



**Overview of Public Transport
in Middle-East and North Africa**

**1st Version
November 2007**

Information for the reader

The present report presents an overview of local public transport in a number of countries of the Middle East and North Africa (MENA). It does not claim to be exhaustive nor a study on public transport in the region. It is a compilation of information on public transport organisation, networks and operation that was collected from UITP members and from various public sources. The pursued objective was to describe the situation in each country in a neutral way, without formulating any opinion or assessing the described public transport systems.

This document is a first version. We are aware that some of the information contained in this report might be out of date or incomplete. Readers are invited to inform UITP of any new development related to public transport in the concerned countries or to complement the information. We intend to update the report in order to make it reflect the rapid development that public transport is experiencing in the MENA region.

In addition, the list of contacts provided for each country offers the reader the opportunity to get in touch with the relevant organisations for further information.

On behalf of UITP's MENA Division, we thank all members who contributed to this report by providing information and data, and by lending us their support.

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UITP MENA team

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Introduction

Introduction

Public transport projects in North Africa and the Middle East take shape¹

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The time for reflection is over for public transport in the Middle East and North Africa (MENA) region. The period for diagnosing and identifying problems has now given way to one of action. Nearly all the region's major conurbations are currently completing final studies prior to investment or, even better, have embarked on building major transport projects, to open between 2008 and 2012.

Following China and India, it is now the turn of North Africa and the Middle East to attract interest from investors as well as leading industrial groups and public transport operators. The MENA region, which extends from Morocco to Iran, represents a market which is home to over 300 million inhabitants. The region is also recording sustained and rapid economic growth (+5.1% per year on average) and is heavily urbanised (60% of its population). With one or two exceptions, the bulk of the region's cities have not developed or organised any heavy public transport systems and have suffered from a lack of urban journey policy at a time when transport demand is constantly increasing. Having grasped the problems and their negative impact on the economy and society, national governments and local authorities in nearly all the region's countries have now embarked on far-reaching structural reforms and on the building of major infrastructure projects.

On 9 September 2009 (09/09/09), Dubai will be commencing the operation of services on what will be the world's longest driverless, automated metro network. This is merely the first part of what by 2020 will be a metro network stretching for several hundreds of kilometres. Between now and 2009, however, the Dubai transport landscape will already be experiencing a radical shake-up (see frame).

The neighbouring Emirates of Abu Dhabi and Sharjah are also embarking on ambitious projects. In Abu Dhabi, construction of a 12 km light rail line is currently being evaluated. In turn, the bus network will see its capacity rise by an extra 250 vehicles over the coming months. In Sharjah, an international call for tenders to operate the bus network (130 buses, 19 lines) was launched in November 2006.

In Iran, along with extension work on the Tehran metro, no fewer than six metro networks are being built, at Esfahan, Mashhad, Karaj, Tabriz, Shiraz and Ahwaz. In total, 172 extra kilometres will be built in Tehran between now and 2012 and over 380 km of light rail in the other cities. All these work sites are ongoing at present. Following the launch of rail projects, the national authorities are now turning their attention to bus development, with buses expected to be the scene of major investment over forthcoming years.

Saudi Arabia is implementing a root-and-branch reform of transport's institutional framework, which will promote the delegation of public transport services. Conurbations with over 250 000 inhabitants will be expected to establish local directorates for public transport with the job of organising and delegating operations. The Transport Ministry will finance infrastructures (terminals, bus stops, intelligent systems) and make good any operating shortfalls incurred. In terms of heavy infrastructure, Riyadh's development

¹ Article published in UITP magazine *Public Transport International* in March 2007.

agency has just completed the economic and technical feasibility study for the building of a north-south metro line 25 km in length. Furthermore, the city of Medina is completing its evaluation of a 10 km tramway line.

In Syria, Damascus has two ambitious projects: construction of a metro network, and completion of a monorail linking the airport with the city centre. Study of the execution of the inaugural metro line (green line: 15 km, 22 stations) will start in early 2007, aided by European Investment Bank funding. Furthermore, the bus networks in the country's other major cities will be reinforced by the purchase of 600 vehicles. All these investments fall within the framework of a transport blueprint recently drawn up by the Ministry for Transport.

In Egypt, the Cairo metro is currently building its third line, which will provide a link to the city's airport (34 km). Three further lines, with a total length of 63 km, are being planned for building between now and 2022. Cairo is also the scene of a vast project involving the refurbishment and modernisation of tramway networks (2 lines) and commuter railway lines operated by the national rail company, ENR.

In Jordan, the authority in charge of regulating public transport has just launched a call for tenders for implementation of a BOT for the construction and operation of a light rail line linking Amman and Zarqa (26 km), the bulk of which is to be built along the former Hedjaz railway. This project, which should be operational by 2009, marks the first stage of a network comprising three lines with a total length of 47 km.

Although it has five light rail lines (32 km), the conurbation of Tunis is experiencing major traffic congestion problems. To remedy these, an ambitious plan has been devised and is being implemented gradually through until 2016. In addition to the extension of the existing metro network, the plan includes the building of a fast regional rail network (RFR) linking Tunis with its outer suburbs (Borj Cédria, Sejoumi, Fouchana, Mhamdia, Mnihla) using electric trains with a capacity of 2 500 passengers per trip. The RFR network will have a length of 75 km. Furthermore, 14 bus corridors (90 km) are to be introduced.

In Algeria, numerous projects are being developed at speed. The commuter rail transport project in the suburbs of Algiers will be consolidated through the purchase of 64 new electric train cars. This fast line, on which trains will serve the 29 stations between El Affroun and Thenia every seven minutes, will be operational from September 2008. The line will be carrying some 55 million passengers by 2010 and 80 million passengers by 2020. Algiers has resumed building work on its metro (three lines, 56 km, commissioning of phase one in 2008). Metro operation is set to be placed in the hands of an experienced company, probably in the form of a management contract. Three extensions to line 1 are scheduled by 2010: "Tafourah" to "Place des Martyrs", "Haï El Badr" to "El Harrach", and outward from "Aïn Naâdja".

Once the whole of metro line 1 has become operational, the metro will be able to accommodate some 150 000 passengers per day. It will have 16 stations and a length of 14 km. The two other metro lines will be subject to possible consideration between now and 2020.

Building work on Algiers's first tramway line began in July 2006. The completion deadline for this 16.3 km twin-track line serving 30 stations has been set for mid 2009. It will link El Annasser to El Kiffan. The future tramway is expected to transport between 150 000 and 185 000 people a day.

In Oran, the outline preliminary project for the city's tramway line was recently completed. By the end of 2009, Oran is set to have a tramway linking the south to the east of the conurbation via the city centre (18 km in total).

Building work on the Constantine tramway will get underway in 2007. This tramway will have a length of 9 km and a capacity of 160 000 users/day. It is due to open in 2009.

In Annaba, the recently completed feasibility study is recommending construction of a tramway line with a length of 23 km, which should be operational by 2010.

Finally, tramway feasibility studies are being conducted in Sétif and Sidi Bel-Abbès.

However, rail transport is not the only mode being developed in Algeria's cities. For instance, Algiers itself also plans to consolidate its bus network. The city's urban and suburban transport undertaking (Etusa) will be taking delivery of 12 double-articulated buses 24 m in length plus 300 additional standard buses. Similarly, public transport networks in other cities are adding to their vehicle fleets in order to address demand (initial order in place for 250 buses).

In Morocco, the collapse of a large number of regional corporations prompted the decision to open up the sector to private and/or foreign operators. This has been the case in Marrakech since 1999 and in Casablanca since 2005. The latter city is expecting to see its bus fleet grow by 800 units between now and 2009. In Rabat, the choice of private operator is due to be decided in the forthcoming weeks. Operations will be governed by a 15-year contract.

In terms of heavy projects, detailed preliminary project studies for the Casablanca tramway are recommending a 15.5 km line that will carry 150,000 passengers per day.

In Rabat, the tramway project will be completed in two stages, the first phase of which will consist of two lines of 18 km. The tramway will link the district of Tabriket (Salé) to Ibn Sina hospital (Rabat). The line will feature 27 stations. The second line, linking the district of Bettana (Salé) and the area known as Océan, will have 12 stations. Thereafter, assorted other districts in Rabat, Salé, Témara and Skhirat will be served.

Finally, although Kuwait, Qatar, Bahrain and Oman do not have any actual short-term infrastructure projects, they are no less involved in the development and organisation of public transport. Calls for tender have been issued for private operators in the past two years, organising authorities are being put in place and undertakings, most of them private, are being called in to operate the service while at the same time modernising it. Thus, the bus and information technology markets (electronic ticketing, automatic positioning, passenger information, etc.) are developing rapidly in order to respond effectively to demand. Qatar has even already selected a consultant for a preliminary study involving a mobility plan to integrate the 600 existing buses and a rail project.

These are just some of the ongoing ventures and scheduled investments in North Africa and the Middle East for infrastructure projects. As this selective list of ongoing projects and investment in North Africa and the Middle East shows, activities in the public transport sector have boomed in the past five to ten years. In order to ensure that these projects are concluded satisfactorily, or developed still further, the region today needs support from the public transport sector worldwide. Should these projects succeed in a region with an abundance of oil, they will make it possible to raise public transport's profile even more significantly right across the globe.

Urban rail projects in the MENA region

(Source: M. Mezghani, from various sources)

Country	Type of system	Length (number of lines)
United Arab Emirates		
- Dubai	Driverless metro	69 km (2)
- Abu Dhabi	Light rail	12 km (1)
Iran		
- Tehran	Metro	172 km (4 urban + 1 suburban)
- Mashhad	Light rail	19 km (1) + <i>41 km (3)</i>
- Shiraz	Light rail	24 km (1) + <i>24 km (2)</i>
- Esfahan	Light rail	13 km (1) + <i>99 km (3)</i>
- Tabriz	Light rail	18 km (1) + <i>26 km (2)</i>
- Ahvaz	Light rail	24 km (1) + <i>40 km (3)</i>
- Karaj	Light rail	25 km (2) + <i>35 km (4)</i>
Syria		
- Damascus	Metro	<i>15 km (1)</i>
Saudi Arabia		
- Arriyadh	Light rail	<i>25 km (1)</i>
- Medina	Light rail	<i>10 km (1)</i>
Egypt		
- Cairo	Metro	34 km (1) + <i>63 km (3)</i>
Jordan		
- Amman	Light rail	26 km (1) + <i>21 km (2)</i>
Tunisia		
- Tunis*	Regional train	<i>75 km (4)</i>
Algeria		
- Algiers	Metro	14 km (1) + <i>42 km (2)</i>
	Light rail / Tram	16 km (1)
- Oran	Light rail / Tram	18 km (1)
- Constantine	Light rail / Tram	9 km (1)
- Annaba	Light rail / Tram	23 km (1)
Morocco		
- Casablanca	Light rail / Tram	<i>16 km (1)</i>
- Rabat	Light rail / Tram	<i>18 km (2)</i>

Projects not yet under construction are shown in italics.

Public transport in Algeria

Algérie

1. Overview

Area	2,900,000 sq km
Population	33, 800,000 (2006)
Capital	Algiers
Population density	13 people per sq km (2005)
Population growth rate	1.22% (2006)
Languages	Arabic, Berber and French
Government	Republic
Urbanisation rate	60%
Income per capita	3,105 US\$ (2005)
Inflation rate	1.6 % (2005)
Currency	Algerian Dinar (1 DZD = 0.011 EUR)
International country code	+213

2. Administrative structure and major cities

Algeria is divided into 48 Wilayas (divisions or provinces). These Wilayas are further divided into 160 subdivisions and 1540 councils. In each Wilaya of the Republic, there is a transport department comprising a land transport service that includes urban transport.

The main cities of the country in terms of number of inhabitants are as follows:

Cities	Population (2005)
Algiers (Capital)	4,000,000
Oran	1,400,000
Setif	1,450,000
Constantine	892,000
Blida	880,000
Annaba	620,000

3. Public transport in the major cities

Shortly after independence (5 July 1962), Algeria had a well-developed transport network, especially with the merging of Tramways Algeriens (TA) and the Chemins de fer sur routes d'Algerie (CFRA), now known as L'Entreprise Publique de Transport Urbain et Suburbain d'Alger (ETUSA – Algiers Public Transport Company). That legacy disappeared from the urban scene. For instance, Algiers's first urban transport map dates back to 1908 owing to the regional and urban company network (CFRA).

Until 1987, urban transport services were almost entirely provided by public operators that generally come under the control of local authorities.

Algerian cities have traits that are typical of North African cities:

- A rapid urban growth with an increasingly marked disparity between the centre which stagnates and the rapidly growing and ill-equipped outlying neighbourhoods;
- The youthfulness of the population: 50% of the population is under 20 years old;
- 50% of travels are home-to-school trips;
- Low car ownership rate: Only 7% of households own cars;
- Insufficient supply and near permanent saturation of public transport services (0.3 bus per 1000 people on average, whereas the World Bank standard is 1 bus per 1000 people).

The liberalization of the sector was immediately followed by the proliferation of private operators and an overall increase in supply (doubling of the number of minibuses and taxis with more than 22, 000 taxis for the 6 main cities, half of which operate in Algiers). This led to a drop in the market share for public operators who lost their monopoly as the table above shows.

Key Cities	Market share of private operators (1995)
Algiers	55 %
Oran	74%
Constantine	98%
Setif	100%
Annaba	100%
Blida	87%

3.1 Algiers

Algiers is home to 4 million people (2005) with an average population density of 3,476 people per sq km (2003 estimate).

ETUSA, the Algiers urban and suburban public transport company, is the main operator.

Despite the emergence of private operators, Algiers is still in dire need of public transport. Hence, according to a study conducted in 1995, public transport supply ought to have increased three or fourfold to reach the World Bank standard of 1 bus per 1000 people.

With regard to the number of seats offered, the state-owned fleet accounted for barely 2.65% of the total number of buses in circulation in 2003, of which more than 82% were in Algiers alone.

For many years, urban road networks in Algiers have been burdened by a chronic lack of maintenance and underinvestment. The size of operators (1.2 vehicles per operator) renders any investment in maintenance and management infrastructure risky.

Over the past few years, however, a major urban infrastructure construction and refurbishment programme has been instituted by the Wilaya of Algiers. Moreover, the Algerian government has launched an ambitious five-year (2005-2009) development plan. Accordingly, the Ministry of Transport prepared a public urban transport plan and a master traffic plan designed to resolve the problems bedevilling the transport sector in Algiers and meet the travelling needs of the population. This plan centres on two main ongoing projects likely to improve the services offered to passengers and ensure integration and collaboration among the different modes of transport. It concerns the following projects:

The rail transport project in the suburbs of Algiers will link in 7 minutes the 29 stations of the El-Affroun-Thenia line thanks to the acquisition of 64 new electric trains. This express rail line will go operational as from September 2008 and will provide quality services in the years ahead by transporting close to 55 million passengers per year by 2010 and 80 million passengers per year by 2020.

- The first line of the 56 km metro project (3 lines) linking the Grande-Poste to the Hai El Badr city will go operational in late 2008. This line will be extended westwards towards the Martyrs Square for linkage with West Algiers tramway and eastwards towards El-Harrach for linkage with the Algiers suburban train. The extension of line 1 has been scheduled for 2010: Tafourah to Martyrs Square, Hai el Badr to El Harrach and Ain Naadja. Once this line goes operational, it will be able to transport 150,000 passengers per day in 16 stations on a stretch of 14 km; the other two metro lines could be realized between now and 2020.
- The tramway project comprises two lines: a 23.2 km line, linking the centre of Algiers to Dergana; construction work started on 5 July 2006 and it will go operational in late 2008. And a 16.3 km line serving 30 stations and linking El Annasser to El Kiffan. This line will go operational in 2009.
- Aerial tramway programme will be relaunched: this involves the construction of 3 new aerial tramways in Algiers. Work will begin in 2007 and end in late 2008. This concerns lines linking:
- Tafourah-El-Aurassi-El Biar, 1st May Square-El-Mouradia, Bouzareah-Oued Koriche

By 2008/2009, the capital, Algiers, will have a diversified and interconnected multimodal network which will possibly translate into better, more regular and quality services. By this date, major cities in the country will also be endowed, for the first time, with new means of mass transit which will help to improve the well-being of the population.

