

Transit-Infrastructure Costs in the Arab World

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Setting up the picture

22 countries

423M

Population 2015 estimate



21 currencies

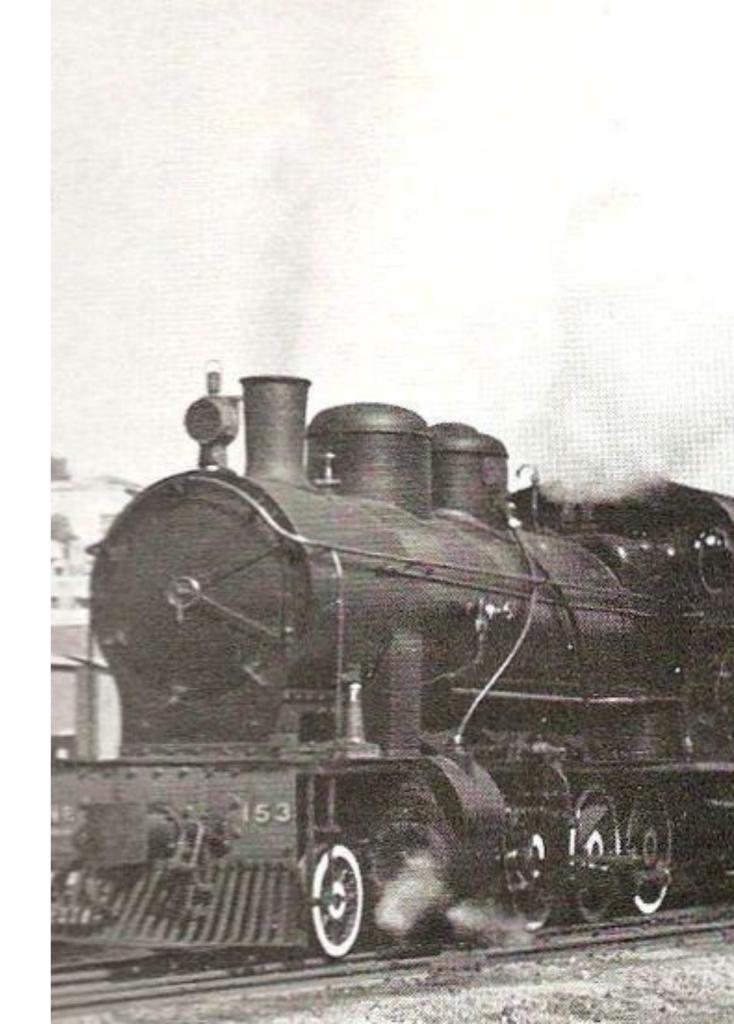
