



Railway Services in Iraq (Future Visions Within the Limits of Reality): A Study in the Geography of Transport

Nadia Muttlaq Arma

Al-Riyadah High School for Outstanding Boys, Baghdad Governorate Education Directorate Al-Karkh, Iraq

Paper Received:

04th May, 2022

Paper Accepted:

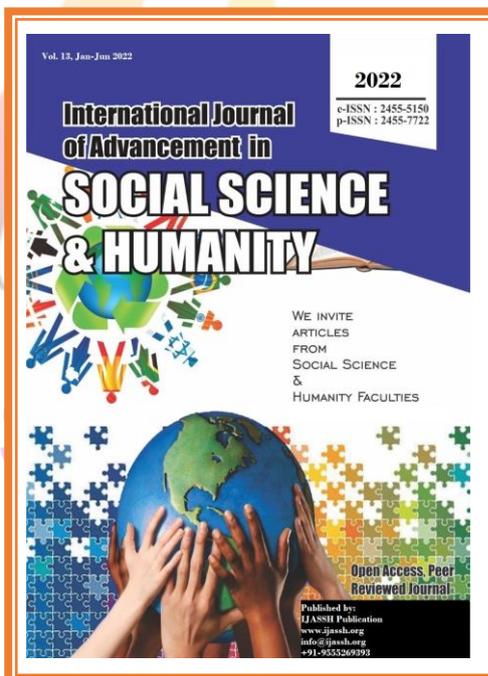
28th July, 2022

Paper Received After Correction:

02nd August, 2022

Paper Published:

03rd August, 2022



How to cite the article: Nadia Muttlaq Arma, Railway Services in Iraq (Future Visions within the Limits of Reality): A Study in the Geography of Transport, IJASSH, July-December 2022 Vol 14; 15-31

ABSTRACT

Geographical and academic studies directed their interests to studying the political aspects of Iraq's modern history and the contemporaries' orientation and addressing the economic and social developments that feed into its political developments. The economic railway services are the subject of research, which are the most important modern projects, and their construction, especially Iraq, had a special place, especially Iraq, one of the first Arab countries that witnessed the establishment of a railway network, as two important events in the history of Iraq coincided with the beginning of its establishment: The occupation of Iraq by British forces during the First World War (1914-1918), in which Iraq became under British control, one of the British colonies in the Arab Mashreq. In view of the importance of the strategic location of Iraq, which was increased by the extension of railways, Iraq was moved to the ranks of the important countries. Through the implementation of rail link projects between Iraq and Turkey and from there to Europe, which will affect the world map of transportation and transport lines to bring economic benefit to Iraq and enhance its political and economic role at the regional and international levels. However, what happened to Iraq, that emerging political entity, in terms of spreading the railways to serve the occupying state Britain, put Iraq in a state of political instability, so that the natural geographical advantages of Iraq became a reason for its impoverishment and the plunder of its wealth. These developments were used by the political factor, to affect the reality of the railways in Iraq is affected, despite the fact that Iraq is the first Arab country to establish a railway and introduce electricity. Now the wars and the instability of the political scene in it made this sector a dimension that was ranked first in the Arab world. Extension of railway lines with neighboring countries, which today have extensive and developed railway transport networks. Accordingly, the research will address the reality of railways between today and what aspires to in the future.

RESEARCH PROBLEM

1. The service system suffers from railways are still on the metric system
2. Despite its ancient history, it continued to suffer from a slow pace of developments that accompany life
3. Old trailers, limited services and the absence of modern services.
4. Lack of financial allocations for the railway sector.
5. The instability of the security and political situation, which was

reflected in the development of railway services.

6. Marginalizing this sector and not giving it its status despite its importance in the economic, political and social aspect.

RESEARCH HYPOTHESIS

Rail transport is one of the means that enhances Iraq's political and economic role, as it is a safe means of transport, and it has been activated in a manner commensurate with the development taking place in the modern life in which we live. And wear due to heavy loads.

RESEARCH OBJECTIVE

1. Study the history of railways in Iraq.
2. Services provided by the railway sector.
3. The impact of the security situation on this sector after the events of 2003.
4. The most prominent problems of railway services.
5. Railway sector activity for the period from 2016-2020.
6. Railway Protection Act.
7. Future projects.

