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URBAN MOBILITY REPORT 2020

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URBAN MOBILITY REPORT 2020

FOREWORD

FOREWORD

United Cities and Local Governments, Middle East and West Asia Section (UCLG-MEWA), UITP Turkey, and UITP MENA Centre for Transport Excellence (CTE) drafted this report to unify regional efforts to build sustainable urban mobility systems in the Middle East and West Asia (MEWA) countries. Urban Mobility Report 2020 was built on the data used in MENA Transportation Report 2019 published last year. At the same time, this report consists of research and data collected on Turkey and its cities. The data used for the profile of Turkey and its cities belong to the year 2019. The cities covered are Istanbul, Ankara, Sanliurfa, Gaziantep and Kayseri. In addition, many other cities of Turkey are also included in the benchmarking and mapping section of the Urban Mobility Report 2020, thus enriching it.

International benchmarking compares not only system indicators such as fleets and lengths, but also ridership and fares for various selected cities from all over the world. This information shows the progress within the region and provides some potential targets.

The regional overview maps provide detailed information on traditional public transport as well as emerging mobility services across 25 cities in 14 MEWA countries.

The maps also track the process of digitalizing public transport services through e-ticketing and trip planners, and give an overview of the measures operators and cities use to further decarbonize public transport. Finally, ongoing and planned projects are showcased by mode, type, and location.

For ease of use, countries are ordered alphabetically, and within each country, the capital city is presented first, followed by other cities, if any, in order of population size. Each country and city chapter gives an overview of the relevant public transport authorities and strategies before looking into the existing public transport services and the ongoing and planned projects.

This publication would not have been possible without the active contribution of UITP and UCLG-MEWA members and MENA CTE partners who have provided us with data and their insightful comments.

Thank you!

The world of urban mobility was steadily advancing when the Covid-19 crisis hit. Suddenly trends across the world were changing and adoption of newer digital technologies were accelerated, making it an invigorating time for urban mobility. Exhibiting these emerging trends, upcoming mega projects, green mobility and much more, this report aims to better serve a wide spectrum of our members including policy makers, decision takers, industry leaders, and academic researchers. While primarily focussing on the Middle East and West Asian cities, you will also find an international benchmarking section that provides a comparison of the data and progress from within the region, thus demonstrating potential areas of improvement. UITP is proud to continue supporting our sector and we hope that this report will leave you with valuable knowledge on continuing to advance urban public transport.

Mohamed Mezghani
Secretary General, UITP

The MEWA Urban Mobility Report 2020 offers readers, members, and researchers an enormous regional data set. The report is envisaged to be a reference work for the transport sector, detailing current public transport modes as well as urban mobility trends of the future. Furthermore, it gives us the big picture on urban mobility, showing digitization trends such as smart cards, trip planners, e-tickets, innovative mobility solutions, and their share in different transport modes. It also sheds light on another crucial topic which is the environmental impact of urban mobility and presents related practices such as alternative fuels and bus emission standards. Finally, I would like to thank all local government stakeholders and the precious UCLG-MEWA family for their valuable contributions to this report.

Mehmet Duman
Secretary General, UCLG-MEWA

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BENCHMARKING

REGIONAL OVERVIEW MAPS

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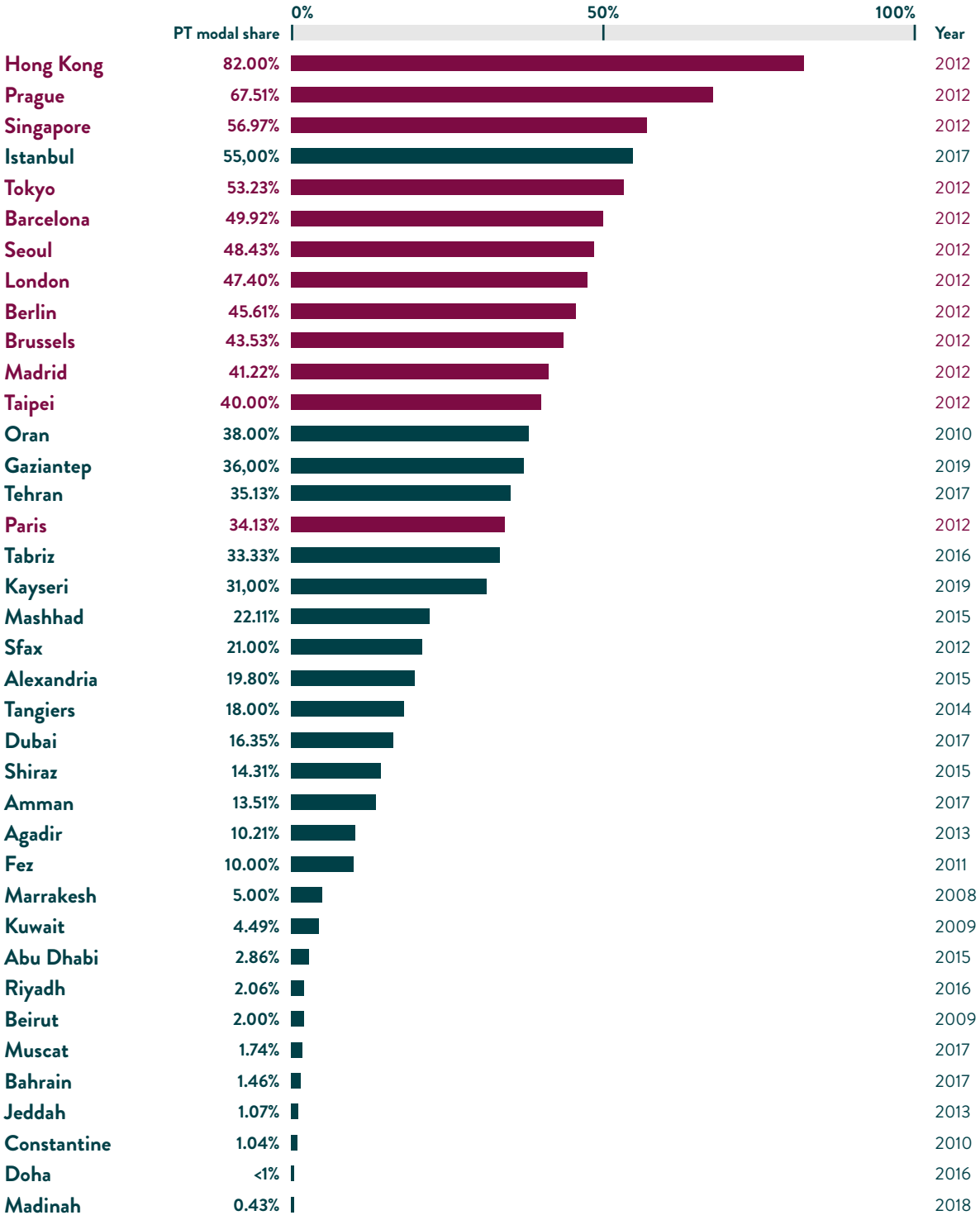
BENCHMARKING
PUBLIC TRANSPORT MODAL SHARE

Trips by public transport / motorised trips

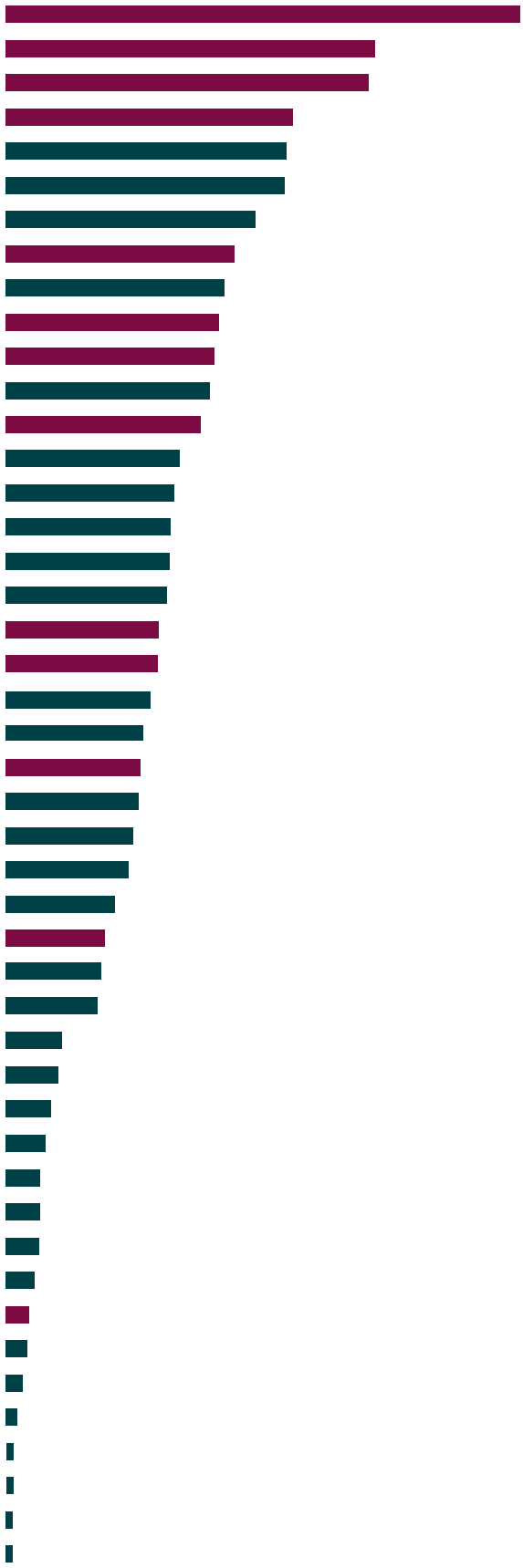
(i.e. not including trips by walking and bike)



- Data for cities outside the MEWA region and Turkey have been taken from the 2015 UITP MCD database (2012 data).
- Cities with modal split data older than 10 years are not included in this benchmarking.
- This benchmarking refers to the share of trips by public transport in comparison to overall motorised trips. This means that trips by non-motorised modes are not considered.

PUBLIC TRANSPORT MODES SUPPLY

Urban & suburban bus fleet



	Buses/1mn pop	Buses	Population
Taipei	1,490	3,983	2,673,226
Beijing	1,070	22,146	20,693,000
London	1,052	8,743	8,310,000
Hong Kong	832	5,886	7,071,576
Sfax	812	483	594,725
Kuwait	807	3,560	4,411,124
Doha	777	558	718,000
Singapore	662	3,516	5,312,000
Shiraz	634	1,053	1,660,000
Madrid	617	4,007	6,498,560
Paris	604	7,238	11,978,000
Mashhad	590	1,850	3,134,000
Moscow	565	6,895	12,197,596
Tehran	503	6,262	12,452,230
Tabriz	488	780	1,600,000
Tunis	478	1,263	2,643,695
Kayseri	467	657	1,407,409
Dubai	466	1,379	2,959,929
Barcelona	443	1,428	3,220,476
Tokyo	441	16,410	37,239,767
Gaziantep	426	881	2,069,334
Istanbul	394	6,114	15,520,000
Berlin	390	1,316	3,375,222
Marrakesh	384	357	928,850
Bursa	354	1,081	3,056,120
Ankara	339	1,909	5,639,076
Algiers	317	1,000	3,154,792
Seoul	287	7,091	24,743,263
Izmir	273	1,192	4,367,251
Adana	267	598	2,237,940
Abu Dhabi	163	294	1,807,000
Sanlıurfa	159	323	2,035,809
Cairo	130	3,105	23,799,114
Amman	115	485	4,226,700
Baghdad	100	667	6,643,000
Bahrain	99	141	1,423,726
Sharjah	96	122	1,273,353
Constantine	82	100	1,216,868
New York	67	1,255	18,604,000
Ajman	63	32	504,847
Madinah	49	54	1,100,093
Muscat	32	47	1,477,818
Makkah	21	36	1,700,000
Riyadh	21	137	6,486,086
Jeddah	20	81	3,976,000
Beirut	20	45	2,230,000

Note: Minibus data is not included here.

Source: Data for cities outside the MEWA region and Turkey has been taken from the 2015 UITP MCD database (2012 data), except data for New York, which was taken from the MTA website (2017 data). The data of the Turkish cities used belong to the year 2019.

PUBLIC TRANSPORT MODES SUPPLY

BRT length

	km/1mn Population	Length (km)	Population
Jakarta	22	230.9	10,483,000
Tehran	15	183.6	12,452,230
Bogota	11	112.9	9,968,000
Tabriz	11	18	1,600,000
Marrakesh	8	7	928,850
Mashhad	4	14	3,134,000
Istanbul	3	52	15,520,000

Sources: Data for Jakarta, Bogota and Istanbul BRT systems refers to 2017 and has been taken from the operator websites, i.e. Transjakarta, Transmilenio and IETT, respectively.

Tram & LRT length

	km/1mn Population	Length (km)	Population
Budapest	91	157	1,727,495
Vienna	80	140	1,741,246
Brussels	79	91	1,154,635
Prague	59	74	1,246,780
Stockholm	53	113	2,127,006
Sidi bel Abbes	24	14.7	622,668
Antalya	19	46.7	2,511,700
Moscow	18	225	12,197,596
Tunis	17	45.2	2,643,695
Shiraz	15	24.5	1,660,000
Bursa	15	45	3,056,120
Oran	12	18.7	1,584,607
Samsun	12	15.7	1,348,542
Gaziantep	11	22	2,069,334
Setif	10	15.2	1,489,979
Rabat-Sale-Temara	10	20	1,981,740
London	8	66	8,310,000
Mashhad	8	24	3,134,000
Hong Kong	8	54	7,071,576
Konya	8	17.4	2,232,374
Algiers	7	23.2	3,154,792
Constantine	7	8.9	1,216,868
Tabriz	7	10.5	1,600,000
Singapore	6	29	5,312,000
Paris	5	57	11,978,000
Dubai	4	10.6	2,959,929
Istanbul	3	40	15,520,000
Kayseri	2	34	1,407,409
Tokyo	2	72	37,239,767

Source: Data for cities outside the MEWA region has been taken from the 2015 UITP MCD database (2012 data).

PUBLIC TRANSPORT MODES SUPPLY

Metro length

	km/1mn Population	Length (km)	Population	Year
London	57	475	8,310,000	2012
Madrid	44	287	6,498,560	2012
Berlin	43	146	3,375,222	2012
Taipei	42	113	2,673,226	2012
Hong Kong	30	210	7,071,576	2012
Singapore	28	148	5,312,000	2012
Moscow	27	327	12,197,596	2012
Dubai	25	74.25	2,959,929	2017
Beijing	21	442	20,693,000	2012
New York	20	380	18,604,000	2017
Paris	18	219	11,978,000	2012
Seoul	13	317	24,743,263	2012
Tehran	12	147.5	12,452,230	2017
Ankara	11	64.3	5,639,076	2019
Makkah	11	18	1,700,000	2018
Tokyo	10	358	37,239,767	2012
Istanbul	10	154.25	15,520,000	2019
Bursa	9	28.8	3,056,120	2019
Adana	6	13.5	2,237,940	2019
Algiers	6	18.5	3,154,792	2016
Izmir	5	20.1	4,367,251	2019
Cairo	3	77.9	23,799,114	2017
Mashhad	3	10.1	3,134,000	2017

Source: Data for cities outside the MEWA region has been taken from the 2015 UITP MCD database (2012 data),except data for New York, which was taken from the MTA website (2017 data).

PUBLIC TRANSPORT RIDERSHIP

Bus ridership

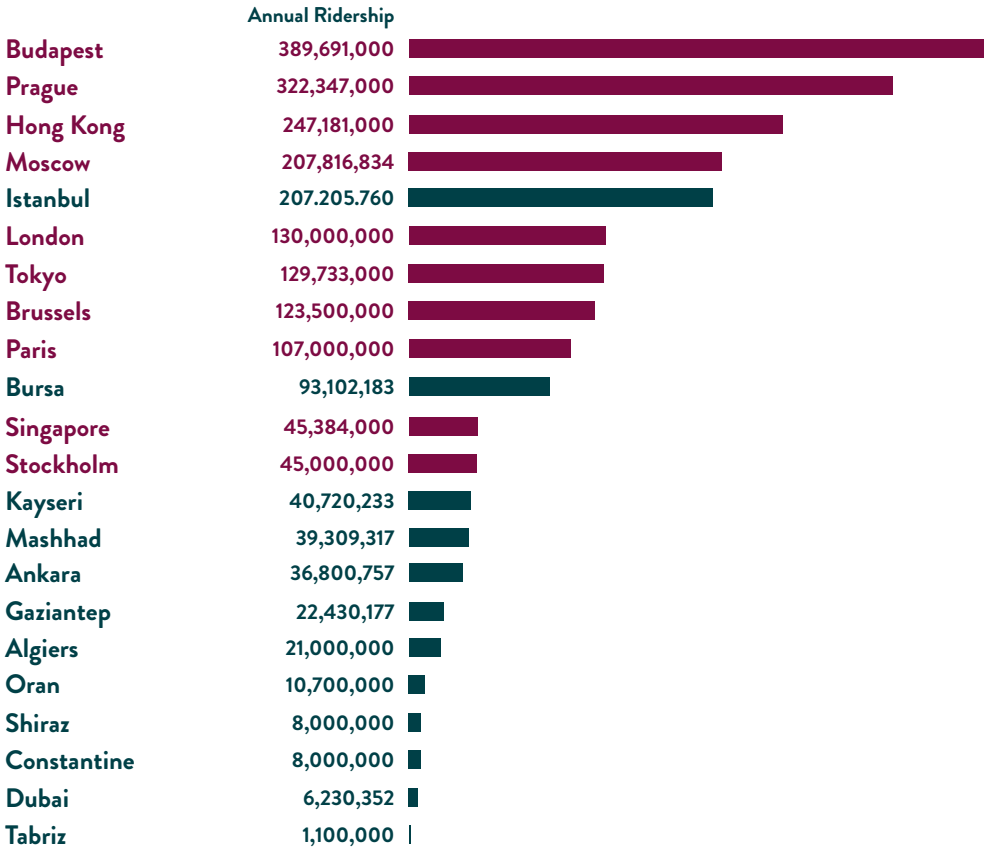
	Annual Ridership
Beijing	4,814,010,000
London	2,335,000,000
Tokyo	1,819,433,000
Hong Kong	1,448,977,000
Istanbul	1.364.838.191
Paris	1,297,370,000
Singapore	1,281,000,000
Moscow	1,066,708,897
Madrid	628,900,000
Taipei	615,128,000
Berlin	384,900,000
Amman	329,000,000
Mashhad	328,000,000
Izmir	307,351,446
Tehran	271,568,352
Barcelona	253,400,000
Bursa	248,799,950
Tunis	239,300,000
Casablanca	141,000,000
Dubai	137,000,000
Shiraz	130,481,900
New York	123,000,000
Kayseri	92,198,079
Rabat	60,000,000
Sanlıurfa	54,777,970
Sfax	49,007,210
Abu Dhabi	38,500,000
Algiers	38,000,000
Baghdad	19,000,000
Doha	12,900,000
Bahrain	12,000,000
Sharjah	6,989,637
Setif	5,500,000
Makkah	5,300,000
Constantine	5,000,000
Muscat	4,212,189
Madinah	4,102,894
Riyadh	1,690,540
Ajman	1,638,507
Jeddah	1,161,331

Note: Only where annual ridership data was available.

Source: Data for cities outside the MEWA region and Turkey has been taken from the 2015 UITP MCD database (2012 data), except data for New York, which was taken from the MTA website (2017 data). The data of the Turkish cities used belong to the year 2019.

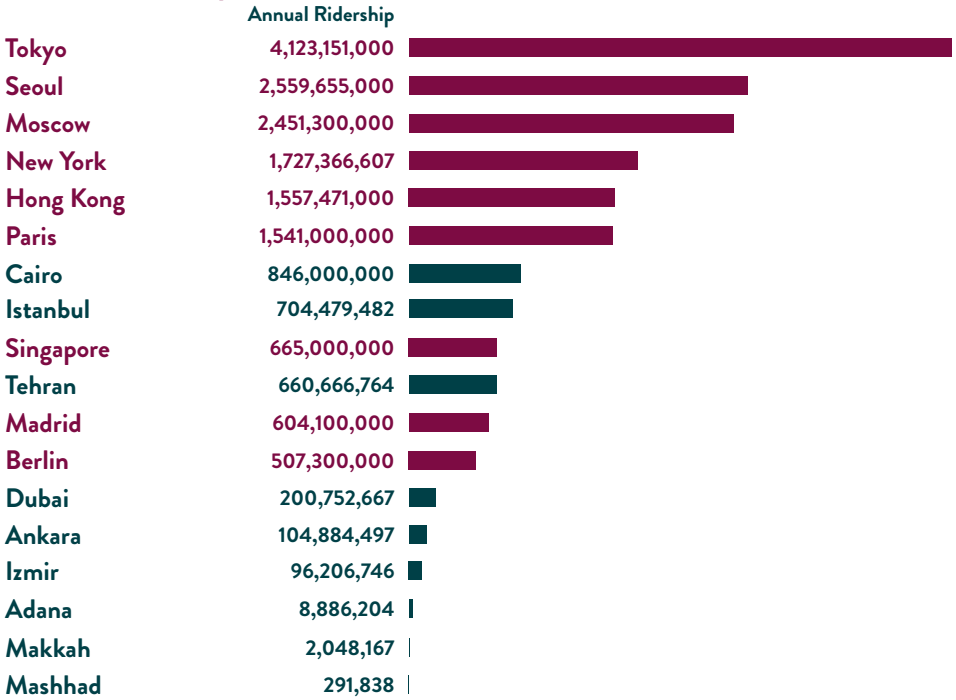
PUBLIC TRANSPORT RIDERSHIP

Tram & LRT ridership



Source: Data for cities outside the MEWA region and Turkey has been taken from the 2015 UITP MCD database (2012 data). The data of the Turkish cities used belong to the year 2019.

Metro ridership



Source: Data for cities outside the MEWA region and Turkey has been taken from the 2015 UITP MCD database (2012 data), except data for New York, which was taken from the MTA website (2017 data). The data of the Turkish cities used belong to the year 2019.

PUBLIC TRANSPORT FARES

Single trip bus fares

City	Min. Fare (USD)	Operators
Sfax	0.09	SORETRAS
Mashhad	0.10	Mashhad Bus Service Company
Tunis	0.12	TRANSTU
Setif	0.13	ETUS-S
Shiraz	0.14	Shiraz Bus Company
Cairo	0.22	Mwasalat
Sanlıurfa	0.3	Belsan
Fes	0.32	City Bus Transport
Eskisehir	0.33	Estram
Agadir	0.33	Alsa
Tangier	0.33	Alsa
Algiers	0.38	ETUSA
Gaziantep	0.38	Gaziulas
Kayseri	0.4	Kayseri Ulasım AS
Ankara	0.43	EGO
Antalya	0.43	Antalya Ulasım AS
Marrakesh	0.44	Alsa
Casablanca	0.44	M'dina Bus
Izmir	0.46	ESHOT, IZULAS
Istanbul	0.47	IETT
Madinah	0.54	SAPTCO
Makkah	0.54	SAPTCO
Riyadh	0.54	SAPTCO
Jeddah	0.54	SAPTCO
Abu Dhabi	0.54	City Transport
Muscat	0.52	Mwasalat
Doha	0.68	Mowasalat
Bahrain	0.80	BPTC
Dubai	0.81	RTA
Ajman	0.81	APTC
Kuwait	1.15	KGL, KPTC, CityGroup
Sharjah	1.49	KGL

The data of the Turkish cities used belong to the year 2019.

Single trip BRT fares

City	Min. Fare (USD)	Operators
Tabriz	0.07	Tabriz and Suburbs Bus Company
Mashhad	0.08	Mashhad Bus Company
Tehran	0.12	UBCT
Istanbul	0.33	İETT Metrobüs
Marrakesh	0.44	Alsa

The data of the Turkish cities used belong to the year 2019.

PUBLIC TRANSPORT FARES

Single trip tram & LRT fares

City	Min. Fare (USD)	Operators
Tunis	0.12	TRANSTU
Shiraz	0.15	SURO
Tabriz	0.15	TURO
Mashhad	0.15	MUROC
Sidi bel Abbes	0.26	SETRAM
Dubai	0.33	Serco
Setif	0.34	SETRAM
Algiers	0.34	SETRAM
Oran	0.34	SETRAM
Constantine	0.34	SETRAM
Gaziantep	0.38	Gaziulas
Kayseri	0.4	Kayseri Ulasım AS
Ankara	0.43	EGO
Antalya	0.43	Antalya Ulasım AS
Izmir	0.46	Izmir Metro AS
Istanbul	0.47	IETT
Rabat-Sale-Temara	0.66	Transdev Rabat-Salé
Casablanca	0.66	RATP Dev Casablanca

The data of the Turkish cities used belong to the year 2019.