\$3.5tr

GDP - Nominal

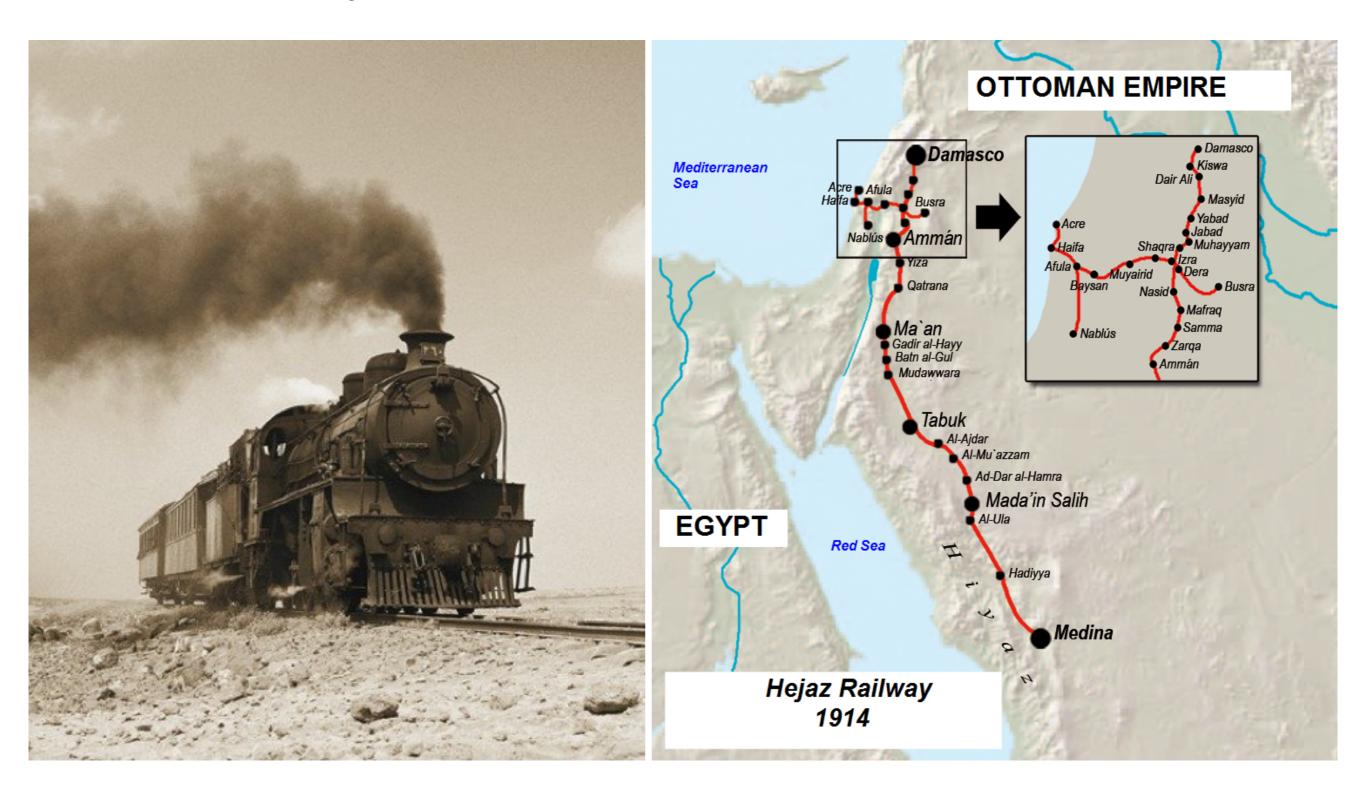
2011 estimate

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

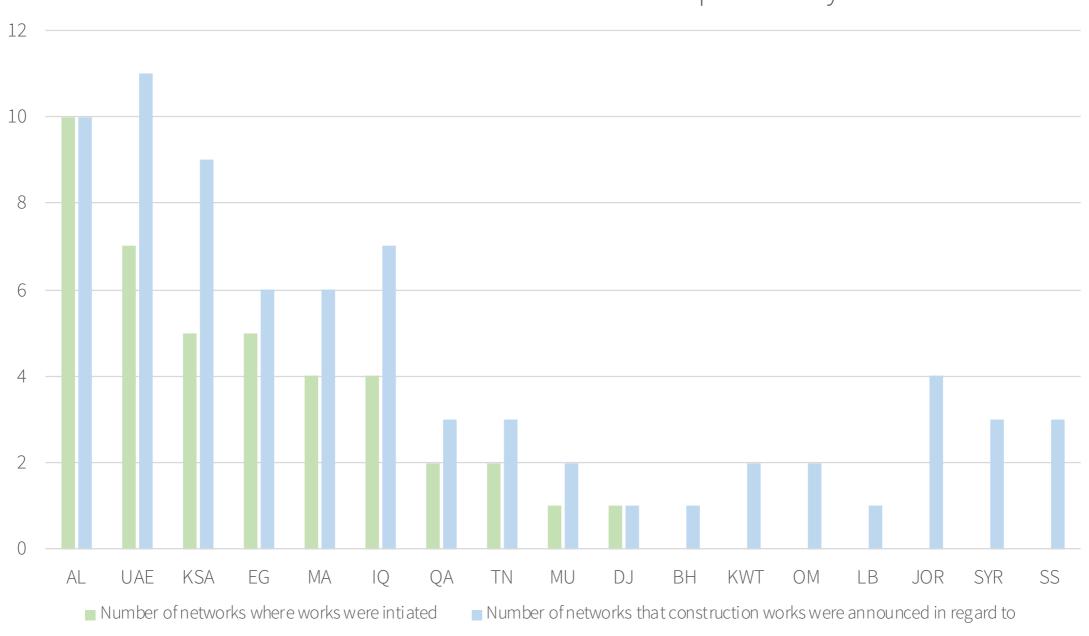
Collected data