HISTORY OF RAILWAY CONSTRUCTION IN IRAQ

The first nucleus was that the railways were not established in 1914 by the leaders of the British forces in Iraq, but this did not crystallize in the year 1915, when the British General in Iraq, Arthur Arnold, proposed to his country's government to extend the railways in India by extending the Basra and Nasiriyah railways, stressing the importance of this railway from a military point of view (1) In 1912, the shipment of materials arrived for the construction of the Samarra-Baghdad railway, when the engineers celebrated laying the foundation stone for the railway project, and their number was forty. In Iraq in 1920, it was solid and built of cement, similar to defensive barracks (2) We note from the foregoing that Iraq, due to its strategic geographical location, has gained special importance in the policy of European countries, especially Britain, which started since the beginning of the nineteenth century early twentieth century, offering rapid transport projects to the east, where its goal was to reach the Arab Gulf

region, and the location of Iraq was ideal for the passage of these projects. Britain had a role in building a railway between the eastern coasts of the Mediterranean and the head of the Persian Gulf, which would shorten the distances between its colonies. Despite the likelihood of British influence, the Germans now took the lead in building rapid transportation in the region, obtaining a concession from the Sublime Gate in Astana, when they built the first railway line in Iraq during the period 1912-1914, and the goal of building railways was an economic goal, since the beginning of the twentieth century It is both strategic, political and economic (3) On the sixteenth of April 1936, the ownership of the railways was transferred to the Iraqi government after it was subject to the British civil administration, and this date became an official occasion celebrated by the General Company for Railways every year. It differs through its course and the positive and negative effects these events have had, especially as it is the first railway in the Far East.

RAIL SERVICES**Technical services**

It includes methods and methods for developing railways, increasing their efficiency and extending new lines, as well as addressing the development of locomotives and trailers to achieve speed and comfort for travellers.

Passenger services

It specializes in transporting individuals within the provision of comfortable and modern transport vehicles and the provision of transportation services as available and in order to achieve comfort and safety for the passenger and for a fee

compared to the rest of the other means of transport

Transportation of goods

The movement of goods transporting on trains operating on railways in Iraq was faced with many obstacles, including the multiplicity of railway standards. Now the idea of standardization of standards has still many of these obstacles, especially after the establishment of the broad line between Baghdad and the stronghold, and thus the railway lines from north to south form a role in transporting goods from south to north, and their cargo capacity increased to 450 million tons Annually in two dimensions, before the establishment of this line, it was two million tons annually (4)

Tourist services

The Iraqi Railways General Company seeks to keep pace with the rapid development to meet the requirements of modern life. It adopted the organization of a number of tourist trips to the archaeological and religious tourist areas. Now the security situation, especially after the events of 2003, which cast a shadow on all aspects of life, including transportation of various kinds, rail transport is one of its vital joints, negative effects of instability and exposure of railways to sabotage The looting and destruction disrupted most of the lines that were previously working, to reflect that long distances of the railways went out of service.

THE SECURITY SITUATION AND ITS EFFECTS ON THE RAILWAY SECTOR

Over time and since the beginning of this sector, the political situation affected and

reflected on the railway sector, as it stopped working due to the emergence of the world war when the first beginnings of a German company and in Iraq the military campaign led by the United States of America that took place in 2003 played a major role in covering its negative effects on the development of this sector in terms of expansion and linking With the external railways of neighboring countries, which have taken to extending advanced railway networks and in accordance with the modern world system, unlike the railway network in our country, which has suffered from sabotage, neglect and suspension due to the instability of the security situation in some areas trafficked by railways, if its activity suffers from weak financial allocations necessary, especially after the 2003 war. Its effects include the demolition of the infrastructure of this sector and the consequent neglect, sabotage, destruction, and cessation of work due to the instability of the security situation in some areas trampled by railways, and the damages amounted to 65% of the infrastructure of this sector. Its lines were damaged and some railways were robbed, in addition to the burning of the central station in Baghdad and the theft of all its contents. Despite those negative effects of the unstable security conditions as a result of wars and the instability of the security situation, the General Company for Railways was able to overcome these conditions as much as possible, especially in the outskirts of Baghdad, such as Yusufiyah and Al-Latifi, for example, but not exclusively, if the bridge over which the railway passes was blown up more than once by terrorist groups, and the same is true of the Baghdad line - Mosul, for example, is not limited to, which was one of the prominent and vital lines before

2003. In 2016, the number of passengers reached (459) and the transported goods amounted to (53 thousand tons), and this percentage is small and reflects a clear picture of the negative effects of the lack of security stability on this vital and effective sector (5) The General Company for Railways, with its own limited efforts, took the initiative to develop and rehabilitate the main and subsidiary stations, by furnishing them new in order to carry out its work in transporting passengers, goods and cargo within the country.