The introduction of public service in urban transport (as provided by ETUSA in Algiers) in the cities of Constantine, Oran, Annaba was successful. This experience will be extended, in accordance with government guidelines, to the other first ten cities which received each a grant of 30 buses similar to those in service in the capital. Nonetheless, there are still enormous investment needs in Algiers transport networks and traffic due to high unmet demand of the urban population.

3.2 Oran

Second major city in Algeria, Oran is today home to about 800,000 people (1,400,000 including suburbs). Situated 450 km west of Algiers, Oran is an industrial hub (comprising industrial zones such as Arzew, Hassi Aneur, Bethoua) and an academic town.

The results of a traffic study conducted in 2004 show that the total number of vehicles in the wilaya, all types combined stood at 252,509 units. The average age of 80% of the vehicles, which record an annual increase of 10 to 12%, exceeds 10 years.

As regards public transport, 1,235 vehicles seating 69,000 are in service while there are 918 bus stops including 310 completed bus shelters and 182 requiring rehabilitation. Eastward urban extension of the town, coupled with population increase, has led to the congestion of several main roads which makes it difficult for the buses to operate.

Oran also benefited from the 2005-2009 national development plan comprising:

- The completion of the Oran-Arzew railway line.
- The 17.7 km Oran tramway project which links Es Senia to the Sidi Maarouf station and extends right to the children's hospital on a stretch of 5.6 km. Detailed studies have been carried out and work will begin in the late half of 2007. Inauguration is scheduled for early 2009.

Furthermore, rehabilitation work on Oran's aerial tramway has begun and it is expected to gradually go operational from May 2007 to late 2008.

3.3 Setif

For some years now, Setif has been one of the wealthiest cities in Algeria with an estimated population of more than 1,400,000 and an estimated area of 6,504 sq km. This helped it to profit from major projects. In addition, Setif is the town in Algeria closest to the East-West highway under construction.

Two parts are concerned with the extension of the town of Setif: The North-East part (El Hidhab side) and the South-West part (El Bez, Chouf Lekdad side). In order to preserve its farmland, the South did not benefit from any project.

The Wilaya of Setif, second in the country in terms of population density, has about 2,200 public transport vehicles and about 600 urban transport lines. A local transport corporation with 50 new and adapted buses will be set up. This corporation will be placed under the supervision of the Ministry of Transport and managed by an administrative council which will represent local Authorities, the Ministries of Transport and Environment. Moreover, feasibility studies for tramway projects in Setif and Sidi Bel Abbes have been carried out.

3.4 Constantine

Situated in the East of Algeria, Constantine is the fourth largest city in Algeria after Algiers, Oran and Setif. With an area of 2,297 sq km, it is a city of 800,000 people and is divided into 12 councils.

The different neighbourhoods and suburbs of the city are linked to the centre by a dense public transport network (comprising buses of the private and public sector).

Tramway construction work began in 2007. The first line is expected to be delivered in 2009 and will link the centre of the city to the Ain El Bay Plateau (in the south suburb) and the airport. It is 9 km long and can carry 160,000 passengers per day.

The Constantine aerial tramway will be inaugurated in December 2007 and it consists of 22 cable cars which turn over a distance of 1.5 km with a capacity of 4,000 passengers per hour between the Tatache Belkacem square and the town of Emir Abdelkader.

3.5 Annaba

About 300 private operators were involved in urban transport in Annaba in 2006 against only one public company officially launched on 1 January 2006: Annaba Transport Company (*ETA*). It was set up along with two others in Algiers and Constantine by the Ministry of Transport. This relatively high number of private operators in urban transport for an average town such as Annaba (600,000 inhabitants in 2006) in contrast with an expanding and organized transport market, highlights the overwhelming challenges confronting economic activities in Algeria.

Among this relatively high number of private operators in the urban transport system in Annaba, only two ("*SOLTRADO*" and "*Entreprise de transport de Voyageurs ESSAADA*") can be considered as duly registered SMEs specialized formally in urban transport activity.

The other 298 operators are rather Very Small Enterprises with just one employee who is at the same time the owner of the bus. They operate only one or two lines among the most profitable of the transport network in the city of Annaba. When these small enterprises employ one or two drivers and one or two workers to sell tickets to passengers, they do so informally. Their presence and use of a network line never last long. They change lines following the cyclical or seasonal changes in riders' demand.

For instance, transport lines towards beaches close to the centre of the town are in high demand during the summer which in Annaba runs from May to late September. There is a high concentration of Very Small Enterprise buses on these lines without any organization of services or respect of schedules and very often without minimum hygienic and safety conditions for passengers.

Since these Very Small Enterprises are almost informal, they appear and disappear overnight according to opportunities of making quick profits which are not declared and not subject to any real public service regulation.

Granted 50 buses by the government when it started activities on 1 January 2006, the Annaba Transport Company (*ETA*) was also provided as from that date with infrastructure (the former site of a defunct

public transport company, *Société Nationale de Transport de Voyageurs* (SNTV).

ETA is present in most of the Annaba urban transport network—more than 50% indeed—since it operates 10 of the 19 lines of the network. Hence, it carries more than 25,000 persons per day. All Annaba transport operators carry 150,000 passengers daily out of a city population of about 600,000.

Future public transport infrastructure in Annaba includes a 15 km light rail line.

Public Transport in Bahrain

Bahrain

1. Overview

Area	720 sq Km
Capital	Al Manama
Population	688,345 People
Population density	987 people/Sq Km
Population Growth	Around 1.35% annually
Urbanization rate	Almost 100%
Languages	Arabic and English
Government Type	Monarchy
Income per capita	20.500 US\$
Inflation rate	2.4% (2007)
Currency	Bahraini Dinar (1BHD = 1.97 EUR)
International country Code	+973

2. Administrative structure and major cities

Administratively, Bahrain is divided into five major governorates and until year 2002, it was divided into 12 municipalities

Municipality	Population (2001)
Al Manama	153,395
Al Muhrraq	91,939
Central	49,969
Northern	43,691
Southern	44,764

Bahrain's Kingdom capital, Al Manama, is the biggest city (27.5 Km²) with a population up to 153,395 people according to year 2001 statistics. Manama is located on the northern coast of Bahrain, to the west of Al-Muhrraq, which are linked both with two major bridges.

Manama is considered the economical centre of Bahrain due to the diplomatic zone located in it in addition to many enterprises and commercial complexes.

3. Public Transport

The Ministry of Transport is the entity responsible for the public transport in the Kingdom. Currently there are 113 companies operating mini buses in addition to Cars Co the bus operator.

Kingdom of Bahrain's public transport strategy and the privatization process includes the following elements and steps:

- The kingdom's vision is to work on developing the public services by engaging the private sector through privatization. The objective is to increase the level of services which will impact on the locals and immigrants in the kingdom.
- Based on this strategy, a committee was established consisting of the ministry of transport, ministry of finance and national economy and representatives from the World Bank whom presented their technical report for this project. The committee prepared the needed RFP – request for proposal documents after the World Bank representatives finished their assessment for the Kingdom of Bahrain market, current routes and the geographical expansion for the residential zones.
- After finalizing the technical specifications and the RFP documents, these documents were launched in a tender to the qualified companies in providing the public transport services to submit their bids and proposals. Many companies participated in this tender and the tender was awarded to Abdullah Ahmad bin Hindi in cooperation with CARS Co. for public transport (Dubai – UAE).

The awarded company provided the public transport services by developing the following major factors:

- Using air-conditioned buses.
- Adding new routes to cover major parts of the kingdom.
- Developing and enhancing bus stations and providing information to the public.
- Increasing bus frequency.
- Involving qualified and trained administrative and operational staff.

Public Transport in Egypt



1. Overview

Area	1 Million sq Km
Capital	Cairo
Population	78 million People (2006)
Population density	75 people/Sq Km
Population Growth	Around 2.5% annually
Urbanization rate	42.85%
Languages	Arabic and English
Government Type	Presidential Republic
Income per capita	1,405 US\$
Inflation rate	2.40% (2007)
Currency	Egyptian Pound (1EGP = 0.13 EUR)
International country Code	+20

2. Administrative structure and major cities

Administratively, Egypt is divided into 26 administrative units; called governorates; a governorate is administrated by a governor appointed by the President of Egypt. Every governorate is divided into a number of regions and the regions are divided into villages, the fully urban governorates are divided into regions administrated by local elected councils.

Major Cities	Population (Million)
Cairo	20.500
Alexandria	4.541
Greater Mahhala	2.000
Ismailia	0.750
Mansourah	0.590
Bur Said	0.549
Asyut	0.430
Luxor	0.430
Tanta	0.409
Fayoum	0.312

There are four main urban areas in Egypt: Greater Cairo, Alexandria, Port-Saied and Suez. Urban public transport systems exist in these areas and in the main cities and governorates capitals. Greater

Cairo Region (GCR) covers three governorates (Cairo, Giza and Qalubiya). It is the main urban area in Egypt.

3. Public transport networks and services

Transport networks in Egypt can be divided into:

- Intercity networks, including:
 - Railways network,
 - Highways network, and
 - Inland waterways routes along Nile river and its branches.
- Urban networks, including:
 - Local roads,
 - Subway (Metro) network,
 - Urban railways lines, and
 - Some routes for ferry boat services.

Passenger services in Egypt can be divided into two categories:

- Regulated services provided or monitored by the Ministry of Transport (considered as public utilities):
 - Egyptian National Railways
 - Four intercity bus companies
 - Federal Arab Inland Transport Company
 - Cairo Public Transport Authority
 - Alexandria Public Transport Authority
 - Local governorate utilities
 - Local governorates transport cooperatives
 - Private operators working under concession basis
- Services provided by individuals (not planned or regulated by Ministry of Transport):
 - Microbuses (Shared Taxi) with 7 to 17 seats working for intercity and urban services
 - Regular taxis
 - Pickups and light vehicles (specially in the villages and country side)
 - School, tourism and factory buses.

The number of passenger trips in Egypt reaches 60 million daily (2003). Their modal split is the following:

- Intercity taxis: 48.0%
- Private cars: 34.6%
- Urban buses: 8.7%
- Metro: 4.3%
- Intercity railways: 3.8%
- Long distance buses: 0.6%

Only 17% of all trips are hosted by services organised by the Government.

4. Public transport in Greater Cairo Region

The population of Greater Cairo Region (GCR) has registered a rapid growth of 2.5% p.a. in the last years and reaches approximately 20 million inhabitants. This growth is accompanied by a sprawl of the city: GCR radius is about 60 km.

Cairo represents 25% of the population of Egypt and 57% of the total car fleet of the country. The car ownership rate in Cairo is about 59 cars per 1,000 inhabitants. Although this rate is relatively low, traffic congestion is a crucial issue in GCR. It also hosts 51% of the total bus fleet of Egypt.

4.1 Cairo metro network

GCR metro network includes two lines:

- Line 1 Helwan – El Marg (44 km)
- Line 2 Shobra–El Moneeb (21.5 km)

Line 3 Imbaba – Cairo airport (34.2 km) is under construction.

Three additional routes are planned:

- Line 4 Naser City– El Haram (24 Km)
- Line 5 Naser City– Shoubra (19 Km)
- Line 6 Maadi– Shoubra (20 Km)

GCR Perspective in 2022 compared with 2005 (Source: Ministry of Transport)

	2005	2022
Population (million)	17	21
Private cars (million)	1.2	2.5
Daily trips (million)	14.4	25.1
Average speed (km/h)	18	11.5
Average trip time (min.)	45	100

According to Cairo Transport Master Plan, the demand for metro trips will reach 8.7 million passenger/day in 2022 that means that metro lines 1,2 and 3 will be saturated (maximum capacity: 5.76 million passenger a day). The extension of the network is indispensable.

4.2 Cairo bus and tram services

Bus services in Cairo are suffering from a number of problems including:

- Low tariff (due to social aspects).
- Ageing fleet (63% of the buses fleet and 43% of the minibuses fleet exceed 12 years age)
- Over employment
- Extending of service area due to the political aspects

Cairo bus services
(Source: Ministry of Transport)

	Cairo Transport Authority	Greater Cairo Bus Co.
Daily trips (million)	4.2	0.5
Buses	2,651	533
Minibuses	1,129	42
Employees	42,000	9,400

4.3 Urban taxis and shared taxi services

GCR is served by 163,300 taxis and minibuses (shared taxis) which cover 2.7 million passenger trips daily. They are characterised as follows:

- Operated by individuals
- Not organised by the Ministry of Transport
- No planning nor monitoring of their services
- No coordination with other modes
- Low level of service.

5. Main issues and future perspectives

According to the Ministry of Transport, GCR as the main urban region of Egypt will experience increasing transport problems in the future. The Master Plan conducted in 2000-2003 for GCR identified many projects needed to be implemented as fast as possible. These projects are characterised as follows:

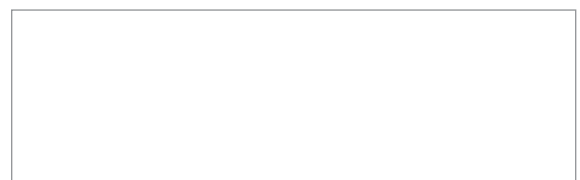
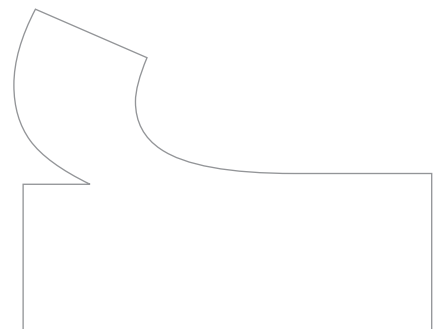
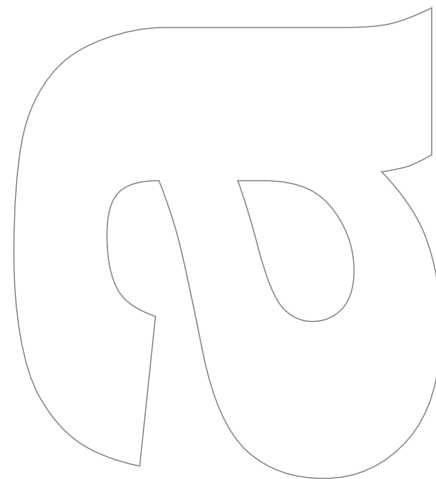
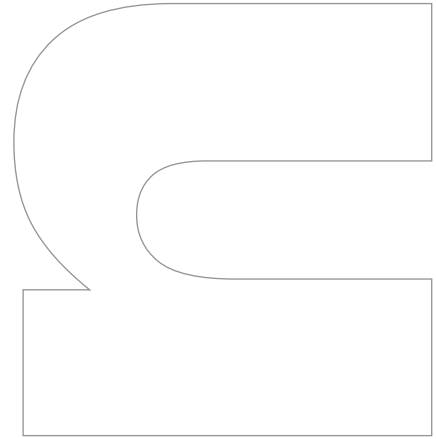
- Infrastructure projects (including the Metro line 3)
- Reform projects.

In this context there are many actions, policies and projects that need a special attention such as:

- Minimize usage of private car
- Rationalise choice of new modes to be introduced
- Give attention to the parking problems and develop new systems for increasing parking lots and promoting park and ride
- Implement traffic management solutions
- Pay attention to the public modes (such as applying bus priority lane system, and segregated lane system specially along the new planned corridors)
- Develop the ring roads around the main cities and communes
- Apply demand management techniques
- Introduce incentives and governmental support for private sector to access the public transport services with coordination and integration with the existing modes
- Introduce a new multimodal ticketing system
- Develop vehicle inspection system for assuring safety and environment friendly trips
- Develop comprehensive planning for both urban and rural areas

- Integrated responsibilities under an organising authority responsible for national transport planning, operators licensing, service and route licensing
- Promote demand management rather than increasing transport supply
- Encourage private sector to enter the public transport services
- Separate between investment in infrastructure and financing of operations
- Limit the role of the government to organizing and regulating the transport business and not to operate.

