



NYU

Marron Institute
of Urban Management

Tunis, Tunisia

Transit-Infrastructure Costs in the Arab World

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Setting up the picture

22
countries

21
currencies

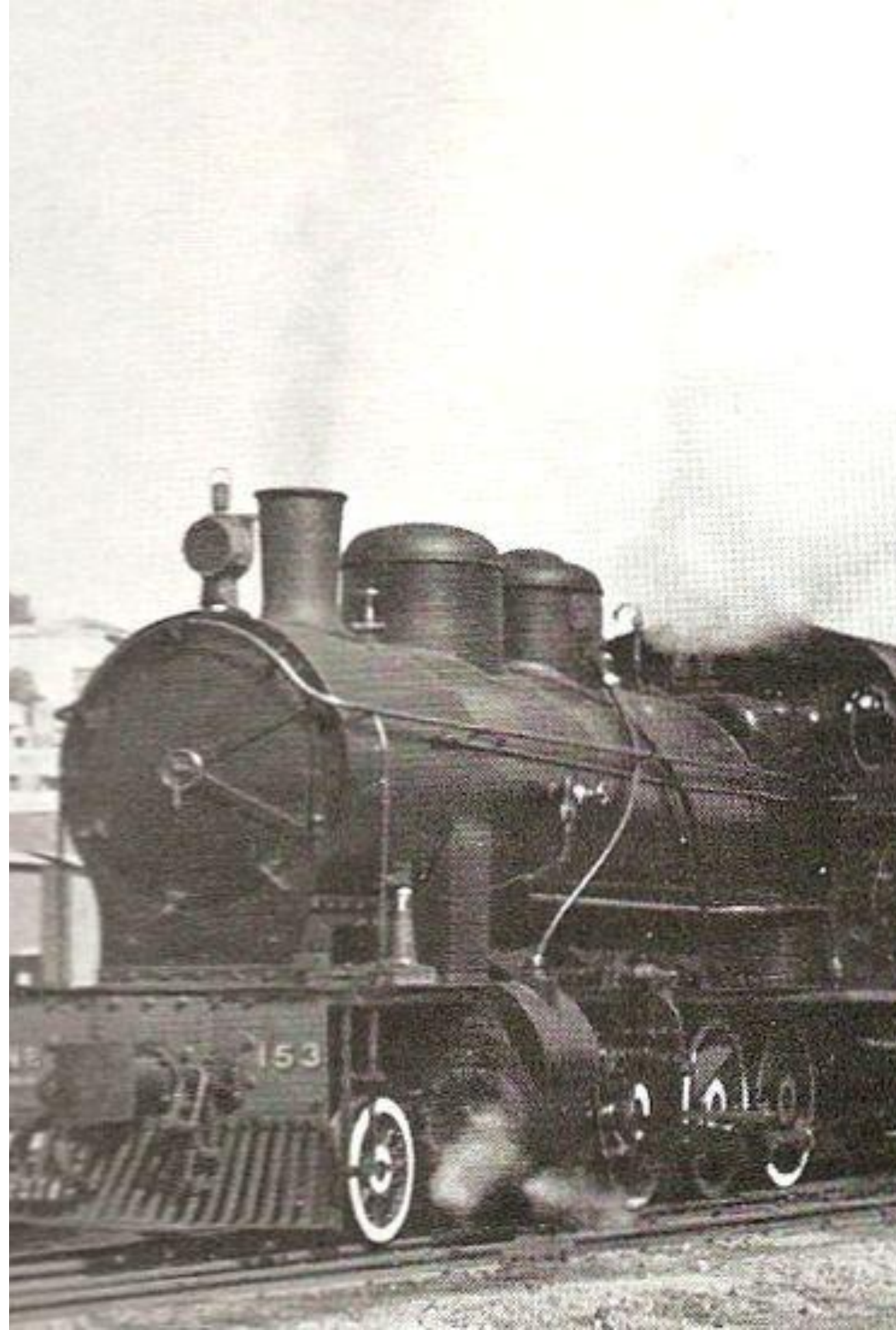


423M
Population
2015 estimate

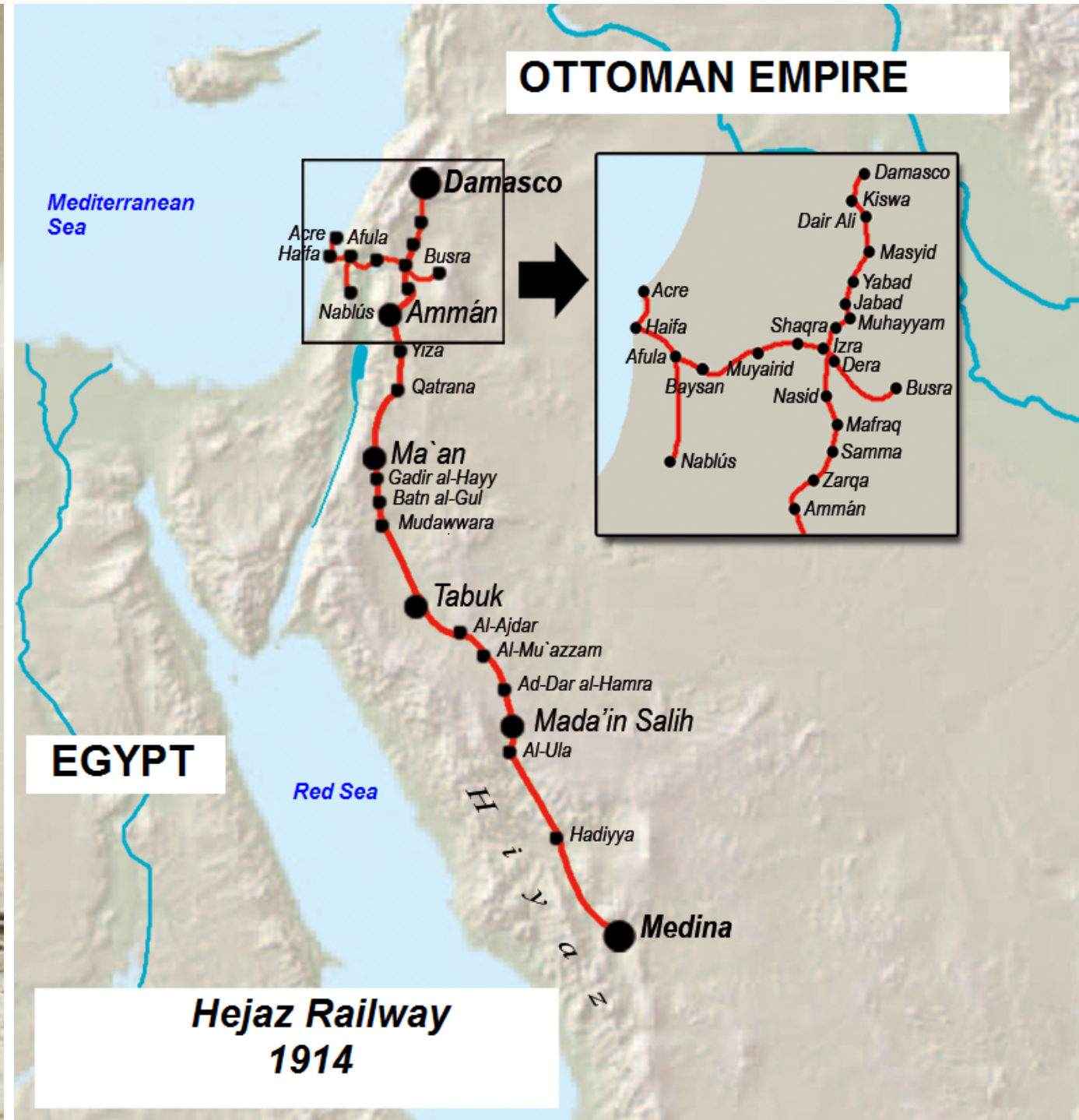
\$3.5tr
GDP - Nominal
2011 estimate

A Bit of history...

- The first railway in the Arab World was opened in the 1850s in Egypt. Railways were subsequently built in Morocco, Algeria, Tunisia, Sudan, Syria, Lebanon, and Iraq.
- The most important railway at that time was the Hejaz Railway, linking Medina in Saudi Arabia with Damascus in Syria, via Palestine, and Jordan. The railway was opened in 1908 and was closed in 1920.



A Bit of history...



What were we looking for?