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



Collected data

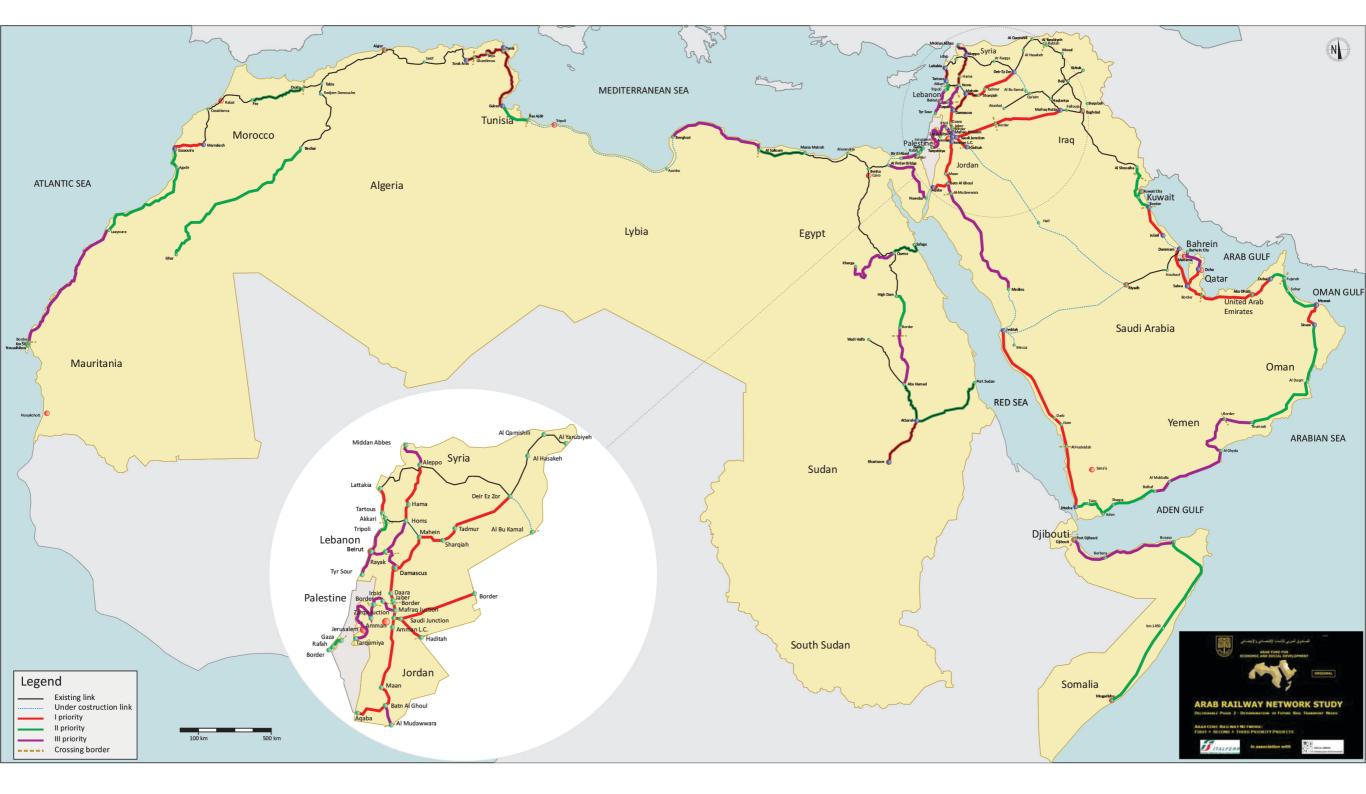
Networks under construction works per country



- 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.



