

The Spatial Impact Of The Transportation Cost For The Dry Channels In Iraq

ABSTRACT

The process of land transport of goods in Iraq does not adopt planning policy based on the choice of opportunity for transportation axis at least cost to the national economy and on society as transport activity across these axes reflect only down side the effects of the transportation axis which characterized not to exploit the available capacity of the infrastructure of international standards for the style least cost and not to exploit the distinguished geographical location of it with neglect important for spatial impact for the cost of transportation across least cost axis , which is possible to draw horizontal spatial impact X as a longest distance transport and vertical spatial impact Y as a broadest both sides effect by adoption of total true transportation cost of the axis which include appearance direct cost borne by the user and users and hidden indirect cost borne by society and the national economy as well as the cost of continuing service infrastructure. .

By estimate total true transportation cost carried by the national economy of Iraq for the transfer of quantities of goods across the highway Baghdad – Al Waleed in 2010 and total true transportation cost to be borne by the transfer same quantities if transferred through the railway Baghdad – Al Bu Kamal, possible draw horizontal and vertical spatial impact to the cost of transport across each of the axes to extension and expansion the spatial impact of least cost transportation axis to move from narrow national corridor to narrow regional corridor or to broad national corridor and to change the spatial impact of the transportation cost from (X , Y) to (4.90 X , 2.34 Y) .

Opportunity cuff least transport cost of biggest spatial impact horizontally and vertically enhance the concept of transport across the dry channel adoption modern concept of dry transportation for developed countries in the world as a concept to show spatial developmental of dry transport axis on land instead of sinking in the seas with less time and distance governed by the excellence geographical location for Iraq global transportation channel as horizontal

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impact extension to connect with global regions adopted the same concept of dry channel Blue Banana Region , Orange Banana Region and vertical impact expansion of international transportation corridor extended with side developmental to be Green Banana Region based on nominal capacity of green transportation axis for dry channel Gulf – Sea and yields important economic benefit for Iraq up to 800 million \$ \ year or more .

The research methodology mathematical analysis of the total true cost of the transfer by adoption of international standards as well as the use of a model for Lardner and the World Bank model to analyze the impact of the horizontal and vertical spatial to the cost of transportation across the central transport under study and by using the GIS to appear the spatial impact .