Location

State, region, city



Phases and Lines

Specification on the transit lines and construction phases/extensions



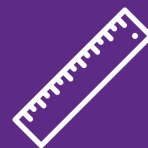
Coverage Type

National, regional, or urban



Duration

Years from announcement until project's delivery



Network Length

Track length by lines and extensions



Tunneling

Type and length of tunnels (if exists)



Stations

Amount and type



Contractors

Managing, design, and construction



Costs

Converted by year and currency

Collected data

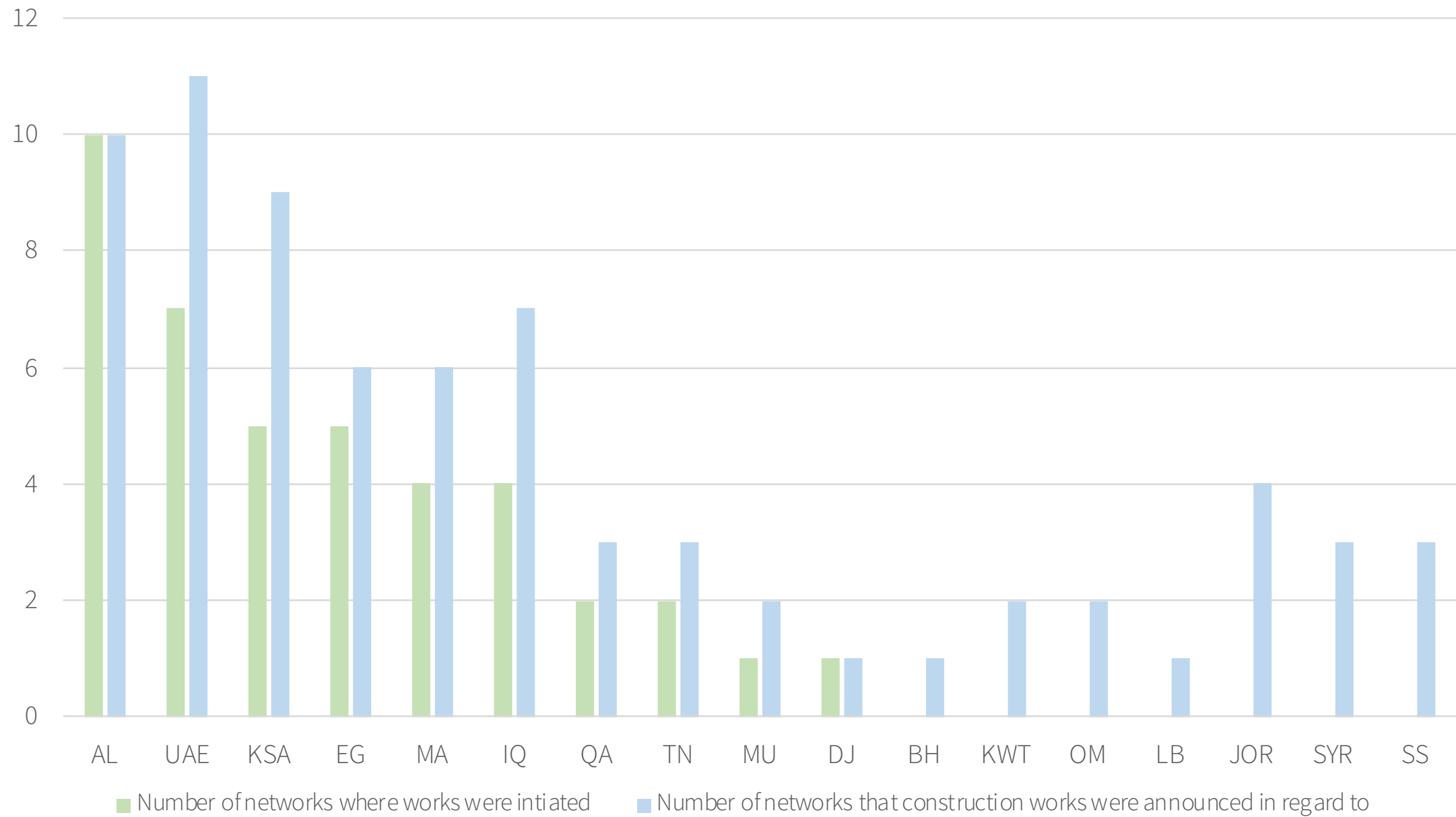
Category	Quantity
Countries	16
Projects	72
Progressed	38
Postponed	30
Valid Entries	90



