOENV</li> <li>• MOA</li> <li>• Universities</li> <li>• NGOS</li> </ul>                     |

| <b>Agriculture and Food Industry</b>  |  |  |   |   |   |  |
|---|--|--|---|---|---|--|
| <b>Operational Objective 3: Sensitize and Educate Food Producers, Retailers and Consumers, and Support the Development of Appropriate Market Tools and Information, to Promote Sustainability throughout the Value Chains of Agriculture and Food Production Management, as well as Food Processing and Food Distribution</b> |  |  |   |   |   |  |
| <b>Nº</b>   | <b>Actions</b>   | <b>Proposed national activities (2021)</b> | <b>Estimated cost (thousand USD) (2021)</b> | <b>Progress indicators including baseline (BL) and Target (T) by 2021</b> | <b>Related national and regional flagship initiatives</b> | <b>Key Partners</b>                                      |
|   | for increased consumption of fresh vegetables, fruits and cereals ahead of meat consumption (Health policies). |  |   |   |   | <ul style="list-style-type: none"> <li>• MOSD</li> </ul> |



| Transport Sector   |   |   |                                      |  |  |  |
|--|---|---|--------------------------------------|--|--|--|
| Operational Objective 1: Develop the Policy, Legal and Governance Framework to Promote Sustainable Production and Consumption in Transport, Encourage the Implementation of Low-Carbon Transport Policies and Ensure that Citizens are at the Core of the Transport Policy |   |   |                                      |  |  |  |
| Nº   | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives   | Key Partners   |
| 1  | <p>Take necessary actions to achieve a conducive policy and regulatory framework</p> <ul style="list-style-type: none"> <li>- Review the transport national strategies and executive plans in view of the new action plan for a sustainable transport sector in production and consumption, and realign its main provisions to go in-line with the new strategic objective for sustainable transport in Jordan</li> <li>- Take the necessary actions to ensure that the new environment protection and transport laws and regulations include provisions and necessary measures to support sustainable transport system which covers</li> </ul> <p>1. Promote sustainable mobility by increasing the public transport mode share, and</p> | <ul style="list-style-type: none"> <li>• Make the development of a sound public transport and transport sector reform a top national priority along with all related policies and laws</li> <li>• Ensure that the new draft law for transport is consistent with the national objectives in sustainability and matching the new strategic direction towards greening the economy</li> <li>• Ensure a more integrated approach in planning and design for projects</li> <li>• Ensure a better mechanism for cooperation and coordination through a well-revised legal framework, that will give clear roles and responsibilities for each relevant party (create a mechanism for cooperation and coordination enforced by law)</li> <li>• Improve coordination among relevant policy makers by creating an effective system for implementation enforced by the law</li> <li>• Review all contradicting laws and regulations and provide quick</li> </ul> |                                      | <p><u>Base Line</u></p> <ul style="list-style-type: none"> <li>- There are a number of regulatory gaps that need to be addressed in terms of lacking some necessary laws and regulations. In other cases the laws and regulations are there but they are not well articulated towards a clear specific end that matches the strategic objective which is now announced clearly in Jordan vision 2025 “towards a sustainable green economy” for Jordan</li> <li>- Environment Protection Law (current law no. 52 of 2006)</li> <li>- The new amendments to the environment law granted the Ministry of Environment a wider scope to cover all areas related to the environment (Environment audit, EIA, environment inspection, evaluation and assessment of environmental impacts, the management of solid waste)</li> <li>- Transport Law (Law No. 89 of 2003) the mandate for the ministry to define its responsibilities within the framework of sustainable</li> </ul> | <p>The new Higher Council for Transport</p> <p>The new transport intelligent system</p> <p>The new data bank for transport in Jordan</p> | <p>Lead: MoT</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• The economic and social development committee</li> <li>• The social and economic development council</li> <li>• The higher committee for green economy at the Prime Ministry</li> <li>• The green economy unit at the Ministry of Environment</li> <li>• The sustainable development committee lead by the ministry of planning</li> <li>• All involved line ministries</li> </ul> |

| Transport Sector   |  |  |                                      |   |                              |  |
|--|--|--|--------------------------------------|---|------------------------------|--|
| Operational Objective 1: Develop the Policy, Legal and Governance Framework to Promote Sustainable Production and Consumption in Transport, Encourage the Implementation of Low-Carbon Transport Policies and Ensure that Citizens are at the Core of the Transport Policy |  |  |                                      |   |                              |  |
| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners   |
|  | <p>increasing the ratio of citizens owning electric Vehicles (with renewable energy sources ) and or plug-ins or hybrid cars</p> <p>2. Specify minimum requirements requested to ensure less GHG emissions by the transport sector to control pollution and cause less harm to the environment and public health, in addition to other sources of pollution caused by CO, CO2, HC , SO2, and NOx</p> <p>3. Include sustainability principles and the necessary specifications for sustainability in the design, construction and maintenance of roads and railways</p> | <p>solutions through agreements with line ministries and relevant parties to amend any legal obstacles</p> <ul style="list-style-type: none"> <li>• Revise the legal framework in light of the identified gaps</li> <li>• Provide solutions either through the new drafted laws relevant to the transport sector or by issuing new articles to cover the existing gaps.</li> <li>• There needs to be a clear and direct action taken to insure the Jordan Petroleum Refinery Co. implements the 4th upgrade of its facility to include the De-Sulfurization Unit is constructed in order to minimize the sulfur content in the diesel (examples; environment protection law, transport law,</li> <li>• Draft instructions for technical inspection for vehicles, Instructions for managing fuel oils issued in 2014 under article 4\ of Environmental Protection Law, Energy Law, Planning cities and villages laws, Roads law, Municipalities law) taking into</li> </ul> |                                      | <p>consumption and production in the transport sector very limited and not effective and lacks clear direction on the set of objectives to be achieved in that regard.</p> <ul style="list-style-type: none"> <li>- Roads law No. 24 of 1986</li> <li>- Article a &amp; 6 in Roads law No 24 of 1986</li> <li>- The law stipulates that the Ministry for Public Works is responsible for supervising construction of roads outside the organized areas, maintaining them to ensure efficiency and providing maximum safety in use and providing them with traffic signs and installing any signs or advertisements.</li> <li>- The Ministry is responsible for conducting studies, scientific and technical research aimed at the development of roads and upgraded to international standards and specifications and the establishment of centers and laboratories necessary to do so.</li> <li>- Construction Law (Law No. 13 of 1987)</li> <li>- Article 40 in the Municipalities Law</li> </ul> |                              | <ul style="list-style-type: none"> <li>• Other relevant national committees or councils that supports sustainable transport and clean environment</li> <li>• The Local authorities including all municipalities and local councils</li> <li>• ASEZA</li> <li>• UNEP/ GGGI and other relevant supporting international agencies</li> <li>• Ministry of Transport</li> <li>• Ministry of Public Works and Housing</li> <li>• Land Transport</li> </ul> |

| Transport Sector   |  |   |                                      |  |                              |   |
|--|--|---|--------------------------------------|--|------------------------------|---|
| Operational Objective 1: Develop the Policy, Legal and Governance Framework to Promote Sustainable Production and Consumption in Transport, Encourage the Implementation of Low-Carbon Transport Policies and Ensure that Citizens are at the Core of the Transport Policy |  |   |                                      |  |                              |   |
| Nº   | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners  |
|  | <p>4. Vehicle and engine emission standards and testing mechanism</p> <p>5. Draft the necessary specifications for technical inspection for vehicles, and types of engines allowed in imported vehicles to ensure a certain level of emissions that will maintain our environment and ensure consumption and production sustainability in the transport sector.</p> <p>6. Strengthen Jordanian quality standards for fuel and exhaust emissions supported with monitoring and enforcement,</p> <p>7. Ensure strict control measures on the</p> | <p>consideration its compatibility with international standards and national circumstances so that such laws explicitly have references for provisions and set of targets to be achieved to control or mitigate the negative impact of the transport sector.</p> <ul style="list-style-type: none"> <li>• Improve the Jordanian quality standards for fuel and exhaust emissions supported with monitoring and enforcement.</li> <li>• Support freight transport and logistics: such as Amman dry port and logistic center to be developed as hubs for services to drivers and vehicles (maintenance); service areas for trucks (services for drivers and vehicles near borders), dry ports and industrial areas; imposing higher registration fees for old trucks and/or define restrictions on operational age; and improve motor vehicle inspections.</li> <li>• Empower local authorities and municipalities and give them more authority to support the development of public transport</li> </ul> |                                      | <p>No. 13 of 2011 refers to the responsibilities of the municipalities in the cities' planning and constructing roads including preparations of roads specifications, maintenance, and provision of all relevant services for these roads to be functional and efficient</p> <ul style="list-style-type: none"> <li>- The following are the relevant laws that need to be endorsed in order to enable all relevant entities to succeed in implementing the national policies that are geared towards sustainable development and towards greening the economy</li> <li>- The transport law</li> <li>- Environment Protection Law</li> <li>- SWM LAW</li> <li>- PPP Law</li> <li>- There are no clear policies adopted by the new energy strategies to determine the minimum requirements requested to ensure less GHG emissions by the transport sector to control pollution and cause less harm to the environment and the public health</li> <li>- There is a lack of relevant policies</li> </ul> |                              | <p>Regulatory Commission</p> <ul style="list-style-type: none"> <li>• Private sector</li> <li>• Line Ministries</li> <li>• Ministry of Energy</li> <li>• The Jordan Energy and Mineral Regulatory Commission</li> </ul> |