Although Iraq has the widest railway network in the Arab region, it consists of five main lines

1. Baghdad - Basra - Mina Qasr
2. Baghdad-Ninawa-Eurbia
(connected to the Turkish railway system)
3. Baghdad - Haditha - Kubaisa -
(connected to the Syrian railway system)
4. Baghdad-Kirkuk-Erbil
5. Baiji Refinery - Al Qaim Fertilizer
Factory

The number of stations is 107 train stations, and despite the capacity of this network, it accommodates 30% of the total

traffic volumes and 40% of the train fleet can be operated, and the commercial speed is less than 30 km per hour due to the limited maintenance of railway tracks. It can be said that wars and economic sanctions, and the ensuing state of security instability were enough to make this sector incompatible with the development of technological life that keeps pace with our contemporary life, as the total activity of the railway sector after the events of 2003 works at 10% of its total activity. While this sector is formed if it is invested at its full capacity through the development of the lengths of the railway network, and the use of a modern transportation system, it will return to the economic benefit of the country through the transportation of goods and travellers. To solve many problems that entered the Iraqi society, traffic congestion, as well as encouraging mass transportation, if the projects that the Ministry of Transport and Communications seeks to implement in cooperation with the concerned authorities, which we will discuss later, also reduce the consumption of land roads as a result of heavy loads that consume the road over time, in addition to reducing the environmental pollution resulting from Emissions of toxic substances emitted by vehicles, and table No. (1) shows railway activity for the years from 2016-2020.

Table No. (1) railway activity for the period from 2016-2020 (6)

2018 to achieve revenues amounting to

Revenues		Amount of goods transported	number of travellers in the thousand	The length of the lines is km	the year
goods	travellers				
819	4,140	52	459	2,893	2016
1,560	4,313	104	508	2,893	2017
4,644	4,470	376	563	2,893	2018
5,206	4,013	372	456	2,893	2019
4,221	737	1,293	77	2,893	2020

We note through Table No. (1) an increase in the number of passengers and the quantity of goods transported from one year to another. The reason for this is due to the improvement in the security situation and the work of the Ministry to develop the railway sector for the aforementioned years, and with its own and limited efforts, and if it has all the possibilities, to take the railway sector first among other means of transport. Through the table, we find an increase in the revenues achieved in recent years. In 2016, the number of passengers reached 4,140 and 4,313 for the year 2017, an increase of 4.2%. This increase came as a result of the improvement in the security situation, in addition to the improvement of services provided, which encourages travellers to use this vital facility. Including transported goods, as the amount of transported goods increased, so the revenues achieved in 2016 were (819 million Iraqi dinars), while it amounted to (1,560 million Iraqi dinars), and this increase came as a result of running new locomotives to transport goods. The increase continued with the achievement of high revenues, both in terms of transporting passengers and goods, so the revenues increased more in

(4,470 million Iraqi dinars) for the transportation of passengers. The revenues generated from transporting goods amounted to (4,644 million Iraqi dinars), and this is a noticeable increase that reflects the efforts made by the General Company for Railways. In making this sector a pioneer within the country and the ambition to achieve its progress with neighboring

Countries As for the transportation results for the year 2019 and the year 2020, we note the fluctuation in numbers and quantity, both for passengers and goods, as the number of passengers for the year 2020 reached (77 thousand passengers), while their numbers for the year 2019 were (456 thousand passengers), with a decrease of (83.3%), while the index of the passenger index decreased to (35.0%). (for the year 2020, after it was (197.6%) for the year 2019, and the reason for the decrease is due to the small number of travellers due to the Corona pandemic and the consequent imposition of a health ban, which made transportation limited to the transportation of goods in the basic class This fluctuation in the number of passengers and the quantity of transported goods had a negative impact on the revenues generated, as the revenues

generated from transporting passengers for the year 2020 amounted to (737 million dinars) compared to (4,013 million dinars) for the year 2019, with a decrease rate of (81.6%). This decrease occurred due to the lack of travellers as a result of the pandemic Corona, while the revenues generated from transporting goods for the year 2020 amounted to (4,221 million dinars) compared to (5,206 million dinars) for the year 2019, with a decrease of (18.9%) and the reason for the decrease is

due to the small number of cargo carriers. Despite the limited capabilities of the Iraqi General Company for Railways, it is striving with all its energies in order to provide a better service to travellers and gain the confidence of other ministries in order to contract with them in transporting goods, by increasing its technical cadres working for the maintenance of railways and vehicles transporting passengers and goods to gain confidence.

