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MIDDLE EAST & NORTH AFRICA

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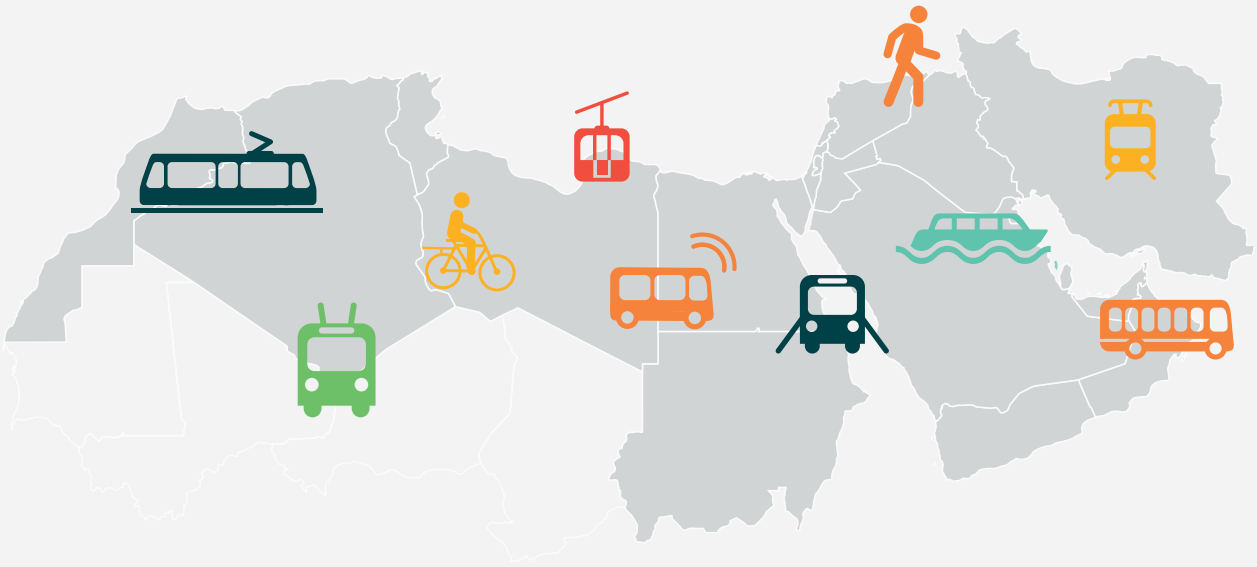
REPORT

MENA TRANSPORT REPORT

2025



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MENA TRANSPORT REPORT 2025

The MENA Centre for Transport Excellence (CTE) was launched in 2011 as a joint effort between Dubai's Roads & Transport Authority (RTA) and the International Association of Public Transport (UITP) to unify regional efforts to build sustainable transport systems in MENA countries.

FOREWORD

The Middle East and North Africa region is experiencing, more than ever before, a significant transformation in public transport and urban mobility, driven by substantial investments and innovative projects. From Dubai's fully automated metro system—now expanding its bus fleet with alternative fuel buses and pioneering air taxi technology, pushing the boundaries of urban transport even further—to Oman's plans for the Muscat Metro and the rollout of several electric bus projects, the newly launched $22.5 billion Riyadh Metro in Saudi Arabia, Qatar's state-of-the-art Doha metro, home to the world's largest e-bus deport and Lusail tramway, as well as micromobility options like e-scooters and shared bikes rapidly gaining popularity as convenient and sustainable first- and last-mile solutions, the region is embracing innovation to address rapid urbanisation and the growing demand for sustainable mobility. Abu Dhabi is advancing with initiatives such as the trial of the Automated Rapid Transit system and the implementation of the Green Bus Program, further enhancing its efforts in moving towards a more accessible and sustainable urban environment. Bahrain's metro project, with 29 kilometers of elevated tracks and 20 stations, and Iraq's metro plans in Baghdad are also emerging as transformative projects. Meanwhile, Algeria, Morocco, and Tunisia are witnessing a further development of their urban mobility landscape with new BRT systems, tramway expansions, suburban rail network, and light rail transport projects, which are already reshaping the way people move around their cities.

In this dynamic context, this new edition of the MENA Transport Report, like its predecessors, aims to provide a comprehensive look at the progress and trends shaping the region's mobility landscape. Over the years, this report has established itself as the premier reference for public transport professionals in the MENA region, as well as for those with a keen interest in the region, offering actionable insights for policymakers, urban and mobility planners, and industry stakeholders.

This edition broadens its scope, covering public transport systems in 40 cities across 14 MENA countries. It also provides a deeper benchmarking analysis and tailored recommendations aimed at helping cities moving toward sustainable, efficient and more accessible public transport systems.

The successful completion of this report would have not been possible without the dedication and expertise of our UITP CTE MENA team. Their commitment to thorough research, meticulous data analysis, and thoughtful synthesis of insights has been invaluable in shaping this publication.

As in past editions, this report is made possible by the invaluable contributions of UITP's trusted members, whose expertise and on-the-ground knowledge ensure the reliability of the data and the comprehensiveness of the analysis. Their role remains essential in supporting the region's efforts to improve mobility and advance sustainable transport solutions.

Mohamed Mezghani
Secretary General, UITP

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INTRODUCTION

In 2007, for the first time in human history, the global urban and rural populations reached parity. Since then, urbanisation has continued at an accelerating pace, reshaping economies, societies, and mobility patterns worldwide. According to United Nations forecasts, by 2030, 60% of the world's population will be living in cities. However, this urban growth is not evenly distributed. While high-income countries continue to urbanise at a slower rate, low- and middle-income countries are witnessing the fastest expansion, leading to profound shifts in the global urban landscape.

In 1950, over half of the world's urban population (53%) was concentrated in Europe (38%) and North America (15%). But as the balance of urbanisation shifts, these regions are expected to account for just 9% and 6% of the world's urban population by 2050, respectively. The remaining 85% of the world's urban inhabitants will be concentrated elsewhere, notably in Asia, Sub-Saharan, and the Middle East and North Africa (MENA). These regions are already experiencing rapid population growth, increased urban density, and rising demand for mobility solutions that need to keep pace with expanding cities.

Across the world, regardless of geography, mobility is a fundamental human need. Cities are not static entities; they evolve continuously, shaped by economic, social, and environmental forces. The most successful cities are those that anticipate growth, plan ahead, and integrate mobility into their urban development strategies. When transport systems are well-designed, they enhance economic vitality, social cohesion, and environmental sustainability. Conversely, poorly planned transport infrastructure can lead to congestion, pollution, economic inefficiencies, and reduced quality of life.

This report aims to bring clarity to the state of urban mobility in the MENA region, offering a comprehensive assessment of current trends, challenges, and opportunities. While it does not seek to fully deconstruct the complex interactions between urbanisation, other dynamics of the city and transport systems, it provides a structured analysis of where the region stands today in terms of public transport and urban mobility and how it is evolving.

The report is divided into three key sections. The first section presents a **benchmarking analysis** of key public transport indicators, providing a broad comparison of mobility metrics across different countries. It examines public transport affordability, identifies patterns shaping urban mobility, and introduces a cluster-based benchmarking approach to compare cities with similar population sizes and economic conditions. This section concludes with actionable recommendations designed to help policymakers develop sustainable and efficient transport strategies.

The second section provides a **regional overview through thematic maps,** offering insights into digitalisation, shared and on-demand public transport, and decarbonisation efforts. These maps serve as a visual reference for understanding ongoing shifts in mobility systems and include a detailed look at ongoing and planned public transport projects across the region.

The final section takes a deep dive into **individual countries and cities,** outlining major urban mobility strategies, key transport authorities, and existing and future public transport projects. By exploring the specific initiatives shaping urban mobility in different contexts, this section offers a granular understanding of how cities across MENA are adapting to rapid urbanisation and the increasing demand for efficient mobility solutions through targeted strategies and key public transport projects.

This report aims to serve as a reference point for policymakers, transport planners, and industry stakeholders navigating the evolving public transport landscape in the MENA region. As cities grow and mobility demands rise, the need for well-planned, sustainable, and efficient transport systems has never been more critical. The decisions made today will shape the future of urban mobility in the region for decades to come—and it all begins with data.

BENCHMARKING METHODOLOGY

To support evidence-based decision-making in the public transport and urban mobility sector, we conducted a comprehensive and a cluster-specific benchmarking exercises to assess the performance and capacity of various transport systems.

Our objective was to benchmark key performance metrics that capture the current state of public transport systems across multiple cities within the MENA region and internationally. The research and analysis were conducted in six structured stages to ensure data precision and comprehensive insights. While the final stage focuses on analysing the benchmarking results, presenting key facts, and generating actionable insights, the preceding five stages were essential in building the necessary foundation for the analysis. Each of these preliminary stages contributed to ensuring the accuracy, consistency, and relevance of the data used for comparison.

1. Identification of the cities and segmentation:

While we initially set a target of conducting a broad comparison across all cities for which data was available, we introduced an additional layer of granularity by identifying cities with similar characteristics to enhance the relevance of the analysis.

The objective, ultimately, was to provide a comprehensive understanding of the relative strengths and gaps in public transport systems across comparable cities, facilitating the identification of opportunities for optimisation and policy alignment to improve service efficiency, affordability, and accessibility within the sector.

To achieve this, we segmented the cities for which we had data based on two primary criteria: population size and economic development level. This structured comparison helps ensure that cities are not only evaluated comprehensively but also in ways that consider their unique population demands and economic constraints. However, given the data limitations on how to measure the economic development of regional cities— specifically the lack of GRP per capita or regional infrastructure quality for some cities—we adopted the World Bank's income categories for the countries hosting these cities, which is calculated based on each country's GNI per capita. This provided a consistent and practical framework for classification, enabling broad yet reliable comparisons across cities while maintaining meaningful segmentation.

2. Data collection and validation:

In this phase, after identifying the key metrics essential for the report, considering both data availability and the specific objectives of our broader MENA region data collection initiative, we collected a significant volume of data from public transport authorities and operators across the MENA region. Additionally, we supplemented our dataset with information from previous regional reports, global UITP reports (mainly the UITP Global Urban Mobility Indicators 2022) and international sources, ensuring that the global cities used for comparison were well-documented. To guarantee the reliability and consistency of our findings, we conducted thorough cross-referencing across multiple sources. This step was crucial in identifying and addressing any discrepancies that emerged during data collection, ensuring that our dataset was comprehensive and reliable.

3. Selection of the metrics:

From an initial extensive list of indicators gathered through member inputs and desktop research, we narrowed the scope to 12 objective metrics for the benchmarking exercise. The metrics selected for this analysis include key public transport indicators such as fleet size, network length, ridership and minimum fares, while also incorporating additional factors that shape urban mobility and policy decisions, such as car ownership rates, the share of population with convenient access to public transport, per capita CO_2 emissions from transport, the percentage of people supporting policies to tackle climate change and global and regional sales share of new zero-emission buses, based on thorough desktop research from reliable and official sources. By integrating and cross-referencing these diverse data points—such as exploring the potential correlation between car ownership rates and the level of access to public transport or examining the relationship between per capita CO_2 emissions from transport and the percentage of people supporting climate policies — the analysis aims to identify meaningful patterns and provide valuable insights. This approach allows for a nuanced understanding of how public transport systems and broader mobility factors interact, both within the MENA region and outside of it, helping decision-makers make informed policy choices when it comes to optimising public transport systems and enhancing urban mobility strategies in their cities.

4. Metric standardisation and normalisation:

With the 12 metrics identified, we performed data normalisation to ensure fair comparisons across cities with varying characteristics. This included transforming raw data into standardised formats, such as fleet size per million inhabitants, ridership per capita, or fares as a percentage of the minimum wage. Normalisation allowed us to adjust for differences in population size and economic conditions enabling meaningful and equitable comparisons between cities. For example, when comparing the percentage of a monthly public transport pass cost, we adjusted the fares in the local currency using the Purchasing Power Parity conversion factor (private consumption) from the World Bank. This adjustment accounts for differences in price levels across countries, providing a more accurate reflection of affordability. By applying PPP adjustments, we aimed to mitigate the impact of exchange rate fluctuation and varying cost of living, allowing for a consistent and meaningful analysis of public transport affordability on a global scale.

5. Comparative analysis:

In addition to the broad benchmarking, we performed cluster-specific analysis, in which we grouped the cities based on shared characteristics such as population size and economic development level, using the main key metrics, which are the fleet size, the network length and the ridership. By analysing cities within these defined groups, we were able to assess how each city performs relative to its peers based on the normalised metrics. This granular approach ensured that the findings were relevant and reflective of the local conditions and challenges faced by each cluster.

6. Identification of patterns and insights:

In this final stage, we analysed the whole benchmarking results to identify patterns, variations, and trends across the different metrics, focusing on how cities performed under comparable economic and demographic conditions. This analysis provided valuable insights into the relative strengths and gaps within the public transport systems under review. Based on the findings, we developed a set of key facts and actionable insights tailored to the MENA cities.

To assist stakeholders in prioritising efforts, we classified these insights into three priority levels: high, medium, and low. This classification allows transport authorities and operators to focus resources on the most critical areas. High-priority insights highlight urgent challenges or significant opportunities requiring immediate attention, while medium-priority areas indicate essential but less pressing improvements. Low-priority items suggest areas to monitor for potential future development. This structured approach ensures that public transport stakeholders can address challenges efficiently, positioning them to build more accessible, resilient, and sustainable urban mobility systems.

WHAT'S NEW?

Key Change	Why?	Data / Outcome
A further normalised data	To ensure fair comparisons across cities with vaying population sizes and economic conditions.	Comparable metris (e.g., ridership per capita, fleet per million inhabitants, etc.) and Purchasing Power Parity adjustments for public transport fares.
Introduction of cluster-specific benchmarking	To increase relevance by grouping cities with similar economic and demographic characteristics for more relevant and reflective insights.	Identification of unique challenges/ opportunities within each cluster.
Introduction of additional metrics that shape urban mobility and policy decision	To further capture the full complexity of urban mobility and the factors influencing its application.	A more comprehensive understanding of transport ecosystem leading to targeted improvements and better policy decisions.
Development of analysis and insights	To offer actionable recommendations by translating data patterns into strategic actions.	Prioritised areas for improvement (e.g., transport efficiency, urban mobility integration, investments in energy-efficient networks/infrastructure, etc.)

BROAD BENCHMARKING: KEY METRICS OF PUBLIC TRANSPORT SUPPLY

There are 4 key metrics used to assess the performance of 84* cities over the world.

Our broad benchmarking framework assesses public transport performance across cities worldwide using four key metrics: fleet size, network length, ridership and fares. These metrics are applied across multiple transport modes, including buses, metro, tram/LRT, and BRT systems. To enable meaningful cross-city comparisons, the data is normalised, ensuring a fair evaluation of transport systems operating under varying urban contexts.

PUBLIC TRANSPORT FLEET SIZE

This metric measures the number of vehicles available per million inhabitants, reflecting the capacity to serve the population effectively.

PUBLIC TRANSPORT NETWORK LENGTH

This metric is expressed as kilometers per million inhabitants, and evaluates how well the transport system covers the urban area.

PUBLIC TRANSPORT RIDERSHIP

The ridership is normalised per capita, serves as a key indicator of system utilisation; reflecting factors such as service quality, reliability, and public adoption.

PUBLIC TRANSPORT MINIMUM FARES

This metric is evaluated as a Purchasing Power Parity-converted minimum fare for different public transport modes to asses their cost comparability across cities with varying economic conditions.

* 84 cities across MENA and internationally were assessed in both the broad and the cluster-specific benchmarking.

Notes:
- Population and public transport data may correspond to slightly different years.
- For regional cities, population values are sourced from various official references, which can be found in each city's chapter. For international cities, all population values are derived from the UN World Urbanization Prospects, 2018 Revision.

PUBLIC TRANSPORT FLEET SIZE

Metro Fleet Size

Cairo Metro was first launched in 1987, making it the first metro system in both Africa and the MENA region. Since then, Tehran, Dubai, Algiers, Isfahan, Doha, and Riyadh have launched their metro systems. More cities are currently in the process of constructing metro systems, such as Jeddah in Saudi Arabia and Baghdad in Iraq, aiming to enhance urban mobility and support sustainable transport in the region.

Cities	Vehicles/1 mn inhabitants	Vehicles	Population
London	468	4,462	9,540,576
Paris	355	3,960	11,142,303
Singapore	325	1,962	6,039,577
Doha	278	330	1,186,000
Hong Kong	264	2,018	7,643,256
Amsterdam	250	292	1,165,898
Brussels	212	447	2,109,631
Dubai	177	645	3,655,000
Barcelona	157	886	5,658,472
Mexico City	152	3,366	22,085,139
Makkah*	86	204	2,385,509
Isfahan	78	425	5,429,000
Delhi	72	2,304	32,065,760
Tehran	64	924	14,425,000
Istanbul	56	872	15,636,243
Riyadh	52	448	8,591,748
Algiers	48	156	3,282,979
Cairo	37	831	22,623,900
Jakarta	10	112	11,074,811
Los Angeles	8	100	12,487,737

Cities	Vehicles/1 mn inhabitants	Vehicles	Population
Amsterdam	195	227	1,165,898
Brussels	188	395	2,109,631
Lusail	140	28	200,000
Oslo	80	86	1,071,062
Hong Kong	42	324	7,643,256
Sidi Bel Abbes	42	30	713,377
Constantine	40	51	1,291,579
Rabat-Sale-Temara	34	66	1,959,000
Ouargla	33	23	708,463
Toronto	32	204	6,312,974
Los Angeles	27	337	12,487,737
Mostaganem	27	25	922,405
Paris	25	273	11,142,303
Oran	22	46	2,118,603
Doha	19	22	1,186,000
Casablanca	16	124	7,700,000
Sydney	14	72	5,056,571
Setif	14	26	1,866,845
Istanbul	13	205	15,636,243
Algiers	12	41	3,282,979
Tunis	12	35	2,900,000
Barcelona	7	41	5,658,472
Alexandria	6	35	5,523,511
London	4	35	9,540,576
Dubai	3	11	3,655,000
Beijing	2	50	21,333,331
Mexico City	1	24	22,085,139

Tramway/LRT Fleet Size

Nearly 80% of tramway networks in the MENA region have been launched within the last decade, and some of these systems operate larger fleets than older tramways outside the region. This reflects significant investments in public transport as a key solution to addressing the challenges of a growing urban population, traffic congestion, and climate constraints.

*The metro line in Makkah operates only during Hajj (pilgrimage) season.

BRT Fleet Size

Jakarta's BRT (TransJakarta), first BRT in Southeast Asia launched in 2004, remains the longest BRT system in the world with its nearly 1500 vehicles over a 244-kilometer system. Tehran's BRT system scores as the largest in the region in terms of fleet size. Amman's value with its relatively new BRT indicates significant investments and efforts to improve urban mobility amid population growth and improve connectivity. Despite being a newer system, Amman's BRT shows promising progress, placing it on par with more established systems such as Johannesburg, Istanbul and Mexico City.

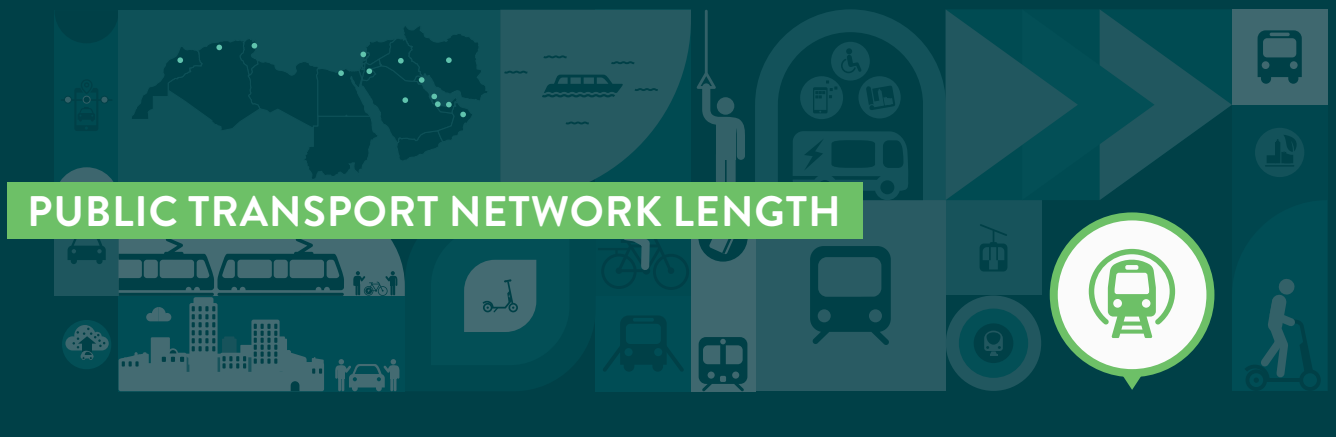
Cities	Vehicles/1 mn inhabitants	Vehicles	Population
Jakarta	132	1,461	11,074,811
Tehran	85	1,225	14,425,000
Cape Town	73	350	4,800,954
Johannesburg	46	277	6,065,354
Mexico City	46	1,020	22,085,139
Istanbul	45	696	15,636,243
Amman	30	147	4,834,500
Beijing	18	393	21,333,331
Casablanca	5	40	7,700,000
Montreal	5	20	4,276,526
Paris	5	60	11,142,303

Bus Fleet Size

The bus fleet chart highlights a significant disparity among MENA cities. While some cities have very large fleets, others have relatively smaller ones. From a broader perspective on public transport systems, two key factors emerge: either these cities rely on different public transport modes, or they are experiencing rapid urban population growth that is outpacing the development of their public transport systems.

Cities	Vehicles/1 mn inhabitants	Vehicles	Population
Beirut	1,705	2,200	1,291,280
Oran	1,571	3316	2,118,603
Beijing	1,537	32,783	21,333,331
Hong Kong	1,201	9,179	7,643,256
Doha	969	1,143	1,186,000
London	922	8,795	9,540,576
Singapore	904	5,462	6,039,577
Oslo	797	853	1,071,062
Paris	735	8,185	11,142,303
Dubai	655	2,391	3,655,000
Isfahan	470	2,548	5,429,000
Barcelona	469	2,652	5,658,472
Tehran	420	6,050	14,425,000
Istanbul	417	6,512	15,636,243
Brussels	409	860	2,109,631
Cairo	368	8333	22,623,900
Toronto	327	2,061	6,312,974
Jakarta	267	2,954	11,074,811
Abu Dhabi	206	780	3,789,860
Amsterdam	191	222	1,165,898
Kuwait	187	557	2,989,000
Los Angeles	172	2,144	12,487,737
Makkah	168	400	2,385,509
Tunis	151	439	2,900,000
Rabat-Sale-Temara	149	350	2,350,071
Agadir	141	201	1,430,000
Riyadh	98	842	8,591,748
Ajman	96	55	573,886
Casablanca	91	700	7,700,000
Baghdad	83	667	8,000,000
Muscat	81	117	1,455,671
Constantine	78	100	1,290,000
Taif	64	58	913,347
Dammam	62	85	1,386,166
Mexico City*	62	1,360	22,085,139
Sharjah	61	110	1,800,000
Qassim	55	73	1,336,179
Marrakesh	51	250	4,900,000
Jazan	34	47	1,404,997
Amman	28	136	4,834,500
Ras Al Khaimah	26	10	394,000
Jeddah	22	81	3,712,917
Salalah	22	9	417,891
Madinah	21	30	1,411,599

Note: *The values for Mexico buses include Red de Transporte de Pasajeros (RTP) only.



PUBLIC TRANSPORT NETWORK LENGTH

Metro Network Length

Tehran and Riyadh have the longest metro networks in the region, with an almost comparable number of kilometers per million inhabitants. However, due to Doha's relatively smaller population, it has the highest number of kilometers per million inhabitants, reflecting significant investment in public transport infrastructure and a proactive approach to planning for future urban population growth.

Cities	Km/1 mn Population	Network Length	Population
Doha	64	76	1,186,000
London	46	443	9,540,576
Singapore	41	250	6,039,577
Amsterdam	36	42	1,165,898
Hong Kong	26	201.8	7,643,256
Barcelona	25	144	5,658,472
Dubai	25	89.6	3,655,000
Riyadh	20	176	8,591,748
Brussels	19	40	2,109,631
Paris	19	209	11,142,303
Tehran	18	263	14,425,000
Delhi	11	367	32,065,760
Mexico City	10	226	22,085,139
Istanbul	9	143	15,636,243
Makkah	8	18	2,385,509
Algiers	6	18.8	3,282,979
Cairo	4	100	22,623,900
Isafahan	4	20.2	5,429,000
Jakarta	2	21.5	11,074,811
Los Angeles	2	26	12,487,737

Tramway/LRT Network Length

Of the 80% of tramway networks in the MENA region that began operations within the past decade, the vast majority are located in North Africa, particularly in Algeria, which now has systems in seven cities, and Morocco, where Casablanca recently added two new lines, extending its network to 72 kilometers. Lusail, with its 19-kilometer network, stands out due to its small population and ambitious urban planning. The city's tramway network reflects a forward-looking vision to enhance urban mobility and prepare for its growing urban population, while significant investments in major economic, educational, and leisure infrastructures are being made in the city.

Cities	Km/1 mn Population	Network Length	Population
Lusail	95	19	200,000
Amsterdam	86	100	1,165,898
Brussels	71	149	2,109,631
Oslo	40	43	1,071,062
Tunis	21	61	2,900,000
Sidi Bel Abbes	19	13.7	713,377
Mostaganem	15	14.2	922,405
Constantine	14	18.3	1,291,579
Ouargla	14	9.6	708,463
Rabat-Sale-Temara	14	27	1,959,000
Toronto	14	87	6,312,974
Doha	11	13.5	1,186,000
Los Angeles	11	139	12,487,737
Paris	10	113	11,142,303
Oran	9	18.7	2,118,603
Casablanca	9	72	7,700,000
Setif	8	15.2	1,866,845
Algiers	7	23.2	3,282,979
Hong Kong	7	52	7,643,256
Alexandria	6	32	5,523,511
Barcelona	5	29	5,658,472
Sydney	5	25	5,056,571
Dubai	3	10.6	3,655,000
Istanbul	3	41	15,636,243
London	3	28	9,540,576
Mexico City	1	13	22,085,139
Beijing	1	21	21,333,331

BRT Network Length

Cities	Km/1 mn Population	Network Length	Population
Jakarta	20	216.10	11,074,811
Amman	18	85.20	4,834,500
Cape Town	14	67	4,800,954
Tehran	12	179.37	14,425,000
Johannesburg	10	59	6,065,354
Mexico City	10	216	22,085,139
Beijing	4	79	21,333,331
Casablanca	3	25	7,700,000
Istanbul	3	52	15,636,243
Montreal	3	11	4,276,526
Paris	3	34.70	11,142,303

While Jakarta holds the title for the longest BRT system in the world, Amman, from the MENA region, has a nearly comparable network length per million inhabitants. This reflects significant efforts to enhance urban mobility and address the challenges of population growth and congestion through efficient public transport planning.

Cities like Amman, with its unique topography characterised by hilly terrain and steep elevations, often lean toward BRT systems as a practical and cost-effective solution. BRT systems compensate for the lack of heavier, more expensive alternatives such as metro systems, offering flexibility and accessibility in challenging urban landscapes.

PUBLIC TRANSPORT RIDERSHIP

Metro Ridership

Cities	Annual Ridership per Capita	Ridership	Population	Year
Hong Kong	175	1,334,591,000	7,643,256	2022
Singapore	139	840,700,000	6,039,577	2022
London	124	1,182,304,300	9,540,576	2022
Paris	120	1,339,300,000	11,142,303	2022
Amsterdam	72	84,300,000	1,165,898	2022
Barcelona	72	407,680,000	5,658,472	2022
Brussels	61	129,200,000	2,109,631	2022
Dubai	60	221,000,000	3,655,000	2022
Tehran	52	748,000,000	14,425,000	2019
Mexico City	47	1,030,200,000	22,085,139	2022
Delhi	46	1,490,000,000	32,065,760	2022
Doha*	45	53,432,992	1,186,000	2022
Cairo**	40	897,000,000	22,623,900	2017&2022
Istanbul	35	544,392,266	15,636,243	2022
Algiers	14	46,000,000	3,282,979	2020
Jakarta	2	20,461,313	11,074,811	2022
Los Angeles	2	25,767,716	12,487,737	2022

The ridership charts for different modes reveal that MENA cities with the highest per capita ridership in metro systems tend to have the lowest values in tramway ridership, particularly in cities where both modes coexist. Conversely, cities with relatively high per capita ridership in tramways are often those without metro systems, highlighting their reliance on tramways as a primary mode of urban transport. The chart also shows the impact of hosting big events, such as the World Cup 2022 in Qatar, on public transport ridership. Efficient public transport networks are an essential component of a smooth and seamless management of large-scale events. Similarly, such events can not only drive temporary spikes in ridership but also influence long-term travel behaviour and shape future infrastructure planning.

Tramway/LRT Ridership

Cities	Annual Ridership per Capita	Ridership	Population	Year
Amsterdam	68	79,000,000	1,165,898	2022
Ouargla	56	400,000,000	708,463	2023
Brussels	50	106,000,000	2,109,631	2022
Oslo	39	42,000,000	1,071,062	2022
Sidi Bel Abbes	31	21,900,000	713,377	2020
Paris	26	292,910,000	11,142,303	2022
Hong Kong	23	174,273,000	7,643,256	2022
Algiers	21	68,942,000	3,282,979	2020
Rabat-Sale-Temara	19	37,320,000	1,959,000	2022
Alexandria	14	79,000,000	5,523,511	2020
Lusail	14	2,717,961	200,000	2022
Istanbul	13	207,639,114	15,636,243	2022
Tunis	13	36,800,000	2,900,000	2022
Constantine	6	8,000,000	1,291,579	2020
Casablanca	6	49,460,000	7,700,000	2022
Barcelona	5	26,729,778	5,658,472	2022
Sydney	5	25,672,598	5,056,571	2022
Oran	5	10,700,000	2,118,603	2020
Toronto	4	26,155,471	6,312,974	2022
Los Angeles	3	31,533,279	12,487,737	2022
Setif	3	5,500,000	1,866,845	2020
London	2	22,150,835	9,540,576	2022
Dubai	2	7,250,000	3,655,000	2022
Mexico City	1	23,743,100	22,085,139	2022

Note: Makkah Metro has been excluded in all benchmarking related to metro ridership as it operates only during Hajj (pilgrimage) season. | Casablanca ridership includes only T1 and T2 lines. T3 and T4 lines were launched in 2024.
*The 2022 metro ridership for Doha includes 17.4 million ridership during FIFA World Cup Qatar 2022. Lusail values might have also been affected by the same event.
**Values for the metro ridership in Cairo include ridership for line 1 and 2 in 2017 and line 3 in 2022.

Bus Ridership

Cities	Annual Ridership per Capita	Ridership	Population	Year
Singapore	209	1,263,265,000	6,039,577	2022
Hong Kong	204	1,560,727,000	7,643,256	2022
London	182	1,737,600,000	9,540,576	2022
Oslo	148	159,000,000	1,071,062	2022
Paris	103	1,148,000,000	11,142,303	2022
Beijing	81	1,725,580,000	21,333,331	2022
Barcelona	62	350,900,000	5,658,472	2022
Istanbul	59	924,078,480	15,636,243	2022
Sfax	49	49,000,000	1,000,000	2019
Brussels	48	101,800,000	2,109,631	2022
Dubai	43.50	159,000,000	3,655,000	2023
Makkah	36.85	87,924,770	2,385,509	2023
Amsterdam	35	40,700,000	1,165,898	2022
Agadir	33.56	48,000,000	1,430,000	2023
Rabat-Sale-Temara	33.14	77,900,000	2,350,071	2023
Tunis	30	85,600,000	2,900,000	2022
Toronto	27	170,853,254	6,312,974	2022
Abu Dhabi	21.21	80,400,000	3,789,860	2023
Los Angeles	18	223,276,000	12,487,737	2022
Alexandria	13.76	76,000,000	5,523,511	2020
Casablanca	12.60	97,000,000	7,700,000	2023
Marrakesh	11.22	55,000,000	4,900,000	2023
Jakarta	7	74,776,500	11,074,811	2022
Mexico City	5.85	129,200,000	22,085,139	2022
Isfahan	3	16,384,000	5,429,000	2019
Doha*	2.50	2,952,576	1,186,000	2023
Amman	1.44	6,977,344	4,834,500	2023
Jeddah	1.30	4,842,954	3,712,917	2023
Dammam	1.10	1,540,869	1,386,166	2023
Tehran	0.90	12,982,000	14,425,000	2019
Madinah	0.77	1,092,339	1,411,599	2023
Kuwait	0.60	1,700,000	2,989,000	2023
Muscat	0.23	334,848	1,455,671	2023
Qassim	0.22	297,641	1,336,179	2024
Ajman	0.21	126,116	573,886	2023
Sharjah	0.18	333,556	1,800,000	2023
Jazan	0.17	247,529	1,404,997	2024
Taif	0.17	156,280	913,347	2023
Riyadh**	0.14	1,245,547	8,591,748	2023
Salalah	0.12	51,100	417,891	2023
Ras Al Khaimah	0.09	37,668	394,000	2023

Bus ridership per capita appears to play a supportive role to other modes when available. However, similar to the insights drawn from the "Bus Fleet" chart, the ridership chart underscores the critical importance of scaling up bus fleets to meet the demands of urban population growth in several MENA cities, regardless of the presence of other modes such as metro or tramway.

BRT Ridership

Cities	Annual Ridership per Capita	Ridership	Population	Year
Mexico City	21	473,044,928	22,085,139	2022
Istanbul	19	290,000,000	15,636,243	2022
Jakarta	6	70,223,500	11,074,811	2022
Cape Town	4	18,368,671	4,800,954	2022
Johannesburg	2	10,752,768	6,065,354	2022
Amman	1	4,941,253	4,834,500	2022

Amman's BRT ridership increased from 4,941,253 in 2022 to 10,983,657 in 2023 and reached 18,583,761 in 2024 after the operation of Amman-Zarqa line started. The threefold increase in ridership within two years reflects the city's rapid population growth and its efforts to enhance urban mobility, which have driven more commuters to rely on BRT as a primary mode of transport.

* Doha's bus ridership includes only urban, suburban buses and electric buses. The value doesn't include Metrolink bus service.
** Riyadh's Bus Ridership includes BRT.

PUBLIC TRANSPORT MINIMUM FARES

In this section, the minimum fares for all public transport modes have been Purchasing Power Parity-adjusted using the latest PPP conversion factor for private consumption from the World Bank. This adjustment ensures a more accurate comparison of fare affordability across countries by accounting for variations in purchasing power.

Metro Min. Fare

Cities	Min. Fare *(PPP-adjusted USD)*	Min. Fare *(local currency)*	PPP Conversion Factor
Riyadh	2.10	SAR 4	1.90
Algiers	1.19	DZD 50	41.82
Dubai	1.15	AED 3	2.60
Cairo	0.89	EGP 5	5.58
Doha	0.71	QAR 2	2.80

Tramway/LRT Min. Fare

Cities	Min. Fare *(PPP-adjusted USD)*	Min. Fare *(local currency)*	PPP Conversion Factor
Casablanca	1.94	MAD 8	4.12
Rabat-Sale-Temara	1.45	MAD 6	4.12
Dubai	1.15	AED 3	2.60
Alexandria	0.98	EGP 5.50	5.58
Algiers	0.95	DZD 40	41.82
Constantine	0.95	DZD 40	41.82
Mostaganem	0.95	DZD 40	41.82
Oran	0.95	DZD 40	41.82
Setif	0.95	DZD 40	41.82
Sidi Bel Abbes	0.95	DZD 40	41.82
Lusail	0.71	QAR 2	2.80
Ouargla	0.71	DZD 30	41.82
Tunis	0.54	TND 0.50	0.92

Note: Doha's tramway is free.

Bus Min. Fare

Cities	Min. Fare *(PPP-adjusted USD)*	Min. Fare *(local currency)*	PPP Conversion Factor
Ras Al Khaimah	3.07	AED 8	2.60
Makkah	2.10	SAR 4	1.90
Riyadh	1.97	SAR 3.75	1.90
Madinah	1.81	SAR 3.45	1.90
Jeddah	1.81	SAR 3.45	1.90
Dammam	1.81	SAR 3.45	1.90
Jazan	1.81	SAR 3.45	1.90
Qassim	1.81	SAR 3.45	1.90
Taif	1.81	SAR 3.45	1.90
Kuwait	1.66	KWD 0.30	0.18
Amman	1.21	JOD 0.39	0.32
Rabat-Sale-Temara	1.21	MAD 5	4.12
Casablanca	1.21	MAD 5	4.12
Dubai	1.15	AED 3	2.60
Cairo	1.07	EGP 6	5.58
Sharjah	0.77	AED 2	2.60
Ajman	0.77	AED 2	2.60
Abu Dhabi	0.77	AED 2	2.60
Marrakesh	0.73	MAD 3	4.12
Doha	0.71	QAR 2	2.80
Agadir	0.6	MAD 2.50	4.12
Tunis	0.54	TND 0.50	0.92
Oran	0.48	DZD 20	41.82
Alexandria	0.44	EGP 2.50	5.58
Sfax	0.27	TND 0.25	0.92
Salalah	0.001	OMR 0.0003	0.19
Muscat	0.001	OMR 0.0003	0.19

BRT Min. Fare

Cities	Min. Fare *(PPP-adjusted USD)*	Min. Fare *(local currency)*	PPP Conversion Factor
Montreal	3.12	CAD 3.75	1.20
Paris	2.71	EUR 1.90	0.70
Istanbul	1.96	TRY 14.32	7.30
Casablanca	1.94	MAD 8	4.12
Amman	1.71	JOD 0.55	0.32
Johannesburg	1.11	ZAR 8.50	7.60
Cape Town	0.90	ZAR 6.90	7.60
Jakarta	0.68	IDR 3,500	5,143.40
Mexico City	0.55	MXN 6	10.80
Beijing	0.13	RMB 0.50	3.60
Tehran	0.11	IRR 10,000	88593.20
Isfahan	0.09	IRR 8,000	88593.20

PUBLIC TRANSPORT AFFORDABILITY

In this section, we aimed to assess public transport affordability in the region. To ensure a comprehensive evaluation, we conducted the assessment across three different layers:

1. **Benchmarking Monthly Pass Costs** – We compared the cheapest available monthly public transport pass (excluding special categories such as discounts for the elderly and youth) across different cities in the region and internationally. To facilitate meaningful comparisons, fares were adjusted using the latest PPP conversion factor for private consumption from the World Bank. Additionally, we have provided the local currency price of the monthly pass for reference.
2. **Income Ratio Comparison** – Next, we calculated the ratio of the monthly pass cost to the average monthly income in the countries hosting the benchmarked cities. The income data was sourced from reliable and official sources.
3. **Income-Level Analysis** – Given the MENA region's economic diversity, we introduced an additional layer of granularity to better capture variations in affordability according the countries' income group. A scatter chart illustrates the percentage of the monthly public transport pass cost relative to the average monthly salary across different income categories. This visualisation helps identify affordability trends and disparities across cities by analysing key statistical markers:
   - **The first quartile (Q1)** represents cities where public transport is relatively more affordable, indicating that for the lowest 25% of the dataset, the ratio of the public transport monthly pass cost to the average monthly salary is lower than in the rest of the sample.
   - **The median (Q2)** serves as a central reference point, showing the midpoint affordability level—half of the cities in the dataset have a lower transport cost burden, while the other half experience a higher cost relative to income.
   - **The third quartile (Q3)** captures cities where monthly public transport pass costs take up a significantly larger portion of income, highlighting affordability challenges and potential financial burdens on commuters.