Public transport in Iran



1. Overview

Area	1,648,195 Million sq Km
Capital	Tehran
Population	70 million People
Population density	42 people/Sq Km
Population Growth	Around 3% annually
Urbanization rate	66%
Languages	Persian, Turkish, Kurdish and English
Government Type	Islamic Republic
Income per capita	8,400 US\$
Inflation rate	13.5%
Currency	Iranian Rial (1 EUR = 12473 IRR)
International country Code	+98

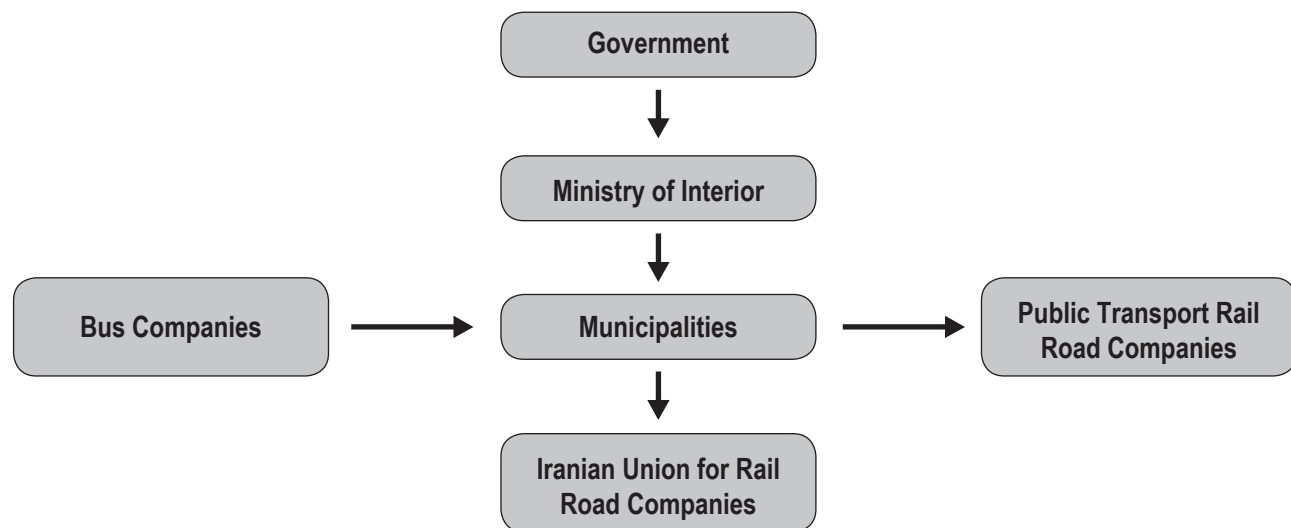
2. Administrative structure and major cities

The Republic of Iran is divided into 30 Governorates. Every Governorate is headed by a governor appointed by the Ministry of Interior. Every Governorate is divided into districts and departments. Every district is divided into cantons. Every canton consists of number of cities. The village is considered the smallest administrative entity and linked directly with the city.

In the year 2004 Iran was divided into 224 departments, 865 cantons, 982 cities and 2378 villages

Major Cities	Population (Million)
Tehran	7.106
Mashhad	2.838
Karaj	1.460
Isfahan	1.573
Shiraz	1.279
Tabriz	1.523
Ahwaz	0.841

3. Organizational structure for the public transport



The municipalities are considered to have the direct responsibility of developing the public transport sector in the cities along with government support. As for the development of the infrastructure and fleet upgrade, it is the responsibility of the Ministry of Transport and roads.

As on the rail transport level and according to the Iranian parliament law, a decision was taken to establish public transport urban rail networks by joint investment between the government and the municipalities. In every city exists a dedicated rail road company 100% owned by the municipality and these companies are members in the general association for Iranian rail road companies that is related to the ministry of interior.

3.1 Public transport services

The distribution of passengers using buses operated by the public and private sectors in the major cities is as follows:

Major cities	Public Sector	Private sector	Total	Daily passengers (March 2006 – March 2007)	Daily bus passengers (March 2006 – March 2007)
Isfahan	1'117	80	1'197	805'785	750
Ahwaz	340	145	485	419'435	950
Tabriz	790	192	982	773'925	850
Tehran	6'378	738	7'116	4'039'659	677
Shiraz	412	608	1'020	906'500	1'000
Karaj	267	493	760	379'500	600
Mashhad	1'834	99	1'933	1'739'777	962
Total	11'138	2'355	14'493	9'064'661	5'789

Source: Tehran Metro Corporation – Public relation and external Affairs Section.

3.2 Tehran

The population of the capital Tehran is around 8 million people, with an annual growth of around 1%. The overall public transport types in the capital are spread as follows:

- Private cars: 29%
- Taxis: 23%
- Buses: 22%
- Minibuses: 11%
- Metro: 8%
- Other modes: 7%

Year	Number of passengers by metro (million)
1999	3.500
2000	27.000
2001	53.000
2002	128.000
2003	199.000
2004	210.000
2005	253.000
2006	300.000

The number of people coming to and from the capital daily is around 12.500 million passengers. As for the metro level, the number of passengers have raised dramatically from year 1999 till 2006 with huge percentage as shown in the table above.

Public transport rail road routes and lines

	Number	Length (km)
Express lines	4	179
Public Transport Lines	8	251
Complementary Tram Lines	5	60
Major Exchange Stations	13	-
Distribution Stations	54	-

Modal split

	2003 (%)	Target for 2030 (%)
Private cars	31	32
Trucks	4	3
Taxi	17	10
Mini Buses and private buses	18	5
Public buses and metro	23	45
Bikes	7	5

Tehran Metro Project Stages:

First Stage (1986 – 2006)	Line No.	Length (Km)	Number of Stations
City Suburban	5	42	11
Inter City	1	28	22
	2	20	19
Total Length	90		

Second Stage (2006 –2020)	Line No.	Length (Km)	Number of Stations	Number of Trains
City Suburban	5	42	11	12
Inter City (Line Extensions)	1	36	28	78
	2	29	23	64
	3	37	32	60
	4	20	23	45

3.3 Mashhad

The city of Mashhad population is around 2.500 million people with an annual growth of 1%. The number of people coming to and from the city daily is around 3 million passengers.

The light train network for the city of Mashhad is in construction:

Total Length	Number of Lines	Length of approved lines	Number of approved stations
60 Km	4	19 Km	22

3.4 Isfahan

The city of Isfahan population is around 1.600 million people with an annual growth of 1%. The overall public transport facilities are spread as follows:

- Private cars: 49.9%
- Taxis: 20.4%
- Buses: 17.7%
- Metro (after completion): 15.0%
- Other modes: 12.5%

The number of people coming to and from the city daily is around 3.300 million passengers

The light train network for the city of Isfahan is still in construction:

Total Length	Number of Lines	Length of approved lines	Number of approved stations
112 Km	4	12.5 Km	15

3.5 Shiraz

The city of Shiraz population is around 1.300 million people with an annual growth of 1%. The number of people coming to and from the city daily is around 1.900 million passengers

The overall public transport facilities in the city are spread as follows:

- Private cars & taxis: 57.5%
- Buses: 40.0%
- Metro (after completion): 15.0%
- Other modes: 2.5%

The light train network for the city of Shiraz is in construction:

Total Length	Number of Lines	Length of approved lines	Number of approved stations
48.5 Km	3	24.1 Km	21

3.6 Tabriz

The city of Tabriz population is around 1.400 million people with an annual growth of 1%. The number of people coming to and from the city daily is around 1.800 million passengers

The overall public transport facilities in the city are spread as follows:

- Taxis: 32.0%
- Buses: 30.0%
- Metro (after completion): 15.0%
- Other modes: 38.0%

The light train network for the city of Tabriz is still in construction:

Total Length	Number of Lines	Length of approved lines	Number of approved stations
44 Km	3	18 Km	20

3.7 Ahwaz

The city of Tabriz population is around 1.700 million people with an annual growth of 1%, the overall public transport facilities in the city are spread as follows:

- Taxis: 27.0%
- Buses: 43.0%
- Metro (after completion): 15.0%
- Other modes: 30.0%

The number of people coming to and from the city daily is around 1.800 million passengers

The light train network for the city of Ahwaz is in construction:

Total Length	Number of Lines	Length of approved lines	Number of approved stations
64 Km	4	24 Km	25

3.8 Karaj

The city of Karaj population is around 1.800 million people with an annual growth of 1%, the overall public transport facilities in the city are spread as follows:

- Taxis: 33.3%
- Private cars: 40.0%
- Buses: 10.7%
- Metro (after completion): 15.0%
- Other modes: 1.0%

The number of people coming to and from the city daily is around 3.200 million passengers

The light train network for the city of Karaj is in construction:

Total Length	Number of Lines	Length of approved lines	Number of approved stations
60 Km	6	25 Km	26

Public Transport in Jordan

Jordan

1. Overview

Area	88,780 sq Km
Capital	Amman
Population	5.600 million inhabitants
Population density	61.6 people/Sq Km
Population Growth	Around 2.6% annually
Urbanization rate	73.6%
Languages	Arabic and English
Government Type	Monarchy
Income per capita	4,500 US\$
Inflation rate	3.5%
Currency	Jordanian Dinar (1JOD = 0.93 EUR)
International country Code	+962

2. Administrative structure and major cities

Governance	Population (million inhabitant)	Percentage
Amman	2.300	42.00
Al Balqa'a	0.367	6.70
Zarqa	0.810	14.8
Irbid	0.975	17.8
Al Mafraq	0.257	4.70
Other Governorates	0.7635	14.00

The Kingdom of Jordan counts about 5.6 million inhabitants in 2006 for a total area of 88,780 km². Approximately 2.300 million people live in Greater Amman which corresponds to 42% of the country population but Amman covers only 8.5% of the country's area (7.579 km²).

The population of Jordan, and even more in Amman, has a growth rate of 2.6% per year which exceeds the average for the Middle-East and North Africa (MENA) region (1.8%). It is characterised by a high rate of young population (under 30 years of age).

3. Organizational structure for transport

The Ministry of Transport (MoT) was established in early 1965, when it was previously called the Ministry

of Communications (Rail, Aviation and Seaports). It assumed its official status in 1971, when the Ministry of Transport law No. 42 was issued, and became a permanent law in 1972. Said law entrusted the Ministry with the responsibility of organizing the transport sector in the Kingdom. The responsibility encompasses the task of organizing all means and vehicles of transport, fixed and movable equipment, personnel and associated services, as well as the tasks of drawing up the necessary plans and studies for determining the country's intermediate and long term needs of the means of transport. It also includes the responsibility of drafting and updating the sector's laws, by-laws and instructions that regulate all matters related to transport, in a way that is congruent with domestic and foreign transport.

The Transport Law no. (89) 2003 published, when the Ministry will assume the following responsibilities and authorizations needed in order to carry out its mission:

- Devising the general policy for transport and overseeing its implementation in coordination and cooperation with all related parties.
- Following up on the implementation of technical rules, and approved specifications, measurements and standards, in accordance with enacted legislation.
- Following up on the implementation of bilateral transport agreements concluded between the Kingdom and other states as well as international treaties to which the Kingdom is a party.
- Representing the Kingdom at regional and international bodies concerned with transport issues, and keeping up with their activities.
- Preparing the necessary researches and studies for developing the sector, and issuing periodic bulletins and reports on its activities.
- Establishing a databank for the transport sector.
- To develop all modes of transport through planning, policy making and upgrading the legal framework to increase efficiency and better Competitiveness locally and regionally to provide the best services for the public.

Ministry of Transport commands particular significance as one of the prominent national institutions that fosters and supports the transport sector and coordinates the functions of the departments, establishments, organizations and companies involved therewith. This is in addition to Ministry's responsibilities for regulating relations with local, Arab, regional and international institutions, associations and companies operating in the field of transport.

Furthermore, there shall be affiliated with the Ministry of Transport, in accordance with regulations set for this purpose, (6) six governmental institutions, departments, and organizations possessing juridical personality and enjoying financial and administrative independence, and having their own board of directors. Three of which are governmental corporations:

- 1- Aqaba Railways Corporation
- 2- Jordan Hejaz Railways Corporation
- 3- Public Transport Regulatory Commission

MoT is also responsible for the function of following up on local and joint Arab transport companies' activities in which the Jordanian government participates, for the purposes of:

- Ensuring the proper administration and utilization of the companies' resources, thus preserving Jordan's investments therein.
- Expanding their role and participation in the transport sector in Jordan.
- Strengthening and advancing joint economic cooperation and integration with Arab states.

These companies are:

- Iraqi Jordanian Land Transport Company, HQ in Amman.
- Jordanian Syrian Land Transport Company, HQ in Amman.

4. Public Transport Regulatory Commission (PTRC)

The PTRC was established in December 2001 and became operational in October 2002. It was set up with the objective of ensuring optimal efficiency of the sector through active competition and regulation, taking into account strategic constraints and social considerations. Its main goals are:

- Regulating and supervising public transport services;
- Meeting the demand for public transport services, and providing these services at satisfactory levels and reasonable costs;
- Encouraging competition and preventing monopolies in public transport sector;
- Encouraging investment in the sector in a way consistent with the socio-economic development targets in the Kingdom;
- Determining specifications and standards for a clean environment and public safety;
- Participating in the protection of the environment together with relevant organizations and bodies.

PTRC's functions include:

- Implementing the Government's public transport policy;
- Determining public transport routes within the Kingdom, between main cities in Jordan and routes to cities in neighbouring countries;
- Granting licences and cancelling them if the law is violated;
- Designating the locations for public transport facilities in coordination with the relevant authorities;
- Determining how the public transport facilities should be regulated and managed;
- Supervising and upgrading public transport services in the kingdom, stimulate restructuring and merging of operations;
- Conducting research to determine the Kingdom's needs for public transport.

5. Public transport in Amman

Amman, like other large cities in the MENA region is experiencing an urban sprawl which leads to increasing transport distances. Moreover, the increasing purchase power of the population is resulting in growing car ownership levels which favours traffic congestion, although the present rate (70 cars/1000 inhabitants) is still low compared to European countries (approx. 500 cars/1000 inhabitants).

Nevertheless, due to the increase of energy prices, the impact on the environment and the growing traffic congestion it is urgent to develop alternative solutions to the private car to avoid worsening mobility conditions in Amman. To this end, public transport modes must be given the priority. The existing forms of public transport in Amman are:

- Bus
- Minibus
- Service taxi
- Taxi

All these modes are regulated by the PTRC in Amman and throughout Jordan. Taxis cover all origins and destinations in Amman, but service taxis, minibuses and buses are restricted to specific routes.

5.1 Buses

Buses follow fixed routes. They have designated stops but they can be hailed from anywhere in their route. Before the establishment of the PTRC, bus services within Amman used to be operated by companies licensed by the Ministry of Interior, called standard companies. They are still operating. Since the foundation of the PTRC, bus services have been operated by franchised companies which are contracted to operate new routes or to increase the capacity on existing routes. Award of contracts take place following a tendering procedure.

There are presently 16 bus companies who are franchised and monitored by the PTRC. Contract durations vary from 3 to 15 years. These companies operate a total fleet of 842 buses of which 231 circulate within Amman Governorate. The size of each fleet varies from 6 to 142 buses (Asia Transport), the average being 52 units. Al Thilal Company was one of the three major players. In 2005, the company acquired Al Tawfik and more recently it acquired Asia Transport. The newly formed company is now operating under the name "Multiple Comprehensive Transport Company". This company has recently won a tender to operate future bus lines in Amman. Shareholders within the newly formed company include the Municipality of Greater Amman and the Department of Social Security.

All franchisees pay an annual franchise fee to the PTRC or to the Ministry of Finance according to the date of their contract. Franchise fees are fixed contractual amounts and vary from an operator to another.