Table No. (2) shows the number of workers in the railway sector for the years from 2016-2020

the total	Administrative staff	Artistic Angels	Engineering Angels	the years
5598	663	4680	255	2016
5205	605	4351	249	2017
5102	568	4217	205	2018
4690	2416	2042	232	2019
4201	2157	1848	196	2020

We note from the above table a fluctuation in the number of employees in the company, which reached its climax in the year 2016, where the total number of employees reached (5598 thousand employees), while these numbers began to decrease gradually, reaching (4,201 thousand employees) in the year 2020. The company, and consequently, has its

negative effects on its activities, and the consequent decrease in revenues As for the number of operating stations and railway lengths (km) by line and type for the year 2020, it is shown in Table (3)

Number of stations and railway lengths (km) by line and type for the year 2020 (8) Name of the line	number of stations	Line lengths	double line Km		total
			Main	sub-	
Baghdad-Basra-a stronghold	39	552	303	416	1271
Baghdad-Mosul-Rabia	27	517	119	-----	636
Baghdad-Al-Qaim-Husaybah	24	376	237	104	717
Kirkuk-Baiji-Hadith	14	252	17	-----	269
the total	104	1697	676	520	2893

As for With regard to existing and operating trains In the company for the year 2020, shown in the table (4) Existing

and operating trains (China Integrated Train) for the year 2020

Table (4) Existing and operating trains (Chinese)

idler	the worker	Existing	train type
2	22	24	train and energy (boss)
0	36	36	First and second sleeping car
0	12	12	first tourist car
0	36	36	second tourist car
0	12	12	food cart
2	118	120	the total

We note from the above table that the General Company for Railways has supported the trains operating in it, which are diesel locomotives, which have become obsolete with the passage of time, numbering 375 locomotives. The number of stations is 118, and because the Ministry of Transport and Communications is working hard to develop this sector, the General Company for Railways has been supported by the new Chinese train. The use of this train and its advantages of new vehicles with modern specifications have helped

increase the demand for travellers to use the railway as one of the available means of transport, although in a limited way that does not fit the ambition of the public company that seeks all its efforts for the railway This sector has taken a leading position among other means of transport and a strong competitor with them, and this is what we will notice through Table (5), which shows the records for the number of transported passengers and the quantity of goods transported by railways for the years 2009 until 2020 in order to clarify the difference in the activity of this sector, especially after the 2003 war.

Table (5)Indices for the number of transported passengers and the amount of goods transported by railways for the years (2009-2020) (10)

Merchandise Index%	Cargo Quantity (thousand tons)	Passenger Index %	Passengers (in thousands)	the years
100,0	644	100,0	220	2009
154.5	995	96.4	212	2010
102.5	660	80,9	178	2011
132,0	850	67.3	148	2012
264.4	1,703	60,9	134	2013
165.7	1,067	66.4	146	2014
49,4	318	178,6	393	2015
8,1	52	189.5	417	2016
16,1	104	197,7	435	2017
55,3	356	240.5	529	2018
57,8	372	197,7	435	2019
200,8	1,293	35,0	77	2020

From the above table, we find an increase in the number of passengers and transported loads, despite the fluctuation that occurs from year to year between high and low. After the improvement of the security situation in 2009, the company began to continue its activity despite the limited production, and this was an important factor in the improvement of the company's activity, whether in terms of passengers or cargo. We also find that the activity of the public company constitutes the transport of goods with a large difference from the number of passengers, and we also find that there are some years in which the transport movement decreased even at the level of goods, which is the year 2016. The reason for this is due to the fall of Mosul, Anbar and parts

of Salah al-Din in the hands of ISIS terrorist gangs, but after the liberation of these areas and the stability of the security situation, the company's activity resumed to rise, but in the year 2019 and 2020, we notice a decline in the movement of travellers. In the amount of goods transported, the reason is due to the Corona pandemic, which imposed health restrictions, which reflected its effects on the lack of movement. This is in relation to the activity of the movement of passengers and the quantity of transported goods, as for the activity of the stations according to the movement of passengers and the quantity of goods transported from them, and this is what is shown in Table (6) and (7)

Table (6) Quantity of goods transported by stations for the year 2020 (tons) (11)

the total	Basra-Baghdad (up)	Baghdad-Basra *descending)	stations
46218	40,715	5,503	Baghdad
1234175	1,201,424	32,751	hila
19	----	19	samaha
10	10	---	Diwaniyah
960	955	5	Gbeshih
834	650	184	Nasiriyah
9650	---	9,650	Umm Qasr
700	---	700	Watch
1,292,566	1,243,754	48,812	the total

No activity

Ascending towards an ascending train,
opposite the course of the river

Downside intended for a train descending
with the course of the river

As for the nature of the transferred materials and the revenues generated from that, they are explained in Table (7)

