

The transportation management and their impacts on the economy of Iraq

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Abstract: Transportation management is one of the most important elements for the country sectors as social, political, economic, and geographical sectors.

The main aims in this paper which we will focus on it's the transportation sector and the economic sector and how it has the impacts on each other's because the economy became the engine and the primary source of every sector in the country, so our approach in this paper we should have enough knowledge about the economy and transportation systems and what is the most important source which provides this sector in the vision, strategies and the finance case which is leading the country to the ranks of developed countries in these worlds.

The previous studies were very useful, and reality on the results of the research, one of these studies was belonged to (Bose and Haque, 2005) studied the relationship between investment in transportation and economic growth for a group of developing countries and found a bilateral causal relationship between them. In a later study of the Indian states, at the end of this paper, the results guide us to recognize that there mutual influence between the transportation investment and the economy and the value which helps the country is making the country more developing and impacting on all sectors in the country.

Keywords: management, economy, transportation, investment.

1. Introduction:

The position that the transportation management sector plays at the economic, social, and urban level for each country cannot be ignored, the growth and prosperity achieved in this sector extends its impact to all other sectors, consequently, there is a strong correlation between the growth occurring in this sector and the growth of the economic activity for the country as a whole.

All this is reflected in the significant contribution that this sector makes to the growth of the gross domestic product and in increasing the financial returns of the state, whether directly or indirectly, the contribution of the transportation management sector to economic development is evident in that it helps effectively in linking production area with consumption area and in securing the movement of individuals and transportation of raw materials and goods to and from investment area. In the end, we can classify transportation into many kinds as Airline transportation, Car & Bus transportation, and Railways transportation in this paper I will focus on Car & Bus transportation because Iraq is more active and more useful for the people, and transportation became one of the most important goals in each country, therefore, The achievements in the field of transportation and the establishment of a new social middle class in the 19th century created the preconditions for a boom in tourism. The international development of transport links, an increase in the professionalism of tourism providers, and a rapidly advancing technological development in both transport capacity and management were accompanied by a change in consumer behavior characterized by an increased yearning for distant places (Egger,2005, p.63).

2. Literature review:

'The transportation management is presented very important elements in the economic strategy as a source for the economy of the country, therefore, I will review how the researcher explained about them. The

transportation function is not a standalone activity, as it should be derived from the logistics strategy, which itself is based on the business strategy. It is broken down into a strategy per commodity, which is a set of services with similar characteristics and can be purchased as one package. Transportation commodities are parcel and express, airfreight, road and sea freight, train, and inter-modal. Each commodity strategy is translated into business, customer, process, and people requirements. These are used as input for the carrier selection and review processes. The outcomes of the carrier selection process, such as carrier allocations and rates, are uploaded in a TMS. In the carrier review process, the agreed carrier KPIs are measured, analyzed, and improved. This information is useful as input for the carrier selection process.

Figure1 illustrates the carrier management cycle' (Mohamed Achahchah, 2019)