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	

القطار الخليجي .. مشروع عملاق منتظر تقدُر الدراسات التفصيلية لمشروع القطار الخليجي تكلفته بنحو 15.5 مليار دولار.. وسيمتد لأكثر من 2000 كيلومتر من السكك الحديدية: من الكويت وانتهاء بمسقط. ومن المتوقع أن يساهم المشروع في التنمية الاقتصادية لكافة دول الخليج والمساعدة في دعم المبادرات الاقتصادية الخليجية الأخرى مثل الوحدة الجمركية والنقدية والتسهيلات التجارية من المقرر أن يمتد خط س المصارر الخليجي لمسافة 2117 كيلومتراً، من الكويت شمِالا إلى مسقط الإمارات بدأت في تنفيذ المرحلة الأُولَى مِن المشروع المحلى لقطار الاتحاد الممتد من حبشان إلى حنوناً مروراً الإمارات الرويس، ضمن ثلاث مراحل تضم وقطر والبحرين إنشاء خط السكة الحديدية المحلى بطول 1200 كيلومتر من غمان جبل على إلى الحدود السعودية العمانية مروراً بالعين. أوضح المدير التنفيذي في قطاع النقل البري بالهيئة الوطنية للمواصلات المهندس عبدالله سالم الكثيري أنُ المرحلة الثانية من المشروع في الدولة ستمتد إلى العين والمتوقع الانتهاء منها خلال العام 2017. أُمًا الثَّالِثَة فإلى بقية دول الخليج.

سرعة القطار المقترح ستكون بحدود 200 كيلومتر في الساعة.. وكانت تقديرات سابقٍة

حددت السرعة ب350 كيلومترا

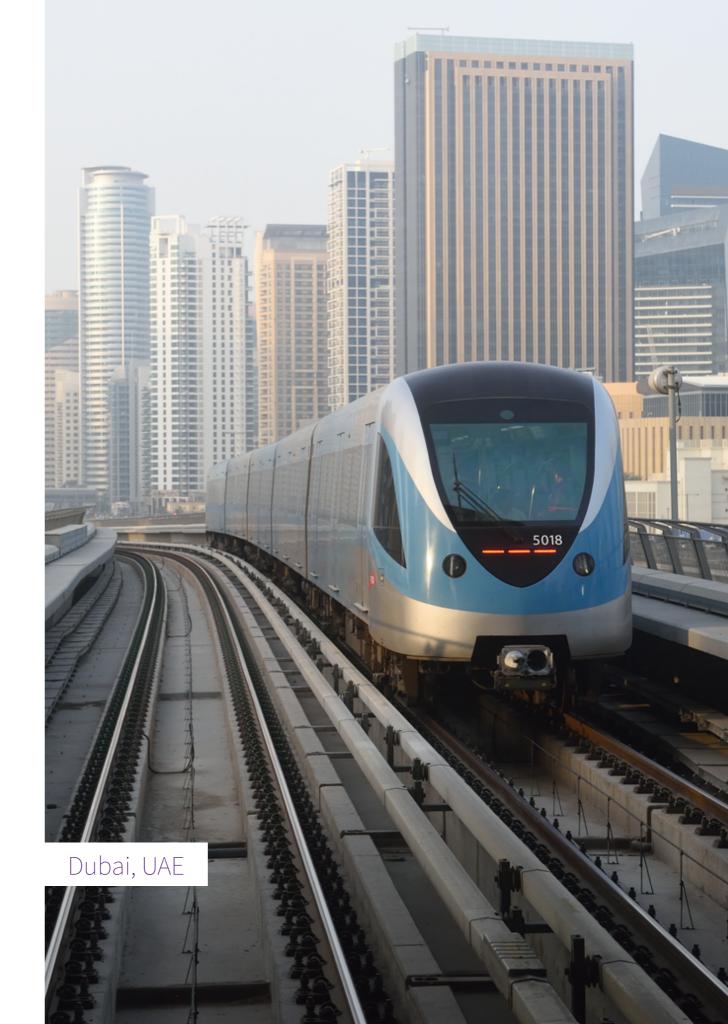
يعتبر مشروع سكة حديد دول الخليج ثاني أكبر مشروع على مستوى

قدُر وزراء المالية والاقتصاد في دول مجلس التعاون الخليجي في اجتماعهم في مايو الماضي كلفة القطار الخليجي بنحو 15.5 مليار دولار.

حجم الاستثمارات في قطاع السكك الحديدية في منطقة

دول الخليج العربي، بلغ نحو 150

- 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.



- 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.



- 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 pastexperience, and relations.
- This also can raise questions about post-colonial relations, projects' "necessity" and demands, and willingness to pay.



- Some European enterprises operate on the local-national level in North African countries, most notably, in Algeria as the example of Alstom Algeria 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.





Thank you!

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