| Transport Sector   |  |   |                                      |  |                              |              |
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|  | <p>maintenance of vehicles to control pollution caused by vehicles without proper maintenance</p> <p>8. Impose strict measures and law enforcement consequences for other sources of pollution caused by means of transport like sound pollution and review the minimum level accepted which is 90 decibel (considered high by international standards) to impose a new better standard with less sound pollution allowed</p> <p>9. Ensure that the proper policies related to solid waste and other types of waste caused by all means of transport is managed properly and enforced through proper means</p> | and integrating mobility plans with land use and urban planning |                                      | <p>adopted so far by the Ministry of Environment or the Ministry of Public Works to ensure the necessary specifications for sustainability in the design, construction and maintenance of roads and railways.</p> <ul style="list-style-type: none"> <li>- Absence of policies or strategies related to the types and specifications of engines allowed in imported vehicles</li> </ul> <p><u>Target</u></p> <ul style="list-style-type: none"> <li>- All relevant laws and regulations are in place and effective for implementation including; the Transport Law, the Environment Protection Law, the SWM Law and the PPP Law</li> <li>- National committees and councils are effective in enforcing decisions with national priorities</li> <li>- Number of relevant decisions taken by the cabinet to enforce the necessary actions towards the urgency of developing an effective public transport system that is sustainable and cost effective</li> </ul> |                              |              |

| Transport Sector   |   |  |                                      |  |   |   |
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|  | <p>10. - Create and support a more enabling environment to establish and maintain sustainability in the transport sector and sustainable use of transport resources through national plans and programs with emphasis on plans and practices aiming at</p> <p>11. increasing the ratio of passengers travelling by public transport, and</p> <p>12. increasing the ratio of citizens owning electric and or hybrid cars</p> |  |                                      | <p>- The Intelligent Transport System being currently developed by Ministry of Transport, Land Transport Regulatory Commission, is completed and in operation</p> <p><u>KPIs</u></p> <p>- Ratio of passengers traveling by public transport increased</p> <p>- Ratio of citizens owning Zero Emission and or hybrid cars increased</p> <p>- Amount of emissions to land, air or water of the product (or materials that may be used with it) decreased</p> <p>- GHGs emitted by vehicles reduced</p> |   |   |
| 2  | <p>Create necessary instruments (economic, and voluntary instruments) to support and incentivize sustainable transport system for Jordan</p> <p>- Develop public awareness campaigns aimed at promoting more</p>  | <ul style="list-style-type: none"> <li>• Provide suitable economic instruments directed to promote public transport, renewable energy-powered electric and hybrid cars, green rent cars, and clean transport system</li> <li>• Introduce fiscal instruments favoring sustainable transport practices, like elimination or reduction of deemed “harmful”</li> </ul> |                                      | <p><u>BL</u></p> <p>- There are a few instruments to support sustainable transport system</p> <p><u>Target</u></p> <p>- To provide necessary instruments that will ensure a sustainable transport system is in place</p>   | The NEE Action plan outlines several horizontal and cross-sectoral measures (tax exemptions for energy efficient and renewable energy equipment, development of | <p>Lead: MoT</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Ministry of Finance</li> <li>• Custom Department</li> <li>• Taxes Department</li> </ul> |

| Transport Sector   |   |   |                                      |  |   |  |
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| Nº   | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021 | Related flagship initiatives  | Key Partners   |
|  | sustainable transportation modes (at the national policy level) | <p>subsidies on energy consumption, and</p> <ul style="list-style-type: none"> <li>• Provide incentives for good environmental practices, ie tax exemption/reduction, special lanes, convenient parking for sustainable green transport entrepreneurs</li> <li>• Put incentives to increase ratio of passengers travelling by public transport, increase ratio of citizens owning electric and or hybrid cars and incentives for low-carbon fuel standards, fuel additives and efficient use of fuel (resource) systems</li> <li>• Develop a new communication strategy to address all the stakeholders and Create suitable communication means to reach all relevant parties and ensure their effective involvement</li> <li>• Strengthen the current RE, EE Exemption Committee by improving the governance and decision making process</li> <li>• Support all the voluntary initiatives and provide a formal umbrella</li> </ul> |                                      |  | <p>energy service companies, green lending program, university curricula).</p> <p>Bylaw No (10) for Exempting Renewable Energy and Energy Conservation Systems and Equipment (2013) exempts 'RE &amp; EE energy' products and services from sales tax and custom duties.</p> <p>Established a committee that studies Jordan's third National Communication on Climate Change requests for exemptions and provides recommendations</p> | <ul style="list-style-type: none"> <li>• Ministry of Energy</li> <li>• Local authorities including all municipalities</li> </ul> |

| Transport Sector   |         |                                     |                                      |  |   |              |
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| Nº   | Actions | Proposed national activities (2021) | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021 | Related flagship initiatives  | Key Partners |
|  |         |                                     |                                      |  | <p>to the Minister of Energy who has the final decision. It is a case-by-case response and many businessmen and investors are calling for a more streamlined and transparent process.</p> <p>Recent Cabinet of Ministers resolution to stop imports of cars older than five years is helping to get rid of old vehicles, which in turn has a positive impact on the environment.</p> <p>The Third National Communication (TNC) Learning and Outreach Plan</p> |              |

| Transport Sector   |  |                                     |                                      |   |   |  |
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|  |  |                                     |                                      |   | <p>The Voluntary Initiatives</p> <p>To construct safer roads initiatives</p> <p>To promote initiatives which support and increase hybrid cars &amp; EVs</p> |  |
| 3  | <p>Ensure a clear and efficient institutional set-up (where responsibilities are soundly defined, monitoring is in place and all actors operate in a coordinated way)</p> <p>- The new institutional set up should be capable of mainstreaming the provisions of a Sustainable Consumption and Production (SCP) transport system</p> |                                     |                                      | <p><u>BL</u></p> <p>- The transport sector is fragmented and lacks the effective institutional set up that will support the implementation of sound national plans</p> <p><u>Target</u></p> <p>- An effective institutional set up for all the main players within the sector that will ensure coordination and cooperation in the policy making and in the implementation of relevant plans and development programs</p> |   | <p>Lead: MoT</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Line ministries</li> <li>• and all identified stakeholders are main partners in this area</li> </ul> |



| Transport Sector   |   |   |                                      |   |                              |  |
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| Nº   | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners   |
| 4  | <p>Ensure continuous review and update for policies, institutional set up and the organization of the sector, the economic tools and other instruments to support SCP in transport system</p> <p>This review should help policy makers and stake holders conduct regular improvements to ensure that the overall objectives are met effectively and efficiently</p> | <ul style="list-style-type: none"> <li>Enforce close coordination and cooperation among all relevant parties to ensure efficiency and efficacy in implementing set targets and in successful implementation of relevant programs to support a sustainable transportation system</li> </ul>  |                                      | <p><u>BL</u></p> <ul style="list-style-type: none"> <li>There are no monitoring and review system</li> </ul> <p><u>Target</u></p> <ul style="list-style-type: none"> <li>To establish an effective monitoring and evaluation system for a sustainable transport sector</li> </ul> |                              | <p>Lead: MoT</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>MoEnv</li> <li>The national umbrella for the transport sector</li> <li>Could be The creation of a new Higher Council for Transport</li> </ul> |
| 5  | <p>Integrate and coordinate national plans related to urban planning, land-use planning and public transport infrastructure with transport plans/metropolitan mobility policies;</p>  | <ul style="list-style-type: none"> <li>There is a need to review the existing legal and policy framework in relation to urban planning and identify the gaps in laws and regulations and in policies that will enforce a strict implementation for well-designed policies that will ensure proper land use and urban planning to serve the end objectives of sustainable transport and mobility for citizens</li> </ul> |                                      | <p><u>BL</u></p> <ul style="list-style-type: none"> <li>There are laws governing urban planning that are not effectively implemented</li> </ul>   |                              | <p>Lead: MoMA</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>MoEnv</li> <li>Line ministries (Ministry of Transport, Ministry of Housing &amp; Public Works, municipalities affairs, and</li> </ul>        |

| Transport Sector   |  |  |                                      |  |                              |  |
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| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners   |
|  |  |  |                                      |  |                              | Ministry of Environment)<br><ul style="list-style-type: none"> <li>• Local authorities and municipalities</li> <li>• ASEZA</li> <li>• Jordan Green Building Council</li> <li>• and other related private associations and NGOs</li> <li>• International supporting agencies</li> </ul> |
| 6  | Secure sustainable financial resources through legal provisions to ensure adequate finance to develop a sound transport system in Jordan and ensure sustainability and serves the overall national interests at a cost effective schemes | <ul style="list-style-type: none"> <li>• Re-direct all related energy tariffs resources to support the development of a sound public transport that will be the core in any sustainable transport system</li> <li>• Facilitate access to loans and grants for sustainable transport plans and activities</li> <li>• Promote “Green Financing” for green transport.</li> <li>• Establish a Public Transport Trust Fund to be financed by fuels taxes,</li> <li>• Encourage co-financing of green</li> </ul> |                                      | <u>BL</u><br>- Inadequate financial resources to support efficient and sustainable transport system<br><br><u>Target</u><br>- There are adequate financial resources to support a sustainable transport system capable of achieving Jordan Vision 2025 |                              | Lead: MoF<br><br>Partners: <ul style="list-style-type: none"> <li>• MoT</li> <li>• MoPIC</li> <li>• MoEnv</li> <li>• Local financial Institutions</li> <li>• Local bank community</li> <li>• Donor Agencies and international</li> </ul>   |