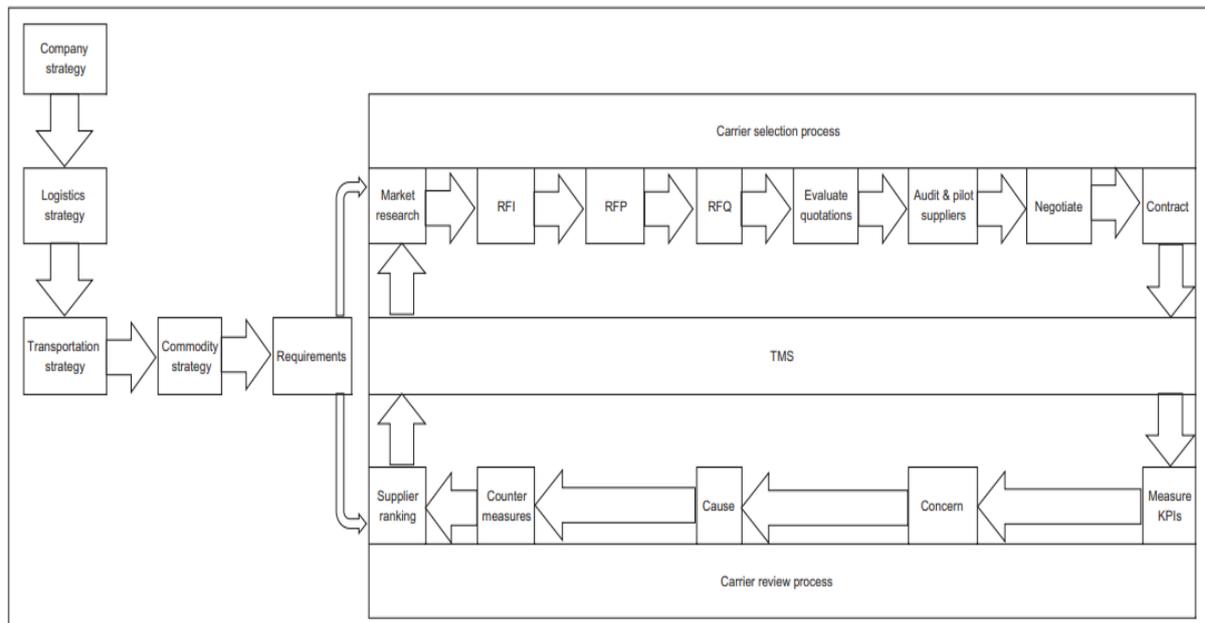


Figure 1: carrier management cycle.

Source: lean transportation management.

3. Methodology:

3.1 transport importance

The methodology of this paper will explain many things to make the reader covers all the necessary things to make the paper content very clear to him.

First of all the transport importance to Iraq is very important as one of the basic source to the economy of the country and presenting to the society the lifeline to the people be coming back to many reasons they are :

-communication with others (individual communication): whether those residing in the same geographical region or country or those outside other regions.

-The interaction of peoples with each other, culturally and socially: by facilitating movement between them; it's mean the cultural interaction of peoples; shares their cultural and human heritage. In many ways, Such as festivals, and the organized and reciprocal visits between countries of scholars, artists, poets, and people of thought.

-Creating job opportunities: for drivers, workers in the field of maintenance of various means of transport, and human elements in the crews of those means, especially the large ones; Like ships and planes.

-Facilitating the mobility of workers: By using means of transportation, the individual can reach his workplace without much effort, as if it were not there, and not only that, but also led the tremendous development in the field of air, land, and sea transport; To the travel of many holders of academic degrees, or professional skills, to work outside their countries of origin.

-**Shaping life:** This is because the presence of means of transportation in a region means attracting people to the possibility of building in it, and establishing villages and cities

3.2. Transportation analysis:

3.2.1. Railway in Iraq

The length of the railway network in Iraq is about 2000Km this network including 115 distributed in Baghdad and 9 provinces. This railway network is controlled by the Iraqi Republic Railways (IRR); which is related to the Iraqi Ministry of Transport (IRR,2018).

The Railway central station in Baghdad is shown in figure 2.



Figure 2: The Railway central station in Baghdad.

Source: <https://iraqthelastinglove.blogspot.com/2008/08/central-railway-station-in-baghdad.html>