MINIMUM PUBLIC TRANSPORT MONTHLY PASS COSTS

Cities	Monthly Pass *(PPP-adjusted USD)*	Monthly pass *(local currency)*	PPP Conversion Factor
Istanbul	205.48	TRY 1,500	7.30
Berlin	141.43	EUR 99	0.70
London	135.57	GBP 94.90	0.70
Sydney	133.33	AUD 200	1.50
New York	132	USD 132	1
Toronto	130	CAD 156	1.20
Singapore	128	SGD 128	1
Melbourne	127.2	AUD 190.80	1.50
Salalah	105.26	OMR 20	0.19
Amman	103.13	JOD 33	0.32
Portland	100	USD 100	1
Makkah	89.47	SAR 170	1.90
Vancouver	89.42	CAD 107.30	1.20
Sharjah	86.54	AED 225	2.60
Sao Paulo	85.52	BRL 213.80	2.50
Oslo	77.81	NOK 747	9.60
Amsterdam	75.25	EUR 60.20	0.80
Riyadh	73.68	SAR 140	1.90
Geneva	63.64	CHF 70	1.10
Kuwait	61.11	KWD 11	0.18
Los Angeles	59	USD 59	1
Cairo	55.56	EGP 310	5.58
Warsaw	55	PLN 110	2
Dubai	53.85	AED 140	2.60
Budapest	46.13	HUF 8,950	194
Doha	42.86	QAR 120	2.80
Alexandria	42.11	EGP 235	5.58
Abu Dhabi	30.77	AED 80	2.60
Algiers	28.69	DZD 1200	41.82
Constantine	28.69	DZD 1200	41.82
Mostaganem	28.69	DZD 1200	41.82
Oran	28.69	DZD 1200	41.82
Setif	28.69	DZD 1200	41.82
Sidi Bel Abbes	23.91	DZD 1200	41.82
Ouargla	21.52	DZD 900	41.82

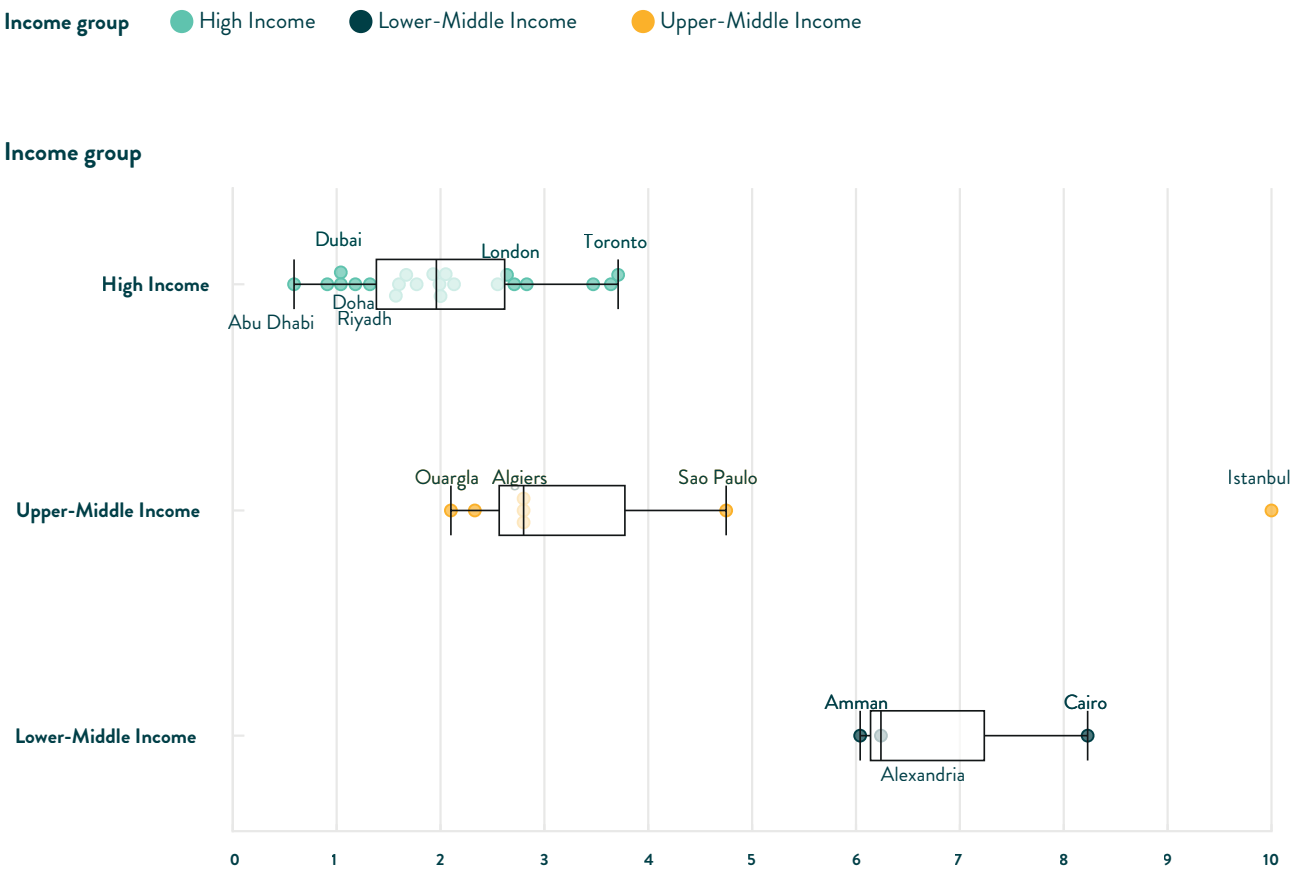
RATIO OF THE MONTHLY PASS COST TO THE AVERAGE MONTHLY INCOME

Cities	Percentage of Monthly Income Spent on Public Transport	Monthly pass *(local currency)*	Avg. Monthly Income *(local currency)*	Income Group
Istanbul	10	TRY 1500	TRY 15,000	
Cairo	8.23	EGP 310	EGP 3,768	
Alexandria	6.24	EGP 235	EGP 3,768	
Amman	6.04	JOD 33	JOD 546	
Sao Paulo	4.75	BRL 213.80	BRL 4,500	
Toronto	3.71	CAD 156	CAD 4,200	
Sydney	3.64	AUD 200	AUD 5,500	
Melbourne	3.47	AUD 190.80	AUD 5,500	
Berlin	2.83	EUR 99	EUR 3,500	
Algiers	2.8	DZD 1200	DZD 42,848	
Constantine	2.8	DZD 1200	DZD 42,848	
Mostaganem	2.8	DZD 1200	DZD 42,848	
Oran	2.8	DZD 1200	DZD 42,848	
Setif	2.8	DZD 1200	DZD 42,848	
London	2.71	GBP 94.90	GBP 3,500	
New York	2.64	USD 132	USD 5,000	
Vancouver	2.55	CAD 107.30	CAD 4200	
Sidi Bel Abbes	2.33	DZD 1000	DZD 42,848	
Singapore	2.13	SGD 128	SGD 6,000	
Ouargla	2.1	DZD 900	DZD 42,848	
Oslo	2.05	NOK 747	NOK 36,356.5	
Portland	2	USD 100	USD 5,000	
Budapest	1.99	HUF 8,950	HUF 450,000	
Kuwait	1.93	KWD 11	KWD 568.6	
Amsterdam	1.77	EUR 60.20	EUR 3,408.48	
Sharjah	1.67	AED 225	AED 13,458.8	
Makkah	1.6	SAR 170	SAR 10,599	
Warsaw	1.57	PLN 110	PLN 7000	
Riyadh	1.32	SAR 140	SAR 10,599	
Salalah	1.29	OMR 20	OMR 1,552.62	
Los Angeles	1.18	USD 59	USD 5,000	
Doha	1.04	QAR 120	QAR 11,532.12	
Dubai	1.04	AED 140	AED 13,458.8	
Geneva	0.91	CHF 70	CHF 7,653.34	
Abu Dhabi	0.59	AED 80	AED 13,458.8	

Lower-Middle Income — Upper-Middle Income — High Income

In the MENA cities benchmarked in this chart, a noticeable pattern arises. Cities in lower-middle-income countries have the highest ratio of monthly public transport pass cost to the average monthly income, indicating a greater financial burden on commuters. This suggests that public transport fares in these countries may not be proportionally adjusted to income levels, potentially due to limited government subsidies or high operational costs. In contrast, cities in high-income countries tend to have lower percentages, reflecting stronger public transport funding mechanisms, subsidies, or higher wages that enhance affordability. Upper-middle-income countries generally fall in between, with affordability varying based on fare policies, government intervention, and economic conditions. This pattern highlights the critical role of policy and investment in shaping transport affordability, with lower-income countries potentially facing barriers to mobility and economic inclusion due to high fare burdens.

PUBLIC TRANSPORT AFFORDABILITY BY INCOME LEVELS



This scatter chart clearly illustrates that the higher a country's income, the more affordable its public transport. In the region, cities from high-income countries generally perform well in terms of affordability of their public transport systems. Specifically, Abu Dhabi, Dubai, Doha, and Riyadh fall below the first quartile, indicating that their public transport is among the most affordable relative to income. Meanwhile, Makkah and Sharjah sit within the first quartile, still ranking among the more affordable options. Kuwait, positioned at the median, represents the midpoint of affordability, where public transport costs take up a moderate share of income. When compared to international cities such as Berlin, Melbourne, and Toronto, high-income countries in the region show strong performance.

Upper middle-income countries also exhibit relatively affordable public transport, with their cities distributed across the first quartile, below the first quartile, or around the median. Some of these cities even have affordability levels comparable to the third quartile of high-income countries, highlighting a competitive positioning in terms of public transport affordability.

In contrast, lower middle-income countries struggle with affordability, as their public transport costs represent a significantly higher proportion of income. Among them, Cairo stands out with the highest ratio, indicating the relatively most expensive public transport ratio in the region's dataset. This disparity shows the financial burden of public transport in lower middle-income countries compared to higher-income counterparts.

EXPANDING THE LENS: ADDITIONAL METRICS SHAPING URBAN MOBILITY AND POLICY

CAR OWNERSHIP RATES *(NATIONAL-LEVEL)*

Country	Number of Cars Per 1000 Inhabitants	Year
New Zealand	934	2022
United States	850	2022
Australia	776	2021
Italy	753	2022
Finland	752	2024
Malaysia	678	2023
Canada	677	2022
France	671	2022
Germany	655	2022
Norway	629	2023
Thailand	625	2024
United Kingdom	603	2024
Switzerland	603	2022
Kuwait	521	2023
Qatar	516	2016
Costa Rica	514	2021
Bahrain	476	2023
Mexico	449	2023
United Arab Emirates	376	2016
Oman	323	2024
Lebanon	295	2016
Ukraine	237	2021
Saudi Arabia	224	2016
Iran	182	2020
Algeria	176	2020
Tunisia	175	2016
Jordan	173	2024
Singapore	172	2023
Fiji	142	2020
Samoa	124	2016
Morocco	113	2020
Iraq	112	2020
Egypt	87	2023
Yemen	52	

CAR OWNERSHIP RATES *(CITY-LEVEL)*

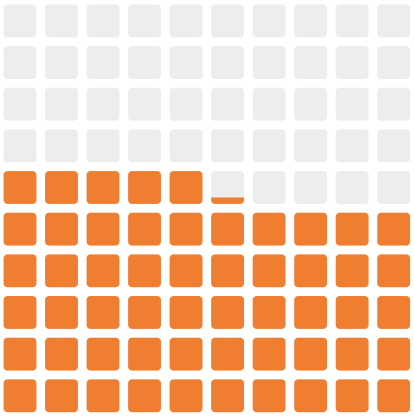
Cities	Car Ownership Rate *(passenger cars/1,000 population)*	Cars	Population	Year
Dubai	622	2,273,353	3,655,000	2023
Makkah	598	1,176,395	1,967,000 (2018)	2017
Abu Dhabi	519	624,672	2,784,490	2015
Tehran	500	40,000,000	14,425,000 (2019)	2024
Algiers	405	1,320,000	3,280,000	2021
Amman	393	1,900,000	4,834,500	2023
Ras Al Khaimah	312	120,399	394,000 (2023)	2022
Madinah	277	325,413	1,174,776 (2018)	2017
Qassim	222	286,080	1,285,836	2017
Rabat-Sale-Temara	183	430,063	2,350,071	2022
Riyadh	156	1,293,56	8,275,538	2017
Constantine	155	211,705	1,290,000	2021
Jazan	138	194,324	1,326,914	2017
Sidi Bel Abbes	128	77,055	713,377 (2019)	2021
Oran	125	267,058	2,110,000 (2023)	2021
Ouargla	93	65,840	708,463	2021
Mostaganem	81	74,785	922,405	2021
Setif	70	129,558	1,860,000	2021
Ajman	28.8	16,538	573,886	2023

SHARE OF POPULATIONS WITH CONVENIENT ACCESS TO PUBLIC TRANSPORT: GLOBAL AND MENA PERSPECTIVES

Share of Populations with Convenient Access to Public Transport, 2022

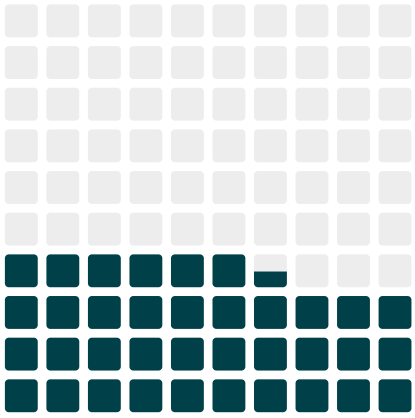
Country Name	Share of Populations with Convenient Access to Public Transport	Region
Singapore	99	Southeast Asia
United Kingdom	95.6	Europe
France	95.3	Europe
Italy	94.5	Europe
Finland	94.2	Europe
New Zealand	94.1	Oceania
Germany	93.3	Europe
Switzerland	93	Europe
Qatar	91.7	MENA
Norway	90.2	Europe
Australia	83.5	Oceania
Ukraine	81.7	Europe
Canada	72.9	North America
United States	58.9	North America
Tunisia	56.4	MENA
United Arab Emirates	50.8	MENA
Morocco	48.9	MENA
Yemen	41	MENA
Algeria	40.6	MENA
Malaysia	39.6	Southeast Asia
Mexico	39.2	Latin America & the Caribbean
Kuwait	39	MENA
Iran	38	MENA
Costa Rica	36.3	Latin America & the Caribbean
Saudi Arabia	30.4	MENA
Oman	27.9	MENA
Thailand	27.2	Southeast Asia
Fiji	24.5	Oceania
Lebanon	23.9	MENA
Egypt	21.8	MENA
Bahrain	21.2	MENA
Samoa	18.8	Oceania
Iraq	8.1	MENA
Jordan	7.3	MENA

Average global share of people with convenient access to public transport



55.25%

Average MENA share of people with convenient access to public transport



36.46%

Note: The average share has been calculated based on the countries mentioned in the chart.

Share of Populations with Convenient Access to Public Transport per Income Category, 2022

The data indicates that, in most regions, higher income levels correlate with greater population access to public transport, highlighting a two-way impact. In wealthier cities/countries, higher income enables substantial investments in public transport infrastructure. At the same time, convenient access to public transport allows people to reach jobs and services more easily, boosting economic participation and contributing to the overall vitality of the city or country. This synergy suggests that well-developed transport systems not only benefit from strong economic conditions but also play a crucial role in sustaining and enhancing economic growth.

This graphic shows that, in the MENA region, high income is not the sole driver of public transport accessibility. Vision, strategies, and policies play a crucial role in ensuring that a larger share of the population has access to public transport.

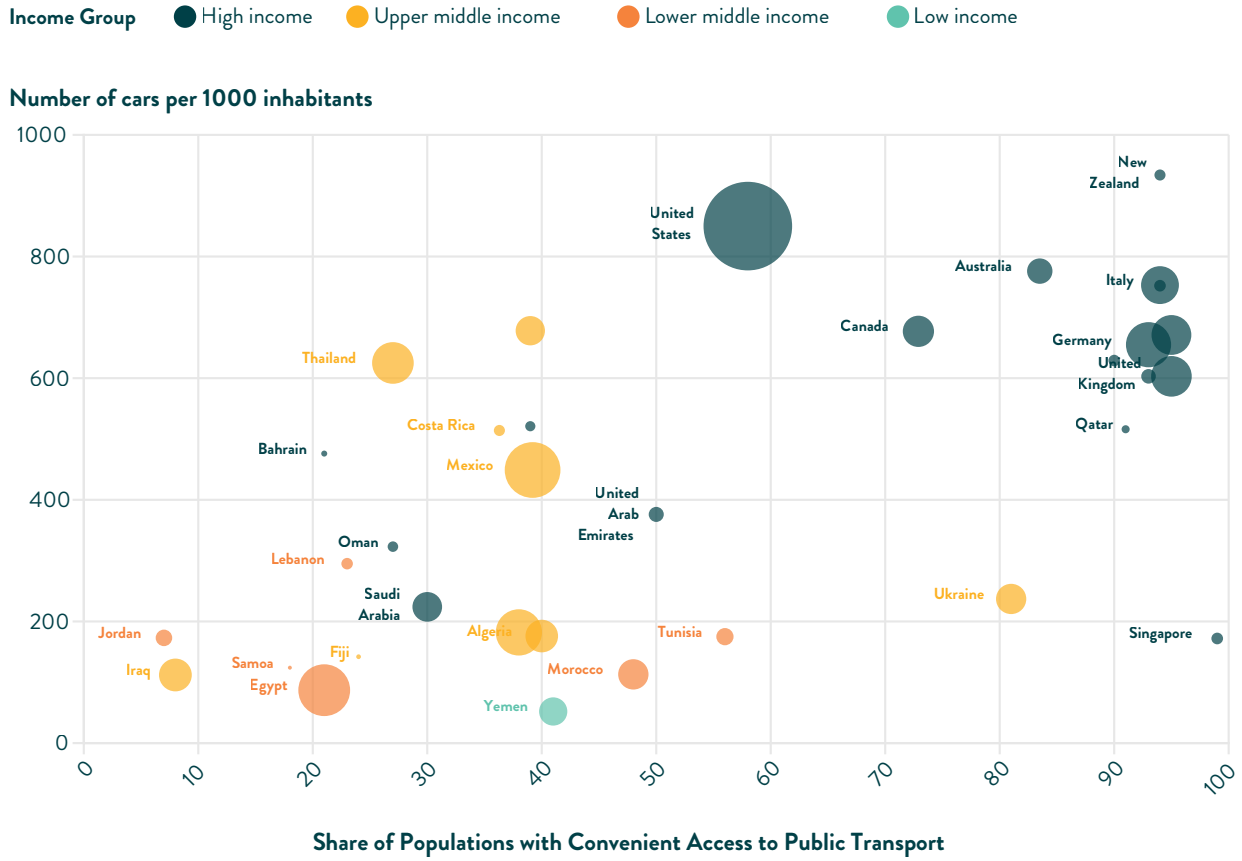
There are notable disparities even within the same income group, with some cities achieving widespread coverage, while others struggle with limited access to public transport services. Additionally, rapidly growing cities may face infrastructure gaps, where expansion efforts lag behind population growth, further limiting accessibility.

These variations suggest that factors such as integrated urban planning, strategic investment in transport infrastructure, network integration, first-mile/last-mile connectivity and policies tailored to each city's demographic, economic and geographic context significantly influence public transport accessibility. Cities that are able to prioritise well-designed transport policies and multimodal integration tend to provide better coverage and accessibility, regardless of their income level.

Note: Access to public transport is considered convenient when an officially recognised stop is accessible within a walking distance along the street network of 500 meters from a reference point such as a home, school, workplace, market, etc. to a low-capacity public transport system (e.g. bus, Bus Rapid Transit) and/or 1 km to a high-capacity system (e.g.rail, metro, ferry). Some of the values are from 2020, as it is the most recent available data when 2022 figures are not available.

Source: SDG Indicators Database, United Nations, Department of Economic and Social Affairs (2023) – Processed by Our World in Data, then by UITP CTE MENA.

THE IMPACT OF CAR OWNERSHIP ON PUBLIC TRANSPORT ACCESSIBILITY



This chart illustrates the relationship between car ownership rates (measured as the number of cars per 1,000 inhabitants) and the share of the population with convenient access to public transport, with bubble sizes representing country populations. The distribution of data points highlights distinct regional and policy-driven variations in transport systems, urban planning, and mobility preferences.

Singapore stands out as a clear outlier, exhibiting nearly 100% access to public transport alongside a relatively low car ownership rate. This trend is largely attributable to highly effective government policies that prioritise public transport over private vehicle use. The government has implemented strict vehicle ownership regulations, including high vehicle registration fees, electronic road pricing, and a vehicle quota system, making car ownership prohibitively expensive and encouraging reliance on a well-developed, integrated public transport network. Additionally, Singapore's relatively small land area and population size allow for a highly efficient and dense public transport system, making it easier to provide comprehensive coverage compared to larger, more dispersed countries.

Note: Access to public transport is considered convenient when an officially recognised stop is accessible within a walking distance along the street network of 500 meters from a reference point such as a home, school, workplace, market, etc. to a low-capacity public transport system (e.g. bus, Bus Rapid Transit) and/or 1 km to a high-capacity system (e.g.rail, metro, ferry). Some of the values are from 2020, as it is the most recent available data when 2022 figures are not available.

Sources:

- SDG Indicators Database, United Nations, Department of Economic and Social Affairs (2023) – Processed by Our World in Data, then by UITP CTE MENA.
- National car ownership rates have been sourced from official data sources. The year is specified in the chart above on "Car Ownership Rates (National-level)"

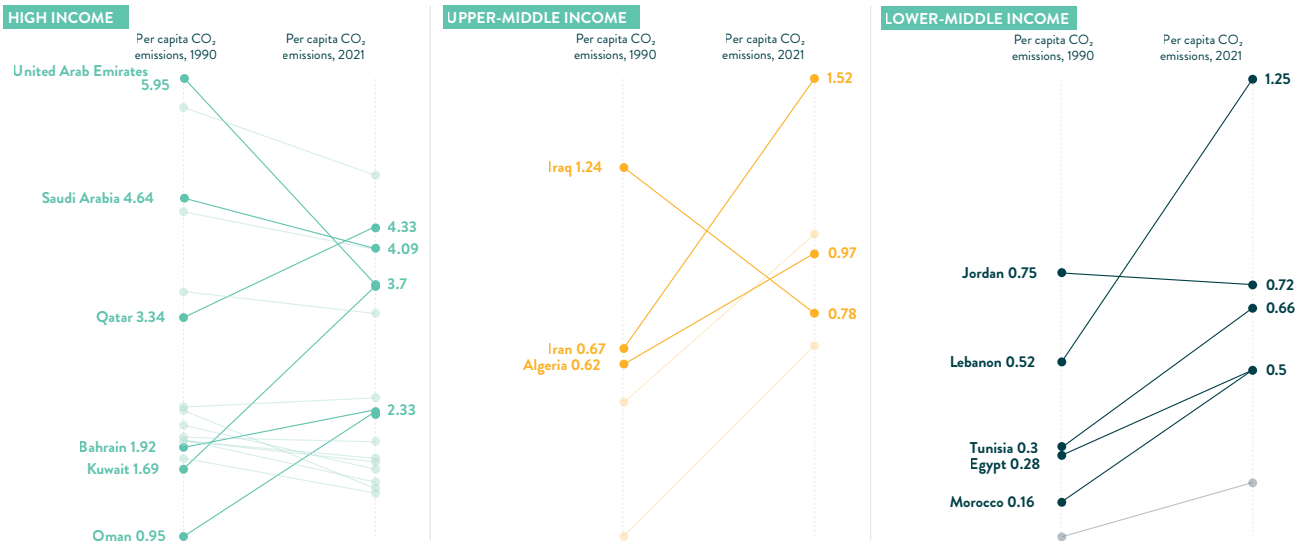
In contrast, the United States follows a significantly different pattern, with a high car ownership rate, moderate access to public transport, and the largest population size relative to the other countries in the chart. This reflects the historically car-centric urban development model in the U.S., where suburban expansion, highway investments, and land-use policies have favored private vehicle use over public transport development. As a result, many people own cars out of necessity rather than choice, and while public transport is available in major cities, it remains less comprehensive and convenient in sprawling, lower-density regions.

Looking at the MENA region, countries generally exhibit moderate car ownership rates along with moderate access to public transport. This positioning suggests a fertile environment for expanding public transport infrastructure to meet the needs of growing urban populations. Many cities in the region are undergoing rapid urbanisation and economic development, creating both challenges and opportunities for sustainable transport growth. While some cities have well-established metro and bus networks, others still rely heavily on private cars and informal transport systems due to gaps in public transport infrastructure. Expanding public transport networks could enhance accessibility, reduce congestion, and promote environmental sustainability in these rapidly developing urban centers.

TRANSPORT CO_2 EMISSIONS PER CAPITA

Country	Per Capita CO_2 Emissions, 1990	Per Capita Co_2 Emissions, 2021	Relative Change
Qatar	3.34 t	4.33 t	+30%
United Arab Emirates	5.95 t	3.70 t	-38%
Bahrain	1.92 t	2.33 t	+21%
Kuwait	1.69 t	3.68 t	+118%
Saudi Arabia	4.64 t	4.09 t	-12%
Oman	0.95 t	2.31 t	+143%
Australia	3.62 t	3.38 t	-7%
United States	5.63 t	4.89 t	-13%
Canada	4.49 t	4.08 t	-9%
China	0.08 t	0.68 t	+733%
Germany	1.99 t	1.76 t	-12%
Iran	0.67 t	1.52 t	+126%
Belgium	2.03 t	1.98 t	-2%
Norway	2.36 t	2.46 t	+4%
Netherlands	1.80 t	1.42 t	-21%
Turkey	0.50 t	1.03 t	+108%
United Kingdom	2.00 t	1.54 t	-23%
France	1.99 t	1.80 t	-9%
Switzerland	2.16 t	1.68 t	-22%
Iraq	1.24 t	0.78 t	-37%
Algeria	0.62 t	0.97 t	+55%
Sweden	2.32 t	1.47 t	-37%
Tunisia	0.30 t	0.66 t	+121%
Egypt	0.28 t	0.50 t	+80%
Jordan	0.75 t	0.72 t	-5%
India	0.07 t	0.21 t	+180%
Morocco	0.16 t	0.50 t	+216%
Lebanon	0.52 t	1.25 t	+141%

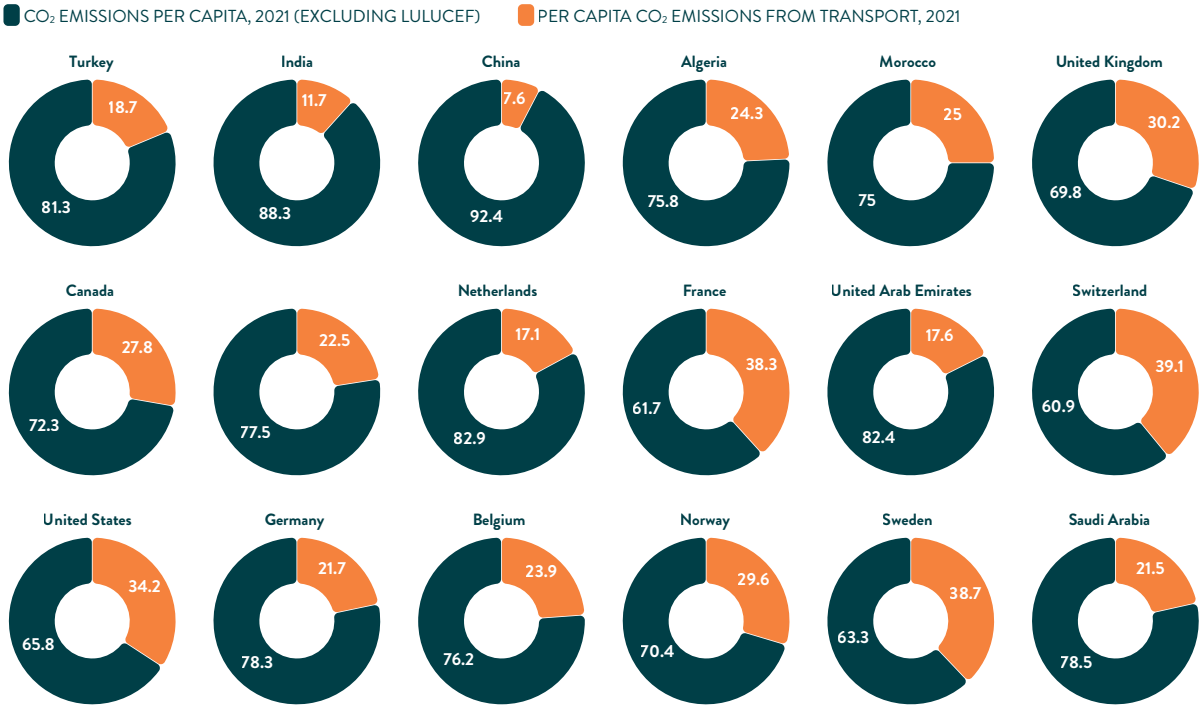
TRANSPORT CO_2 EMISSIONS PER CAPITA, 1990, 2021



Note: Emissions are measured in tonnes per person. International aviation and shipping emissions are not included.

Sources: Climate Watch (2024); Population based on various sources (2024) – with major processing by Our World in Data

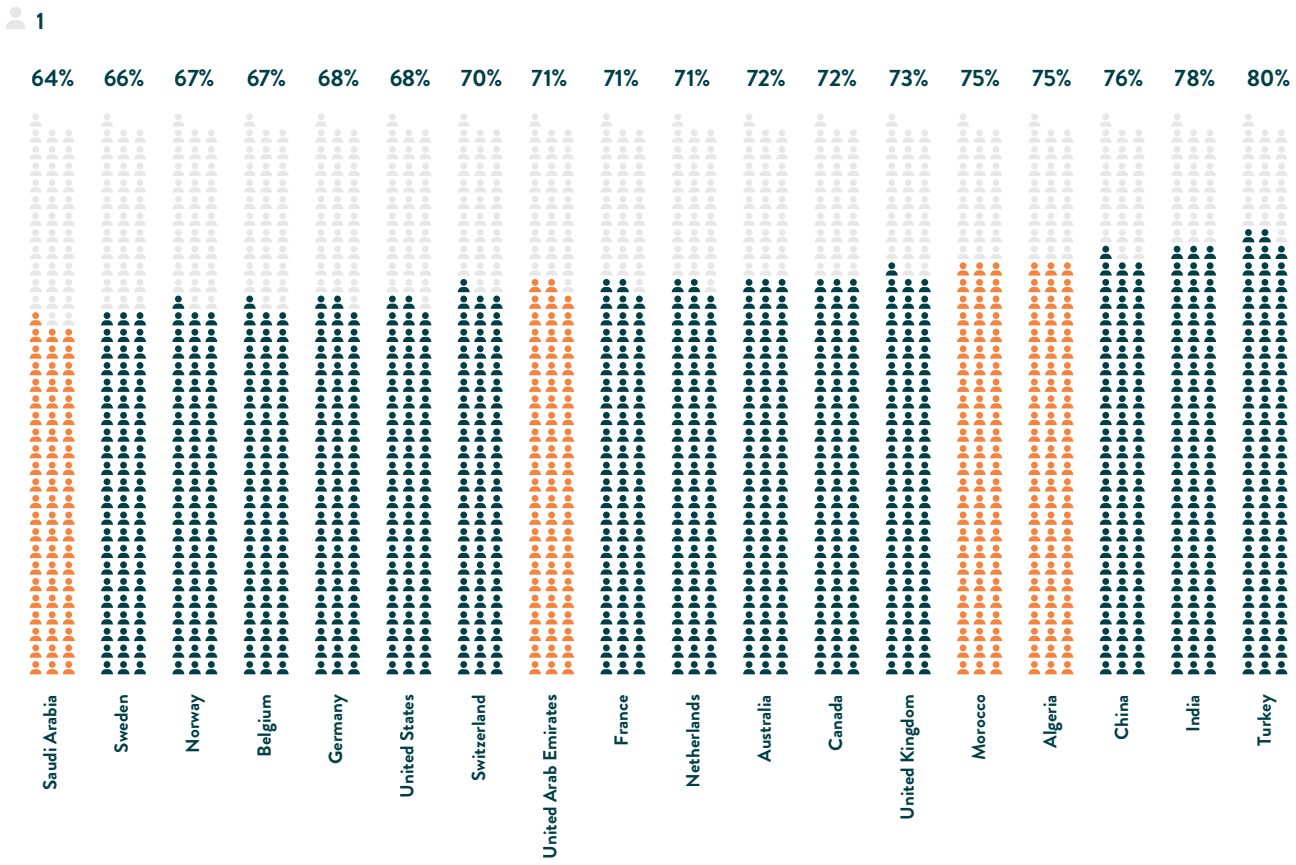
CARBON FOOTPRINT OF TRANSPORT: ITS SHARE IN GLOBAL EMISSIONS



Sources:

- CO2 emissions per capita, 2021 (excluding LULUCEF): World Bank
- Per capita CO2 emissions from transport, 2021: Climate Watch (2024); Population based on various sources (2024) – with major processing by Our World in Data

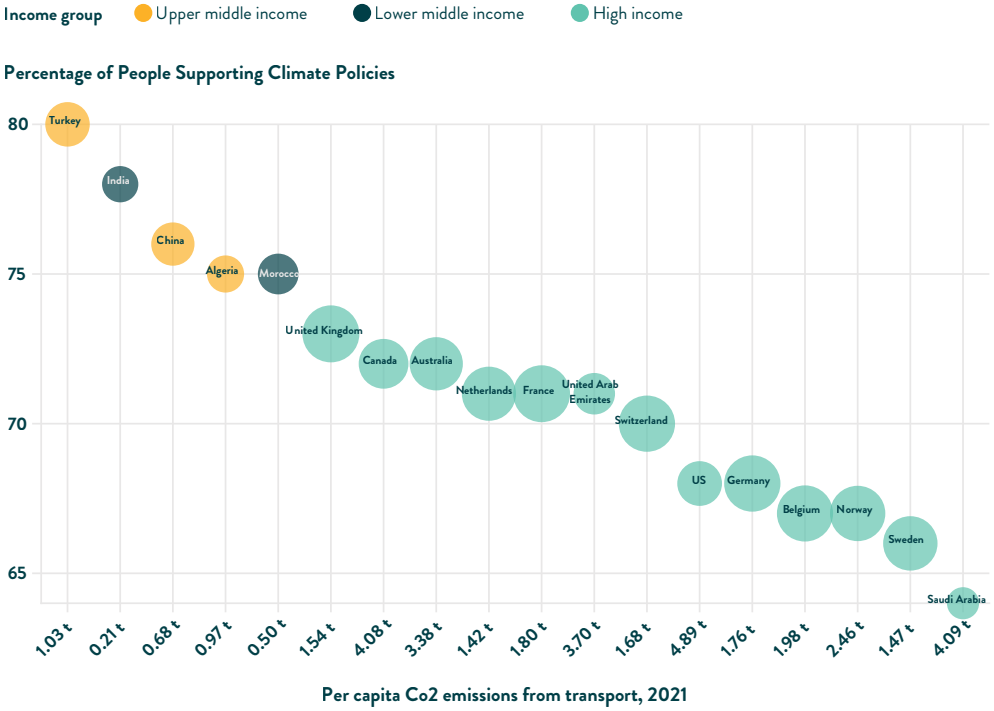
SHARE OF PEOPLE SUPPORTING POLITICAL ACTION ON CLIMATE CHANGE



Note: Support was measured on a scale from 0 to 100 across nine interventions, including carbon taxes on fossil fuels, expanding public transport, more renewable energy, more electric car chargers, taxes on airlines, investments in green jobs and businesses, laws to keep waterways clean, protecting forests, and increasing taxes on carbon-intensive foods.

Source: Vlasceanu et al. (2024). Addressing climate change with behavioral science: A global intervention tournament in 63 countries. – processed by Our World in Data, then by UITP CTE MENA.

CLIMATE POLICY SUPPORT AND TRANSPORT EMISSIONS: EXPLORING THE RELATIONSHIP



The bubble chart illustrates an inverse relationship between per capita CO_2 emissions from transport and public support for climate policies. As emissions from transport increase, the proportion of people supporting climate policies decreases. Meanwhile, the size of the bubbles, which represents the percentage of people with convenient access to public transport, does not show a clear pattern in relation to the other two variables.