Table (7) Type of movable merchandise and revenue generated for the year 2020 (12)

Revenues (millions of dinars)	Tonne kilometres travelled (million tons km)	Amount of goods transported (thousand tons)	Type of goods
3,729	542	1,262	Oil products
12	0,724	2	to forbid
480	16	29	The rest of the items
4,221	558,724	1,293	the total

We note from the table that most of the transported goods that occupy the leading position are petroleum products, while if this sector is properly invested through the development of its mechanisms of vehicles and containers for transporting goods and within modern specifications and conducting continuous maintenance of its lines and vehicles, it will attract many ministries to contract with them, such as

the Ministry of Commerce in the first place and the consequent consequences of that Saving time and transportation costs, as well as solving a major problem that suffers from all Iraqi cities, and Baghdad in particular, which is the problem of traffic congestion.

As for the number of passengers according to stations, it is shown in Table (8)

Table (8) Number of passengers by stations for the year (2020) (13)

the total	Basra - Baghdad - Asc	Baghdad - Basra - descending	stations
31687	20710	10977	Baghdad-Basra
1939	1114	825	Basra - Samawah
6101	4867	1234	Basra-Karbala
4585	0	4585	Hilla-Basra
2798	2798	0	Nasiriyah-Baghdad
3529	2156	1373	Baghdad-Samawah
536	536	0	Rumaila-Baghdad
945	945	0	Shuaiba-Baghdad
203	203	0	Shuaiba-Karbala
465	465	0	Al-Shuyoukh market - Karbala
2903	2903	0	Al-Shuyoukh market- Baghdad
16622	5857	10765	Baghdad-Karbala
4	4	0	Khidr-Baghdad
1740	0	1740	Musayyib-Basra
492	0	492	Mahmoudiyah - Basra
47	0	47	Mahmoudiyah - Samawah
1869	0	1869	Diwaniyah - Basra
577	0	577	Hashemih-Basra
77042	42558	34484	the total

We note from the above table that the movement of passengers is witnessing a momentum on the lines operating between Baghdad - Karbala, Baghdad - Basra, Hilla - Basra and Baghdad - Samawah. Babil and Karbala, and in general, the movement of passengers on the train stations is mainly active during the times of religious visits. The trip is from 10 to 12 hours, the line includes 416 km double line.

THE MOST PROMINENT PROBLEMS OF RAILWAY SERVICES (14)

1. Most of the railways take the longitudinal axis from north to south, and there are no horizontal connecting lines linking the east of the country to the west
2. The railway network suffers from the problem of bottlenecks in the capacity due to the lack of sufficient service stations for the main railways in many areas, and the lack of sufficient stations outside the cities and towns.
3. Despite the capacity of the railway transport network, it did not depend on all its transport stations, but was limited to some limited stations only, and this is due to many reasons, including the security situation, which played a prominent role, especially after the events of 2003 0
4. The low turnout of travelers to this sector, due to the lack of operation of all railways to the required degree, and this reduces the efficiency of transport between governorates, and in particular the transport of goods.
5. The current railways do not work efficiently as a result of the security conditions and the destruction and sabotage that befell them due to terrorist operations and others.
6. There are no radical and comprehensive treatments for railway intersections with main or secondary roads, especially in cities, so it is assumed that a section of the intersections has multiple levels and the other is at one level, depending on the volume of traffic.
7. Large parts of the current railway network suffer from obsolescence, outdated designs, signal and communication systems failure, and the condition of some lines is bad, which leads to a decrease in their operational speed to low levels and thus endangering the safety of passengers and goods.
8. The absence of modern spare tools such as locomotives, wagons or railway tracks, as they are all damaged and old and are being rehabilitated by the company's own efforts.
9. The lack of financial allocations allocated to the General Company for Railways in a disproportionate manner and the high costs that this sector needs for the sustainability of services in it, since the construction of a railway differs from the construction of a road dedicated to vehicles, in terms of planning, design and financial allocations, that the lack of financial allocations allocated to this sector negatively affected its service reality.