Two sizes of buses are in common use, those authorised to carry approximately 60 people (30 seated, 30 standing), the majority, and those authorised to carry approximately 70 people (40 seated, 30 standing), of which there a limited number.

Bus termini are at designated bus stations. Buses normally leave from terminal stations only when they are full. Therefore, long waiting is sometimes required.

5.2 Minibuses

Minibuses complement the bus network by offering more flexibility. Although they operate fixed routes and have designated stops, in practice they can be hailed from anywhere along the route which results in optimising occupancy but slows down the service.

By Jordanian law, a minibus may carry a maximum of 29 people. They normally only leave when full, so waiting is sometimes required.

Franchising of minibuses is under the responsibility of the PTRC and follows the same procedures as for buses. Franchisees operate a total fleet of 231 minibuses within Amman Governorate. In addition there are 211 minibuses operated by companies or individuals not contracted by the PTRC. It is the intention of the PTRC to progressively replace minibuses by buses.

5.3 Service taxis

Service taxis are public vehicles that could be shared by 4 to 6 passengers according to their type and size. They are licensed by the PTRC for fixed routes but they can be hailed from anywhere along the route.

Service taxis are coloured white. They have writing and numbers on the front door indicating their route. They do not depart from terminal stations until they are full. However, because of the reduced number of seats available, they are quick to fill up. Some depart from the same stations as buses and minibuses, such as Raghadan in eastern Amman, and departures are more frequent in the morning. Service taxis from Raghadan serve southern Amman. There are also service taxi termini in and around Downtown that serve northern and western Amman.

Service taxis are quicker than buses and minibuses since they stop less often to drop off and pick up passengers.

The Governorate of Amman counts 3,211 service taxis licensed. Individual licensees may keep annual records of their patronage and revenue but such statistics are not available to PTRC.

5.4 Taxis

Amman taxis are coloured yellow and can carry up to 5 passengers including the driver. Amman counts 10,581 taxis. This corresponds to a ratio of 5.0 taxis per 1000 inhabitants. They are used by all categories of the population.

If we add taxis of neighbouring governorates (Zarqa and Madaba) which could be considered included in the same local transport perimeter, the total number will reach 12,206 taxis. Moreover, there are 158 dedicated airport taxis.

There are 28 taxi stations (ranks) in Amman. However, taxi drivers prefer to circulate and look for customers on the street.

Number of yellow taxis	10581
Number of airport taxis	158
Operational age of taxis	12 years
Average length of revenue trip per taxi	7 km
Average number of revenue trips	30 trips/day
Average revenue per taxi	180 JOD/month
Share of revenue trips	60% of total distance

Some key figures on Amman taxis (Source: PTRC)

Amman taxis belong to 270 taxi offices distributed across the Governorate (see section below). The average number of taxis per office is about 39 units. However the size varies from 3 taxis for the smallest office to 506 taxis for the largest (May taxi). Only 19 offices out of 270 have more than 50 taxis, the majority operate 20 to 25 taxis.

5.5 Terminal stations

There are basically 10 major terminal stations geographically spread across Amman Governorate. They are end/start of lines for buses, minibuses and service taxis. Only buses of major companies have predefined departure times. Minibuses and service taxis normally only leave when full, so waiting is sometimes required.

Terminal stations are owned by Amman Governorate and managed by franchised companies. Each vehicle using the terminal station is required to pay a monthly fee to the management company.

6. Public transport investments

6.1 Amman-Zarqa light rail system

The 26km electrified line will begin at Raghadan in central Amman and will run for 2.5km along King Abdullah Street. The line will use 22.2km of the existing Hedjaz Railway alignment between Al Mahatta and New Zarqa. It is expected to open in June 2009.

The project will be executed in three phases:

Phase	Linking points	Route distance (km)
First Phase	Zarqa – Raghadan terminal	25.9
Second Phase	Raghadan Terminal – Amman Hall	2.5
Third Phase	Raghadan – Sweileh	18.9

6.2 Other projects

The Ministry of Transport through Public Transport Regulatory Commission is currently soliciting private investors for the implementation of first stage on BOT (Building – Operation – Transfer) basis. Projects and expected programs during 2007, 2008 and 2009 are:

Regulate the service taxi sector and encourage merging between them				
Ownership	Indicator	Current	Targeted	Finance
PTRC	Number of Merged Taxi offices	348	830	Private Sector

Introduce new "Quality" for taxi cabs				
Ownership	Indicator	Current	Targeted	Finance
PTRC	Number of "Quality" taxi vehicles with Transmission equipment, tracking system and Smart card fair collection	0	6000	Private Sector

Establish the Public Transport Center for Command & Control				
Ownership	Indicator	Current	Targeted	Finance
PTRC	Installation of monitoring cameras in the bus terminals linked to the center	4	40	Total Cost (1 Million JDs) Y 2007 = 275'000 JDs Y 2008 = 275'000 JDs Y 2009 = 275'000 JDs 175'000 JDs are in the PTRC budget for Y 2006
	Digital Maps streamed online	0	100%	
	Upgrade the current Website	30%	100%	
	Providing busses tracking system	0%	100%	
	Providing the needed software & Hardware	40%	100%	

Prepare the restructuring of the current bus terminals in cooperation with the relevant authorities				
Ownership	Indicator	Current	Targeted	Finance
PTRC GAM Municipalities	Number of Bus terminals that are restructured	0	30	Total Cost (5.3 Million JDs) Y 2007 = 1'733 M JDs Y 2008 = 1'733 M JDs Y 2009 = 1'733 M JDs Approved fund from Ministry of Planning for preparing the needed studies by a value of 100 Thousand JDs in Year 2006 Budget

Constructing dedicated Taxi cabs terminals				
Ownership	Indicator	Current	Targeted	Finance
PTRC GAM Municipalities	Number of Taxi cabs terminals constructed	30	200	Allocated 40.5 Thousand JDs in the PTRC budget for year 2006

Install and prepare bus terminals with buses information systems				
Ownership	Indicator	Current	Targeted	Finance
PTRC GAM Municipalities	Number of bus terminals that are supplied with needed information	28	930	Total Cost (701 Thousand JDs) Y 2007 = 227 M JDs Y 2008 = 227 M JDs Y 2009 = 227 M JDs Allocated 20 thousand JDs in the PTRC budget for year 2006

Publish pamphlets and informative maps for all type of public transport				
Ownership	Indicator	Current	Targeted	Finance
PTRC	Pamphlets coverage	5%	100%	Total Cost (100,000 JDs) Y 2007 = 20,000 JDs Y 2008 = 20,000 JDs Y 2009 = 20,000 JDs Allocated 40,000 JDs in the PTRC budget for year 2006

Prepare time tables and clear routes for different bus operators				
Ownership	Indicator	Current	Targeted	Finance
PTRC	Number of companies that have time tables and working on this time schedules	8	20	Total Cost (60,000 JDs) Y 2007 = 20,000 JDs Y 2008 = 20,000 JDs Y 2009 = 20,000 JDs

Establishing PTRC branches so that to ensure the demand supply for all internal and major routes in the kingdom				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Coverage Percentage Establishing PTRC Branches	60% 3	100% 6	Total Cost (221,000 JDs) Y 2007 = 100,000 JDs Y 2008 = 50,000 JDs Allocated 71,000 JDs for year 2006

Prepare tariff membership packages according to need and passengers classes				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Number of companies offering these membership packages	0	20	From Private sector side

Bus Modernization substitution				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Ministry of Finance	Average bus age	12.5 Years	7 years	From Private sector side

Introducing the Smart Card Fair Collection system for Public Transport Busses				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Number of Busses implementing the Smart Card Fair Collection System	132	350	From Private sector side

Introducing the Remote Tracking System for Public Transport Buses				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Number of Buses implementing the remote tracking system	127	350	From Private sector side

Introducing digital travel information for Public Transport Buses				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Number of Buses implementing the digital route informative plates	132	350	From Private sector side

Activating Safety systems and regulations				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Number of drivers that are re-habilitated	0	20'000	Total Cost (80,000 JDs) Y 2007 = 20,000 JDs Y 2008 = 40,000 JDs Allocated 20,000 JDs in the PTRC budget for year 2006

Establishing the Central Busses Depot (on BOT basis)				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Number of Annual Passengers	0	550'000	Total Cost (20,000 JDs) 1- The allocated 20,000 JDs in the PTRC budget for year 2006 are for preparing and launching of the tender 2- The project is on BOT basis

Establishing of a dedicated bus rental and leasing companies				
Ownership	Indicator	Current	Targeted	Finance
PTRC & Private Sector	Number of Companies	10	35	From Private sector side

Public Transport in Kuwait

KUWAIT

1. Overview

Area	17,820 sq Km
Capital	Kuwait City
Population	Around 3 million people
Population density	131 people/Sq Km
Population Growth	Around 6.5% annually
Urbanization rate	98%
Languages	Arabic and English
Government Type	Emirate
Income per capita	29,566 US\$
Inflation rate	3 %
Currency	Kuwaiti Dinar (1KWD = 2.70 EUR)
International country Code	+965

2. Administrative structure and major cities

Kuwait is divided into six governorates: Al Ahmadi , Al Farwaniyah, Al Asimah, Al Jahra, Hawalli, Mubarak Al-Kabeer

Major Cities	Population
Al Asimah (Kuwait City)	261,013
Al Farwaniyah	622,123
Hawalli	487,514
Al Jahra	272,373
Al Ahmadi	393,861
Mubarak Al-Kabeer	176,519

3. Kuwait Overland Transport Union (KOTU)

The land transport sector is considered a vital sector in the country. It witnessed local and foreign unfair competition which impacted negatively on the sector level of service. And since the land transport sector is one of the vital economical sectors in the country and the competition resulted into lowering the level of services provided, the Kuwaiti companies agreed to union their opinions under one body, to defend their rights and to concatenate their efforts into achieving their goals and objectives also to be protected against any outside competition, also to support the development process in the country.

From the above the idea of creating such union was born on Dec. 5th 1981, with the following major objectives:

- To enhance the level of service provided by the land transport sector in the country in addition to developing it, since it will have the benefit the developing process taking place in the country in general and also the union's members in addition.
- Defend all the members right related to the land transport sector.
- Cooperate and coordinate with the related parties for the general public and members interest.
- Provide support and consultancy needed to the members to increase their operation efficiency.
- Work on closer cooperation between the members and solve any raised dispute between them, acting also as a arbitrating role.
- Working closely with the government to issue the needed laws and regulations related to the regulation of the land transport in the country, also to categorize the workers entities in this field.
- Ensure cooperation between the union and the other related entities locally, regionally and internationally, joining them and participating in their events and seminars to benefit from their experiences.
- Encourage scientific researches and training the needed technical staff to run the sector.
- Establish a database related to the land transport to be a supportive tool in the studies and making decisions on all levels.

The Union has 26 members of which three public transport companies operating in Kuwait:

- Kuwait Public Transport Company (KPTC)
- The Transport and Warehousing Group Co. operating public transport under CITYBUS brand name
- Kuwait & Gulf Link Transport Co. and its subsidiary KGL Passenger Transport Services (KGL PTS)

4. Public transport companies

The public transport market in Kuwait is shared by the three above-mentioned companies who are the only operators licensed to provide local bus services. Bus routes, timetables and tariffs are defined by each operator independently. It does not exist any organizing authority responsible for integration or coordination of services. Therefore, some very profitable routes are served simultaneously by the three operators in a non regulated competition market. Hereafter a brief presentation of Kuwaiti public transport companies.

4.1 Kuwait Public Transport Company (KPTC)

KPTC was established in year 1962 under the name (Kuwaiti Transport Company), and its shares were owned by the government and the individuals. In year 1980, it became totally owned by the government and its name became (Kuwait Public Transport Company).

Goals and objectives of KPTC in the public transport sector are:

- Executing all land public transportation services within and outside the state of Kuwait especially in the land public transport field.
- Purchasing, utilizing and selling all types of omnibuses.
- Creating any industry related to the land public transportation.
- Renting, to and from others, any transportation mean that is necessary for land public transportation.
- The company is allowed to cooperate or participate with any entity in the similar field which brings value in Kuwait or abroad.

KPTC provides public transport within the state of Kuwait with more than 400 buses and 1050 drivers.

4.2. The Transport and Warehousing Group Co (CITYBUS)

The Transport & Warehousing Group Co KSC (TWG) is a public limited company listed on Kuwait Stock Exchange. The Company was originally incorporated in 1977 in the name of Overland Transport Co KSC as a public limited company (Kuwait Shareholding Company) under an Amiri Decree. In 2002, the company changed its name to the Transport & Warehousing Group Co KSC.

TWG has below divisions namely;

- City Bus
- City Taxi
- Aviation Business

The first phase of the Citybus operations effectively started in March 2002 in accordance with predetermined and organized schedules. The buses deployed are air-conditioned and equipped with entertainment facilities (video, TV) as well as a state of the art ticketing System and wireless communication systems to ensure the required communications between headquarters and the operating buses.

Future directions of Citybus include:

- Increase the lines of operations to cover all geographical areas in Kuwait.
- Operate international bus lines in a consistent manner.
- Expand the operation of leasing buses to the Government and private sectors as well as to individuals.

- Establish bus terminals in key areas in Kuwait to provide totally integrated services to passengers. Introduce an advanced subscription system for passengers.

4.3 Kuwait & Gulf Link Transport Co. Passenger Transport Services (KGL PTS)

KGL company was incorporated in May 1982 and has been listed on the Kuwait Stock Exchange since the year 2000. In 2003, KGL started the process of establishing a Holding company, and converting all its profit and cost centres into a number of subsidiaries.

In May 2005, KGL established a subsidiary company, KGL Passenger Transport Services Company (KGL PTS), to provide a full range of multi-modal passenger transportation in Kuwait and abroad. KGL PTS is a Kuwaiti Shareholding Company.

Today, KGL PTS is operating international lines, military and commercial bus services, taxi and limousine services as well as public and school bus transport. The KGL PTS fleet includes over 1000 buses and 120 taxis.

In April 2006, KGL PTS launched its first public bus route in Kuwait City, joining the two existing operators: KPTC and Citybus. KGL PTS operates 9 bus routes within Kuwait.

4.4 Metro project in Kuwait

The Kuwaiti Ministry of Transport has suggested 1 billion Kuwaiti Dinars to build an urban rail network. This project is still under study and it is not expected to be implemented before the 10 coming years.

Public transport in Morocco

MORROCCO

1. Overview

Area	446,000 sq km
Population	~ 30, 000,000 (2004)
Capital	Rabat
Density	67 people /sq km (2004)
Population growth rate	1.61% (2004)
Language(s)	Arabic, Berber, French and Spanish
Government	Constitutional monarchy
Urban development rate	55.3% (1999)
GDP per capita	1,510.7 US\$ (2003)
Inflation rate	1.2% (2003)
Currency	Moroccan Dirham (1 MOD = 0,10 Euro)
International country code	+212

2. Administrative structure and major cities

The transport sector (except urban transport) falls within the purview of the Ministry of Equipment and Transport. It covers inter alia :

- Interurban and international road transport run by the National Transport Board (ONT) and private operators.
- Rail transport run by the National Railway Corporation (ONCF).

The Ministry of Home Affairs is in charge of urban public transport at the national level. The Wilaya (Economic and Social Division) manages it (on behalf of the Ministry) at city level through autonomous public corporations or contracts awarded by these companies to private carriers. Urban transport is managed by councils at the provincial level.

These public utilities have a Board of Directors, an Executive Committee and a General Manager. The Board is chaired by a Wali (Wilaya) or Governor (province). It examines (after approval by the Minister of Home Affairs) all matters relating to the funding of the corporation, pricing and endorses investment programmes and recurrent budgets.

The Kingdom of Morocco comprises 16 administrative regions listed in the table below.