Constantine, Algeria

Collected data

Networks under construction works per country



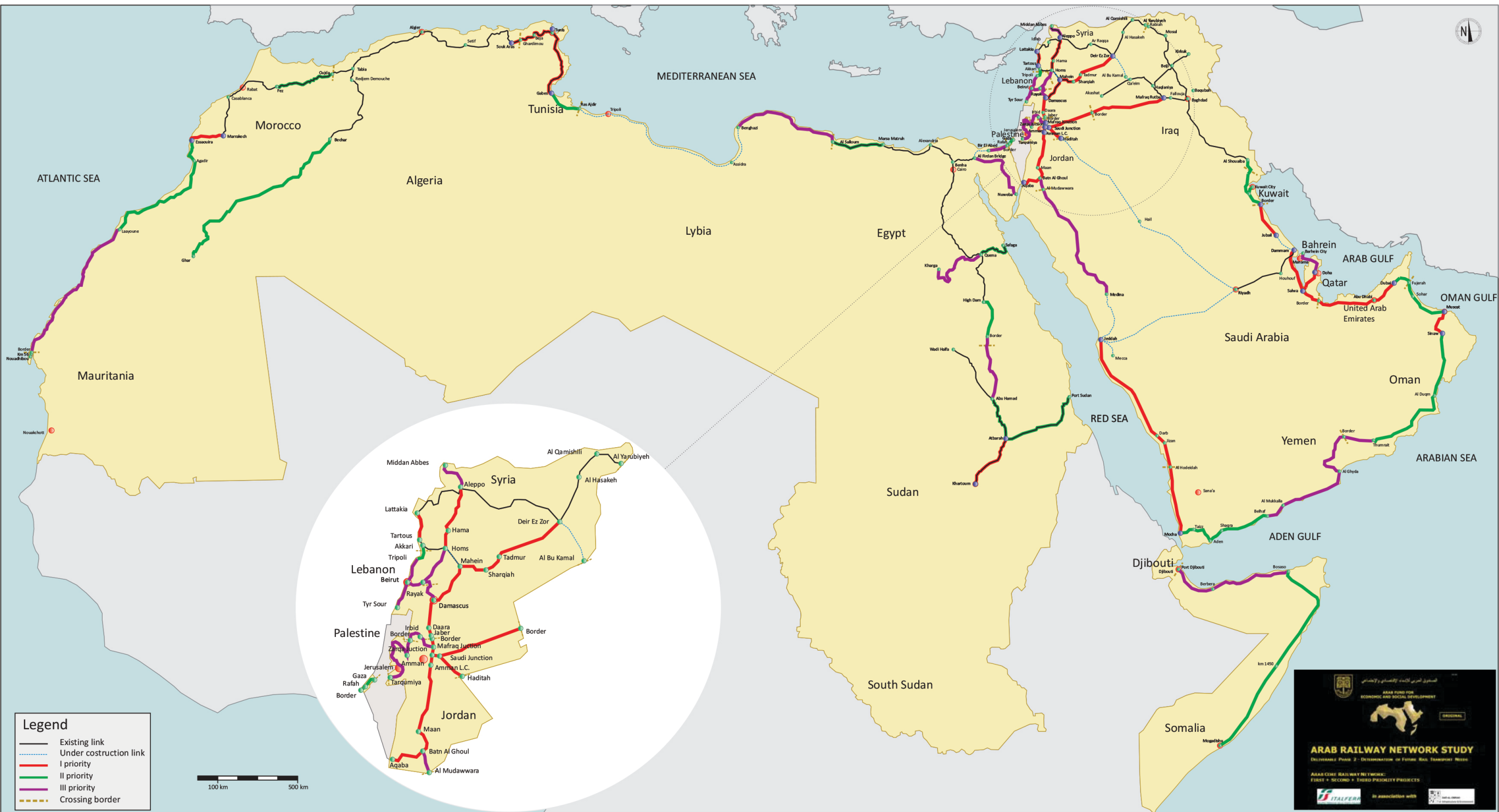
Qualitative insights

- Unsurprisingly, transit infrastructure construction is much related to geo-political and global economic trends. Examples for that are: Syria, GCC project, Saudi Arabia, and Qatar.
- Syria, who had a decent railway infrastructure and relevant bodies (Arab Union of Railways), has almost completely vanished from the map of running projects and operating systems.



