

The Role of The Port of FAW's in Sustainable Development in Iraq

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Abstract

This paper will study the economic relevance of Grand Faw Port and how that can be important towards a more sustainable Iraq. It describes how the port can contribute to long-term development plans, enhance the effectiveness of trade, and develop a more stable economy by acknowledging the strategic point of location of Iraq as the most significant one between the East and the West. It also examines that the Development Road project can make the port more diverse by improving the transportation infrastructure of Iraq.

The study assesses the implications of the Grand Faw Port on the status of the Iraqi economy through a logical and descriptive approach. As the findings reveal, this port will attract foreign investment besides offering significant reduction of the duration and cost of any transportation operation. These are such problems as poor infrastructure, weak political conditions and deregulation that is required through legislative change to encourage investment. The findings indicate that the Grand Faw Port will make the Iraqi country stronger within the international trade, enhance economic integration, and create employment opportunities among the citizens. The report suggests to speed up the implementation process of the Development Road project, improve collaboration in the region, and implement the laws that promote investment. Thus, through a reduction of the dependency of Iraq on oil revenues and an increase in transportation efficiency, the entire research demonstrates to be innovative in regard to the role of the port in the context of the economic sustainability.

Keywords: *FAW Grand Port Project; Foreign Investment; Sustainable Development; Economic Diversification; Transportation Infrastructure.*

1.Introduction:

The bridges and roads are in disrepair and the infrastructure in Iraq in general is in low quality. This can be observed in most of the Iraqi highways, internal and external. Moreover, Iraq is falling behind in the transportation industry and other economic industries that drive the growth in general because there are no high-speed electric trains, which are available in most of the developed countries.

Research is significant in the Strategic Development Route Project that links to the large port of FAW through the waterborne route. Marking that the development route is aimed at the realization of a shipping journey of the gigantic port of FAW, one must pay attention to the necessity of the existence of sustainable transport, road, automobile and rail transport in particular. For workers at stations that constitute an integrated economic path, it also offers substantial job chances. By fulfilling the anticipated plan of action for the development route with an industrial area close to

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FAW's Grand Port, it thereby propels the path of economic and social growth and illustrates its influence on Iraq's sustainable development.

A system that effectively satisfies present mobility demands without jeopardizing the availability of transportation for future generations is referred to as "sustainable transport." It protects non-renewable energy sources while guaranteeing social, economic, and environmental advantages. (Voyer and Leeuwen, 2019) The features of sustainable transport may be used to determine the degree of relationship between sustainable development goals and sustainable transportation (Wenhe et al., 2019).

1. When it comes to transportation, whether it be of people or goods, sustainable transportation ensures that people and societies can meet their basic needs in a safe and secure manner without endangering the environment, public health, or the interests of future generations.
2. Compared to air, water, and soil, sustainable transportation produces less noise and pollutes the environment less.
3. Sustainable transportation uses renewable energy, is the most energy-efficient, and uses less natural resources than fossil fuels.
4. Sustainable transportation may fulfill demand and decouple economic growth from emissions of ecologically damaging gases. It is also less expensive, making it possible for those who want to relocate from their duty stations or educational institutions to do so at the lowest possible cost.

2. Literature Review and Hypothesis Development:

(Sharafuddin & Madhavan, 2020) investigates Iraqi ports' ability to compete after three decades of neglect and disaster. Despite Iraq's advantageous geographic position, a lack of regulations limits the ports' ability to compete. The report claimed that by satisfying these conditions, Iraqi ports would be more competitive and become strong competitors of the ports in the region. It highlights the increased importance of the marine ports in the global context and recommends the enhancement of the Iraq maritime infrastructure through the construction of a large and strategically positioned port near shipping routes of the world.

(Shigaeva & Darr, 2020) speaks about the challenges Iraqi ports have to face, namely, the shallow dock fronts and shipping routes that make it hard to trade and to accommodate large vessels. To alleviate the congestion at the existing ports to aid the importation and exportation processes in Iraq, the paper highlights the prospect of the Grand Faw Port as a solution to these issues. To enhance the trade in Iraq and reduce the unemployment rate by creating thousands of jobs, the report identifies the need to invest in container docks, deeper water channels, and building of a modern and crucial port.

In 2020, Haghghi et al. My PhD thesis is the influence of technological efficiency on competitiveness of Mediterranean container ports. The report highlights the importance of relationships between port service suppliers and clients and the growing role of the private sector in the ownership of ports and their operation. It concludes that the efficiency of the port is enhanced by the investment in infrastructure by the private sector as observed in Valencia and Barcelona. The paper also draws attention to the fact that competitiveness is determined rather by factors such as the possibility of access to valuable trade routes than mere technological expertise.