| Transport Sector   |   |  |                                      |   |                              |  |
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| Nº   | Actions   | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners   |
|  |   | transport technologies including vehicles to maximize number of sustainable transport activities and projects and infrastructure.  |                                      |   |                              | banks and funding agencies   |
| 7  | Lay solid groundwork to establish strong Public Private Partnership (PPPs) in sustainable transport projects to help the private sector positively contribute to the future development of the transport sector either by investing in the development of infrastructure projects or by providing operating services (such as logistic centers and dry ports projects). | <ul style="list-style-type: none"> <li>• Provide a sound legal framework for the PPPs related to the transport sector</li> <li>• Develop a EV (electrical vehicles) charging regulation to facilitate private sector investment in Charging infrastructure including RE sources for charging stations.</li> <li>• Identify projects that are potentially attractive in terms of revenue returns and take necessary steps to attract potential investors by providing specific incentives that will increase the FDI to the transport sector in Jordan</li> </ul> |                                      | <u>BL</u><br>- The existing legal framework and general situation has failed to attract FDI or local investors to JV in major public transport projects<br><br><u>Target</u><br>- All major public transport projects are implemented according to the national plans in 2025 |                              | Lead: MoF/PPP Unit<br><br>Partners: <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Land Transport Regulatory Commission</li> <li>• The line ministries</li> <li>• All relevant public entities</li> <li>• Local banks</li> <li>• Local contractors</li> </ul> |

| Transport Sector   |  |  |                                      |  |                              |  |
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| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners   |
| 8  | Develop the necessary services required to support the development of a sustainable transport system | <ul style="list-style-type: none"> <li>• Provide support for freight transport and logistics, such as:</li> <li>• Amman dry port and logistic center to be developed as hubs for services to drivers and vehicles (maintenance);</li> <li>• Develop service areas for trucks (services for drivers and vehicles near borders, dry ports and industrial areas;</li> <li>• Impose higher registration fees for old trucks and/or define restrictions on operational age; and improve motor vehicle inspections.</li> </ul> |                                      | <p><u>BL</u></p> <ul style="list-style-type: none"> <li>- The quality of supporting services provided for the transport sector is not sufficient and lacks the minimum market standards that is applied in the developed world</li> </ul> <p><u>Target</u></p> <ul style="list-style-type: none"> <li>- A sustainable transport sector that is well serviced and maintained</li> </ul> |                              | <p>Lead: MoT</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• MoHPW</li> <li>• Land Transport Regulatory Commission</li> <li>• Private Sector Transport and Logistics Companies</li> </ul> |
| 9  | Promote Sustainable Public Procurement (SPP) schemes for transport                                   | <ul style="list-style-type: none"> <li>• Issue instructions to all related government agencies similar to the measures taken by the existing government to cut expenses spent on transport means extended for ministers and high officials</li> <li>• Include special articles in the procurement instructions to give priority for any expense that is part of the sustainable transport scheme</li> </ul>  |                                      | <ul style="list-style-type: none"> <li>- Percentage of coverage for public transport for government employees as part of the criteria for public management excellence</li> <li>- Ratio of governmental institutions owning electric and or hybrid cars increased and EV charging infrastructure is installed</li> </ul>   |                              | <p>Lead: MoT/MoF</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Line ministries</li> <li>• Procurement department</li> <li>• Land Transport Regulatory Commission</li> </ul>             |

| Transport Sector   |  |   |                                      |   |                              |   |
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| Operational Objective 2: Develop Public Transport Systems with Sufficient Density, Pursue a Multimodal Approach to Facilitate Active Modes of Mobility and   |  |   |                                      |   |                              |   |
| Establish Innovation and Knowledge Bases for Low-Carbon Transport Alternatives, Promote Best Environmental Practices and Technologies in Transport, Support Effective Infrastructure Allowing Efficient Management of Transport Resources, Benefiting from Gains in Energy Efficiency and Environmental Preservation and Minimizing Environmental Impacts of the Transport in All its Life Cycle |  |   |                                      |   |                              |   |
| Nº   | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners  |
| 1.   | <p>Adopt new and innovative management practices and technologies for sustainable transport based on the Life Cycle Approach. These practices will help achieve the following:</p> <ul style="list-style-type: none"> <li>- Develop mass transit systems</li> <li>- Increase the share of low-carbon transport modes</li> <li>- Improve energy efficiency</li> <li>- Reduce the energy intensity as well as</li> <li>- Lower input of natural resources at all stages of life cycle of transport projects including transport infrastructure and transport supply needs which should be</li> </ul> | <ul style="list-style-type: none"> <li>• Equip the line ministries, related government agencies and the local authorities with the necessary capabilities in order to implement the policies, strategies and national plans related to the development of a sustainable transport system</li> <li>• Once the policy, legal and governance framework is established then there is a need to conduct a comprehensive assessment for the existing capabilities within the relevant governmental bodies including all the municipalities and local authorities to prepare a national plan for capacity building this should include:               <ol style="list-style-type: none"> <li>1. Proper public management system is in place for each public agency that will be designed in accordance with its mandate</li> </ol> </li> </ul> |                                      | <p><u>BL</u></p> <ul style="list-style-type: none"> <li>- Most of the government bodies and related agencies lack the institutional capabilities necessary to implement the schemes and programs related to the proper implementation of the proposed new role in terms of the development of a successful sustainable transport system in Jordan either in terms of the adequate public management systems or the HR or the financial resources</li> <li>- There are a number of initiatives related to capacity building within the government institutions and municipalities but most of which are not related directly to the sustainable transport system</li> </ul> <p><u>Target</u></p> |                              | <p>Lead : MoT</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Line ministries and relevant government bodies</li> <li>• International development agencies and NGOs</li> <li>• INTAJ</li> <li>• RSS</li> <li>• ICT sector</li> <li>• Local and international consultants</li> <li>• Donor agencies to support and provide the necessary funding for the</li> </ul> |

| Transport Sector   |   |  |                                      |  |                              |                           |
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| Nº   | Actions   | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners              |
|  | <ul style="list-style-type: none"> <li>- Continuously adapted to supply needs to meet the changes occurring in transport demand and travel behavior aimed at mitigating negative effects such as: air quality deterioration connected to development of private vehicles fleets, especially in urban areas, costs increase, increases in congestion and travel time, higher fuel bills and lack of reliability and road safety and</li> <li>- Prevent and minimize resource waste in all the transport life cycle;</li> <li>- Ban of specific substance in products e.g. mercury in batteries, etc and apply</li> </ul> | <ol style="list-style-type: none"> <li>2. Develop a human resource strategy for each agency that will help enact its mandate</li> <li>3. Create a new culture within related organizations to support the introduction of a sustainable transport system</li> <li>4. Ensure adequate financial resources to support the proper implementation for the proposed schemes and programs related to a sustainable transport system nation wide</li> </ol> |                                      | <ul style="list-style-type: none"> <li>- A capable institutional framework to handle the implementation of a national sustainable transport system</li> </ul> <p><u>KPIs</u></p> <ul style="list-style-type: none"> <li>- Amount of energy involved in getting the product to markets reduced– either because of its volume, or weight or distances covered</li> <li>- The energy or water consumed when the product operated by the consumer is decreased</li> <li>- Ratio of passengers traveling by public transport increased</li> <li>- Ratio of citizens owning electric and or hybrid cars increased.</li> <li>- Amount of emissions to land, air or water from the product (or materials that may be used with it) decreased.</li> <li>- GHGs emitted by vehicles reduced</li> </ul> |                              | institutional development |

| Transport Sector   |  |                                     |                                      |  |                              |              |
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| Nº   | Actions  | Proposed national activities (2021) | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021 | Related flagship initiatives | Key Partners |
|  | <p>such concepts to major transport projects in the Country (The Light Railway Construction Project between Amman and Zarqa; the network of railways to production centers for the transportation of goods and connecting the Kingdom to the neighboring countries Project; Dry Hub Project).</p> <p>Updating Replacement Projects and applying such concepts to transport service provision (inspection of transport means by environmental authorities for air quality, emissions, etc.) and the transport service</p> |                                     |                                      |  |                              |              |