One possible explanation for this trend is the economic and lifestyle dependence on high-emission transport. In countries or regions with high per capita CO_2 emissions from transport, people are likely more dependent on private vehicles, which often correlates with car-friendly infrastructure, suburban expansion, and lower investment in sustainable mobility options. The high reliance on personal vehicles makes individuals more resistant to climate policies that could increase fuel taxes, impose car restrictions, or promote alternative transport solutions that may inconvenience them.

Another important factor is the perceived cost of climate policies. Climate policies often involve higher fuel prices, congestion charges, or incentives for public transport and active mobility, which may be seen as a financial burden by populations accustomed to cheap and convenient private transport. In high-emission regions, opposition to climate policies may stem from concerns that these measures will negatively impact household budgets, economic stability, or job security in industries tied to fossil fuels.

In contrast, regions with lower transport emissions may have a greater environmental consciousness due to more direct exposure to the benefits of public transport, urban sustainability measures, and lower car dependency.

The lack of a clear correlation between public transport access and climate policy support suggests that simply having access to public transport does not necessarily translate into a pro-climate mindset. This may indicate that cultural, economic, and political attitudes play a stronger role in shaping climate policy opinions than the availability of alternative transport options. People may have convenient access to public transport but still prefer private vehicles due to personal preferences, economic factors, or infrastructural limitations.

Note: Support was measured on a scale from 0 to 100 across nine interventions, including carbon taxes on fossil fuels, expanding public transport, more renewable energy, more electric car chargers, taxes on airlines, investments in green jobs and businesses, laws to keep waterways clean, protecting forests, and increasing taxes on carbon-intensive foods. In this chart, the size of the bubbles represent the share of population with convenient access to public transport.

Emissions are measured in tonnes per person. International aviation and shipping emissions are not included.

Access to public transport is considered convenient when an officially recognised stop is accessible within a walking distance along the street network of 500 meters from a reference point such as a home, school, workplace, market, etc. to a low-capacity public transport system (e.g. bus, Bus Rapid Transit) and/or 1 km to a high-capacity system (e.g.rail, metro, ferry). Some of the values are from 2020, as it is the most recent available data when 2022 figures are not available.

Sources:

- Share of people supporting political action on climate change: Vlasceanu et al. (2024). Addressing climate change with behavioral science: A global intervention tournament in 63 countries. – processed by Our World in Data, then by UITP CTE MENA.
- Per capita CO_2 emissions from transport, 2021: Climate Watch (2024); Population based on various sources (2024) – with major processing by Our World in Data
- Share of Populations with Convenient Access to Public Transport in MENA, 2022: SDG Indicators Database, United Nations, Department of Economic and Social Affairs (2023) – Processed by Our World in Data, then by UITP CTE MENA.

GLOBAL SALES SHARE OF NEW ZERO-EMISSION BUSES, 2022-2023

	2022	2023
Africa	0.0%	0.0%
Australia	0.0%	1.5%
Brazil	1.7%	0.5%
Canada	6.3%	22.6%
Chile	10.1%	38.7%
China	31.4%	41.5%
Colombia	9.1%	4.7%
Eu	12.3%	13.3%
India	2.1%	2.5%
Indonesia	1.1%	0.8%
Japan	0.6%	1.5%
Mexico	0.0%	4.7%
Middle East	1.7%	1.1%
New Zealand	6.0%	5.1%
South Korea	0.3%	1.1%
Thailand	3.5%	2.9%
United Kingdom	7.1%	17.1%
United States	2.0%	2.8%
Vietnam	0.0%	0.0%
Other Asean	0.0%	0.0%
Other Europe	1.2%	2.1%
Other Asia Pacific	0.4%	0.4%
Other Latin America	0.2%	0.0%
Global	5.4%	4.1%

Unlike China and Europe, where EV infrastructure is expanding rapidly, Middle Eastern cities are still in the early stages of building charging networks for electric buses. The lack of a widespread charging infrastructure makes it difficult for cities to scale up electric bus fleets efficiently. While policy frameworks and investment trends indicate a growing commitment to electrification, large-scale deployment remains in progress.

Several Gulf countries, particularly the UAE, Saudi Arabia, Oman, and Qatar, have announced ambitious plans for electric and hydrogen-powered transport as part of their sustainability and net-zero strategies. Dubai, for example, has launched multiple pilot projects for battery-electric buses, while Saudi Arabia's Vision 2030 includes major investments in sustainable mobility solutions, including electric and hydrogen buses. Abu Dhabi has also made significant progresses in green public transport with its Green Bus Program, which aims to integrate electric and hydrogen-powered buses into the emirate's public transport system.

Notes:
- Sales shares include only BEVs and FCEVs. Shaded cells highlight higher sales shares.
- The ZEV sales share for buses in China in 2023 only considers medium- and heavy-duty buses. Global shares include light buses for China in 2023, which were not included in the 2022 China data.

Source: ICCT REPORT | VISION 2050: UPDATE ON THE GLOBAL ZERO-EMISSION VEHICLE TRANSITION IN 2024

Similarly, Qatar has taken significant steps toward electrification, with Doha integrating electric buses into its public transport network. Qatar's Ministry of Transport has outlined plans to transition its public bus fleet to full electrification by 2030, supported by an expanding charging infrastructure and investments in smart mobility. Oman is also advancing its transition toward sustainable public transport, in which it has introduced the first electric bus as part of its broader strategy to decarbonise urban mobility.

However, some of these initiatives are still in the scaling phase and have yet to make a substantial impact on overall zero-emission bus sales across the region. The climate and operational conditions in the Middle East present additional challenges. Extreme heat and long travel distances can impact battery performance, reducing efficiency and increasing cooling system demands. While battery-electric buses (BEBs) remain a key focus, hydrogen fuel cell electric buses (FCEBs) are also being explored as a viable long-term alternative due to their faster refueling times and better resilience to extreme weather conditions. Yet, hydrogen adoption is still in its early phases, with infrastructure and supply chain development being critical barriers.

Despite recent fluctuations in electric bus adoption rates, there are significant opportunities for growth in the Middle East. The current pace of deployment does not indicate a lack of commitment but rather reflects a strategic approach, as governments and transport authorities carefully evaluate the most suitable electrification pathways.

CLUSTER-SPECIFIC BENCHMARKING MEASURING KEY PUBLIC TRANSPORT ICITIES INDICATORS ACROSS COMPARABLE CITIES

SEGMENTATION OF THE STUDIED CITIES

	Small Cities (<500k)	Medium Cities (500k-2m)	Larges Cities (>2m)
Cities as part of high-income countries	Group 1	Group 2	Group 3
Cities as part of upper middle-income countries	Group 4	Group 5	Group 6
Cities as part of lower middle-income countries	Group 7	Group 8	Group 9

	Small Cities (<500k)	Medium Cities (500k-2m)	Larges Cities (>2m)
Cities as part of high-income countries	Ras Al Khaimah, Lusail, Salalah	Bahrain, Madinah, Dammam, Doha, Qassim, Taif, Jazan, Muscat, Ajman, Sharjah, Amsterdam, Budapest, Copenhagen, Geneva, Oslo, Prague, Stockholm, Vienna, Warsaw	Jeddah, Makkah, Riyadh, Kuwait, Abu Dhabi, Dubai, Barcelona, Berlin, Brussels, Chicago, Lisbon, London, Los Angeles, Madrid, Melbourne, Milan, Montreal, New York, Paris, Portland, Santiago, Singapore, Syndey, Taipei, Toronto, Vancouver
Cities as part of upper middle-income countries	Group 4	Constantine, Ouargla, Mostaganem, Setif, Sidi Bel Abbes	Algiers, Oran, Tehran, Isfahan, Baghdad, Beijing, Buenos Aires, Cape Town, Hong Kong, Istanbul, Jakarta, Johannesburg, Medellin, Mexico City, Rio De Janeiro, Sao Paolo
Cities as part of lower middle-income countries	Group 7	Agadir, Sfax, Beirut	Tunis, Cairo, Alexandria, New Administrative Capital, Amman, Casablanca, Marrakesh, Rabat, Bengaluru, Delhi

Note:
The cluster-specific benchmarking has been conducted based on the availability of data in the selected cities. Some cities may be represented in one key metric but not in another, depending on data availability. Benchmarking charts have been included only for transport modes that exist in MENA cities.

URBAN TRANSPORT IN PERSPECTIVE: ANALYSIS ACROSS ACROSS THE FOUR DIFFERENT CLUSTERS

CLUSTER 1

Medium cities (500k-2M) as part of high-income countries

Metro and Bus

Cities	Metro	Tramway	Bus	BRT
Bahrain	-	-	✓	-
Madinah	-	-	✓	-
Dammam	-	-	✓	-
Doha	✓	-	✓	-
Qassim	-	-	✓	-
Taif	-	-	✓	-
Jazan	-	-	✓	-
Muscat	-	-	✓	-
Ajman	-	-	✓	-
Sharjah	-	-	✓	-
Amsterdam	✓	✓	✓	-
Budapest	✓	✓	✓	-
Copenhagen	✓	-	✓	-
Geneva	-	✓	✓	-
Oslo	✓	✓	✓	-
Prague	✓	✓	✓	-
Stockholm	✓	✓	✓	-
Vienna	✓	✓	✓	-
Warsaw	✓	✓	✓	-

Metro Fleet

Cities	Number of Cars/1 mn inhabitants
Prague	554
Vienna	463
Oslo	322
Doha	278
Warsaw	271
Stockholm	260
Amsterdam	250
Budapest	242
Copenhagen	177

Metro Length

Cities	Km/1mn Population
Oslo	80
Stockholm	65
Doha	64
Prague	50
Vienna	42
Amsterdam	36
Copenhagen	28
Warsaw	23
Budapest	22

Metro Ridership

Cities	Annual Ridership Per Capita	Year
Prague	257	2022
Vienna	178	2022
Stockholm	169	2022
Budapest	157	2022
Oslo	94	2022
Warsaw	90	2022
Copenhagen	79	2022
Amsterdam	72	2022
Doha	45	2022

Among the benchmarked cities, only Doha from the region is included for metro benchmarking, and it performs well in terms of metro fleet size and network length. However, its metro ridership levels remain relatively low (despite the increase in ridership due to FIFA World Cup in the same year) indicating untapped potential for increasing public transport usage. Doha also has the largest bus fleet among regional cities, with a fleet size per million inhabitants that surpasses Oslo internationally, despite having a nearly comparable population size. However, despite this strong infrastructure, ridership per capita remains low, suggesting that factors beyond fleet size—such as service quality, accessibility, integration, and public perception—may be limiting transport adoption.

Bus Fleet

Cities	Bus Fleet/1 mn inhabitants
Stockholm	1,291
Warsaw	1,009
Doha	969
Copenhagen	949
Prague	929
Oslo	797
Budapest	542
Vienna	223
Amsterdam	191
Ajman	96
Muscat	81
Taif	64
Dammam	62
Sharjah	61
Qassim	55
Jazan	34
Madinah	21

Bus Ridership

Cities	Ridership Per Capita	Year
Budapest	323	2022
Warsaw	225	2022
Copenhagen	180	2022
Prague	179	2022
Stockholm	156	2022
Oslo	148	2022
Vienna	78	2022
Amsterdam	35	2022
Doha	2.5	2023
Dammam	1.1	2023
Madinah	0.77	2023
Muscat	0.23	2023
Qassim	0.22	2024
Ajman	0.21	2023
Sharjah	0.18	2023
Jazan	0.17	2024
Taif	0.17	2023

Other cities in the region could benefit greatly not only from expanding their bus fleets but also from enhancing accessibility, service reliability, and overall network integration to encourage greater public transport use. Additionally, raising public awareness and incentivising a shift from private cars to public transport will be crucial in improving ridership and making urban mobility more sustainable. Well-planned investments in first- and last-mile connectivity, fare policies, and service frequency improvements could play a key role in bridging the gap between infrastructure availability and actual usage.

CLUSTER 2

Large cities (>2M) as part of high-income countries

Metro, Tram and Bus

Cities	Metro	Tramway	Bus	BRT
Jeddah	-	-	✓	-
Makkah	✓	-	✓	-
Riyadh	✓	-	✓	-
Kuwait	-	-	✓	-
Abu Dhabi	-	-	✓	-
Dubai	✓	✓	✓	-
Barcelona	✓	✓	✓	-
Berlin	✓	✓	✓	-
Brussels	✓	✓	✓	-
Chicago	✓	-	✓	-
Lisbon	✓	✓	✓	-
London	✓	✓	✓	-
Los Angeles	✓	✓	✓	✓
Madrid	✓	✓	✓	-
Melbourne	-	✓	✓	-
Milan	✓	✓	✓	-
Montreal	✓	-	✓	✓
New York	✓	✓	✓	✓
Paris	✓	✓	✓	✓
Portland	-	✓	✓	✓
Santiago	✓	-	✓	✓
Singapore	✓	-	✓	-
Syndey	✓	✓	✓	-
Taipei	✓	✓	✓	✓
Toronto	✓	✓	✓	-
Vancouver	✓	-	✓	-

Metro Fleet

Cities	Number of Cars/1 mn inhabitants
London	468
Taipei	445
New York	364
Paris	355
Berlin	352
Madrid	346
Milan	345
Singapore	325
Montreal	234
Brussels	212
Santiago	194
Dubai	177
Chicago	168
Barcelona	157
Toronto	139
Vancouver	133
Lisbon	114
Makkah	86
Riyadh	52
Sydney	31
Los Angeles	8

Metro Length

Cities	Km/1mn Population
Taipei	73
London	46
Madrid	44
Singapore	41
Berlin	41
Milan	32
Vancouver	30
Barcelona	25
Dubai	25
New York	23
Riyadh	20
Santiago	20
Brussels	19
Paris	19
Chicago	19
Montreal	17
Lisbon	15
Toronto	12
Makkah	8
Sydney	7
Los Angeles	2

Metro Ridership

Cities	Annual Ridership Per Capita	Year
Taipei	214	2022
Singapore	139	2022
Berlin	138	2022
London	124	2022
Paris	120	2022
Milan	90	2022
Madrid	85	2022
Santiago	79	2022
Barcelona	72	2022
Brussels	61	2022
Dubai	60	2022
Montreal	57	2022
New York	56	2022
Lisbon	46	2022
Vancouver	44	2022
Toronto	37	2022
Chicago	12	2022
Sydney	3	2022
Los Angeles	2	2022

Tramway Fleet

Cities	Vehicles/1 mn inhabitants
Brussels	187
Milan	157
Berlin	107
Melbourne	100
Portland	74
Toronto	32
Los Angeles	27
Paris	25
Lisbon	24
Sydney	14
Barcelona	7
Madrid	5
Taipei	5
London	4
New York	4
Dubai	3

Note:
Makkah Metro has been excluded in the ridership benchmarking as it operates only during Hajj (pilgrimage) season.

Tramway Length

Cities	Km/1mn Population
Brussels	70
Berlin	55
Portland	50
Melbourne	49
Milan	41
Lisbon	22
Toronto	14
Los Angeles	11
Paris	10
Barcelona	5
Madrid	5
Sydney	5
Dubai	3
London	3
Taipei	3
New York	2

Tramway Ridership

Cities	Annual Ridership Per Capita	Year
Brussels	51	2022
Berlin	50	2022
Paris	26	2022
Melbourne	24	2022
Milan	24	2022
Portland	10	2022
Barcelona	5	2022
Lisbon	5	2022
Sydney	5	2022
Toronto	4	2022
Los Angeles	3	2022
Dubai	2	2022
London	2	2022
Madrid	2	2022
New York	1	2022
Taipei	1	2022

Bus Fleet

Cities	Bus Fleet/1 Mn Inhabitants
Beijing	1,537
Taipei	1,313
Santiago	1,018
London	922
Singapore	904
Vancouver	786
Paris	735
Montreal	662
Dubai	655
Madrid	620
Lisbon	494
Barcelona	469
Brussels	409
Milan	396
Toronto	327
Portland	316
New York	306
Abu Dhabi	206
Chicago	202
Kuwait	187
Los Angeles	172
Makkah	168
Riyadh	98
Jeddah	22

Bus Ridership

Cities	Ridership Per Capita	Year
Vancouver	225	2022
Singapore	209	2022
London	182	2022
Taipei	125	2022
Paris	103	2022
Madrid	90	2022
Lisbon	87	2022
Beijing	81	2022
Santiago	72	2022
Barcelona	62	2022
Brussels	48	2022
Dubai	43.50	2022
Milan	39	2022
Makkah	36.85	2023
Sydney	34	2022
New York	31	2022
Toronto	27	2022
Abu Dhabi	21.21	2023
Los Angeles	18	2022
Chicago	17	2022
Melbourne	17	2022
Portland	17	2022
Montreal	5	2022
Jeddah	1.30	2023
Kuwait	0.60	2023
Riyadh	0.14	2023

In this cluster, large MENA cities in high-income countries demonstrate relatively strong metro and tramway infrastructure in terms of network length. However, both fleet size and ridership remain below potential, suggesting room for improvement in service frequency, network expansion, and passenger demand stimulation. Increasing fleet capacity could help improve system efficiency and accommodate higher passenger volumes, making public transport a more attractive alternative to private vehicles.

In the bus sector, there is a noticeable disparity between regional cities within this cluster. While some cities have well-developed and integrated bus networks, others lag behind. Many cities in the region should consider expanding their bus fleets and improving network integration, particularly by enhancing connections between buses, metro, and tramway systems at key urban and transport hubs. Strengthening these multimodal links could not only increase bus ridership but also drive higher metro and tramway usage by improving accessibility and convenience for commuters. Strategic investments in bus priority measures, seamless and integrated ticketing as well as service reliability could further support a modal shift towards public transport.

CLUSTER 3

Large cities (>2M) as part of upper-middle income countries

Metro, Tram, Bus and BRT

Cities	Metro	Tramway	Bus	BRT
Algiers	✓	✓	✓	-
Oran	-	✓	✓	-
Tehran	✓	-	✓	✓
Isfahan	✓	-	✓	✓
Baghdad	-	-	✓	-
Beijing	✓	✓	✓	✓
Buenos Aires	✓	✓	✓	✓
Cape Town	-	-	✓	✓
Hong Kong	✓	✓	✓	-
Istanbul	✓	✓	✓	✓
Jakarta	✓	-	✓	✓
Johannesburg	-	-	✓	✓
Medellin	✓	✓	✓	✓
Mexico City	✓	✓	✓	✓
Rio De Janeiro	✓	✓	✓	✓
Sao Paolo	✓	-	✓	✓

Metro Fleet

Cities	Number of Cars/1 mn inhabitants
Beijing	339
Hong Kong	264
Mexico City	152
Tehran	64
Medellin	59
Istanbul	56
Sao Paolo	53
Algiers	48
Buenos Aires	44
Rio De Janeiro	28
Jakarta	10

Metro Length

Cities	Km/1mn Population
Beijing	34
Hong Kong	26
Tehran	18
Mexico City	10
Istanbul	9
Medellin	8
Algiers	6
Sao Paolo	5
Buenos Aires	4
Rio De Janeiro	4
Jakarta	2

Metro Ridership

Cities	Annual Ridership Per Capita	Year
Hong Kong	175	2022
Beijing	58	2022
Medellin	53	2022
Tehran	52	2019
Sao Paolo	49	2022
Mexico City	47	2022
Istanbul	35	2022
Algiers	14	2020
Buenos Aires	14	2022
Rio De Janeiro	12	2022
Jakarta	2	2022

Tramway Fleet

Cities	Vehicles/1 mn inhabitants
Hong Kong	42
Oran	22
Istanbul	13
Algiers	12
Medellin	3
Beijing	2
Rio De Janeiro	2
Mexico City	1
Buenos Aires	1

Tramway Length

Cities	Km/1mn Population
Oran	9
Algiers	7
Hong Kong	7
Istanbul	3
Rio De Janeiro	2
Mexico City	1
Beijing	1
Medellin	1
Buenos Aires	0

Tramway Ridership

Cities	Annual Ridership Per Capita	Year
Hong Kong	23	2022
Algiers	21	2020
Istanbul	13	2022
Oran	5	2020
Medellin	2	2022
Mexico City	1	2022
Rio De Janeiro	1	2022
Beijing	0.3	2021
Buenos Aires	0.1	2022

Bus Fleet

Cities	Bus Fleet/1 mn inhabitants
Oran	1,571
Beijing	1,537
Hong Kong	1,201
Buenos Aires	1,193
Medellin	837
Sao Paolo	750
Isfahan	470
Rio De Janeiro	467
Tehran	420
Istanbul	417
Jakarta	267
Cape Town	240
Baghdad	83
Johannesburg	63
Mexico City	62

Bus Ridership

Cities	Ridership Per Capita	Year
Hong Kong	204	2022
Sao Paolo	140	2022
Beijing	81	2022
Buenos Aires	67	2022
Istanbul	59	2022
Medellin	51	2022
Rio De Janeiro	45	2022
Cape Town	12	2022
Jakarta	7	2022
Mexico City	6	2022
Isfahan	3	2019
Baghdad	2	
Tehran	1	2019
Johannesburg	1	2022

BRT Fleet

Cities	Vehicles/1 mn inhabitants
Medellin	837
Rio De Janeiro	467
Jakarta	132
Tehran	85
Cape Town	73
Johannesburg	46
Mexico City	46
Istanbul	45
Beijing	18

BRT Length

Cities	Km/1mn Population
Jakarta	20
Cape Town	14
Tehran	12
Johannesburg	10
Mexico City	10
Rio De Janeiro	9.7
Medellin	8.6
Beijing	4
Buenos Aires	4
Istanbul	3
Sao Paolo	2

Excluding megacities (cities with a population of 10 million or more, such as Mexico City and Beijing), the cities in this cluster are performing relatively well compared to their peers. Their public transport infrastructure is generally well-developed, but opportunities for improvement remain, particularly in fleet expansion and network connectivity.

To enhance public transport efficiency and accessibility, these cities could benefit from expanding fleets across all modes and ensuring better integration with major urban and transport hubs. Strengthening these connections would improve service coverage, reduce transfer times, and encourage higher ridership. Additionally, leveraging bus and BRT networks as complementary modes could significantly enhance multimodality, making public transport more seamless and attractive for daily commuters. Prioritising network efficiency, service frequency, and accessibility could further optimise urban mobility and drive greater public transport adoption.

CLUSTER 4

Large cities (>2M) as part of lower-middle income countries

Metro, Tram, Bus and BRT

Cities	Metro	Tramway	Bus	BRT
Tunis	-	✓	✓	-
Cairo	✓	-	✓	-
Alexandria	-	✓	✓	-
Amman	-	-	✓	✓
Casablanca	-	✓	✓	✓
Marrakesh	-	-	✓	-
Rabat	-	✓	✓	-
Bengaluru	✓	-	✓	-
Delhi	✓	-	✓	-

Metro Fleet

Cities	Number of Cars/1 mn inhabitants
Delhi	72
Cairo	37
Bengaluru	23

Metro Length

Cities	Km/1mn Population
Delhi	11
Cairo	4
Bengaluru	4

Metro Ridership

Cities	Annual Ridership Per Capita	Year
Delhi	46	2022
Cairo	40	2022
Bengaluru	13	2022

Tramway Fleet

Cities	Vehicles/1 mn inhabitants
Rabat-Sale-Temara	34
Casablanca	16
Tunis	12
Alexandria	6

Tramway Length

Cities	Km/1mn Population
Tunis	21
Rabat-Sale-Temara	14
Casablanca	9
Alexandria	6

Tramway Ridership

Cities	Annual Ridership Per Capita	Year
Rabat-Sale-Temara	19	2022
Alexandria	14	2020
Tunis	13	2022
Casablanca	6	2022

Bus Fleet

Cities	Bus Fleet/1 mn inhabitants
Bengaluru	515
Cairo	368
Delhi	224
Tunis	151
Rabat-Sale-Temara	149
Casablanca	91
Marrakesh	51
Amman	28

Bus Ridership

Cities	Ridership Per Capita	Year
Delhi	47	2022
Bengaluru	44	2022
Rabat-Sale-Temara	33.14	2023
Alexandria	13.76	2020
Casablanca	12.6	2023
Marrakesh	11.22	2023
Amman	1.44	2023

BRT Fleet

Cities	Vehicles/1 mn inhabitants
Amman	30
Casablanca	5

BRT Length

Cities	Km/1mn Population
Amman	15
Casablanca	3

In this final cluster, the number of benchmarked cities is smaller compared to the previous clusters. However, the available data highlights significant progress in certain cities, particularly in expanding metro and tram networks and introducing new modes such as Bus Rapid Transit, as seen in Amman, to support overall urban mobility. These developments indicate a strong commitment to improving public transport infrastructure, but further efforts are needed to increase accessibility and ridership across different transport modes.

To maximise the impact of these investments, cities in this cluster could benefit from applying the same level of commitment to expanding and integrating other transport modes, such as bus services, shared mobility solutions, and first-mile/last-mile connectivity. Strengthening multimodal integration and ensuring seamless connections between metro, tram, BRT, and bus networks would enhance urban mobility, encourage greater public transport usage, and reduce dependency on private cars. Additionally, targeted policies to improve service reliability, affordability, and public awareness could further boost ridership and ensure long-term sustainability.

FROM INSIGHTS TO ACTION: STRATEGIC RECOMMENDATIONS FOR SUSTAINABLE MOBILITY

Urban centers are the engines of economic growth, concentrating goods, services, and opportunities that create and sustain both prosperity and innovation. As cities expand, providing efficient and equitable access to these resources has become not merely a logistical challenge but a fundamental prerequisite for economic resilience, social inclusion, and environmental sustainability. However, the pathway in achieving sustainable and accessible urban mobility is neither uniform nor straightforward. In the MENA region, cities and countries vary widely in income levels, population sizes, geographic distribution, and topographical conditions, making a one-size-fits-all approach impractical. Recognising this diversity, we have developed a set of policy recommendations aimed at guiding national and city-level policymakers in navigating the complex transition toward sustainable urban transport. These recommendations are rooted in insights gathered through extensive research and analysis conducted for this report, ensuring they are both contextually relevant and actionable.

Given that urban mobility is deeply embedded in a complex and evolving economic, social and environmental ecosystem, we have structured our recommendations around three core dimensions: **the people, the city, and the environment.** To further enhance their applicability, each recommendation has been assigned a priority level; low, medium, or high. However, while these recommendations are all important, the priority levels offer a broad perspective on what is most pressing across the region. Also, it is essential to recognise that each city and country faces its own distinct challenges and priorities. Policymakers are encouraged to determine how these recommendations align with their own strategic priorities, institutional capacities, and urban development trajectories allowing potential solutions to be both actionable and contextually relevant.

People

Implement targeted subsidies and fare integration to enhance affordability, especially for lower income populations.	Upgrade public transport infrastructure to ensure full accessibility for people with disabilities.	Improve first-and-last-mile connectivity by expanding micro-mobility options (e-scooters, bike sharing), feeder bus services and bus-on-demand in both urban and suburban areas.
Launch awareness campaigns to shift mobility behaviours toward public transport and sustainable modes.	Deploy digital payment systems and real-time travel information apps to modernise public transport and improve user experience.	Engage local communities in transport planning through surveys to ensure services align with actual mobility needs.

City

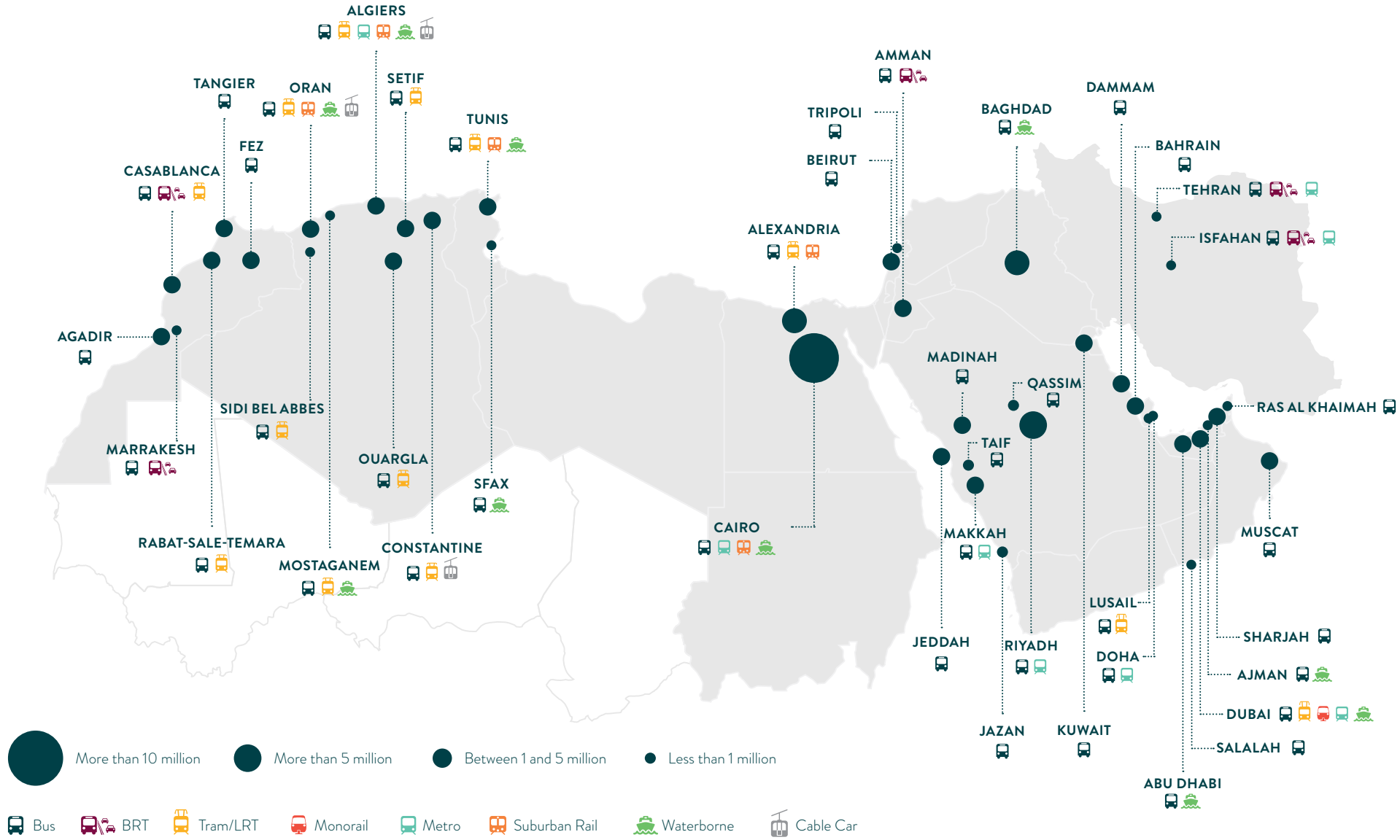
Promote transit-oriented development by integrating urban planning with transport expansion projects. Mixed-use developments will reduce travel distances and create walkable, accessible urban centers.	Expand and modernise existing metro, tramway and bus networks to accommodate growing urban populations, increase public transport adoption and reduce congestion.	Prioritise cost-effective and rapidly deployable transport solutions such as BRT systems to strengthen intermodal connectivity and link undeserved areas to key urban amenities, particularly in economically constrained cities.
Develop pedestrian-friendly infrastructure and cycling lanes to promote non-motorised transport, particularly in dense urban areas.	In highly congested cities, introduce congestion pricing and low emission zones to curb traffic and reduce pollution.	Establish an effective and accountable governance framework with well-equipped institutions, skilled human resources, and strategic public-private partnerships to catalyse urban development and accelerate decarbonisation efforts.

Environment

Accelerate the adoption of low or zero-emission buses to reduce transport sector emissions.	Integrate urban green corridors inside the city, tree-lined streets, and shaded pedestrian pathways to improve air quality and urban cooling.	Implement stricter emissions standards and electrification incentives to reduce urban air pollution.
Enable a better use of public financial resources by shifting them towards the decarbonisation of public transport and the improvement of the existing fleets for a major short and long term return on investment.	Cities in the region would greatly benefit from a well-structured and interoperable data collection policy that enhances environmental sustainability by integrating key sectors such as public transport, energy and infrastructure.	Leveraging technology effectively to enhance data utilisation, improve environmental analysis, and strengthen forecasting capabilities, which will enable a more informed decision-making for sustainable development and resource management.