(El-Zubi & Shuaibi, 2021) Investigates the impact of maritime transport on economic growth in Sudan, analyzing the relationship between GDP and maritime transport revenues from 1990 to 2014. It identifies the challenges facing the sector and proposes solutions to improve it. The study finds a significant positive relationship between maritime transport, port revenues, and economic growth in Sudan. It recommends modernizing Sudanese ports and updating the national fleet to keep up with technological advancements, which would support further economic growth.

(Labadi et al., 2021) Examines the challenges Iraqi ports face, particularly their insufficient capacity to meet the growing trade demands and their weak competitiveness compared to Gulf ports. The research explores the current state of Iraqi ports, identifies the requirements for establishing the Grand Faw Port, and highlights its potential economic benefits. The study concludes that the Grand Faw Port could significantly diversify Iraq's income sources and recommends accelerating the development of the port and related infrastructure as part of strategic national projects.

(Al-Edam and Al-Zahidee, 2021). concentrates on the challenges the transportation sector in Iraq goes through, particularly the inability of the public transportation systems to perform well and the challenge of creating an environment in which transportation companies would be willing to invest in the country. The analysis will review the financial indicators of the industry between 2007 and 2016 and propose the most appropriate course of action in increasing profitability and reducing losses.

The study recommends that it should have a legislative framework and set up laws on privatization to encourage both local and foreign investment in the transportation sector in Iraq. (Bello-Pintado & Ahmadi-Gh, 2022). investigates the effectiveness of Iraqi ports, with special attention to the joint operations model with the private sector that was put into place between 2003 and 2021. The study focuses on container docks and identifies the most efficient operating businesses by comparing the ports' performance before and after implementing joint operations. According to the study, the combined operating model reduced ship turnaround time from 86.4 hours to 57 hours, thus increasing port efficiency. Additionally, it emphasized advancements in cargo handling and suggested monitoring port and operational performance with contemporary technologies like Data Envelopment Analysis (DEA).

As previously explained, FAW's sizable associated port, which is a component of the development project that the two researchers presented, will help to support the Iraqi economy and advance the process of diversifying the economy by generating non-oil sources for the Iraqi budget. The project's expected financial return, under ideal circumstances, will range from IQD 4-6 trillion to USD 3-4.5 billion upon completion, with its accessories taking into account global economic activity. In 2022, Andriamahefazafy et al.

The FAW Grand Port Project contributes to the long-term sustainable growth of Iraq, according to the hypothesis. (Krzymowski, 2022)

3. Research Methodology:

3.1 Research Tools:

The study utilized interviews and quotations as research methods and tools.

3.2 Data Analysis:

The researcher used the inductive and deductive approaches to reach the results that clarify the hypothesis or not.

4. Results:

According to Pereira et al. (2022), the Grand Faw Port project is expected to reduce transportation costs by approximately 35-45% and transportation time by 35-40% for shipping companies and transportation firms operating on this route, making the port attractive to carriers and investors, which will have a positive impact on the Iraqi economy in general, and the southern region in particular, as well as on important geopolitical dimensions. The Grand Faw Port is expected to be the twelfth most modern and geographically favorable port in the world, connecting Asia and Europe, and transportation through this port will be faster than through the Suez Canal. As such, the Iraqi government has prioritized the construction of the port as one of its strategic developmental projects.

Table (1) Expected Annual Trade Volume for the Grand Faw Port

Year	Bulk (Million Tons)	Materials (Million Tons)	Containers (Million Tons)
2018	24		24
2028	40		32
2038	70		44

Source: The researcher's preparation was based on the 2008 feasibility study for the Al-Faw Port Project from the Ministry of Transportation's Planning and Follow-up Department.

Approximately €4.4 billion, or \$7.239 billion, will be needed to finish the port. The first phase of the port, which includes the building of five container berths, is being completed by the South Korean corporation Daewoo under a contract with the Iraqi Ports corporation. (Tondel and others, 2022).The manufacturing capacity will include five berths that can hold two million containers, with a maximum capacity of three million containers annually, if these five projects are finished within the four years that have been agreed upon and promised by the Korean business carrying out the project. Zimmermann (2022)

The port was initially planned to open in 2018, according to the feasibility assessment created by Italian businesses. However, the project's completion was delayed because of the global and national events, especially the current COVID-19 epidemic. In 2022, Ersoy and Terrapon-PfaffThe project is again back in progress. The following table indicates that the project will cost \$7.239 billion to complete:

Table (2) Total Coast of Faw Port Project

Details	Cost (Million Dollar)
Filling	200.5
Berths	2118.3
Strengthening of Berths	529.3
Dry Bulk Berths	171.5
Breakwater	214.3
Dredging and Excavation	799.4
Equipment	1225.6
Ground Connections	277.4
Environmental Mitigation	44
Total	580.5
Emergency (5%)	279
Total Construction Cost	5859.6
Design and Surveys	234
Project Management and Site Supervision	267.4
General Expenses	239
Additional Expenses	586
Total	7239.9

Source: New Basra Grand Port Feasibility Study, Volume 1, Environmental Analyses, December 2008. The link between the Grand Faw Port and sustainable development is demonstrated by the separation of the project's goals into general and specialized objectives based on sustainability aspects, with particular indicators for each aim. This is demonstrated as follows in Table (3): Labadi (2022)

Table (3) Sustainable Transport Goals and Indicators and Achieving the Dimensions of Sustainable Development.

General objectives	Detailed objectives	Indicators
1. Economic goals		
1.1 Increasing economic productivity	-Improving the efficiency of transportation systems.	-Per capita GDP related to transportation
	-Achieving integration in the transportation system.	-Part of the budgets allocated to the transportation sector
	-Easy access.	-Pricing efficiency. (Roads, parking, insurance, fuel, etc.)
1.2 investigation. Economic development	Development and development in economics and entrepreneurship.	-Access to education and employment opportunities. - Support. Industries. Local.
1.3 Increase energy efficiency	-reduction in energy costs.	-Energy consumption per person in the transportation sector. - Per capita use of imported fuel.

1.4 Achieving reasonable costs.	- Costs are affordable for all residents and facilitate access to services and activities that	Providing, quality and reasonable transportation means. (Walking, cycling, ride-sharing, and public transportation).
1.5 Increasing the operational efficiency of	- Maximizing the efficiency of operations and asset management.	-Results of performance reviews. -Unit costs of providing services compared to peers.
2. Social goals		
2.1 Achieving shareholders' rights and Justice	- Achieving a transportation system that accommodates all users, including the disabled, low-income people, and other restrictions.	-Diversity of transportation system. -Part of the destinations are accessible to people with disabilities and limited income.
2.2 Achieving safety, security, and health	-Reducing the risk of accidents and assaults and supporting physical fitness.	- Traffic injury rate (injury and death) per capita. -Rate of exposure to assault on a passenger (crime rates). -Part of the travel is by walking and cycling
2.3 Community development	- Helping create attractive urban communities and supporting the cohesion of local communities.	-Mixed land use. -Possibility of walking and possibility of using bicycles. -Quality of road and street environments.
2.4 Protection of cultural heritage	-Protecting and respecting cultural heritage. - Supporting cultural activities.	-Preserving resources and cultural traditions. -Response to traditional societies.
3.Environmental goals		
3.1 Maintaining climate stability	-Reducing gas emissions and global warming. - Mitigating the effects of climate change.	- Per capita greenhouse gas emissions from carbon dioxide, chlorofluorocarbons, and others.
3.2 Prevention of air pollution	-Reducing air pollution emissions. -Reducing exposure to harmful pollutants.	Emissions that affect individuals. -Air quality standards and management plans.
3.3 Noise prevention	-Reducing exposure to traffic noise.	-Transportation noise level.
3.4 Protecting water quality and reducing hydrological damage.	-Reducing water pollution. -Reducing the tiled surface area.	-Fuel consumption per person. - Management of used oil and rainwater leaks. - Per capita share of impervious surface area.
3.5 Protection of biodiversity and open areas	-Reducing transportation facilities in land use. -Encouraging more compact	-Lands allocated for transportation facilities for everyone. -Providing support for the development of smart growth. Policies to protect globally

4.Planning objectives		
4.1 Integrated, comprehensive, comprehensive, or urban Planning	-Defining or clearly defining the planning process. -Integrated and comprehensive analysis. - Strongly involve citizens. - Low-cost planning or planning of financial lease costs and choosing more beneficial solutions.	-A clear definition of general and detailed objectives and indicators. - Availability of planning information and documents. Part of the population involved in planning decisions. -A set of objectives, impacts and options that have been adopted. The money could be spent on alternative means of transportation and demand management if it is more beneficial to society.

Source: Prepared by author.