Single trip metro fares

City	Min. Fare (USD)	Operators
Mashhad	0.13	MUROC
Tehran	0.24	TUSROC
Cairo	0.28	CMO
Algiers	0.43	RATP El Djazair
Dubai	0.81	Serco
Makkah	13.5	CRRC

The data of the Turkish cities used belong to the year 2019.

CAR OWNERSHIP RATES

National car ownership rates

Countries	Car Ownership / 1,000 persons	Cars	Population	Year
Egypt	49	4,280,000	87,967,000	2014
Algeria	88	3,483,000	39,500,000	2014
Morocco	108	3,800,000	35,276,786	2017
Jordan	139	1,395,000	10,053,000	2017
Tunis	143	1,600,000	11,154,370	2015
Iraq	149	5,660,885	37,880,000	2015
Turkey	150	12,503,049	83,154,997	2019
Iran	153	11,980,000	78,411,092	2014
Oman	228	984,886	4,316,539	2015
Lebanon	277	1,200,000	4,337,141	2010
Qatar	293	650,000	2,172,065	2014
UAE	305	2,791,996	9,160,000	2015
Saudi Arabia	312	9,840,000	31,557,144	2015
Bahrain	360	536,716	1,492,584	2017
Kuwait	363	1,600,000	4,411,124	2016

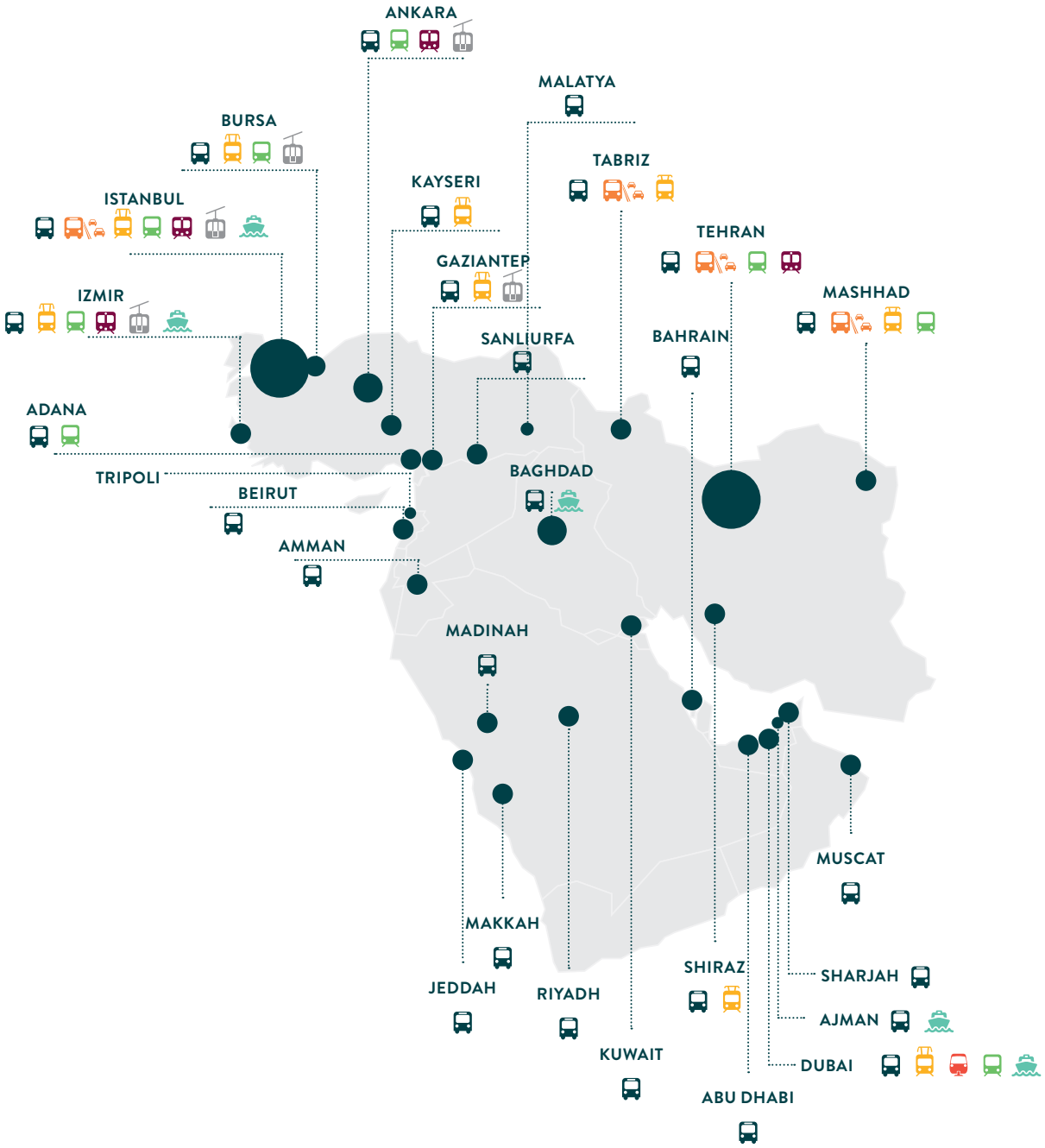
CAR OWNERSHIP RATES

Urban car ownership rates

City	Passenger Cars / 1,000 persons	Private Passenger Cars	Population	Year
Hong Kong	70	495,038	7,071,576	2012
Alexandria	73	365,000	5,000,000	2015
Cairo	106	2,500,000	23,675,537	2015
Gaziantep	113	233,286	2,069,334	2019
Singapore	117	620,000	5,312,000	2012
Sanliurfa	127	253,375	2,000,031	2019
Kayseri	148	205,468	1,390,000	2019
Istanbul	186	2,889,968	15,520,000	2019
Beijing	209	4,329,000	20,693,000	2012
Amman	211	880,417	4,180,000	2016
Casablanca	215	1,100,000	5,120,000	2015
Constantine	220	198,175	900,000	2014
Mashhad	235	735,000	3,134,000	2015
Ankara	264	1,489,336	5,639,076	2019
Beirut	269	600,000	2,230,000	2010
Riyadh	270	1,754,433	6,486,086	2016
Seoul	272	6,723,584	24,743,263	2012
Taipei	283	756,602	2,673,226	2012
Shiraz	284	470,844	1,660,000	2016
London	308	2,557,000	8,310,000	2012
Algiers	315	994,307	3,154,792	2014
Moscow	320	3,900,749	12,197,596	2012
Tokyo	329	12,256,000	37,239,767	2012
Tehran	337	4,200,000	12,452,230	2015
Berlin	339	1,145,616	3,375,222	2012
Tabriz	375	600,000	1,600,000	2016
Barcelona	383	1,233,691	3,220,476	2012
Paris	414	4,962,000	11,978,000	2012
Brussels	442	510,307	1,154,635	2012
Dubai	475	1,404,517	2,959,929	2017
Madrid	507	3,296,037	6,498,560	2012
Abu Dhabi	519	624,672	1,202,756	2015
Jeddah	735	2,500,000	3,400,000	2012

Source: Data for cities outside the MENA region and Turkey (blue color) has been taken from the 2015 UITP MCD database (2012 data).