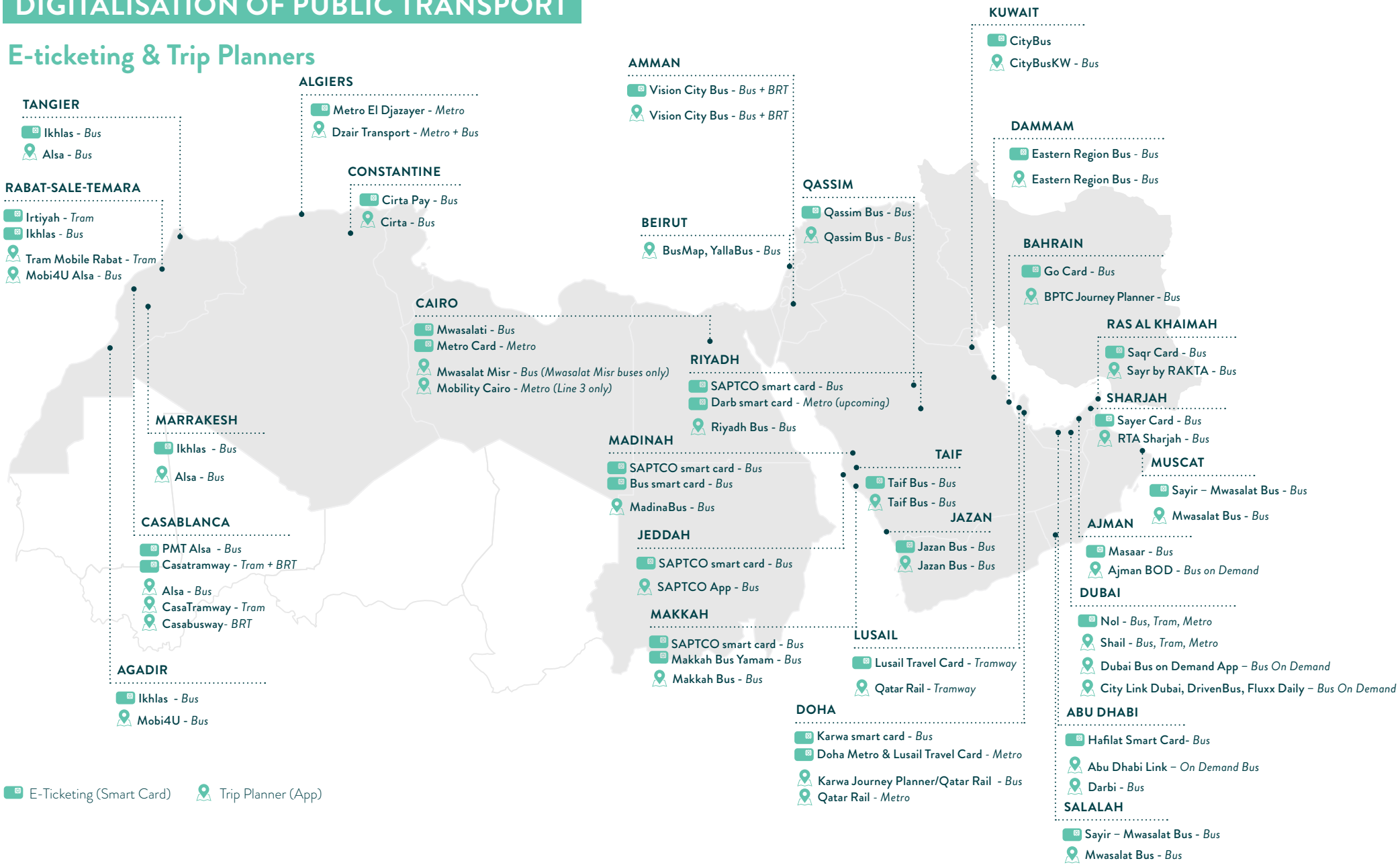
REGIONAL OVERVIEW MAPS

OVERVIEW MAP
PUBLIC TRANSPORT MODES IN MENA CITIES



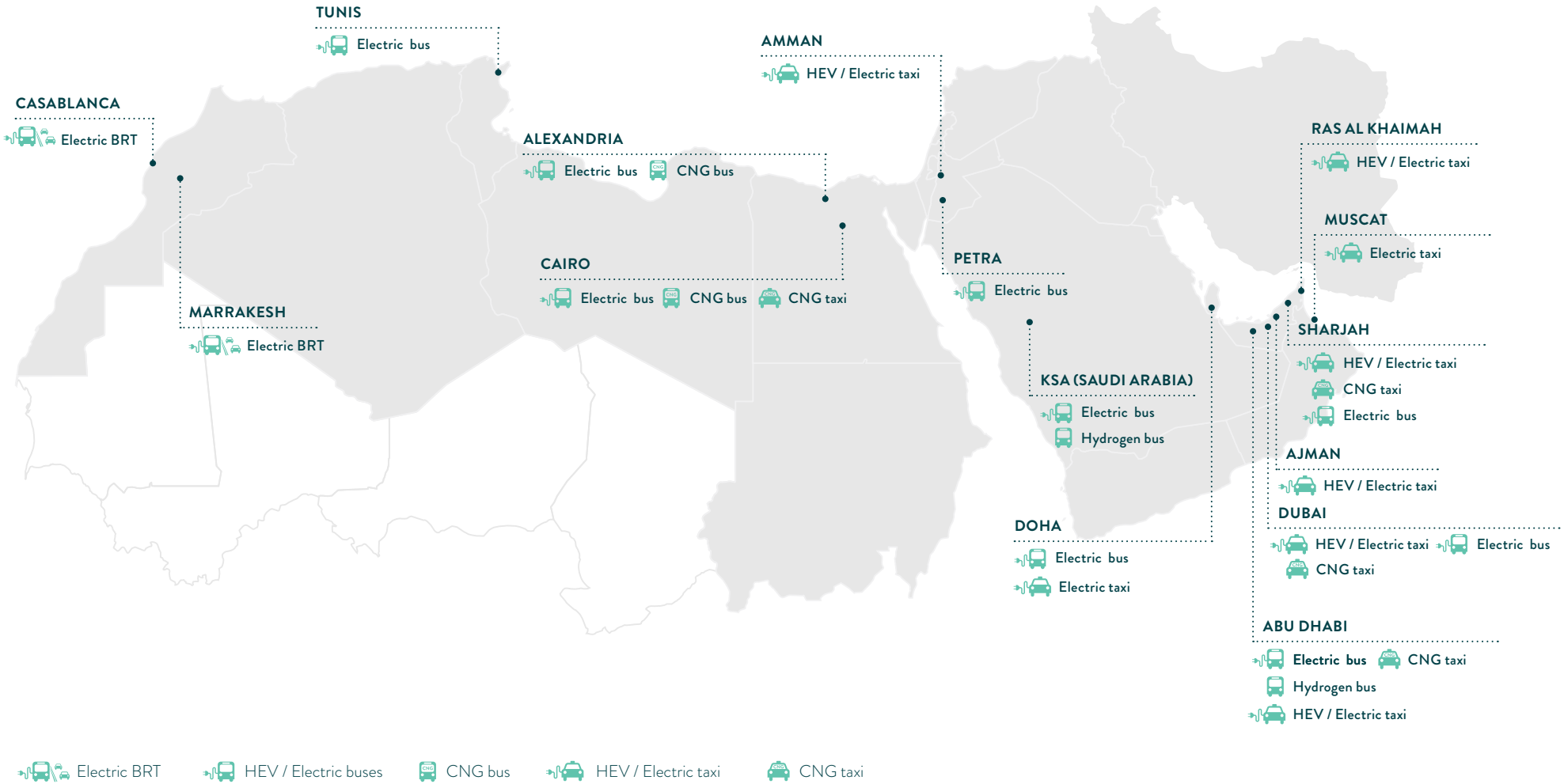
DIGITALISATION OF PUBLIC TRANSPORT

E-ticketing & Trip Planners



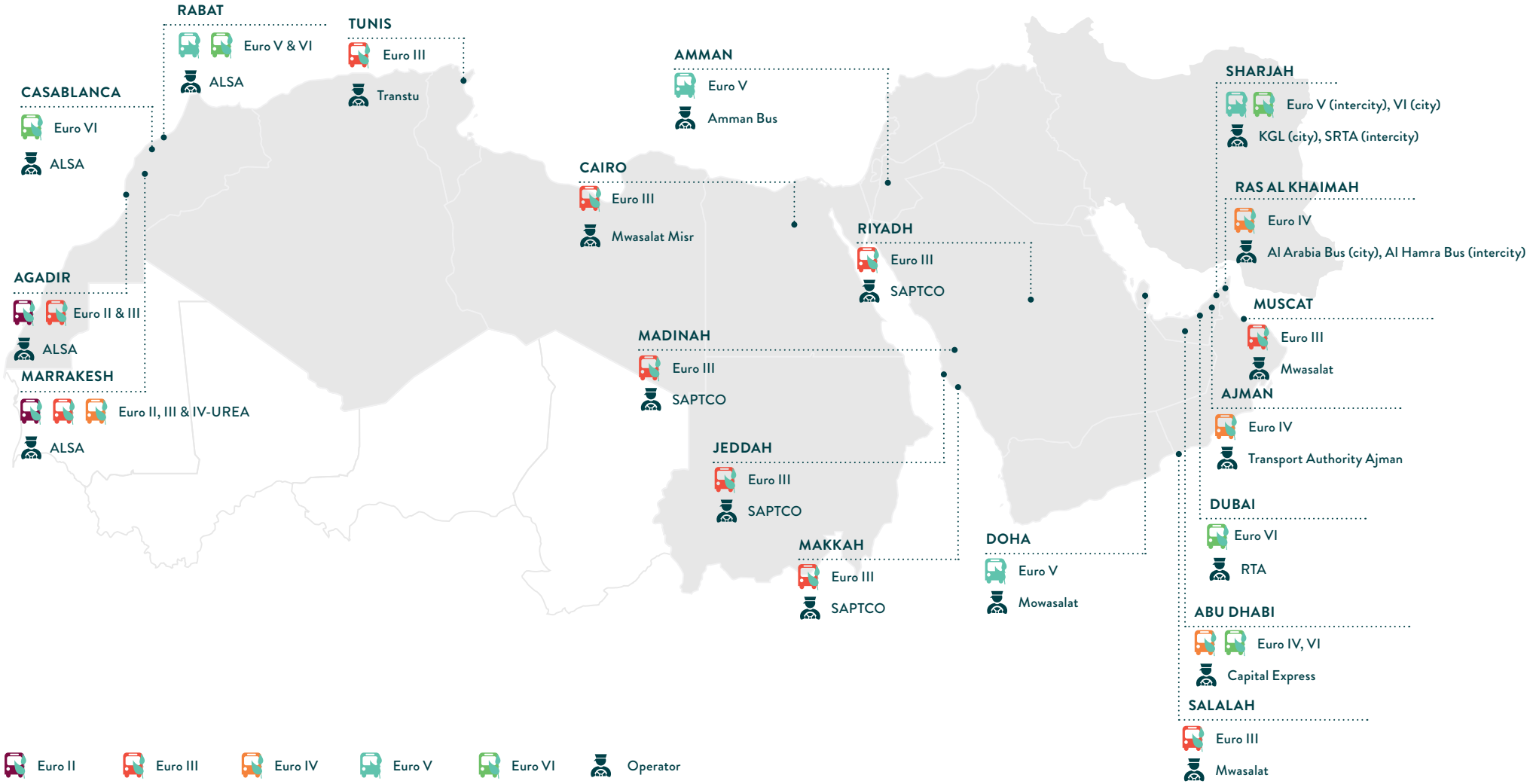
DECARBONISATION OF PUBLIC TRANSPORT

Alternative Fuels & E-Mobility



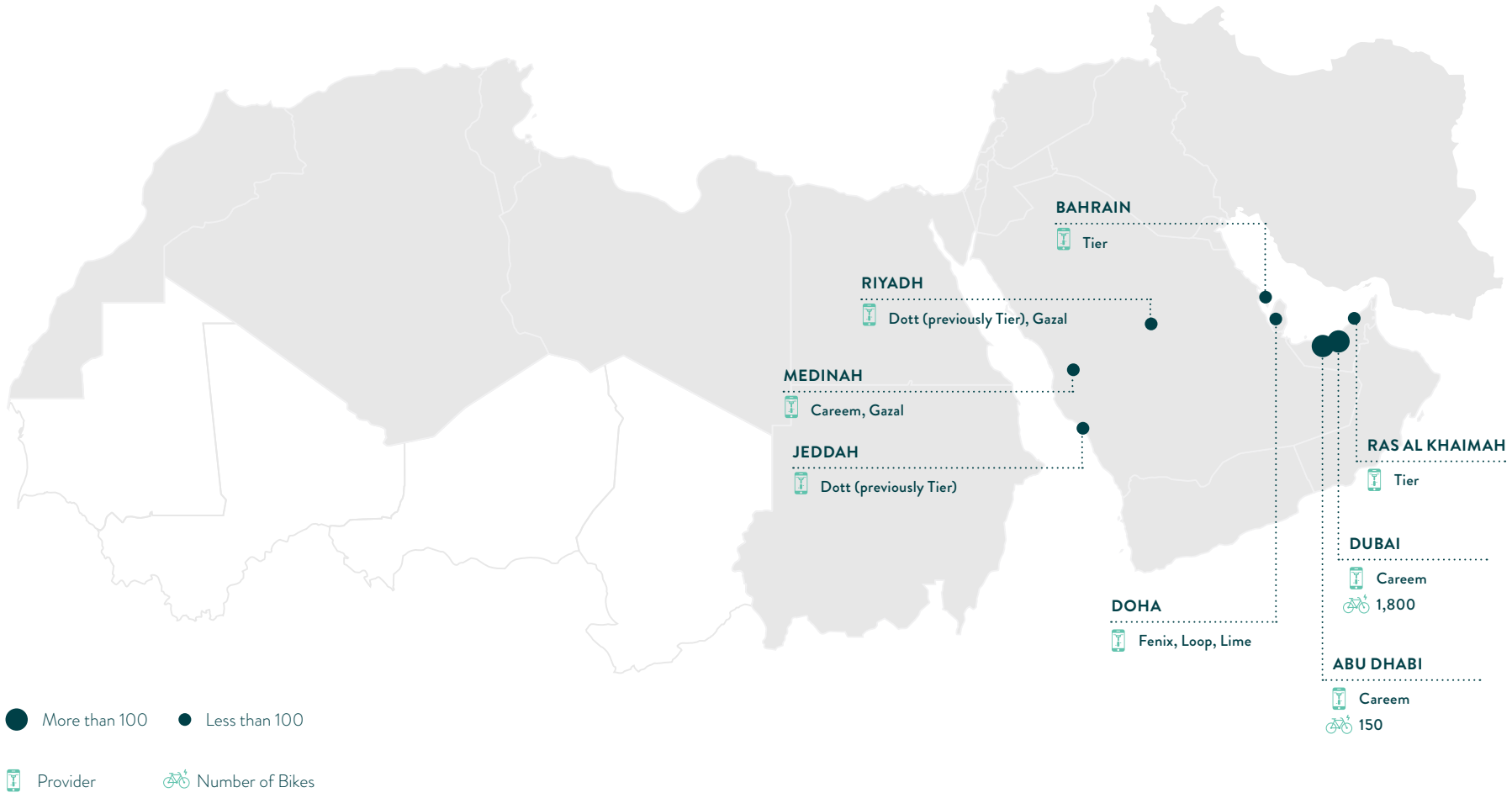
DECARBONISATION OF PUBLIC TRANSPORT

Bus Emission Standards



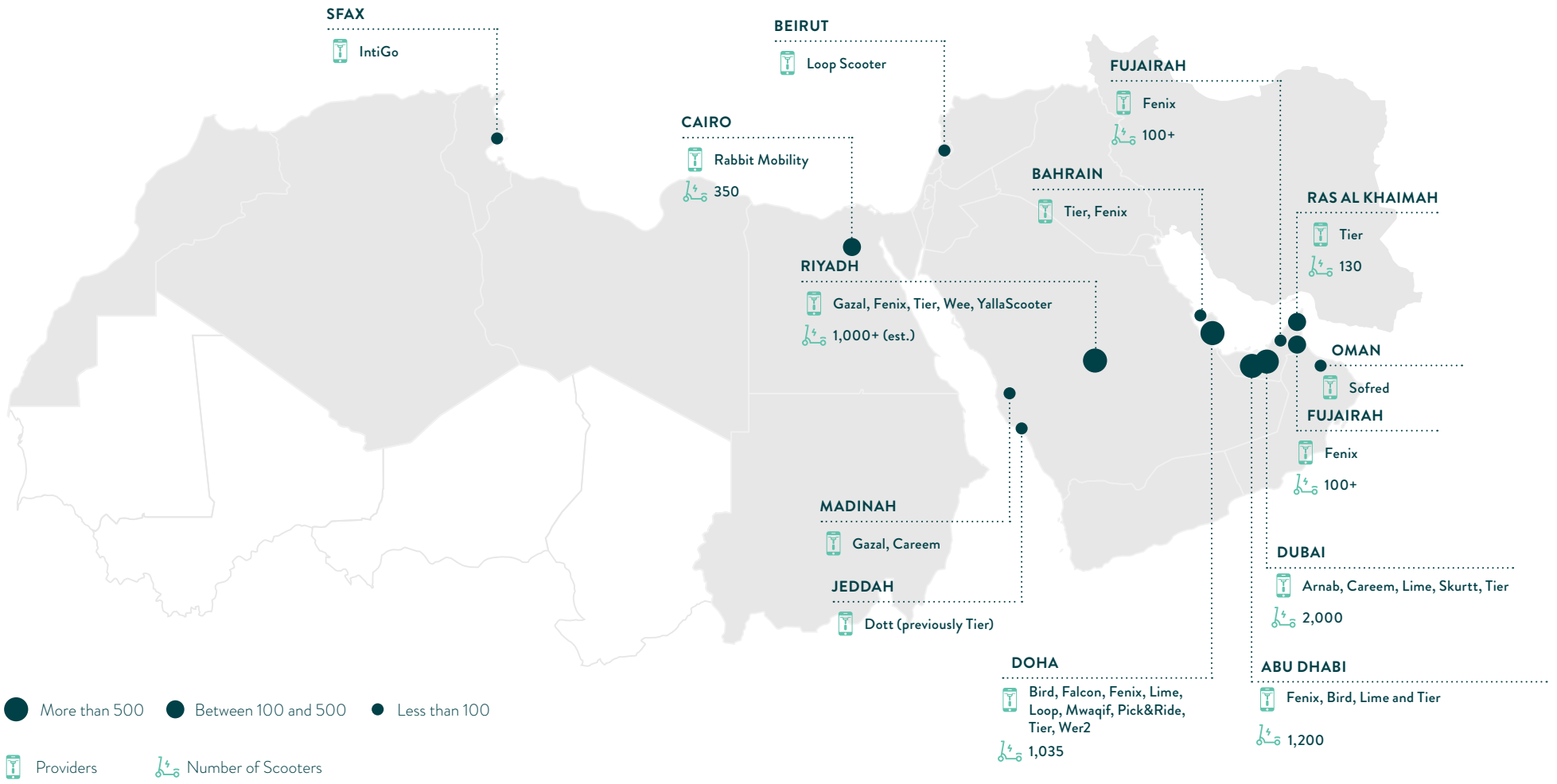
SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Electric Bike-Sharing



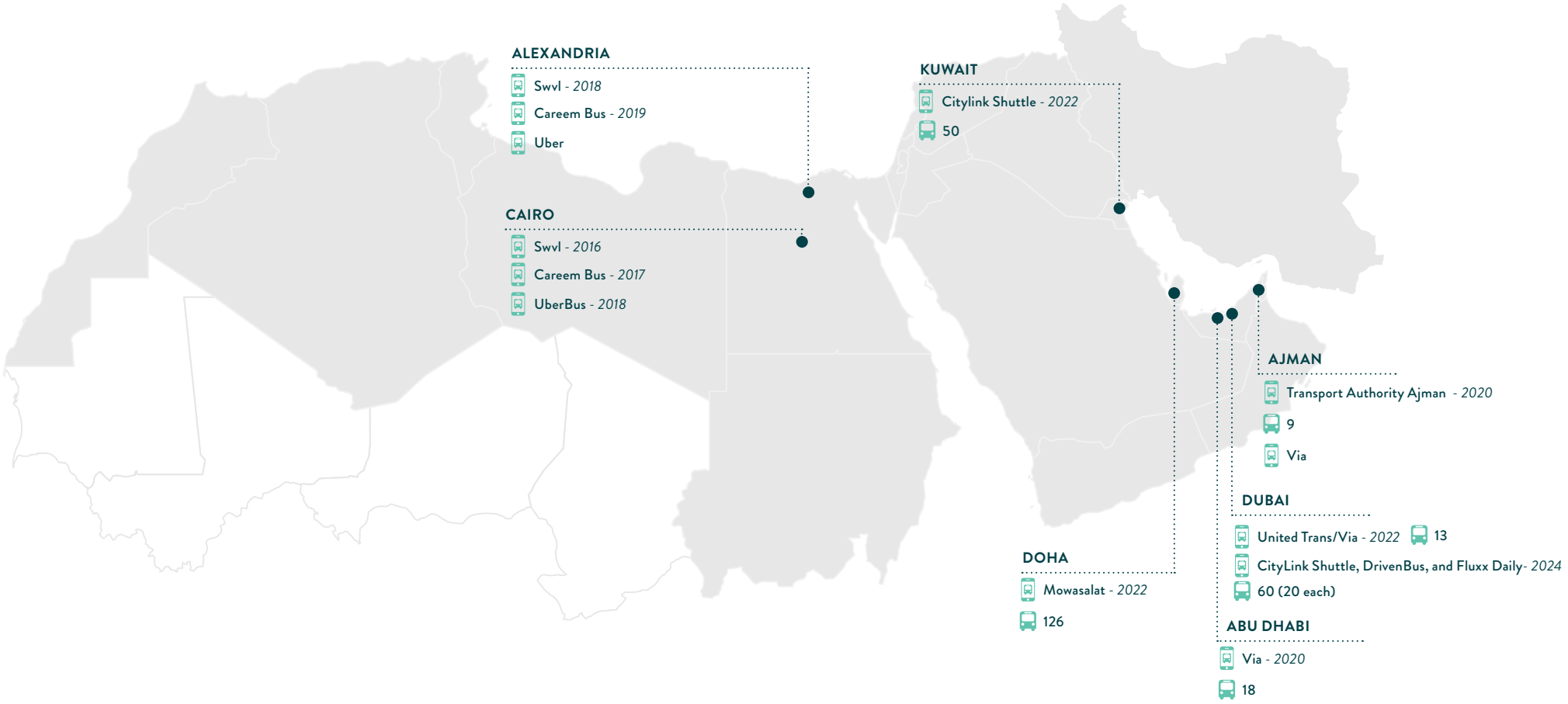
SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Electric Scooter-Sharing



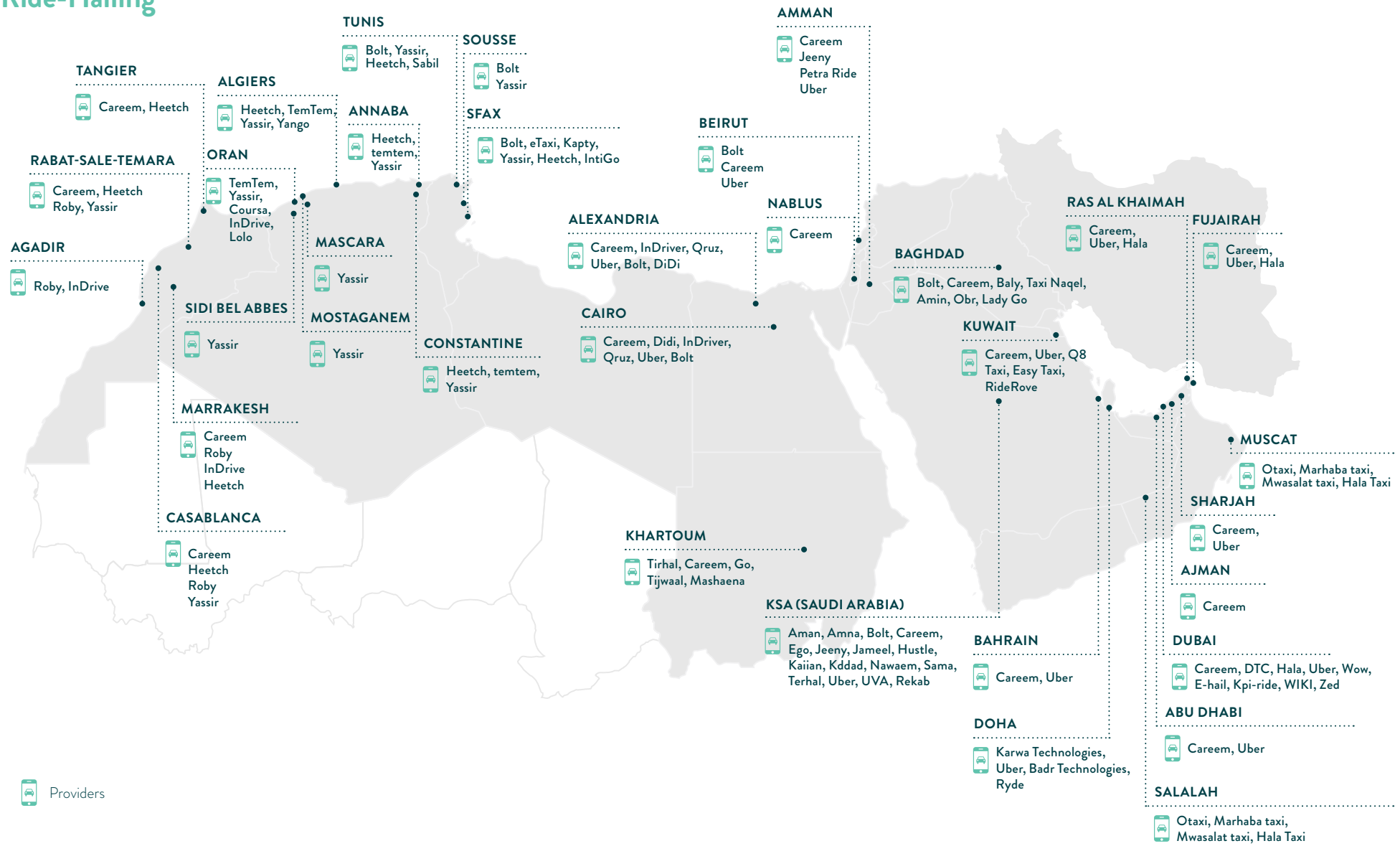
SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Bus On-Demand



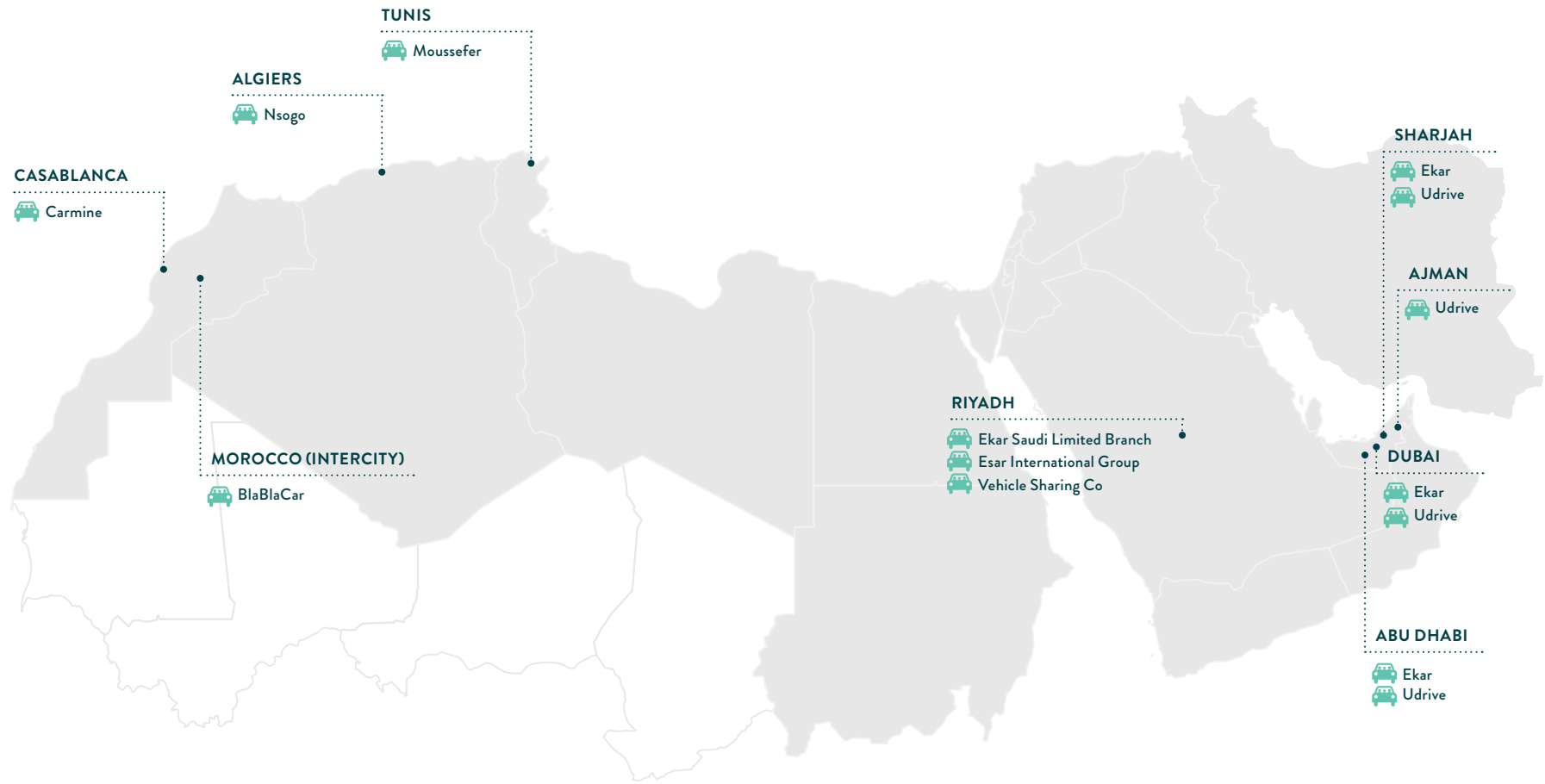
SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-Hailing



SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

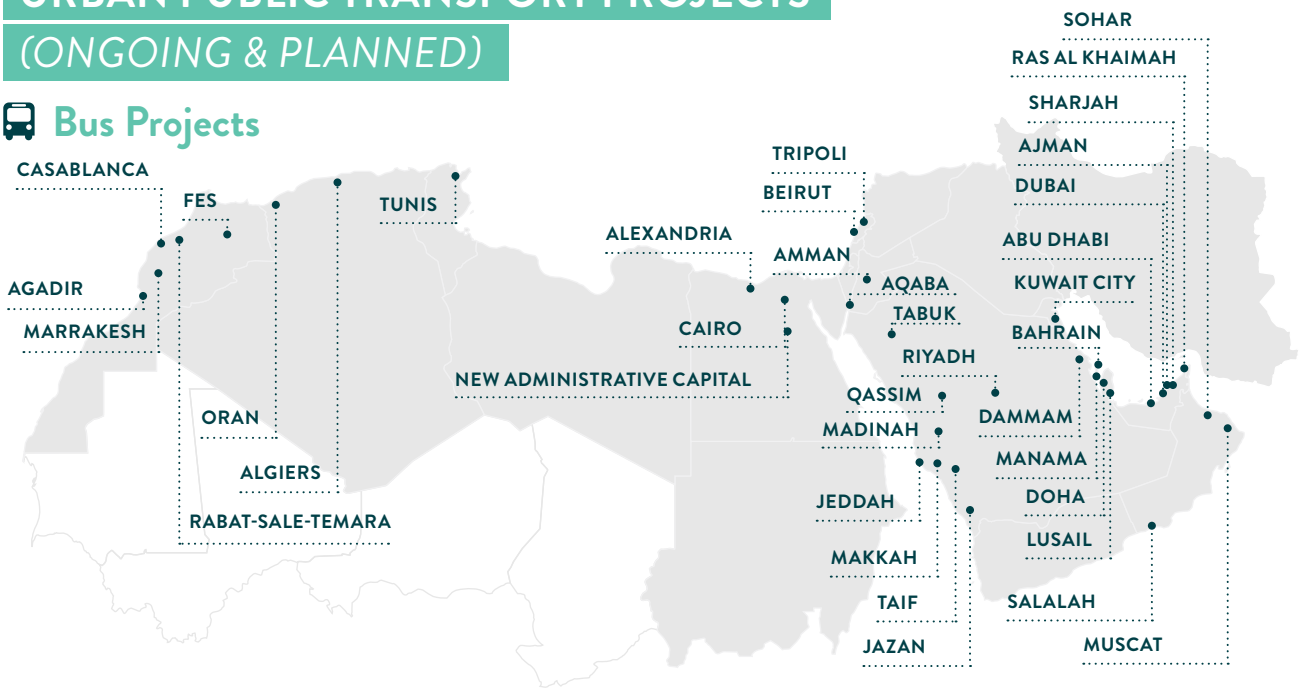
Car-Sharing



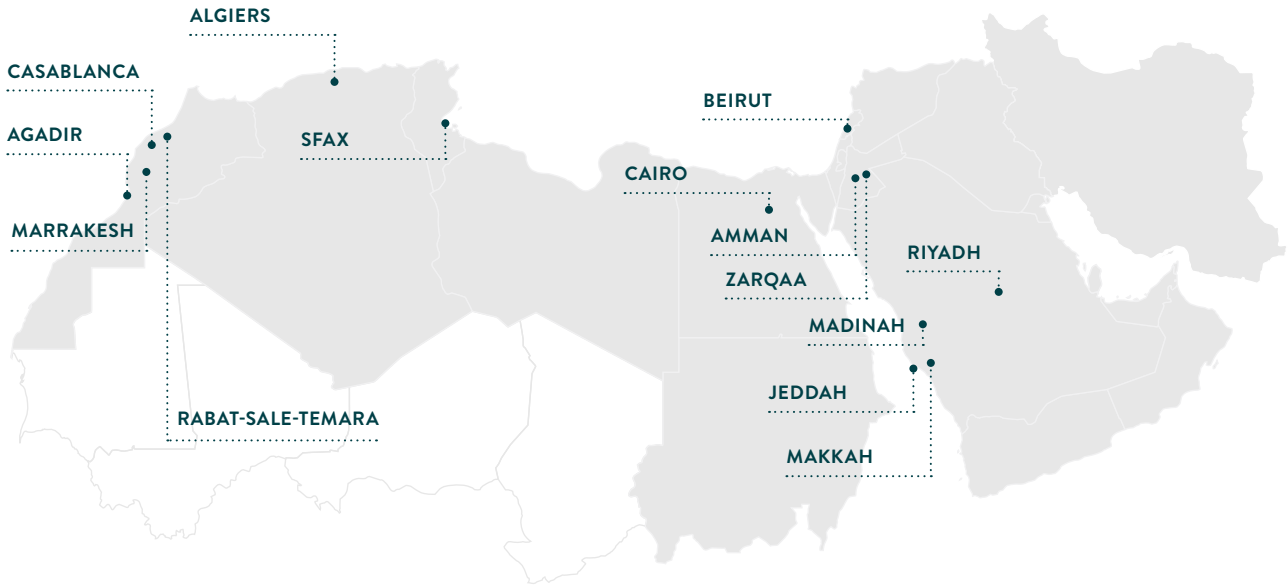
Providers

URBAN PUBLIC TRANSPORT PROJECTS
(ONGOING & PLANNED)

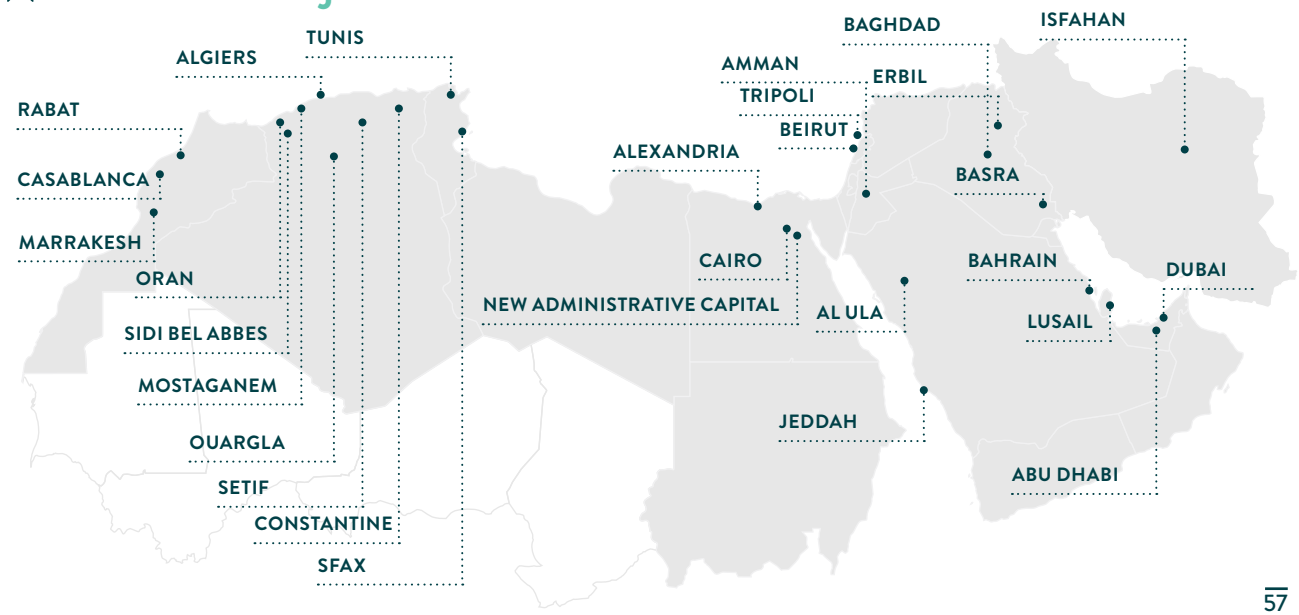
Bus Projects



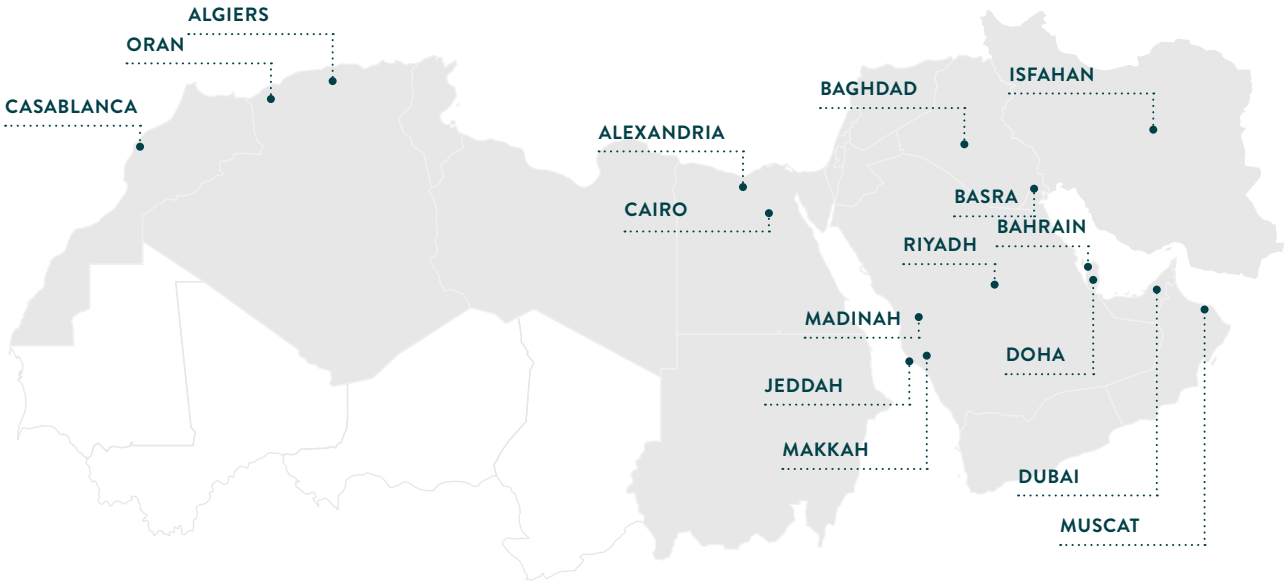
BRT Projects



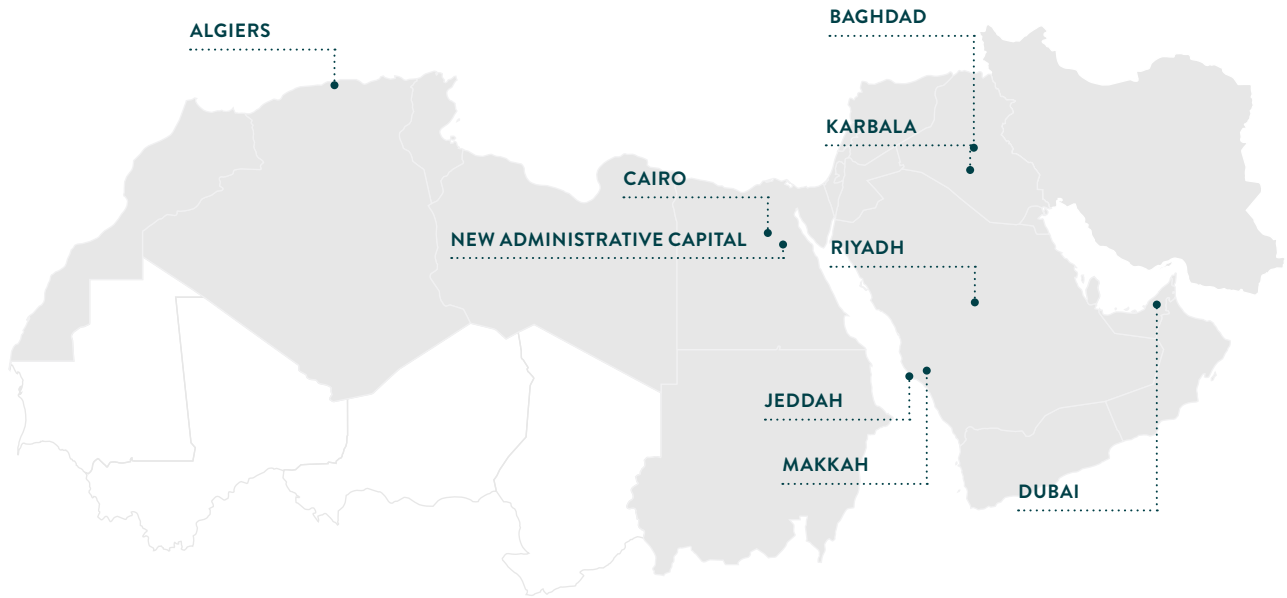
Tram & LRT Projects



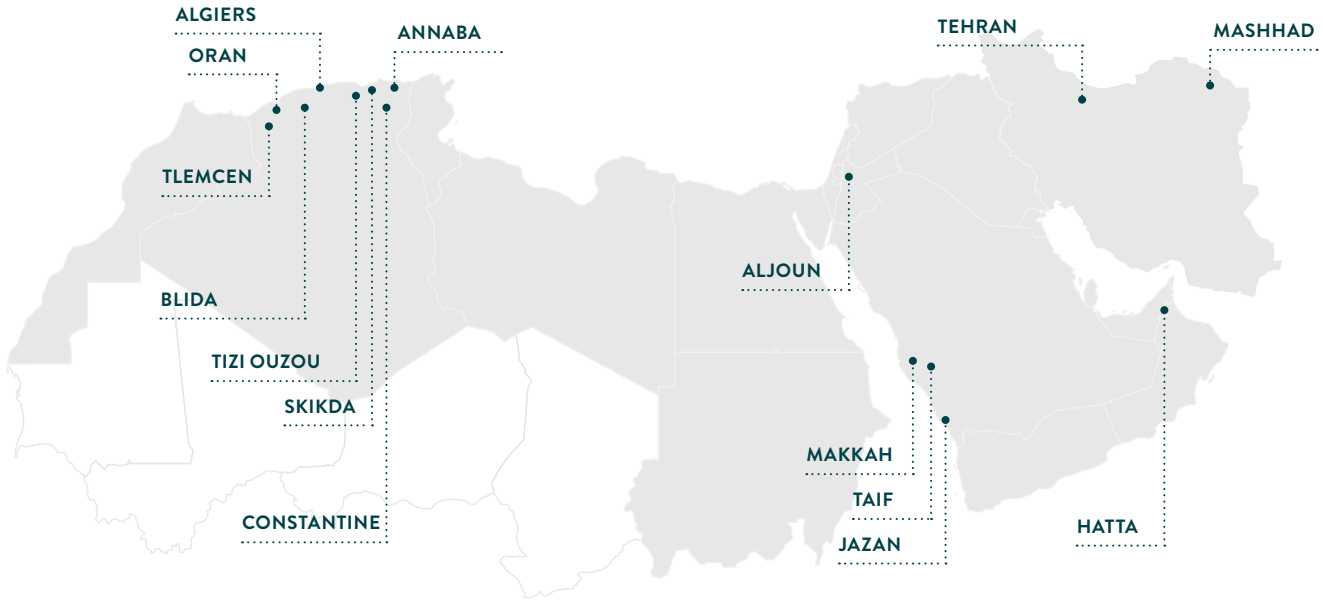
Metro Projects



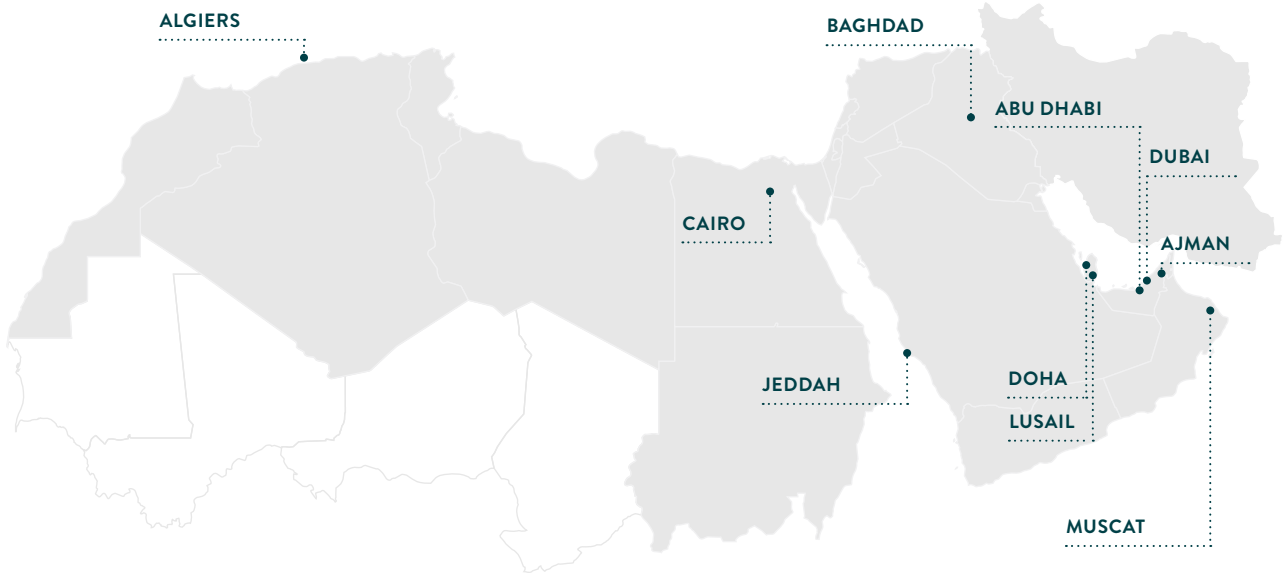
Monorail Projects



Cable Car Projects

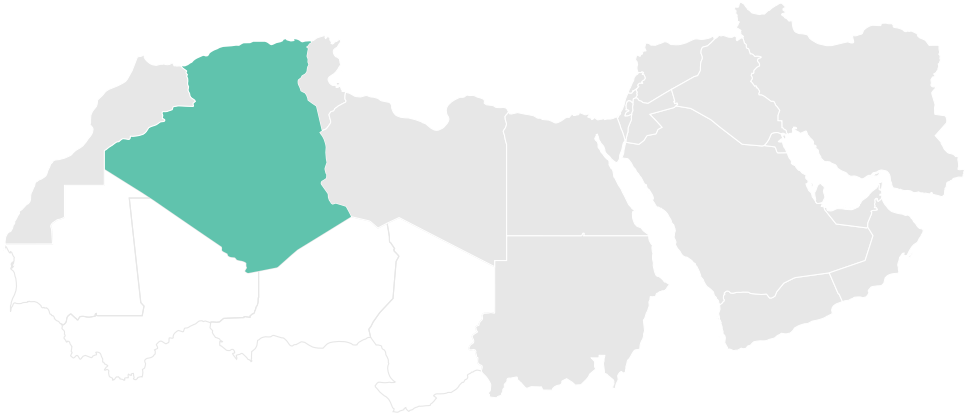


Waterborne Transport Projects



MENA COUNTRY & CITY PROFILES

ALGERIA



45 mn *(2023)*
Population[1]