| Transport Sector   |  |  |                                      |  |                                  |              |
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| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021 | Related flagship initiatives     | Key Partners |
|  | procurement stage of the life cycle such as those related to mandate of the Land Transport Regulatory Commission, which regulates the procurement and use of the transport services and in charge of developing standards and principles for contracting and setting up conditions for granting licenses and permits and finally during the waste production stage and end of life management including scrap, fuel, tires of the life cycle (transport waste dumping, etc). |  |                                      |  |                                  |              |
| 2.   | Make the best use of the existing facilities while promoting SCP in the  | <ul style="list-style-type: none"> <li>Identify areas for improvements through immediate actions that can be resolved through different</li> </ul> |                                      | <u>BL</u><br>- The existing system is not capable of               | The intelligent transport system | Lead: MoT    |



| Transport Sector   |  |   |                                      |  |   |  |
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| Establish Innovation and Knowledge Bases for Low-Carbon Transport Alternatives, Promote Best Environmental Practices and Technologies in Transport, Support Effective Infrastructure Allowing Efficient Management of Transport Resources, Benefiting from Gains in Energy Efficiency and Environmental Preservation and Minimizing Environmental Impacts of the Transport in All its Life Cycle |  |   |                                      |  |   |  |
| Nº   | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives                            | Key Partners   |
|  | transport sector and tackling the problems in the main network nodes (e.g. Amman, Mafraq, Aqaba, Zarqa etc.) by improving interconnections, reducing inefficient nodes and flows, and identifying small scale interventions, reducing inefficiencies by matching flows and networks, and having networks dedicated to specific flows, developing appropriate maintenance services (on infrastructure and vehicles) to provide safer, reliable and less pollutant transport system and ensures efficient use of existing transport infrastructures, yielding positive impacts on energy consumption, thus contributing to the reduction of transport costs. | <p>approaches and via different management practices</p> <ul style="list-style-type: none"> <li>• Develop and construct a transport data bank that is capable of serving the new needs created by the new policies and new systems that will be applied as part of a sustainable transport system</li> <li>• Review the existing intelligence system that is under development to ensure its compatibility with the new requirements of the sustainable transport sector</li> </ul> |                                      | <p>handling the main challenges that are facing the public transport system or other challenges related to congestions on roads and the general conditions of land transport infrastructure</p> <ul style="list-style-type: none"> <li>- There is lack in the availability of relevant information</li> <li>-</li> <li>- Difficulties in accessing available information sources</li> <li>- In addition to the contradiction in the available information from one source to another</li> <li>- There is a lack in the available technologies that needs to be applied and spread among key stakeholders</li> </ul> <p><u>Target</u></p> <ul style="list-style-type: none"> <li>- A well-constructed databank that is capable of serving the new intelligent and sustainable transport system</li> <li>- A well-developed networking system</li> </ul> | <p>initiative</p> <p>The transport system data bank</p> | <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Land Transport Regulatory Commission</li> <li>• All relevant stake holders in the transport sector including GAM, the local municipalities, NGOs</li> <li>• Environment societies</li> <li>• RSS</li> <li>• DOS</li> <li>• INTAJ</li> </ul> |

| Transport Sector   |  |   |                                      |   |                              |  |
|--|--|---|--------------------------------------|---|------------------------------|--|
| Operational Objective 2: Develop Public Transport Systems with Sufficient Density, Pursue a Multimodal Approach to Facilitate Active Modes of Mobility and   |  |   |                                      |   |                              |  |
| Establish Innovation and Knowledge Bases for Low-Carbon Transport Alternatives, Promote Best Environmental Practices and Technologies in Transport, Support Effective Infrastructure Allowing Efficient Management of Transport Resources, Benefiting from Gains in Energy Efficiency and Environmental Preservation and Minimizing Environmental Impacts of the Transport in All its Life Cycle |  |   |                                      |   |                              |  |
| Nº   | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners   |
|  | - Integrate urban policy with transport as well as implementing travel demand management (such as parking management) which supports more public transport use.  |   |                                      | that will serve the main stakeholders applying advanced technologies<br>- An advanced system for the exchange of related information to ensure ease of information flow   |                              |  |
| 3.   | Adopt global best industry practices and initiatives in sustainable transport to define urban transport policies that include all modes of transport and to recommend what actions should be taken over the coming decades in term of policies and priority actions spanning transport and urban planning, investment programming, multimodal approach, and capacity | <ul style="list-style-type: none"> <li>• Support the provision of public transport for private and public schools</li> <li>• Encourage car pooling</li> <li>• Introduce the concept of biking within the facilities of universities and similar public institutions</li> <li>• Introduce new concepts in mobility and transport such as biking and preparing designated bicycle lanes</li> <li>• Change the negative culture and attitude towards public transportation and other means of transport to be assessed in view of</li> </ul> |                                      | <u>BL</u><br>- There are no market practices that match the best international practices in sustainable transport systems<br>- Lack of innovative methods<br>- Negative culture towards public transport<br>- Lack of bike routes as a substitute for driving private cars<br><br><u>Target</u> |                              | Lead: MoT<br><br>Partners: <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• UNEP</li> <li>• Relevant NGOs</li> <li>• ICT</li> <li>• GGGI</li> </ul> |

| Transport Sector   |  |  |                                      |  |                              |  |
|--|--|--|--------------------------------------|--|------------------------------|--|
| Operational Objective 2: Develop Public Transport Systems with Sufficient Density, Pursue a Multimodal Approach to Facilitate Active Modes of Mobility and   |  |  |                                      |  |                              |  |
| Establish Innovation and Knowledge Bases for Low-Carbon Transport Alternatives, Promote Best Environmental Practices and Technologies in Transport, Support Effective Infrastructure Allowing Efficient Management of Transport Resources, Benefiting from Gains in Energy Efficiency and Environmental Preservation and Minimizing Environmental Impacts of the Transport in All its Life Cycle |  |  |                                      |  |                              |  |
| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners   |
|  | building.<br><br>Adopt new and innovative methods for supporting the development of good connections within the country, with the region and the rest of the world aided by a well-developed transport network.  | cost-benefit analysis and within the concept of sustainability   |                                      | - Meet the international best practices related to sustainability in the transport sector that matches the requirement of the new strategic vision for Jordan 2025   |                              |  |
| 4.   | Promote Best Environmental Practices and Technologies in transport and investigate the possibility of coordinating with initiatives in this regard (to investigate applicability to Jordan) such as "Avoid-Shift-Improve" (ASI) methodology, which has been widely used on an international scale in the | <ul style="list-style-type: none"> <li>Liaise and investigate the possibility of coordinating with the CODATU for the new initiative CODATU is developing with GIZ, AFD and CEREMA with the support of German and French Ministries of the Environment in the field of the COP21 process. The initiative, called "Mobilise Your City" (MYC), is one of the main initiatives in the field of urban transport to fight climate change. The objective of</li> </ul> |                                      | <u>Baseline</u><br>- Except for the inspection on roads that is practiced by the Royal Department for Environment Protection there are few practices that ensure the promotion of best environmental practices related to the public transport system<br><br><u>Target</u><br>- Add Jordan at the level of |                              | Lead: MoT<br><br>Partners: <ul style="list-style-type: none"> <li>MoEnv</li> <li>MoMA</li> <li>GAM</li> <li>Relevant government entities including the higher council</li> </ul> |

<sup>24</sup> Publication pending in 2015.

| Transport Sector   |  |  |                                      |   |                              |   |
|--|--|--|--------------------------------------|---|------------------------------|---|
| Operational Objective 2: Develop Public Transport Systems with Sufficient Density, Pursue a Multimodal Approach to Facilitate Active Modes of Mobility and   |  |  |                                      |   |                              |   |
| Establish Innovation and Knowledge Bases for Low-Carbon Transport Alternatives, Promote Best Environmental Practices and Technologies in Transport, Support Effective Infrastructure Allowing Efficient Management of Transport Resources, Benefiting from Gains in Energy Efficiency and Environmental Preservation and Minimizing Environmental Impacts of the Transport in All its Life Cycle |  |  |                                      |   |                              |   |
| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners  |
|  | <p>past years to present areas for improvement in the implementation of transport policies. This practice provides a conceptual framework in which to define sustainable transport policies.</p> <p>And investigate the possibility of coordinating with relevant initiatives/approaches, (to investigate applicability to Jordan) for example, the enhanced EASI “Enable-Avoid-Shift-Improve” approach advanced by Transitec-ODA-Urbaplan-CODATU<sup>24</sup> consortium for the Sub-Saharan African Transport Program (SSATP).</p> | <p>the initiative is to foster the establishment and implementation in emerging and developing countries of Sustainable Urban Mobility Plans and of National Sustainable Mobility Policies. In order to facilitate development and implementation of SUMP, MYC will offer a methodological framework and a technical assistance to pilot cities and countries.</p> <ul style="list-style-type: none"> <li>• Explore and investigate to see if Jordan could partner in this initiative at the level of cities and governments wishing to improve mobility systems and reduce GHG from transport through urban mobility planning.</li> </ul> |                                      | <p>government and cities to at least one best industry transport practices initiative such as the one CODATU is developing with GIZ, AFD and CEREMA with the support of German and French Ministries of the Environment in the field of the COP21 process. The initiative, called "Mobilise Your City" (MYC), is one of the main initiatives in the field of urban transport to fight climate change.</p> |                              | <p>for transport</p> <ul style="list-style-type: none"> <li>• GGGI</li> <li>• UNEP</li> </ul> |