OVERVIEW MAP
PUBLIC TRANSPORT MODES IN MEWA CITIES



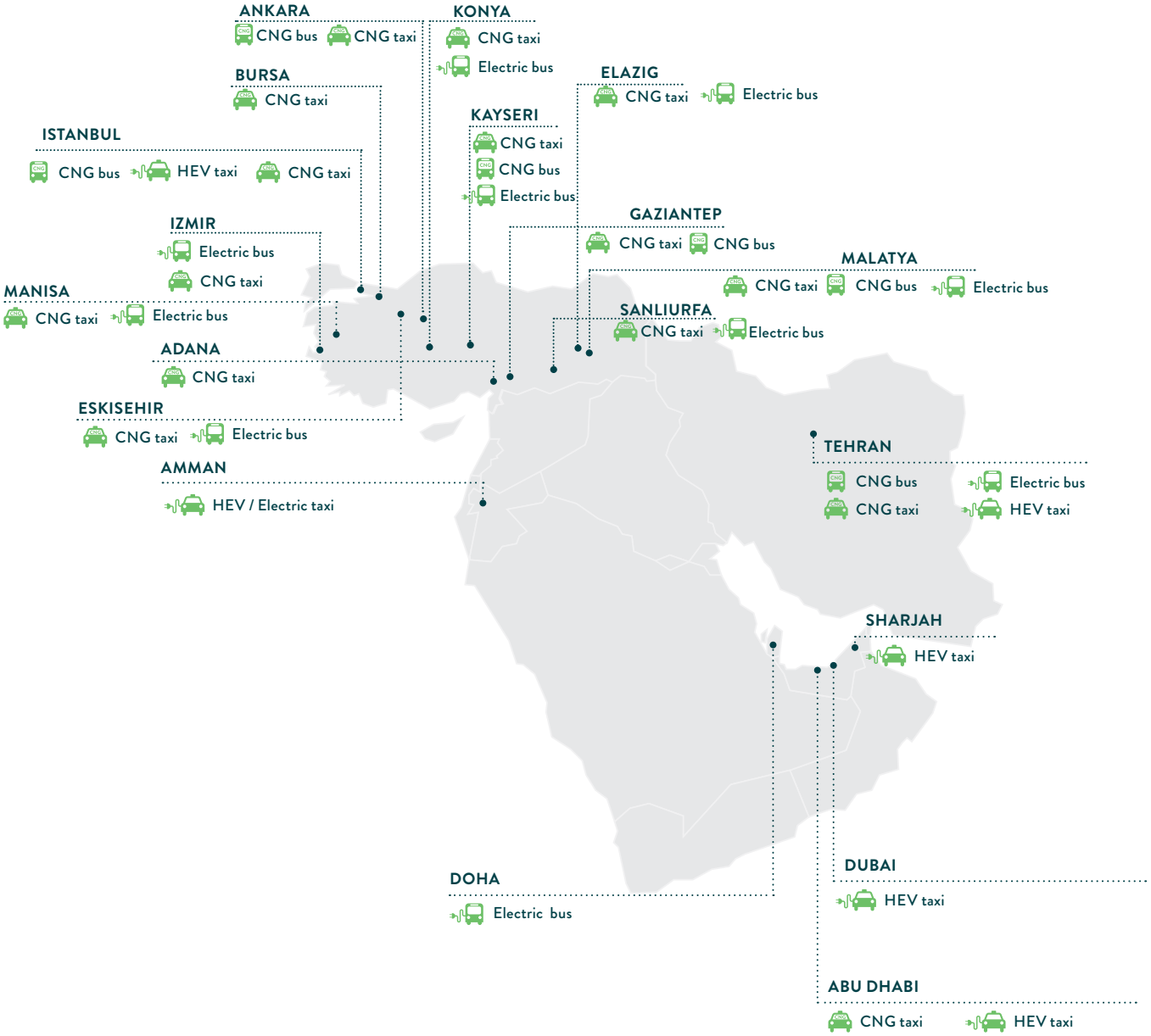
DIGITALISATION OF PUBLIC TRANSPORT

E-ticketing & trip planners

Smart Card Trip Planner

DECARBONISATION OF PUBLIC TRANSPORT

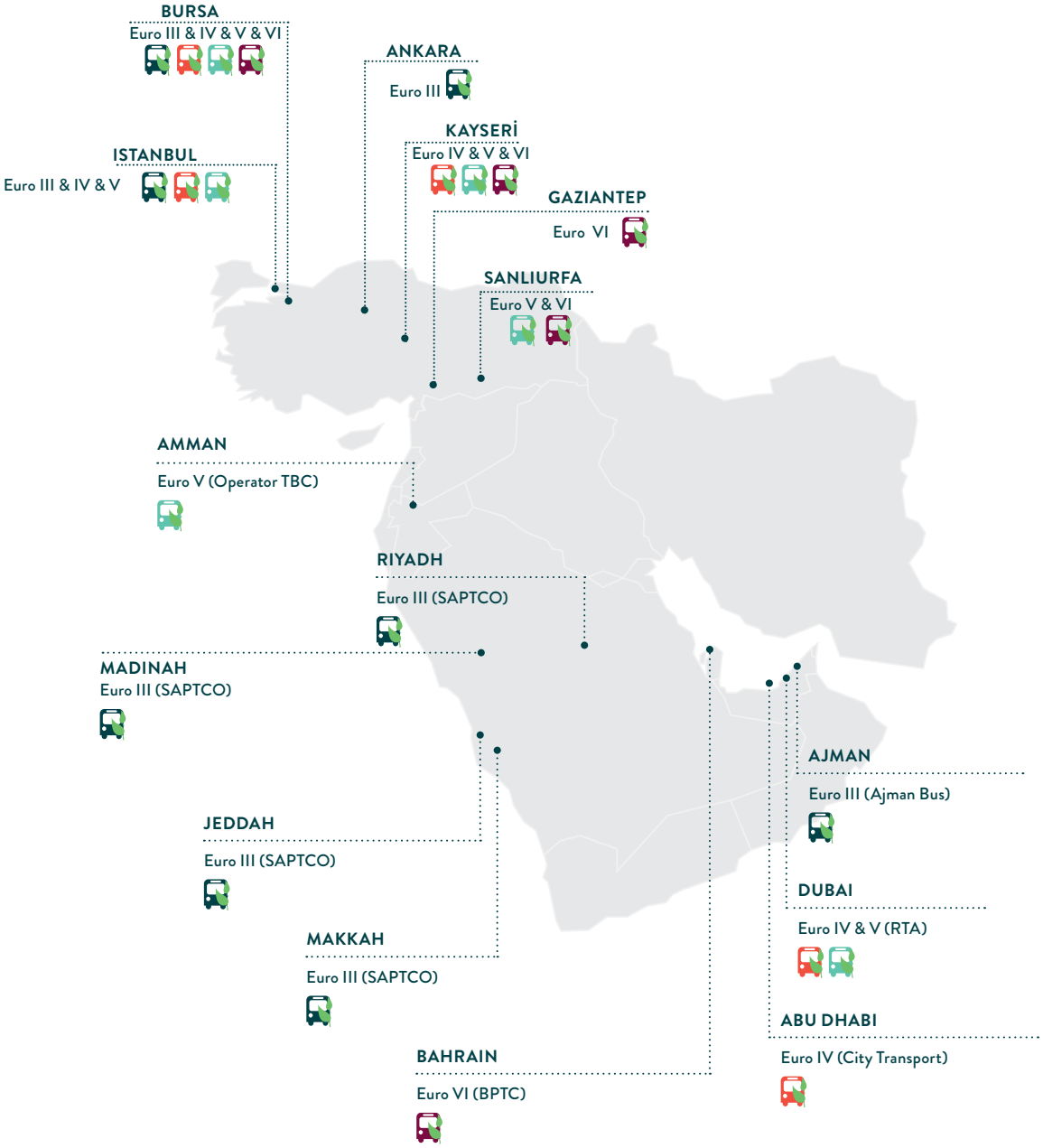
Alternative fuels & e-mobility



Electric BRT · HEV / Electric buses · CNG bus · HEV / Electric taxi · CNG taxi

DECARBONISATION OF PUBLIC TRANSPORT

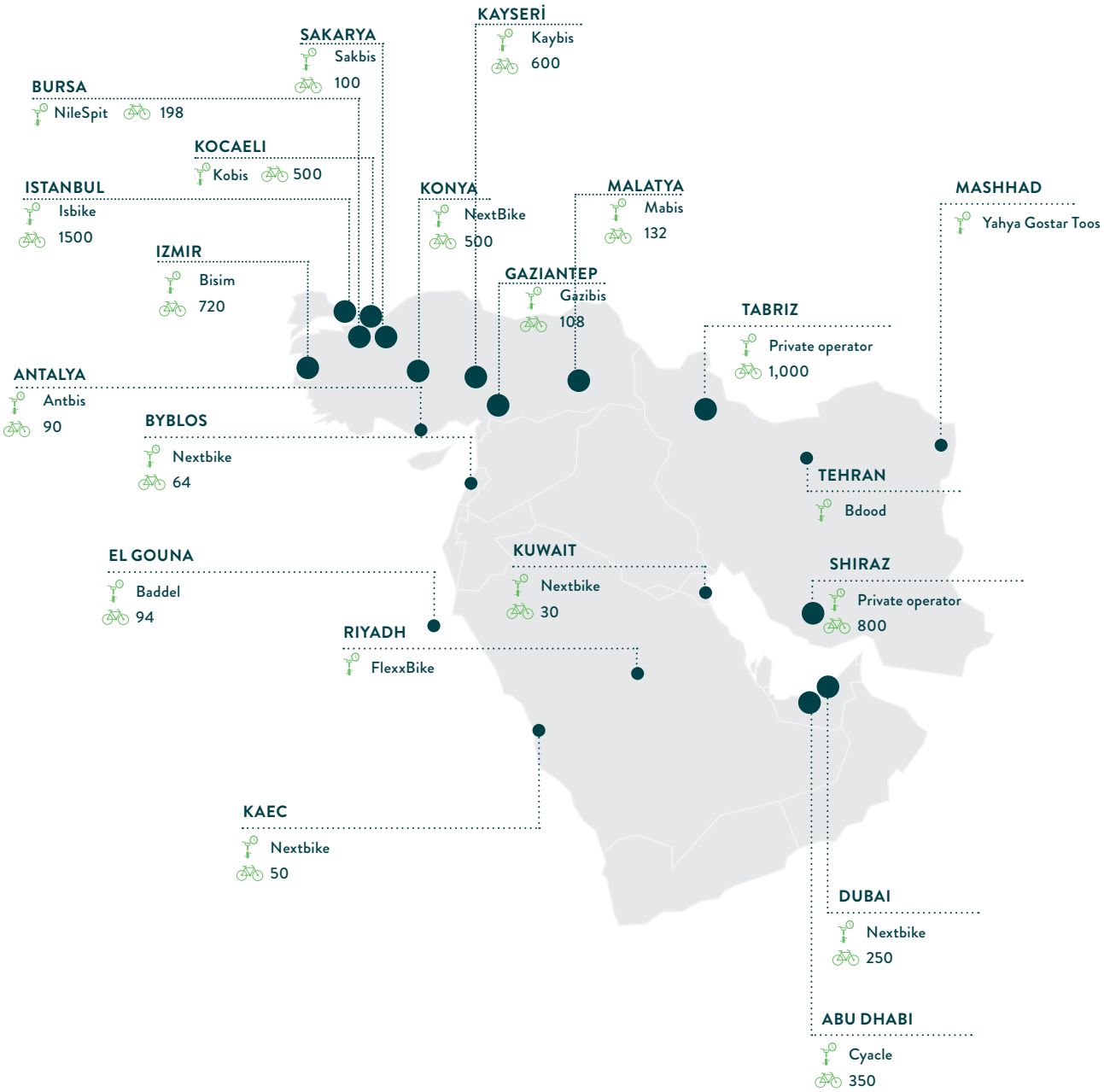
Bus Emission Standards



Euro III Euro IV Euro V Euro VI

NEW MOBILITY SERVICES IN MEWA

Bikesharing in MEWA

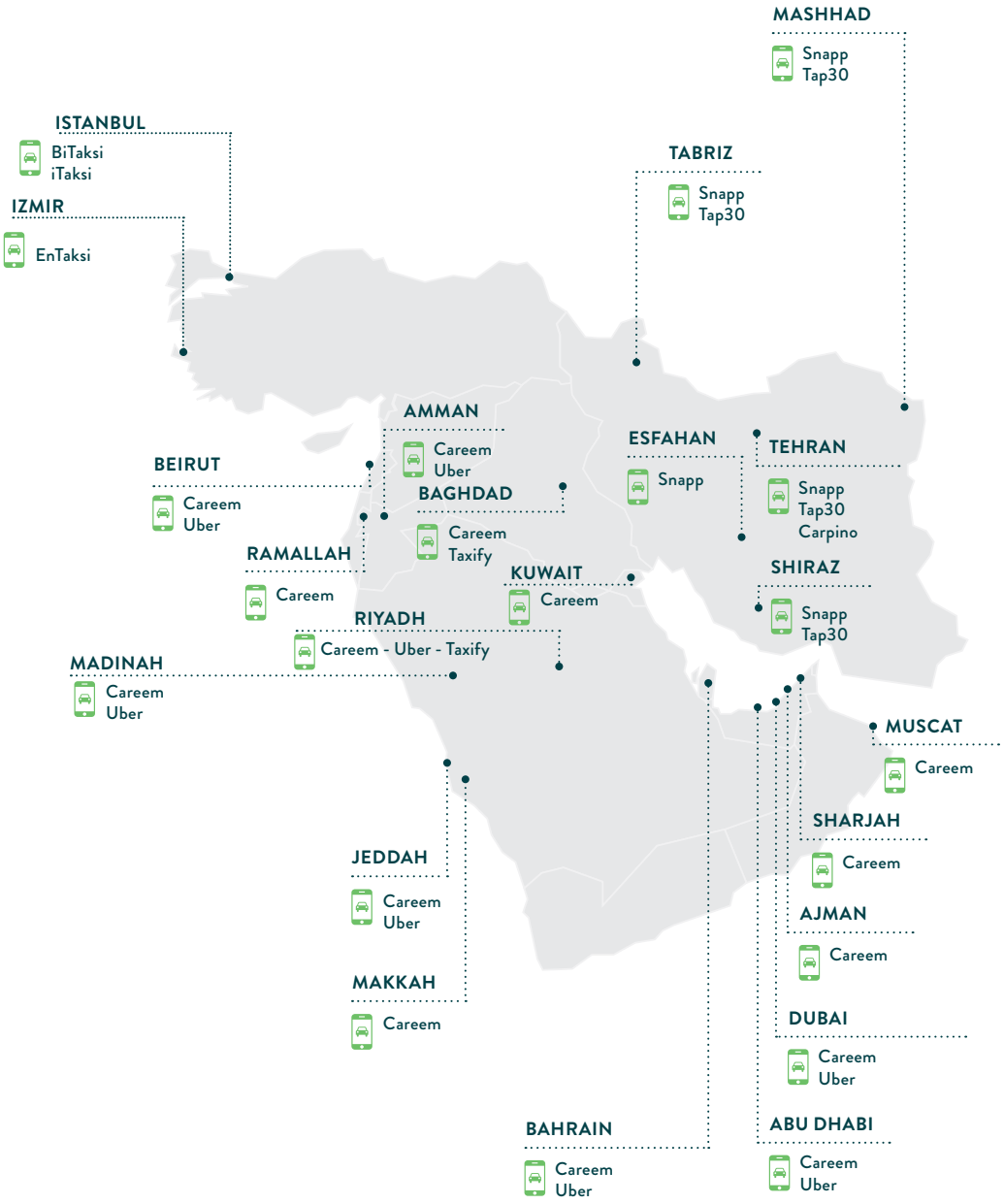


More than 100 Less than 100

Provider Number of Bikes

NEW MOBILITY SERVICES IN MEWA

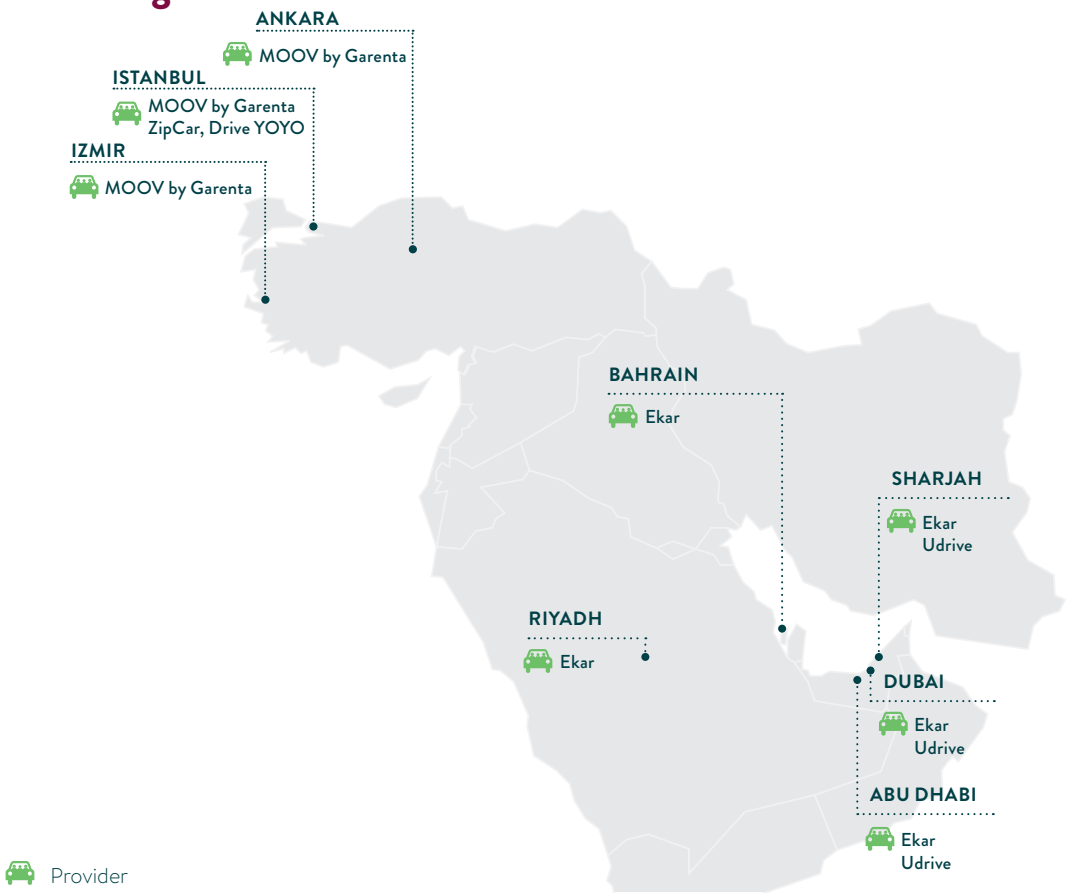
Ride-hailing in MEWA



Provider

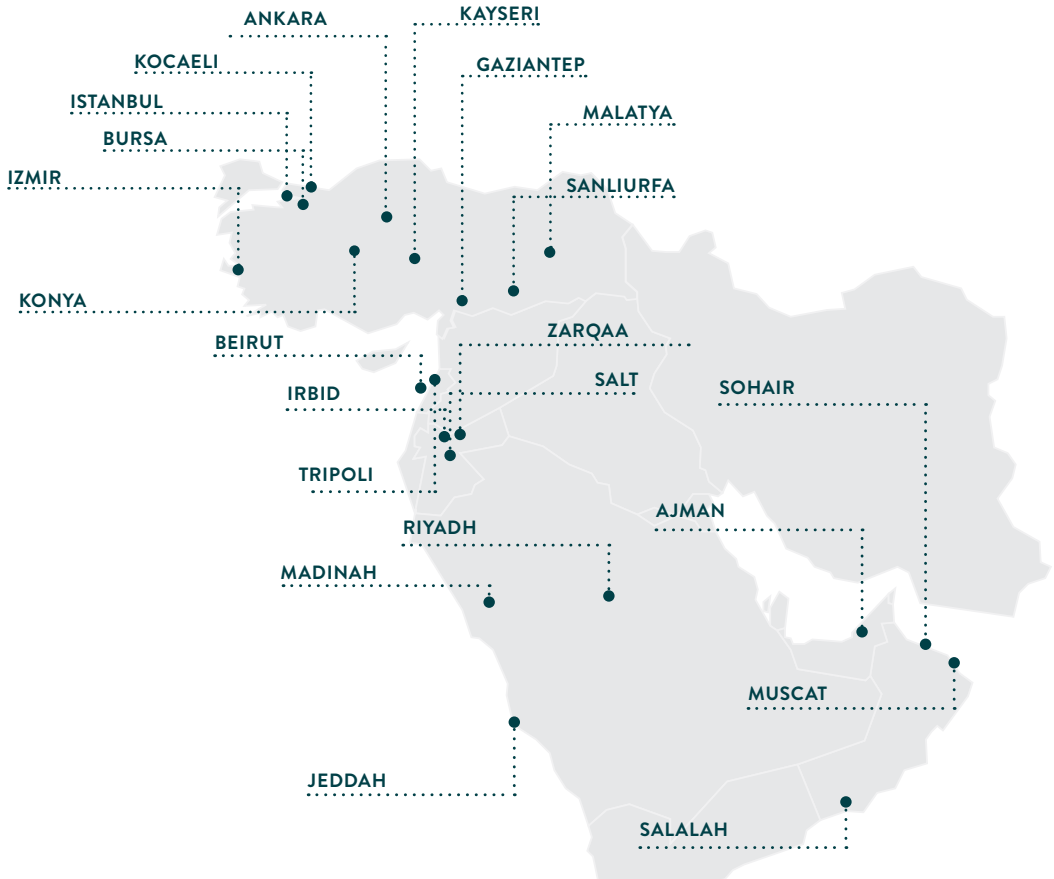
NEW MOBILITY SERVICES IN MEWA

Carsharing in MEWA



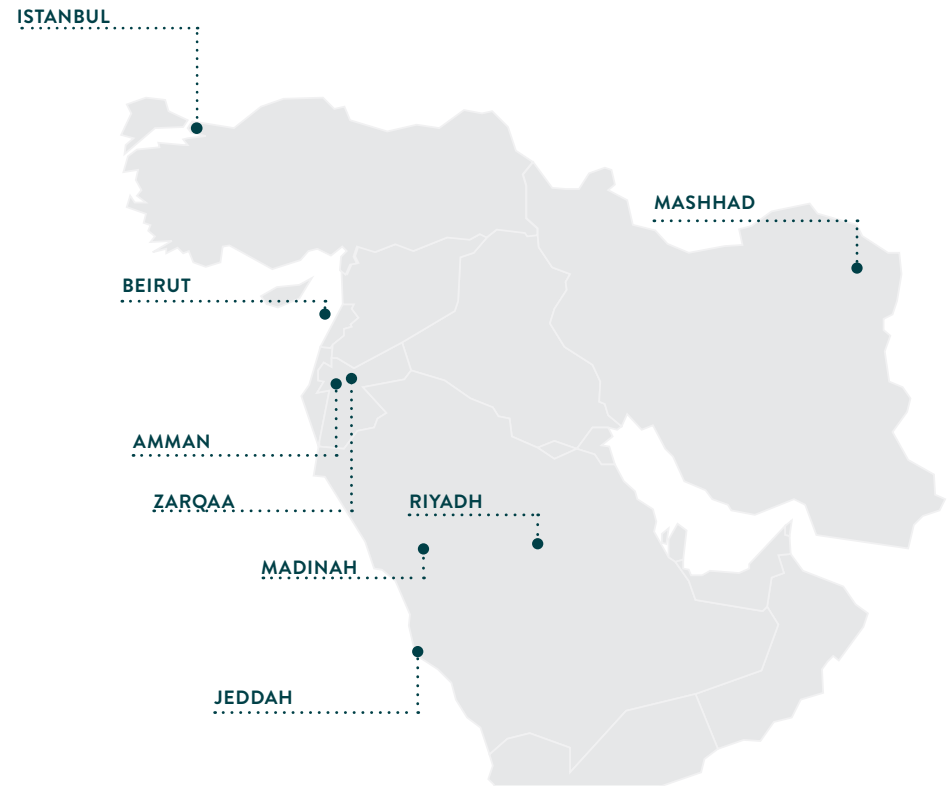
PUBLIC TRANSPORT PROJECTS

Bus network *(ongoing & planned)*



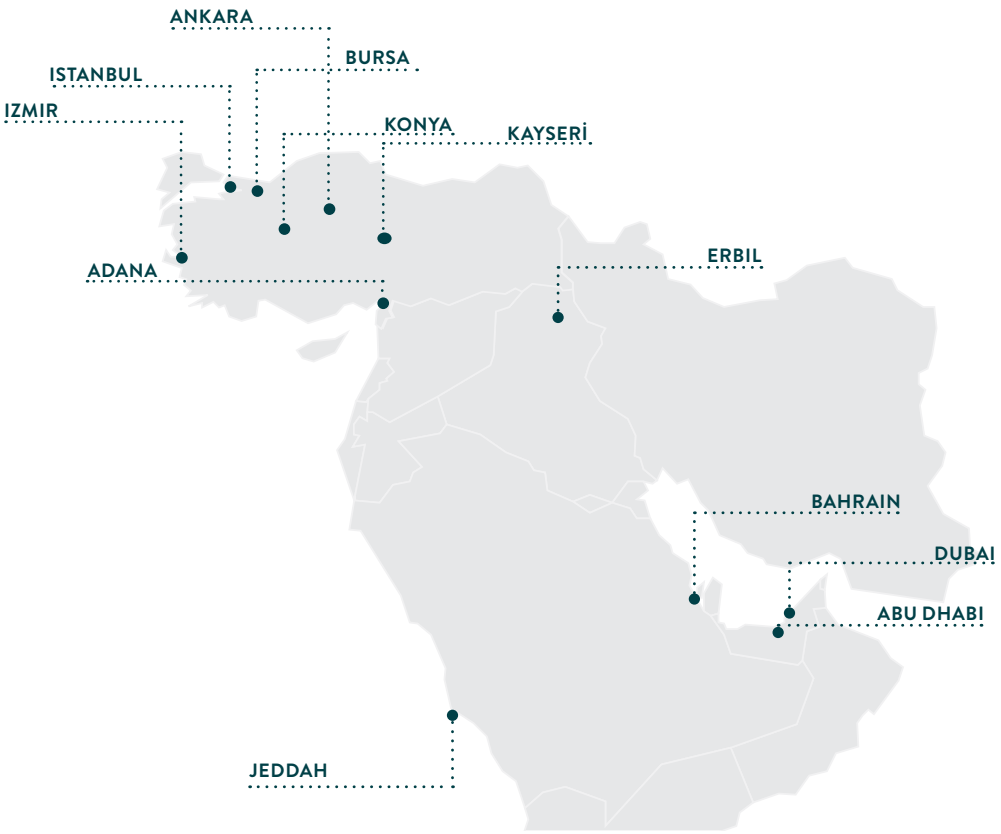
PUBLIC TRANSPORT PROJECTS

BRT projects *(ongoing & planned)*



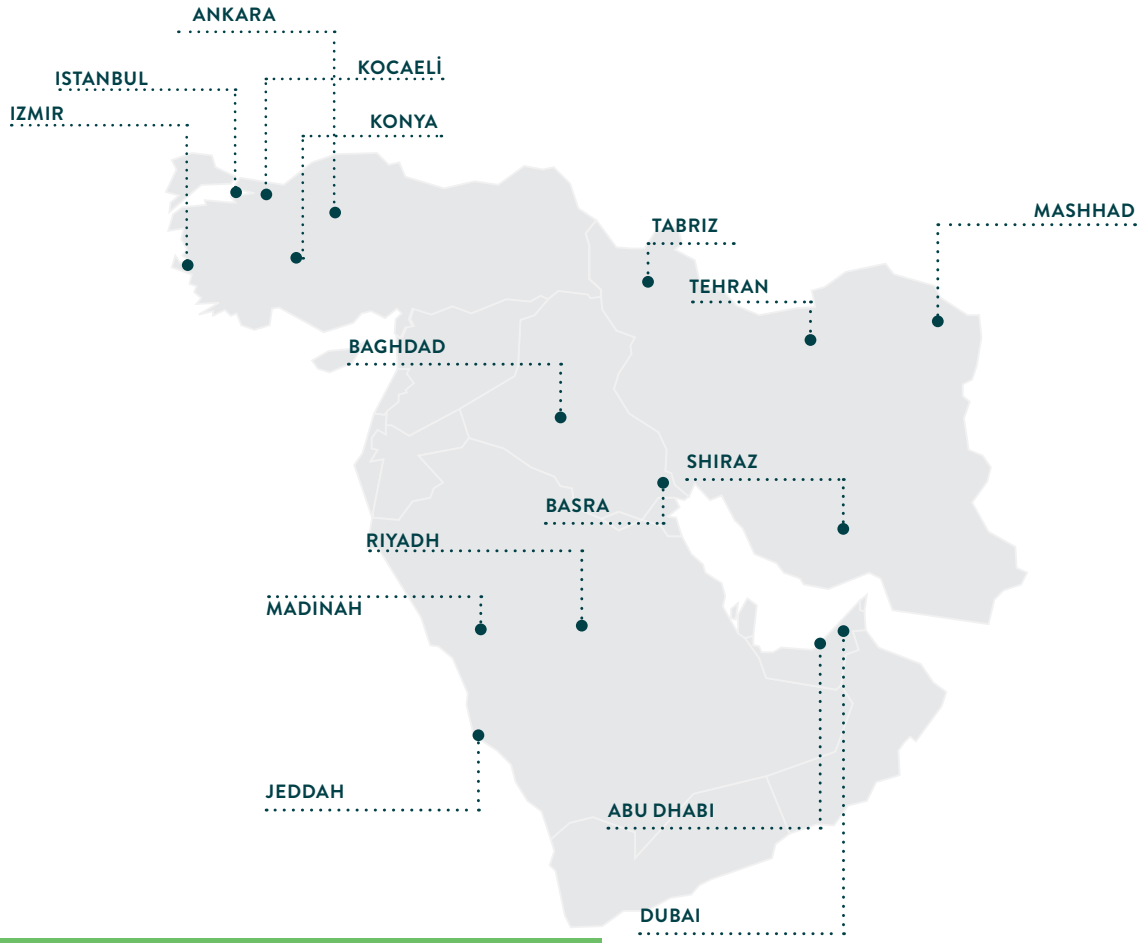
PUBLIC TRANSPORT PROJECTS

Tram & LRT projects *(ongoing & planned)*



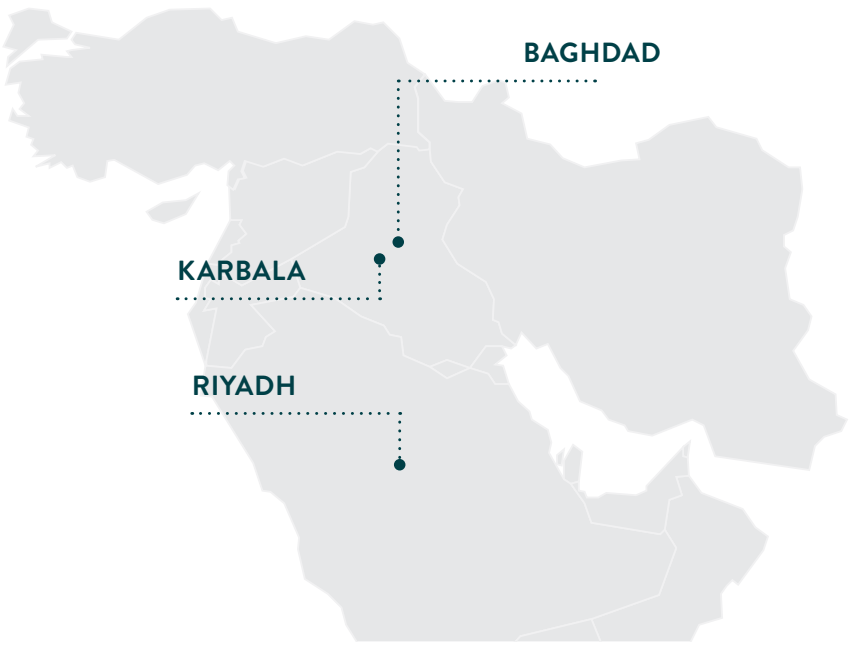
PUBLIC TRANSPORT PROJECTS

Metro projects *(ongoing & planned)*



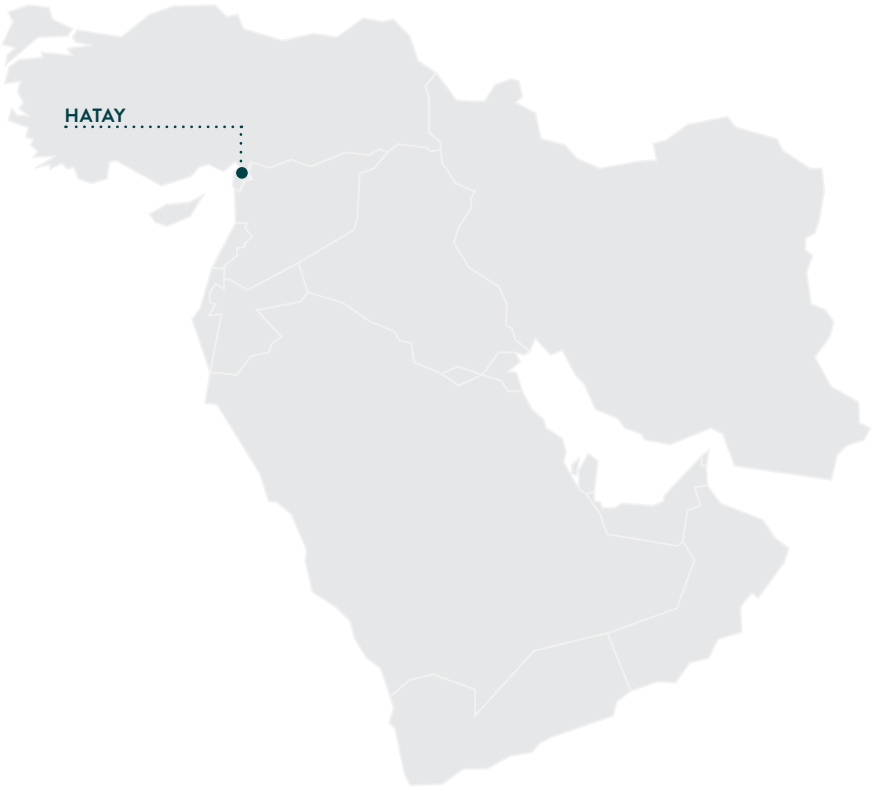
PUBLIC TRANSPORT PROJECTS

Monorail projects *(ongoing & planned)*



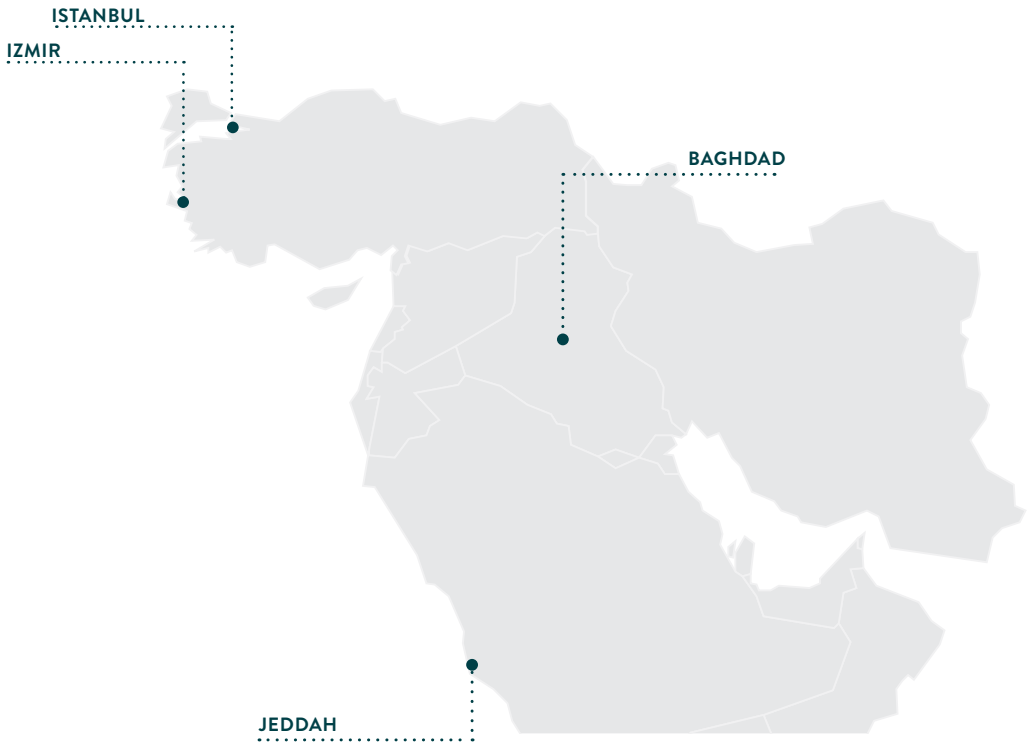
PUBLIC TRANSPORT PROJECTS

Cable car projects *(ongoing & planned)*



PUBLIC TRANSPORT PROJECTS

Waterborne transport projects *(ongoing & planned)*



MEWA COUNTRY & CITY PROFILES

BAHRAIN

1.49 mn *(2016)*
Population[1]

1,856 inh/km² *(2016)*
Density[2]

88.8% *(2016)*
Urban Population[3] *(of total)*

3.9% *(2016)*
Annual Urban Population Growth[3]

2.9% *(2015)*
Annual GDP Growth[3]

USD 46,776 *(2015)*
GDP pC *(PPP; current int'l USD)*[3]

16.22% *(2014-2015)*
Avg. Annual HH Expenditure on Transport[4]

BHD 1 = USD 2.65
Currency Exchange Rate[5]

PRIVATE CAR OWNERSHIP

536,716 *(2017)*
Passenger Cars[6]

360 *(2017)*
Car Ownership Rate[2]
(passenger cars/1,000 persons)

STRATEGY

Kingdom's Economic Vision

Developed by: Economic Development Board

Timeline: 2008 - 2030

Vision: Sustainable environment and infrastructure

Mobility-Related Objectives

- Directing investments to technologies that reduce carbon emissions, minimise pollution, and promote the sourcing of more sustainable energy.
- Providing high-quality urban transit infrastructure in the pursuit of ensuring sustainability, promoting competitiveness and fairness and offering a higher quality of life for all the residents and citizens of the Kingdom, the Government of Bahrain is committed to implementing an accessible, affordable, reliable, safe and sustainable public transport system.

AUTHORITIES

Ministry of Transportation and Telecommunication (MTT)
Responsible for developing and regulating the land transport sector by initiating and carrying out all projects related to land transport activities as well as setting sector policy & regulatory framework for its governance.

Ministry of Works, Municipalities Affairs and Urban Planning (MOWMUP)
As the construction arm of the government of the Kingdom of Bahrain, MOWMUP oversees infrastructure development (strategic planning, design, construction and maintenance) of the public road network.

Source: [1]Information & eGovernment Authority | [2]Calculated | [3]World Bank | [4]Household Expenditure and Income Survey | [5]XE.com, September 2018 | [6]General Directorate of Traffic, Bahrain

NATIONAL PROJECTS

GCC Rail - Bahrain Link

Project Owner	Total Budget	Funding	Status
MTT, KFCA	USD 4 bn	PPP (planned)	Tender Preparation Stage

Bahrain Urban Transit Network/Bahrain Rail

Project Owner	Total Budget	Funding	Status
MTT	USD 1.7 bn	ppp	Tender Preparation Stage

Existing Intercity Bus Network in Bahrain [7]

Source:[7]BPTC

BAHRAIN*

BPTC Bus

STRATEGY

National Planning and Development Strategy 2030

Developed by: Ministry of Works, Municipalities and Urban Planning (MOWMUP)

Timeline: 2017 - 2030

Targets: Increase public transport share to 14% as per the 2030 transport model

Bahrain Bus Network

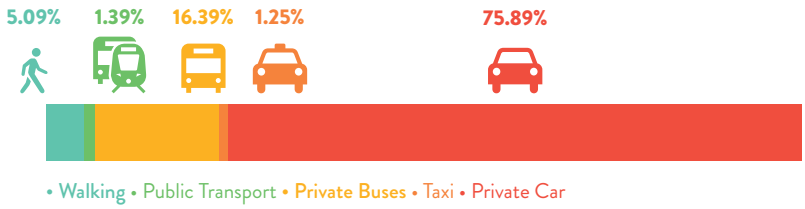
Developed by: Ministry of Transportation and Telecommunication (MTT)

Timeline: 2020

Targets: Achieve a daily public transport bus ridership of 51,000 by 2020

MODAL SPLIT

All trips; 2017[1]



*In light of considering Bahrain a city state in this report, Bahrain's national and urban chapter data is the same.