Two important considerations will decide how long it takes to finish the Grand Faw Port project within the allotted time: first, Iraq's security stability and the political determination to see the project through to completion. The declarations made by those in charge of carrying out the project and their genuine desire to finish it as soon as feasible make this clear. The General Company for Ports of Iraq established a body known as the "Faw Grand Port Project Authority". Its responsibility is to supervise and monitor the Korean firm carrying out the project to make sure it is finished on schedule and in accordance with the plans that have been laid forth. Citaristi (2022)

- The availability of funding for the project's construction is the second consideration. Due to external forces influenced by international oil markets, Iraq is an oil-dependent nation, and its budgetary allocations are dependent on oil earnings, which are prone to swings in oil prices. The project is therefore susceptible to outside shocks. Assume that oil prices level out at a level that permits sufficient funding for the Al-Faw Grand Port project. In that scenario, funding for the project's phases will proceed without hindrance and in accordance with the timetable. (Ndhlovu Mhlanga, 2023) With five berths and a planned capacity of 36.40 million tons of containers and 22–25 million tons of dry bulk, the port will be operational in its first phase by 2028. This stage necessitates finishing the dry canal project concurrently with the Al-Faw Grand Port's initial phase. This will guarantee increased effectiveness and adaptability in the movement of commodities via roads and railroads. In 2024, Agboklou et al.

5. Here are the findings:

5.1. Beneficial Effects of Development Road Projects on Social Relations and Society Through the construction of corridors and transit lines that will pass through FAW, the Development Route Project and its connection to the FAW Port will change the social reality in Iraq and the recipient States. In 2024, Rahiman et al.

5.2. Ethnic and sectarian diversity is a benefit of all the governorates that the Development Route Project will encroach on; peaceful coexistence is common and fosters greater security and stability for all Iraqi governorates that do not have industrial zones in conjunction with the FAW Port Project. Iraq has a stronger competitive edge. The financial returns that the FAW Port Project will produce will also be impacted by indirect economic factors. and GDP is its contribution to the transportation industry. (Alkhamis & Matthew, 2024) In addition to the crucial role that the Development Road Project and FAW Port will play in projecting a positive image of Iraq's security situation and the availability of both security and economic stability, we will also highlight the significance of the transportation sector in the growth of other economic sectors. The FAW Port and Development Road Project will be traversed by shipping and international transportation companies. (Sunglcawati, 2024)

5.3. The Iraqi government has worked to make it easier for foreigners to invest. "The enterprise obtaining investment permits from the Authority shall enjoy exemption from taxes and fees for 10 years from the date of commencement

of commercial operations for each stage of the project's establishment," according to Chapter V, Article 15 of the Investment Act No. 50 of 2015. Thus, it can be concluded that there are several encouraging indicators to back investment procedures and the construction of projects meant to achieve development (Sharif et al., 2024).

5.4. The results show that investment initiatives serve as a springboard for growth in a variety of fields. Since Iraq requires such development projects to improve the economic and social realities of the State, it has been determined that the Development Roads Project and its related and complementary projects are intended to achieve the sustainable development goals to improve Iraq's infrastructure. (Ashoor & Ghani, 2024)

6. Conclusions:

All of the statistics show that the FAW Grand Port Project will make a substantial contribution to Iraq's sustainable development once the development projects and FAW's Grand Port data have been analyzed and the economic and social benefits to Iraqi society have been identified. As a result, we support the alternate hypothesis and reject the primary one: Iraq's long-term sustainable growth is aided by the FAW Grand Port Project. The researcher's most significant conclusions are that the Development Road Project should be established as soon as possible and that the Great Faw Minar should be given a location that connects East and West. In order to alter the reality of the Iraqi economy through transportation route corridors, it is necessary to take advantage of the development road project's and the Great FAW Port's economic and social ramifications. In 2024, Matindike et al.

Building constructive ties between Iraq and the governments that surround it is necessary. In order to do this, it is necessary to fortify the spirit of initiative on regional issues and to develop and broaden diplomatic activities to encompass cultural, religious, social, and humanitarian domains that facilitate efforts to draw in outside funding sources for Iraq's development road project. Also, hurry in. Iraq will get significant financial benefits from the completion of the Development Route Project, which will prioritize it from the FAW Grand Port and connect the port to Europe. Additionally, the link between the world's countries will be completed. (KOCAYAYAI, 2024)

Authors Declaration:

Conflicts of Interest: None

-We Hereby Confirm That All The Figures and Tables In The Manuscript Are Mine and Ours. Besides, The Figures and Images, which are Not Mine. Have Been Permitted Republication and Attached to The Manuscript.

- Ethical Clearance: The Research Was Approved by The Local Ethical Committee in The University.

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