Oued Eddahab	Gharb-Chrarda-Beni Hssen	Greater Casablanca	Meknes-Tafilalet
Laayoune-Boujdour-Sakia El Hamra	Chaouia-Ouardigha	Rabat-Sale-Zemmour-Zaer	Fes-Boulemane
Guelmim-Es Smara	Marrakech-Tensift-El Haouz,	Doukkala-Abda	Taza- Alhoceima-Taounate
Souss-Massa-Daraa	Oriental (Oujda-Berkane)	Tadla-Azilal	Tangier-Tetouan

These regions cover 17 *wilayas* which are subdivided into 71 provinces and prefectures, besides the 1,547 urban and rural councils.

Each province is headed by a Governor appointed by the Government. He is in charge of administrative coordination. The local population of a city is represented by the urban council.

The major cities of the Kingdom are:

Cities	Population (2006)
Casablanca	4,000,000
Rabat	2,300,000
Marrakech	1, 600,000
Fes	780,000
Oujda	680,000
Agadir	550,000
Meknes	530,000
Tangier	530,000
Kenitra	450,000
Beni Mellal	390,000
Safi	380,000

The development of major cities has resulted in an increase in the number of provinces since the 80's and calls for an expansion of public transport services. The Moroccan government recently embarked on a nationwide programme to build a host of new cities such as: Zenata (Casablanca); Melloussa (Tangier) ; Lakhyayta (Had Soualem) Tagadirte (Agadir) and Tamesna which was the first city built under the new programme. Tamesna, near Rabat, was built with a budget of € 2.23 billion. It spreads over 4,000 hectares, 840 ha of which are occupied by the centre of the new city which can accommodate 250,000 inhabitants.

3. Public transport services

3.1 Bus services

Urban public transport is managed by councils which are under the authority of the ministry of Home Affairs. Transport services are traditionally provided by industrial and commercial corporations with legal status and financial autonomy belonging to municipalities. Set up under Decree n 2-64-394 of September 1964 and approved by the Minister of Home Affairs, these utilities cater for the mobility needs of most inhabitants of major Moroccan cities.

However, these public transport utilities have been going through a period of crisis since the 80's (1984). Worse still, their lacklustre performance throughout the 90's raised doubts about their sustainability. This crisis is attributable to the following reasons:

- Very low rate of management-staff ratio (1.87%); qualified technicians and engineers prefer to work in the most lucrative sectors.
- Transport equipment is old for it is used beyond the normal wear and tear period (+15 years).
- Dissatisfaction of public transport users with the poor quality of service.
- Transport utility personnel are characterized by lack of qualification (70%) and unchanged status for 30 years.
- Over indebtedness of utilities due to an increase in running costs.
- Lack of an adequate maintenance policy.
- Emergence of private operators in urban transport competing with the utilities.
- Inadequate pricing system.

Therefore, a great number of transport utilities (e.g.: RATC in Casablanca, RATM in Marrakech) closed down and contracted out their activities to private operators (See below).

3.2 Taxis

Close to 65,000 taxis are currently operating in Morocco. Thanks to their greater frequency and higher speed compared with buses, they enable millions of people in the major cities of the kingdom to commute daily to work.

The sector is supervised by provincial committees set up in each province/prefecture like the one on bus services.

The authorities are now striving to improve the quality of services offered by taxis by allowing corporate bodies to invest in the sector.

There are two types of taxis in urban areas: big taxis (6 seats) and small taxis (3 seats). With regard to interurban transport, 6-seater taxis link Casablanca, Fes and Settat to neighbouring towns and villages.

3.3 The informal sector

Informal transport (carts and clandestine transport) has emerged in many locations in Moroccan cities. This mode of transport is thriving in urban areas because of the inability of the formal sector to meet demand and the poor state of some portions of the road network, especially in peri-urban areas. It is worth noting that informal transport is extremely dangerous for it is not covered by insurance and accidents resulting in bodily harm are a legal headache for both the individual and the community.

- **Carts:** Bus and taxi fleets are far from meeting demand despite their size, especially in the suburbs, hence the development of carts. Carts have traditionally been used in agriculture. Therefore, this mode of transport has long existed, especially as a link between suburbs. Urban development and inadequate transport services coupled with the deterioration of the road network and lack of maintenance account for the absence of bus services in some areas. All these factors have contributed to the development of carts in cities in spite of attempts by public authorities to stamp them out.
- **Illegal transport:** Clandestine transport has always existed owing to the inability of bus and taxi fleets to meet public transport demand, especially in suburban areas where access to some populations is further hindered by the poor state of roads. This form of transport is widely used by rural populations because of its advantages. Indeed, it is near and readily available. Therefore, it is attractive to this underprivileged population despite its poor quality. Clandestine transport often operates old and poorly maintained vehicles. It is a self-perpetuating system: if it disappears in an area after urban restructuring, it appears elsewhere in new urban sprawls.
- **Between formal and informal:** Another form of transport exists in cities. It requires special attention for it can successfully fight animal-drawn carts. It concerns services provided by parcel taxis (small Honda vehicles). This mode of transport has hitherto neither been organized, nor regulated.

4. Public transport in Casablanca

Casablanca is the largest city in Morocco with around 4 million inhabitants out of which less than 150,000 live in rural areas.

A new Transport Department in charge of urban transport was recently created in the Wilaya. It will help to map out a mobility plan for Casablanca and its suburbs.

4.1 Bus services

Public and private bus fleets are made up of a wide range of vehicles from 25 seats to 130 seats, although this last type (articulated buses) is rare. These vehicles are put in service according to their availability and not always on the basis of the usual demand-based principles. Furthermore, many vehicles are not adapted to urban transport which is characterized by big passenger flows at bus stops (which are many in urban areas). High bus floors and inadequate doors hinder passenger flows and significantly reduce commercial speed (which is already low due to traffic density on the routes used). Average fleet age is above 6 years as against a 6 to 7 year median.

Evolution of the fleet of Casablanca Transport Corporation

(Source: Analysis of the situation of Moroccan transport utilities (1970-2000)- Marrakech Faculty of Law)

	1995	1996	1997	1998	1999	2000	Variation 2000/1995
R.A.T.C. Casablanca	312	279	290	269	300	300	-36%

The Casablanca municipality signed a service transfer agreement with the **M'dina Bus** group after the closure of RATC (Casablanca Transport Corporation).

This 15 year agreement went into force on 01/11/2004. 613 buses were put in service during the first year. This figure is expected to rise to 1,200 buses by 2009.

Bus fares remained unchanged during the first year. However, they witnessed an 8% increase in the second year. Under the terms of the agreement, season tickets for students are to record a 10 % rise every other year from the third year.

M'Dina Bus is a company jointly set up by the French group RATP Développement and Moroccan companies (Al Bahja / Haddou Bus and Finance.com):

- RATP is the main public transport operator in the Paris region. It carries more than 3.3 million passengers daily and runs a fleet of more than 4,348 buses worldwide.
- The Bahja /Haddou Bus group is one of the main private carriers in Morocco. It runs a fleet of more than 131 buses.
- Finance.com is a financial operator mainly working in the following sectors: banking (BMCE), insurance (RMA-AI Wataniya) and IT (Méditelecom).

M'dina Bus undertook to abide by an investment programme mainly focusing on the bus network as well as technical equipment and infrastructure. This agreement is part of a drive to upgrade urban transport in Casablanca in view of providing quality and efficient transport services.

The Wilaya of Greater Casablanca is attempting, through the new M'dina Bus Company, to minimize the thorny problems of urban transport. It intends to ease travels and reduce the wait at run-down bus stations (where they exist). Furthermore, passengers have no means of knowing when buses are to arrive.

M'dina Bus cannot meet all the mobility needs of Casablanca given the steady growth of its population and the boom in economic and social activities. Lack of organization and the emergence of M'dina Bus have led to the gradual collapse of private companies. They have almost stopped investing to the delight of public authorities who intend to provide Casablanca and other major cities of the kingdom with an organized and efficient transport system that can improve on the living conditions of the citizens.

4.2 Taxis

According to the Wilaya, there are no less than 5,265 big white taxis and 7,703 small red taxis in Greater Casablanca today. Most of them work 24/24 on the basis of eight hour shifts. Wilaya examiners issue 'trust' driving licences to taxi drivers fulfilling specific criteria.

This sector is both unavoidable and harmful. It is controlled by informal companies which seldom pay their taxes.

Taxis are unavoidable because they enable a great number of Casablanca city dwellers to commute to work daily. They are harmful because the anarchy and accidents they cause in and out of the city take a heavy toll on society.

4.3 Rail system

Casablanca transport system includes the Al-Bidaoui express rail network that services Casablanca and its suburbs : Ain Sebaa, Casa Voyageurs, New Medina, Mers Sultan, Oasis, Sidi Maarouf and Bouskoura (See map). The service operates from 5 am to 10 pm with an hour headway. A month's season ticket costs 30 euros. The airport link is not yet operational.

Casablanca local authorities are stepping up their efforts to establish an effective transport system. Casa 2010 is a major project in tune with this policy. Three tramway lines, a metro line and an express rail line (already operational) will be built under the project to improve on mass transport.

Mode of transport	Line	Length (km)	Areas
Tramway	A	18.4	Sidi Moumen + UN Square + Hay Asan
Tramway	B	12	Sidi Moumen + Ain Sebaa + UN Square
Tramway	C	20	Sidi Moumen + El Fida Boulevard + Quartier des hopitaux
Metro	---	13.3	UN Square, Sebata, Mohammed V Boulevard
Express rail (already operational)	Al Bidaoui	28	From UN Square to Nouasser (Mohammed V Airport)

5. Public transport in Rabat

Rabat and its suburbs (Sale, Zaer and Zemmour) have around 2,300,000 inhabitants. The city stretches along the Atlantic Ocean (45km) and covers an area of 1,910 sq km. Al Boustane, a town on the Ain Aouda road with an area of 270 ha, was recently added to the city.

Evolution of the fleet of Rabat Transport Corporation

(Source: Analysis of the situation of Moroccan transport utilities (1970-2000)- Marrakech Faculty of Law)

	1995	1996	1997	1998	1999	2000	Variation 2000/1995
R.A.T.R. Rabat	72	40	20	127	120	100	+39%

Urban transport in Rabat causes serious problems to both local authorities and users. Private operators are working in total chaos with sometimes expired contracts.

Private companies cater for the mobility needs of the people in Rabat and Sale alongside the R.A.T.R (Rabat Transport Corporation). They are : City Bus, Hana Bus, Transports Bel Hassan Jillali, Raha Bus, Soctrab,... (See list of contact information). Some of these carriers have been operating illegally since the expiry of their contracts.

In January 2006, King Mohammed VI of Morocco launched a project to develop the Bouregreg Valley (which links Rabat to Sale). The project is divided into six complementary phases. Work under phase I (Bab El Bhar) and phase II (Amwaj) is underway and will end by 2010. The four remaining phases are yet to leave the drawing board.

This big project spreads over 6000 ha. Phase I (Bab El Bahr) will cost \$750 million as against \$2 billion for phase II (Amwaj). A 20 km light rail network (two lines) linking Rabat to Sale is planned under this huge project.

The Amwaj phase involved three major economic players : CDG (Caisse de Dépôt et de Gestion), SABR (Bouregreg Development Company) and Dubai International Properties, a member of Dubai Holding.

The Wilaya of Rabat-Sale intends to provide the capital city with a modern and organized transport system through an Urban Mobility Plan (UMP). The plan aims to boost public transport, improve inter-council links, better share the road network and optimize traffic.

6. Public transport in Meknes

Situated 500m above sea level, Meknes covers an area of 4,560 sq km. The city is split between the old and new town by Oued Boufekrane. The Sebou River (458 km) which flows into the Atlantic Ocean serves as the city's catchment area. The city's population is estimated at 530,000 inhabitants.

12 small towns come under the authority of the Meknes Urban Agency including El Hajeb, Ifrane, Azrou, Agouraï, Mejjat. In all 24 suburbs will be created around Meknes such as Toulal which spreads over 194 ha or Ouislane which covers an area of 50 ha. The extension of Meknes and its suburbs will lead within 10 years to the emergence of a city with a rapidly growing population (around 1,500,000 inhabitants).

The city of Meknes is also facing many problems caused by demographic tension and, especially, rapid urbanization.

Although Meknes is one of the six largest cities in Morocco, its urban transport utility, RATUM, went bankrupt after several years of financial difficulties that culminated in a huge deficit. The company incurred a huge debt amounting to a record 220 million dirhams made up of debt to suppliers, social security providers (National Fund for Social Security, Mutual Insurance Company, Pension Fund) and finance companies.

This crisis impacted on the company's fleet. Indeed, prior to its closure, RATUM only had a score of buses in service out of 104 vehicles.

In June 2005, a new private company, AHSANBUS/TUSSGAL (a Morocco-Spanish group) took over thanks to a 15 year contract to cater for the city's mobility needs: bus services, transport services for schoolchildren and students (through season tickets). There are currently 28 bus routes.

7. Public transport in Marrakech

Marrakech has a population of about 1,600,000 inhabitants (400,000 of whom live in its Medina) spread over an area of 6.2 sq km. Population density is 350 people per hectare. Marrakech is the fourth largest city in Morocco after Casablanca, Rabat and Fes. The city has been expanding at the periphery for some years now, especially westwards, with the emergence of new residential areas such as Targa. For city authorities, Marrakech steady growth should slow down in future to avoid an urban sprawl and keep the population below the 2 million mark.

With 2 million tourists each year, Marrakech is regarded as a tourist destination par excellence. This is one the reasons why the government is considering a project to build a high-speed train link between Casablanca and Marrakech.

Evolution of the fleet of Marrakech Transport Corporation

(Source: Analysis of the situation of Moroccan transport utilities (1970-2000)- Marrakech Faculty of Law)

	1995	1996	1997	1998	1999	2000	Variation 2000/1995
RATM Marrakech	63	70	60	50	47	60	-5%

After the closure of RATM (Marrakech Urban Transport Corporation) in 1999, the Spanish group ALSA (urban transport specialist) signed with the Ministry of Home Affairs an exclusive contract to organize mobility in the city. Therefore, ALSA Group has been running urban and peri-urban transport in Marrakech since 1999 thanks to a fleet of 130 vehicles servicing 32 bus routes (20 urban and 12 peri-urban) over a 178km network. The company aims to provide the same services as it does in Spain such as an automatic payment card.

ALSA Group is equally planning similar sightseeing tours by bus in Fes, Casablanca and Rabat by 2007. This will require an overall budget of €6 million, thus increasing to €7.7 million the investment made in the sector in Morocco by Alsa City Sightseeing (a subsidiary of ALSA Group).

Urban transport capacity remains insufficient given the number of provinces surrounding Marrakech (Sidi Youssef ben Ali, El Haouz, Chichaoua, Kelaat Sraghna). As with other Moroccan major cities, these provinces could merge with Marrakech to form an agglomeration. Each province has on average 330,000 inhabitants with a 20 to 30% urban development rate.

Public Transport in Oman

UNESCO
World
Heritage
Site

1. Overview

Area	309,500 sq Km
Capital	Muscat
Population	2.590 million people (2005)
Population density	14.6 people/Sq Km
Population Growth	Around 3.8% annually
Urbanization rate	84%
Languages	Arabic and English
Government Type	Monarchy
Income per capita	16,862 US\$
Inflation rate	0.4% (2005)
Currency	Oman Riyal (1OMR = 1.93 EUR)
International country Code	+968

2. Administrative structure and major cities

Governorate	Population	Region	Population
Muscat	646,024	Al Batinah	653,505
Matrah	175,000	Ash Sharqiyah	313,761
Salalah	132,813	Az Zahirah	207,015
		Ad Dakhiliyah	26,714
		Al Wusta	22,983

3. Oman National Transport Company

The basis of forming the Oman National Transport Company (ONTC) in 1972 was to provide school bus transport. ONTC is owned by the Government who holds 98% of the shares and operates under the supervision of the Ministry of Communications. The remaining shares are held by Oman Development Bank and Post Services Corporation.

The principle of providing schools transport was then postponed in favour of operating conventional bus services and employees transport. By June 1975, the company had secured many contracts and worked for a while in school transport and workers transport as well.