Source: [1]MOWMUP, 2017

EXISTING PUBLIC TRANSPORT

Urban & Intercity Buses

Buses	Lines	Stops	Min. Fare	Ridership	Mileage
141	26	532	BHD 0.300	12 mn	18 mn vkm/yr

Fuel Economy	Smart Card	Trip Planner	Operator
21l/100km (mini); 44l/100km (midi and standard)	Go Card	Bahrain Bus App	BPTC

Taxi

Operator	Taxis
Arabian Taxi Company, Wasel, Citi Taxi Co, Taxi Under Request, Bahrain Limo	1,326

New Mobility Services

Ride-hailing

Providers: Careem, Uber

Carsharing

Provider: eKar

IRAN

80.23 mn *(2016)*
Population[1]

74% *(2016)*
Urban Population[1] *(of total)*

1.8% *(2016)*
Annual Urban Population Growth[1]

13.4% *(2016)*
Annual GDP Growth[1]

USD 19,949 *(2016)*
GDP pC *(PPP; current int'l USD)*[1]

10.6% *(2016-2017)*
Avg. Annual HH Expenditure on Transport[2]

IRR 10,000 = USD 0.24
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

11,980,000 *(est.; 2014)*
Passenger Cars[4]

153 *(2014)*
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGY

Sixth Five-Year Development Plan

Developed by: Ministry of Roads & Urban Development

Timeline: 2016-2021

Objectives: Priority on rail in developing transport and establishing competitive advantage for rail, priority on cargo rail improvement to include ports and economic hubs, particularly North-South international transit corridors.

AUTHORITIES

Ministry of Roads & Urban Development
Established in 2011, the Ministry of Roads & Urban Development maintains the infrastructure for road, rail, air, and sea transport and manages transport affairs by developing and coordinating policies.

Road Maintenance Transport Organization (RMTO)
RMTO regulates and oversees the operation of goods and passenger transport.

Ministry of Interior - Supreme Council for Coordination of Iranian Cities' Traffic
Reviews and approves the transport master plans (TMP) submitted by the municipalities every 5 years.

Municipalities - Transportation and Traffic Organizations (TTO)
Municipalities with a population greater than 500,000 develop transport master plans every five years and are responsible for their implementation. They are also responsible for regulating.

Source: [1]World Bank | [2]Central Bank of Iran | [3]XE.com, September 2018 | [4]OICA | [5]Calculated based on OICA and 2014 population of 78.4 mn (World Bank)

NATIONAL PUBLIC TRANSPORT

National Rail[6]

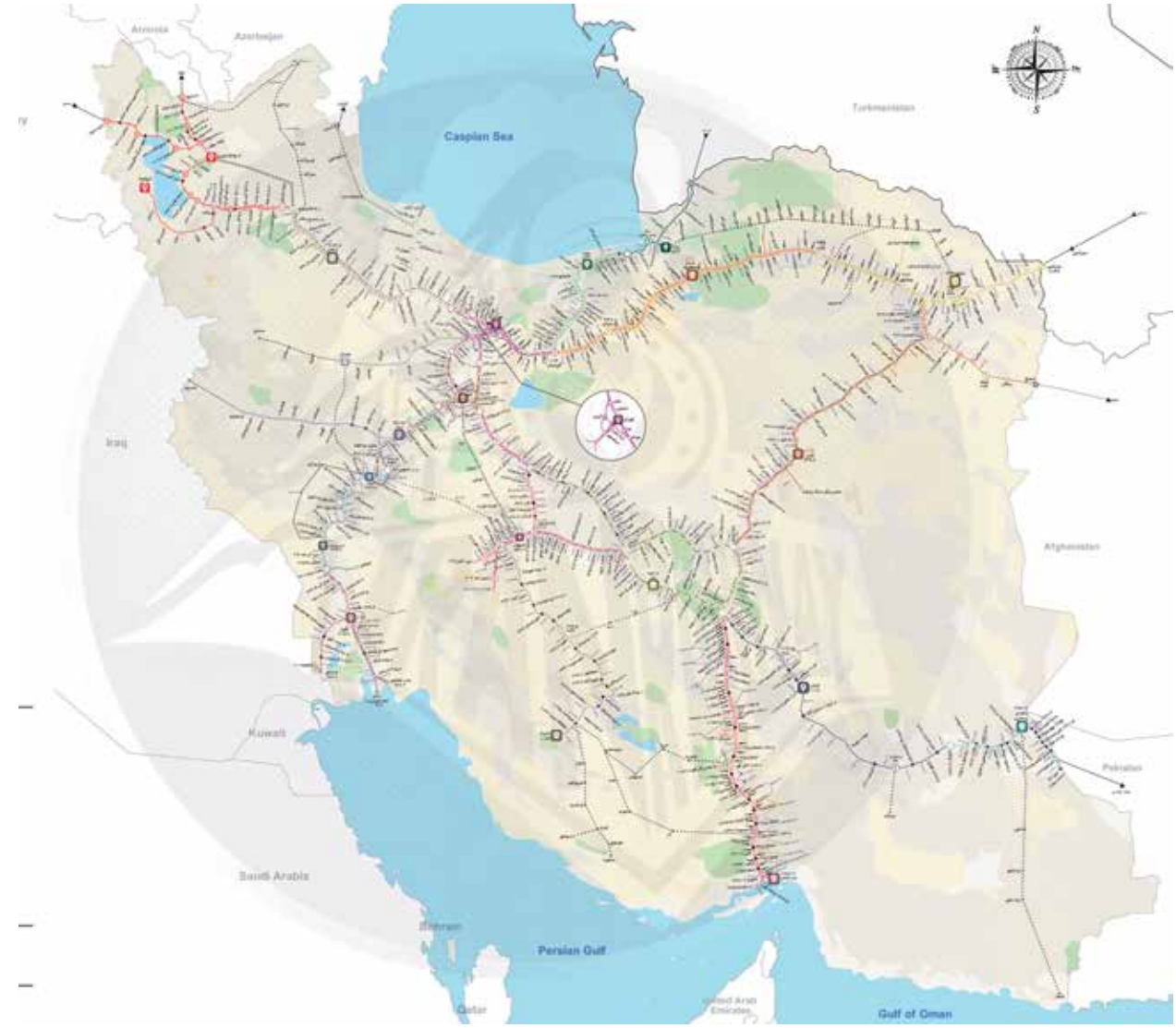
Length	Stops	Ridership	Operator
13,300 km	477	29 mn/yr	Raja Passenger Train Company

NATIONAL PROJECTS

National Rail Expansion

Length	Status	Project Owner
Reach 25,000 km in total	Ongoing	RAI

Existing national rail network in Iran[6]



Source: [6]Railway of Islamic Republic of Iran (RAI, 2017)

IRAN / TEHRAN (GREATER)

12.5 mn *(2014)*
Population[1]

16,581 inh./km² *(2014)*
Density[2]

4,200,000 *(2015)*
Passenger Cars[3]

337 *(2015)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

Tehran BRT

Copyright:Tehran Municipality

STRATEGY

Tehran Comprehensive Strategic Development Plan – 2025 outlook

Developed by: Tehran Municipality

Timeline: 2025

Objective: In 2025, Tehran should have an integrated, available, safe, easy, comfortable and clean transport system.

Targets:
- Expand BRT and metro lines
- Improved regular bus services
- Cycling and walking improvements

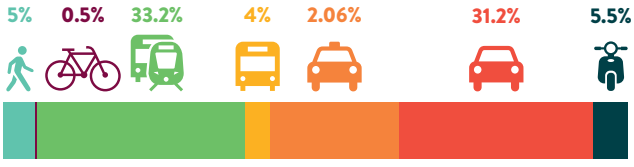
AUTHORITIES

Tehran Municipality - Tehran Transportation and Traffic Organisation
The Transporation and Traffic Organisation of the Tehran Municipality is the authority responsible for the planning, implementation and supervision of public transport services and projects within Tehran.

Tehran Urban and Suburban Railway Corporation (TUSRC)
TUSRC is the authority that tenders, constructs and commissions the new railway lines in the city, which are operated by the Tehran Urban and Suburban Railway Operating Company (TUSROC).

MODAL SPLIT

All Trips, 2017[4]



• Walking • Bike • Public Transport • Private Buses (Company/school bus) • Taxi • Private Car • Motorcycle

Urban & suburban rail network in Greater Tehran[4]

Source: [1]UITP Iran, Tehran Municipality | [2]Calculated | [3]Tehran Municipality | [4]TUSRC, 2017 | [5]TUSROC, 2017 data | [6]UBCT, 2017 data

EXISTING PUBLIC TRANSPORT

Urban Bus[6]

Buses	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
4,891	230	4,438	IRR 4,000	271.5 mn/yr	MiFare	UBCT & 16 Supervised private companies

CNG	HEV
2,577	63

Taxi

Taxis	Operator
80,000	Individuals

CNG	HEV
65,266	354

BRT[6]

Buses	Length	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
1,257	178 km	10	347	IRR 3,000	269.3 mn/yr	MiFare	UBCT

Metro[5]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card	Operator
160	147.5 km	5	114	IRR 10,000	660.6 mn/yr	12.2 mn vkm/yr	MiFare	TUSROC

Suburban Rail[5]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card	Operator
24	41.5 km	1	98	IRR 15,000	62.6 mn/yr	2 mn vkm/yr	MiFare	TUSROC

New Mobility Services

Trip Planner

Provider: Tehran Traffic Map

Bikesharing

Provider: Bdood

Ride-hailing

Provider: Snapp, Tap30, Carpino (under Tehran Taxi Org.)

URBAN PROJECTS

Rail Line 6

Length	Stops	Project Owner	Budget	Status
38 km	31	TUSRC	USD 2.5 bn	Construction

Rail Line 8

Length	Stops	Project Owner	Budget	Status
8.3 km	5	TUSRC	USD 1bn	Construction

Awarded Contracts: Systra, ZAP, Pajoohesh, Sepasad

Rail Line 7

Length	Stops	Project Owner	Status
27 km	22	TUSRC	Soft opening (6km) in Q2 2018

Rail Line 9

Length	Stops	Project Owner	Budget	Status
30 km	22	TUSRC	IRR 65 bn	Design

Express Lines

Length	Lines	Stops	Project Owner	Budget	Status
426 km	4	100	TUSRC	IRR 379 bn	Design

IRAN / MASHHAD

3.13 mn *(2015)*
Population[1]

10,998 inh./km² *(2015)*
Density[2]

735,000 *(2006)*
Passenger Cars[1]

235 *(2006)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

Mashhad metro Copyright:Mashhad Municipality

STRATEGY

Master Transportation Plan of Mashhad

Developed by: Mashhad Municipality

Timeline: 2025

Objective:
- Improve mobility comfort
- Improve reliability of transport
- Improve safety and security
- Reduce environmental threats

Targets:
- Raise public transport share to 75% by 2025, specifically:
- Increase bus share from 20.46% (2015) to 40% by 2025
- Increase taxi share 22.02% (2015) to 24% by 2025
- Increase rail based transport 1.65%(2015) to 10% by 2025

AUTHORITIES

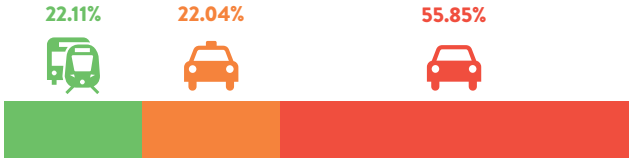
Mashhad Municipality - Mashhad Transportation and Traffic Organisation
The Transportation and Traffic Organisation of the Mashhad Municipality is the authority responsible for the planning, implementation and supervision of public transport services and projects within Mashhad.

Mashhad Urban Railway Corporation (MURCO)
MURCO is the authority that tenders, constructs and commissions the new railway lines in the city.

Mashhad planned rail network until 2025 [1]

MODAL SPLIT

Motorised trips; 2017



Public Transport • Taxi • Private Car

Source: [1]MUROC | [2]Calculated

EXISTING PUBLIC TRANSPORT

Urban Bus[4]

Buses	Lines	Min. Fare	Ridership	Smart Card	Operator
1,850 incl. BRT	137	IRR 3,500	328 mn/yr	Mashhad Card	Mashhad Bus Company Operator & supervised private sector

BRT[5]

Buses	Length	Lines	Min. Fare	Ridership	Smart Card	Operator
100 (est.)	14 km	2	IRR 3,500	58 mn/yr	Mashhad Card	Mashhad Bus Company

LRT[3]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Smart Card
30	24 km	1	24	IRR 5,500	39.3 mn/yr	Mashhad Card

Metro[3]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Smart Card
6	10.1 km	1	9	IRR 5,500	291,838/yr	Mashhad Card

New Mobility Services

Shared Taxi[6]

Taxis	Lines	Min. Fare	Trips
13,274	133	IRR 10,000	480 mn/yr

Bikesharing

Stations	Min. Fare	Provider
136	IRR 2,000	Yahya Dostoor

Ride-hailing

Provider
Snapp, Tap30

URBAN PROJECTS

BRT Network

Length	Lines	Project Owner	Status
Reach 66 km in total	2	Mashhad Bus Company	Construction

Metro Line 2 Extension

Length	Stops	Project Owner	Status
7 km	5	MURCO	Construction

Awarded Contracts
Preliminary Design: Systra and Pajohesh
Rolling stock: CNR Changchung

Metro Line 3

Length	Stops	Project Owner	Status
28.5 km	24	MURCO	Construction

Metro Line 4

Length	Stops	Project Owner	Status
17.5 km	15	MURCO	Design

Source:[3]MUROC, 2017 data | [4]Mashhad Bus Company, 2017 data | [5]MUROC, 2016 data; Mashhad Bus Company, 2017 data | [6]MUROC, 2015 data

IRAN / SHIRAZ

1.66 million *(2015)*
Population[1]

--
Density

470,844 *(2016)*
Passenger Cars[2]

284 *(2016)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

Shiraz metro

Copyright: SURO

AUTHORITIES

Shiraz Municipality - Shiraz Transportation and Traffic Organisation

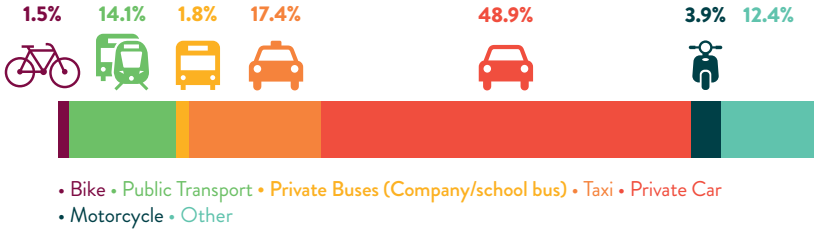
The Shiraz Transportation and Traffic Organisation of the Shiraz Municipality is the authority responsible for the planning, implementation and supervision of public transport services and projects within Shiraz.

Shiraz Urban Railway Organisation (SURO)

SURO is the authority that tenders, constructs and commissions the new railway lines in Shiraz.

MODAL SPLIT

All trips, 2015[4]



Source: [1]UN DESA | [2]Shiraz Municipality | [3]Calculated | [4]Shiraz Municipality, 2016

EXISTING PUBLIC TRANSPORT

Bus[4]

Buses	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
1,053	74	1,295	IRR 5,000	13 mn/yr	City way	Transportation Dept of Shiraz Municipality

LRT[3]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
27	24.5 km	1	18	IRR 5,000	8 mn/yr	City way	SURO

Taxi[4]

Min. Fare	Trips
IRR 5,000	174.6 mn/yr

New Mobility Services

Ride-hailing

Provider
Snapp, Tap30

URBAN PROJECTS

Metro Line 2

Length	Stops	Project Owner	Status
15 km	13	SURO	Construction

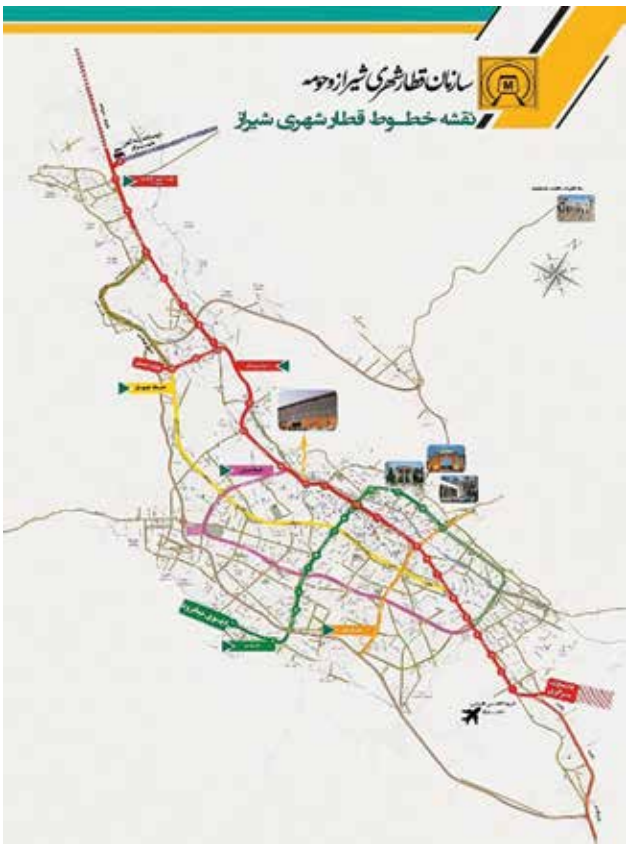
Metro Line 3

Length	Stops	Project Owner	Status
10 km	7	SURO	Construction

Metro Line 4 & 5

Project Owner	Status
SURO	Design

2030 Planned Shiraz rail network[5]



Source:[3]MUROC, 2017 data | [4]Shiraz Municipality | [5]SURO

IRAN / TABRIZ

1.6 mn *(2016)*
Population[1]

--
Density

600,000 *(2016)*
Passenger Cars[1]

375
Car Ownership rate[2]
(Passenger cars/1,000 population)

Tabriz LRT

Copyright: TURO

STRATEGY

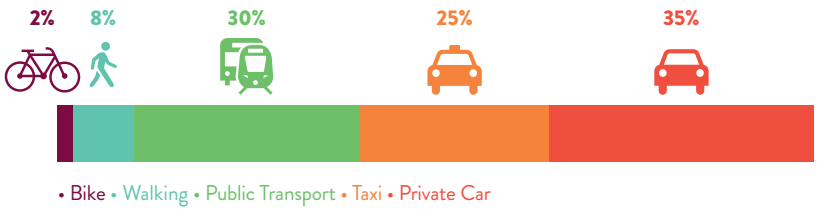
Tabriz Transport Master Plan

Developed by: Tabriz Municipality

Objective: Middle-term creation of an underground mass transit network made of 4 lines.

MODAL SPLIT

All trips, 2016[1]



*Rail transport's share of al trips in Tabriz makes up less than 1% (2016)

Source: [1]Ministry of Interior, Tabriz Municipality | [2]Calculated

EXISTING PUBLIC TRANSPORT

Urban & Suburban Bus[4]

Buses	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
780	72	2,300	IRR 4,000	625,000/day	Tabriz Card	Tabriz and Suburbs Bus Company and supervised private sector

BRT[3]

Buses	Length	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
110	18 km	1	20	IRR 3,000	150,000/day	Tabriz Card	Tabriz and Suburbs Bus Company

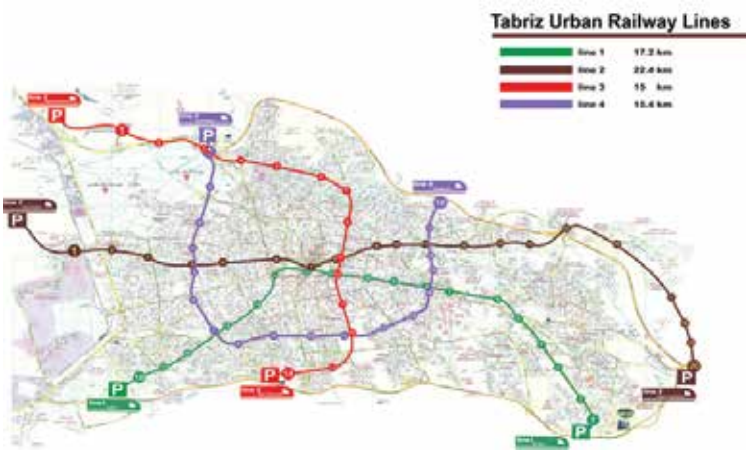
LRT[2]

Trains	Length	Lines	Stops	Smart Card	Operator
12	17.2 km	1	18	Tabriz Card	TURO

Taxi

Taxis	Min. Fare
11,400	IRR 5,000

Planned rail network of Tabriz[2]



New Mobility Services

Ride-hailing

Provider
Snapp, Tap30

URBAN PROJECTS

Metro Line 2

Length	Stops	Project Owner	Status
22.4 km	20	TURO	Construction

Metro Line 3

Length	Project Owner	Status
15 km	TURO	Planned

Metro Line 4

Length	Project Owner	Status
15.4 km	TURO	Planned

Source:[2]TURO, 2016 data; UITP Iran | [3]Ministry of Interior, 2016 data; Tabriz and Suburbs Bus Company, 2017 | [4]Tabriz and Suburbs Bus Company, 2017

IRAQ

37.88 mn *(2015)*
Population[1]

69.6% *(2016)*
Urban Population[2] *(of total)*

3.1% *(2016)*
Annual Urban Population Growth[2]

11% *(2016)*
Annual GDP Growth[2]

USD 17,349 *(2016)*
GDP pC *(PPP; current int'l USD)*[2]

15.3 *(2012-2013)*
Avg. Annual HH Expenditure on Transport[1]

IQD 1 = USD 0.00084
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

5,660,885 *(2015)*
Passenger Cars[1]

149
Car Ownership Rate[4]
(passenger cars/1,000 persons)

AUTHORITIES

Ministry of Transport (MoT)
Established in 1921, The MoT regulates and supervises the transport sector in Iraq.

NATIONAL PUBLIC TRANSPORT

Rail[5]

Trains	Length	Stops	Ridership	Operator
375	2,890 km	46	463,000/yr	State Company for Iraqi Railways

Source: [1]Central Organization for Statistics and Information Technology (COSIT) | [2]World Bank | [3]XE.com, September 2018 | [4]Calculated | [5]COS-IT, 2015 data

NATIONAL PROJECTS

Baghdad - Basra High-Speed Rail Line

Project Owner	Total Budget	Length	Status
MOT, State Company for Iraqi Railways	USD 13.7 bn	500 km	Seeking funding

Baghdad - Mosul Rail Line

Project Owner	Total Budget	Status
MOT, State Company for Iraqi Railways	USD 8.65 bn	Planned

URBAN PROJECTS

Basra Elevated Metro

Length	Lines	Stops	Project Owner
30 km	2	15	MOT

Status
MoU signed with Alstom (December 2017)

Erbil Tramway

Length	Status	Project Owner
60 km	Planned	MOT

Monorail In Karbala Province

Length	Stops	Status	Project Owner	Budget
20 km	20	Planned	MOT	USD 450 mn

National rail network in Iraq[6]

Source: [6]University of Texas Libraries

IRAQ / BAGHDAD

Baghdad train station

Copyright: Mahmood Ali Naji Alwan

6.64 mn *(2018)*
Population[1]

--
Density

--
Passenger Cars

--
Car Ownership rate
(Passenger cars/1,000 population)

STRATEGY

Baghdad Comprehensive City Development Plan 2030 (BCCDP 2030)

Developed by: Mayoralty of Baghdad

Timeline: 2010 - 2030

Vision: An attractive and healthy city

Objectives
Develop a comprehensive transport management strategy in close coordination with land use policies, and the stratification of transport needs. Create an integrated and efficient transport network to provide access for all residents and businesses.

Target:
- Underground subway system
- Elevated trains
- Rapid bus system

AUTHORITIES

Baghdad Municipality (Amanat Baghdad)

The Baghdad Municipality is the local government authority in charge of overseeing and implementing transport projects within Baghdad.