49.9% *(2023)*
Female population *(% of the total population)*[1]

75.27% *(2023)*
Urban Population[1] *(% of total population)*

2.16% *(2023)*
Annual Urban Population Growth[1]

0.1% *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

USD 17,026.96 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

41.82 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Upper-middle-income *(2024)*
Income Group[1]

PRIVATE CAR OWNERSHIP

8,720,015 *(2021)*
Passenger Cars[2]

197 *(2021)*
Car Ownership Rate[3]
(Registered Vehicles per 1,000 people)

STRATEGIES

Renewable Energy and Energy Efficiency Development Plan (2015–2030)

Developed by: Algerian Ministry of Energy

Timeline: 2015-2030

Objectives:
- Install 22,000 MW of renewable energy capacity, focusing on solar photovoltaic (13.5 GW), wind power (5 GW), and other renewable sources such as biomass and geothermal.
- Reduce dependency on natural gas for electricity production by integrating renewables into the energy grid.
- Enhance the use of cleaner energy technologies to support economic development while reducing greenhouse gas emissions.
- Provide reliable electricity access to remote and underserved areas using off-grid renewable energy systems.

Targets:
- Achieve 20% of electricity generation from renewable energy sources by 2030.
- Contribute to the reduction of 9 GW of electricity demand through energy efficiency measures by 2030.

Sonatrach's 2030 Vision

Developed by: Sonatrach (State-owned oil and gas company)

Timeline: Until 2030

Objectives:
- Deploy 1.3 GW of solar power at Sonatrach's oil and gas facilities to power operations and reduce reliance on fossil fuels.
- Achieve a significant reduction in greenhouse gas emissions through energy efficiency improvements and renewable energy adoption.
- Position Sonatrach as a leader in the energy transition by integrating renewables into traditional energy operations.

Targets:
- Install 1.3 GW of solar photovoltaic capacity by 2030 at Sonatrach facilities.
- Achieve compliance with international environmental standards for carbon reduction in oil and gas operations.

Source: [1]World Bank | [2]WHO | [3]Calculated given the population of 44,177,969 at that time.

National Energy Transition Plan

Developed by: Algerian Ministry of Energy

Timeline: Ongoing

Objectives:
- Achieve at least 30% of electricity generation from renewable energy by 2030.
- Establish a capacity of 25 GW for hydrogen production by 2050.
- Reduce energy consumption by 10% annually in key sectors such as transport, housing, and industry.
- Reduce Algeria's carbon footprint and contribute to global climate change mitigation efforts.

Targets:
- Achieve 30% of the energy mix from renewable energy by 2030.
- Reduce CO2 emissions by at least 40% by 2050 through combined efforts in renewables, hydrogen, and energy efficiency.

Algeria Renewable Energy Program (AREP)

Developed by: Algerian Government, supported by African Development Bank

Timeline: 2015–2030

Objectives:
- Harness Algeria's abundant solar energy resources to establish large-scale photovoltaic projects.
- Create a conducive environment for private sector participation in renewable energy development.
- Diversify energy resources to reduce reliance on hydrocarbons and ensure long-term energy security.
- Develop a domestic renewable energy industry, including manufacturing of solar panels and wind turbines.

National Strategy for Hydrogen Development

Developed by: Algerian Government

Timeline: Published in 2024, ongoing.

Objectives:
- Leverage Algeria's renewable energy resources (solar and wind) to produce hydrogen, with a focus on green hydrogen for export and domestic use.
- Build hydrogen production facilities and storage infrastructure to support large-scale production and distribution.
- Position Algeria as a key supplier of hydrogen to European and international markets.
- Promote research and development in hydrogen production technologies and their applications.

Targets:
- Produce 4 GW of green hydrogen by 2030.
- Develop hydrogen export agreements with key partners in Europe.
- Increase hydrogen-related research collaborations with international organisations.

National Plan for Territorial Development 2030 (SNAT 2030)

Developed by: Ministry of Public Works and Transport (MTPT)

Timeline: 2010–2030

Objectives:
- Reduce disparities between regions by promoting equitable access to infrastructure and services.
- Enhance urban mobility and reduce congestion through improved public transport systems.
- Integrate environmental considerations into infrastructure projects to promote sustainability.
- Implement programs to break the isolation of border areas and integrate them into the national economy.

Transport Infrastructure Modernisation Program

Developed by: Ministry of Public Works and Transport (MTPT)

Timeline: Ongoing

Objectives:
- Develop and maintain a modern road network to improve connectivity across the country.
- Construct and expand motorways to facilitate efficient transport and reduce travel times.
- Upgrade and expand the railway network to support both passenger and freight transport.
- Modernise ports and airports to boost trade and improve international connectivity.

Urban Mobility Improvement Initiatives

Developed by: Ministry of Public Works and Transport (MTPT)

Timeline: Ongoing

Objectives:
- Expand and enhance public transport systems, including buses, trams, and metros, to reduce urban congestion.
- Promote the use of environmentally friendly transport options to reduce carbon emissions.
- Implement intelligent traffic management solutions to improve traffic flow and safety in urban areas.

AUTHORITIES

Ministry of Public Works and Transport (MTPT)

The MTPT is the primary authority overseeing Algeria's transport infrastructure and public transport systems. It develops and implements national policies for road, rail, maritime, and air transport while managing large-scale infrastructure projects such as motorways, railways, and metro systems. The ministry is also tasked with promoting sustainable mobility and addressing the country's growing transport needs.

Ministry of Housing, Urban Planning, and the City (MHUV)
The MHUV is responsible for urban planning and housing development in Algeria. It formulates and enforces policies for urban expansion, focusing on sustainable city development and reducing regional disparities. The ministry also collaborates with other entities to ensure urban mobility systems align with broader territorial development goals.

Ministry of Environment and Renewable Energies
This ministry supports environmentally friendly and sustainable public transport systems in Algeria. It promotes renewable energy integration into transport projects, such as electric and hydrogen vehicles, and works on reducing the carbon footprint of urban mobility systems.

Ministry of Energy and Mining
The Ministry of Energy and Mining focuses on the energy needs of Algeria's transport sector. It develops infrastructure for alternative energy-powered vehicles, such as electric and hydrogen systems, and supports energy efficiency in public transport operations. The ministry also promotes innovation in energy technologies to align with sustainability goals.

National Agency for Studies and Monitoring of Railway Investments (ANESRIF)
ANESRIF specialises in the expansion and modernisation of Algeria's railway network. It supervises railway construction projects, ensuring connectivity to remote regions and enhancing freight and passenger rail services. The agency plays a crucial role in supporting Algeria's shift toward sustainable transport solutions.

National Agency for Territorial Development (ANDT)
The ANDT leads Algeria's territorial planning efforts, focusing on balanced regional development and sustainable land use. It coordinates local and regional projects, ensuring urban planning and infrastructure align with national development priorities. The agency works to bridge gaps between urban and rural areas.

Enterprise Metro d'Alger (EMA)
The Enterprise Metro d'Alger (EMA) was established in 1984 as a public entity under the supervision of the Ministry of Transport. Initially, EMA was responsible for the planning, construction, operation, and maintenance of guided transport systems in Algeria, including metros, tramways, and cable transport. In 2021, a significant restructuring of responsibilities took place. From that date, EMA's role shifted exclusively to overseeing studies, planning, and the execution of guided transport projects (metros, tramways, and cable transport systems). It no longer handles the operation and maintenance of these systems. Furthermore, EMA's supervisory body changed from the Ministry of Transport to the Ministry of Public Works and Basic Infrastructure, reflecting its revised focus on infrastructure development.

Directorates of Transport in Wilayas (DTWs)
DTWs in Algeria are regional bodies under the Ministry of Public Works and Transport (MTPT) responsible for managing transport systems and implementing national policies at the local level. They oversee public transport operations, regulate infrastructure development, and coordinate urban mobility initiatives, including bus networks and tramways. DTWs also manage permits, enforce transport safety standards, and collaborate with local governments and national agencies to align projects with territorial and economic development goals. These directorates play a vital role in enhancing regional connectivity and supporting sustainable urban mobility.

Algerian Transport Safety Agency (ASRT)
ASRT ensures the safety of Algeria's transport systems across all modes, including road, rail, and air. It conducts inspections, audits, and awareness campaigns to reduce accidents and enhance transport safety. ASRT's work supports the country's broader goals for sustainable and secure mobility.

Wilayas Authorities (Municipalities)
Regional authorities, or Wilayas, play a significant role in implementing transport and mobility projects within their jurisdictions. They approve and supervise infrastructure projects, collaborate with municipalities, and ensure alignment with national strategies. Wilayas are critical for addressing localised mobility needs.

The Land Passenger Transport Group (TRANSTEV)
TRANSTEV is an Algerian public transport group established in February 2016. It includes several subsidiaries operating across various public transport modes, with SETRAM as one of its key subsidiaries, which manages tramway operations in multiple cities in Algeria.

EXISTING PUBLIC TRANSPORT

National Rail[4]

Launch	Trains	Length
1976	380	4,560 km *(80 kilometers are electrified, and 560 kilometers are double tracked)*

Stops	Ridership	Special Fares	Operator
410	43 mn *(2020)*	Yes*	SNTF

Intercity Buses[5]

Buses	Ridership	Operator
80,000	10 mn/day	Private small companies and individuals

NATIONAL PROJECTS

Extension of the Rail Network[6]

Length	Stations	Funding	Project Owner
6,500km in total *(1500 km additional – 250 km in operation since October 2023)*	18 added passenger stations	MTPT	SNTF

Awarded Contracts
- Construction of a 121-kilometer railway section: CRBC, China Civil Engineering Corp, EPE SNTP
- Project management, engineering consultancy, and monitoring for railway upgrade: ANESRIF
- Supply of ERTMS/ETCS Level 1 signaling system for a 55-kilometer railway line: MERMEC Group

Source: [4]SNTF, 2020 data | [5]MENA Transport Report 2021 | [6]SNTF

*Child rate, youth card, large family card, elderly card, special rate for people with reduced mobility

ALGERIA / ALGIERS

▸ Algiers Metro © RATP Dev El Djazair

3.28 mn *(2021)*
Population[1]

4,057 *(2021)*
Population Density[1] *(people per km²)*

809.22 *(2021)*
Area (km²)[1]

1.33mn *(2021)*
Registered Private Cars[2]

405 *(2021)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

STRATEGIES

Strategic Development Plan of Algiers (Plan Stratégique de Développement d'Alger)

Developed by: Wilaya of Algiers in collaboration with national authorities and international consultants.

Timeline: Launched in 2009; implementation phases extend until 2029.

Objectives:

- Revitalise historic centers, including the Casbah, and redevelop the waterfront to enhance Algiers' cultural and aesthetic appeal.
- Expand and modernise transport networks to improve mobility and reduce congestion.
- Restore ecological balance by rehabilitating natural sites, such as Oued El Harrach, and creating green spaces for sustainability.
- Diversify the economy by reducing reliance on hydrocarbons and positioning Algiers as a gateway to Algeria and a globally integrated city.

Implementation Phases and Progress:

1. 2009-2014:

- **Focus:** Urban beautification and infrastructure upgrades.
- **Progress:**
  - Initiated revitalisation of historic centers, including the Casbah.
  - Began redevelopment of the waterfront.
  - Launched infrastructure projects to expand and modernise transport networks.

2. 2015-2019:

- **Focus:** Continued infrastructure projects and preparation for international events.
- **Progress:**
  - Advanced construction of a new deep-water port to boost economic activities and international trade.
  - Prepared the city to host regional and international events, enhancing its regional prominence.

3. 2020-2024:

- **Focus:** Bay of Algiers development and urban expansion.
- **Progress:**
  - Ongoing transformation of the Bay of Algiers into a vibrant waterfront area.
  - Continued urban development towards the eastern parts of the city to accommodate population growth.

4. 2025-2029:

- **Focus:** Establishing Algiers as a "world city."
- **Planned Progress:**
  - Finalise the development of the bay and eastern urban extensions.
  - Position Algiers as a globally integrated, competitive, and sustainable metropolis.

Source: [1]Ministry of Interior | [2]ONS | [3]Calculated

AUTHORITIES

Wilaya of Algiers

The Wilaya of Algiers serves as the central administrative authority for urban development and mobility within the capital. It is responsible for planning and coordinating public transport projects, ensuring alignment with national strategies. The Wilaya works closely with ministries, transport operators, and local municipalities to oversee the implementation of infrastructure projects, urban mobility initiatives, and public transport services. It plays a pivotal role in integrating sustainable practices into urban mobility and addressing the growing transport needs of Algiers' population. By promoting collaboration among stakeholders, the Wilaya of Algiers strives to create an efficient, accessible, and sustainable transport system.

Algerian Transport Safety Agency (ASRT)

The Algerian Transport Safety Agency (ASRT) is a critical body tasked with ensuring the safety and security of all transport modes across the country, including urban mobility systems in Algiers. ASRT conducts inspections, audits, and risk assessments to maintain high safety standards for public transport infrastructure and operations. It also organises awareness campaigns to promote road safety and accident prevention among commuters and operators. In Algiers, ASRT plays an essential role in enhancing passenger confidence by enforcing safety regulations and overseeing compliance across metro, tramway, bus, and suburban rail services.

Algiers Organising Authority for Urban Transport (AOTU-A)

The Algiers Organising Authority for Urban Transport (AOTU-A) is a specialised entity dedicated to managing and planning urban transport systems in the capital. Its primary role is to ensure the effective integration of different transport modes, including buses, metro, tramways, and cable cars, to create a cohesive urban mobility network. AOTU-A works closely with public transport operators, the Wilaya of Algiers, and the Ministry of Transport to develop strategies that improve service quality, reduce congestion, and promote sustainable mobility. The authority also monitors transport performance, identifies areas for improvement, and ensures that urban transport projects align with the broader development goals of Algiers.

Entreprise of Urban and Suburban Transport (ETUSA)

ETUSA is a state-owned company that is responsible for providing urban and suburban public transport services in the Algiers metropolitan area.

EXISTING PUBLIC TRANSPORT

Urban and Suburban Bus[4]

Buses	Lines	Min. Fare	Ridership	Operator
1,000	150	DZD 45	38 mn	ETUSA

Aside from ETUSA, there are 3,000 private bus operators in the city with 6,000 buses

▶ Public Transport Network in Algiers. © AOTU-A

Source: [4]AOTU-A, 2017 data

Tram[5]

Launch	Trains	Length	Lines	Stops	Min. Fare	Ridership	Operator
2011	41	23.2 km	1	37	DZD 40	185,000 persons/day	SETRAM

Metro[6]

Launch	Trains	Length	Lines	Stops	Avg. Speed	Min. Fare	Ridership
2011	26	18.8 km	1	19	35 km/h	DZD 50	46 mn *(2020)*

Operator	Mileage	Smartcard	Trip Planner
SEMA	1.9 mn vkm *(2020)*	Metro El Djazayer	Dzair Transport

Cable Car[6]

Launch	Cable Cars	Seat Capacity	Length	Lines	Stops	Avg. Speed
1956	13	10-35/car	5.9km	6	14	5-6m/s

Operator	Ridership	Min. Fare
Algerian Cable Transport Company *(ETAC)*	4.1 mn *(2020)*	DZD 20

Taxi[7]

Shared Urban Taxis	Individual Taxis	Shared Intercity Taxis
250	14,481	1,100

▸ Cable Car in Algiers. © POMA

Source: [5]SETRAM | [6]EMA, 2020 data | [7]MENA Transport Report 2021

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ridesharing

Provider

Yassir, Heetch, Yango, TemTem

URBAN PROJECTS

Metro Extension Project[8]

Length	Timeline	Status	Project Owner
54 km	2030	2 Lines are 99% complete: El Harrach Centre to Algiers Airport Line (9.5 kilometers and 9 stations) + Ain Naadja to Baraki Line (4.4 kilometers and 4 stations).	MOPWT, EMA, Algiers Wilaya

Awarded Contracts

- The civil engineering works were carried out by the Algerian-German consortium GDC, comprising DYWIDAG, COSIDER, and TREVI.
- The civil engineering contract was awarded to COSIDER TP.
- The construction was entrusted to the public construction group Cosider, with an estimated cost of 170 billion dinars.

Tramway Extension Project

Length	Lines	Park and Ride	Timeline	Budget	Project Owner
4 km	4	Yes	2026 *(Expected Launch)*	DZD 27 bn	EMA

Monorail

Length	Lines	Status
67 km	2	Feasibility study phase

Buses

Length	Lines	Project Owner
205	130 *(managed by private entities)* 54 *(managed by ETUSA)*	ETUSA

Source: [8]MoT and MTR21

ALGERIA / ORAN

▸ Tramway in Oran. © SETRAM

2.11 mn *(2023)*
Population[1]

1,051 *(2023)*
Population Density[2] *(people per km²)*

2,007.64 *(2023)*
Area (km²)[1]

267,058 *(2021)*
Registered Private Cars[3]

125 *(2021)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

EXISTING PUBLIC TRANSPORT

Public Bus[4]

Buses	Lines	Operator
3,316	155	Public Transport Company (ETO) & 652 private companies (2003)

Taxi[4]

Taxis	8,000
Operator	Small companies & individuals

Tram[5]

Launch	Trains	Length	Lines	Stops	Min. Fare	Ridership	Operator
2013	46	18.7 km	1	32	DZD 40	10.7 mn/yr	SETRAM

Source: [1]Ministry of Interior | [2]Calculated | [3]ONS | [4]MTR2021 | [5]SETRAM

Cable Car

Launch	Cable Cars	Length	Lines	Stops
1988 *(then in 2022 after rehabilitation)*	36	1,900 m	2	3

Operator	Seat Capacity	Operational Capacity	Trip Duration	Avg. Speed
ETAC	8/ cable car	1,200 pax/hr	14 mins	4.2m/s

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing

Provider: Yassir, TemTem, Coursa, InDrive, Lolo

URBAN PROJECTS

Oran tram extension[6]

Lines	Length	Stops	Project Owner	Status
4	29.58 km	42	EMA	Construction will start in 2025

Oran metro[6]

Length	Stops	Project Owner
19.66 km	20	EMA

Awarded Contracts
Preliminary study: SENER

Source: [6]EMA

ALGERIA / SETIF

▸ Tramway in Setif. © SETRAM

1.86 mn *(2021)*
Population[1]

14.61 *(2021)*
Population Density[2] *(people per km²)*

127.3 *(2021)*
Area (km²)[1]

129,558 *(2021)*
Registered Private Cars[3]

70 *(2021)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

EXISTING PUBLIC TRANSPORT

Urban Bus[4]

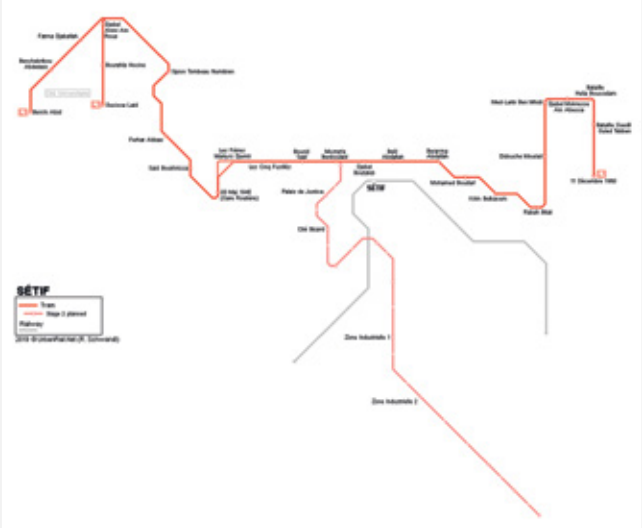
Buses	Lines	Min. Fare	Ridership	Operator
30	5	DZD 15	5.5 mn/yr	ETUS-Setif

Taxi[4]

Urban Taxis	Inter-commune Taxis	Inter-wilaya Taxis
145	1,041	851

Global Bus Network[4]

Buses	Lines	Operator
426	15	ETUS-Setif & small and private companies



▸ Setif's Tramway Network. © UrbanRail

Tram[4]

Launch	Trains	Lines	Length	Stops	Min. Fare	Operator
2018	26	1	15.2 km	26	DZD 40	SETRAM

Source: [1]MoI | [2]Calculated | [3]ONS | [4]MTR2021

ALGERIA / CONSTANTINE

▸ Tramway in Constantine © SETRAM

1.29 mn *(2021)*
Population[1]

590 *(2021)*
Population Density[2] *(people per km²)*

2,187 *(2021)*
Area (km²)[1]

211,705 *(2021)*
Registered Private Cars[3]

155 *(2021)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

EXISTING PUBLIC TRANSPORT

Public Bus[4]

Buses	Lines	Ridership	Smart Card	Trip Planner	Operator
100	62	5 mn/yr	Cirta Pay	Cirta Bus	ETUSC

Tram[5]

Launch	Trains	Length	Lines	Stops	Min. Fare	Ridership	Operator
2013	51	18.3 km	1	21	DZD 40	8 mn/yr	SETRAM

Cable Car[6]

Launch	Cable Cars	Seat Capacity	Length	Lines	Stops	Avg. Speed
2008 *(suspended since 2018 for renovation purposes)*	58	10/car	1.69 km	1	3	5.5m/s

Operator	Status	Ridership	Min. Fare
Algerian Cable Transport Company (ETAC)	Final phase of renovation and call of tenders launched by EMA for 2 additional lines	2.1 mn *(2020)*	DZD 30

Taxi[7]

City Center Taxis	Suburban Taxis	Operator
2,800	47,200	Individuals and small companies

Source: [1]Ministry of Interior | [2]Calculated | [3]ONS | [4]ETUC, 2017 Data | [5]SETRAM | [6]EMA | [7]MENA Transport Report 2021

ALGERIA / SIDI BEL ABBES

▸ Tramway in Sidi Bel Abbes © SETRAM

713,377 *(2019)*
Population[1]

78 *(2019)*
Population Density[1] *(people per km²)*

9,150.63 *(2019)*
Area (km²)[1]

77,055 *(2021)*
Registered Private Cars[2]

128 *(2021)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

EXISTING PUBLIC TRANSPORT

Urban Bus[4]

Buses	Lines	Ridership	Operator
30	11	3 mn/yr	ETUS-Setif

Urban, Interwilaya & Intercommune Bus[4] *(informal)*

Buses	Lines	Operator
Urban: 101 Inter-Wilaya: 381 Inter-communal: 833	Urban: 23 Inter-Wilaya: 34 Inter-communal: 50	1,478 Individuals and small private companies

Tram[5]

Launch	Trains	Length	Lines	Stops	Ridership	Operator
2017	30	13.7 km	1	22	60,000/day	SETRAM

Suburban Rail[4]

Length	Ridership	Operator
57.5 km	68,341/yr	SNTF

Taxi[4]

Urban Taxis	Inter-commune Taxis	Inter-wilaya Taxis
3,527	515	350

Source: [1]Ministry of Interior | [2]ONS | [3]Calculated | [4]MENA Transport Report 2021 | [5]SETRAM

ALGERIA / MOSTAGANEM

▸ Tramway in Mostaganem. © ALSTOM

922,405 *(2021)*
Population[1]

407 *(2021)*
Population Density[1] *(people per km²)*

2,269 *(2021)*
Area (km²)[1]

74,785 *(2021)*
Registered Private Cars[2]

81 *(2021)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

EXISTING PUBLIC TRANSPORT

Urban, inter-communal, rural and inter-wilaya Buses[4]

Buses	Lines	Total Capacity	Operator
726	183	24,576 seats	ETUSM + 559 individual and small companies

Tramway[5]

Launch	Trains	Length	Lines	Stops	Min. Fare	Ridership	Operator
2023	25	14.2 km	2	24	DZD 40	Up to 10,000/day	SETRAM

Source: [1]Wilaya of Mostaganem | [2]ONS | [3]Calculated | [4]Wilaya of Mostaganem sourced from Department of Transport, 2021 Data. | [4]SETRAM

▸ Tramway Network in Mostaganem. © Tramway Mostaganem

Individual Taxis[4]

Operational Licenses	Seats Offered
2,746	11,846

Taxi Companies[4]

Taxis	Seats Offered	Operators
563	2,252	26 companies

Source: [4]SETRAM, 2023 Data.

ALGERIA / OUARGLA

▸ Tramway in Sidi Bel Abbes © SETRAM

708,463 *(2021)*
Population[1]

4.34 *(2021)*
Population Density[2] *(people per km²)*

163,233 *(2021)*
Area (km²)[1]

65,840 *(2021)*
Registered Private Cars[3]

93 *(2021)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

EXISTING PUBLIC TRANSPORT

Inter-wilaya (inter-provincial) Buses

Trips	Ridership	Operator
324 trips/day	2,803 passengers/day	SOGRAL

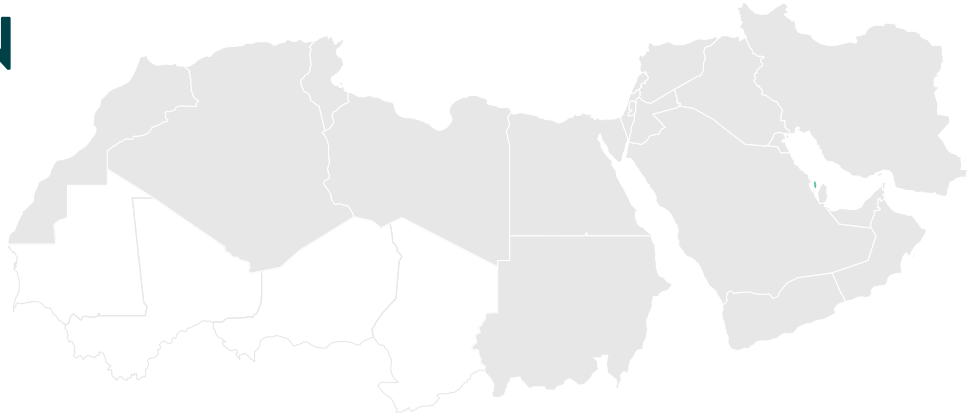
Tram[4]

Launch	Trains	Length	Stops	Ridership	Min. Fare	Operator
2018	23	9.6 km	16	40 mn/year *(2023)**	DZD 30	SETRAM

Source: [1]Ministry of Interior | [2]Calculated | [3]ONS | [4]SETRAM

*RATP Dev

BAHRAIN



1,588,670 *(2024)*
Population[1]

90% *(2023)*
Urban Population[2] *(% of the total population)*

38% *(2023)*
Female population *(% of the total population)*[1]

1,979.11 *(2022)*
Population Density[1] *(people per km² of land area)*

787.68 *(2023)*
Area (km²)[1]

3.4% *(2023)*
Annual Population Growth[2]

USD 63,497.6 *(2023)*
GDP pC, PPP *(current USD)*[2]

-0.4% *(2023)*
Annual GDP per capita growth (%)[2]

0.19 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[2]

High Income
Income Group[2]

PRIVATE CAR OWNERSHIP

575,294 *(2023)*
Passenger Cars[1]

363.2 *(2023)*
Car Ownership Rate[3]
(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:

- Allocating investments toward technologies aimed at lowering carbon emissions, reducing environmental pollution, and advancing the adoption of sustainable energy sources.
- Enhancing urban transit systems by creating high-quality infrastructure that ensures sustainability, competitiveness, and equity. The Government of Bahrain is dedicated to delivering a public transport network that is accessible, affordable, reliable, safe, and environmentally sustainable, ultimately enhancing the quality of life for all citizens and residents.
- Implementing the Strategic Projects Plan, which includes the development of the Bahrain Metro to improve connectivity and reduce traffic congestion, upgrades to the bus transport network, and the promotion of active transport through dedicated cycling and pedestrian pathways.
- Supporting regional mobility and economic integration through projects such as the King Hamad Causeway and the integration of intelligent transport systems.

AUTHORITIES

Ministry of Transportation and Telecommunications (MTT)
The MTT is responsible for managing and developing transportation and telecommunication regulations that link the Kingdom of Bahrain with regionally and globally to serve the citizens and residents and the economy growth as well as regulating and monitoring all transport modes in the Kingdom.

General Directorate of Traffic
It is responsible to issue commercial and private licenses for vehicles and drivers, inspect and register vehicles, as well as regulating and enforcing the traffic laws and issuing violations related to it.

Source: [1]Bahrain Open Data Portal | [2]WorldBank | [3]Calculated

Urban Planning and Development Authority
The authority is responsible for the comprehensive land planning and urban development which includes infrastructure and transport planning.

Ministry of Works (MOW)
As Bahrain's construction arm, MOW manages infrastructure development, including the planning, design, construction, and maintenance of the public road network. The ministry focuses on strategic infrastructure planning, incorporating sustainability and urban integration to support mobility and connectivity. Its efforts include maintaining existing infrastructure and upgrading it to meet evolving demands, ensuring safe and efficient transport for the Kingdom's residents.

NATIONAL PROJECTS

GCC Rail - Bahrain Link[4/5]

Project Owner	Length	Lines	Stops	Funding	Status
MTT, KFCA	57 km	1	2	PPP *(planned)*	Planning and design phase

▸ Intercity Bus Network in Bahrain[6]

© Bahrain Bus

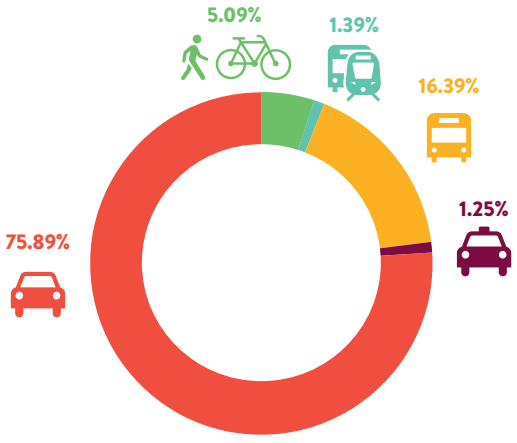
Source: [4]MTT | [5]MENA Transport Report 2020/2021 | [6]Bahrain Public Transport Company (BPTC)

BAHRAIN*

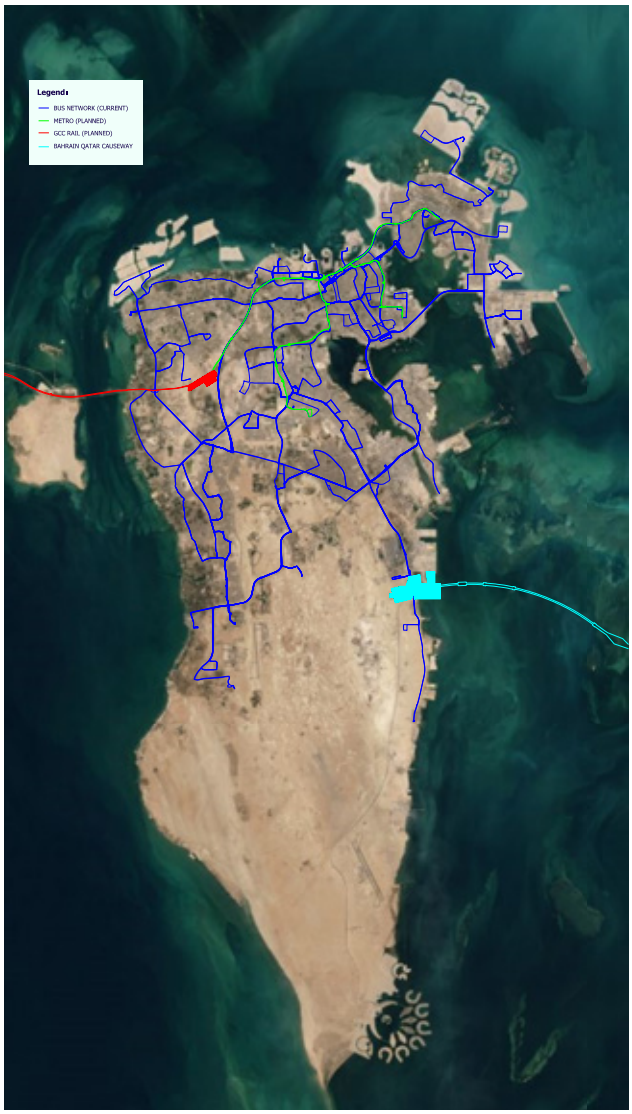
▸ BPTC Bus[1] © MTT

MODAL SPLIT

All trips; 2018[1]



•Walking & Cycling • Public Transport • Private buses (school/company) • Taxi • Private Car



▸ The planned Bahrain transport network map[1]

Source: [1]MTT

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

URBAN PUBLIC TRANSPORT

Urban Buses[1]

Launch	Buses	Length	Lines	Stops	Min. Fare
2015	140	1,328 km	26	654	BHD 0. 275 *(Go Card)* BHD 0.300 *(Cash)*

Operator	Staff	Smart Card	Trip Planner	Standard	Vehicle Mileage	Ridership
BPTC	464	Go Card	BPTC Journey planner	Euro III	790,000 per month *(total)*	9,989,516 *(2022)* 11,728,080 *(2023)* 11,867,755 *(2024)*

Taxi[1]

Taxis	Total Call Taxi *(Companies)*	Stops	Min. Fare	Operator
1,373	63	23	BHD 1.0 *(day-time)* BHD 1.25 *(night-time)*	Arabian Taxi, Wasel, Here Taxi, Taxi under request, City Limo. Individual Taxi owners

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing[1]

Launch	Operators
2017	Careem, Uber, Bahrain Taxi

Electric Scooter-sharing[1]

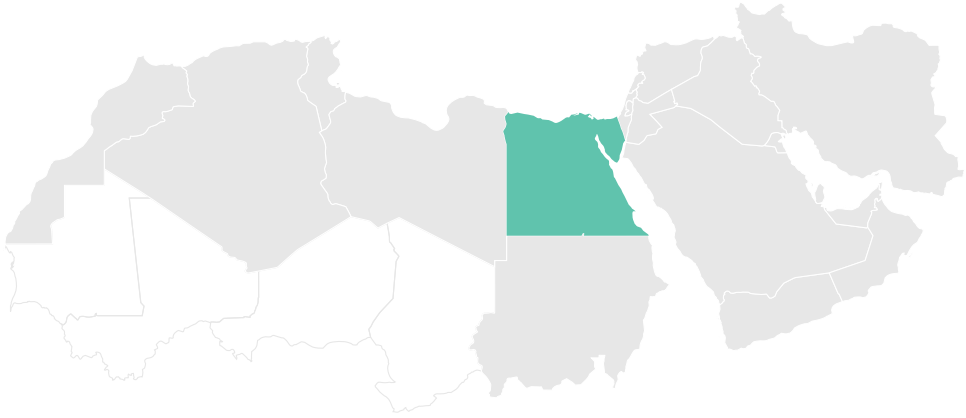
Launch	Zones	Min. Fare	Operators
2021	18	BHD 0.4	Hopp

URBAN PROJECTS

LRT (Bahrain Metro) – Phase I[1]

Project Owner	Length	Lines	Stops	Passenger Capacity	Funding	Status
MTT	28.6 km	2	20	5,000 *(per hour per direction)*	ppp	In progress

EGYPT



112,716,598 *(2023)*
Population[1]

49.4% *(2023)*
Female population *(% of the total population)*[1]

1.54% *(2023)*
Annual Urban Population Growth[1]

113 *(2022)*
Population Density[1] *(people per km² of land area)*

24.6 % *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

3.8% *(2023)*
Annual GDP growth (%)[1]

2.2% *(2023)*
Annual GDP per capita growth (%)[1]

6.1% *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

USD 18,524.6 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

5.58 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Lower-middle income
Income Group[1]

PRIVATE CAR OWNERSHIP

8,412,673 *(2016)*
Passenger Cars[2]

83 *(2017)*
Car Ownership Rate[3]
(Registered Vehicles per 1,000 people)

STRATEGIES

Sustainable Development Strategy: Egypt Vision 2030

Developed by: Ministry of Planning and Administrative Reform

Timeline: 2015-2030

Vision: A balanced spatial development management of land and resources to accommodate the population and improve the quality of their lives (the urban development pillar).