10. A new problem appeared that did not exist previously, namely the problem of the security situation, which applied its control to many joints of life, including transportation, as most of the railways are out of service or not in actual service as a result of the insecurity of the areas in which they are located, or their exposure to sabotage, looting and looting of their contents.
11. The lack of cadres working in this sector in their various specializations is one of the factors that negatively affected its service reality, especially in the engineering or technical field if their preparation does not match the reality of the tasks entrusted to them.
12. Among the challenges facing the laying of new railways, especially in the southern region of the country, is the percentage of salt in the soil and the rise in the level of groundwater, which increases the difficulty of establishing a new line by increasing the cost by treating the soil with other soils.
13. Transgression of railroad taboos by citizens living near railroad tracks

RAILROAD PROTECTION ACT

Every government department is linked to its work by the law of the government to which it belongs, as it is replaced by a law that protects it and protects the employees working in it in various fields and specializations, and this is what the Iraqi General Company for Railways is working on, one of the formations of the Ministry of Transport and Communications. These

laws evolve with the development of life and developments in public life, and the protection law established by the General Company for Railways, to protect its engineering and technical cadres, train drivers, and the properties belonging to it of various types, from railroads, road prohibitions, and vehicles transporting passengers and goods. This law consists of (11) legal articles, including imprisonment in case of assault. Any employee working in the Railways Authority, while performing their official duty, shall impose fines on anyone who violates the road taboos laid down in the official maps of the railways, or establish irregular crossings on the railways. The amount of the fine varies according to the type of violation from (one million Iraqi dinars) to (10 million Iraqi dinars) (15) And since life was in continuous development and modernity, it was necessary to keep pace and achieve protection commensurate with the reality of the developments we live in, and the Ministry of Transport and Communications is working to keep pace with these developments and to achieve the positive benefit of protecting its employees in a manner that is commensurate with the reality we live in by adding and introducing new paragraphs on the protection law for all its formations and in order to achieve protection for all workers In it, and since the General Company for Railways is one of the formations of the Ministry of Transport and Communications, and in order to achieve adequate protection for its workers, it has worked to add two laws to protect this sector or remove all illegal transgressions on the taboos of the road through railway fencing in cooperation with the railway police as it raises the abuses on a daily basis by the residing

citizens Close to the railroad taboos, as these abuses cause economic damage first and disrupt the trains' operation secondly, and this procedure was applied at the railway junctions located in the Qadisiyah, Yarmouk, Al-Dora and Al-Youssoufia areas, and the return of the fence (PRC) to protect the company's property in order to secure the safe running of trains for passengers and goods without delay. As for the other procedure What the Ministry of Transport and Communications is working to achieve in the railway sector is the electronic gates project, instead of the old gates that have been subjected to damage, neglect and obsolescence as a result of not maintaining them on an ongoing basis, due to the lack of working staff, which negatively affects their work. human, but there is a major obstacle that prevents the implementation of this project currently despite the completion of the plans and studies developed for this project or the lack of financial allocations and the impact of the Corona pandemic on the general economic situation, but this project is under implementation and remains in the future (16)

SUGGESTED FUTURE PROJECTS

The Iraqi Railways General Company is working to improve the level of its services to the best and in line with the developments of modern life. In making Iraq at the forefront of the countries in the region, especially since our country possesses the natural ingredients that make it occupy the first rank in the transport sector, especially the land. Especially if the Al-Fawwa port project has been implemented and the consequent change of the global transport map, as it will facilitate the connection to the continent of Europe by establishing a railway link with

Turkey and developing the dry canal, as well as developing the dry canal in the west with Syria and then the Mediterranean, and the dry channel in the east with Iran and then towards Asia. For each foreign company invested On the internal level, the cooperation between the Ministry of Transport and the Ministry of Planning is continuing in order to establish projects of economic benefit and achieve financial revenues, commensurate with the size of the tasks attributed to it, and financing these projects will be from the profits they achieve.

Among the projects that we will discuss, for example

Baghdad metro project

The metro transport system is one of the best and most modern transportation systems, which responds to the needs of transporting people within cities, especially those with high population density such as capitals and major city centres, in order to reduce the problem of traffic jams, as well as what it reflects from civilized and urban development, and since our capital, Baghdad, has witnessed developments and changes in patterns Its economic, social and political life, especially after the events of 2003, as a result of the increase in the number of vehicles and the survival of the road network without expansion or modernization, in addition to the security factor and the consequent closure of some roads and the placement of concrete barriers and security controls are all factors that increased the problem of traffic jams and their impact on the Iraqi citizen from the health and environmental side, which made The Ministry of Transport and Communications is working seriously on

the implementation of this project, in order to solve the problem of traffic congestion, which has become one of the problems that need a radical solution. It also encourages the emergence of new economic activities and the growth of residential areas to reduce overcrowding, but this project remains a dream awaiting the conditions and factors that help to implement it (17)