Planned public transport network in Baghdad[2]

Source: [1]CIA World Factbook | 2 Baghdad Comprehensive City Development Plan 2030 (as cited by Alwehab & Al Ani, 2016)

EXISTING PUBLIC TRANSPORT

Urban Bus[3]

Buses	Ridership	Mileage	Operator
667	19 mn/yr	6.7 mn vkm/yr	State Company for Passengers & Delegates Transportation

River Taxi *(Trial Phase)*

Lines	Stops	Operator
1	2	General Company for Maritime Transport

New Mobility Services

Ride-hailing

Provider: Careem

URBAN PROJECTS

Loop Railway Line

Length	Project Owner	Awarded Contracts
112 km	Baghdad Municipality, MOT	Construction: Orascom

Monorail / Elevated Train[6]

Length	Project Owner	Budget	Status
20 Km	Baghdad Municipality, MOT	USD 1.5 bn	MoU signed with Alstom

Metro[7]

Lines	Stops	Project Owner	Budget	Awarded Contracts
L1: 21km L2: 18km	L1: 21 L2: 20	Baghdad Municipality, MOT	USD 8.5 bn	Design & preparing tender: Systra

Baghdad River Taxi Services

Boats	Lines	Stops	Project Owner
22	1	9	Baghdad Municipality, MOT

Source:[3]COSIT; 2015 data | [4]Baghdad Comprehensive City Development Plan 2030 (as cited by Alwehab & Al Ani, 2016) | [5]Protenders, 2018 | [6]Iraq National Investment Commission, 2018 | [7]Reuters, 2018; Al Burhan Group; Iraq National Investment Commission, 2018

JORDAN

10 mn *(2017)*
Population[1]

84% *(2016)*
Urban Population[2] *(of total)*

3% *(2016)*
Annual Urban Population Growth[2]

2% *(2016)*
Annual GDP Growth[2]

USD 9,048 *(2016)*
GDP pC *(PPP; current int'l USD)*[2]

--
Avg. Annual HH Expenditure on Transport

JOD 1 = USD 1.41
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

1,395,000 *(2017)*
Passenger Cars[4]

139
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGY

Jordan Long Term National Transport Strategy & Action Plan

Developed by: Ministry of Transport (MOT)

Timeline: 2014-2030

Objectives

- Increase the total number of commuters using public transport from 13% in 2010 to 25% in 2025.
- Introduction of the Zero Emission Electric Vehicle (ZEV) and deployment of 3,000 charging stations (on- and off-grid) powered by renewable energy
- Reducing all emissions from the transport sector (CO2, CO, PMx, NOx measured in tons per day)
- Reducing percentage of fuel consumption (in tons per day)
- Vehicle kilometer reduction at the national level and in densely populated areas by vehicle type (car, HGV, LGV measured in 1,000 v-km per day)
- Implementing the national BRT and railway system
- Ensuring the inclusion of energy efficiency considerations when buying transport modes.

Master Plan for Public Transport of Passengers

Developed by: Land Transport Regulatory Committee (LTRC)

Timeline: 2014-2030

Objective: Create an effective system for the transport of passengers that is also integrated, secure, reliable, friendly to the environment and capable of keeping abreast of changes and meeting the demands of all segments of society.

Targets:

- Establish unified tariffs and ticketing
- Define bus stops and operating schedules

Source: [1] Department of Statistics | [2]World Bank | [3]XE.com, September 2018 | [4]LTRC | [5] Calculated based on DoS and LTRC data

AUTHORITIES

Ministry of Transport (MoT)
The MoT is the planning authority for rail transport, civil aviation and maritime transport. It has the overall role of policy setting, implementation, monitoring, and national and regional coordination.

Ministry of Public Works and Housing (MoPWH)
The MoPWH is responsible for the planning, development and maintenance of the road network.

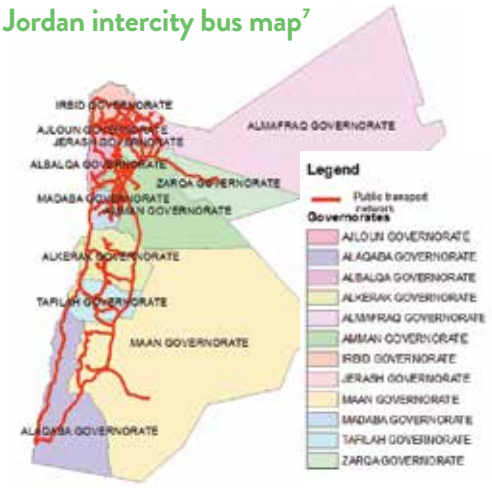
Land Transport Regulatory Committee (LTRC)
The LTRC implements strategies and policies, and regulates land transport services including the operation of public transport.

NATIONAL PUBLIC TRANSPORT

Intercity Buses[6]

Buses	Lines	Ridership	Operators
2,196	492	4.9 mn/yr	2,110 small companies & individuals

Jordan intercity bus map[7]



NATIONAL PROJECTS

Amman-Zarqaa BRT

Length	Stations	Status	Project Owner	Funding	Budget
19.3 km	6	Tendering for the infrastructure works	MOT, LTRC, MoPWH	Social Security Investment Fund, GCC Grant Kuwaiti Fund	JOD 186 mn

Awarded Contracts
Feasibility Study & detailed design: Dar Al Omran, Systra, Al-Abd Alhadi JV (4 years, USD 2.4mn)

Irbid Urban Bus Reform[8]

Buses	Lines	Status	Project Owner
165	29	Under Study	MOT, LTRC

Awarded Contracts
Feasibility Study& preparing tender: WSP

Salt Urban Bus Reform[8]

Buses	Lines	Status	Project Owner
66	50	Under Study	MOT, LTRC

Awarded Contracts
Feasibility Study& preparing tender: WSP

Madaba Urban Bus Reform[8]

Buses	Lines	Status	Project Owner
28	7	Under Study	MOT, LTRC

Awarded Contracts
Feasibility Study& preparing tender: WSP

Zarqaa Urban Bus Reform[8]

Buses	Lines	Status	Project Owner
118	20	Under Study	MOT, LTRC

Awarded Contracts
Feasibility Study& preparing tender: WSP

Source:[6]LTRC, 2017 data | [7]LTRC | [8]WSP, 2018

JORDAN / AMMAN (GREATER)

4.23 mn *(2017)*
Population[1]

2,459 inh./km²
Density[2]

880,417 *(2016)*
Passenger Cars[3]

211 *(2016)*
Car Ownership rate[4]
(Passenger cars/1,000 population)

CMTC's new bus fleet

Copyright: Jordanian PM, Omar Razzaz

STRATEGY

Transport & Mobility Master Plan for Amman

Developed by: Greater Amman Municipality (GAM)

Timeline: 2010 – 2025

Vision: An integrated, accessible, affordable, safe, sustainable and environmentally-friendly transport system

Objectives

- To improve the general mobility of persons and freight;
- To improve safety for all transport users and to enhance the pedestrian realm;
- To reduce reliance on the car and encourage alternative modes of transport;
- To enhance accessibility for citizens to goods and services, in particular through the provision of a comprehensive and affordable public transport system;
- To minimise the impact of congestion on the road network;
- To control energy consumption and reduce the pollutant emissions and greenhouse gases directly related to transport;
- To ensure that transport plays a positive role in achieving continuous and sustainable economic growth in Amman (Greater);
- To improve the quality of life within Amman (Greater), and
- Increase the modal share for public transport trips to 40% by 2025.

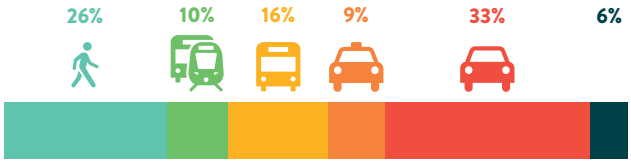
AUTHORITIES

Greater Amman Municipality (GAM)
The Transportation and Traffic Management Department within GAM, which was formed in 2009, is responsible for all aspects of transport and traffic management within its borders.

Amman Modern Vision for Transportation Company
Newly established agency under GAM for the procurement of buses and tendering the operations & management of public transport services.

MODAL SPLIT

All trips, 2017[3]



• Walking • Public Transport • Private Buses (Company / school bus) • Taxi
• Private Car • Other (Shared taxi & informal minibus)

Source: [1]Department of Statistics | [2]Calculated | [3]GAM | [4]Calculated based on 2016 population of 4.18 mn (GAM)

EXISTING PUBLIC TRANSPORT

Urban Bus[3]

Buses	Lines	Ridership	Smart Card	Trip Planner	Operator
485	49	329 mn/yr	E-Kartak	Khutoutna, Amman Bus Map	CMTC

Minibuses (Coasters)[3]

Buses	Lines
202	305

Private Buses[3]

Buses
11,390

Taxi[3] Yellow /Silver

Taxis	HEV	EV
10,843	300	30

Shared Taxi[3] White

Taxis	Lines	Trips
3,001	309	263mn/yr

New Mobility Services

Trip Planner

Provider: Khutoutna by Maan Nasel

Ride-hailing

Provider: Careem, Uber

Carpooling

Providers: JoDrive

URBAN PROJECTS

Amman BRT

Length	Funding	Status	Project Owner
25 km	AFD (USD 166 mn)	Construction	GAM, MOPWT

Awarded Contracts
Design & planning: Stear, Davies, Gleave Sigma, Tahhan & Bushnaq

O& M of new Public Buses

Buses	Lines	Status	Project Owner	Standard
135	57	Tender floated in Q2 2018	Amman Modern Vision for Transportation Company (GAM)	Euro V

Formal & paratransit bus network[5]

Source: [1]Department of Statistics | [2]Calculated | [3]GAM | [4]Calculated based on 2016 population of 4.18 mn (GAM) | [5]Maan Nasel

KUWAIT

4.4 mn *(2016)*
Population[1]

98% *(2016)*
Urban Population[2] *(of total)*

2.9% *(2016)*
Annual Urban Population Growth[2]

3.5% *(2016)*
Annual GDP Growth[2]

USD 74,264 *(2016)*
GDP pC *(PPP; current int'l USD)*[2]

7.19% *(2013)*
Avg. Annual HH Expenditure on Transport[1]

KWD 1 = USD 3.3
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

1.6 mn *(2016)*
Passenger Cars[4]

363 *(2016)*
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGY

New Kuwait Vision

Developed by: Council of Ministers

Timeline: 2035

Objective
Transform Kuwait into a world class financial and commercial centre, with the private sector leading economic activities, fostering competitiveness, increasing productivity, supported by viable public institutions, while maintaining the deep rooted values and national identity, towards achieving balanced economic and human development, supported by adequate infrastructure, legal framework, and an enabling business environment.

National Traffic and Transport Strategy (NTTS)

Developed by: Government of Kuwait

Timeline: 2009-2019

Funding: UNDP

Objectives
- Improve the planning and design of the sector
- Reduce the severity, frequency, and cost of road accidents to the community
- Alleviate congestion
- Optimise the movement of people and goods
- Enhance public transport services
- Strengthen traffic law enforcement in Kuwait

Source: [1]Public Authority for Civil Information (PAC) | [2]World Bank | [3]XE.com, September 2018 | [4]MOC | [5]Calculated

AUTHORITIES

Ministry of Communications (MOC)
Road and marine transport are part of the responsibilities of the Ministry of Communications.

Public Authority for Roads and Transportation (PART)
PART was established to assume the responsibility for all transport issues including building all kinds of transport systems to facilitate traffic, and developing short -and long-term solutions for the betterment of transport and other related services.

Kuwait Authority for Partnership Projects (KAPP)
Formerly known as the Partnerships Technical Bureau (PTB), KAPP conducts surveys and feasibility studies in order to identify and consider proposed potential developmental projects in the State of Kuwait, and coordinates their implementation by establishing public-private-partnerships.

Municipality of Kuwait
Responsible for the urban and health development of Kuwait by organising and beautifying the city as well as ensuring resident welfare in terms of housing and roads.

KPTC urban and intercity bus network[6]

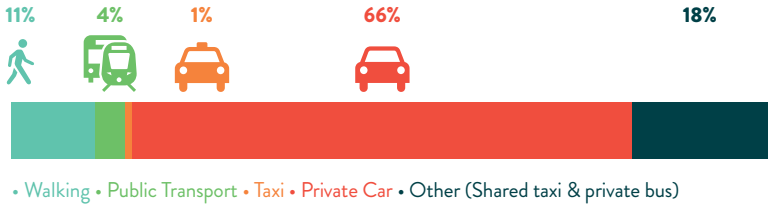
Source: [6]KPTC

KUWAIT*

Bikesharing station in Kuwait Copyright: NextBike

MODAL SPLIT

All trips; 2009[1]



URBAN PROJECTS

Metro

Length	Lines	Stops	Authorities	Funding	Status
160 Km	4	68	MOC, KAPP	PPP	Feasibility Study Completed

*In light of considering Kuwait a city state in this report, Kuwait's national and urban chapter data is the same.

Source: [1]WSP

EXISTING PUBLIC TRANSPORT

Urban & Intercity Buses[2]

Buses	Min. Fare
3,560	KWD 0.250

Smart Card	Operators
UPass (KPTC), TRANCITY (CityBus)	KGL, KPTC, CityBus Group

Taxi[2]

Taxis	Operator
16,703	Small companies & individuals

New Mobility Services

Bikesharing[3]

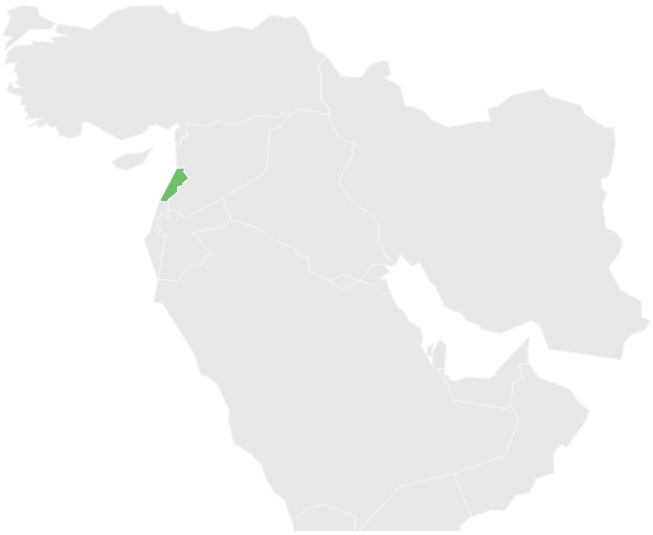
Providers	Bikes	Stations	Trips
NextBike	30	5	84/yr

Ride-hailing

Provider	
	Careem, Uber

Source: [2]Ministry of Communication, 2016 data | [3]NextBike, 2017 data

LEBANON



6 mn *(2016)*
Population[1]

88% *(2016)*
Urban Population[1] *(of total)*

2.8% *(2016)*
Annual Urban Population Growth[1]

2% *(2016)*
Annual GDP Growth[1]

USD 14,309 *(2016)*
GDP pC *(PPP; current int'l USD)*[1]

13.1% *(2012-2013)*
Avg. Annual HH Expenditure on Transport[2]

LBP 1,000 = USD 0.66
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

1,200,000 *(2015)*
Passenger Cars[4]

277
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGY

Revitalisation of Public Transport

Developed by: Ministry of Public Works and Transport

Timeline: 2014-2019

Financier: World Bank

Vision: Shifting the passenger transport demand to mass transit systems

Objective

- Provide affordable passenger mobility (efficient & effective service)
- Diversify the transport modal choices available to users
- Ensure safety & security
- Reduce negative impact on the environment
- Ensure that a sustainable service is provided
- Provide an integrated public transport system

AUTHORITIES

Ministry of Public Works and Transport – Directorate General of Land and Maritime Transport
Regulation of public transport (licensing of companies, fare setting, planning)

Railway and Public Transportation Authority (RPTA)
(French: Office des Chemins de Fer et des Transports en Commun (OCFTC))
The RPTA is an independent body operating under the Ministry of Public Works and Transportation (MoPWT) and consists of two directorates, the railways directorate and the bus transport directorate.

Centre for Development and Reconstruction (CDR)
Working directly under the prime minister, the CDR's Planning Department and Project Department have the responsibility of rebuilding the infrastructure of Lebanon and Beirut.

Source: [1]World Bank | [2]CAS | [3]XE.com, September 2018 | [4]MoE | [5]Calculated based on 2010 population of 4.37 mn (World Bank)

NATIONAL PUBLIC TRANSPORT

Intercity Minibus & Van Services[6]

Legal Operators	Illegal Operators
4,000 small companies & individuals	8,000 small companies & individuals

Planned BRT between Trabaja & Greater Beirut[7]

NATIONAL PROJECTS

BRT System (Beirut - Tabarja)

Buses	Lines	Stops	Authority	Awarded Contracts
850-900	L 1: 24 km L2: 18 km L3: 16 km	L 1: 28 L2: 21 L3: 19	CDR	Environmental / Social Impact Assessment & Resettlement Action Plan: Egis Rail & ELARD

Revitalisation of the Beirut-Tripoli Railway Project

Length	Funding	Authority
80 km	European Union Agency for Railways (ERA)	MOPWT, RPTA

Intercity Public Bus Transport System

Lines	Authority	Status
20	MOPWT	Planned

Source: [6]UNDP, 2018 | [7]ELARD

LEBANON / BEIRUT (GREATER)

2.23 mn *(2015)*
Population[1]

7,433 inh./km²
Density[2]

600,000 *(est., 2010)*
Passenger Cars[3]

269 *(2015)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

Bus in Beirut

Copyright: Carine Assaf

STRATEGY

Comprehensive Public Transport Program for Greater Beirut Area

Developed by: MoPWT and CDR

Funding: World Bank

Objective

- Provide bus and BRT solutions for the medium term
- Upgrade to rail on certain sections in the long term

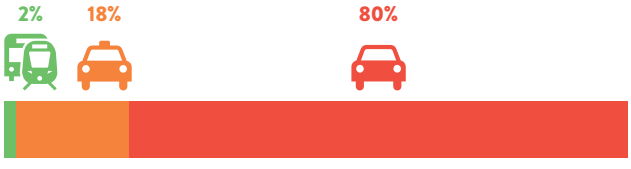
AUTHORITIES

Beirut Municipality
Under the governor of Beirut's tutelage, who is appointed by the Ministry of Interior, Beirut Municipality's role lies in improving the standard and quality of living in Greater Beirut.

Greater Beirut bus network incl. informal bus routes[5]

MODAL SPLIT

Motorised trips, 2009[4]



• Public Transport • Shared Taxi • Private Car

Source: [1]CIA World Factbook | [2]Calculated | [3]World Bank Lebanon | [4]CDR, 2013 | [5]Bus Map Project

EXISTING PUBLIC TRANSPORT

Urban Bus Services[6]

Buses	Min. Fare
2,200	LBP 1,000 – 1,500

Operator
Small and individual operators incl. state-owned RPTA operating 45buses, 9 routes

Minibuses & Vans[6]

Legal	Illegal
4,000	10,000

Shared Taxis[6]

Legal	Illegal
33,000	20,000

New Mobility Services

Bikesharing *(pilot phase)*

Providers: NextBike

Ride-hailing

Provider: Careem, Uber

Trip Planner

Provider: BusMap, YallaBus

URBAN PROJECTS

Greater Beirut Public Transport Project (GBPTP)

Buses	Length	Financing	Funding	Project Owner	Budget
BRT: 120 Feeder: 250	BRT: 42.7 km	World Bank (USD 225.2 mn)	PPP & World Bank (USD 69.8 mn)	CDR, RPTA	USD 345 mn

Source:[6]World Bank, 2018

LEBANON / TRIPOLI (GREATER)

554,287 *(2014)*
Population[1]

22,441 inh./km² *(2014)*
Density[2]

--
Passenger Cars

--
Car Ownership rate
(Passenger cars/1,000 population)

Shared Taxis "Red Plate" in Tripoli

Copyright: Wikipedia/Ankara

STRATEGY

Al Fayhaa Sustainable Development Strategy 2020

Developed by: Al Fayhaa Urban Community

Timeline: 2008-2020

Vision:
Al Fayhaa is a developed community with regional pivotal role, enjoying prosperous living conditions and openness stemming from the long lasting heritage and cultural values of the cities.

Mobility-related Objective: Integrated territorial management and enhancement of urban space.

Targets:
- Establish integrated public transport lines and parking lots
- Rehabilitate the railways station of Tripoli and reopen the railway section between Tripoli and Homs.

AUTHORITIES

Al Fayhaa Urban Community
Al-Fayhaa Union of Municipalities
Established in 1982, the Urban Community of Al-Fayhaa is a Union made up of four municipalities: Tripoli, El-Mina, El-Beddawi and Qalamoun.

MODAL SPLIT

All trips, 2000[3]

• Walking • Public Transport • Private Buses (Company / School Bus) • Taxi • Private Car
• Other (trucks)

Source: [1]OCHA | [2]Calculated | [3]JICA, 2001

EXISTING PUBLIC TRANSPORT

- No urban buses
- Many shared taxis operated by small companies & individuals

New Mobility Services

Ride-hailing

Provider — Uber

URBAN PROJECTS

Sustainable Urban Public Transport Investment Program (SUPTIP) In Greater Tripoli[4]

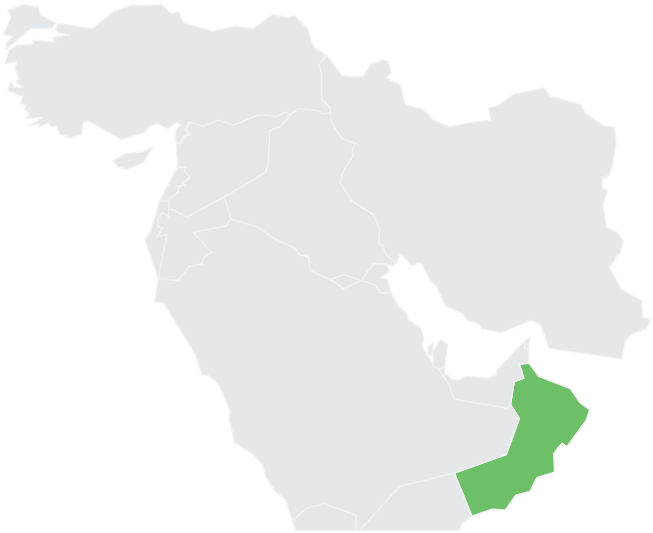
Funding	Status	Authority
EIB (EUR 1 mn)	Technical assistance tender floated in May 2018	MOPWT, RPTA

Project scope

- Prepare tender documents, and detailed design to construct the Tripoli Bus Network incl. integrated tariff, ticketing system and reform of public transport sector in the city/ creation of a Tripoli transport authority (TTA) under RPTA

Source:[4]UNDP Lebanon, 2018; EIB, 2018

OMAN



4.56 mn *(2017)*
Population[1]

78% *(2016)*
Urban Population[2] *(of total)*

5.8% *(2016)*
Annual Urban Population Growth[2]

5.7% *(2015)*
Annual GDP Growth[2]

USD 42,743 *(2015)*
GDP pC *(PPP; current int'l USD)*[2]

12.93% *(2010-2011)*
Avg. Annual HH Expenditure on Transport[1]

OMR 1 = USD 2.6
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

984,886 *(2015)*
Passenger Cars[4]

228 *(2015)*
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGY

The Ninth Five-Year Development Plan

Developed by: Supreme Council for Planning (SCP)

Timeline: 2016-2020

Vision: Investment in human beings

Objectives: Upgrading the transport policy through provision of public transport.

AUTHORITIES

Supreme Council for Planning (SCP)
Chaired by His Majesty Sultan Qaboos Bin Said, the SCP is mandated with the power and authority to develop the strategies and policies that are required to achieve sustainable development in the Sultanate of Oman.

Ministry of Transport and Communications (MoTC)
Overseeing the road, rail, sea and airborne transport and logistics, as well as communications sectors, the Sultanate of Oman's MoTC is responsible for developing and implementing plans and projects in cooperation with other stakeholders.

ASYAD *(previously Oman Logistics Group)*
Consolidates all the government investments in the ports, free zones, rail, maritime and land transport companies including all operators in the transport sector (buses, taxis, ports , free zones, Oman Rail ...)

Municipality of Muscat
Responsible for preparing and implementing all development projects within the governorate, after the SCP and MoTC approve of the plans and budgets, the municipality also manages taxi and microbus services and is responsible for road infrastructure.

Source: [1]NCSI| [2]World Bank | [3]XE.com, September 2018 | [4]ROP | [5]Calculated based on 2015 population of 4.3 mn (NCSI)

NATIONAL PUBLIC TRANSPORT

Intercity Bus Services[6]

Buses	Lines	Stops	Ridership	Mileage	Operator
38	9	195	304,341/yr	6.6 mn vkm/yr	Oman National Transport Company (Mwasalat)

NATIONAL PROJECTS

Oman Rail

Length	Lines	Status	Project Owner
2,135km	9	Construction	Oman Rail

Awarded Contracts
Preliminary Network Design: Italferr (EUR 30mn)
Contract management and supervision: Técnicas Reunidas and Ineco Consortium

Sohar Public Transport Network

Lines	Stops	Status	Project Owner
3	122	Planned	Mwasalat

Salalah Public Transport Network

Lines	Stops	Status	Project Owner
6	199	Planned	Mwasalat

Intercity Bus Services

Status	Project Owner
Planned	Mwasalat

Lines : 8

Salalah – Al Mazionah
Muscat – Al Buraimi (Through Ibri)
Muscat – Shinah
Salalah – Marmool
Al Khuwair – Al Rustaq (Through Al Awabi)
Al Khuwair – Al Rustaq (Express Way)
Al Khuwair – Samail
Muscat – Haimya (Through Al Duqum)

2025 Planned intercity bus network[6]

Source: [6]Mwasalat, 2017 data

OMAN / MUSCAT

1.48 mn *(2017)*
Population[1]

364.8 inh./km² *(2017)*
Density[2]

--
Passenger Cars

--
Car Ownership rate
(Passenger cars/1,000 population)

Mwasalat Bus

Copyright: Mwasalat

STRATEGY

Public Transport Master Plan (PTMP) - phase 1: Muscat

Developed by: MoTC

Timeline: 2015-2040

Vision: Development of a high-quality and sustainable public transport system in Muscat as a real alternative to private cars, in order to reduce automobile dependency and to improve accessibility, safety, urban environment and quality of life in Muscat by achieving a 25% public transport modal split by the year 2040.