The following steps were carried out:

- Construction of a bus depot at Azaiba, a district close to Seeb International Airport
- Orders have been placed for 64 buses and 5 coaches
- During year 1975 the company started operating in selected areas
- The company was reformed under Royal Decree during 1984 and entitled to operate public bus services throughout the Sultanate

The government is looking very seriously at the public transport sector. In this respect, it was decided to restructure the ONTC and upgrade its fleet by investing around 3.5 Omani Riyal since year 2003. The objective is to expand its level of service and its territory. A season transport pass has been introduced to make travel easier by allowing transfer between routes without extra cost for passengers. Currently the company is implementing information technology in order to enhance company management and network operation.

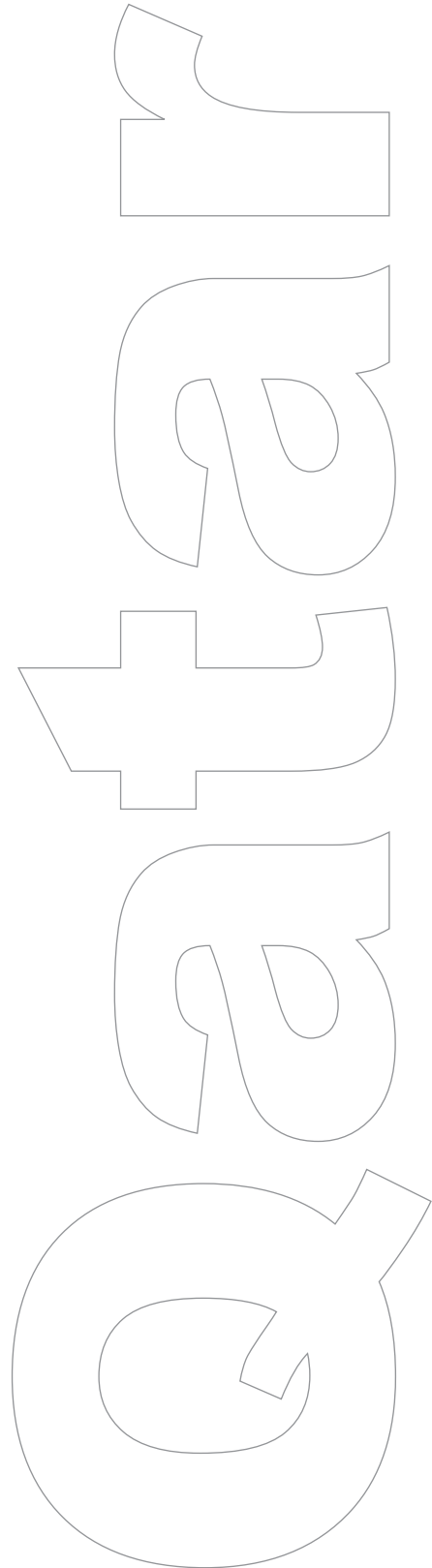
ONTC Fleet

Vehicles Type	Number	Internal services within the vehicle
Luxury	10	Toilet, TV, Video, Refrigerator, cold & hot water, moving seats
	20	Toilet, TV, Video, Refrigerator, moving seats
	5	Toilet, TV, Video, moving seats
Air-Conditioned	13	Capacity (36-45) passenger – Large size buses
	17	Capacity (35) passenger – Medium size buses
	106	Capacity (25) passenger – Small size buses

Purchased buses during 2001-2002

Year	Large Size Buses	Small Size Buses	Total
2001	2	25	27
2002	0	40	40

Public Transport in Qatar



1. Overview

Area	11,437 sq Km
Capital	Doha
Population	839,213 People
Population density	74 people/Sq Km
Population Growth	Around 2.49% annually
Urbanization rate	92.9%
Languages	Arabic and English
Government Type	Constitutional Monarchy
Income per capita	43,000 US\$
Inflation rate	2.1%
Currency	Qatar Riyal (1QAR = 0.20 EUR)
International country Code	+974

2. Administrative Divisions and Major Cities

Administratively, Qatar is divided into nine municipalities; Doha, Al-Rayyan, Al-Wakrah, Um Salal, Al Khawr, Ash Shamal, Al Ghuwariyah, Al Jumaliyah, Jariyan al Batnah. Doha is considered the largest city in terms of population in Qatar.

Major Cities	Population
Doha	400'000
Al-Rayyan	170'000

3. Mowasalat Co.

Mowasalat Co. is a governmental company having the monopoly of passenger transport services in Qatar. It has been established in 2002.

Mowasalat's structure consists of General Manager and the following departments:

- Financial Department
- Human Resources Department
- Business Development Department
- Strategic Department
- Services & Maintenance Department
- Taxi & Limousine Department
- Public Transport Department
- Information Technology Department

Doha is the biggest and the only city that is served with a fleet of urban buses. Qatar is covered overall with a fleet of 220 busses for short distance. These buses serve around 60'000 passengers daily all over the country.

Mowasalat signs different types of agreements to serve the needed public transport such as schools, oil companies for periods between 3 to 4 years. There are as well monthly agreements with private companies to supply the land transport for their employees in addition to agreements for the taxis, etc.

In addition to the school and oil company transport contracts, the company also signed contracts to operate around 3'000 special taxis carrying the "Karwa" sign which renders different services.

Mowasalat operates 200 VIP Taxis for the Doha International Airport and hotels.

The company's aim is to facilitate a complete effective public transport system, which falls in the steady development framework, to provide comprehensive public transport service in the country by the end of year 2010.

In the previous years Mowasalat worked on achieving its goals by making the sector capable of providing the needed transport on exceptional demands, like the fifteenth Asian Olympic Games which were hosted in the Capital Doha during year 2006.

Currently the company is working on providing the public service to the special needs people by providing big taxi cabs that are capable of accommodating the special needed people with their wheel chairs and provides family transport, currently by 5 vehicles bought by the company for this purpose.

Public Transport in Saudi Arabia



1. Overview

Area	2,152 million sq Km
Capital	Riyadh
Population	27 million people (Year 2006)
Population density	12 people/Sq Km
Population Growth	Around 3.5% annually
Urbanization rate	87% (Year 2003)
Languages	Arabic and English
Government Type	Monarchy
Income per capita	10,000 US\$
Inflation rate	0.4 % (Year 2005)
Currency	Saudi Riyal (1SAR = 0.20 EUR)
International country Code	+966

2. Administrative structure and major cities

Saudi Arabia is divided into 13 provinces (regions) and every province has its administrative capital and a number of governorates

Region	Capital	Number of Governorates	Main City	Population (Million)
Riyadh	Riyadh city	19	Riyadh	5,000
Medina	Medina	6	Jeddah	2.900
Mecca Province	Mecca	12	Mecca	1.380
Al Qasim	Buraidah	10	Medina	0.995
Eastern Province	Dammam	10	Al Ihasa'	0.908
Al Bahah	Al Bahah city	6	Taef	0.885
Northern Border	Arar	2	Dammam	0.745
Al Jawf	Skaka	3	Breidah	0.500
Asir	Abha	11	Tabuk	0.489
Ha'il	Ha'il city	3	Qateif	0.475
Jizan	Jizan city	13	Al Khubar	0.456
Najran	Najran city	7	Abha	0.350
Tabuk	Tabuk city	6		

3. Transport Organisational structure

3.1 Organisation of the ministry of transport

Within the responsibility of the secretary general of the ministry, there is an assistant secretary general for land transport heading two departments; one for passenger transport (General Department of Passenger Transport) and one for cargo transport (General Department for Cargo Transport). Passenger transport department includes two departments: the department for bus transport and the department for car transport.

Assistant-Agency for land transport

Its objective is to monitor the land transport activity to ensure the efficiency and reliability of the service provided.

General Department for passenger transport

The mission of the department is to regulate the passenger sector in the kingdom

• **Department for bus transport**

Its mission is to oversee the activity of the public transport using buses in and between the cities of the kingdom and also outside kingdom so that to ensure the efficiency and reliability. Duties of the Department for bus transport include the following:

- Accomplish the needed studies regarding the technical specifications of the buses in cooperation with the concerned entities internally and externally
- Design relevant directions regarding the specifications and safety requirements needed for the buses in cooperation with the needed entities in the kingdom
- Accomplish the needed studies related to the passengers' safety
- Issue recommendations regarding the public transport safety conditions, including bus boarding conditions, capacity of buses, operational requirements
- Assign and regulate bus stops locations in the cities in addition to designing the needed regulations to construct them
- Studies regarding public transport activities in buses so that to furnish the needed missing services
- Establish the laws and regulations for public transport offices
- Regulate and coordinate bus activities in and between the cities within the kingdom, including the activities of the Saudi pilgrim's transportation Co. and other private companies and individuals so that to minimize and eliminate any duplication
- Follow up and assign bus routes, level of service and tariff.
- Prepare the needed plans, programs and periodic reports about the department's activities, accomplishments and developing tools and ideas.

- **Department for car transport**

Its mission is to monitor the activities related to passenger transport using cars within and between the kingdom's cities, to ensure its efficiency.

3.2 The Saudi Public Transport Co. (SAPTCO)

Currently the public transport within the cities is provided by the Saudi Public Transport Co. (SAPTCO) through a franchise contract for a duration of 15 years.

Saudi Public Transport Co. (SAPTCO) was established in 1979. The ministry of transport monitors and supervises the company's work; the board of directors is headed by the ministry's secretary general for roads. The main goal and role of the company is to supply the public transport services on the major road network within and between the cities including international, VIP, charter, Haj and Umrah services.

Currently the company operates a fleet of 2950 busses with different sizes and capacity. The company till end of year 2005 has transferred more than 2 billion passengers. The company intercity services covers 10 major cities: Mecca, Medina, Riyadh, Jeddah, Taif, Dammam, Abha, Gaseem, Ehsa', Tabuk. The international public transport services of the company gets up to 10 countries including UAE, Qatar, Kuwait, Egypt, Jordan, Syria, Yemen and Turkey.

In the process of enhancing and updating the company's fleet, a new contract to purchase 150 buses has been signed, these buses are specialized in the intercity transport and will start operating before Ramadan and Haj season (September 2007) to support the company's need and enhance its level of service. The new buses are supplied with high hand handlers for 40 standing passengers and 45 seated ones. They are equipped with internal side screens and external side and front screens to display the route and destination of the bus within the city.

4. Public transport in main cities

4.1 Riyadh

Riyadh is considered to be the fastest expanding city in the kingdom. Currently the population of the city is around 5 million people expected to reach 8.900 million people by the end of year 2020. The area of the city is around 1782 Km² where the developed area is around 950 Km² which reflects the big expansion the city. The city consists of 17 municipalities monitored and related to the central municipality and the Riyadh City Developing Authority headed by the Mayor.

The Higher Authority for Riyadh City Development is supervising the development of a comprehensive public transport system, aiming to contribute to the current and upcoming transport demand.

The city population is mainly youth, where 53% of the population is between the age of 15 and 20 years old, which brings the topic of considering for this percentage of the community to consider the school and university transportation since the number of students in year 2004 reached 347,430 students and pupils.

The number of all kinds of cars and buses in Riyadh city is 985,000 vehicles distributed as follows:

	Private cars	Taxis	Trucks	Buses	Jeeps
Number	890,000	12,000	5,000	32,000	46,000
Average car ownership per household: 1.61					

Source: 40th annual report - Arabic Saudi Monetary Corporation

Riyadh city is developing a 32.5 km light rail system.

4.2 Mecca

The population of the city is around 1,380 million people, distributed on 12 governorates. It is assumed that Mecca city comprises 23% of the population of the region.

The below table shows the progress in public transport passengers (transported by SAPTCO) within the Mecca City during the period (2000-2004):

Year 2000		Year 2001		Year 2002		Year 2003		Year 2004	
Passengers	Buses	Passengers	Buses	Passengers	Buses	Passengers	Buses	Passengers	Buses
11,330,000	1,086	10,000,000	1,063	11,200,000	1,042	9,715,500	930	8,586,430	906

Mecca city is considered the largest administrative area in the kingdom from private car ownership prospective (34.2%) followed by Riyadh (29.7%). The annual average for private car raise in the kingdom and especially in Mecca city is exceeding the annual population growth.

Private car ownership in Mecca City

- Private cars: 1,701,584 vehicles
- Taxis: 49,021 vehicles

From the statistics prepared for the study "Public transport master plan for Mecca city for year 2001" it appeared that there is a raise in cars trips to represent 76.5% in regular days, 58.7% during Ramadan and 88.7% during Haj season. A new transport method was discovered called "Rouikeb": it is an illegal way of transport created due to the high demand on transport within Mecca city against low supply.

4.3 Jeddah

The population of the city is considered around 2,900,000 people, and considered as the entrance to the two holly cities of Mecca and Medina. Jeddah faces a continuous raise of demand on the transport especially during Ramadan and Haj seasons.

The total number of daily trips within Jeddah is around 6 million trips.

Private car ownership in Jeddah:

Private Cars	82%
Taxi Cars	7%
Small private buses	4%
SAPTCO Buses	1%
Other Transport ways (including school transport)	6%

4.4 Medina

The capital of Medina province occupies an area of 153,800 Km² equal to 6.72% of the total area of the kingdom. The province consists of 6 governorates, every governorate consists of administrative centres with a total 62 centres. Ten of these administrative centres are related to Medina city.

The population of the city by year 2005 is around 1 million people equal to two third of the province. 75% of the total population is located in the centre.

The fleet of SAPTCO buses is around 70 buses.

Medina is expected to construct a light train with a length of 10 km.

5. Investment strategies and policies

The Saudi policy for transport is currently encouraging the private sector to invest. Investors are invited to build, operate, maintain and manage highways, railroads, passenger stations and terminals, and other transport projects, provided ownership is transferred to the state at the end of the contractual period of the agreement.

The Saudi development plans for transport and communication along with the future strategies is standing on major pillars ensuring the transport sector is capable of handling the needed demand with safety, efficiency, and state of the art technology. It should support the economical development and foster competitive environment for the kingdom on international level.

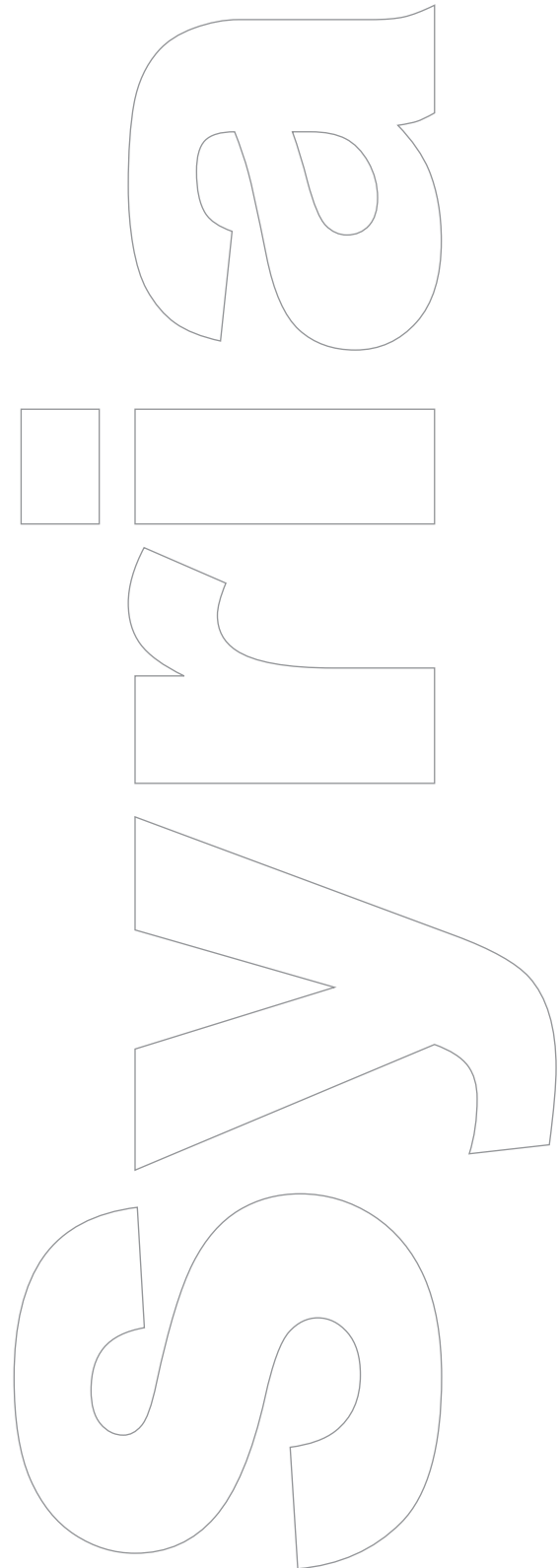
The Foreign Investment Law issued in 2000 is considered as one of the major economical accomplishment along with establishing of the Saudi General Investment Authority responsible of executing the investment policies and follow it up to serve the investors. It encourages the investment in the kingdom and enhances the investment climate by providing the needed facilities.