Baghdad suspended train project

The completion of this project contributes significantly to reducing the use of vehicles and thus encouraging mass transit, which reflects a positive aspect in reducing traffic congestion resulting from reducing the use of vehicles and this is what the Ministry of Transport and Communications aspires to in cooperation with the Municipality of Baghdad, in addition to reducing environmental pollution, because the metro is a friendly means of transportation. In addition to providing cheap transportation services, the implementation of this project makes the country among the countries that keep pace with the modern technological developments that the world is witnessing. The train track starts from Al-Tijjar Street, parallel to the central markets, at a nearby point on the Baghdad-Kirkuk road, on Al-Quds Street until Square 83, then turns on Safi Al-Din Al-Hilli Street, then continues on the Fine Arts until Al-Atifieh Bridge, then crosses the Degla until it reaches the intersection of the Buratha Mosque, and here it is divided into two tracks: the path continues towards Musa Al-Kadhim Street (peace be upon him). Towards Al-Zahraa Square (Al-Shousa), as for the second lane, it will be in the direction of Companies Street (the Iraqi General Company for Railways)

until the Al-Muthanna Airport Expressway, then continue to Al-Alawi, opposite the Iraqi International Railway Station. (18) Among the other projects that the General Company for Railways seeks to achieve at the internal level are the development and rehabilitation of the Baghdad-Basra-Umm Qasr railway line, the Shuaiba-Umm Qasr railway project, and the Musayyib-Karbala railway project. In 2003 and the consequent disruption of most railways and the consequent reduction in the activity of this sector, the rehabilitation of these lines and their return to work will restore this sector activity in transporting passengers and goods and the resulting financial returns through which the company can finance its projects from its financial returns. The intractable problem that stands as an obstacle to the completion of projects, the most important of which are financial allocations. As for the external (international) lines, we will address the most prominent of them, namely:

1. The Iraq-Iran Railway The Ministry of Transport, in cooperation with the Ministry of Planning, seeks to achieve projects that enhance Iraq's transportation and economic status, both internally and externally.
2. Iraq Railway - Turkey The investment of the Dry Canal with Turkey by linking a railway from the port of Faw and Umm Qasr in the north direction towards Turkey and then the countries of Europe, will change the world's transportation map, as this line will work to achieve safe transportation

at a lower cost and less time for travelers and goods.

3. The Iraq-Syria Railway The establishment of this line through the development of the dry canal with Syria will enhance Iraq's trade position towards the Mediterranean Sea, as it will facilitate the arrival of goods and travelers, especially since Iraq possesses the natural ingredients that help to establish this line, and the consequent financial revenues and economic strengthening, and the creation of new activities for the areas it passes (19)
4. We note from the foregoing that our country enjoys transportation trends from four sides (North, South, East and West), if invested well, it will make it a center for the global transportation network, in addition to the fact that its location is safe, except for the shortest land roads to connect the three continents (Asia, Africa, and Europe)

CONCLUSIONS

1. The security factor played a prominent role at the bottom of the railways, especially after the events of 2003 and the consequent burning, looting and looting of the property of the General Company for Railroads and the destruction of its infrastructure, by blowing up some lines or destroying some bridges that crossed some of the lines.
2. The lack of financial allocations for railways was a factor in the survival of many of their

suspended lines, in addition to the security instability.

3. The old railways and the invalidity of some of them, as well as the obsolescence of their vehicles, cast a negative error on their lack of activity.
4. The lack of cadres working in this sector, which reflected negatively on the type of services it provides, as well as the lack of maintenance of its lines or vehicles transporting passengers or goods alike, because its workers are not proportional to their number and the volume of work assigned to them.
5. Continuous violations of road taboos and what they cause in obstructing the flow of trains and slowing down their speed.
6. The company's ambition for its future projects is still just unimplemented schemes due to the presence of many obstacles, including the lack of financial allocations and the fluctuation of the security and political situation.
7. We note that the company's activity has improved in recent years due to the stability of the security situation, although one line actually works for passenger transport, which is the Baghdad-Basra line, and its operating capacity is 10%
8. If the internal future projects of subways and suspended trains are implemented, it will solve the problem of traffic jams that most of the country's cities suffer from, mainly the capital, Baghdad.
9. Although the Iraqi General Company for Railways owns a wide network of railways, all of them are now suspended due to the

security situation, as well as the lack of financial allocations, which resulted in keeping this network neglected and its lines suspended. One line works in it, which is the Baghdad-Basra line.