| Transport Sector  |   |  |                                      |   |                              |   |
|---|---|--|--------------------------------------|---|------------------------------|---|
| Operational Objective 3: Sensitize and Educate Transport Sector-Involved National Stakeholders Including Auto Retailers and Consumers (Drivers) and Passengers, Support The Development Of Appropriate Market Tools and Information, Provide Incentives To Promote Sustainability Throughout The Value Chains Of Transport Management |   |  |                                      |   |                              |   |
| Nº  | Actions   | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners  |
| 1.  | Support the development of regional value chains integrating SCP principles in transport with high market potential, ensuring the transition towards a more sustainable consumption while maximizing the employment and income generation gains for local transport services providers.   | <ul style="list-style-type: none"> <li>• Provide the necessary support for priority public transport projects</li> <li>• Introduce national awards to promote practices within the transport sustainability concept</li> </ul>   |                                      | <u>BL</u><br>- Absence of any relevant measures to support the value chain of transport management<br><br><u>Target</u><br>- Create an advanced system for transport that ensures sustainability            |                              | Lead: MoT<br><br>Partners: <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Line ministries</li> <li>• UNEP</li> <li>• NGOs</li> <li>• King Abdullah Fund for Development</li> </ul>   |
| 2.  | Promote the deployment of energy labeling scheme for vehicles and branding of sustainable locally (if any) and internationally produced transport product and services<br><br>Incentivize fuel-efficient vehicles.<br><br>Encourage the progress of the development of new fuels that are environmentally friendly and have a lower impact on | <ul style="list-style-type: none"> <li>• Create new labels for green cars</li> <li>• Develop new marketing strategy to promote Jordan as heading towards sustainable transport</li> <li>• Create partnerships with successful models to create incentives for adopting new measures in transport systems and create a practical benchmark against advanced models</li> </ul> |                                      | <u>BL</u><br>- No rewards for sustainable transport<br>- Few incentives<br>- Absence of coordination or any type of cooperation with potential partners in other countries to promote sustainable transport |                              | Lead: MoT/MEMR<br><br>Partners: <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• NERC</li> <li>• The higher council for transport</li> <li>• RSS</li> <li>• NGOs</li> <li>• Tourism board</li> <li>• International relevant partners in other countries with advanced</li> </ul> |

| Transport Sector  |                 |                                     |                                      |  |                              |                  |
|---|-----------------|-------------------------------------|--------------------------------------|--|------------------------------|------------------|
| Operational Objective 3: Sensitize and Educate Transport Sector-Involved National Stakeholders Including Auto Retailers and Consumers (Drivers) and Passengers, Support The Development Of Appropriate Market Tools and Information, Provide Incentives To Promote Sustainability Throughout The Value Chains Of Transport Management |                 |                                     |                                      |  |                              |                  |
| Nº  | Actions         | Proposed national activities (2021) | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021 | Related flagship initiatives | Key Partners     |
|   | climate change. |                                     |                                      |  |                              | transport models |

## Waste Management Sector

### Operational Objective 1: Develop The Policy, Legal Framework and Governance For Enabling a SCP-based National Integrated Waste Management and Proper Practices For Waste Collection and Management and Promoting Sustainable Provisions of Waste Management Services and Encouraging The Implementation of “Waste as a Resource” Policies and Practices

| Nº | Actions   | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives  | Key Partners  |
|----|---|---|--------------------------------------|--|---|---|
| 1  | Develop policy and strategy framework and a clear and efficient institutional set-up to supporting a SCP-based national integrated waste. | <ul style="list-style-type: none"> <li>• Finalize the Waste Management Framework draft developed by the MoEnv.</li> <li>• Unify the existing laws and regulations under one regulatory reference</li> <li>• Reinforcement of existing laws and regulations</li> <li>• Standardize landfills specifications and requirements</li> <li>• Develop a National Green Purchasing Policy</li> <li>• Emphasize the government’s procurement policy and its role in Green Purchasing.</li> <li>• Public Private Partnership law</li> </ul> | 100                                  | <ul style="list-style-type: none"> <li>- Proportion of waste sent to landfill sites decreased</li> <li>- Amount of sorted and recycled wastes (in residential, commercial, or industrial sites) increased</li> <li>amounts of waste reused</li> </ul>  |   | <p>Lead Org.: MoEnv.</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• Ministry of Municipal Affairs</li> <li>• NGOs</li> <li>• Municipalities</li> <li>• Private sector</li> </ul> |
| 2  | Revise the legal and regulatory framework to mainstream sustainable Waste Management Services.  | <ul style="list-style-type: none"> <li>• Revise the existing legal and regulatory instruments (Such Instruments include: Environment Protection Law and Regulations; Regulations for Management of Solid Waste; Joint Services Council Regulation; Regulation for the Prevention of Health Nuisances; Regulation for the Production and Handling of Plastic Bags; Regulation for Protecting the</li> </ul>  | 20                                   | <ul style="list-style-type: none"> <li>- Number of new and additional laws and , regulations, issued</li> <li>- Issuance of new instructions</li> <li>- Number of authorities involved in the revision</li> <li>- Number of revised regulations streams</li> <li>- Review JISMO existing Standards and Specifications</li> </ul> | <p>Feasibility study for recycling in Tourism</p> <p>RIA Study in Plastic Bags</p> <p>Feasibility study of SWM</p> <p>National Strategy for SWM</p> | <p>Lead: MoEnv.</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• Ministry of Municipal Affairs</li> <li>• NGOs</li> <li>• Municipalities</li> </ul>                                |

## Waste Management Sector

### Operational Objective 1: Develop The Policy, Legal Framework and Governance For Enabling a SCP-based National Integrated Waste Management and Proper Practices For Waste Collection and Management and Promoting Sustainable Provisions of Waste Management Services and Encouraging The Implementation of “Waste as a Resource” Policies and Practices

| Nº | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners  |
|----|--|---|--------------------------------------|--|------------------------------|---|
|    |  | <p>Environment from Pollution in Emergency Situations; Regulation for Air Protection; Regulations Soil Protection; Municipalities Law, Planning Cities and Villages laws, etc)</p> <ul style="list-style-type: none"> <li>• Research the international Best Management Practices in SWM.</li> <li>• Upon the previous review Conduct Gap Analysis to identify the gaps in existing regulation and amend accordingly or develop new laws and regulations.</li> </ul> |                                      |  |                              |   |
| 3  | Integrate and coordinate national plans of urban planning, land-use planning with waste management plans/policies and strategies | <ul style="list-style-type: none"> <li>• Amend and Develop of urban planning and land use in waste management to include waste disposal sites and transfer stations (Waste Management Infrastructure )</li> </ul>   | 10                                   | <ul style="list-style-type: none"> <li>- Number of amended plans</li> <li>- Number of investments in the sector</li> <li>- Number and Capacity of Waste Management Facilities</li> </ul> |                              | <p>Lead: MOMA</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• NGOs</li> <li>• Municipalities and</li> <li>• Private Sector</li> <li>• Chamber of Commerce and Amman Chamber of Industry</li> </ul> |
| 4  | Strengthen organizational skills, institutional ability,   | <ul style="list-style-type: none"> <li>• Develop National Management Educational and Awareness</li> </ul>   | 100                                  | <ul style="list-style-type: none"> <li>- Number of Trainings and Workshops Conducted</li> </ul>  |                              | Lead: MoEnv.  |



## Waste Management Sector

### Operational Objective 1: Develop The Policy, Legal Framework and Governance For Enabling a SCP-based National Integrated Waste Management and Proper Practices For Waste Collection and Management and Promoting Sustainable Provisions of Waste Management Services and Encouraging The Implementation of “Waste as a Resource” Policies and Practices

| Nº | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners   |
|----|--|---|--------------------------------------|--|------------------------------|--|
|    | and governance of all governmental entities involved in the waste management in Jordan (MoEnv, MoMA, Joint Services Councils, Municipalities, etc) | Programs <ul style="list-style-type: none"> <li>• Develop a National Management Educational and Awareness Program</li> <li>• Provide Technical Support to different organizations</li> <li>• Enhance the skills of the SWM labor.</li> <li>• Conduct SWM TOTs (Training of Trainers)</li> <li>• Certified Waste Managers</li> </ul>   |                                      | <ul style="list-style-type: none"> <li>- Percentage of waste sent to Landfills</li> <li>- Percentage of reused and recycled products</li> <li>- Number of certified professionals</li> </ul>   |                              | Partners <ul style="list-style-type: none"> <li>• Ministry of Municipal Affairs</li> <li>• NGOs</li> <li>• Municipalities</li> <li>• Schools and Universities</li> </ul>   |
| 5  | Secure sustainable financial resources and promote “Green Financing” for waste management  | <ul style="list-style-type: none"> <li>• Prepare proposals for SWM projects</li> <li>• Present the regional impact of SW in the region to donor agencies</li> <li>• Encourage Private Sector to develop proposals</li> <li>• Encourage the banking sector to provide grants , concessional financing including low interest rate loans in SWM projects</li> <li>• Amend the Taxation system in the country to provide incentives to attract investment in the sector</li> <li>• Enhance CSR</li> <li>• Facilitate access to loans and grants for sustainable waste</li> </ul> | 50                                   | <ul style="list-style-type: none"> <li>- Number SWM funded projects</li> <li>- Participation of the banking sectors in SWM</li> <li>- Number and Size of loans in developing the sector</li> <li>- Number and amount of funding</li> <li>- Proportion of waste sent to landfill sites decreased</li> <li>- Amount of sorted and recycled wastes (in residential, commercial, or industrial sites) increased</li> <li>- Re-use (re-distribution of unwanted furniture and computers; composting, etc) of waste increased</li> </ul> |                              | Lead:<br>MoEnv/MOMA<br><br>Partners: <ul style="list-style-type: none"> <li>• NGOs</li> <li>• Municipalities and</li> <li>• Private Sector</li> <li>• MoPIC</li> <li>• Ministry of Finance</li> <li>• Banks</li> </ul> |