Mwasalat Long Term Bus Transport Master Plan (BTMP)

Developed by: Mwasalat

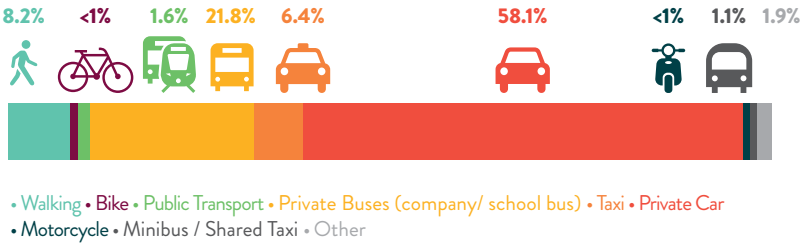
Timeline: 2016 – 2025 (3 phases)

Objective: As part of the BTMP for Oman, Mwasalat aims to continue the development of the bus transport network for Muscat by reinforcing the routes that are under operation (frequency and express services) and implementing new urban bus services.

Targets: Increase the coverage of the urban bus network of Muscat: have up to 50% of the population living less than 500 meters from a bus stop, and up to 70% within 800 meters by the year 2025.

MODAL SPLIT

All trips, 2017[3]



Source: [1]NCSI | [2]Calculated | [3]SCP

EXISTING PUBLIC TRANSPORT

Public Bus

Buses	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card	Trip Planner	Operator
47	7	234	OMR 0.2	4.2 mn/yr	6.4 mn vkm/yr	Planned	Planned	Mwasalat

Taxi (red)

Taxis	Min. Fare	Trips	Operator
290	OMR 1	88,630[4]	Mwasalat[5]

Taxi (orange/white)

Taxis	Operator
20,000	Small companies & Individuals

New Mobility Services

Ride-hailing

Provider
Careem

Marhaba Taxi (blue) also provides taxi services in Muscat

Current Mwasalat bus network[6]

URBAN PROJECTS

Bus Lanes Project

Project Owner	Status
MOTC, Mwasalat	Tender launched in Q2 2018

Source: [4]January-May 2018 | [5]Since 12/12/2017 | [6]Mwasalat

QATAR

2.64 mn *(2017)*
Population[1]

99% *(2017)*
Urban Population[1] *(of total)*

2.7% *(2017)*
Annual Urban Population Growth[1]

1.6% *(2017)*
Annual GDP Growth[1]

USD 128,378 *(2017)*
GDP pC *(PPP; current int'l USD)*[1]

13.1% *(2012-2013)*
Avg. Annual HH Expenditure on Transport[2]

QAR 1 = USD 0.27
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

650,000 *(2014)*
Passenger Cars[4]

293 *(2014)*
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGY

Qatar National Master Plan (QNMP)

Developed by: Ministry of Municipality and Environment

Timeline: 2030

Mobility-related objective: By 2020, the State of Qatar will have the most accessible, efficient, safe, and technologically advanced transport network in the world.

AUTHORITIES

Ministry of Municipality and Environment (MME)
Responsible for all issues concerning urban planning including the maintenance of local roads

Ministry of Transport and Communications (MoTC)
MoTC is the transport planning authority of Qatar. In that, it oversees projects and programs that aim to build a sustainable land, maritime and aviation transport system.

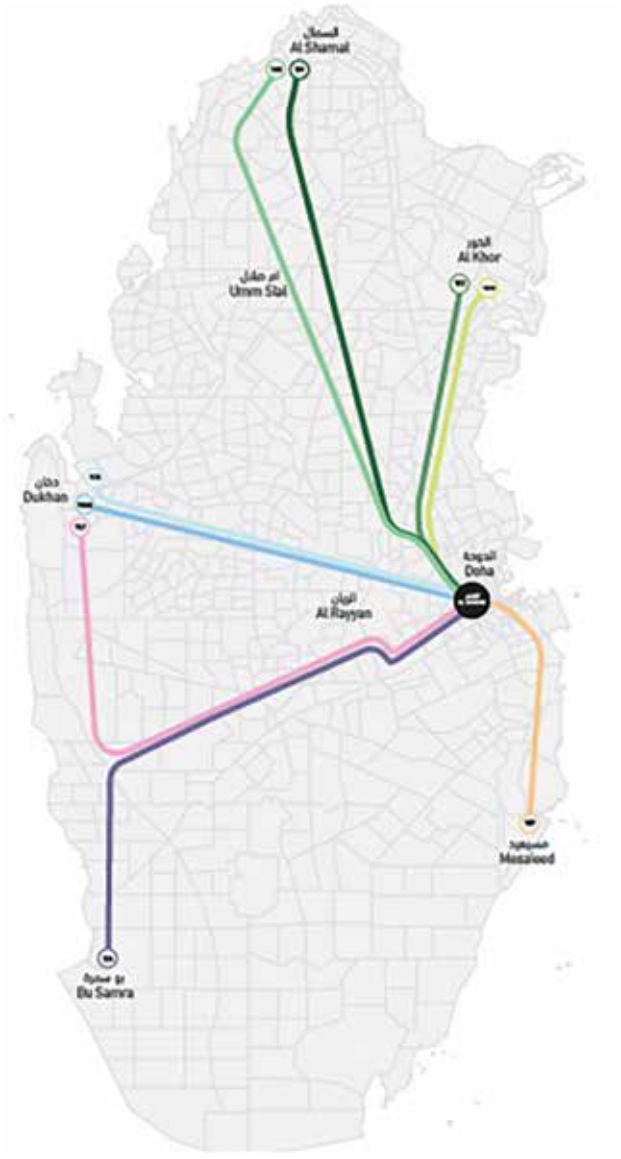
Ministry of Public Works (Ashghal)
Established in 2004, the Public Works Authority (Ashghal) is responsible for the planning, design, procurement, construction, delivery, and asset management of all infrastructure projects and public buildings in Qatar.

Source: [1]World Bank | [2]MDPS | [3]XE.com, August 2018 | [4]OICA | [5]Calculated based on 2014 population of 2.2 mn mn (World Bank)

INTERCITY BUS SERVICES

Buses	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
51	11	442	QAR 2.5	2.13 mn/yr	Karwa smart card	Mowasalat

Intercity bus network[6]



NATIONAL PROJECTS

Long Distance Rail (GCC Rail Project)

Length	Lines	Status	Project Owner
350 km	5	Planned	Qatar Rail

Source: [6]MOTC, 2016

QATAR / DOHA (GREATER)

718,000 *(2015)*
Population[1]

4,345 inh./km² *(2015)*
Density[2]

--
Passenger Cars

--
Car Ownership rate
(Passenger cars/1,000 population)

Metro station in Doha

Copyright: Qatar Rail

MODAL SPLIT

All Trips, 2016[3]

• Walking • Public Transport • Private Bus (Company & School Bus) • Taxi • Private Car

EXISTING PUBLIC TRANSPORT

Intercity Bus[3]

Buses	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
51	11	442	QAR 2.5	2.13 mn/yr	Karwa	Mowasalat

Urban & Suburban Bus[3]

Buses	Lines	Stops	Ridership	Smart Card	Operator
558	40	2,218	12.6 mn/yr	Karwa	Mowasalat

Taxi[3]

Taxis	Min. Fare	Operator
4,000	QAR 10	Mowasalat

New Mobility Services

Ride-hailing

Provider
Uber, Careem

Traffic Crowd-Sourcing

Provider
iTraffic (Masarak)

Source: [1]UN DESA | [2]Doha Municipality | [3]MOTC, 2016

URBAN PROJECTS

Electric Buses

Operator	Funding	Status	Project Owner
Mowasalat	KAWAMAA	Pilot in Q3 2018	MOTC

Doha Driverless Metro - Phase 1

Trains	Length	Lines	Stops	Status	Project Owner
75	75 km	3	37	Soft opening in Q4 2018	Qatar Rail

Awarded Contracts
Rolling stock: Mitsubishi Corporation and Kinki Sharyo
Communications: Thales
O&M: RKH Qitarat (RATP Dev-Keolis 49%/Hamad Group 51% JV)

Lusail Tram

Trains	Length	Lines	Stops	Project Owner
28	18 km	4	25	Qatar Rail

Awarded Contracts
Rolling stock: Alstom Citadis
Construction: Qatari Diar Vinci Construction & Alstom consortium
Communications: Thales
O&M: RKH Qitarat (RATP Dev-Keolis /Hamad Group JV)

Doha Education City Automated People Mover

Length	Lines	Status	Budget	Project Owner
12 km	1	Construction	USD 412 mn	Qatar Rail

Planned metro network (Phase 1)[4]

Doha Westbay Automated People Mover

Length	Lines	Stops	Status	Budget	Project Owner
11 km	1	16	On hold	USD 2.5 bn	Qatar Rail

Source: [4]Qatar Rail, 2016

SAUDI ARABIA

32.56 mn *(2017)*
Population[1]

83% *(2016)*
Urban Population[2] *(of total)*

2.5% *(2016)*
Annual Urban Population Growth[2]

1.7% *(2016)*
Annual GDP Growth[2]

USD 54,417 *(2016)*
GDP pC *(PPP; current int'l USD)*[2]

9.15% *(2012-2013)*
Avg. Annual HH Expenditure on Transport[1]

SAR 1 = USD 0.27
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

9.84 mn *(2015)*
Passenger Cars[1]

312 *(2015)*
Car Ownership Rate[4]
(passenger cars/1,000 persons)

STRATEGY

Saudi Vision 2030

Developed by: Council of Economic and Development Affairs

Timeline: 2016-2030

Vision: A vibrant society: A society in which all enjoy a good quality of life, a healthy lifestyle and an attractive living environment.

Objectives:
- Enhance the quality of life for all and meet the needs and requirements of citizens
- Ensure high quality services such as water, electricity, public transport and roads are properly provided

Saudi Energy Efficiency Program

Developed by: Saudi Energy Efficiency Center

Timeline: 2012-2032

Objectives:
- Obliging vehicle suppliers to provide information on vehicle's fuel consumption
- Creating a national database, and asking governmental organisations to buy fuel efficient vehicles
- Accelerate replacing old vehicles with new more competent ones
- Efficiency standards of vehicle's fuel consumption shall be imposed on all new passenger transporters
- Studying the possibility of establishing a reward and punishment system to encourage the consumers to choose more competent cars.

AUTHORITIES

Ministry of Transport (MoT)
MoT works on the study, design and implementation of road works and the organisation and development of land, sea and air transport services within the Kingdom.

Public Transport Authority (PTA)
Established in 2012, the PTA regulates and supervises public transport services for passengers within cities.

Source: [1]General Authority for Statistics | [2]World Bank | [3]XE.com, September 2018 | [4]Calculated based on 2015 population of 31.6mn

INTERCITY BUS SERVICES

[5]

Buses	Lines	Stops	Ridership	Standard	Operator
1,482	272	311	5.75 mn/yr	Euro III	SAPTCO

INTERCITY TRAIN SERVICES

[6]

Length	Stops	Ridership	Operator
2,790 km	4	237,000/yr	SAR

[7]

Length	Stops	Ridership	Operator
773 km	4	1.48 mn/yr	SRO

NATIONAL PROJECTS

Haramain High Speed Rail

Trains	Length	Lines	Stops	Status	Project Owner
35	450 km	1	5	Soft Opening in Q3 2018	SRO

Awarded Contracts
Project management:t Scott Wilson Company (SAR 89.8 mn, 55 months)
Construction supervision works: Dar Al-Handasa
Consultants (Shair and Partners) & Getinsa JV (SAR 360 mn)

SAR Passenger Train
Extension To Al Jouf & Qurriyat

Lines	Stops	Status	Project Owner
1	2	Planned	SAR

Riyadh–Dammam High Speed Railway

Length	Lines	Project Owner	Awarded Contracts
480 km	1	SRO	Feasibility study: TPF, Consultrans & AIF

GCC Railway Network Project
Saudi Arabian Rail Network

Length	Status	Project Owner
695 km	Planned	MOT

Existing and planned national rail network[8]

Source: [5]SAPTCO, 2017 data | [6]SAR | [7]SRO | [8]Wikipedia/Maximilian Dorrbecker (Chumwa)

SAUDI ARABIA / RIYADH

6.49 mn *(2016)*
Population[1]

4,643 inh./km² *(2016)*
Density[2]

1,754,433 *(2016)*
Passenger Cars[1]

270
Car Ownership rate[2]
(Passenger cars/1,000 population)

Planned metro in Riyadh Copyright: ADA

STRATEGY

King Abdul Aziz Project for Riyadh Public Transport - The Comprehensive Public Transport Plan

Developed by: High Commission for the Development of Arriyadh (HCDR)

Timeline: 2022

Objective: To find comprehensive solutions to the traffic congestion problem in Riyadh City.

Implemented by: Public Transport Company (PTC) (formed by SAPTCO and RATP Dev)

Metropolitan Development Strategy for the ArRiyadh Region – MEDSTAR

Developed by: Arriyadh Development Authority (ADA)

Timeline: 2003-2023

Targets
- Riyadh road network future plan
- Traffic management plan
- Public transport plan

AUTHORITIES

High Commission for the Development of Riyadh (HCDR)

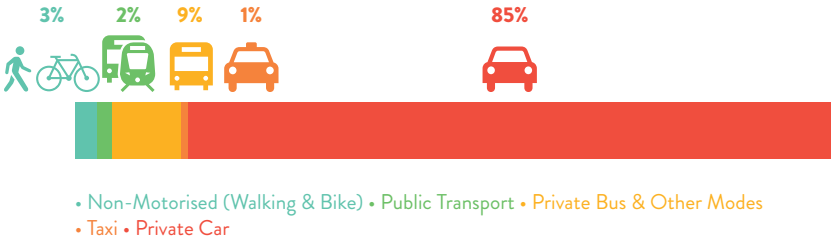
Established in 1974, HCDR is the organisational, planning, executive and coordinating body responsible for the development of Riyadh.

ArRiyadh Development Authority (ADA)

ADA is the HCDR's executive, technical and administrative arm, and is responsible for implementing the HCDR's organisational, planning, and coordinating decisions and missions.

MODAL SPLIT

All Trips, 2016[3]



Source: [1]ADA | [2]Calculated | [3]ADA, 2017

EXISTING PUBLIC TRANSPORT

Urban Bus[4]

Buses	Lines	Stops	Min. Fare	Ridership	Smart Card	Standard	Operator
137	6	72	SAR 2	1.69 mn/yr	SAPTCO card	Euro III	SAPTCO

New Mobility Services

Taxi

Trips	Operator
174,189/day (2016)	Small companies & individuals

Carsharing

Provider
eKar

Bikesharing

Provider
FlexxBike

Ride-hailing

Provider
Uber, Careem, Taxify

URBAN PROJECTS

Riyadh Driverless Metro

Length	Lines	Stops	Budget	Status	Project Owner
176 km	6	85	USD 23.9 bn	Construction	ADA

Awarded Contracts
Consulting & Design: Dar Al Handasah, Egis Rail, Busby Perkins & Will, Zaha Hadid, Gerber Architects, Omrania & Associates
Design & construction (L1, 2): BACS Consortium (Bechtel, Almabani General Contractors, Siemens, AECOM)
Design & construction (L4, 5, 6): FAST Consortium (FCC Construction, Freyssinet, Alstom, Atkins, Samsung, SETEC, Strukton Civiel, Tecnica y Proyectos)
Design & Construction (L3): Arriyadh New Mobility (ANM): Bombardier, Ansaldo, Impreglio, Larsen & Toubro, Nesma & Pertners, Hyder Consulting, IDOM, Worley Parsons Arabia
O&M (L 3,4,5, 6): FLOW Consortium (Ansaldo, Alstom, Ferrovie dello Stato Italiane) – 12 years;
O&M (L1, 2): Capital Metro Company (Camco) – SAPTCO & RATP Dev JV – 12 years

Riyadh Bus Network

Length	Stops	P+R	Status	Project Owner
1,850 km incl. 150km of 3 BRT lines	3,000	21	Construction	ADA

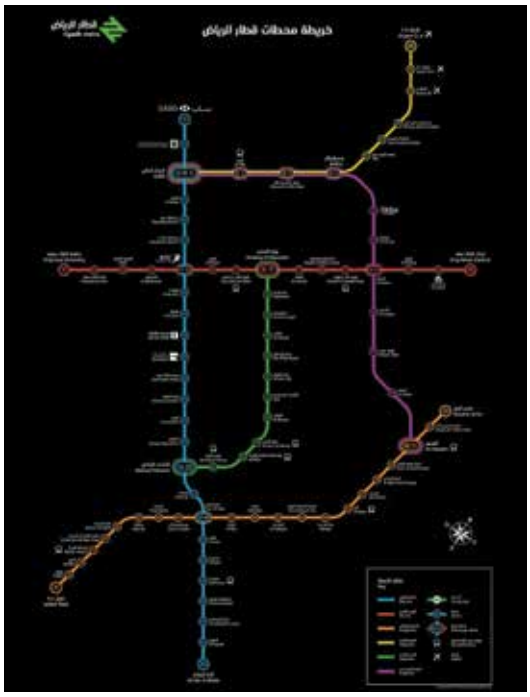
Awarded Contracts
Project management & consulting: A.T. Kearney, Dar Al Handasah
Construction & Design: Torok, El Seif Manwa,
Saudi Constructioneers Establishment, Yuksel Construction
O&M: Public Transport Company (SAPTCO & RATP)

King Abdullah Financial District (KAFD) – Monorail

Budget	Status	Project Owner
USD 241 mn	Planned	ADA, HCDR

Awarded Contracts
Consulting: KEO International Consultants
Construction: Saudi Oger, Freyssinet, Bombardier, Hill International

Planned Riyadh metro network[5]



Source: [4]SAPTCO, 2017 data | [5]ADA

SAUDI ARABIA / JEDDAH

3.98 mn *(2014)*
Population[1]

--
Density

2,525,660 *(2012)*
Passenger Cars[2]

735 *(2012)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

Jeddah Planned Metro station Copyright: JMC

STRATEGY

Jeddah Transportation Master Plan

Developed by: Jeddah Municipality

Vision: Improved quality of life & environmental quality through improving the quality of transport services, and the image of the city.

Targets

- Reduce the dependency on cars for mobility
- High-density, mixed-use areas
- Walkable streets and neighbourhoods
- Multiple transit choices
- Easy access to transit

Implemented by: Metro Jeddah Company (MJC)

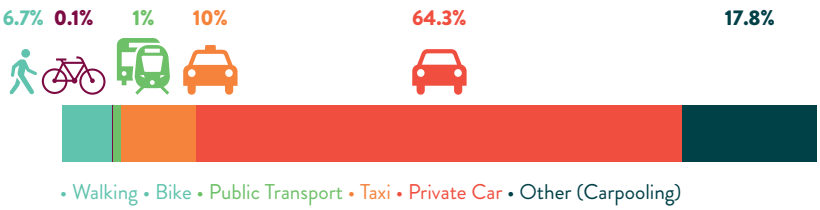
AUTHORITIES

Jeddah Municipality

The Jeddah Municipality is responsible for Jeddah's land use and transport planning, and owns the Metro Jeddah Company (MJC), which is responsible for implementing the Jeddah Transportation Master Plan.

MODAL SPLIT

All Trips, 2013[4]



Source: [1]General Authority for Statistics | [2]Jeddah Municipality (Al Joufie ET AL 2012A) | [3]Calculated based on 2012 population of 3.4 mn (CDSI) | [4]Jeddah Municipality, 2013

EXISTING PUBLIC TRANSPORT

Urban Bus[5]

Buses	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card	Standard	Operator
81	6	72	SAR 2	1.16 mn/yr	1.52mn vkm/yr	SAPTCO card	Euro III	SAPTCO

Taxi[6]

Trips	Operator
47,192	452 small companies & individuals

New Mobility Services

Ride-hailing

Provider
Uber, Careem

URBAN PROJECTS

Jeddah Public Transport Program

Status	Project Owner
Design & tender 30% complete	Jeddah Municipality, Jeddah Metro Company

Awarded Contracts
Architectural Design: Foster + Partners (2015-2016)
Engineering Design: Systra (2014-2016)
Pre-Program Management: AECOM (2014-2016)

Commuter Rail

Length	Lines	Stops
195 km	1	20

Driverless Metro

Length	Lines	Stops
161 km	4	71

Tram/ LRT

Length	Lines	Stops
54.9 km	4	59

Water Bus Network

Lines	Stops
4	18

Bus Network

Buses	Lines	Stops
486	25	564

BRT

Buses	Length	Lines	Stops
47	26 km	2	30

Existing bus network in Jeddah[5]

Source: [5]SAPTCO, 2017 data | [6]PTA, 2016

SAUDI ARABIA / MAKKAH

Makkah Metro

Copyright: Makkah Region Development Authority

1.7 mn *(2015)*
Population[1]

--
Density

--
Passenger Cars

--
Car Ownership rate
(Passenger cars/1,000 population)

STRATEGY

Makkah Vision

Developed by: HRH Prince Khaled Al Faisal (Governor of Makkah Region)

Vision: Transform Makkah to a uniquely modern, beautiful and vibrant city deeply rooted in its cultural and religious heritage that befits its historical and spiritual universal importance.

Obejectives:
Roughly double the capacity to accommodate both Umrah and Hajj visitors to around 15 million and 5 million respectively by 2020.

Makkah Public Transport Program (MPTP)

Developed by: Development Commission of Makkah and Mashaaer (DCOMM)

Timeline: 2012 - 2022

Obejectives: Address the travel needs of millions of people who come to Makkah each year to undertake Hajj and Umrah, in addition to its 1.7 million local residents.

Targets:
- 55% of Makkah's residents will be within 400 meters of a bus stop
- 90% of all high schools will be within a 10-minute walk from a bus stop

Implemented by: Makkah Mass Rail Transit (MMRT)

AUTHORITIES

High Commission for the Development of Makkah Al Mukarramah
The organisational, planning, executive and coordinating body responsible for the development of Makkah.

Makkah Region Development Authority (MRDA)
As part of the High Commission, MRDA promotes the growth and development mission through preparing, updating, and implementing the grand development projects approved by the Custodian of the Two Holy Mosques.

Source: [1]UN DESA |

EXISTING PUBLIC TRANSPORT

Urban Bus[2]

Buses*	Lines	Stops	Min. Fare	Ridership	Smart Card	Standard	Operator
36	10	Hail & Ride	SAR 2	5.3 mn/yr	SAPTCO card	Euro III	SAPTCO

*264 during Ramadan and Hajj season

Metro[3]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Smart Card	Operator
17	18 km	1	9	SAR 50	2 mn/yr	RFID cards in pilgrim wristbands	CRRC

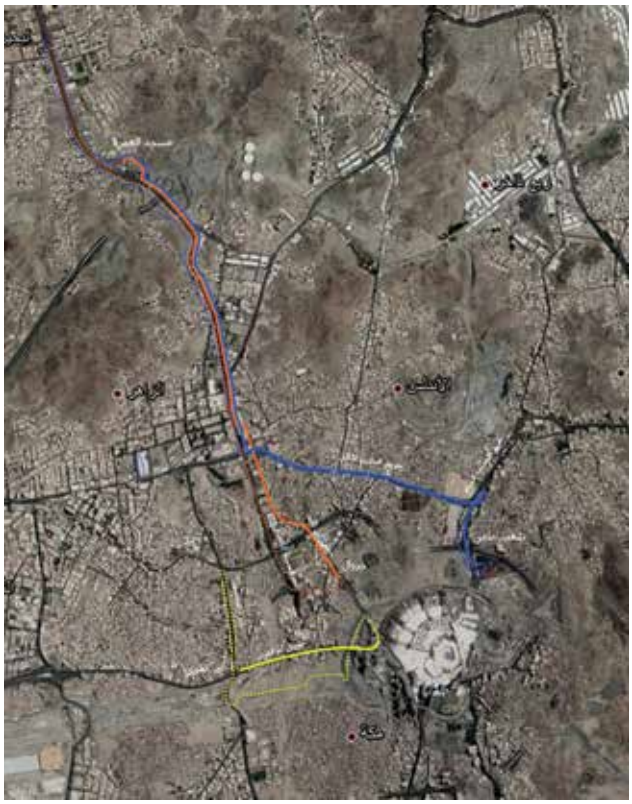
*Only operational during Hajj period

New Mobility Services

Ride-hailing

Provider
Uber, Careem

Existing bus network in Makkah[4]



URBAN PROJECTS

Makkah Public Transport Program

Length	Stops	Project Owner	Awarded Contracts
180 km	88	MMRT	Management: WSP

Source: [2]SAPTCO, 2017 data | [3]Makkah Region Development Authority, 2018 data | [4]SAPTCO

SAUDI ARABIA / MADINAH

SAPTCO buses in Madinah

1.1 mn *(2010)*
Population[1]

--
Density

210,909 *(2016)*
Passenger Cars[2]

--
Car Ownership rate
(Passenger cars/1,000 population)

STRATEGY

Madinah Vision 2040

Developed by: MDA

Timeline: 2040

Objectives:
Developing the city of Madinah, the second holiest city in the Muslim world, to meet the expectations of its permanent residents and visitors up to the planning horizon of 2040.