6. The national public transport vision for the year 2025

- Minimize the level of transport using private cars and enhance the use the public transport regardless of age, sex, income and ability

- Supply transport options for all layers of society and participate in lowering the pollution level generated by transportation
- Increase the cooperation between decision makers in the public and private transport sectors through comprehensive planning for the needed public transport services
- Organise and supply the services at the needed level in more efficient and economical bases using the state of art technology and tools available
- Establish local public transport departments in the kingdom's cities that have a population of more than 250,000 people
- Generate and head a national committee consisting of members having seniority in the related ministries to be the backbone for communication between ministries and local public transport committees and also the other ministries
- Expanding the authority to the local public transport committees to be able to license public transport services within its area including service taxi vehicles and public transport providers using small buses including employees and workers buses for companies and corporate
- Strengthen and apply the bylaws, regulations, laws related to vehicles registrations, inspection, road safety, driving licenses and road traffic laws
- Approve all the financial transactions from the ministry of finance to the local transport departments
- Ensure the administrative expenses of the local public transport departments are covered by the ministry of transport.
- Provide funding for the local public transport departments covering the bus stops cost, intelligent transport system, other operational expenses in addition to the infrastructure.

Public Transport in Syria



1. Overview

Area	185,000 sq Km
Capital	Damascus
Population	19 million People
Population density	102 people/Sq Km
Population Growth	Around 2.5% annually
Urbanization rate	53%
Languages	Arabic and English
Government Type	Republic
Income per capita	1,380 US\$ (2005)
Inflation rate	6.6%
Currency	Syrian Pound (1 SYP= 0.014 EUR)
International country Code	+963

2. Administrative structure and major cities

Administratively, Syria is divided into fourteen governorates; Damascus, Rif Dimashq, Quneitra, Daraa, As-Suwayda, Homs, Tartus, Latakia, Hama, Idlib, Aleppo, Ar-Raqqah, Deir ez-Zor, Al-Hasakah

Major Cities	Population
Damascus	2,552,000
Aleppo	2,679,000
Homs	799,000
Latakia	655,000

3. Organizational structure for the public transport

According to their establishing laws, the duties of the Ministry of Transport related to the public transport level are:

- Develop and ensure the passengers transport, regulate and upgrade the transport facilities in accordance with the society development and growth.
- According to the above and since year 2000, The Ministry is trying to develop the public transport and reaching the steady solving through:
- Evaluating and reviewing the current inland transportation facilities, going back to the use of the large buses, in order to provide better services from speed, safety and comfort point of view.

- Empower the role of the public inland companies and provide support to operate their buses on the routes by also adjusting and correcting their operation policies.
- Moving towards supporting the public inland companies by providing it with new buses, a contract was signed to import 600 new large and medium buses on 31/12/2005 with one of the Chinese companies, but still there are some difficulties to allocate the needed finance for executing the contract.
- Negotiating with the joined and private sectors to encourage them investing in the inland transport sector, a contract was signed during year 2006 to import and operate 1200 big and medium buses functioning using CNG gas with Emiran Co.
- Moving to adjust the current laws and bylaws related to the public transport so that to be in sync with the community growth.
- The Ministry is cooperating with Damascus Governorate to finalize the needed studies for the first line of Damascus Metro (15 Km).

3. Public Transport companies

The public transport in Syria currently is covered through the following kind of transportation types:

- Buses
- Micro-Buses
- Taxis (Service Taxi)

Four public inland transport companies are operating in Damascus, Aleppo, Homs and Latakia under the supervision of the Ministry of Transport, as shown in the above organizational structure. These companies provide the needed services for this vital sector in these cities, in addition to private sector as follows:

- Some private investors have invested in part of the buses of these four public companies mentioned above on certain routes according to limited contracts signed with these companies and against franchise paid to the companies.
- Huge number of the micro-buses are owned by individuals (not related to companies), while their operations are not organized in a way.
- The inland transport in the rest of the governorates is inland corporations linked directly to the city councils (Local Authority).

	Public Inland Transport within Damascus		Public Inland Transport within Aleppo		Public Inland Transport within Homs		Public Inland Transport within Latakia	
Number of Buses owned by the company	744		320		110		111	
Number of buses fully operating on the used routes	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening
	105	90	74	74	40	32	77	53
Number of routes fully used	3		3		4		8	
Number of buses partially operating on the used routes	Morning	Evening	Morning	Evening	Morning	Evening	Morning	Evening
	125	75	6	6	18	5	-	-
Number of routes partially used	5		3		1		-	
Number of buses operated by private sector	Working	Under Preparation	Working	Under Preparation	Working	Under Preparation	Working	Under Preparation
	130	30	178	-	2	-	-	-
Number of routes invested by private sector	Working	Under Preparation	Working	Under Preparation	Working	Under Preparation	Working	Under Preparation
	5	2	7	-	1	-	-	-
Number of Investors	2		5		1		-	
Number of maintenance and preparation centers for the public companies	2		2		1+1 under construction		-	
Number of trips (both ways) daily for the buses operated by the public companies only	1970		1514		519		1408	

Source: City transport department of Ministry of Transport

The following table shows some information regarding the micro-buses and taxi cars operating in the cities of Damascus, Aleppo, Homs and Latakia, taking into consideration that we don't have the number of trips statistics for these transport facilities:

	Damascus	Aleppo	Homs	Latakia
Number of micro busses operating within the city and to/from the city	11,250	6,200	3,900	2,900
Number of individual owned taxis operated	28,300	16,860	4,430	8,350
Number of taxis working within the companies (Radio taxis)	90	46	-	-
Number of Radio Taxi companies	2	1	-	-
Names of the Radio Taxi companies	Star Taxi Allo Waha	Taxi Tell	-	-

Source: City transport department of Ministry of Transport

Current and future projects within the public transport sector include:

- Supply the four public inland transport companies with new large and medium buses.
- Encourage the private sector to invest in the public transport sector through establishing private companies working within the investment law, currently there are through companies in Aleppo, but did not start operating till now.
- Import, operate and manage 1200 new large and medium buses functioning with the CNG gas to cover the public transport according to the contract signed with the Iranian company Emiran.
- Restructuring of the route network within the city of Damascus to increase the service efficiency.
- Regulate the operation of the public tourist cars (Taxi) within offices.
- Complete the study for the Green route project for Damascus metro, funded by the European Investment Bank. The duration of the study is 18 months starting from 01/06/2007. It will be followed by the execution studies for this route.

Public Transport in Tunisia

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1. Overview

Area	164,418 sq Km
Capital	Tunis
Population	10.126 Million People
Population density	63.7 people/Sq Km
Population Growth	1.11%
Urbanization rate	65%
Languages	Arabic and French
Government Type	Republic
Income per capita	3.061 US\$
Inflation rate	2.1%
Currency	Tunisian Dinar (1TND = 0.60 EUR)
International country Code	+216

2. Administrative structure and major cities

Administratively, Tunisia is divided into 24 governorates (states) that are each divided in delegations or districts (mutamadiyat). The major governorates as per the number of population are:

	Population (2006)
Tunis	1,000,000
Sfax	966,000
Nabeul	714,000
Sousse	568,000
Kairouan	550,000
Bizerte	533,000
Ben Arous	531,000
Monastir	475,000

Half of the governorates populations exceed 400 thousand people per governorate; which makes it a necessity to leverage the service level provided for the public transport, so that to maintain a better quality of life for urban citizens.

The greater Tunis urban area includes Tunis, Ariana, Ben Arous and Manouba governorates, with population of around one million people in Tunis city, while the capital grand total population with its governorates exceeds 3.2 million people.

3. Ministry of Transport organizational structure

The Tunisian Ministry of Transport makes sure to achieve the following goals:

- Creating an integrated transport system
- Ensure economic efficiency of all actors of the transport sector
- Ensure passengers safety

Within the Ministry of Transport there are three major departments concerned about the land transport:

- Central Administration for Land Transport: to regulate the land transport sector, define the tariffs in addition to the technical supervision of the other public and private units operating within the sector.
- Central Department for planning and research: to prepare all the strategic studies and researches for the different types of land maritime and aviation transport, also to set the rules and policies in addition to the future plans from designing, follow up and finding the suitable funding to accomplish these plans.
- Projects Department of which major duty is to follow up major projects in the transport sector such as the regional rail project of a 85 km length that will link the capital downtown with the major residential areas with high population density.

4. Passenger Transport companies

The growing metropolitan area in the major cities in the republic is served by an extensive network of public transportation including buses, a surface light rail system, some privately owned companies and service taxis. Public and private establishments are functioning to deliver public transport services for the passengers in the republic:

- Tunis Public Transport Company (STT); running a fleet of buses (220 lines) and a light rail network (46 Km), providing the public transport service to around 2 million passengers.
- National Rail Company (SNCFT): Providing the major service of public transport between the capital down town and the southern suburb using a railroad line of around (25 Km), also providing transport between the capital and many other sections of the republic in addition to linking many sectors together through its rail road network.
- National Interurban Transport Company (SNTRI): its major duty is to provide the transportation between the capital and many major cities of the republic.
- Regional Transport Companies: these are 12 public companies who are focusing on providing the public transport sector within and between the governorates.
- Private companies providing the public transport services in greater Tunis which are: Transport Urbain de Tunisie (TUT), Transport Collectif de Voyageurs (TCV), Société de Transport Collectif (STC), Transport Urbain et Suburbain (TUS), Société de transport Confort interurbain (STCI).

Taxis and rural transport

The sector of taxis is providing the public transport service in the capital as well as the other major cities. Currently there are around 23,600 taxis in the republic, while rural transport is served by around 9,400 cars.

Public Transport Fleet Summary (Public companies)

Company	Buses (2006)	Buses (2007)
Beja	101	115
Bizerte	208	239
Gabes	174	180
Gafsa	179	189
Jendouba	114	119
Kairouan	114	118
Kasserine	100	105
Kef	115	123
Medenine	185	189
Nabeul	224	238
Sfax	365	379
Sousse	297	339
Total Fleet	2,179	2,351
Tunis Public Transport Company (STT)	1,114	1,148
Grand Total	3,290	3,499

Passengers' growth between Year 2006 and Year 2007

Public Companies	Total passengers (2006)	School Transport (2006)	%	Total passengers (2007)	School Transport (2007)	%
Beja	11,975	8,475	71%	12,570	8,980	71%
Bizerte	37,226	23,759	64%	39,215	25,423	65%
Gabes	28,081	20,204	72%	25,575	21,012	82%
Gafsa	21,780	16,290	75%	23,558	17,900	76%
Jendouba	11,269	8,951	79%	11,494	9,130	79%
Kairouan	18,255	16,650	91%	20,494	18,881	92%
Kasserine	10,102	7,817	77%	10,976	8,599	78%
Kef	9,516	7,658	80%	9,853	7,965	81%
Medenine	30,205	24,928	83%	31,376	25,950	83%
Nabeul	36,629	20,080	55%	37,827	20,370	54%
Sfax	68,692	44,597	65%	69,820	45,502	65%
Sousse	91,191	67,052	74%	94,600	69,750	74%
Total Fleet	374,921	266,461	71%	387,358	279,462	72%
Tunis Public Transport Company (STT)	517,600	197,300	38%	547,400	211,300	39%
Grand Total	892,521	463,761	52%	934,758	490,762	53%

5. Public transport in Tunisian cities**5.1 Greater Tunis**

Tunis bus network includes 220 routes served by 1148 buses. Tunis light train offers transport within the city and connects Tunis to suburbs with 6 major lines:

Line	Line distance (Km)	Number of trips/day	Trip time (minutes)
TGM Line	18.7	97	23
South Line	9.2	125	27
North Line	8.9	133	28
North-west line	8.4	51	28
West Line	9.8	105	32/35
North-West Line	9.8	103	34/35
Line 12 (Only during peak hours)	12.03	--	39
Line 14 (Only during peak hours)	14	--	47

The growth in public and private transport in Tunis during 2002-2006 (in thousands passengers daily) is as follows:

	2002	2006	Growth rate
Public Transport	1,230	1,296	0.53%
Private cars & cycles	1,830	2,285	6.09%
Total	3,033	3,581	3.90%

The personal transport is still the preferred mode, specially using the privately owned cars and motorcycles.

5.2 Greater Sfax

The growth in public and personal transport during 2002-2006 (in thousands passengers daily) is as follows:

	2002	2006	Growth rate
Public Transport	236	236	0%
Private cars & cycles	611	758	5.51%
Total	847	994	4.06%

According to the above, the share of public transport for the period between 1995 and 2006 has changed as follows:

Greater Tunis	Greater Sfax
50% during 1995	30% during 1995
40% during 2002	28% during 2002
36% during 2006	24% during 2006

We can notice from the last table that the public transport share is getting smaller in the greater Tunis during the 12 years by the percentage of 28% and in Greater Sfax by 2%.

6. Major reforms and achievements during the period 2002–2006

The tenth economic plan led to the following reforms and achievements:

- Review the legal framework concerning the land transport.
- Merging the National transport company (SNT) and the light rail company (SMLT) into one company called Tunis Transport Company (STT).

- Starting the construction of the light metro rails towards the area of Al Mourouj.
- Proceeding by the project of linking the university campus in Manouba with the light metro network.
- Rehabilitation and electrification of the train line (Tunis – Bourj Al Cedria)
- Awarding a tender of purchasing the first phase of purchasing 359 new buses of a total project of purchasing a 1000 new buses to renew and develop the current fleet at the public transport companies
- Contracting four private owned companies to serve 22 public transport lines in Greater Tunis Area and five urban lines.

The tenth plan also witnessed the accomplishment of the following studies:

- Public transport Network within Greater Tunis Area
- Nation-wide plan for transport
- Land Cargo

7. Future vision and plans for the land transport sector

The aim of the land transport sector future plans is to develop the current land transport system so that to have the continuous ability to be up to the needs of the passenger and cargo land transport with the best safety methods and comfort. It should take into consideration rationalizing energy consumption and reducing environmental pollution through the following actions.

7.1 Leveraging the public transport sector

Providing Funding:

- Diversification of funding sources.
- Guarantee full subsidy resulting from free transport or lower tariff
- Achieve fiscal balance through different new mechanisms
- Finding new sources of financing to fund the acquisition of transportation equipment with suitable conditions and in the framework of international cooperation

Supply development and service quality enhancement:

- Renovation and development of the public transport fleet within the right timing and quality.
- Public Transport network development and integration between modes and services
- Finding new ways for more private investments
- Improve the flow of public transport buses within the routes, by assigning fixed lanes within the city center and traffic priority in certain intersections.

Planning and regulations:

- Establish a decentralized organization of urban and provincial transport through dedicated empowering of provincial organizing authorities for transport.
- Secure the needed harmony between the transport master plans and urban development.

Guarantee the traffic flow of transport vehicles within the major cities:

- Diligence to prepare examples of urban transportation, which enable the rationalization of energy consumption, reflected into environmental protection and also ensuring the balance between transportation demands with traffic flow.
- Transport success stories in the major cities emphasizing on giving the public transport vehicles traffic priority and stops in the city centers.