Objective: Increasing the capacity and improving the quality of public transport in cities.

Target: Raise the national public transport ridership from 1.9% in 2015 to 30% in 2020 and finally to 50% in 2050.

The National Agenda for Sustainable Development

Developed by: Ministry of Planning and Economic Development

Timeline: 2025 - 2030

Vision: Egypt's Vision 2030 embraces a set of "Guiding Principles" that serve as the framework connecting six strategic goals. These principles are Human-Centered Development, Equity and Accessibility, Resilience and Adaptation, and Sustainability.

Objective: Establish safe and sustainable transport systems to improve the quality of life for individuals and enhance the efficiency of transport services for all users (the well-developed infrastructure strategic goal).

AUTHORITIES

Ministry of Transport (MoT)

It is the key governmental authority responsible for overseeing and regulating Egypt's land and sea transport sectors. The MoT is tasked with developing and implementing transport policies, infrastructure projects, and initiatives that ensure the efficiency, safety, and sustainability of transport systems nationwide. The ministry's scope covers urban and intercity transport, maritime operations, and port management, with its affiliated authorities working in specialised domains such as public transport, railway networks, and metro systems.

Source: [1]World Bank | [2]WHO | [3]Our World in Data

National Authority for Tunnels (NAT)

Under the jurisdiction of MoT, NAT, which was established in 1983, is responsible for the implementation of underground metro projects in Egypt. NAT plays a pivotal role in advancing the country's urban transport infrastructure. The organisation is responsible for planning, constructing, and commissioning metro lines and their extensions. NAT's responsibilities have expanded to include light rail transit and monorail projects as part of Egypt's ambitious urban development plans aimed at alleviating congestion and improving mobility.

Land Transport Regulatory Authority (LTRA)

Was established in 2019 to act as the primary regulatory body for all domestic and international land transport operations in Egypt. Reporting to the MoT, the LTRA's responsibilities include issuing licenses, ensuring compliance with safety standards, and regulating passenger and freight transport activities. The LTRA also oversees cross-border transport agreements and plays a critical role in the modernisation of transport services, promoting competitiveness and coordination among operators while ensuring that land transport services meet national and international regulatory benchmarks.

General Organization for Physical Planning (GOPP)

GOPP is the governmental authority responsible for the planning and development of urban sustainability in the cities and governorates of Egypt. The organisation plays a crucial role in spatial planning, land use allocation, and transport network integration within urban development projects. GOPP's focus on urban sustainability aligns with Egypt's broader goals for smart cities and eco-friendly public transport systems.

New Urban Communities Authority (NUCA)

Established in 1979 to oversee the developments in the new cities and urban communities that make up Cairo (Greater) today, including access to transport. The authority's role is central to Egypt's strategy of reducing population density in older cities like Cairo by creating attractive, well-served urban communities.

Governorates (Cairo, Giza, Qalyobeya and Alexandria)

The three governorates of Cairo, Giza and Qalyobeya form the executive arm of MoT within Cairo (Greater). Similarly, the Governorate of Alexandria is responsible for implementing urban transport projects in Alexandria. Governorates are also responsible for adapting national transport policies to local contexts, ensuring alignment with regional development plans and the urban growth dynamics of their respective areas.

EXISTING PUBLIC TRANSPORT

National Rail

Trains	Length	Stops	Ridership	Operator
820[4]	9,570 km[5]	705[6]	500 mn/yr[6]	Egyptian National Railways (ENR)[6]

NATIONAL PROJECTS

Diesel to CNG buses retrofitting project in Cairo and Alexandria[7]

Length	OEM	Status
2,262	Geyushi	Ongoing

High-speed rail project[8]

(Ain Al Sokhna – Alexandria – Marsa Matruh)

Length	Stations	Funding	Status	Awarded Contracts	Project Owner
660km	21	EPC + Finance	Under Construction	Siemens Mobility, Orascom Construction, Arab Contractors Consortium	NAT

Source: [4]MENA Transport Report (2020/2021) | [5]CEIC | [6]Logistics Cluster | [7]Sustainable Bus | [8]NAT

▸ High-speed rail project – first line (Ain Al Sokhna – Alexandria – Marsa Matruh) network. © NAT

High-speed rail project - second line[8]
(6th of October City – Cairo – Aswan – Abu Simbel)

Length	Stations	Status	Project Owner
1,100km	36	Under Construction	NAT

High-speed rail project – third line[8]
(Qena - Safaga - Hurghada)

Length	Stations	Status	Project Owner
175km	3	Under Construction	NAT

High-speed rail project – fourth line[8]
(Port Said - Abu Qir in Alexandria)

Length	Stations	Status	Project Owner
250km	14	Under Study	NAT

Modernisation of Tanta-Zagazig Railway[9]

Length	Stations	Awarded Contracts	Project Owner
65km	9	Alstom	ENR

Source: [8]NAT | [9]Alstom

Modernisation of Beni Suef-Asyut Railway[9]

Status	Awarded Contracts	Project Owner
Completed in May 2024	Alstom	ENR

Cairo - Alexandria Railway Modernisation

Length	Financing	Total Budget	Status	Project Owner
208km[10]	World Bank[11]	EUR 70.5 mn[11]	Ongoing[11]	MOT, ENR[11]

Rehabilitation of the Safaga - Qena - Abu Tartour Railway[12]

Length	Status	Project Owner
2,000km	Under Construction	MOT

Rubiki - 10th of Ramadan - Belbeis Railway[13]

Length	Funding	Total Budget	Status	Project Owner
63.5km	European Bank for Reconstruction and Development (EUR 35 million)	EUR 242 mn	Ongoing	ENR

Source: [10]Hitachi Rail | [11]MENA Transport Report (2020/2021) | [12]Cairo Scene | [13]ERBD

EGYPT / CAIRO (GREATER)

▸ Mwasalat Misr Bus © Mwasalat Misr

26,054,128 *(2024)*
Population[1]

12,715 *(2023)*
Population Density[1] *(people per km²)*

2,500,000 *(2015)*
Registered Private Cars[2]

106 *(2015)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

STRATEGIES

Greater Cairo Urban Transport Master Plan (GCUTMP)

Developed by: National Authority for Tunnels (NAT)

Timeline: 2050

Objectives: The Greater Cairo Urban Transport Master Plan represents a long-term vision to transform the transport landscape of Cairo and its metropolitan area into a cohesive, efficient, and sustainable urban mobility system by 2050. It aims to establish an integrated urban transport system, including metro, suburban railway, and expressways.

6th of October Sustainable Urban Mobility Plan (SUMP)

Developed by: Transport for Cairo (TfC) for the New Urban Communities Authority (NUCA)

Support: Friedrich-Ebert-Stiftung (FES)

Objectives: The SUMP for 6th of October City is a targeted initiative aimed at improving transport systems within one of Cairo's major satellite cities. This plan emphasises public transport enhancement, accessibility improvements, and sustainable practices to support the city's rapid urbanisation.

AUTHORITY

The Cairo Transport Authority (CTA)

The CTA is a prominent entity operating under the governance of the Cairo Governorate in Egypt. It holds the mandate to oversee, license, and regulate a wide array of public transport services within the city of Cairo. As the primary transport authority, the CTA ensures an integrated and efficient mobility network for residents and visitors.

Source: [1]CAPMAS | [2]MENA Transport Report (2020/2021)

EXISTING PUBLIC TRANSPORT

Urban & Suburban Metro

M1 Blue line

Launch	Length	Trains	Stops
1987[3]	44.3 km[3]	58[3]	35[3]

M2 Red line

Launch	Length	Trains	Stops
1996[3]	21.5 km[3]	45[3]	20[3]

Min. Fare	Smart Card	Ridership	Operator
EGP 6[4]	Metro card[2]	846 mn/yr[2]	Egyptian Metro Company *(EMC)*[2]

M3[5] Green line

Launch	Length	Female Users (2023)	Avg. Trip Duration	Min. Fare	Max. Fare	Mileage *(vkm)*	Smart Card
2012	32.2 km	24% of total users	30 - 35 min	EGP 5	EGP 10	2,878,181 *(2022)* 3,234,464 *(2023)*	Metro card

Operator	Planner	Ridership
RATP Dev Cairo *(since June 2021)*	Mobility Cairo	51,449,177 *(2022)* 82,215,149 *(2023)*

Public Bus[6]

Launch	Buses	Lines	Stops	Min. Fare	Ridership
2017	333	74	1,200	EGP 6 NUCA EGP 12 Mwasalat Misr	3.99 mn *(2022)* 5.59 mn *(2020)*

Operator	Mileage (vkm)	Standard	Smart Card	Planner
Mwasalat Misr	20,903,072 *(2022)* 19,505,414 *(2023)*	Euro III	Mwasalati	Mwasalat Misr

Source: [3]Cairo Metro | [4]Reuters | [5]RATP Dev Cairo | [6]Mwasalat Misr

Public Bus[2]

Buses	CNG	Lines	Operator
8,000	50 (2014)	366	CTA

Minibus[2]

Mini- Buses	Lines	Operator
8,000	503	Small companies & individuals

Taxi

Taxis	CNG	Min. Fare	Operator
120,000[2]	47,000 (2014)[2]	EGP 7[7]	Small companies & individuals[2]

River Bus[2]

Min. Fare	Ridership
EGP 2	48.8 mn/yr

Nile River Bus[2]

Launch	Length	Lines	Boats	Stops	Min. Fare	Operator
2015	22 km	3	13	8	EGP 30	Nile Transportation Service

Current metro and Mwasalat Misr bus network

© Mwasalat Misr

Source: [7]CEIS Data

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Car-based Ride-hailing

Provider: Careem, Didi, InDriver, Qruz, Uber, Bolt

Bus-based Ride-hailing

Provider: Careem, SWVL, Uber

Motorcycle-based Ride-hailing

Provider: Careem, Uber, inDriver

Carpooling

Provider: Raye7

Electric scooter-sharing[8]

Scooters	Provider
350 (2023)	Rabbit Scooters

▸ Bike-sharing in Cairo

Bike-sharing

Launch	Bikes	Stations
September 2023 *(steady operation)*	250	26

Provider	Reg. Users	Length
Cairo Bike	Approx. 12,000	2 km

URBAN PROJECTS

East/West Nile Monorail[9]

Ridership	Status	Project Owner
500,000/year	Under Construction	NAT

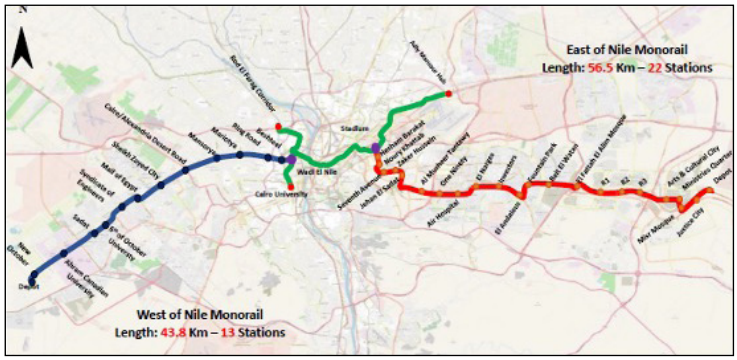
Line 1 — **East Nile Monorail**
(New Cairo - the Administrative Capital...etc)

Length	Stops
56.5 km	22

Line 2 — **West Nile Monorail**
(Wadi El-Nile - 6th of October)

Length	Stops
43.8 km	13

▸ Monorail of east Nile © NAT



▸ East/West of Nile Monorail © NAT

Source: [8]Rabbit Mobility | [9]NAT

Western Corridor BRT *(6th October - Cairo)*

Lines	Length	Stops	Total Budget	Funding	Propulsion System	Project Owner
1[11]	42 km[11]	34[11]	USD 1.37 bn[10]	NUCA *(USD 1.1 bn)* & UN Women *(USD 0.25 mn)*[10]	Electric[11]	NUCA[10]

Cairo Ring Road BRT

Lines	Length	Stops	Propulsion System	Project Owner
1[11]	113 km[11]	47[11]	Electric[11]	MoT, NTRA[10]

Cairo Metro Line 3 – Phase 3
(Ataba - Kit Kat - Rod Al-Farag axis - Cairo University)[9,12]

Length	Stops	Passenger Capacity	Status	Project Owner
17.7 km	15	1.5 mn passengers *(daily)*	In operation *(trial)*	NAT

Cairo Metro Line 3 – Phase 4 *(Haroun- Adly Mansour)*[9]

Length	Stops	Status	Project Owner
11.5 km	4 tunnel stations & 6 upper stations	In operation	NAT

Cairo Metro Line 3 – Phase 5 *(Heliopolis-Cairo Airport)*[9]

Length	Stops	Status	Project Owner
7.5 km	5	Under study	NAT

Cairo Metro Line 4 – Phase 1 *(Hadaek Al Asghar – Al Fustat)*[2,9]

Length	Stops	Total Budget	Funding	Status	Project Owner
19 km	17	EGP 30 bn & EUR 1.75 bn	Japan International Cooperation Agency (JICA)	Under Construction	MoT, NAT

Source: [10]UITP | [11]NMT | [12]MoT

Cairo Metro Line 4 – Phase 2 *(Al Fustat – New Cairo)*[13]

Length	Stops	Funding	Status	Project Owner
23 km	21	JICA	Planned	MoT, NAT

Cairo Metro Line 5 *(Nasr City – El Sahel)*[9]

Length	Stops	Status	Project Owner
24 km	17	Planning	MoT, NAT

Cairo Metro Line 6 *(Al Khosus – New Maadi)*[9]

Length	Stops	Funding	Status	Project Owner
35 km	23	$3 billion	Planning phase *(International Tender in 2025)*	MoT, NAT

Introduction of electric buses in Greater Cairo[2, 14]

Buses	Operator	Funding	Status	Project Owner
100	CTA	World Bank	Ongoing	Ministry of Local Development & CTA

Source: [13]Zawya | [14]World Bank

EGYPT /

NEW ADMINISTRATIVE CAPITAL

6.5 mn *(2023)*
Population[1]

700km²
Area[2]

▸ LRT electric – Phase I & II (Salam – New Administrative Capital) © NAT

EXISTING PUBLIC TRANSPORT

LRT Electric – Phase I & II *(Salam – New Administrative Capital)*[3]

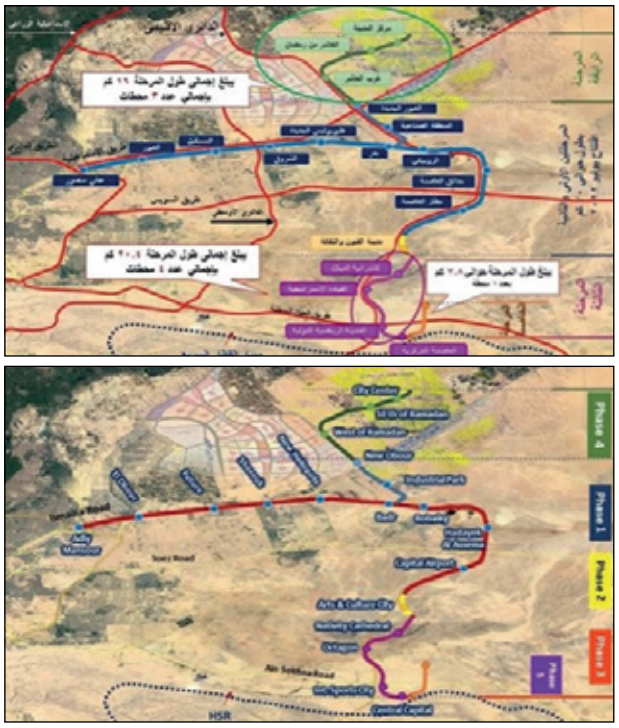
Length	Stops	Avg. Trip Duration	Min. fare	Max. fare	Ridership	Total Mileage *(vkm)*
70 km[4]	12[4]	45 min	EGP 10	EGP 20	2,358,979 *(2023)*	15,976,472 *(2023)*

URBAN PROJECTS

Monorail Administrative Capital City[5]

Length	Stops
56 km	22

Project Owner	Status
MoT, NAT	Planning



▸ LRT electric – Phase I & II (Salam – New Administrative Capital) map © NAT

Source: [1]Arab Urban | [2]MENA Transport Report (2020/2021) | [3]RATP Dev Cairo | [4]NAT | [5]NMT

LRT Electric – Phase III[4]

(Cathedral of the Nativity - Strategic Command - International Sports City - Central Capital)

Length	Stops	Status	Project Owner
20.4 km	4	Under Construction	NAT

LRT Electric – Phase IV[4]

(West 10th - 10th of Ramadan - City Center)

Length	Stops	Status	Project Owner
16 km	3	Under Construction	NAT

▸ LRT electric – Phase III & IV © NAT

EGYPT / ALEXANDRIA

5,523,511 *(2023)*
Population[1]

3,000 inh./km² *(2020/2021)*
Density[2]

365,000 *(2015)*
Passenger Cars[1]

73 *(2015)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

▸ Battery electric buses in Alexandria, 2023 © Budach

STRATEGY

Strategic Urban Plan 2032 (SUP Alex 2032)

Developed by: General Organisation for Physical Planning (GOPP) and Ministry of Housing, Utilities & Urban Development

Timeline: 2014 - 2032

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

Objective: Develop and modernise public transport in the city. The plan aims to transition Alexandria toward eco-friendly practices, such as electrification of buses and the upgrade of tram systems, reducing the environmental impact of urban mobility.

Target: Rehabilitation and expansion of the El Raml tramway. Expansion plans include extending the tram network to underserved areas, enhancing connectivity, and integrating it with other public transport modes, such as buses and future transport systems.

▸ Planned Alexandria public transport network[2] © APTA

AUTHORITY

Alexandria Passenger Transport Authority (APTA)

The APTA is the principal governmental agency overseeing the planning, operation, and management of public transport services within the Alexandria governorate, Egypt's second-largest city and a key urban hub on the Mediterranean coast. Established to address the mobility needs of the city's growing population and economic activities, APTA plays a pivotal role in ensuring efficient, accessible, and sustainable public transport solutions.

▸ Bakous Tram Line in Alexandria[4] © Transport for Cairo

Source: [1]CAPMAS | [2]MENA Transport Report (2020/2021) | [3]Calculated based on 2015 population of 5 million people | [4]Transport for Cairo

EXISTING PUBLIC TRANSPORT

Tram

Launch	Trains	Length	Lines	Stops	Min. Fare	Ridership	Operator
1863[2]	35[2]	32 km[5]	20[5]	140[5]	EGP 5.5[6]	79 mn/yr[2]	APTA[2]

Public Bus

Busess	Ridership	Min. Fare
--	76 mn/yr[2]	EGP 2.5[6]

CNG	Lines
60 *(2020 – 2021)*[2] + 50 *(2022)*[7] e-buses	10[2]
40[6]	3[2]

Minibus

Minibuses	Lines	Ridership
750[2]	5[4]	47 mn/yr[2]

Operator	Min. Fare
Small companies & individuals[2]	EGP 2.5[6]

Taxi

Taxis	Min. Fare	Operator
35,000 [2]	EGP 6[8]	Small companies & individuals [2]

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Car-based Ride-hailing

Provider: Careem, Didi, InDriver, Qruz, Uber, Bolt

Bus-based Ride-hailing

Provider: Careem, SWVL, Uber

URBAN PROJECTS

Alexandria Metro Phase 1[9]

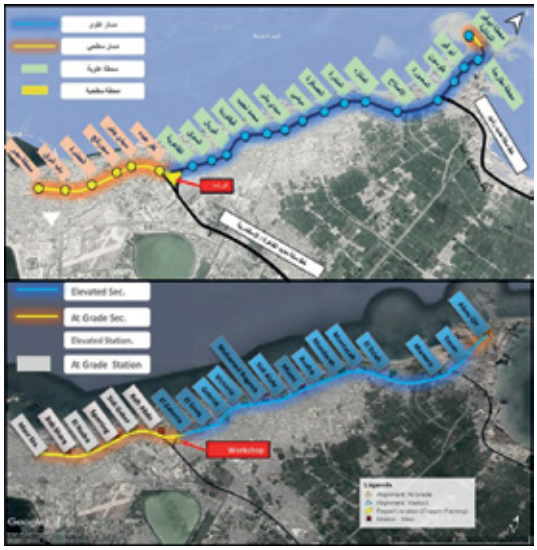
(Upgrading/electrifying Alexandria – Abu Qir railway to metro line)

Length	Lines	Stops	Funding	Status	Project Owner
21.7 km	2	20	EBRD, EID, AFD, AIIB	Under Construction	NAT

Rehabilitation of El-Raml Tram[2,9,10]

Length	Stops	Budget
13.2 km	24	EUR 363 mn

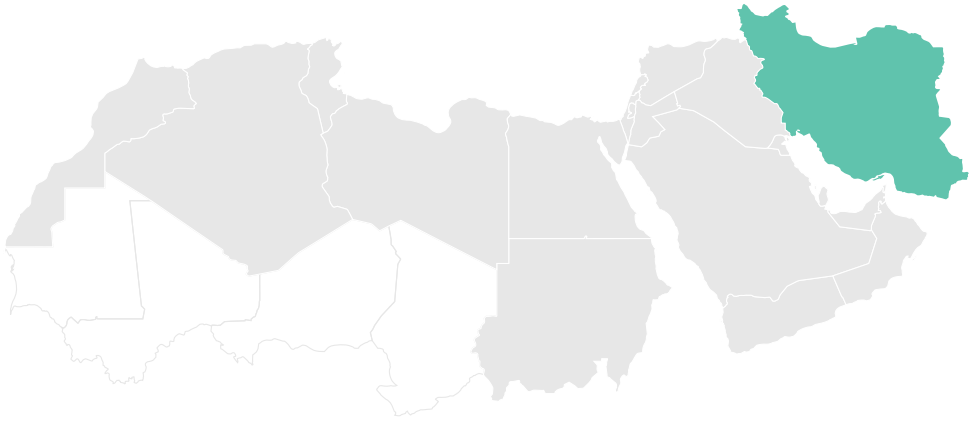
Project Owner	Status	Funding
NAT	Under Construction	EU, AFD, EIB, MoIC



▸ Alexandria metro map[11] © NAT

Source: [5]Urban Rail | [6]APTA | [7]GNV magazine | [8]Welcome Pickups | [9]NAT | [10]Zawya

IRAN



90,608,707 *(2023)*
Population[1]

1.2% *(2023)*
Annual Population Growth *(%)*[1]

1,745,150 *(2022)*
Area[1] *(km²)*

55.2 *(2022)*
Population Density[1] *(people per km² of land area)*

77.3% *(2023)*
Urban Population[1] *(% of the total population)*

1.8% *(2023)*
Annual Urban Population Growth[1]

22,749,121 *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

USD 17,659.9 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

88,593.2 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Upper-middle income
Income Group[1]

PRIVATE CAR OWNERSHIP

36,323,701 *(2020)*
Passenger Cars[2]

54% of urban households
36% of rural households *(2020)*
Car Ownership Rate[2]*(%)**
(Registered Vehicles per 1,000 people)

STRATEGIES

National Urban Policy Programme (NUPP)

Developed by: UN-Habitat and Ministry of Roads and Urban Development

Timeline: Initiated in 2017

Objectives:

- Develop an integrated framework for managing urbanisation challenges in Iran.
- Promote balanced urban development by addressing spatial inequalities across cities.
- Support the development of smart cities using modern technologies to enhance urban management.
- Strengthen urban governance systems to improve decision-making processes.
- Encourage sustainable urban growth through policies that prioritise environmental preservation, public transport, and resource efficiency.

United Nations Sustainable Development Cooperation Framework (UNSDCF)

Developed by: Iranian Government and the United Nations

Timeline: 2023-2027

Objectives:

- Build socio-economic resilience by addressing vulnerabilities and reducing poverty.
- Improve public health systems to ensure equitable access to healthcare for all citizens.
- Enhance disaster risk reduction and management systems to mitigate the impact of natural and human-induced disasters.
- Promote environmental sustainability by supporting renewable energy adoption and reducing pollution levels.
- Address socio-economic disparities to create an inclusive and equitable society.

Source: [1]World Bank | [2]Iran Statistics Center

*Based on the Iran Statistical Center's 2020 Household Income/Expense Report.

National Urban Policy and Smart City Strategy Document

Developed by: UN-Habitat and Iranian Government

Timeline: Ongoing under NUPP

Objectives:

- Establish urban governance structures that are transparent, participatory, and effective.
- Promote spatial sustainability by optimising land use and promoting sustainable urban planning practices.
- Ensure financial sustainability by creating diversified funding mechanisms for urban projects.
- Strengthen economic sustainability by promoting innovation, entrepreneurship, and job creation in urban areas.
- Enhance social sustainability by improving access to affordable housing, public services, and cultural amenities.
- Support environmental sustainability by adopting green building practices and expanding urban green spaces.

Municipalities and Village Administrations Organisation (IMO)

Operating under the Ministry of Interior, the IMO is responsible for the affairs of all municipalities across the country, including planning and budgeting for city and village local authorities.

Municipalities

Local municipalities are directly involved in urban development and public transport within their respective cities. They manage city planning, zoning regulations, and the operation of public transport systems such as buses and metros. For instance, the Tehran Municipality oversees the Tehran Metro and bus services, ensuring the city's public transport needs are met.

Urban Rail Transport Company of Iran (URTC)

A national entity involved in the development of urban rail transport systems across various metropolitan areas. URTC collaborates with local authorities to implement metro and light rail projects.

AUTHORITIES

Ministry of Roads and Urban Development (MoRUD)

This ministry oversees the development and regulation of the country's transport infrastructure, including roads, railroads, shipping lanes, and airways. It also sets policies for the housing sector and the construction industry.

Tehran-Qom-Esfahan High-Speed Railway. © Ghom

EXISTING PUBLIC TRANSPORT

Iran Railways (RAI)[3]

Launch	Length	Ridership	Operator*
1914	8,000 km: 181 km electrified as of 2020; 2,320 kilometers converted to double lines by 2020	21 mn passengers *(2021-2022)*	Raja Passenger Train Company *(a subsidiary of RAI, responsible for operating passenger train services).*

URBAN PROJECTS

Tehran–Qom–Isfahan High-Speed Rail[4]

Length	Design Speed	Timeline	Budget	Project Owner
410 km *(with 170 kilometers between Tehran and Qom, and 240 kilometers between Qom and Isfahan)*	Up to 300 km/h	2015-2025	USD 1,242 mn	The Islamic Republic of Iran Railways (RAI)

Project Consortium
Led by the China Railway Engineering Corporation

Source: [3]Tehran Times | [4]Ghom (Interior Ministry Qom Province Government)

*The rail network is owned by The Islamic Republic of Iran Railways (RAI), also known as Iran Railways. It is a state-owned entity under the supervision of the Ministry of Roads and Urban Development (MoRUD).

IRAN / TEHRAN (Province)

14,425,000 *(2019)*
Population[1]

18,814 *(2019)*
Area *(km²)*

766 *(2019)*
Density[2] *(people per (km²)*

40 mn *(2024)*
Passenger Cars[3]

500 *(2024)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

▸ Metro in Tehran. © Railway Gazette

STRATEGIES

Smart Tehran Programme (STP)

Developed by: Tehran Municipality

Timeline: Initiated in 2018; ongoing with phases STP 1.0 (2019–2021) and STP 2.0 (2022–2025)

Objectives:
- Promote inclusive, integrated, and sustainable urban development.
- Leverage smart technology to improve urban services and citizen engagement.
- Implement initiatives like MyTehran (a comprehensive city services app), BAHAM (a platform for urban service integration), and Green Travel (promoting sustainable transport modes).

Tehran Rail Master Plan

Developed by: Tehran Urban & Suburban Railway Company (TUSRC)

Timeline: Updated in 2018; plans extending to 2040

Objectives:
- Expand the metro network to 11 lines, enhancing public transport coverage.
- Integrate various modes of public transport for seamless mobility.
- Promote sustainable urban transport solutions.

Tehran Cycling Development Document

Developed by: Tehran Municipality

Timeline: Established in 2018

Objectives:
- Promote cycling as a viable and sustainable mode of urban transport.
- Develop necessary infrastructure to support and encourage cycling.
- Enhance safety and accessibility for cyclists.

Tehran Pedestrian Master Plan

Developed by: Tehran Municipality

Timeline: Established in 2012

Objectives:
- Enhance pedestrian infrastructure to improve walkability.
- Ensure safety and accessibility for pedestrians.
- Promote walking as a sustainable mode of urban mobility.

Tehran Municipality Third Development Plan

Developed by: Tehran Municipality

Timeline: Established in 2018

Objectives:
- Guide the city's development with a focus on sustainability.
- Address urban challenges including transport, housing, and environmental concerns.
- Implement policies for integrated urban development.

Source: [1]Statistical Centre of Iran | [2]Calculated | [3]Islamic Public News Agency, sourced from the Police Chief

Note: Based on census data from 2016 and calculations of urban and rural population growth rates, the Statistical Center of Iran estimates the population of different regions for future years. The values presented are estimated for year 2024.

AUTHORITIES

Tehran Municipality
The Tehran Municipality is the primary authority overseeing urban development, public transport, and mobility solutions in the city. It manages large-scale projects like the Bus Rapid Transit (BRT) system and cycling infrastructure, aiming to improve mobility and sustainability across Tehran.

Tehran Urban and Suburban Railway Company (TUSRC)
TUSRC operates the Tehran Metro, one of the most extensive urban rail systems in the region. It is responsible for constructing and managing metro lines, ensuring their integration with other public transport modes, and expanding coverage to serve Tehran's growing population.

Tehran Traffic and Transport Organisation (TCTO)
The TCTO regulates and manages Tehran's traffic and transport systems. It focuses on implementing policies to reduce congestion, improve public transport efficiency, and promote smart mobility solutions like integrated ticketing and traffic monitoring systems.

Tehran Taxi Organisation
The Tehran Taxi Organisation supervises the city's taxi services, ensuring reliable and regulated operations. It oversees licensing, fleet management, and the integration of digital platforms for taxi hailing, improving accessibility and convenience for passengers.

Tehran Bus Company
The Tehran Bus Company operates the city's extensive bus network, including standard services and BRT lines. It is committed to enhancing public transport by upgrading fleets with eco-friendly buses and expanding service coverage to meet passenger demand.

Tehran Smart Mobility Office
As part of the Tehran Municipality, the Smart Mobility Office drives the adoption of innovative mobility solutions. It supports initiatives like bike-sharing, electric vehicles, and smart apps to improve route planning, ticketing, and the overall commuting experience in Tehran.

EXISTING PUBLIC TRANSPORT

Metro

Launch	Operating Vehicles	Length	Lines	Stops
1999	132[4]	263 km[4]	7[4]	159[4]

Operator[5]	Seat Capacity[5]	Speed[5]	Ridership
Tehran Urban & Suburban Railway Company (TUSRC): a subsidiary of the Municipality of Tehran	45,000 passengers/ train/hour/direction	Max. 80 km/h Avg. 35 km/h	748 mn/year[4]

Source: [4]Iran University of Science and Technology, 2019 data. | [5]Tehran Metro (UITP) by Dr. M. Montazeri, 2019.

Suburban and Urban Bus[6]

Operating Vehicles	Length	Lines (Inside Tehran)	Stops (Inside Tehran)	Stops (High Speed Buses)
6,050 *(out of which 1205 high speed buses)*	2,528 km	618 *(2018)*	5,070	314

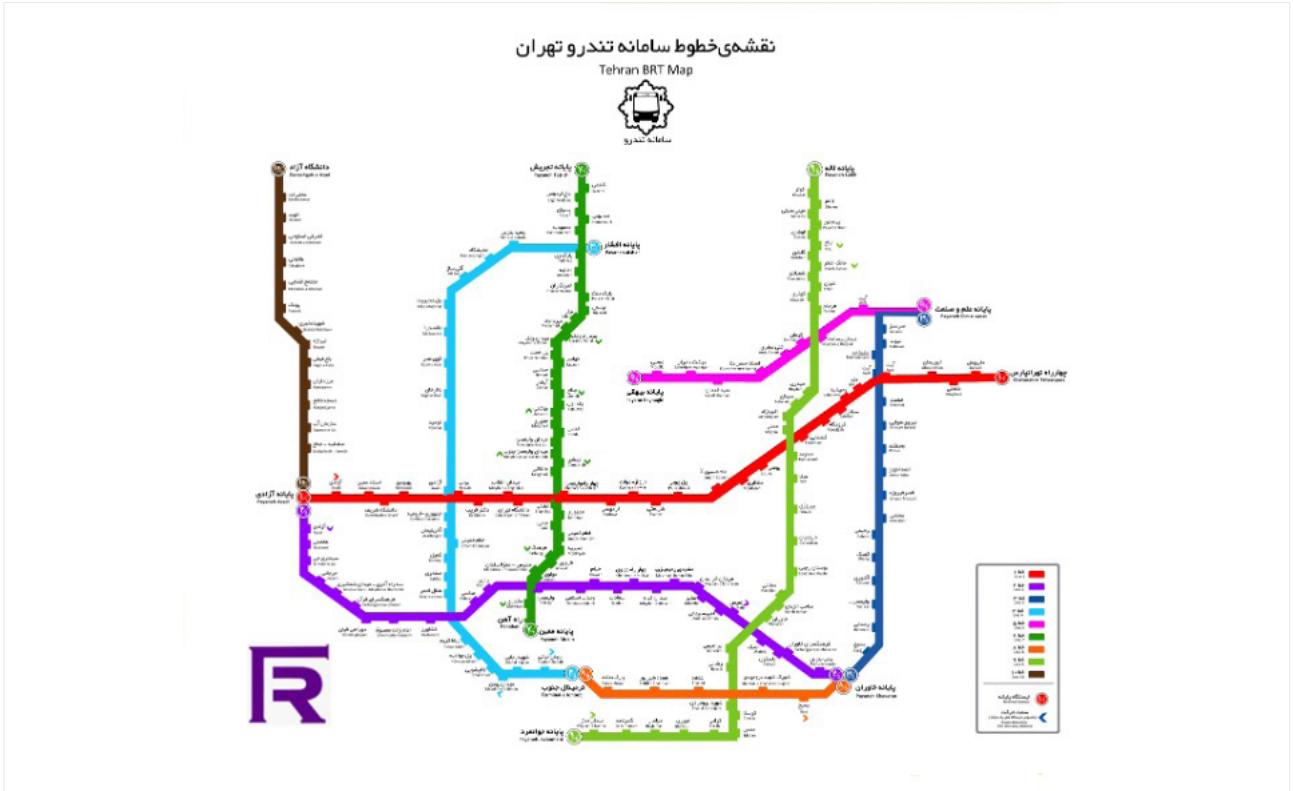
Operator	Ridership (OInside Tehran)	Trips (Outside Tehran)	Trips (Inside Tehran)
The Tehran and Suburbs Bus Company (TSBC)	12,982,000	2,6 mn/year	15 mn/year

Minibus[6]

Minibuses	Length	Ridership	Operator
247	54 km	361,000/year	Tehran and Suburbs Bus Company (TSBC)

BRT[6]

Launch	Vehicles	Length	Lines	Project Owner
2008	1,225	179.37 km	10	Tehran and Suburbs Bus Company (TSBC)



▸ BRT Lines in Tehran

© Iran University of Science and Technology

Source: [6]Iran University of Science and Technology, 2019 data.