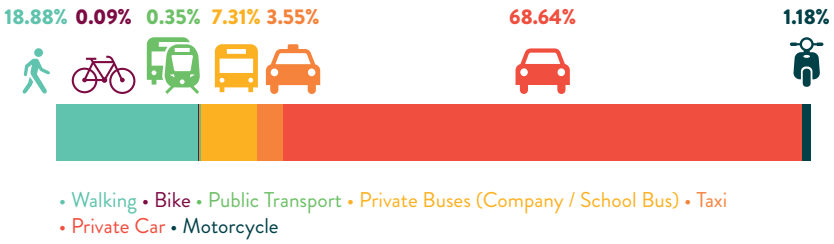
Mobility-related targets: Provide modern means of public transport within Madinah and connecting to the Holy Sites.

AUTHORITIES

Almadinah Al-Munawarah Development Authority (MDA)
Established in 2009, the authority is responsible for all development affairs of the Madinah region including developing and implementing development plans, and approved projects.

MODAL SPLIT

All trips, 2018[2]



Source: [1]GAS | [2]MDA

EXISTING PUBLIC TRANSPORT

Bus[3]

Buses	Lines	Min. Fare	Ridership	Mileage	Standard	Smart Card	Trip Planner	Operator
54	11	SAR 2	4.1 mn/yr	4.19 mn vkm/yr	Euro III	SAPTCO card	Madina Buses	SAPTCO

New Mobility Services

Ride-hailing

Provider
Uber, Careem

Current public bus stops in Madinah[4]

URBAN PROJECTS

Madinah Metro Phase 1

Length	Lines	Stops	Status	Project Owner
32 km	1	20	Preliminary Stage	MDA

Awarded Contracts
Feasibility study & preliminary design: Systra & Egis Group Consortium (SAR 81.9 mn)

Bus & BRT Project Phase 1

Length	Lines	Stops	Park & Ride	Status	Project Owner
BRT: 46.7 km	BRT: 2 Priority: 2 Feeder: 8	BRT: 28 Bus: 22	P+R 9	Preliminary Stage	MDA

Awarded Contracts
Engineering Design: Systra & Egis JV (SAR 18 mn, 2017-2018)

Source:[3]SAPTCO, 2017 data | [4]MDA

TURKEY

83.15 mn *(2019)*
Population[1]

92,3% *(2018)*
Urban Population[1] *(of total)*

1.99% *(2019)*
Annual Urban Population Growth[2]

2.8% *(2018)*
Annual GDP Growth[2]

USD 27,875 *(2019)*
GDP pC *(PPP; current int'l USD)*[2]

18.3% *(2017)*
Avg. Annual Expenditure on Transport[1]

TRY 1 = 0.13 USD
Currency Exchange Rate[3]

PRIVATE CAR OWNERSHIP

12,504,766 *(2019)*
Passenger Cars[4]

150 *(2019)*
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGY

2023 Strategic Plan

Developed by: Republic of Turkey Ministry of Transport and Infrastructure

Timeline: 2019-2023

Vision: To be an institution that provides fast access and safe transportation

Objectives: Balanced, accessible, economical, and safe with the understanding of services in transportation, maritime, communications and information technologies, as well as the quality of life of society to contribute to the development of the country.

NATIONAL INTELLIGENT TRANSPORTATION SYSTEMS ACTION PLAN

Developed by: Republic of Turkey Ministry of Transport and Infrastructure

Timeline: 2020-2023

Vision: Advanced information technologies and human and environmentally oriented transportation system in Turkey

Objectives: To create an intelligent transportation network that integrates all modes of transportation in the country, using current technologies with domestic and national resources, that is efficient, safe, innovative, dynamic, environmental, providing added value and sustainability.

AUTHORITIES

Ministry of Transport and Infrastructure

Ministry of Transport and Infrastructure, regulates land, maritime and rail transport by proposing new policies and regulations, formulating, and adopting legislations, and ensuring their regional integration.

Source: 1 TUIK | 2 World Bank | 3 XE.com, September 2020 | 4 TUIK | 5 Calculated based on 2019 population of 83.15 mn

NATIONAL PUBLIC TRANSPORT

Suburban & National Rail

Trains	Length	Lines	Ridership	Operator
952	12,803 km	23	100.5 mn/yr	TCDD

High Speed Rail Network

Trains	Lines	Operator
19	4	TCDD

NATIONAL PROJECTS

Railway Project (Ankara-Izmir)

Length	Status	Project Owner
624 km	Under Construction	TCDD-MOT

Railway Project (Ankara-Sivas)

Length	Status	Project Owner
405 km	Under Construction	TCDD-MOT

Railway Project (Ankara High Speed Train Maintenance Center)

Status	Project Owner
Under Construction	TCDD-MOT

Source: TCDD website and Ministry of Transport and Infrastructure website

TURKEY

Existing national rail network

Source: TCCD, 2019

EXISTING PUBLIC TRANSPORT

Ankara-Istanbul High Speed Rail

Length	Project Owner
513 km	TCDD-MOT

Ankara-Konya High Speed Rail

Length	Project Owner
212 km	TCDD-MOT

Konya-Istanbul High Speed Rail

Length	Project Owner
624 km	TCDD-MOT

Ankara-Eskisehir High Speed Rail

Length	Project Owner
282 km	TCDD-MOT

Source: TCDD website and Ministry of Transport and Infrastructure website

TURKEY / ISTANBUL

15.5 mn *(2019)*
Population[1]

2,987 inh./km² *(Mid 2019)*
Density[1]

2,889,968 *(2019)*
Passenger Cars[2]

186 *(2019)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

Public bus in Istanbul Copyright: İETT

STRATEGY

Strategic Plan

Developed by: Istanbul Metropolitan Municipality

Timeline: 2020- 2024

Objectives
•Developing urban transportation within the scope of sustainable mobility
•Increasing the network of urban rail and its share in public transportation
•Integration, accessibility and improving the quality in public transport
•Increasing the capacity of waterborne transportation and its share in public transportation
• Efficiently managing traffic by increasing intelligent transportation systems and transportation infrastructure applications
• New method for minimising infrastructure excavation slots - developing technology applications and integration in infrastructure management
• Strengthening and making road systems infrastructure sustainable

Istanbul Metropolitan Area Urban Mobility Master Plan

Developed by: Istanbul Metropolitan Municipality

Timeline: 2011- 2023

Vision: To minimise the damage to the environment from an ecological poin of view as well as socially dependent on the principle of social equality which is compatible with the historical and cultural identity of the city that has sustainable transportation, accessibility, comfort, security and reliability.

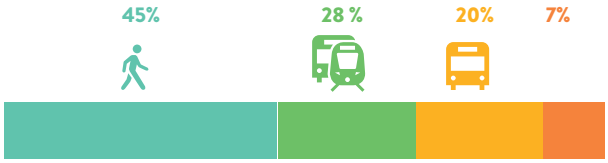
Objectives:
• Increasing urban accessibility and ensuring integration between different types of transport
• Achieving sustainable transportation system with the effective use of the transportation system
• Developing urban rail networks for fast and comfortable public transport system
• Creating a network infrastructure to support planned urban development
• Integrating between transport hubs
• Preserving historical and cultural assets on the historic peninsula

AUTHORITIES

Istanbul Metropolitan Municipality

Istanbul Metropolitan Municipality, which was formed in 1984, is responsible for all aspects of urban transport and traffic management within its borders.

MODAL SPLIT[3]



• Walking • Public Transport • Private Buses (Company / School Bus)
•Others

Source: 1 TUIK | 2 Istanbul Metropolitan Municipality |
3 Istanbul Metropolitan Municipality Transport Report 2017

EXISTING PUBLIC TRANSPORT

Bus

Buses	Min. Fare	Ridership	Smart Card	Trip Planner	Operator
6169	3,50 TL	1,36 bn/yr	Istanbulkart	Mobiett - Metro Istanbul -IBB	IETT Otobus A.S. Privately Owned Public Bus

BRT System

Buses	Stops	Operator
610	45	Metrobus (IETT)

Taxi

Taxis	Min. Fare	Operator
17,395	TRY 13	Privately Owned

Istanbul Automated Metro (M5)

Length	Lines	Stops	Operator
18,5 Km	1	16	Metro Istanbul

Waterborne Transport

Motor Boat	Operator
393	Dentur and other cooperatives

Ferry	Operator
28	Sehir Hatlari

Sea Bus	Operator
52	IDO

Urban Rail

Length	Lines	Stops	Operator
233,05 Km	13	16	Metro Istanbul

Metro

Trains	Length	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card	Operator
727	133,69 km	8	104	TRY 3,50	497,8 mn/yr	82,9 mn vkm/yr	Istanbul Kart	Metro Istanbul

Suburban Rail (Marmaray)

Trains	Length	Lines	Stops	Min. Fare	Smart Card	Operator
24	76,6 km	1	43	TRY 3.50	Istanbul Kart	TCDD Taşımacılık AS

Source: Istanbul Metropolitan Municipality, IETT Website, Metro Istanbul

EXISTING PUBLIC TRANSPORT

Minibuses

Minibuses: 6460

Min. Fare: TRY 2,50

Operator: Individually Owned

Shared Taxi Minibus

Shared Taxi Minibus: 572

Min. Fare: TRY 3,50

Operator: Individually Owned

Shuttle (Staff - School)

Shuttle: 66,269

Operator: Individually Owned

Cable Car

Cable Car: 0,3 km + 0,384 km

Min. Fare: TRY 3,50

Operator: Metro Istanbul

Funicular (F1)

Funicular: 0,64 km

Min. Fare: TRY 3,50

Operator: Metro Istanbul

Funicular (F2)

Funicular: 0,57 km

Min. Fare: TRY 3,50

Operator: IETT

New Mobility Services

Bikesharing

Providers: Isbike

Bikes: 1500

Trip Planner: Mobiett, Metro Istanbul, IBB

Ride-hailing

Provider: Bitaksi & iTaksi

Carpooling

Providers: Bla bla car

Carsharing

Provider: Moov - ZIP Car - Yoyo

E-Scooter Sharing

Provider: Martı - Bin Bin

Source: Istanbul Metropolitan Municipality, IETT Website, Metro Istanbul

URBAN PROJECTS

Istanbul Metropolitan Municipality, Directorate of Public Transportation Services

Project: Transition to Automated Fare Collection (Istanbulkart) in Minibuses

Within the scope of the Integration of Public Transportation Systems, works have been initiated on the integration of Istanbul cards, line and route optimisation of minibuses in order to improve the minibuses and to harmonise them with other public transportation systems and to solve the existing problems. With the Istanbulkart application; minibuses will be able to travel uninterruptedly without cash, real travel data will be available in public transportation, and transportation investments will be directed correctly. In this context, in the first place; With the decision dated 25 June 2020, it was decided that the A15 Topkapi-Hamza Yerlikaya-Arnavutkoy Central-Neighborhoods minibus line will switch to the Istanbulkart system of 20 vehicles that will operate on the Viaport / Venezia-Hadimkoy route.

Project: Taxi Transport Regulation

Taxi Transport Arrangement
It is planned to move to the "New Taxi System" in Istanbul;
- Vehicle operation in a way to feed the main public transportation lines,
- Increasing the quality,
- Improving driver personal rights,
- Calling a taxi through the mobile application,
- Istanbulkart, credit card, online and QR code payments,
- It is aimed to use electric vehicles in the medium term.

URBAN rail under construction due to finish by:

2020	**Length**
• Bogazici U. / Hisarustu Asiyan – Funicular Line	0,80 km
• Kabatas - Besiktas - Mecidiyekoy - Mahmutbey Metro Line	18 km
• Eminonu - Eyupsultan - Alibeykoy (Halic) Tram Line	10,10 km
• Dudullu - Bostanci Metro Line	14,30 km
2021	
• Sabiha Gokcen Airport - Tavsantepe Metro Line	7.40 km
• Kabatas - Besiktas - Mecidiyekoy - Mahmutbey Metro Line	6,50 km
• Atakoy - Basin Ekspres - Ikitelli Metro Line	13 km
• Gayrettepe - Kemerburgaz - Istanbul Airport Metro Line	37,50 km
• Basaksehir - Kayasehir Metro Line	6,20 km
2022	
• Mahmutbey - Bahcesehir - Esenyurt Metro Line	18,50 km
• Bakirkoy IDO - Bagcilar Kirazli Metro Line	8,90 km
• Bagcilar - Kirazli - Kucukcekmece Halkali Metro Line	9,70 km
• Cekmekoy - Sancaktepe - Sultanbeyli Metro Line	10,90 km
• Hastane - Sarigazi - Cekmekoy Tasdelen - Yenidogan Metro Line	6,90 km
• Tavsantepe - Tuzla Metro Line	7,90 km
• Pendik Merkez - Kaynarca Metro Line	5,10 km
• Goztepe - Atasehir - Umraniye Metro Line	13 km
• Halkali - Arnavutkoy - Istanbul Airport Metro Line	27 km

Planned:

2023	
• Incirli - Gayrettepe - Sogutlucesme Metro Line	31 km
• Sefakoy - Avcilar - Esenyurt - Beylikduzu - Buyukcekmece (TUYAP) Metro Line	18 km
• Yenikapi - Incirli - Sefakoy Metro Line	14,20 km

Source: Istanbul Metropolitan Municipality, IETT Website, Metro Istanbul

URBAN PROJECTS

After 2023

Metro:	Length
• Altunizade - Camlica Metro	3,60 km
• Vezneciler - Sultangazi - Fenertepe Metro	23,70 km
• Sultanbeyli - Kurtkoy Metro	5,40 km
• Kurtkoy - Sabiha Gokcen Airport Metro	6 km
• Sancaktepe Hastane - IMES - Yenisehir Metro	9 km
• Istinye - ITU - Ayazaga - Kagithane Metro	12,70 km
• Haciosman - Cayirbasi Metro	2,70 km
• Tersane - Tuzla Merkez Metro	3,70 km
• Seyrantepe - Kagithane - Alibeykoy Metro	6,70 km
• Bahcelievler - Bagcilar - Esenler - Sultangazi Metro	20,90 km
• Altunizade - Atasehir - Sancaktepe - Sultanbeyli - Sabiha Gokcen Airport Metro	27,30 km
• Sefakoy - Halkali - Basaksehir Metro	15,50 km
• Zeytinburnu - Kadikoy Metro	40,30 km
• Avcilar - Beylikduzu - Esenyurt Metro	32 km
• Buyukcekmece (Tuyap) - Silivri Metro	36,05 km
• Kartaltepe - Esenler Rezerv Metro	3,70 km
• Kayasehir - Fenertepe Metro	4 km

Cable Car:	Length
• Sultanbeyli Golet - Aydos Cable Car	1,80 km
• Beykoz Sultaniye Parki - Karlitepe Cable Car	1,50 km
• D 100 - Yakacik - Aydos Cable Car	3 km
• Buyukcekmece Sahil - Tuyap Cable Car	2,10 km
• Kayisdagi Cable Car	2,10 km
• Kinaliada Cable Car	0,80 km
• Buyukada Sahil - Ayayorgi Cable Car	2,80 km
• Miniaturk - Alibeykoy Cable Car	2,90 km
• Yesilpinar - Gaziosmanpasa - Rami - Cable Car	4,10 km
• Yavuz Selim - Kasimpasa Cable Car	1,60 km
• Beykoz Cayiri - Hz. Yusa Tepesi Cable Car	2,50 km
• Eyupsultan - Piyer Loti - Miniaturk Cable Car	2 km

LRT & Tram:	Length
• Basaksehir - Kayasehir - Olimpiyat Tram	16,80 km
• Sirinevler - Mahmutbey (Tavukcu Deresi) Tram	7,80 km
• Alibeykoy - Sultangazi - Kucukkoy Tram	4,50 km
• Eyupsultan - Bayrampasa Tram	3,10 km
• Esenler Historical Tram	2,20 km
• Uskudar - Harem Historical Tram	3,30 km
• Habibler - Tepeustu Tram	3,20 km

URBAN PROJECTS

LRT & Tram:	Length
• Firuzkoy - Hadimkoy LRT	20,40 km
• Sishane - Seyrantepe LRT	12,20 km
• Besiktas - Sariyer LRT	22,40 km
• Uskudar - Beykoz LRT	20 km
• Sabiha Gokcen Airport - Tuzla (O.S.B) LRT	12,20 km
• Halkali - Bahcesehir - Catalca LRT	33 km
• Arnavutkoy - Rezerv Yapi Alani LRT	32,90 km

Funicular:	Length
• Maltepe - Yavuz Selim Parki Funicular	0,70 km
• Avcilar Sahil - Istanbul Universitesi Funicular	1,60 km

Istanbul Urban Rail Map

Source: Istanbul Metropolitan Municipality, IETT Website, Metro Istanbul

TURKEY / ANKARA

5,639,076 mn *(2019)*
Population[1]

25,632 inh./km² *(Mid 2019)*
Density[1]

1,489,336 *(2019)*
Passenger Cars[1]

264 *(2019)*
Car Ownership rate[1]
(Passenger cars/1,000 population)

Public bus in Ankara

Copyright: EGO

STRATEGY

Strategic Plan

Developed by: Ankara Metropolitan Municipality

Timeline: 2020- 2024

Objectives
Ensuring the continuity of transportation services and strengthening the infrastructure planning, regulation, traffic control and coordination of urban transportation services.

MODAL SPLIT

• Public Transport • Private Buses (Company / School Bus) • Taxi
• Private Car

AUTHORITIES

Ankara Metropolitan Municipality

About:
Ankara Metropolitan Municipality, transporation department is the authority responsible for the planning, implementation and supervision of public transport services and projects within Ankara metropolitan area.

OTHER PROJECT

Public Transport Route and Business Optimization Project:

Implemented by the EGO General Directorate. The $ 2.5 million project will be financed by the American Trade and Development Agency (USTDA) and SAS.

Objective:
- Automatic rescheduling with using artificial intelligence
- Routes, journeys
- Bus and driver assignments
- Cost priorities, travel time priorities
- Dead mileage
- Distribution of service quality by day and time

Source: 1 TUIK | 2 harita.gov.tr

EXISTING PUBLIC TRANSPORT

Urban Bus

Buses	Min. Fare	Smart Card	Trip Planner	Operator
1,909	TRY 3,25	Ankara Card	EGO Cepte	EGO

Taxi

Taxis	Min. Fare	Operator
7701	TRY 8	Individually Owned

Minibuses

Minibuses	Min. Fare	Operator
2,231	TRY 3,50	Individually Owned

Metro

Length	Stops	Project Owner
64.3 Km	54	EGO

Cable Car

Cable Car	Lines	Stops	Operator
3.5 km	1	4	EGO

Suburban Rail

Length	Lines	Stops	Project Owner
36 Km	1	24	TCDD

New Mobility Services

Trip Planner	Ride-hailing	Carpooling
Providers	Providers	App
EGO Cepte	Bitaksi	Bla Bla Car

URBAN PROJECTS

Urban rail project:	Lenght	Station
• Kecioren Kuyubası - High speed rail station and urban rail system	11,2 km	5
• Yıldırım Beyazıt University – Cubuk urban rail system connection	16 km	5
• High speed rail station – Etlik City Hospital - Forum Ankara rail system connection	12 km	7

Source: Ankara Metropolitan Municipality, Ankara Metro, EGO, Ankaray

TURKEY / GAZIANTEP

2,069,334 mn *(2019)*
Population[1]

303 inh./km² *(Mid 2019)*
Density[1]

233,286 *(2019)*
Passenger Cars[1]

113 *(2019)*
Car Ownership rate[1]
(Passenger cars/1,000 population)

Pubic bus in Gaziantep

Copyright: Gaziulas

STRATEGY

Gaziantep Metropolitan Area Urban Mobility Master Plan

Developed by: Gaziantep Metropolitan Municipality

Timeline: 2020- 2030

Objectives
To improve the comfort level in transportation for the people of Gaziantep, to evaluate the urban mobility with an environmentalist approach, to produce solutions to the macro and micro problems and to create sustainable solutions by using resources efficiently.

AUTHORITIES

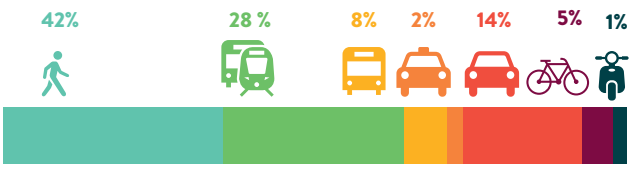
Gaziantep Metropolitan Municipality

Gaziantep Metropolitan Municipality, transport department is responsible for all aspects of urban transport and traffic management within its borders.

Gaziray Project

Source: Gaziantep Metropolitan Municipality

MODAL SPLIT



• Walking • Public Transport • Private Buses (Company / School Bus) • Taxi
• Private Car • Bicycle • Motorcycle

Source: 1 TUIK

EXISTING PUBLIC TRANSPORT

Urban Bus

Buses	Min. Fare	Smart Card	Operator
881	TRY 2,85	Gaziantep Card	Gaziulas

Tram

Length	Lines	Daily average passenger
22km	3	61,452

Gaziantep Metro Project Source: Gaziantep Metropolitan Municipality

New Mobility Services

Trip Planner	Bikesharing	Carpooling
Providers	Providers	App
Gaziantep Card	Gazibis	Bla Bla Car

Gaziantep Metro Project Map Source: Gaziantep Metropolitan Municipality

URBAN PROJECTS

Suburban Line:
2020/2021
GAZIRAY project is underway, linking the Gaziantep Organised Industrial Zone with the Small Industrial Zone with a 26 km long suburban line. Within the scope of the Gaziray project; the 26-kilometer route will be built in 4 lines. There will be 16 suburban stops on the route.

Planned:
2030:
Bicycle network: 186 km
Urban rail network: 105 km

Source: Gaziantep Metropolitan Municipality

TURKEY / SANLIURFA

2.000.031 mn *(2020)*
Population[1]

106.583 inh./km² *(Mid 2019)*
Density[1]

253.375 *(2019)*
Passenger Cars[2]

122 *(2019)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

Pubic bus in Sanliurfa

Copyright: Sanliurfa Metropolitan Municipality

STRATEGY

Strategic Plan

Developed by: Sanliurfa Metropolitan Municipality

Timeline: 2020- 2024

Vision:
With our deep-rooted history and ancient civilization; to revive the cities' imagination for our people civilization by creating a city with identity and personality; to be a recognised municipality that makes a name in the world by emphasizing the religious and historical identity of our city.

Objectives
Within the framework of planned development, aesthetic transformation, functional change; To provide exemplary municipal services with an approach that is progressive in investment and participatory in management.

AUTHORITIES

Sanliurfa Metropolitan Municipality

Sanliurfa Metropolitan Municipality, transport department is responsible for all aspects of urban transport and traffic management within its borders.

Sanliurfa Metropolitan Area Urban Mobility Master Plan

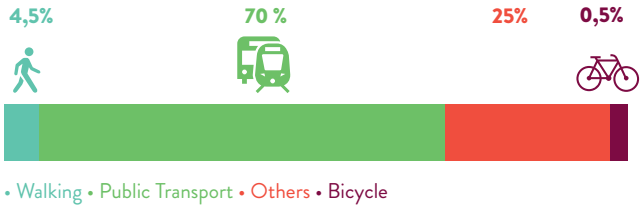
Developed by: Sanliurfa Metropolitan Municipality

Timeline: 2023-2030

Vision:
A long term vision for desirable accessibility and mobility patterns for people and goods in the city to provide, safe, secure, efficient, reliable, seamless connectivity that supports and enhances economic, social and environmental sustainability.