**Waste Management Sector**

**Operational Objective 1: Develop The Policy, Legal Framework and Governance For Enabling a SCP-based National Integrated Waste Management and Proper Practices For Waste Collection and Management and Promoting Sustainable Provisions of Waste Management Services and Encouraging The Implementation of “Waste as a Resource” Policies and Practices**

| Nº | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners   |
|----|--|---|--------------------------------------|---|------------------------------|--|
|    |  | management services provision plans and activities <ul style="list-style-type: none"> <li>• Encourage co-financing of green waste management technologies and introduce fiscal instruments favoring sustainable waste management services provision practices</li> <li>• Provide incentives for good environmental practices, tax exemption/reduction for sustainable green waste management services provision entrepreneurs.</li> </ul> |                                      |   |                              |  |
| 6  | Promote Sustainable Public Procurement (SPP) schemes for waste management sector | <ul style="list-style-type: none"> <li>• Procurement policy taking into account waste generation</li> </ul>   | 10                                   | <ul style="list-style-type: none"> <li>- Amount of Waste Generated</li> <li>- Amount of Waste sent for recycling and reuse</li> <li>- Number of Environmentally Responsible purchased products</li> </ul> |                              | Lead: MoEnv.<br>Partners: <ul style="list-style-type: none"> <li>• NGOs</li> <li>• Private Sector</li> </ul> |

**Waste Management Sector**

**Operational Objective 2: Develop an SCP-Based Integrated System for Waste Management in the Country and Establish Innovation and Knowledge for Waste Conversion Alternatives and Promote Best Environmental Practices and Technologies in Waste Management and Support Waste Management Infrastructure Allowing Efficient Management of Wastes as Resources, Benefiting from Gains in Waste to Energy Schemes and Minimizing Environmental Impacts of the Waste in All its Life Cycle**

| Nº | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners  |
|----|--|---|--------------------------------------|--|------------------------------|---|
| 1  | Encourage New Initiatives  | <ul style="list-style-type: none"> <li>• * Green Key</li> <li>• * Green Schools and Universities</li> <li>• *Custom exemptions such as new Hybrid and EV cars batteries</li> </ul>  | 50                                   | - Number of Certified Green Buildings  |                              | <ul style="list-style-type: none"> <li>• MoEnv</li> <li>• Private Sector</li> <li>• NGOs</li> <li>• Jordan Green Buildings Council</li> </ul> |
| 2  | Adopt new and innovative management practices and technologies for sustainable waste management in all stages of the life cycle of waste management (from the moment the material becomes waste, through the treatment processes including emissions into the environment, inert material in landfill or a useful product again) and innovative waste management service provision practices for example those related to inspection by environmental authorities for air quality, emissions, etc. | <ul style="list-style-type: none"> <li>• Public Awareness of new technologies and recycling schemes</li> <li>• Reduce packaging weight to volume ratio in the industries</li> <li>• Biodegradable Plastic Bags</li> <li>• Develop Behavior Change Programs</li> </ul> | 50                                   | <ul style="list-style-type: none"> <li>- Proportion of waste sent to landfill sites decreased</li> <li>- Amount of sorted and recycled wastes (in residential, commercial, or industrial sites) increased</li> <li>- Amount of Products Reused</li> <li>- New Biodegradable Plastic Bags Regulation</li> </ul> |                              | <ul style="list-style-type: none"> <li>• MoEnv.</li> <li>• Private Sector</li> </ul>  |

| Waste Management Sector  |  |   |                                      |   |                              |   |
|--|--|---|--------------------------------------|---|------------------------------|---|
| Operational Objective 3: Sensitize and Educate Waste Management Sector-Involved National Stakeholders Including Services Providers and Support the Development of Appropriate Market Tools, Information, and Incentives to Promote Sustainability Throughout the Value Chains of Sustainable Waste Management Services Provision |  |   |                                      |   |                              |   |
| Nº   | Actions  | Proposed national activities (2021)   | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021  | Related flagship initiatives | Key Partners  |
| 1  | Develop and implement information, education, and awareness programs and campaigns as a major tool to improve national awareness on waste management and its benefit for socio-economic and environmental sustainability to positively influence citizens' behavior primarily towards a greater compliance with waste handling regulations as well as sustainable waste management services provision practices for example during conducting national campaigns (such as the annual clean up the world campaign conducted by NGOs, etc) and ensure public engagement in sorting, recycling, and reduction of waste efforts and plans. | <ul style="list-style-type: none"> <li>• Include SWM in national school curriculum, to promote waste as a resource</li> <li>• Develop Behavior Change Programs</li> <li>• Establish Vocational Training in Solid Waste</li> <li>• Invest in religious values in improving SWM</li> <li>• Include E- Learning in the awareness on SWM.</li> <li>• Establish a WM experts network</li> <li>• Emphasize the role of scavengers in the Life Cycle of Solid Waste</li> </ul> | 100                                  | <ul style="list-style-type: none"> <li>- Number of voluntary campaigns in SWM</li> <li>- Number of Educational programs in the National Curriculum</li> </ul> |                              | <p>Lead: MoEnv.</p> <p>Partners:</p> <ul style="list-style-type: none"> <li>• Schools and Universities</li> <li>• Ministry of Education</li> <li>• Municipalities</li> <li>• Local Media</li> <li>• NGOs</li> </ul> |

| Waste Management Sector  |  |  |                                      |  |                              |   |
|--|--|--|--------------------------------------|--|------------------------------|---|
| Operational Objective 3: Sensitize and Educate Waste Management Sector-Involved National Stakeholders Including Services Providers and Support the Development of Appropriate Market Tools, Information, and Incentives to Promote Sustainability Throughout the Value Chains of Sustainable Waste Management Services Provision |  |  |                                      |  |                              |   |
| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners  |
| 2  | Support the development of regional value chains integrating SCP principles in the sustainable waste management services provision areas, and with high market potential, while maximizing the employment and income generation gains for local sustainable waste management services providers. | <ul style="list-style-type: none"> <li>• Increase and Facilitate Private Sector Participation in SWM</li> <li>• Dedicated Programs to Qualify the Scavengers</li> <li>• Privatization of the SWM Sectors</li> <li>• Encourage SW Composting</li> <li>• Provide an enabling Environment to attract investors in the sector</li> </ul> | 50                                   | <ul style="list-style-type: none"> <li>- * Number of companies involved in SWM</li> <li>- * Employment in the sector</li> </ul>  |                              | Lead: MoEnv.<br>Partners: <ul style="list-style-type: none"> <li>• Ministry of Finance</li> <li>• Private Sector</li> <li>• NGOs</li> </ul> |
| 3  | Encourage Public Private Partnership (PPP) in sustainable waste management services provision projects since the private sector can positively contribute to the future of the waste management sector by both investing in infrastructure and operating services.                               | <ul style="list-style-type: none"> <li>• Identify Projects potentially attractive in terms of revenue returns</li> <li>• Set a regulatory environment for investors.</li> <li>• Investigate more in the current Public Private Partnership law currently under revision.</li> </ul>  | 20                                   | <ul style="list-style-type: none"> <li>- Number of investors in SWM</li> <li>- Amount of sorted and recycled wastes (in residential, commercial, or industrial sites) increased</li> <li>- Number and amount of reused products</li> </ul> |                              | <ul style="list-style-type: none"> <li>• MoEnv.</li> <li>• MoT</li> </ul>   |
| 4  | Maximize the provision of customs and tax incentives and include regulations that promote feed in tariff and   | <ul style="list-style-type: none"> <li>• Tax Exemptions</li> <li>• Custom Exemptions</li> </ul>  | N/A                                  | <ul style="list-style-type: none"> <li>- Proportion of waste sent to landfill sites decreased</li> <li>- Amount of methane captured and flared off, or fed into biogas engines</li> </ul>  |                              | Lead: MoEnv.<br>Partners: <ul style="list-style-type: none"> <li>• Customs Department</li> </ul>  |