Taxi[6]

Taxis	Trips	Passengers
78,784 *(2018)*	68,000	249,000

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing

Providers
Snapp, Carpino, TAPSI

URBAN PROJECTS

Extension and construction of new lines of metro

Additional Wagons	Additional Lines	Additional Stops	Timeline
791	4	39 stations *(Line 9)* 17 stations *(Line 11)*	2023-2029

Project Owner	Awarded Contracts	Budget
Tehran Municipality & Tehran Urban & Suburban Railway Company (TUSRC)	Contract awarded to Chinese manufacturers, with plans for localisation and technology transfer for domestic assembly.	USD 5.8 billion metro expansion project. Approximately USD 1 billion for 791 metro wagons.

IRAN / ISFAHAN (Province)

5,429,000 *(2024)*
Population[1]

107,029 *(2024)*
Area *(km²)*

51 *(2024)*
Density[2] *(people per (km²)*

▸ Isfahan Metro. © International Railway Journal

STRATEGIES

Smart City Program

Developed by: Isfahan Municipality

Timeline: Initiated in 2019; ongoing implementation.

Objectives:
- Implement digital platforms to improve decision-making, public participation, and transparency in governance.
- Use smart technologies for better delivery of utilities such as water, electricity, and waste management.
- Reduce resource consumption and environmental impact through the integration of smart energy and eco-friendly solutions.
- Introduce intelligent transport systems (ITS), real-time traffic management, and app-based public transport services.
- Promote innovation and attract investments in technology and urban solutions sectors.
- Ensure that residents have access to modern amenities, safer environments, and efficient communication systems.

Transit-Oriented Development (TOD) Project

Developed by: Isfahan Municipality

Timeline: Launched in January 2024

Objectives:
- Focus on mixed-use developments around transport hubs to reduce commute times and promote accessibility.
- Provide high-quality, efficient, and reliable transport options to shift people from private vehicles to public transport.
- Promote compact urban development to conserve land and minimise infrastructure costs.
- Design pedestrian-friendly areas and dedicated cycling lanes near transport nodes to enhance last-mile connectivity.
- Develop transport hubs as economic activity centers, encouraging local businesses and job creation.
- Reduce greenhouse gas emissions and air pollution by minimising car dependency and encouraging eco-friendly mobility.

Comprehensive Urban Development Plan

Developed by: Isfahan Municipality

Timeline: Created in 2020; provides guidelines for future development.

Objectives:
- Plan for balanced urban expansion to meet the needs of a growing population while preserving historical and cultural heritage.
- Develop modern infrastructure for transport, housing, utilities, and public services.
- Provide affordable housing solutions, including high-density residential areas near public transport nodes.
- Expand and integrate public transport networks, reduce congestion, and improve accessibility.
- Implement green urban design principles, conserve natural resources, and promote urban forestry and clean energy solutions.
- Develop urban areas resilient to economic, social, and environmental challenges, including disaster risk management.
- Ensure equitable access to public spaces, services, and economic opportunities for all citizens.
- Leverage urban development to attract investments and enhance the city's economic competitiveness.

Source: [1]Statistical Centre of Iran | [2]Calculated
Note: Based on census data from 2016 and calculations of urban and rural population growth rates, the Statistical Center of Iran estimates the population of different regions for future years. The values presented are estimated for year 2024.

AUTHORITIES

Municipality of Isfahan
This local government body is responsible for urban planning, infrastructure development, and the provision of public services within the city. It oversees various organisations dedicated to specific aspects of urban management, including transport and traffic.

Isfahan Urban and Suburban Railway Organisation
Operating under the municipality, this organisation manages the development and operation of the Isfahan Metro system, aiming to enhance urban mobility through efficient public transit solutions.

Isfahan and Suburbs Bus Company
Under the municipality's jurisdiction, this company operates public transport buses within Isfahan and surrounding areas, providing essential public transport services to residents and visitors.

EXISTING PUBLIC TRANSPORT

Metro[3]

Launch	Trains	Length	Lines	Stops	Operator
2015	85	20.2 km	1	20	Isfahan Region's Metro Company

▶ Isfahan Metro Network.

Source: [3]Iran University of Science and Technology, 2019 data.

Urban Bus[4]

Buses	Length	Lines	Stops	Ridership	Operator
2,548	1,100 km	113	2,800	16,384,000/year	Isfahan and Suburbs Bus Company

Bus Rapid Transit[4]

Lines	Stops	Operator
3	81	Isfahan and Suburbs Bus Company

Taxi[4]

Taxis	Ridership
20,982	1,119,000

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing

Providers
Snapp, TAPSI

Source: [4]Iran University of Science and Technology, 2018 data.

URBAN PROJECTS

Isfahan Metro Line 2

Length
14.5 km

Stops
16

Project Owner
Isfahan Urban and Suburban Railway Co.

Awarded Contracts
- Design & Construction Supervision: Rahsaztarh Consulting Engineers Company
- Construction of mechanised tunnels and related structures between Imam Hossein and Imam Ali stations: Sabir International Co.

Isfahan Tramway Project

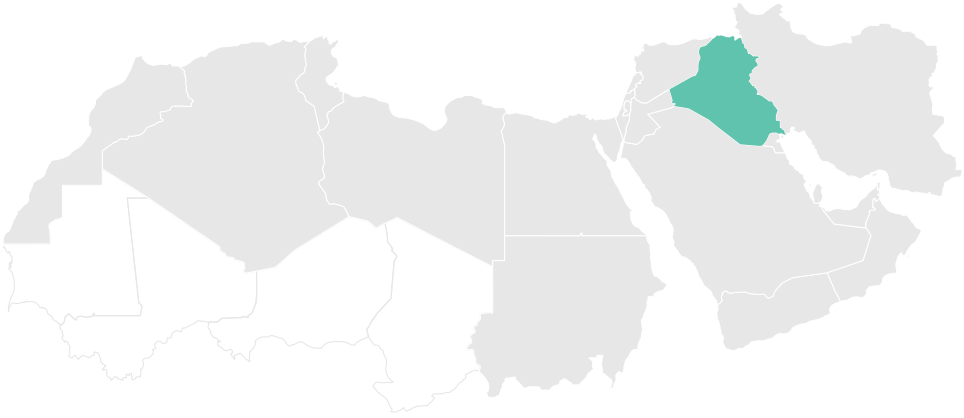
Length
40 km
(in 3 phases)

Stops
50 billion rials (about USD 347,222) were allocated for feasibility studies and infrastructure development.

Project Owner
Isfahan Municipality

Awarded Contracts
Draft agreement signed between MAPNA Group and Isfahan Municipality for tramway construction in 2016

IRAQ



45,074,049 *(2023)*
Population[1]

72% *(2023)*
Urban Population[1] *(% of total population)*

2.3% *(2023)*
Population Growth[1]

101.5 *(2022)*
Population Density[1] *(people per km² of land area)*

2.6% *(2023)*
Annual Urban Population Growth[1]

-5.1% *(2023)*
Annual GDP per capita growth (%)[1]

USD 14,107.3 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

560.9 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Upper-middle income
Income Group[1]

PRIVATE CAR OWNERSHIP

154 *(2017)*
Car Ownership Rate[2]
(passenger cars/1,000 persons)

STRATEGIES

Iraq Vision 2030

Developed by: Ministry of Planning (MoP), Iraq

Timeline: 2019–2030

Objectives:
- Address rapid urbanisation and environmental concerns.
- Foster economic diversification and reduce unemployment.
- Improve governance and public service delivery.
- Enhance sustainable development practices across manpower, society, and the environment.

National Development Plan (NDP) 2024-2028

Developed by: Ministry of Planning (MoP), Iraq

Timeline: 2024–2028

Objectives:
- Strengthen economic resilience and diversify the economy.
- Enhance social inclusivity and reduce poverty.
- Improve infrastructure, including public transport and urban mobility systems.
- Promote environmental sustainability and address climate challenges.

National Strategy for Environmental Protection and Improvement (2024-2030)

Developed by: Ministry of Environment, in collaboration with international partners, including UNDP.

Timeline: 2024–2030

Objectives:
- Mitigate environmental challenges such as pollution and resource depletion.
- Integrate sustainable practices into all sectors of development.
- Enhance Iraq's resilience to climate change.
- Promote green technologies and renewable energy initiatives.

Source: [1]World Bank | [2]Registered vehicles per 1,000 people are calculated by Our World in Data based on vehicle registration from the World Health Organization's Global Health Observatory, and population estimates from the United Nationals World Population Prospects.

AUTHORITIES

Ministry of Transport (MoT)

The Ministry of Transport (MoT) oversees Iraq's transport infrastructure, including public transit systems, railways, ports, and aviation. It plays a crucial role in planning and implementing projects that enhance connectivity and mobility across the country. Key initiatives include developing urban transport systems such as metro and bus networks, improving railway services, and modernising airports and seaports. The MoT aims to support economic growth and sustainability by aligning transport strategies with Iraq's broader development goals.

Ministry of Planning (MoP)

The Ministry of Planning (MoP) is responsible for Iraq's economic, social, and urban development planning. It formulates national strategies, conducts research, and oversees major infrastructure and urban development projects. The MoP focuses on sustainable growth, ensuring effective land use, zoning, and regional planning. Through collaboration with various stakeholders, the ministry works to integrate urban mobility and public transport solutions into Iraq's long-term development framework.

Iraqi National Rail Network. © University of Texas Libraries

NATIONAL PUBLIC TRANSPORT

Rail[3]

Trains	Length	Stops	Ridership	Operator
375	2,890 km	46	435,000/year	State Company for Iraqi Railways

NATIONAL PROJECTS

Baghdad - Basra High-Speed Rail Line

Length	Total Budget	Status	Project Owner
650 km	USD 13.7 bn	Proposal Stage	MoT, State Company for Iraqi Railways

Baghdad - Mosul Rail Line

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

Source: [3]Iraq's Central Statistics Organization (CSO), 2020 Data.

URBAN PROJECTS

Basra Elevated Metro[4]

Length	Lines	Stops	Project Owner
60 km	2	30	MoT

Status
MoU signed with Alstom *(December 2017)*

Erbil Tramway[5]

Length	Status	Project Owner
102 km	Seeking funding, the Kurdistan Regional Government (KRG) signed an MoU with Italy's F.G. Tecnopolo in June 2012 to extend the design contract from 77 kilometers to 102 kilometers.	KRG

Karbala Province Monorail[6]

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

Source: [4]ALSTOM | [5]Kurdistan Regional Government (KRG) | [6]MENA Transport Report 2021

IRAQ / BAGHDAD

▸ Public Transport in Baghdad. © Iraqi News

8 mn *(2017)*
Population[1]

8,444 inh./km² *(2013)*
Density[2]

900
Area (km²)[3]

STRATEGY

Baghdad Comprehensive City Development Plan 2030

Developed by: The plan was formulated with the assistance of international consultants, including Khatib & Alami, under a World Bank-financed contract.

Timeline: The plan was initiated in 2010 and is set to guide the city's development up to the year 2030.

Objectives:

- Manage and direct the growth of Baghdad through a multi-center model, promoting balanced development across different city areas.
- Develop quality mass transport systems, including the relocation of industrial areas from the city center to the outskirts, thereby improving traffic flow and reducing congestion.
- Address housing shortages by planning new residential areas and improving existing ones.
- Upgrade overloaded infrastructure and transport services, ensuring they meet the current and future needs of the population.
- Integrate environmental aspects into urban planning, promoting sustainable development practices.

AUTHORITIES

Baghdad Governorate

The Baghdad Governorate is the administrative region encompassing Iraq's capital city and its surrounding areas. As part of Iraq's federal system, it is responsible for overseeing a wide range of governance and administrative functions, including security, public services, education, health, and regional infrastructure. Headed by the governor, it plays a critical role in coordinating development efforts across both urban and rural parts of the governorate. While it supports transport initiatives, its focus extends to broader governance issues that impact the entire region, ensuring that services are effectively delivered to Baghdad's diverse population.

Amanat Baghdad (Baghdad Municipality)

Amanat Baghdad, also known as the Baghdad Municipality, is the urban authority tasked with managing and maintaining the infrastructure and public services within the city of Baghdad. Led by the Mayor of Baghdad, Amanat Baghdad is responsible for urban planning, public works, road maintenance, water supply, sanitation, parks, and other municipal services that sustain the daily life of Baghdad's residents. With a focus on improving urban living conditions, the municipality plays a vital role in shaping the city's growth and development, including initiatives related to public transport, urban mobility, and beautification efforts.

EXISTING PUBLIC TRANSPORT

Urban Bus

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

Source: [1]Ministry of Planning | [2]Arab Urban Development Institute | [3]Calculated according to the population provided by Arab Urban Development Institute in the same year (2013), which was 7,6 mn.

River Taxi[4]

Launch	Lines	Stops	Capacity	Avg. Trip Duration	Min. Fare	Future Development	Operator
Relaunched in July 2023 after a seven-year hiatus	2	2	10, 30 and 40 passengers	15–20 mins	2,000 Iraqi dinars	Plan to add 22 docking sites along the Tigris Riverdinars	General Company for Maritime Transport

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing

Provider	Avg. Trip Duration
Bolt, Careem, Baly, Taxi Naqel, Amin, Obr, Lady Go*	22 min

URBAN PROJECTS

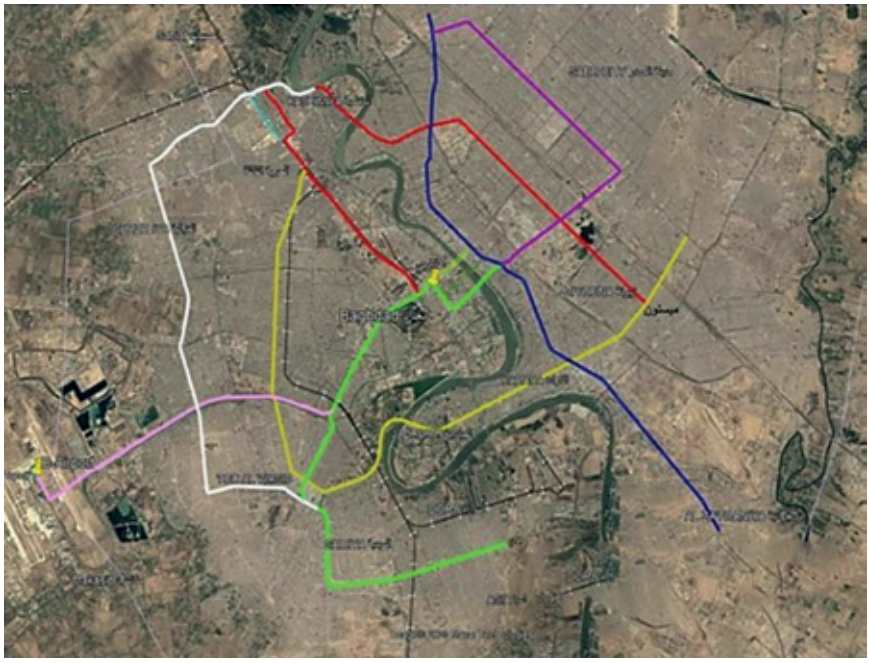
Loop Railway Line

Length	Project Owner
112 km	Baghdad Municipality, MoT

Project Consortium
Project Development and Management: Al-Burhan Group (ABG)
Construction: ORASCOM and TSO Partnership
Design and supply for mechanical and electrical systems: Balfour Beatty
Engineering Studies: Dorsch Consult

Source: [4]Iraq Business News, sourced from Iraqi Ministry of Transport

*Lady Go is a specialised ride-hailing service that hires women drivers for women and children passengers only.



▸ Baghdad Planned Metro Lines.

Monorail

Length	Budget	Stations	Project Owner
25 km	USD 1.5 bn	14	MoT, Baghdad Municipality

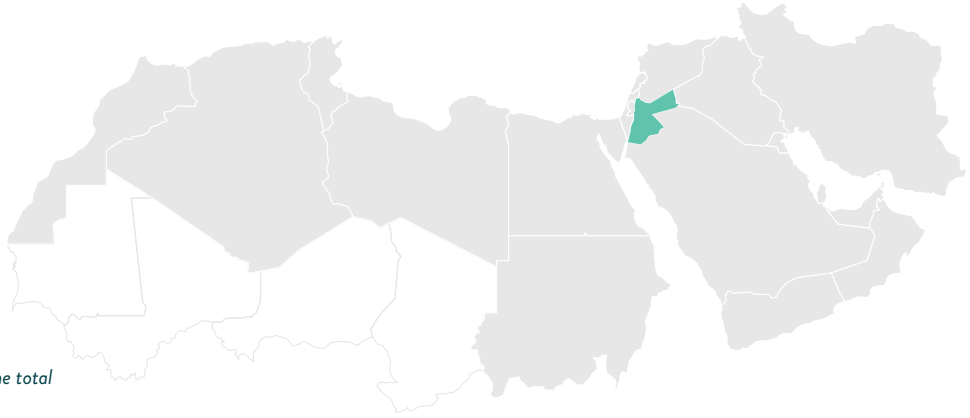
Project Consortium
Alstom and Hyundai Engineering & Construction.

Automated Driverless Baghdad Metro/Baghdad Elevated Train (BET)

Length	Lines	Stops	Budget	Status	Project Owner
148 km	7	64	USD 18 bn	Preparatory Phase	MoT, Baghdad Municipality

Project Consortium
Design and Engineering: Systra
Operational Planning: SNCF
Supply rolling stock: Alstom
Technical Feasibility: SENER
Financial Structuring: Deutsche Bank

JORDAN



11.34 million *(2023)*
Population[1]

48.23% *(2023)*
Female population *(% of the total population)*[1]

91.71% *(2023)*
Urban Population[2] *(% of the total population)*

1.90% *(2023)*
Annual Urban Population Growth[2]

125.55 *(2021)*
Population density *(people per sq.km of land area)*[1]

88,793.5 *(2023)*
Area (km²)[2]

90.30 *(2023)*
Urban Density [2]

11.5% *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

2.62% *(2023)*
Annual GDP growth (%)[1]

2.15% *(2023)*
Annual GDP per capita growth (%)[1]

USD 10,451.91 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

0.32 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Lower-middle income
Income Group[1]

PRIVATE CAR OWNERSHIP

1,067,740 *(2023)*
1,263,996 *(2022)*
Passenger Cars[3]

92.72 *(2023)*; **111.84** *(2022)*
Car Ownership Rate[3]
(passenger cars/1,000 persons)

STRATEGY

Jordan Long Term National Transport Strategy & Action Plan

Developed by: Ministry of Transport (MoT)

Timeline: 2014-2030

Objectives:

- Raise the proportion of commuters using public transport from 13% in 2010 to 25% by 2025.
- Launch ZEVs and establish 3,000 charging stations, both on-grid and off-grid, powered by renewable energy sources.
- Achieve reductions in all transport-related emissions, including CO2, CO, PMx, and NOx, measured in tons per day.
- Lower overall fuel consumption levels in the transport sector, measured in tons per day.
- Minimise vehicle kilometers traveled at the national level and in densely populated areas, categorised by vehicle type (e.g., cars, heavy goods vehicles, light goods vehicles) and measured in 1,000 vkm/day.
- Develop and operationalise the Bus Rapid Transit network and national railway system.
- Integrate energy efficiency standards as a key criterion when procuring transport modes.

Master Plan for Public Transport of Passengers

Developed by: Land Transport Regulatory Committee (LTRC)

Timeline: 2014-2030

Objective: Develop a comprehensive and efficient passenger transport system that prioritises integration across various modes of transport, ensuring seamless connectivity for users. This system emphasises safety and reliability, offering a secure and dependable experience for all passengers.

Targets:

- Implementing a fare structure that is fair and encourages public transport use.
- Establishing policies to subsidise fares, making public transport more affordable, especially for students, individuals with special needs, and the elderly.

Source: [1]Worldbank | [2]DOS | [3]DVLD

- Designing a comprehensive public transport network across governorates, identifying optimal routes and service types to improve accessibility and connectivity.
- Developing and upgrading loading and unloading terminals to enhance operational efficiency and service quality.
- Establishing effective contracting methods with public transport service providers to ensure high-quality and reliable services.
- Introducing systems to provide passengers with real-time information, improving user experience and satisfaction.

AUTHORITIES

Ministry of Transport (MoT)

The ministry is a governmental body responsible for developing and implementing policies to enhance the country's transport sector, encompassing land, maritime, and air transport. Established in 1965, the ministry's mission is to elevate service levels across all transport modes, contribute to environmental protection, and improve public safety through legislative development and collaboration with both local and international stakeholders.

Ministry of Public Works and Housing (MoPWH)

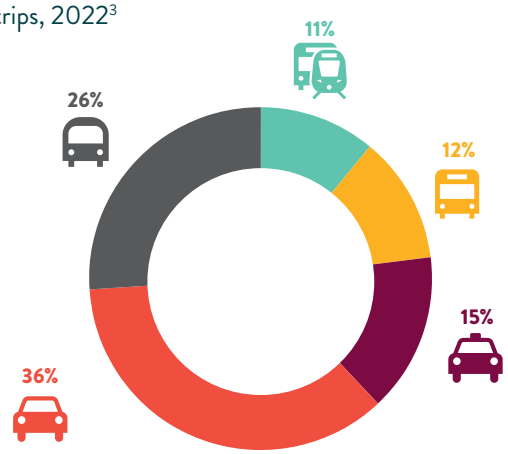
It is a governmental body responsible for developing, implementing, and maintaining the nation's infrastructure, including road networks and public buildings. Established in 1923 as the "Al Naf'a Department," it has evolved to play a pivotal role in connecting cities, villages, and economic areas through a distinguished network of roads and construction projects.

Land Transport Regulatory Committee (LTRC)

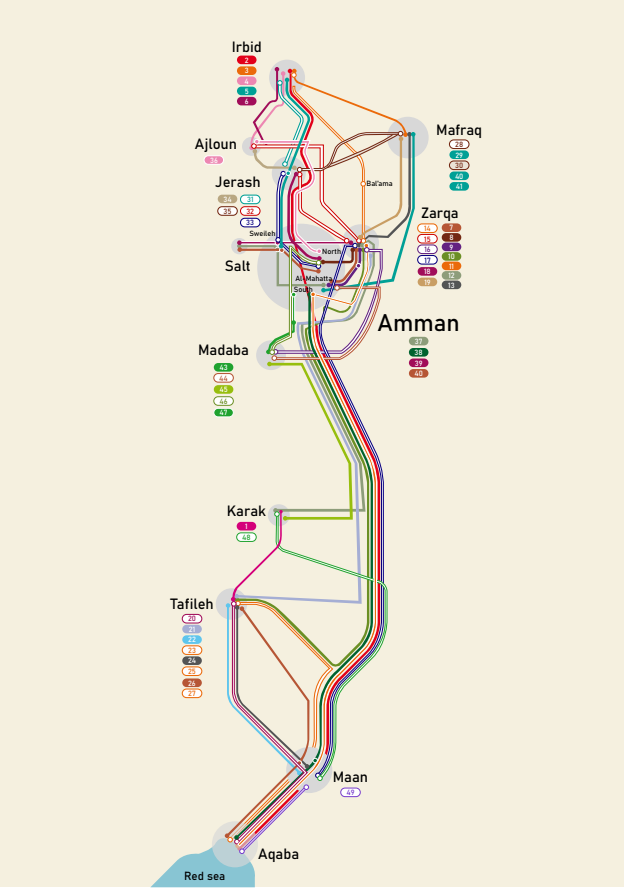
The LTRC is responsible for regulating and overseeing land transport services, including passenger and freight transport, as well as railways. Established in 2010, the LTRC aims to enhance the efficiency and safety of land transport, encourage investment in the sector, and ensure services meet economic and social development goals.

MODAL SPLIT

All trips, 2022[3]



• Public Transport (public bus, tram, metro, marine) • Private Buses (company/school bus) • Taxi • Private Car • Informal Transport (taxis, buses, minibuses)



▸ Amman Bus Network © LTRC

NATIONAL PUBLIC TRANSPORT

Urban & Suburban Bus[3]

Launch	Operating Vehicles	Lines	Stops	Seat Capacity	Avg. Load	Min. Fare	Max. Fare	Operators
1927	4,500	3,000	416	Large buses: 55 Medium buses: 23	Full seating capacity *(avg. passengers on 1 vehicle)*	JOD 0.1 *(2022)* JOD 0.1 *(2023)*	JOD 2.20 *(2022)* JOD 2.20 *(2023)*	Small companies & Individuals

Taxi[3]

Launch	Operating Vehicles	Seating Capacity	Avg. Load	Avg. Trip Duration	Min. Fare
1925	16,770 HEV 1,998 EV 31	4 *(pax/vehicle)*	2 *(avg. passengers on 1 vehicle)*	24 mins	JOD 1.0

Operators	Smart Card	Female Users	Fuel Consumption *(l/100 km)*	Annual Trips *Trips/Vehicle (avg.)*	Total Mileage *(vkm 2023)*
235 Offices	Visa, Zain cash, Orange Cash	40% of all users *(2023)*	11	6,417 *(2022)* 6,350 *(2023)*	237 km/vehicle *(avg. daily)*

Ride-hailing[3]

Launch	Operating Vehicles	Seating Capacity	Avg. Load	Avg. Trip Duration	Min. Fare
2018	20,688 HEV 17,812 EV 247 Hybrid 2,629	4 *(pax/vehicle)*	2 *(avg. passengers on 1 vehicle)*	24 mins	JOD 1.15

Operators	Trip Planning App	Smart Card	Female Users	Fuel Consumption *(l/100 km)*	Annual Trips *Trips/Vehicle (avg.)*	Total Mileage *(vkm 2023)*
Uber, Careem, Jeeny, Petra Ride	Ride-hailing applications	Visa, Zain cash, Orange Cash	40% of all users *(2023)*	9	5,100 *(2022)* 4,760 *(2023)*	237 km/vehicle *(avg. daily)*

Private Buses[3]

Buses
10,760

Carpooling

Providers
RAFEEQ, JoDrive

TAXI app.[5]

Launch	Vehicles	Length	Budget	Funding	Status	Project Scope	Project Owner
2024	10,820	Amman network *(all roads inside Amman border)*	JOD 2.5 mn	Still not determine	On hold	Implementing taxi app to upgrade the service and improve connectivity between PT modes	GAM

Source: [3]LTRC

NATIONAL PROJECTS

Amman-Zarqaa BRT project[4]

Buses	Length	Stations	Budget	Funding	Status	Project Owner
183	20 km	6	JOD 213 mn	Social Security Investment Fund, GCC Grant Kuwaiti Fund, Amman Municipality	Trial phase	MoT, LTRC, MoPWH

Light Rail Project Zarqa and Queen Alia International Airport[5]

Status	Project Owner
Study phase	Hejazi Railway Corporation

Toll Road[5]

Status	Project Owner
Under preparation of a technical report	Investment Ministry PPP Unit

Jordan Bus Reform Project in Irbid and Zarqa[3]

Launch	Vehicles	Lines	Stations	Budget
2025	40 buses, 7 would be electric in Irbid/ 26 buses, 9 would be electric in Zarqa	8 lines in Zarqa / 7 new lines in Irbib	n/a now	JOD 17.9 mn

Project Owner	Awarded Contracts	Status	Funding
The Municipalities of Irbid and Zarqa /MoT/LTRC	The study supported and funded by the European Bank for Reconstruction and Development (EBRD) WSP, the Consultants Union, and Evershed were commissioned to conduct the study on the project	pre-feasibility study	75% loan from the European Bank for Reconstruction and Development (EBRD) and 25% grant

The implementation of intelligent transport systems on buses serving public university routes[3]

Launch	Vehicles	Lines	Status	Timeline	Budget	Project Owner
2025	150	32	Tender process	2024-2026	JOD 3 mn	LTRC

Source: [4]MoT | [5]GAM

JORDAN / AMMAN

BRT in Amman © GAM

4,834,500 *(2023)*
Population[1]

97.21% *(2023)*
Urban Population[1] *(% of the total population)*

2.2% *(2023)*
Annual Population Growth[1]

637.9 *(2023)*
Urban Density[1]

758 *(2023)*
Area (km²)[1]

1,900,000 *(2023)*
Registered Private Cars[2]

393 *(2023)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

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

- Enhance the overall mobility of people and goods.
- Promote safety for all transport users while improving the pedestrian environment.
- Reduce dependency on private vehicles and encourage the use of alternative transport modes.
- Increase citizens' accessibility to goods and services by providing a comprehensive and affordable public transport system.
- Alleviate congestion and its impact on the road network.
- Manage energy consumption and reduce emissions of pollutants and greenhouse gases linked to transport.
- Ensure transport contributes positively to Amman's sustainable and continuous economic growth.
- Enhance the overall quality of life within Greater Amman.
- Boost the share of public transport trips to 40% by 2025.

Amman Climate Plan: A Vision for 2050 Amman

Developed by: Greater Amman Municipality (GAM)

Timeline: 2050

Vision: By 2050, Amman envisions leveraging its unique diversity and natural resources to foster economic growth, urban livability, equity, and health for all residents. The city aspires to preserve its strong traditions while enhancing municipal services, creating a more prosperous, safe, inclusive, and environmentally sustainable urban environment. Amman will prioritise sustainable transport, energy-efficient buildings, open and green public spaces, clean and abundant water resources, and effective waste minimisation, shaping a thriving and resilient city for future generations.

AUTHORITIES

Greater Amman Municipality (GAM)

The Greater Amman Municipality (GAM) is the governing body responsible for providing public and municipal services to the residents of Amman, Jordan's capital city. Established in 1909, GAM has evolved to manage an area of approximately 800 square kilometers, serving a population exceeding 4 million people.

Amman Modern Vision for Transport Company

A newly established agency under the GAM, this entity is tasked with overseeing the procurement of buses and managing the tendering process for their operations. The agency aims to modernise and enhance public transport in Amman by introducing efficient and reliable bus services, contributing to the city's broader vision of sustainable urban mobility. It plays a strategic role in ensuring the alignment of transport services with Amman's growth and development objectives.

Source: [1]DOS | [2]GAM

EXISTING PUBLIC TRANSPORT

BRT[2]

Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Avg. Load	Special Needs Vehicles
2021	153	85.2 km	5	29 stops + 4 Terminals	20	55 Passenger/ Vehicle	153

Mileage (vkm)	Ridership	Avg. Trip Duration	Min. Fare
2,129,079 *(2022)* 4,713,658 *(2023)*	4,941,253 *(2022)* 10,983,657 *(2023)* 18,583,761 *(2024)*	40-45 mins	JOD 0.55

Fuel Consumption *(l/100 km)*	Vehicle Efficiency	Smart Card	Trip Planner	Operator
38.8	Euro V	Vision City Bus	Vision City Bus	Amman Vision Transport Company

▸ Amman-Zarqa BRT Routes[2]

© GAM

Urban Bus[2]

Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Avg. Load	Special Needs Vehicles
2019	136	780 km	36	...	20	42 Passenger/ Vehicle	136

Mileage (vkm)	Ridership	Avg. Trip Duration	Max. Fare	Min. Fare
5,213,133 *(2022)* 7,972,530 *(2023)*	6,977,344 *(2022)* 8,885,449 *(2023)* 11,275,356 *(2024)*	20-30 mins	JOD 0.65	JOD 0.39

Fuel Consumption *(l/100 km)*	Vehicle Efficiency	Smart Card	Trip Planner	Operator
38.8	Euro V	Vision City Bus	Vision City Bus	CMTC+GURSEL

Taxi[2]

Launch	Operating Vehicles	Seating Capacity	Avg. Load	Avg. Trip Duration	Min. Fare
1925	10,820 EV 146	4 *(pax/vehicle)*	2 *(avg. passengers on 1 vehicle)*	30 mins	JOD 0.25 *(2022)* JOD 1 *(2023)*

Operators	Vehicle Efficiency	Number of Employees	Fuel Consumption *(l/100 km)*	Annual Trips	Max. Fare
Offices + individuals	Gasoline 90	21,640	55.6	28,600,000 *(2022)* 29,000,000 *(2023)*	JOD 8 *(2022)* JOD 12 *(2023)*

Minibuses to Medium-sized Coaster Buses[3]

Buses	Lines	Operator
202	68	Individuals

Source: [2]GAM

Share Taxi/ Servees[3]

Launch	Taxis	Min. Fare	Trips	Operator
1950	3,002	JOD 0.270	5,800 *(2019)*	Individuals

URBAN PROJECTS

BRT phase 2[2]

Launch	Vehicles	Length	Lines	Stations	Budget	Status	Project Scope	Project Owner
2028 *(according to World Bank studies)*	98	42.9 km	3	44 *(including terminals)*	JOD 5 mn *(Studies)*	On hold	Implementing BRT phase 2 routes	GAM

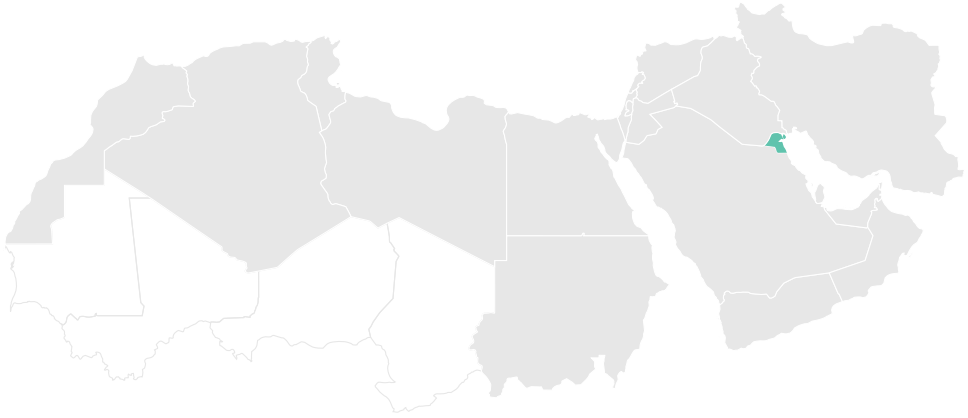
Intelligent Transport System (ITS) for 350 Bus[2]

Launch	Vehicles	Project Scope	Status
2024	350	Equip all buses with ITS technology	Ongoing

Project Owner	Awarded To	Contract Value	Contract Period	Budget
GAM	Amman vision	JOD 0.7 mn *(equipment prices)*	7 years	JOD 0.7 mn *(equipment)*

Source: [3]MENA Transport Report 2020/2021 | [4]LTRC | [5]Taxi Fare Finder

KUWAIT



4,310,108 *(2023)*
Population[1]

39.39 % *(2023)*
Female population *(% of the total population)*[1]

0.96% *(2023)*
Annual Urban Population Growth[1]

238.50 *(2021)*
Population Density[1] *(people per km² of land area)*

76.5 % *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

0.10 % *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

6.13% *(2022)*
-2.23% *(2023)*
Annual GDP growth (%)[1]

-3.17% *(2023)*
Annual GDP per capita growth (%)[1]

USD 56,386.29 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

0.18 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

High Income
Income Group[1]

PRIVATE CAR OWNERSHIP

2,001,940 *(2016)*
Passenger Cars[2]

500 *(2016)*
Car Ownership Rate[3]
(passenger cars/1,000 persons)

STRATEGY

New Kuwait Vision

Developed by: Council of Ministers

Timeline: 2035

Objective:
Kuwait aims to transform itself into a world-class financial and commercial hub, driven by the private sector's leadership in economic activities. This vision emphasises fostering competitiveness and enhancing productivity, underpinned by strong and sustainable public institutions. While achieving this transformation, Kuwait seeks to preserve its deep-rooted values and national identity, ensuring balanced economic and human development. This ambitious goal will be supported by robust infrastructure, a sound legal framework, and an enabling business environment, creating the foundation for sustained progress and global integration.

AUTHORITIES

Ministry of Communications (MOC)
The MoC is a government entity responsible for managing and regulating key aspects of the nation's transport and communication infrastructure. Its scope of responsibilities extends to road and marine transport, making it a vital institution for Kuwait's economic and social development.

Environment Public Authority (EPA)
EPA is Kuwait's principal governmental body dedicated to environmental protection and regulation. It operates as an autonomous entity with its own budget, reporting directly to the Council of Ministers. Its mandate encompasses the development and implementation of national environmental policies, strategies, and action plans aimed at safeguarding natural resources and promoting sustainable development.

Source: [1]World Bank | [2]WHO | [3]Our World in Data

Public Authority for Roads and Transport (PART)
PART was established to manage all aspects of transport, including the development of various transport systems, traffic facilitation, and the formulation of both short- and long-term solutions to improve transport infrastructure and related services.

Kuwait Authority for Partnership Projects (KAPP)
Previously known as the Partnerships Technical Bureau (PTB), KAPP conducts surveys and feasibility studies to identify potential developmental projects in Kuwait. It also facilitates their implementation through the establishment of public-private partnerships (PPPs).

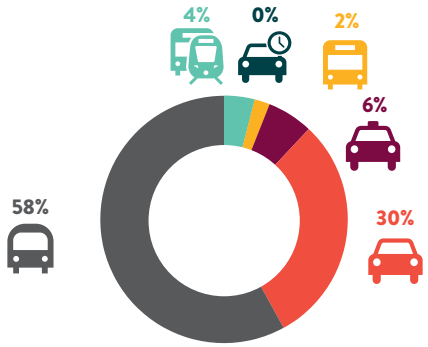
Municipality of Kuwait
The Municipality of Kuwait is responsible for urban and health development, including city planning, beautification, and ensuring residents' welfare through housing and road management.