7.2 Strengthening public transport between cities

- Appropriate positioning of public transport demand and supply between cities and enhancing the level of service.
- Strengthening the railway transport on the long distance routes.
- Enhance the private sector participation in the investment within the public transport buses.
- Applying plans for the private sector to invest and utilize the land transport stations.

7.3 The rehabilitation of public facilities for land transport

- Financial restructuring of public enterprises
- Disposition depots for public land transport (use regulations to help exploitation and modernization of information and communication systems)
- Disposition of car maintenance equipment (modernization of technical equipment maintenance, building and the creation of workshops and warehouses, the use of information for maintenance management)
- Improvement of administrative and financial processes (modernization of human resources, the adoption of accounting analytical method)
- Creation of general framework for the operation of public transport, and improving the efficiency in the fields of exploitation, planning and informatics.
- Maintain the respective obligations of the State and public enterprises under contracts
- Seek to achieve and improve the quality of public transport services.

7.4 Insuring the public transport safety and rationalizing energy consumption and environment protection

- Strengthening public transport safety.
- Improve vehicle driving learning and awareness
- Improve the public transport vehicles maintenance programs and strengthening the technical inspections for the vehicles.
- Encouraging the usage of compressed natural gas as a substitute fuel for vehicles specially the public transport ones.

8. Public Transport demand development from passengers prospective (2007 – 2011)

8.1 Greater Tunis

As for the 11th plan period, the public transport is expected to develop during the period of year 2007 till year 2011 by 3.95% yearly to reach 4'346'000 daily passengers daily during year 2011.

Also the demand of public transport is expected to expand during the same period by 7.6% yearly; from 523 million passengers during 2006 to reach 754 million passengers by year 2011.

The breakdown of the passengers is as follows:

(In million passengers)	2006	2007	2008	2009	2010	2011	Growth (%)
Tunis public transport Co.	479.3	507.7	567.1	601.1	636.1	666.7	6.8%
Buses network	356.5	381.5	415.2	438.7	470.7	498.4	6.9%
Railroad network	122.8	126.2	151.9	162.4	165.4	168.3	6.5%
National railroad Co.	28.7	29.2	29.8	35.8	36.5	37.2	5.3%
Private Companies	14.6	22.9	29.1	34.1	42.4	49.8	27.8%
Current companies	14.6	15.4	15.8	16.2	16.6	17.2	3.4%
New Companies	--	7.5	13.3	18.9	25.8	32.6	--
Private contribution %(*)	4.1%	6.0%	7.0%	8.0%	9.0%	10.0%	--
Total	522.6	559.8	626.0	671.0	715.0	753.7	7.6%

* According to the activity of the Tunis Public Transport Company vehicles.

According to the Tunis Public Transport Company and the National Railroad Company, it is expected that the demand on their services provided will be divided between the public transport and school transport as follows:

(In million passengers)	2006	2007	2008	2009	2010	2011	Growth (%)
Public transport	230.2	251.2	294.6	318.9	345.3	367	9.8%
School & University Transport	225.8	232.9	247.3	260.6	268.9	277.4	4.2%
Free Transport	52	52.8	55	57.4	58.4	59.5	2.7%
Total	508	536.9	596.9	636.9	672.6	703.9	6.7%
School & University Transport (%)	44.4%	43.4%	41.4%	40.9%	40.0%	39.4%	-
Free Transport (%)	10.2%	9.8%	9.2%	9.0%	8.7%	8.4%	

On the 10th plan scale (2006 – 2011), the demand for transport is expected to develop as follows:

(Daily passengers)	2006		2011		Growth (%)
	Passengers	%	Passengers	%	
Public transport	1,296,100	36	1,869,000	43	7.6
Private cars	2,284,600	64	2,477,000	57%	1.6
Total	3,580,700	100	4,346,000	100	3.95

8.2 Greater Sfax

The expected growth of transport volumes during the period (2007 – 2011) is 4.38% annually to reach 1,230,500 passengers per day during year 2011. The projection for the 11th plan is based on the following:

(Daily passengers)	2006		2011		Growth (%)
	Passengers	%	Passengers	%	
Public transport	235,000	24	295,300	24	5.8
Private cars	757,500	76	935,200	76	5.4
Total	993,000	100	1,230,500	100	4.4

To achieve the above following projections; it is needed to develop the performance of the provincial Transport Company in Sfax (SORETRAS) during the 11th plan, also to expand the private sector contribution in serving certain routes.

(In million passengers yearly)	2006	2007	2008	2009	2010	2011	Growth (%)
Provincial Transport Co. (SORETRAS)	69.7	72.3	75.1	78.0	80.9	84.0	3.8%
Private Companies	--	1.4	3.0	4.7	6.5	8.4	--
Private contribution % (*)	--	2.0%	4.0%	6.0%	8.0%	10.0%	--
Total	69.7	73.7	78.1	82.7	87.4	92.4	5.8%

* According to the activities of the Provincial Transport Co.

On the contrary of what is noticed in Greater Tunis and Greater Sfax from stability on the demand level for public transport, in the different areas of Tunis, the development of transport demand is developed by an average of 4.9% annually during the period of 2002 – 2006.

8.3 Overall demand for public transport

(In million passengers)	2006	2007	2008	2009	2010	2011	Growth (%)
Tunis Transport Co.	479.3	507.7	567.1	601.1	636.1	666.7	6.8
Tunisian National Rail Road Co.	41.8	42.6	43.9	50.9	53.4	55.8	5.9
National Urban Co.	3.5	3.7	3.8	3.9	3.9	4.0	3.0
Provincial Transport Companies	380.1	399.7	416.9	434.8	455.0	476.8	4.6
Total Publicly Owned Companies	904.7	953.7	1031.7	1090.7	1148.4	1203.3	5.9
Current Privately owned Companies	14.7	15.5	16.0	16.4	16.8	17.5	3.5
New Private Companies	--	15	29.2	43.8	60.7	78.2	
Total for privately owned Companies	14.7	30.5	45.2	60.2	77.5	95.7	45.4
Grand Total	919.4	948.2	1076.9	1150.9	1225.9	1299.0	7.1

8.4 Estimation for public transport supply (2007-2011)

Bus fleet

The below table reflects the development of public transport fleet during the period (2007-2011), taking into consideration the private sector contribution into providing the service as well.

Number of buses	2006	2007	2008	2009	2010	2011	Growth (%)
Tunis Transport Company (STT)*	1,191	1,256	1,305	1,354	1,401	1,428	3,7%
Total Publicly Owned Companies	3,897	3,839	3,980	4,104	4,234	4,340	3,3%
Existing private companies	182	186	194	201	210	216	3,5%
New private companies	-	174	336	499	690	884	50,1%
Total private companies	182	360	530	700	900	1100	43,3%
Total	3,879	4,199	4,510	4,804	5,134	5,440	7,0%

*In addition to purchasing 55 metro units and 23 electrical trains

Taxis

This mode is expected to expand during (2007 – 2011) as follows:

Number of vehicles	2006	2007	2008	2009	2010	2011	Growth (%)
City Taxis	23,600	24,500	25,300	26,200	27,100	28,000	3.50%
Intercity Taxis	8,300	8,600	8,900	9,200	9,500	9,800	3.40%
Total	31,900	33,100	34,200	25,400	36,600	37,800	3.45%

9. Expected planned investments in the public transport sector (2007 – 2011)

The expected planned investments for the 11th plan (2007 – 2011) in the public sector for both the publicly and privately owned are as follows:

Investments (Million Dinars)	10th Plan	11th Plan	Growth (%)
Public Sector Investment	1,142	2,652	132%
Private Sector Investment	1,233	1,567	27%
Total	2,375	4,219	7.40%
Private Sector %	52%	37%	7.70%

The planned expected investments in the public sector are divided as follows:

Investments (Million Dinars)	Total	Percentage (%)
Rail transport	2,192	82.6%
Tunisian National Rail Road Company (SNCFT)	750	28.3%
Tunis Transport Company (STT Light Rail)	410	15.5%
Light Train expansion project and the express train project	1,032	38.8%
Bus transport	419.3	15.8%
Tunis Transport Company (STT Bus Network)	175	6.6%
National Interurban Transport Company (SNTRI)	22	0.8%
Provincial Transport Companies	222.3	8.4%
Technical Agency for Land transport	40.6	1.6%
Total	2,652	100%

Public Transport in the United Arab Emirates

United Arab
Emirates

1. Overview

Area	83,000 sq Km
Capital	Abu Dhabi
Population	4.500 million people
Population density	47 people/Sq Km
Population Growth	Around 5.8% annually
Urbanization rate	89%
Languages	Arabic and English
Government Type	Federal constitutional monarchy
Income per capita	59,844 US\$
Inflation rate	10.5 % (2007)
Currency	Dirham (1AED = 0.20 EUR)
International country Code	+971

2. Administrative structure and major cities

The United Arab Emirates is a federation which consists of seven emirates: Abu Dhabi, Ajman, Dubai, Fujairah, Ras al-Khaimah, Sharjah, and Umm al-Quwain

Major Cities	Population (2005)
Abu Dhabi	1,850,000
Dubai	1,350,000
Sharjah	635,000
El-Ain	500,000
Ras Al Khaimah	250,000

3. Public transport services

Since the UAE is a federation of emirates, every emirate is independent to run its internal matters regarding public transport through the municipality, by being responsible of the investment, funding, implementation and operation of the public transport sector internally within its jurisdiction.

It is envisaged to create an authority at national level in order to coordinate between the municipalities. This new federation authority will be under the responsibility of the Ministry of public works and will deal with transport planning.

Currently, main actors of public transport in UAE are:

- Dubai Roads and Transport Authority
- Public transport department in Abu Dhabi municipality
- Sharjah Public Transport Corporation

- Ras Al-Khaimah Transport Authority
- Al Fujeirah Transport
- Emirates Transport

3.1 Dubai

Dubai Roads and Transport Authority (RTA) was established in Nov. 1st 2005. RTA mission consists in preparing legislation and developing integrated solutions of road systems and land transportation networks that are safe and in line with Dubai's economic development plans and the highest international standards

The Public Bus Transport system in the Emirate of Dubai is run by RTA: Dubai bus fleet consists of 516 buses, expected to expand to 1,800 by 2011 then to 3,500 by 2020. The network includes 63 bus routes cutting over 168,000 kilometres on an average working day. Service volumes are adjusted on Fridays and public holidays in relation to the passenger demand. Around 250,000 passengers travel on the system per day. The bus routes span the whole length and breadth of 4,110 square kilometres area of the Emirate of Dubai.

The fleet consists of buses designed to supply the demand of transport and service specifications, these buses are with individual seats and equipped with an electronic system to display information regarding destination and stages of the trip, and are equipped with electronic ticketing system.

The bus fleet is maintained at two bus depots at Al Qusais and Al Awir.

The bus transport infrastructure includes 9 well-attended bus stations, over 1600 bus stops, 153 wayside passenger shelters and timetable information at 500 busy bus stops. More than 500 air-conditioned buses are under construction.

Dubai Taxi started operation in 1994. Dubai taxi is financially and administratively independent entity operating on commercial basis. It was given the legal authority and power to contract, work and utilize the necessary resources to reach the goals established for it. Dubai taxi is owned totally by the government of Dubai.

Dubai Taxi provides transportation of passengers within the emirates. The Agency may authorize one or more national establishment or company to carry out all or some of the activities mentioned above according to conditions and standards lay down by the Agency and against receiving an amount calculated on monthly or annul basis and based on the number of vehicles operated in the said business.

Dubai Taxi fleet comprises 3142 vehicles equipped with automatic dispatching and tracking system. The vehicles make 60,200 trips daily.

In addition to in-house operation, Dubai Taxi Agency granted licenses to other companies based on a franchise system: Cars Taxi Company, National Taxi Company, Metro Taxi Company, Al-Arabia Taxi, City Taxi and Hatta Taxi. These companies operate under the umbrella of the Agency and comply with all regulations, systems and legislations implemented by Dubai Taxi. The performance of these companies is reviewed by the Board of Directors of Dubai Taxi.

Dubai Taxi determined the conditions and specifications that the franchise companies should comply with to maintain the quality standards and excellence. The Agency seeks upgrading the transport services to cater for the needs of the Emirate of Dubai for taxis in the light of the record growth taking place in Dubai.

The marine transport routes serve around 25million passengers annually. This accounts for 1.2% of total public transport in Dubai. The fleet is composed of a total number of 149 Abras. The objective of marine department is to implement and operate a new water transport system for Dubai that integrates in to a multimodal transport system for Dubai which will eventually fulfill the Road and Transport Authority's vision for "safe and smooth transport to all". The new public water transport system would complement the existing Abra creek crossing system and would provide ferry services for the Emirate of Dubai along the Dubai creek and coast to the new offshore land developments.

In order to offer an attractive alternative to private cars and reduce traffic congestion, Dubai started constructing a metro network with a length of 70 km. Dubai Metro will be a driverless automatic system and will initially consists in two routes (red and green) with the following details:

	Line length	Project deadline	Trip duration	Estimated cost
Green Line	18 Km	9/9/2009	26 Minutes	3.3 Billion Euro
Red Line	52 Km	10/10/2010	64 Minutes	

Dubai metro is a turning point in the Gulf area, since it is the first train system from its kind in the area.

3.2 Sharjah

Sharjah emirate has a population of over 750,000 inhabitants in 2007 and an area of 2,600 km². Sharjah has been experiencing a rapid urban development and growth of the population over the last years. It resulted in increasing mobility for work, education, leisure and shopping which led to traffic congestion despite road infrastructure development. All mobility needs are fulfilled by private cars and taxis. This situation makes indispensable the implementation of a public transport network to relief congestion and offer an environment-friendly mobility solution to Sharjah citizens.

In this context, Sharjah Government has established in 2003 Sharjah Public Transport Corporation (SPTC) as the sole government authority to initiate, regulate and control public transport activities in the Emirate. After having undertaken the planning and preliminary design of a public transport network for Sharjah city, SPTC decided to franchise the provision of bus services in Sharjah city.

The franchised bus network includes 19 routes calling for approximately 140 buses. The selected bus operator is KGL PTS, Kuwait, which is currently implementing the network in order to start operation in few months.

SPTC is also responsible for franchising taxi services. Three taxi operators have been contract to operate each 750 vehicles.

3.3 Emirates Transport

Emirates Transport is an independent government agency established in 1981 under federal law to be the carrier arm of the government providing transport and communications services to various government institutions and ministries in the State. The purpose of the establishment of Emirates Transport is to design planning of transport operations and provide all the services. Emirates Transport consists of public administration, which is based in Dubai in addition to the nine branches spread throughout the UAE: Abu Dhabi and Al Ain, Dubai, Sharjah, Ajman and Ras al-Khaimah and Central and East Coast branches. It provides services to institutions through technical and administrative stations.

Services are provided by the institution on behalf of the Ministry of Education. It consists in providing transport service for all students in public schools. Emirates Transport carries every day more than 210,000 students from all over the UAE to government schools, through 2,100 dedicated buses and more than 4,000 itineraries, using more than 2,500 drivers and covering all regions of the state.

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Saudi Railways Organization
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Damascus Public Transport
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Phone : + 216 7189 28 00
www.attt.com.tn

Société Nationale des Chemins de Fer Tunisiens
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Société Nationale des Transports Interurbains
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www.sntri.com.tn

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www.transtu.com.tn

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Nabeul, Tunisia
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Société de Transport du Sahel

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Transport Collectif de Voyageurs (TCV)

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Société de Transport en Commun (STC)

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Société de Transport Urbain de Tunis (TUT)

Tunis, Tunisia
Phone: + 216 71 951 764

Société de Transport Urbain et Suburbain (TUS)

Tunis, Tunisia
Phone : + 216 71 860 355

Société de Transport Confort Interurbain (STCI)

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www.emiratestransport.com

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www.dtc.gov.ae

Arabia Taxi

PO Box 30888

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www.arabiataxi.ae

Cars Taxi Services Company

PO BOX 5239

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Phone: + 971 4 269 33 44

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www.etacars.com

Emirates Taxi

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Ajman Municipality
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