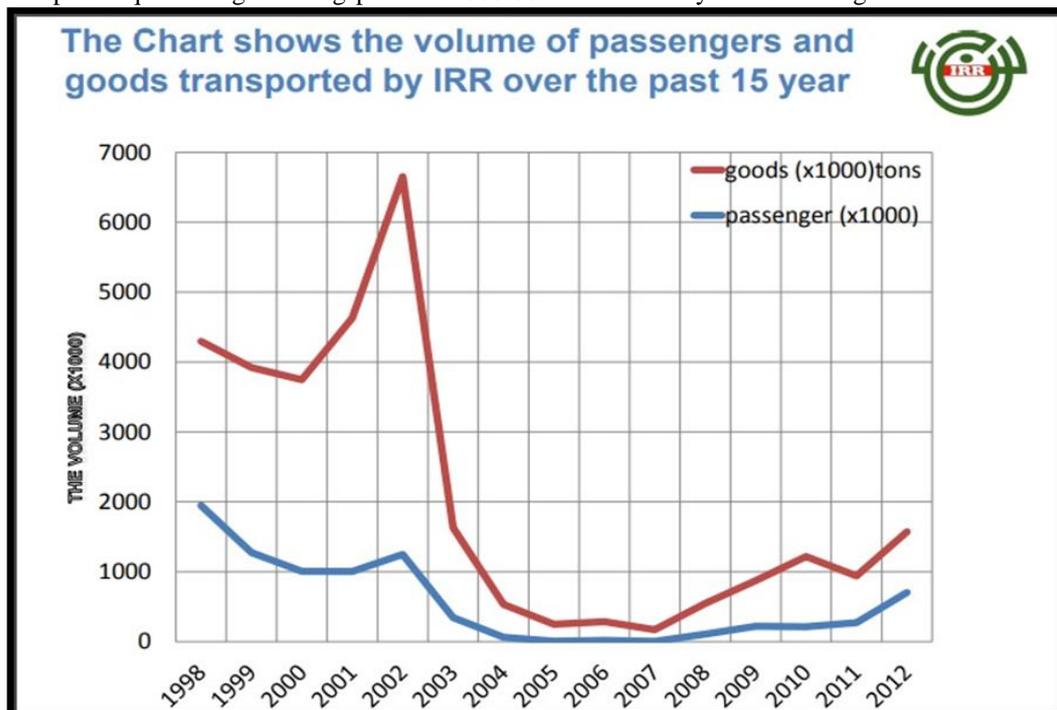


Figure 3: the chart shows the volume of the passengers and goods transported by IRR over the past 15 years.

Source: <http://iraq-jccme.jp/files/railway-projects-Iraq-rr25032018.pdf>

This table reveals the decrease in using such a transport facility in Iraq with time from 1998 to 2012. Accordingly, there is a need to improve this public transport facility and encourage people to use this facility. The IRR existing network consists of 4 main lines; which are named according to their locations: the north line (Baghdad-Mosul-Rabia), the south line (Baghdad-Um Qasir), the west line (Baghdad-Akashat), and the traverse line (Haqlaniyah-Kirkuk). The length of the north line is about 524Km with 27 stations, while it is equal to 609Km with 44 stations for the south line. The length of the west line is equal to 520Km with 28 stations. For the transverse line, the total length is equal to 252Km with 14 stations (Mohammad Zuhair, 2019).

In this chart, we can see the analysis of the railway transport in Iraq and how it's clear that the railway revenue is not a small amount for the Iraqi economy, its present one of the most important source for the Iraqi economy and we can take an example for one year and see how many passengers and goods transported, in 2012 the passengers were closed to (700)(x1000 passengers) and in the same year the goods were (800)(x1000 goods), regarding these numbers and the Iraqi ministry of Transportation they still look for developing this sector in the future.

3.2.2. Road analysis in Iraq

Total roads network in Iraq, including primary or secondary paved and in paved roads, and all other paved roads in the country was reported at 58 592 Km in 2018, according to the Iraq Ministry of Planning, and there are New road networks is under construction in Kurdistan region with an investment project from 2013 to 2020, and will cost \$5.2 billion. A new tunnel has been opened for public use between Zakho (Ibrahim Khalil) and Duhok Governor which decreased the time by approx. 30 minutes, in 2018, there were some 4,535,280 vehicles on the road, and in 2013, the Ministry of Planning reported 9,725 traffic accidents causing 2,601 death casualties (Iraq Road network, 2019).

Average Distance and drive time matrix between KR-I major cities and Baghdad					
From	To	KM	Drive Time at		
			30km/h	50km/h	90km/h
Baghdad	Dohuk	465	15h30	9h20	5h10
	Erbil	350	11h40	7h00	3h50
	Sulaimaniya	331	11h00	6h40	3h40
	Mosul	369	12h20	7h20	4h10
	Kirkuk	255	8h30	5h10	2h50
	Syria Border	430	16h00	9h40	5h20
Erbil	Mosul	84	2h50	1h40	1h00
	Dohuk Through Bardarash	160	5h20	3h10	1h50
	Dohuk through Akre	224	7h30	4h20	2h30
	Kirkuk	93	3h10	1h50	1h00
	Sulaimaniya	202	6h40	4h00	2h10
	Said Sadiq	35	1h10	0h40	0h20

Figure 4: Road Distance information

Source: Total Iraq Road network –Logistics Capacity Assessment.2019

To see and know the analysis very well regarding the Road infrastructure in Iraq we can use some Calculation methods according to (Central Statistical Organization)

1 - Number of kilometers traveled: -

“The number of passengers transported by trains”.

The Number of passengers transported x number of kilometers traveled by trains and unit of measurement (passenger. Km).

2 - Number of kilometers covered:

“Means the number of goods transported for the distances covered by trains.

Quantity of goods transported × number of kilometers traveled by trains and unit of measurement (tons. Km)”.

Conclusions :

- Transportation has a direct impact on the level of the Iraqi economy.
- In the years when Iraq was under international sanctions, transportation was one of the main sources of the economy in the country.
- In the crises and wars that Iraq was exposed to, the great importance of transport has emerged and future strategies have been developed that will develop transportation and make it a basic sector participating in the development of the country's economy.
- Based on digital data and statistics, it can be said that the future of transportation in Iraq has a prosperous future.

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