Objectives:
a) To understand current travel characteristics and forecast travel demand for the planning
b) To estimate CO_2 emission from urban transport based on the travel demand and technological choices;
c) To integrate transport options with land use structure and planned regional development and create alternative scenarios for achieving low carbon mobility.
d) To work out the mobility plan which is economically, socially, environmentally and technologically sustainable and climate resilient to achieve the goal of low carbon and inclusive transport incorporating development plans and master plans
e) To suggest implementation programmes for successful execution of the selected interventions.

MODAL SPLIT



Source: 1 TUIK | 2 Sanliurfa Metropolitan Municipality

EXISTING PUBLIC TRANSPORT

Urban Bus

Buses	Min. Fare	Operator
350	TRY 2.25	Belsan

Rural Bus

Rural Buses	Min. Fare	Operator
956	TRY 6.60-28.00	Individually Owned

Midibuses

Midibuses	Min. Fare
201	TRY 2,25

Operator: Individually Owned

Minibuses

Minibuses	Min. Fare
27	TRY 2,25

Operator: Individually Owned

Taxi

Taxis	Min. Fare
450	TRY 8

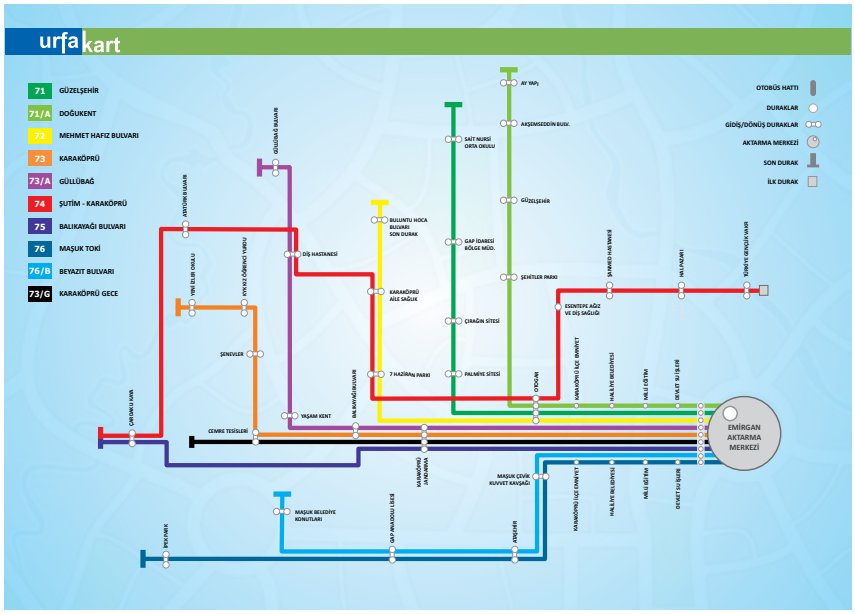
Operator: Individually Owned

New Mobility Services

Trip Planner

Providers

Urfa Kart
Urfa Ulasim Mobil App



Public Transport Project

Source: Sanliurfa Metropolitan Municipality

URBAN PROJECTS

Public Transport Projects:

Under construction: 3.5km troyllebus project

Planned: Urban rail project (15 km LRT)

Bicycle network: 25km

Source: Sanliurfa Metropolitan Municipality

TURKEY / KAYSERI

1.390.000 mn *(2019)*
Population[1]

80,8 inh./km² *(Mid 2019)*
Density[1]

205.468 *(2019)*
Passenger Cars[2]

147,8 *(2019)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

Pubic bus in Kayseri Copyright: Kayseri Metropolitan Municipality

STRATEGY

Strategic Plan

Developed by: Kayseri Metropolitan Municipality

Timeline: 2020- 2024

Vision:
Reinforcing recognised branded city image with the understanding of "Kayseri Model Municipality", which breaks grounds in municipalism.

Objectives
• Compatible with the natural, historical, and cultural heritage of our city; To create a planned livable city that guides its social, economic and physical development by protecting nature.
• To provide fast, safe, environmentally friendly and economical transport services.
• Meeting the needs and expectations of the citizens in accordance with the requirements of modern life and to protect the sustainable environment for livable spaces.
• To raise the socio-economic level by supporting agriculture by making infrastructure and superstructure investments in rural areas.
• To make Kayseri a center of attraction in cultural and social fields by strengthening its identity as a city of history and culture.
• To provide services that meet the needs of health, social services and social assistance in order to increase the quality of life.
• To increase inspection and control activities aimed at ensuring the well-being, peace, health and confidence of our citizens; to improve the quality of urban life.
• Developing disaster management and emergency response capacity.
• To increase the quality of life by using information and smart urban technologies.
• To ensure institutional capacity development for fast and quality service delivery.

Kayseri Metropolitan Area Urban Mobility Master Plan

Developed by: Kayseri Metropolitan Municipality

Timeline: 2030

Objectives:
• Transport and Land Use Integration
• Accessibility and Mobility
• Sustainability
• Health and safety
• Type change in transportation

Source: 1 TUIK | 2 Kayseri Metropolitan Municipality

AUTHORITIES

Kayseri Metropolitan Municipality
Kayseri Metropolitan Municipality, transport department is responsible for all aspects of urban transport and traffic management within its borders.

EXISTING PUBLIC TRANSPORT

Urban Public Bus

Buses	Min. Fare	Operator
657	TRY 3.00	Kayseri Ulasim Privately Owned Public Bus

Minibuses

Minibuses	Min. Fare	Operator
180	TRY 3,25	Individually Owned

Urban Rail

Length	Lines	Ridership	Operator
34 km	2	40 mn/yr	Kayseri Ulasim

Taxi

Taxis	Min. Fare
783	TRY 8

Operator: Individually Owned

Shuttle

Minibuses	Operator
3118	Individually Owned

New Mobility Services

Trip Planner	Carsharing	Bikesharing
Providers	Providers	Providers
Kayseri Mobil Ulasım App	Bla Bla Car	KAYBİS

URBAN PROJECTS

Public Transport Projects: 2

Under construction: 2 (T3-T4)

Planned:

Urban Rail System (T3) 7,07 KM
Urban Rail System (T4) 5,20 KM

Source: Kayseri Metropolitan Municipality, Kayseri Ulasim AS

UNITED ARAB EMIRATES

9.27mn *(2016)*
Population[1]

86% *(2016)*
Urban Population[1] *(of total)*

1.6% *(2016)*
Annual Urban Population Growth[1]

3% *(2016)*
Annual GDP Growth[1]

USD 72,400 *(2016)*
GDP pC *(PPP; current int'l USD)*[1]

--
Avg. Annual HH Expenditure on Transport

AED 1 = USD 0.27
Currency Exchange Rate[2]

PRIVATE CAR OWNERSHIP

2,791,996 *(2015)*
Passenger Cars[3]

305 *(2015)*
Car Ownership Rate[4]
(passenger cars/1,000 persons)

STRATEGY

Vision 2021 National Agenda

Developed by: UAE Government

Timeline: 2012-2021

Vision: Sustainable environment and infrastructure

Objective
Ensure sustainable development while preserving the environment, and to achieve a perfect balance between economic and social development.

Target
In terms of Quality of Overall Infrastructure (such as transport, electricity and telephone lines), which is measured by the World Economic Forum's Global Competitiveness Report, the UAE wants to raise its international ranking from 4 to 1 by 2021.

Green Growth Strategy

Objective: Improve fuel economy and reduce local air pollution.

Targets
- Improve the emission standards for new motor vehicles, in accordance with European emission standards, as well as through the introduction of standard labels.
- Introduce comprehensive regulations for electric vehicles, so as to facilitate their uptake domestically.

AUTHORITIES

Federal Transport Authority – Land and Maritime (FTA)

The FTA regulates land, maritime and rail transport by proposing new policies and regulations, formulating and adopting legislations, and insuring their regional integration.

Source: [1]World Bank | [2]XE.com, September 2018 | [3]Ministry of Interior | [4]Calculated based on 2015 population of 9.16mn (UN DESA)

INTERCITY BUS SERVICES

From Abu Dhabi[3]

Buses	Lines	Stops	Min. Fare	Ridership	Mileage	Fuel Economy	Standard	Smart Card	Trip Planner	Operator
38 (PVR)	10	128	AED 20	850,000/yr	13 mn vkm/yr	30l/ 100km	Euro IV	Hafilat	Darb	City Transport; Al Dhafra Transport

From Dubai[4]

Buses	Lines	Stops	Min. Fare	Ridership	Mileage	Fuel Economy	Standard	Smart Card	Trip Planner	Operator
127	12	158	AED 10	12.5 mn/yr	20.8 mn vkm/yr	60l/ 100km	Euro IV & V	Nol Card	S'Hail, Wojhati	RTA

From Sharjah[5]

Buses	Lines	Stops	Min. Fare	Ridership	Mileage	Operator
111	10	291	AED 5	7.2mn/yr	16 mn vkm/yr	SRTA

From Ajman

Buses	Lines	Stops	Min. Fare	Ridership	Fuel Economy	Standard	Smart Card	Operator
21	6	6	AED 5	684,637/yr	50l/ 100km	Euro III	Massar	APTC

Source: 3DoT, 2017 data | [4]RTA; 2017 data | [5]SRTA; 2017 data

UAE / ABU DHABI

1.8 mn *(2016)*
Population[1]

164.2 inh./km² *(Mid 2016)*
Density[1]

624,672 *(2015)*
Passenger Cars[2]

519 *(2015)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

Pubic bus in Abu Dhabi Copyright: DoT

STRATEGY

Plan Abu Dhabi 2030: Urban Structure Framework Plan (Plan 2030)

Developed by: Abu Dhabi Urban Planning Council (UPC)

Timeline: 2007 - 2030

Objectives
Connectivity: a multi-layered transport network to connect the downtown core with new growth nodes and the developed islands.

Target: Shift 25% of government vehicle fleets to compressed natural gas.

Capital Surface Transport Master Plan

Developed by: Department of Transport of Abu Dhabi

Timeline: 2017 - 2030

Vision
A world-leading transport system that meets the needs of residents, visitors, and businesses in the most efficient, safe, attractive, reliable, and environmentally sustainable way

Objective
Deliver a world class, sustainable transport system that supports Abu Dhabi's economic, social and cultural, and environmental goals.

Targets
An integrated system of transport services including regional rail, metro rail, trams.

AUTHORITIES

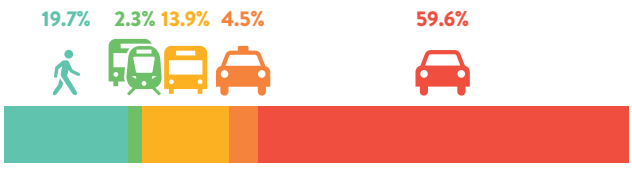
Abu Dhabi Urban Planning Council (UPC)
The UPC forms the strategic planning agency for the Emirate of Abu Dhabi, which is responsible for land uses, including transport and infrastructure systems.

Department of Transport (DoT)
- Covering aviation, maritime, public transport and highways and the road sector, DoT is responsible for regulating, planning and developing the transport sector of the Emirate of Abu Dhabi.
- MAWAQIF is a division of DoT, which is assigned to manage and regulate parking services.

Integrated Transport Center (ITC)
Launched in 2016, the ITC is an independent authority that reports to DoT. Effectively replacing TransAD, manages the taxi transport sector in the Emirate of Abu Dhabi.

MODAL SPLIT

All trips, 2015



• Walking • Public Transport • Private Buses (Company / School Bus) • Taxi • Private Car

Source: [1]SCAD | [2]DOT | [3]Calculated

EXISTING PUBLIC TRANSPORT

Bus[4]

Buses	Lines	Dedicated Lanes	Stops	Min. Fare	Ridership	Mileage	Fuel Economy	Standard	Smart Card	Trip Planner	Operator
294	79	6.4 km	2,342	AED 2	38.5 mn/yr	28.4 mn vkm/yr	55l/ 100km	Euro IV	Hafilat	Darb	City Transport

Taxi[6]

Taxis	Min. Fare	Trips
7,647	AED 10	145 mn/yr

HEV	CNG	PWD	Women-only
21	3,340	8	152

Operator
Airport Taxi, National Taxi, Arabia Taxi, Al Ghazal Taxi, Emirates Taxi, Cars Taxi, Tawasul Transport

New Mobility Services

Bikesharing[5]

Providers	s	Stations	Trips	Funding
Cyacle	350	50	36,138/yr	Khalifa Fund for Enterprise Development; ADCB

Carsharing

Providers	Pricing
UDrive	AED 0.5 /min

Ride-hailing

Providers
Careem, Uber

Carpooling

App
Darb

URBAN PROJECTS

Light Rail Network

Length	Lines	Stops	Status	Project Owner
50 Km	3	77	Planned	DOT

Awarded Contracts
Concept study & preliminary design

Current bus network in Abu Dhabi[5]

Driverless Metro

Length	Lines	Stops	Status	Project Owner
62 Km	2	27	Planned	DOT

Awarded Contracts
Concept study & preliminary design

Abu Dhabi Hyperloop

Stops	Status	Project Owner
5	Under Study	DOT

Awarded Contracts
Feasibility Study: Hyperloop TT

Source: [4]DoT, 2017 data | [5]Cyacle, 2017 data | [6]ITC, 2016 data

UAE / DUBAI

2.96 mn *(2017)*
Population[1]

3,116 inh./km² *(2017)*
Density[2]

1,404,517 *(2017)*
Passenger Cars[3]

475 *(2017)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

Dubai Tram

STRATEGY

Dubai Plan 2021

Developed by: Government of Dubai – The Executive Council

Timeline: 2021

Vision
"A Smart & Sustainable City" - building fully connected and integrated infrastructure that ensures easy mobility for all residents and tourists, and provides easy access to all economic centres and social services.

Dubai Driverless Strategy

Developed by: RTA

Timeline: 2030

Target: Achieve 25% of trips being automated by 2030

AUTHORITIES

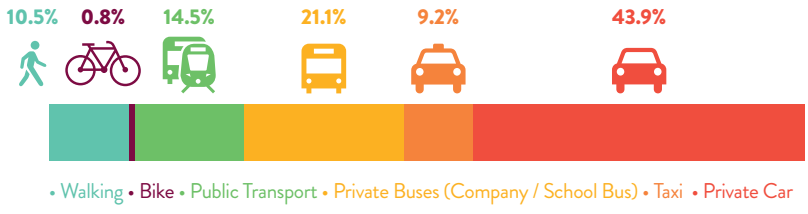
Roads and Transport Authority (RTA)
RTA is responsible for planning and providing the requirements of transport, roads and traffic in the Emirate of Dubai, and between Dubai and other Emirates of the UAE and neighbouring countries.

Dubai Municipality
Responsible for Planning, developing and managing Dubai's urban planning.

Dubai Police
Manages security and safety issues for public transport services.

MODAL SPLIT

All trips, 2017[3]



Source: [1]DSC | [2]Calculated | [3]RTA

EXISTING PUBLIC TRANSPORT

Bus[4]

Buses	Lines	Dedicated Lanes	Stops	Min. Fare	Ridership	Mileage	Standard	Smart Card	Trip Planner	Operator
1,379	125	7.6 km	2,125	AED 3	137 mn/yr	91.5 mn vkm/yr	Euro IV, V	Nol Card	S'Hail, Wojhati	RTA

Tram[4]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card	Trip Planner	Operator
11	10.6 km	1	11	AED 3	6.23 mn/yr	1.81 mn vkm/yr	Nol Card	S'Hail, Wojhati	Serco

Driverless Metro[4]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card	Trip Planner	Operator
79	74.25	2	47	AED 3	200.8 mn/yr	63.9 mn vkm/yr	Nol Card	S'Hail, Wojhati	Serco

Monorail[5]

Trains	Length	Lines	Stops	Min. Fare	Ridership	Mileage	Operator
4	5.45 km	1	4	AED 10	1.65 mn/yr	268,000 vkm/yr	Serco

Waterborne Transport[4]

Abras	Lines	Stops	Min. Fare	Ridership	Mileage	Smart Card
154	5	8	AED 1	12.7 mn/yr	474,662 vkm/yr	Nol Card

* RTA also offers ferry, AC abra and electric abra services. Those aren't mentioned here, since they're deemed not to be public transport modes.

Source: [4]RTA, 2017 data | [5]Nakheel, 2017 data

EXISTING PUBLIC TRANSPORT

Taxi[1]

Taxis	Min. Fare	Trips	Mileage
10,529	AED 12	100 mn/yr	2.0 mn vkm/yr

HEV	PWD	Women-only
1,954	11	77

Operator: Dubai Taxi, Arabia Taxi, Cars Taxi, Metro Taxi, National Taxi, City Taxi

Water Taxi[1]

Taxis	Trips	Operator
10	34,805/yr	Excellence Limo

New Mobility Services

Bus on Demand *(Trial)*

Buses	Lines	Min. Fare	Provider	Operator
4	4	Free	MVMANT	RTA

Carsharing[1]

Providers	Pricing	Fleet	Trips
eKar, Udrive	AED 0.5 /min	200 (2017)	421,505 Oct 2017- August 2018

Bikesharing[2]

Providers	Bikes	Stations	Trips
NextBike	250	12	24,251/yr

Ride-hailing

Provider: Careem, Uber

Dubai Metro and Tram network incl. planned Route 2020[3]

Source: [1]RTA, 2017 data | [2]NextBike, 2017 data | [3]Copyright RTA

URBAN PROJECTS

Tram Extension

Length	Stops	Project Owner	Status
Phase 2: 6 km Phase 3: 16.6 km	Phase 2: 9 Phase 3: 19	RTA	On hold

Awarded Contracts
Preliminary design & tender preparation: Systra/Aecom

Metro Extension "Route 2020"

Length	Stops	Rolling Stock	Project Owner	Status
15 km	7	50	RTA	Construction

Awarded Contracts
Design & Build: Alstom, Acciona, Gulermack Consortium (AED 10.6 bn)
Consulting: Parsons, Systra JV

Metro Extension (Red Line: Rashidiya - Mirdiff; Green Line: Jaddaf - Economic City)

Length	Stops	Project Owner	Status
RL: 3.5km GL: 20.6km	RL: 1 GL: 12	RTA	Tendering Phase

Metro Purple Line (Airport Express Line)

Length	Stops	Project Owner	Status
49km	15	RTA	Routes will be finalised this year as per the updated Master Plan

Metro Gold Line

Project Owner	Status
RTA	Routes will be finalised this year as per the updated Master Plan

Dubai Hyperloop

Project Owner	Status
RTA	Pre-feasibility study, technological feasibility study & mockup manufacturing

Awarded Contracts
Feasibility Study: Virgin Hyperloop One (AED 6.5 mn)

Electric Buses

Project Owner	Status
RTA	Testing & conducting trials on technical & financial feasibility

UAE / SHARJAH

KGL bus in Sharjah Copyright: KGL

1.27 mn *(2015)*
Population[1]

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Density

--
Passenger Cars

--
Car Ownership rate

STRATEGY

Sharjah Transport Master Plan (STMP) 2040

Developed by: Sharjah Directorate of Town Planning & Survey; Sharjah Roads and Transport

Authority: SRTA

Timeline: 2040

Status: Planned

AUTHORITIES

Sharjah Urban Planning Council (SUPC)

The SUPC's role includes developing various service projects to improve the welfare of the residents and the level of infrastructure in Sharjah.

Sharjah Roads & Transport Authority (SRTA)

SRTA is responsible for managing all issues related to road and marine public and private transport within Sharjah.

Sharjah Municipality – Department of Transportation

Established in 2005, the Department of Transportation manages public parking.

Source: [1]DSCD

EXISTING PUBLIC TRANSPORT

Bus[2]

Buses	Lines	Stops	Min. Fare	Ridership	Mileage	Fuel Economy	Standard	Smart Card	Trip Planner	Operator
122	9	422	AED 5.5	7 mn/yr	28.4 mn vkm/yr	45l/ 100km	Euro III	Sayer Card	Rehlati	KGL

Taxi[2]

Taxis	Min. Fare	Trips	Mileage
5,320	AED 11.5	30 mn/yr	439 mn vkm/yr

HEV	PWD	Women-only
225	5	50

Operator
Sharjah Taxi, Emirates Cab, City Taxi, Union Taxi

Sharjah public bus network[3]

New Mobility Services

Carsharing

Providers	Pricing
UDrive	AED 0.5 /min

Ride-hailing

Provider: Careem, Uber

Source: [2]SRTA, 2017 data | [3]KGL

UAE / AJMAN

Ajman public bus

Copyright: APTC

504,847 *(2016)*
Population[1]

2,359 *(2016)*
Density[2]

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Passenger Cars

--
Car Ownership rate

STRATEGY

Ajman 2021 - A Better Place to Live

Developed by: Ajman Executive Council

Timeline: 2021

Mobility-related objectives
Providing sustainable high quality transport services.

Targets
- Diversify and improve the quality of the public transport network and services provided to the residents.
- Promote mass transport and access for 4 million users of public transport by 2021.

AUTHORITIES

Ajman Public Transport Corporation (APTC)

The Ajman Public Transport Corporation is responsible for the regulation of the transport sector in the Emirate of Ajman.

Source: [1]Ajman Supreme Census Committee | [2]Calculated

EXISTING PUBLIC TRANSPORT

Bus[3]

Buses	Lines	Stops	Min. Fare	Ridership	Standard	Smart Card	Trip Planner	Operator
32	6	70	AED 3	1.63 mn/yr	Euro III	Massar	Massar	APTC

Taxi[3]

Taxis	Min. Fare	Trips	Mileage
2,209	AED 12.5	13.3 mn/yr	167 mn vkm/yr

PWD
4

Operator
Speed Taxi, Arabia Taxi, Al Raha Taxi, Cars Taxi, Emirates Cab

Waterborne Transport[3]

Boats	Stops	Min. Fare	Operator
3	4	AED 2	APTC

New Mobility Services

Ride-hailing

Providers

Uber
Careem

Ajman's existing public transport network[3]

URBAN PROJECTS

Bus Network Expansion

Lines	Stops	Status	Project Owner	Budget
Urban: 3 Intercity: 1	40	Planned until February 2019	APTC	AED 10 mn (self-financed)

Source: [3]APTC, 2017 data

OTHER MEWA COUNTRIES

PALESTINE
(incl. East Jerusalem)

4.8 mn *(2016)*
Population[5]

75.3% *(2015)*
Urban Population[5] *(of total)*

2.8% *(2010 - 2015)*
Avg Annual Urban Population Growth[5]

-0.4% *(2014)*
Annual GDP Growth[5]

USD 2,810 *(2016)*
GDP pC *(current int'l USD)*[5]

ILS 1 = USD 0.28
Currency Exchange Rate[2]

PRIVATE CAR OWNERSHIP

240,000 *(2014)*
Passenger Cars[3]

53 *(2014)*
Car Ownership Rate[6]
(passenger cars/1,000 persons)

SYRIA

18.27 mn *(2017)*
Population[1]

54% *(2017)*
Urban Population[1] *(of total)*

0.4% *(2017)*
Annual Urban Population Growth[1]

-
Annual GDP Growth[1]

-
GDP pC *(PPP; current int'l USD)*

SYP 1 = USD 0.0019
Currency Exchange Rate[2]

PRIVATE CAR OWNERSHIP

4,250,000 *(2014)*
Passenger Cars[3]

221 *(2014)*
Car Ownership Rate[7]
(passenger cars/1,000 persons)

Source: [1]World Bank | [2]XE.com, August 2018 | [3]OICA | [4]Calculated based on 2014 population of 6.2 mn mn (World Bank) | [5]UN Statistics Division [6]Calculated based on 2014 population of 4.55 mn (PCBS) | [7]Calculated based on 2014 population of 19.2 mn (World Bank)

YEMEN

28.25 mn *(2017)*
Population[1]

36% *(2017)*
Urban Population[1] *(of total)*

4.1% *(2017)*
Annual Urban Population Growth[1]

-34.3% *(2016)*
Annual GDP Growth[1]

USD 1,595 *(2016)*
GDP pC *(PPP; current int'l USD)*[1]

YER 1 = USD 0.004
Currency Exchange Rate[2]

PRIVATE CAR OWNERSHIP

560,000 *(2014)*
Passenger Cars[3]

21 *(2014)*
Car Ownership Rate[8]
(passenger cars/1,000 persons)

Source:[1]World Bank | [2]XE.com, August 2018 | [3]OICA | [8]Calculated based on 2014 population of 26.25 mn (World Bank)

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