RECOMMENDATIONS

1. Allocating sufficient financial allocations commensurate with the size of the projects planned for implementation
2. Increasing the staff working in it with different specializations, whether they are engineering, technical or administrative, to suit the tasks to be achieved.
3. Providing this sector with modern trains, whether for passengers or goods, to keep pace with the continuous developments of life
4. Reconsidering the design of the lines of the general network of railways and not limiting them to the longitudinal axis from south to north, but rather strengthening the transverse axis from east to west.
5. Investing and developing border dry channels, as realizing their investment in an economic way will bring great economic benefit to the country's economy, as well as strengthening and revitalizing the role of this sector in the Iraqi economy.
6. Strengthening the railway protection law, whether for the company's property or its cadres, to avoid the daily problems that the company suffers from
7. The use of modern technologies in this sector to restore confidence in it in terms of services and means of protection, which encourages the traveler to take trains and increases the confidence of the ministries in contracting with the railway sector in transporting goods.
8. Implementation of future projects and the consequent solution to intractable problems that require their solution to radical treatments, and the consequent financial allocations exceed those allocated to future projects, which are solving traffic jams, and the consequent improvement of the city's environment because it encourages mass transit and thus reduces the number of vehicles used.
9. Working on duplication of single lines and canceling all railway lines with roads to avoid encroachments on road taboos.
10. Increasing awareness of the importance of this sector and the advantages of transportation in it to encourage travelers to use it for transportation, as well as for ministries in transporting goods.
11. Implementation of the Al-Fawal port project, extending a railway line with Turkey, will enhance Iraq's commercial location and transit trade, thus enhancing the importance of this economic sector.

MARGINS

1. Shukri Mahmoud Nadim, The Iraq War 1914-1918, 2nd Edition, Beirut, 1962, p. 25 ..Aziz Salman Nawar, British interests in Anhar Iraq, Cairo, 1968, p. 39.
2. Ali Nasser Hussein, History of Railways in Iraq 1914-1945, Railway Press, Baghdad, 1981, p. 202 0

3. Muhammad Salman Karim Al-Gharawi, The Cost of Transporting Passengers by Rail, PhD thesis, College of Administration and Economics, University of Baghdad, 1987, p. 15.
4. From the researcher's work as part of the field study, 1/3/2022-1/4/2022.
5. The Iraqi Railways General Company, Planning Department, unpublished data, p. 10.
6. The Iraqi Railways General Company, Human Resources Department, unpublished data, p. 8.
7. The Iraqi Railways General Company, Central Transport Department, unpublished data, p. 10.
8. The same source, pg. 13.
9. The Iraqi Railways General Company, Information Systems Division, report on the company's activity for the five-year plan (2010-2014) and (2015-2020), p. 7, p. 11.
10. The previous source, p. 14.
11. The General Company for Iraqi Railways, Department of Transport and Traffic, report on railway activity for the year 2020, unpublished data, p. 18.
12. The same source, p. 14.
13. From the researcher's work in the framework of the field study, 1/3/2022-1/4/2022.
14. The Iraqi Railways General Company, Legal Division, Report on the Company's Legal Procedures, Unpublished Data, pg. 4.
15. The same source, p. 5.
16. Baghdad Municipality, Engineering Division Traffic, suspended train committee, unpublished data, p. 12.
17. Baghdad Municipality, Transportation Planning Department, Baghdad Metro Committee, unpublished data, p. 10.
18. The Iraqi Railways General Company, Projects Department, unpublished data, p. 26.

REFERENCES

1. The field study, dated 1/3/2022-1/4/2022.
2. The Iraqi Railways General Company, Planning Department, unpublished data, 2020.
3. The Iraqi Railways General Company, Legal Division, unpublished data, 2022.
4. The Iraqi Railways General Company, Projects Department, unpublished data, 2022.
5. The Iraqi Railways General Company, Information Systems Division, unpublished data, 2020.
6. The Iraqi Railways General Company, Human Resources Department, unpublished data, 2020.
7. The Iraqi Railways General Company, Central Transport Department, unpublished data, 2020.
8. The Iraqi Railways General Company, Department of Transport and Traffic, unpublished data, 2020.
9. Baghdad Municipality, Traffic Engineering Division, suspended train committee, unpublished data, 2022.
10. Baghdad Municipality, Transportation Planning Department, Baghdad Metro Committee, unpublished data, 2022.
11. Shukri Mahmoud Nadim, The Iraq War 1914-1918, 2nd Edition, Beirut, 1962.
12. Aziz Salman Nawar, British interests in rivers of Iraq, Cairo, 1968.
13. Ali Nasser Hussein, History of Railways in Iraq 1914-1945, Railway Press, Baghdad, 1981.
14. Muhammad Salman Karim, The Cost of Transporting Passengers by Rail, Ph.D. Thesis, College of Administration and Economics, University of Baghdad, 1987.