| Waste Management Sector  |  |  |                                      |  |                              |   |
|--|--|--|--------------------------------------|--|------------------------------|---|
| Operational Objective 3: Sensitize and Educate Waste Management Sector-Involved National Stakeholders Including Services Providers and Support the Development of Appropriate Market Tools, Information, and Incentives to Promote Sustainability Throughout the Value Chains of Sustainable Waste Management Services Provision |  |  |                                      |  |                              |   |
| Nº   | Actions  | Proposed national activities (2021)  | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021   | Related flagship initiatives | Key Partners  |
|  | fiscal exemptions on renewable sources of energy such as biogas systems  |  |                                      | to generate power increased<br>- Amount of sorted and recycled wastes (in residential, commercial, or industrial sites) increased<br>- Re-use of waste increased |                              |   |
| 5  | Improve the knowledge base and establish networks for sustainable waste management services providers in Jordan and/or link with already established networking platforms/facilities (such as The Network for Jordanian Industrial Sustainability <sup>25</sup> ) to enable extensive communication, networking, exchange of lessons learned and encourage scaling-up of good practices and success stories in sustainable waste management services provision and build a shared national and | <ul style="list-style-type: none"> <li>strengthen and develop International Networking capabilities for the exchange of knowledge</li> <li>Establish International Technological Networking</li> <li>Build a shared national and Mediterranean-linked Knowledge System on the “sustainable waste management services provision” for concerned research organizations, service providers, certification bodies and governments and increase visibility and impact.</li> </ul> | 50                                   | <ul style="list-style-type: none"> <li>Number of experts in the networks</li> <li>Number of technologies obtained from those networks</li> </ul>                 |                              | <ul style="list-style-type: none"> <li>MoEnv.</li> <li>Private Sector</li> <li>Int. Development Agencies</li> </ul> |

<sup>25</sup>The Network for Jordanian Industrial Sustainability or “The Network” is a component of the 5-year USAID-funded *Water Reuse and Environmental Conservation Project*. In 2013 USAID handed over responsibility for The Network to the Royal Scientific Society (RSS).

| Waste Management Sector  |  |                                     |                                      |  |                              |  |
|--|--|-------------------------------------|--------------------------------------|--|------------------------------|--|
| Operational Objective 3: Sensitize and Educate Waste Management Sector-Involved National Stakeholders Including Services Providers and Support the Development of Appropriate Market Tools, Information, and Incentives to Promote Sustainability Throughout the Value Chains of Sustainable Waste Management Services Provision |  |                                     |                                      |  |                              |  |
| Nº   | Actions  | Proposed national activities (2021) | Estimated cost (thousand USD) (2021) | Progress indicators including baseline (BL) and Target (T) by 2021 | Related flagship initiatives | Key Partners   |
|  | Mediterranean-linked Knowledge System on the “sustainable waste management services provision” for concerned research organizations, service providers, certification bodies and governments and increase visibility and impact. |                                     |                                      |  |                              |  |
| 6  | Establish a National Multi-Attribute Eco-labeling Scheme   |                                     | 50                                   | - Number of Eco-Labeled Products                                   |                              | Lead: MoEnv.<br>Partners:<br><ul style="list-style-type: none"> <li>• MIT</li> <li>• Private Sector</li> <li>• JSMO</li> </ul> |

**Annex 2: Technical Working Groups' rosters established for stakeholders' participation and consultation**  
**National Action Plan for SCP / Agriculture & Food Sector**

**Technical committee List**

| #  | Name                              | Organization  | Directorate/Division   |
|--|-----------------------------------|---|--|
| <b>Government/Line Ministries/Policy Makers</b>          |                                   |   |  |
| 1  | Samir Kilani                      | MoEnv   | Director of Green Economy Unit                                     |
| 2  | Buthaina Batarseh<br>Ammar Mismar | MoEnv   | Nature Protection Directorate/Sustainable Land Management Division |
| 3  | Tamam Khawalda                    | Ministry of Agriculture   | Head of Organic Agriculture Division                               |
| 4  | Osama Qattan                      | Ministry of Agriculture   | Land use, Water and Environment Division                           |
| 5  | Eng. Omar Allahham                | Ministry of Agriculture   | Policies Directorate Policies and Research Division                |
| 6  | Mutasim Kilani                    | MoPIC   | Head of Sustainable Development section                            |
| 7  | Abd al Rahman Basbous             | Jordan Food and Drug Administration                                   | _____  |
| 8  | Anwar Adwan                       | Jordan Valley Authority   | _____  |
| 9  | Basel Alnobani                    | Ministry of Industry & Trade  | _____  |
| 10   | Shahwan Sakarneh                  | Rangers   | _____  |
| 11   | Salah Obaidat                     | JSMO  | _____  |
| 12   | Abeer Saleh                       | Jordan Chamber of Industry  | _____  |
| 13   | Lina Al Dousoki                   | Jordan SMEs Association   | Executive Manager  |
| 14   | Hani al Demour                    | Jordan Chamber of Commerce  | Chamber advisor for food and agriculture issues                    |
| 15   | Eng. Mohammad Tawalbeh            | Gulf Food Products Company  | Production Manager   |
| 16   | Dr. Mohammad Saber                | AlWatania Poultry   | AlWatania Poultry  |
| 17   | Head of Production Division       | Nabil Food Product  | Nabil Food Product   |
| 18   | Head of Production Division       | Noman Al Juneidi Food Industries                                      | Noman Al Juneidi Food Industries                                   |
| <b>Civil Society/CBOs/NGOs/Professional Associations</b> |                                   |   |  |
| 19   | Zuhair Juehan                     | Jordanian Society for Organic Farming                                 | Head of Society  |
| 20   | Mohammad Obeidat                  | National Society for Consumer Protection                              | Head of Society  |
| 21   | Zuhair Juehan<br>Nadal Juehan     | Jordan Exporter and Producers Association<br>of Vegetables and Fruits | Chairman of Board of Directors<br>Executive manager                |
| <b>Green Financing Institutions</b>                      |                                   |   |  |
| 22   | Lina Masoud                       | Association of Banks in Jordan  | Economic Researcher/ Studies & Research Section                    |
| 23   | Mohammad Dojan                    | Ministry of Agriculture<br>Agricultural Credit Corporation            | Director of Credits (loans)  |



| <b>Ministry of Finance/Tax &amp; Customs Incentives/Eco-labeling Programs</b> |  |                         |  |
|---|--|-------------------------|--|
| 24  | Dr. Naser Al-Khateeb   | Tax Dept.               | Chairman of the tax exemption and tax return section                       |
| 25  | Ghassan Gamrawi  | Customs Dept.           | Head of the overall tariff section   |
| <b>Research &amp; Innovation/Tech</b>   |  |                         |  |
| 26  | Dr. Muien Qaryouti, Assistant to Mang on Research<br>Dr. Jamal Alrusheidat | NCARE                   | Assistant to Manger on Research<br>Assistant to Manger on Extension        |
| 27  | Rafat Assi   | RSS                     | Environment Dept.  |
| 28  | Dr. Jawad Bakri  | University of Jordan    | Lands, Water & Environment Dept.   |
| <b>International development agencies</b>                                     |  |                         |  |
| 29  | Nobert Maas  | GGGI                    | Senior program officer   |
| 30  | Ahmad Amrah  | GGGI                    | Project Manager of developing of policy framework for green growth project |
| <b>Project Team (MoEnv Staff and Consultants)</b>                             |  |                         |  |
| 31  | H.E Raouf Dabbas   | MoEnv                   | Senior Advisor of the Minister of Environment                              |
| 32  | Dr. Ahmad Abdel-Fattah   | Free Lance Consultant   | NAP of SCP Lead Consultant   |
| 33  | Suna abu Zahra   | Department of Statistic | Consultant / Agriculture and Food Sector                                   |
| 34  | Mohamad Afana  | MoEnv                   | Director of Policies & Institutional Development                           |
| 35  | Heba Zabalawy  | MoEnv                   | Head of Policies and Strategies Section                                    |
| 36  | Israa Al Harasis   | MoEnv                   | Head of Environment Information and Decision Support Section               |
| 37  | Hanin Abu Hamra  | MoEnv                   | Policies and Strategies Section  |