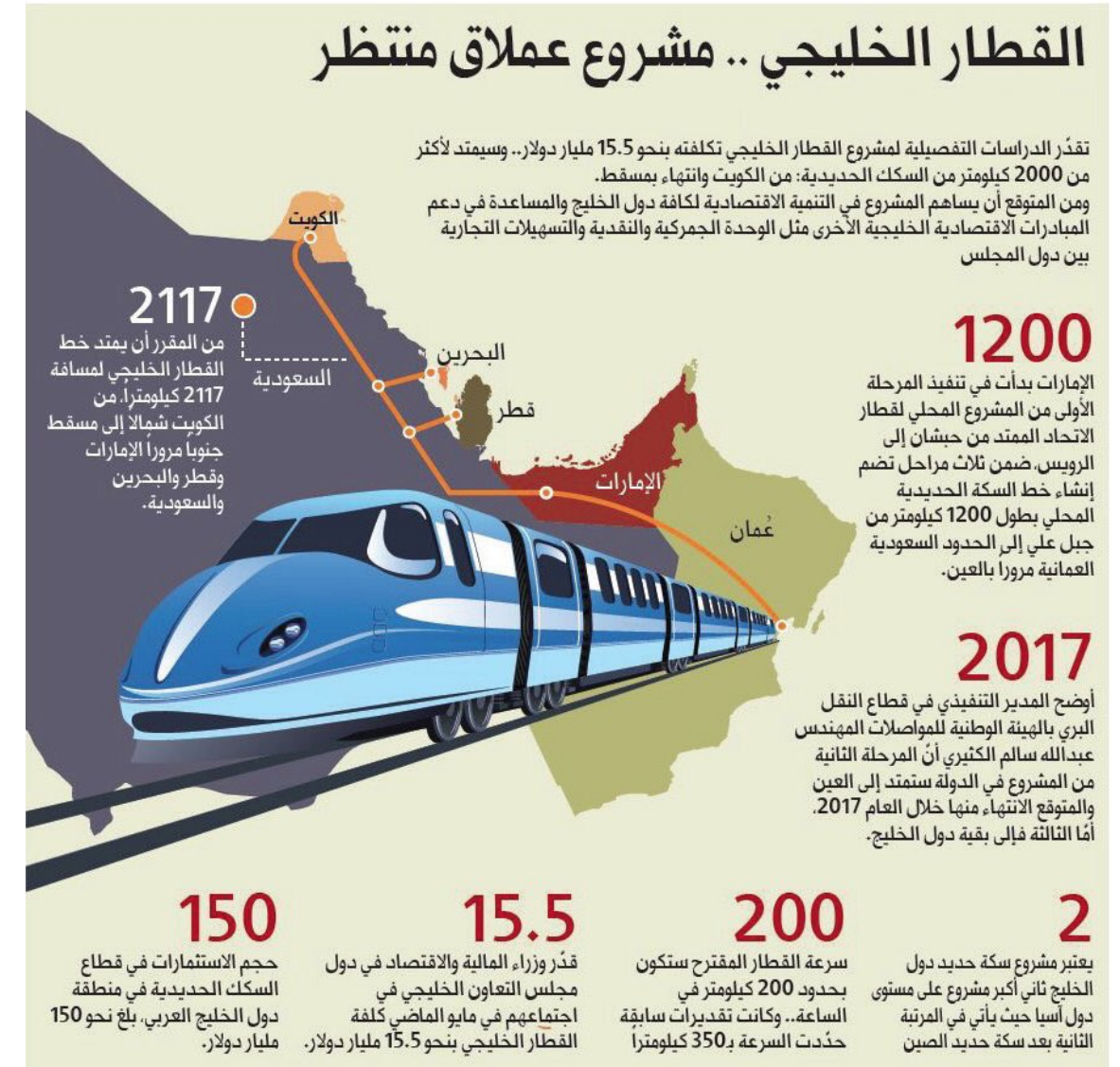
Rabat, Morocco

Arab Railway Network (Arab League Study)



Gulf Railway (GCC)

Country	Line length	Local Plans
Kuwait	145	511-574
Bahrain	36	
Qatar	283	400
Saudi Arabi	663	
United Arab Emirates	684	
Oman	306	



Qualitative insights

- Transparency and accessible official information are NOT widespread among official leaders and entities. Often, they themselves are “fed” by state officials or executing contractors.
- Most detailed information was found in Western media outlets, or contractors’ websites.



Dubai, UAE

Qualitative insights

- Inter-urban or regional systems' costs per KM are generally lower than urban systems' costs.
- Gulf countries and North African countries had the most significant number of transit construction projects in the last two decades. Algeria, UAE, and Saudi Arabia stand at the top of the table in terms of transit projects.
- There are almost no projects in the Levant region.



Cairo, Egypt

Qualitative insights

- Roughly speaking, costs for North African countries were lower than the costs of the Gulf countries.
- Many reasons can be attributed to this difference. Such as the characteristics of the projects, the local topographies, the past-experience, and relations.
- This also can raise questions about post-colonial relations, projects' “necessity” and demands, and willingness to pay.



Mecca, KSA

Qualitative insights

- Some European enterprises operate on the local-national level in North African countries, most notably, in Algeria as the example of Alstom Algerie SPA has been operating in Algeria since 2002. This, in contrast to the ad-hoc consortiums' establishment in Gulf countries.
- The involvement of the French government and European banks is also noteworthy in the context of Morocco, Tunisia, and Algeria.



Rabat, Morocco



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Thank you!

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