## National Action Plan for SCP / Transport Sector

### Technical committee List

| #  | Name                  | Organization  | Directorate/Division                                  |
|--|-----------------------|---|---|
| <b>Government/Line Ministries/Policy Makers</b>                                  |                       |   |   |
| 1  | Samir Kilani          | MoEnv   | Director of Green Economy Unit                        |
| 2  | Rasha Qadora          | MoT   | Head of Environment Section                           |
| 3  | Wesam Tahtamouni      | Land Transport Regulatory Commission                  | Director of Studies Directorate                       |
| 4  | Eng. Muawiyah Faydi   | MEMR  | Renewable Energy & Energy Efficiency Directorate      |
| 5  | Dr. Ayman Smadi       | GAM   | Transport and Traffic Management Director             |
| 6  | Khaled Soudi          | Ministry of Public Work & Housing                     | Head of Environment and Green Buildings Division      |
| 7  | Mutasim Kilani        | MoPIC   | Head of Sustainable Development section               |
| 8  | Shahwan Sakarneh      | Rangers   | _____   |
| 9  | Salah Obaidat         | JSMO  | _____   |
| <b>Business/Chamber of Industries/SMEs/Emerging Green Entrepreneurs and SMEs</b> |                       |   |   |
| 10   | Abeer Saleh           | Jordan Chamber of Industry                            | Environment Division                                  |
| 11   | Abdalla Refaae        | Jordan Chamber of Commerce                            | General Manager of Amman PORT Containers Services     |
| 12   | Lina Al Dousoki       | Jordan SMEs Association                               | Executive Manager                                     |
| <b>Civil Society/CBOs/NGOs/Professional Associations</b>                         |                       |   |   |
| 13   | Eng. Moh'd Abu Afifeh | Jordan Engineer Association                           | Assistant General Secretary                           |
| 14   | Samar Kilani          | Architects Engineers Business Council                 | Executive Manager                                     |
| 15   | Osama Kanaan          | Renewable Energy Energy Efficiency Society (REES)     | Managing director                                     |
| 16   | Eman Abu Zaid         | the Parliamentary block "Mubadara"                    | the Parliamentary block "Mubadara"                    |
| 17   | Hana Bilbeisi         | influential public movement named "Together We Reach" | influential public movement named "Together We Reach" |
| <b>Green Financing Institutions</b>  |                       |   |   |
| 18   | Lina Masoud           | Association of Banks in Jordan                        | Economic Researcher/ Studies & Research Section       |
| 19   | Lina Mobaideen        | JREEEF  | JREEEF  |
| <b>Ministry of Finance/Tax &amp; Customs Incentives/Eco-labeling Programs</b>    |                       |   |   |
| 20   | Dr. Naser Al-Khateeb  | Tax Dept.   | Chairman of the tax exemption and tax return section  |

|  |   |  |   |
|--|---|--|---|
| <b>21</b>  | Ghassan Gamrawi   | Customs Dept.  | Head of the overall tariff section  |
| <b>Research &amp; Innovation/Tech</b>  |   |  |   |
| <b>22</b>  | Dr. Ammar Natsheh   | Middle East University   | Faculty Of Engineering<br>Head Of Renewable Energy Engineering Department   |
| <b>International development agencies/Regional and External Stakeholders</b> |   |  |   |
| <b>23</b>  | 1. Margarida NETA (Urban Transport Key Expert)<br><br>2. Lorenza Tomasoni (Chargée de missions scientifiques et de projets en Méditerranée Project Manager) | 1. Euro med Road, Rail and Urban Transport Project and TRANSITEC<br><br>2. Cooperation for Urban Mobility in the Developing World) | Euro med Road, Rail and Urban Transport Project and TRANSITEC<br><br>2. Cooperation for Urban Mobility in the Developing World) |
| <b>24</b>  | Thierry Liabastre   | AFD Agence Française de Développement / French Development Agency<br>Amman Office  | AFD Agence Française de Développement / French Development Agency<br>Amman Office   |
| <b>25</b>  | Nobert Maas   | GGGI   | Senior Program Officer  |
| <b>26</b>  | Ahmad Amrah   | GGGI   | Project Manager of developing of policy framework for green growth project  |
| <b>Project Team (MoEnv Staff and Consultants)</b>                            |   |  |   |
| <b>27</b>  | H.E Raouf Dabbas  | MoEnv  | Senior Advisor of the Minister of Environment   |
| <b>28</b>  | Dr. Ahmad Abdel-Fattah  | Free Lance Consultant  | NAP of SCP Lead consultant  |
| <b>29</b>  | Nidaa Maani   | Free Lance Consultant  | Consultant / Transportation Sector  |
| <b>30</b>  | Mohamad Afana   | MoEnv  | Director of Policies & Institutional Development  |
| <b>31</b>  | Heba Zabalawy   | MoEnv  | Head of Policies and Strategies Section   |
| <b>32</b>  | Israa Al Harasis  | MoEnv  | Head of Environment Information and Decision Support Section  |
| <b>33</b>  | Hanin Abu Hamra   | MoEnv  | Policies and Strategies Section   |

## National Action Plan for SCP / Waste Management Sector

### Technical committee List

| #  | Name                 | Organization                               | Directorate/Division   |
|--|----------------------|--|--|
| <b>Government/Line Ministries/Policy Makers</b>                                  |                      |  |  |
| 1  | Samir Kilani         | MoEnv                                      | Director of Green Economy Unit   |
| 2  | Mohammed Khashashneh | MoEnv                                      | Director of Waste Management & Hazardous Substances                        |
| 3  | Zaidoun Qasem        | Greater Amman Municipality                 | Environment Dept.  |
| 4  | Asma al Ghazawi      | Ministry of Municipal Affaires             | Head of Environment Section  |
| 5  | Fariba Hosseini      | MEMR                                       | Renewable Energy & Energy Efficiency                                       |
| 6  | Mutasim Kilani       | MoPIC                                      | Head of Sustainable Development Division                                   |
| 7  | Enas Obaidat         | Department of Statistic                    | _____  |
| 8  | Basel Alnobani       | Ministry of Industry & Trade               | _____  |
| 9  | Abeer Ramadneh       | Ministry of Industry & Trade               | _____  |
| 10   | Shahwan Sakarneh     | Rangers                                    | _____  |
| 11   | Salah Obaidat        | JSMO                                       | _____  |
| <b>Business/Chamber of Industries/SMEs/Emerging Green Entrepreneurs and SMEs</b> |                      |  |  |
| 12   | Abeer Saleh          | Jordan Chamber of Industry                 | _____  |
| 13   | Lina Al Dousoki      | Jordan SMEs Association                    | Executive Manager  |
| 14   | Dr. Wisam Rabadi     | Jordan Competitiveness Program (JCP-USAID) | Chief of Party   |
| 15   | Eng. Ammar Abu Drais | Green Plans Consulting                     | General Manager  |
| <b>Civil Society/CBOs/NGOs/Professional Associations</b>                         |                      |  |  |
| 16   | Ahmed Alkofaheh      | Jordan Environment Society (JES)           | Recycling Program  |
| 17   | Isra'a Al-Turk       | NGO's                                      | Head of Environmental Societies Union                                      |
| 18   | Lina Masoud          | Association of Banks in Jordan             | Economic Researcher/ Studies & Research Section                            |
| 19   | Dr. Naser Al-Khateeb | Tax Dept.                                  | Chairman of the tax exemption and tax return section                       |
| 20   | Ghassan Gamrawi      | Customs Dept.                              | Head of the overall tariff section   |
| <b>Research &amp; Innovation/Tech</b>  |                      |  |  |
| 21   | Dr. Hani Abu Qudais  | JUST                                       | Environmental Engineering  |
| <b>International development agencies</b>  |                      |  |  |
| 22   | Norbert Maas         | GGGI                                       | Senior program officer   |
| 23   | Ahmad Amrah          | GGGI                                       | Project Manager of developing of policy framework for green growth project |

| <b>Project Team (MoEnv Staff and Consultants)</b> |                        |                       |  |
|---|------------------------|-----------------------|--|
| <b>24</b>   | H.E Raouf Dabbas       | MoEnv                 | Senior Advisor of the Minister of Environment                |
| <b>25</b>   | Dr. Ahmad Abdel-Fattah | Free Lance Consultant | NAP of SCP Lead consultant                                   |
| <b>26</b>   | Noor Esoh              | Free Lance Consultant | Consultant / Waste Management                                |
| <b>27</b>   | Mohamad Afana          | MoEnv                 | Director of Policies & Institutional Development             |
| <b>28</b>   | Heba Zabalawy          | MoEnv                 | Head of Policies and Strategies Section                      |
| <b>29</b>   | Israa Al Harasis       | MoEnv                 | Head of Environment Information and Decision Support Section |
| <b>30</b>   | Hanin Abu Hamra        | MoEnv                 | Policies and Strategies Section                              |

Developing national Sustainable Production and Consumption (SCP) National Action Plans (NAP) contributes to poverty alleviation, environmental sustainability and the development of a green economy. National SCP-NAPs are a first step in a country's response to the 2015 adopted Sustainable Development Goals (SDGs) and in particular Goal 12: Responsible consumption and production.

In 2011 the Ministry of Environment in collaboration with the United Nations Environment Programme conducted a Green Economy Scoping Study, which includes six well defined sectors containing significant prospects for economic development, poverty reduction and the possibility of opening new markets for our national products, these sectors are Energy (Energy Efficiency and Renewable Energy), Water, Agriculture, Waste Management, Transport, and Sustainable Tourism.

Jordan is currently working closely with the Global Green Growth Institute (GGGI) and United Nations Environment Programme (UNEP), integrating the Green Economy and the Sustainable Consumption and Production topics through SwitchMed initiative in order to develop a comprehensive National Green Growth Strategy and Work-plan covering the six Green Economy sectors which collectively have the potential to attract sustainable green investments amounting to 1.3 billion U.S dollars and creating 51 thousand new jobs in the next 10 years.

Therefore, Ministry of Environment through the SCP National Committee developed a National Strategy and Action Plan for Mainstreaming Sustainable Consumption and Production (SCP) into Agriculture / Food Production, Transport, and Waste Management Sectors in Jordan, the strategy determined Vision, Mission, three strategic objectives in addition to several operational objectives under each sector, and suggested actions as well as activities and progress indicators including baselines and targets.

UNEP-DTIE Coordinator of the national SCP policy component of the EU-funded Switch-Med program provided advisory services and technical assistance to the national SCP-NAP process in Jordan.



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