KUWAIT*

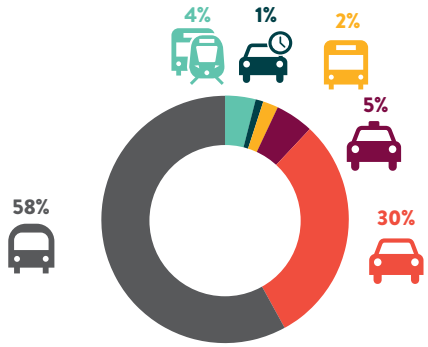
▸ Urban Bus in Kuwait © CityBus Group

MODAL SPLIT

All trips, 2022[4]



All trips, 2023[4]



• Public Transport (public bus, tram, metro, marine) • Shared Mobility (e-hail, smart car rental, & Bus-On-Demand) • Private Buses (company/ school bus) • Taxi • Private Car • Informal Transport (taxis, buses, minibuses)

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

Source: [4]CityBus Group

EXISTING PUBLIC TRANSPORT

Urban Bus[4]

Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Avg. Load	Special Needs Vehicles
2002	557	775 km	24	Approx. 700	52	36 Passenger/ Vehicle	Disabled wheelchair access is available in all fleet

Mileage (vkm)	Female Users	Registered Users	Ridership	Avg. Trip Duration	Max. Fare	Min. Fare
56.5 mn *(2022)* 57.1 mn *(2023)*	10,000 *(2023)*	115,342 *(2022)* 136,086 *(2023)*	1.68 mn *(2022)* 1.70 mn *(2023)*	1:15 mins	KD 1.0	KD 0.250

Fuel Consumption *(l/100 km)*	Vehicle Efficiency	Smart Card	Trip Planner	Operator
50	Euro III	Citybus SmartCard	citybuskw Mobile App	CityBus Group, KGL, KPTC

▸ KPTC Intercity Bus Network

Taxi[5]

Taxis	Operator
13,500 *(2022)*	Small companies & individuals

Source: [4]CityBus Group | [5]Statista

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

On-demand Buses[4]

Launch	Operating Vehicles	Length	Stops	Seat Capacity
2022	50	500/kms/per day/per vehicle	Over 5,000 and continuously updated to add more virtual stops *(pan city service)*	11

Avg. Trip Duration	Max. Fare	Min. Fare	Women Only	Avg. Load
30 minutes per trip/per pax	KD 2.5 *(2022)* KD 2.75 *(2023)*	KD 0.75 *(2022)* KD 0.6 *(2023)*	Approx. 20%-25%/per day/24 hours service	6 Pax/Vehicle

Annual Trips	Registered Users	Female Users	Mileage (vkm)	Fuel Consumption *(l/100 km)*
Approx. 66,000 *(2022)* Approx. 275,000 *(2023)*	30,000 *(2022)* 65,000 *(2023)*	5,000 *(2022)* 20,000 *(2023)*	400 km/per vehicle/per day *(2022)* 500 km/per vehicle/per day *(2023)*	Approx. 18 litres/per 100 KM

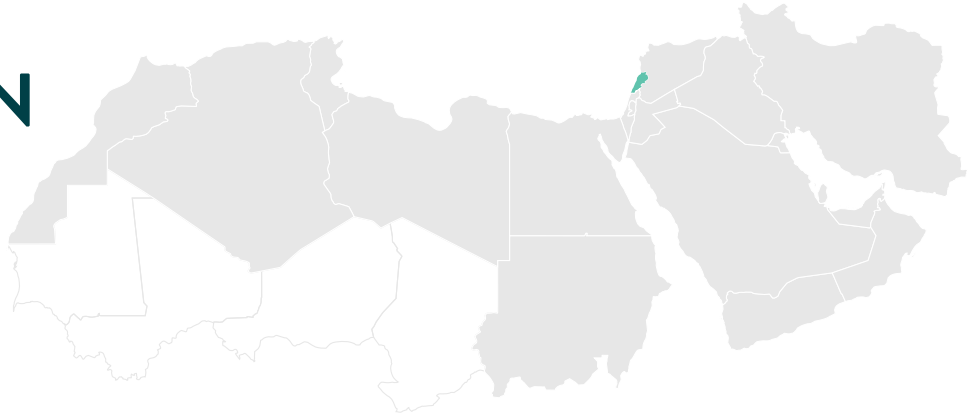
Operator	Employees	Trip Planner	GHG Emission	Vehicle Efficiency
Citylink Shuttle *(A service by City Group Co. KSCP)*	70 *(Woman 14; Men 56)*	door2door	Compliant to the latest global emission standards and local regulations	Euro III *(engine)* and Euro IV *(exhaust)*

Ride-hailing

Provider

Careem, EasyTaxi, Q8 Taxi, RideRove

LEBANON



5,773,493 *(2023)*
Population[1]

10,450 *(2022)*
Area[1] *(km²)*

0.5% *(2023)*
Annual Population Growth[1]

561.5 *(2022)*
Population Density[1] *(people per km² of land area)*

2,421,354 *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

89.4% *(2023)*
Urban Population (% of the total population)[1]

0.7% *(2023)*
Annual Urban Population Growth (%)[1]

-1.1% *(2022)*
Annual GDP per capita growth (%)[1]

USD 12,292.8 *(2022)*
GDP pC *(PPP; current int'l USD)*[1]

12,033.8 *(2022)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Lower-middle income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

295 *(2017)*
Car Ownership Rate[2]
(Registered Vehicles per 1,000 people)

STRATEGIES

Lebanon Sustainable Low-Emission Transport Systems

Developed by: United Nations Development Programme (UNDP) with funding from the Global Environment Facility (GEF).

Timeline: Project approved in December 2021; implementation period is 60 months.

Objectives:
- Promote sustainable transport through electric mobility.
- Improve the quality of public transport services.
- Develop a national e-mobility strategy.
- Implement demonstrations of electric buses and green fleet management.
- Enhance walking and cycling accessibility in urban areas.
- Reduce greenhouse gas emissions from the transport sector.

National Urban Policy (NUP) Programme

Developed by: UN-Habitat Lebanon..

Timeline: Initiated in 2021; ongoing development.

Objectives:
- Develop a comprehensive National Urban Policy for Lebanon.
- Integrate housing and transport sectors into urban planning.
- Promote sustainable and inclusive urban development.
- Address challenges in housing and transport through policy recommendations.
- Enhance resilience of cities to crises, including the impacts of the COVID-19 pandemic.

AUTHORITIES

Ministry of Public Works and Transport (MPWT):

The MPWT oversees Lebanon's transport and urban planning sectors, playing a pivotal role in shaping the country's infrastructure. It is responsible for developing and implementing policies for land, maritime, and air transport, as well as managing the construction and maintenance of public roads and government buildings. Through its Directorate General of Urban Planning

Source: [1]World Bank | [2]Registered vehicles per 1,000 people are calculated by Our World in Data based on vehicle registration from the World Health Organization's Global Health Observatory, and population estimates from the United Nationals World Population Prospects.

(DGUP), the ministry supervises urban planning, zoning regulations, and land use policies across the country. The MPWT also collaborates with other national and international bodies to improve urban mobility and address challenges in the public transport sector.

Council for Development and Reconstruction (CDR)

(The CDR is an independent public institution established in 1977 under the authority of the Council of Ministers. It plays a central role in Lebanon's reconstruction and development efforts, particularly in post-conflict recovery and infrastructure rehabilitation. The CDR is responsible for planning, financing, and implementing national development projects, including transport, urban development, and utilities. It coordinates with international donors and funding agencies, ensuring the execution of strategic initiatives to enhance public services and promote economic growth. The CDR's expertise spans all project phases, from feasibility studies to execution and maintenance, making it a cornerstone of Lebanon's development strategy.

Office des Chemins de Fer et des Transports en Commun (OCFTC)

Also known as the Railway and Public Transport Authority, OCFTC is a government entity responsible for operating public transport services in Lebanon. Currently, it manages bus services in and around Beirut and owns the country's railway infrastructure, although train services are not operational.

Council for Development and Reconstruction (CDR)

Established in 1977, CDR is an independent public entity under the authority of the Council of Ministers. It is the key institution responsible for reconstruction projects nationwide, including infrastructure development and urban planning. CDR engages in all phases of project implementation, from planning and feasibility analysis to execution and maintenance of public facilities.

EXISTING PUBLIC TRANSPORT

Intercity Minibus & Van Services[3]

Licensed Operators	Unlicensed Operators
4,000 small companies & individuals	8,000 small companies & individuals

National Public Bus Initiative[4]

Launch	Buses	Lines	Min. Fare	Implemented by	Operator
July 2024	96	11	70,000 LL	Ministry of Public Works and Transport	Ahdab Commuting & Trading Company (ACTC)

NATIONAL PROJECTS

Greater Beirut Public Transport Project (GBPTP) *(Beirut - Tabarja)*

Buses	Lines	Seating Capacity	Park & Ride
120 Articulated Buses	-Main Corridor: 24 km from Tabarja to Beirut - Beirut Outer Ring: 18 km loop through Beirut's outskirts - Beirut Inner Ring: 16 km loop within Beirut's administrative boundaries	150 passengers/bus	Planned in Tabarja, Charles Helou, and Mar Mikhael

Authority	Status	Budget
CDR	Planning Phase	**Approximately $345 million** *(World Bank Contribution is around $225 million and US$70 million from the Global Concessional Financing Facility (GCFF))*

Source: [3]UNDP, 2018 data | [4]Beirut.com

Beirut-Tripoli Railway Revitalisation Project

Length	Funding	Status	Authority
81 km	USD 3 bn *(for the passenger railway)*	European Investment Bank (EIB) conducted feasibility studies	OCFTC

Jbeil Electric Bus Initiative[5] *(Jbeil – Beirut)*

Initiation	Financing	Project Owner
October 2022	Supported by the Global Environment Facility (GEF)	United Nations Development Programme (UNDP) in partnership with the Municipality of Jbeil

LEBANON / BEIRUT

1,291,280 *(2021)*
Population[6]

146.25
Area (km²)[6]

8,829 *(2021)*
Population Density[6] *(persons/km²)*

865 *(2019)*
Car Ownership rate[7]
(Passenger cars/1,000 population)

▶ Buses in Beirut by ACTC © BeirutCityGuide

STRATEGY

Greater Beirut Public Transport Project (GBPTP)

Developed by: World Bank in collaboration with the Lebanese Ministry of Public Works and Transport.

Timeline: Approved in March 2018; implementation is ongoing.

Objectives:
- Establish Lebanon's first modern public transport system in decades.
- Alleviate severe traffic congestion in Greater Beirut.
- Create employment opportunities for thousands of unskilled Lebanese and Syrian workers.
- Promote private sector involvement in infrastructure development.
- Enhance mobility for women, youth, and persons with disabilities.
- Reduce greenhouse gas emissions and improve air quality.

AUTHORITY

Beirut Municipality

The municipality of Beirut is responsible for local governance and urban planning within the city. Key roles include:
- Regulating public spaces, roads, and parking.
- Collaborating with the Directorate General of Urban Planning (DGUP) on zoning and land use.
- Managing local-level urban mobility initiatives, such as parking regulations and traffic management.

Source: [5]UNDP | [6]GoL and United Nations | [7]McKinsey Global Institute

EXISTING PUBLIC TRANSPORT

Urban & Suburban Buses[8]

Lines	Operator
12	Office des Chemins de Fer et des Transports en Commun (OCFTC)

Urban Bus Services[8]

Buses	Min. Fare	Trip Planner
2,200	LBP 1,000 – 1,500	BusMap/YallaBus

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

Minibuses & Vans[8]

Licensed	Unlicensed
4,000	10,000

Shared Taxis[8]

Licensed	Unlicensed
33,000	20,000

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Bike-sharing[9]

Launch	Bikes	Stations	Trips	Avg. Trip Duration	Min. Fare	Reg. Users	Provider
2017	64	9	161 *(2019)* 9 *(2020)*	48 mins	LBP 1,000/15mins	344	Bike4All/NextBike

Bike-sharing

Launch	Min. Fare	Provider
2021	325	Wave

Scooter-sharing

Launch	Min. Fare	Provider
2017	LBP 2,000	Loop Scooters

Ride-hailing

Provider	Avg. Trip Duration
Uber, Bolt, Careem, Yassir, Allo Taxi	12 mins

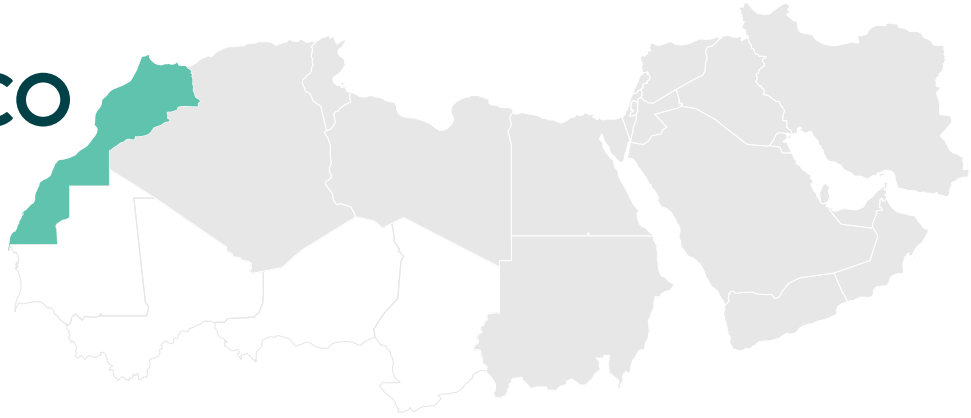
URBAN PROJECTS

Greater Beirut Public Transport Project (GBPTP)

Buses	Length	Budget	Project Owner
BRT: 120 Feeder: 250	BRT: 42.7 km	Total: US$295 million - US$225 million loan from the World Bank - US$70 million from the Global Concessional Financing Facility (GCFF)	CDR, RPTA

Source:[8]World Bank, 2018 data | [9]MENA Transport Report 2021

MOROCCO



37,840,044 *(2023)*
Population[1]

49.68 % *(2023)*
Female population *(% of the total population)*[1]

64.90 % *(2023)*
Urban Population[1] *(% of the total population)*

1.8% *(2023)*
Annual Urban Population Growth[1]

22.34 % *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

10.9 % *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

0.21% *(2021)*
Annual GDP per capita growth (%)[1]

USD 9,842.9 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

4.12 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Lower-middle income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

4,120.233 *(2020)*
Passenger Cars[2]

112 *(2016)*
Car Ownership Rate[3]
(passenger cars/1,000 persons)

STRATEGIES

Urban Transport Modernisation Plan

Developed by: Ministry of Interior

Timeline: 2024 - 2029

Objectives:

- Equip 32 cities with a total of 3,500 new urban transport buses to enhance public transport services.
- Allocate a budget of approximately 10 billion dirhams (around 1 billion USD) for the procurement of buses, establishment of maintenance centers, bus warehouses, and stops.
- Prioritise locally manufactured buses to support domestic industry.
- Improve urban transport infrastructure, including ticketing systems and stations, to meet sustainability goals.

National Urban Mobility Strategy 2040

Developed by: Ministry of Interior

Timeline: 2024 - 2040

Objectives:

- Establish a clear and coherent vision for sustainable urban mobility across Moroccan cities.
- Develop a realistic action plan addressing governance, financing, and implementation mechanisms for urban mobility projects.
- Integrate mobility considerations into broader sustainable development initiatives.
- Organise and plan urban mobility to contribute to sustainable development.
- Maintain and redeploy government funding to support urban mobility improvements.

Source: [1]World Bank | [2]CEIC | [3]Calculated based on the total population in 2020 from the World Bank, which is 36,584,208 people.

Marocco Rail Plan

Budget: MAD 375 bn

Developed by: Office National des Chemins de Fer (ONCF)

Timeline: Up to 2040

Objective: Long-term master plan for the development of the national rail network.

Targets:
- Connect 87% of the population to the rail network (up from the current 51%).
- Serve 43 Moroccan cities (an increase from the current 23 cities).
- Connect 12 ports to the rail network (up from the current 6).
- Link 15 international airports to the rail network (up from the current 1).

Energy Efficiency in Transport (Program of the Climate Change Polity)

Developed by: Moroccan Agency for Energy Efficiency (AMEE)

Timeline: 2015-2030

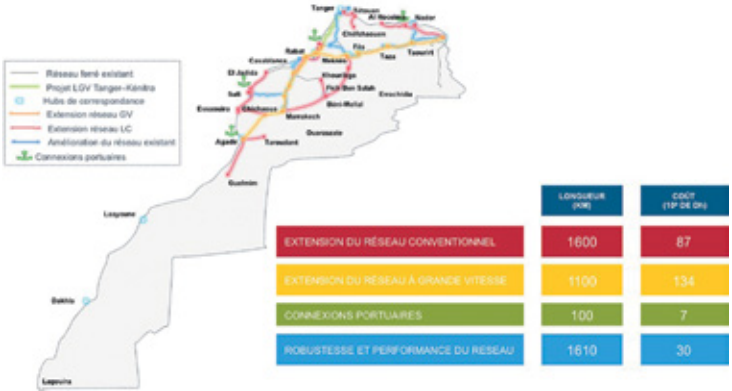
Objectives:
- Reduce energy consumption by 35% by 2030.
- Achieve 55% of possible energy savings in 2030 within the National Strategy for Energy Efficiency from the transport sector.
- Promote multimodal transport in large urban areas.

Targets:
- Reduce 6.5 million tonnes of CO_2 equivalent by 2030.
- Decrease energy intensity in the transport sector by approximately 2% per year on average.

NATIONAL PUBLIC TRANSPORT

National Rail[4]

Launch	Trains	Length	Ridership	Carbon Footprint Reduction	Operator
1963	49 *(90% of trains operate on green energy)*	2,295 km *(with 64 % of the lines being electrified)*	53 mn *(2023)* *(marking a 15% increase compared to 2022)*	20% reduction in GHG emissions	ONCF



▶ Current and planned rail network[4]

Source: [4]ONCF

AUTHORITIES

Ministry of Equipment and Transport
The Ministry of Equipment and Transport manages the transport sector, only intercity transport. Its responsibilities include:
Overseeing interurban and international road transport, managed by the National Transport Board (ONT), Highways National Company (ADM), and private operators.
Managing rail transport through the National Railway Corporation (ONCF).

Ministry of Interior(MoI)
Through the General Directorate of Territorial Collectivities (DGCT) and the Urban Mobility and Transport Division (DDUT), the MoI supervises and supports urban transport activities in cities.
In 2014, the MoI and the Ministry of Economy and Finance established a special fund for transport reforms (FART) to finance initial investments, loans to districts, and cover operational deficits during the first three years of operation.

Ministry of Urban Planning
Responsible for regulating land use in urban areas.

Municipalities & Metropolitan Agglomerations (Wilayas)
The Wilayas manage public urban transport services, maintain infrastructure, approve implementation plans, set fares, and cover deficits for dedicated transport operations. Municipalities collaborate with local development companies (SDL) to deliver these services.

Local Development Companies (SDLs) are delegated project owners for a range of urban mobility development, management, and implementation projects, including tramway networks, BRT systems, and buses. They are established in cities with major transport infrastructure projects. Their board of directors oversees strategic management and consists of representatives from the state, the regional council, the municipal council of the city, and major institutions.

Suburban Rail[5]

Length	Stops	Ridership	Operator
32 km	11	18 mn/yr	ONCF

Intercity Buses[6]

Buses	Ridership	Mileage	Operator
350	1.5 mn/yr	19 mn vkm/yr	Supratours

Intercity Buses[6]

Buses	Ridership	Operator
200	3 bn/yr	CTM

Intercity Buses[6]

Ridership	Operator
1.2 mn/yr	Ghazala

NATIONAL PROJECTS

Morocco Rail Plan 2040 (PRM)

Length	Cities Covered	Budget	Timeline	Status	Project Owner
Increase rail coverage from 2,295 km to ~4,400 km	43 Cities *(87 % of the population)*	USD 36.75 billion	By 2040	Planned	ONCF

Source: [5]ONCF Trafic | [6]Supratours, 2017 data

MOROCCO / RABAT-SALE-TEMARA

▸ Tramway in Rabat © Transdev

2,350,071 *(2022)*
Population[1]

94.21% *(2022)*
Urban Population[1] *(% of the total population)*

1.2% *(2022)*
Annual Population Growth[1]

1,158 *(2022)*
Urban Density[1] *(inhabitants/km²)*

1,912 *(2022)*
Area (km²)[1]

183 *(2022)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

STRATEGIES

Sustainable Urban Mobility Plan (PMUD) 2021-2035 for the Agglomeration of Rabat-Salé-Skhirat-Témara

Developed by: Rabat-Salé Tramway Company (STRS), under the supervision of the Etablissement de Coopération Intercommunale (ECI) "Al Assima".

Timeline: 2021-2035

Objectives:
- Promote eco-friendly transport modes to minimise pollution and reliance on private vehicles.
- Implement measures to enhance safety for pedestrians, cyclists, and motorists.
- Develop intelligent traffic management systems to optimise vehicle flow and reduce congestion.
- Address issues in mass transit, school transport, and goods transport through innovative solutions.
- Ensure efficient integration of various transport modes for both people and goods.
- Provide a financial guideline to assist decision-makers in prioritising and executing projects effectively.

Rabat Smart and Sustainable City Initiative

Developed by: Municipality of Rabat, in collaboration with Metropolis and international partners.

Timeline: 2016–2030 (part of broader national sustainable development goals).

Objectives:
- Enhance public transport through smart technology.
- Increase accessibility to public services using digital platforms.
- Promote environmentally sustainable solutions for urban mobility.
- Encourage participatory approaches in urban planning and transport decisions.

Green Spaces Expansion and Urban Biodiversity Strategy

Developed by: Rabat Municipal Council and Policy Center for the New South.

Timeline: 2010–2030 (aligned with Rabat's recognition as a UNESCO World Heritage Site).

Objectives:
- Integrate green infrastructure into urban mobility plans.
- Promote cycling and walking through eco-friendly corridors.
- Reduce urban heat and improve air quality by expanding green spaces.
- Develop sustainable, low-emission public transport networks.

Rabat Urban Development Project

Developed by: World Bank, in partnership with Rabat's local and regional authorities.

Timeline: 2014–2024

Objectives:
- Improve urban mobility and connectivity for underserved communities.
- Enhance public transport facilities, including tram and bus networks.
- Focus on low-carbon transport options to mitigate environmental impact.
- Develop inclusive urban planning frameworks prioritising sustainable development.

Source: [1]Haut Commissariat au Plan | [2]RRM

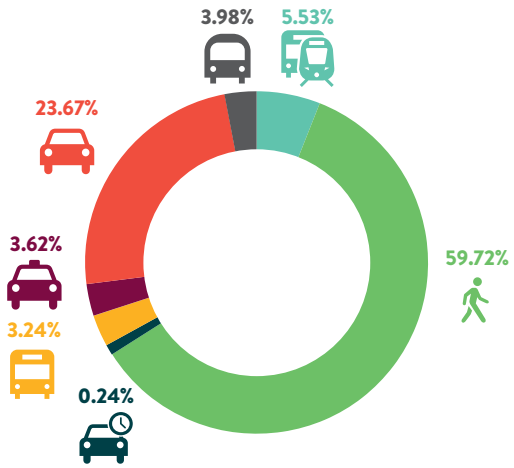
AUTHORITIES

Agglomeration Group of Rabat-Salé-Témara "Al Assima"
Greater Rabat's municipalities created the Groupement Al Assima as a pilot initiative in 2011 as a transport authority designed to be a means of unifying the visions of the different urban municipalities (Rabat, Salé, Skhirat and Temara).

Bouregreg Valley Development Agency (AAVB)
The Bouregreg Agency is the public authority in charge of developing studies and managing infrastructure and public work projects within the Bouregreg Valley, which connects Rabat Salé and Temara.

Rabat Region Mobilité (RRM) is the Local Development Company in charge of mobility in Rabat-Salé-Temara and its purpose is "the development, implementation and management of all activities related to urban public transport, as well as all complementary public service activities, of a commercial or industrial nature, necessary for users or likely to contribute to better management of urban mobility in the territorial jurisdiction of the communities and/or the group of shareholder communities, or to promote the use of public transport.

MODAL SPLIT[2]



• Public Transport (public bus, tram, metro, marine) • Active Travel (walking, cycling) • Shared Mobility (e-hail, smart car rental, & Bus-On-Demand) • Private Buses (company/ school bus) • Taxi • Private Car • Informal Transport (taxis, buses, minibuses)

EXISTING PUBLIC TRANSPORT

Tramway[2]

Launch	Lines	Length	Stops	Operating Vehicles	Seat Capacity	Avg. Trip Duration
2011	1	27 km	43	66	300	40 min. *(Line 1)* 50 min. *(Line 2)*

Operators	Trip Planner	Mobile Ticketing App	Mileage (vkm)	Ridership	Min. Fare	Avg. Load
Transdev Rabat-Sale	Tram'Mobil	Tram'Mobil	1.87mn *(2022)* 1.91mn *(2023)*	37.32 mn *(50 % are women) (2022)* 40.86 mn *(50 % are women)(2023)*	6 DH *(2022-2023)*	96 Pax/Vehicle

Bus[3]

Launch	Operating Vehicles	Length	Lines	Stops	Avg. Trip Duration	Min. Fare	Max. Fare
2019	350 *(incl. 50 articulated buses)*	764 km	44	1,094	71 min	5 DH *(2022-2023)*	25 DH *(2022-2023)*

Operator	Trip Planner	Vehicle Efficiency	GHG Emissions *(Tons of Co^2)*	Mileage (vkm)	Ridership
ALSA City Bus	Mobi4U	Euro V &VI	32039	32.02 mn *(2022)* 31.47 mn *(2023)*	74.40 mn *(2022)* 77.9 mn *(2023)*

Source: [2]RRM | [3]ALSA

Taxi[4]

Shared Urban Taxis	Shared Suburban Taxis
2,400	1,400

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing[4]

Providers
Careem, Heetch, Roby, Yassir

URBAN PROJECTS

Rabat-Salé-Temara Bus Rapid Transit Project

Length	Status	Budget	Project Owner
45 km	Studies initiated; call for tenders issued for the preparatory stages of the project.	10.2 millions de dirhams	Rabat Région Mobilité (RRM)

Source: [4]MENA Transport Report 2021

MOROCCO / CASABLANCA

▸Tramway in Casablanca © Systra

4,2 mn *(2014)*
7.7 mn *(projected 2024)*
Population[1]

73.52% *(2014)*
Urban Population[1] *(% of the total population)*

34,000 *(2014)*
Urban Density[1] *(inhabitants/km²)*

786 *(2022)*
Area (km²)[1]

STRATEGIES

Casablanca Smart City 2024 Initiative

Developed by: City of Casablanca

Timeline: Launched in June 2024 – Ongoing

Objective: Shape sustainable urban development through a digital transition.

Targets:
- Enhance urban infrastructure and services using technology.
- Implement pilot projects to improve urban mobility and sustainability.
- Create new job opportunities linked to digital and green transitions.

Membership in C40 Cities Network

Developed by: C40 Cities and City of Casablanca

Timeline: Joined in December 2024 – Ongoing

Objective: Promote urgent and equitable climate action through sustainable urban planning and transport.

Targets:
- Expand sustainable transport systems, including tramway lines and high-efficiency buses.
- Restore public spaces through revegetation and rehabilitation.
- Utilise wastewater reuse to sustain urban green areas.

Casablanca Finance City's Green and Sustainable Finance Strategy

Developed by: Casablanca Finance City

Timeline: Part of the development strategy to 2025

Objective: Support Africa's transition to a low-carbon economy by investing in green projects.

Targets:
- Invest in renewable energy, sustainable infrastructure, and mobility projects.
- Promote urban planning aligned with sustainability goals.

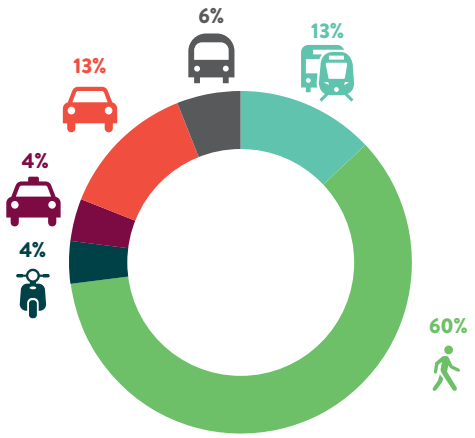
Source: [1]Casablanca City Haut Commissariat au Plan | [2]Casablanca City | [3]Calculated based on the 2014 urban population of 5,030,129 and the city's area of 148 sq.km

AUTHORITIES

Casa Transports
Created in 2009, is a Local Development Company (SDL) established to oversee the development and expansion of Casablanca's public transport network. Owned by a combination of state shareholders, including the Ministries of the Interior and Finance, local authorities such as the Region, Prefecture, and Urban Commune of Casablanca, and major institutions like Fonds Hassan II, CDG, BCP, and ONCF, Casa Transports plays a central role in planning, funding, and implementing key urban mobility projects. Its responsibilities include managing the development of tramway lines, Bus Rapid Transit (BRT) systems, and other public transport initiatives critical to Casablanca's sustainable urban growth.

The Office National des Chemins de Fer (ONCF)
Established in 1963, is Morocco's national railway operator and a key public authority contributing to urban and regional mobility in Casablanca. While its primary focus is on intercity and national rail networks, ONCF manages the Al Bidaoui commuter rail system, which serves Casablanca by connecting major transit hubs such as Casa-Port, Casa-Voyageurs, and Mohammed V International Airport. This integration enhances connectivity and complements the city's broader urban mobility strategy, making ONCF an essential player in facilitating efficient transport within the Casablanca metropolitan area.
Intercommunal Cooperation Establishment (ECI) "Al Baida" / Intercommunal Cooperation Establishment (ECI) "Al Baida" and the bus operator concluded, on Thursday, October 31, 2019 at the Headquarters of the Wilaya of the Casablanca-Settat Region, the contract for delegated management of urban collective transport by bus in the territory of the 18 municipalities of Greater Casablanca.

MODAL SPLIT[4]



• Public Transport (public bus, tram, metro, marine) • Active Travel (walking) • Private Motor (Bikes or 2-wheelers) • Taxi • Private Car • Informal Transport (taxis, buses, minibuses)

EXISTING PUBLIC TRANSPORT

Bus[5]

Launch	Operating Vehicles	Length	Lines	Stops	Avg. Trip Duration	Min. Fare	Max. Fare
2019	700 *(incl. 80 articulated buses)*	1,153 km	59	1,954	61 min	5 DH *(2022-2023)*	8 DH *(2022-2023)*

Operator	Smart Card	Vehicle Efficiency	GHG Emissions *(Tons of Co^2)*	Mileage (vkm)	Ridership
ALSA	PMT	Euro VI	51,546	46.74 mn *(2023)*	90.50 mn *(2022)* 97 mn *(2023)*

Source: [4]MobiliseYourCity Global Monitor 2021 | [5]ALSA

Tramway T1 and T2[6]

Launch	Length	Lines	Stops	Operating Vehicles	Seat Capacity
2012 and 2019	46 km	2	70	124	600

Operators	Mileage (vkm)	Ridership	Min. Fare	Avg. Trip Duration
RATP Dev Casablanca	3.86 mn *(2023)*	49.46 mn *(2022)* 52 mn *(2023)*	8 MAD	78 min.

BRT[6]

Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Min. Fare	Avg. Trip Duration	Vehicle Efficiency	Operator
2024	40	24.5 km	2	42	197	8 MAD	40 min	Euro VI	RATP Dev Casablanca

Tramway T3 and T4[6]

Launch	Length	Lines	Stops	Seat Capacity	Min. Fare	Operator
2024	26 km	2	39	610	8 MAD	RATP Dev Casablanca

▸ Tramway and BRT Network in Casablanca

© RATP Dev

Source: [6]RATP Dev | [7]MENA Transport Report 2021

Taxi *(Red cars)*[7]

Taxis	Operator
7,000	Individuals and small companies

Shared/informal Taxi *(White coasters)*[7]

Taxis	Operator
8,000	Individuals and small companies

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing[7]

Providers
Careem, Heetch, Roby, Yassir

MOROCCO / AGADIR (GREATER)

▸ Agadir Bus © ALSA

1.43 mn *(2024)*
Population[1]

92.3 % *(2024)*
Urban Population[1] *(% of the total population)*

574 *(2024)*
Urban Density[2] *(inhabitants/km²)*

2,297 *(2024)*
Area (km²)[1]

STRATEGIES

Greater Agadir Urban Mobility Plan (PDU)

Developed by: Agglomeration Group of Greater Agadir

Timeline: 2020–2024 (Extended to 2029)

Objectives:
- Implement 2 BRT lines (15.5 km for the first line).
- Construct 140 km of new city ring roads and structuring axes.
- Equip 50 km of rural tracks.
- Upgrade and equip 10 taxi stations.
- Develop bike lanes along the two banks of Oued Souss.
- Create 190 km of pedestrian routes.
- Increase the public transport share from 10.2% to 12.7%.
- Reduce annual road fatalities by 31%.
- Decrease transport emissions to below 12%.

Agadir 2022–2027 Municipal Action Plan

Developed by: Agadir Municipality

Timeline: 2022–2027

Objectives:
- Strengthen urban infrastructure, including roads, lighting, and green spaces.
- Enhance multimodal mobility systems (public transport, walking, cycling).
- Modernise infrastructure for efficient, sustainable urban movement.
- Position Agadir as a modern and livable metropolis.

Voluntary Local Review (VLR) of Agadir

Developed by: Agadir Municipality, supported by the United Nations.

Timeline: Published in 2023, ongoing as part of the 2030 Agenda for Sustainable Development.

Objectives:
- Position Agadir as an inclusive, smart, sustainable, and resilient city.
- Align urban planning with Sustainable Development Goals (SDGs).
- Enhance natural resource use, urban governance, and innovation.

AUTHORITIES

Grand Agadir Mobilité (SDL Grand Agadir Mobilité)

Established in 2019 with a capital of MAD 8 million, SDL Grand Agadir Mobilité is a specialised entity responsible for implementing key projects in the Urban Mobility Plan. Its responsibilities include developing the Bus Rapid Transit (BRT) system, conducting mobility studies, and managing urban transport service contracts. It acts as the operational arm for transport infrastructure modernisation and sustainable mobility initiatives.

Greater Agadir Municipal Grouping (Groupement Urbain du Grand Agadir)

The Greater Agadir Municipal Grouping is a collaborative body comprising the nine municipalities that form Greater Agadir, including Agadir, Inezgane, Aït Melloul, and others. This grouping coordinates urban mobility and infrastructure projects across the metropolitan area, ensuring alignment with regional development goals. It plays a crucial role in the strategic planning and implementation of the Urban Mobility Plan (PDU).

Regional Council of Souss-Massa

The Regional Council oversees regional development, including urban mobility and public transport. It collaborates with local and national stakeholders to secure funding and develop policies that align with broader economic and environmental objectives. The council also plays a role in integrating urban mobility into the region's strategic plans.

Source: [1]Haut Commissariat au Plan | [2]Calculated based on the 2024 urban population of 1.32 Mn and the city's area of 2,297 sq.km

EXISTING PUBLIC TRANSPORT

Bus[3]

Launch	Operating Vehicles	Length	Lines	Stops	Avg. Trip Duration	Min. Fare	Max. Fare
2010	201	806 km	38	1,308	51 min	2.5 DH *(2022-2023)*	11 DH *(2022)* 80 DH *(2023)*

Operator	Trip Planner	Smart Card	Vehicle Efficiency	GHG Emissions *(Tons of Co^2)*	Mileage (vkm)	Ridership
ALSA	Mobi4U	Ikhlas	Euro II & III	16,298	17.16 mn *(2023)*	48 mn *(2023)*

Taxi[4]

Shared Urban Taxis	Shared Suburban Taxis	Operators
1,508	1,900	Small companies & individuals

URBAN PROJECTS

BRT

Length	Stops	Budget	Expected Annual Ridership	Status	Project Owner
15.5 km	35	MAD 1.2 mn	12 mn	Ongoing	Agadir Mobilite

Source: [3]ALSA | [4]MENA Transport Report 2021

MOROCCO / MARRAKESH-SAFI

▸ Bus in Marrakesh © ALSA

4.9 mn *(2024)*
Population[1]

46% *(2024)*
Urban Population[1] *(% of the total population)*

125 *(2024)*
Urban Density[2] *(inhabitants/km²)*

39,167 *(2024)*
Region Area (km²)[1]

STRATEGIES

2009 Urban Mobility Plan (2009–2030)

Initiated by: State, Ministry of the Interior, Wilaya of the Marrakesh-Tensift-Al Haouz region.

Timeline: 2009–2030.

Targets: Construct four transport axes on dedicated sites (BRT) and a ring road.

Progress: The plan has been integrated into the broader Master Plan of Urban Development of the Grand Marrakesh, implemented between 2017 and 2021. This master plan aimed to address infrastructural constraints and make strategic choices for the city's development over the next 30 years.

Marrakesh-Safi Regional Development Plan (2017–2021)

Developed by: Marrakesh-Safi region.

Timeline: 2017–2021

Mobility-related Objectives:
- Reduce the environmental impact of urban mobility and improve public transport in complementarity with taxis.
- Increase public transport usage from 4% in 2014 to 9% in 2020 at the Marrakesh city level.

Marrakesh-Safi Regional Development Plan (2022–2027)

Developed by: Marrakesh-Safi Regional Council.

Timeline: 2022–2027

Budget: Over 12 billion MAD allocated for 67 projects across four main domains.

Strategic Orientations:
- Enhance social and territorial cohesion.
- Improve living conditions and the environment in urban and rural areas.
- Promote quality urban planning for modern, inclusive, balanced, and sustainable cities.
- Strengthen the region's attractiveness and competitiveness.

Mobility-related Objective: The plan includes projects aimed at improving connectivity between different poles and with other regions, as well as enhancing public mobility infrastructure.

AUTHORITIES

Wilaya of the Marrakesh-Safi Region

The Wilaya serves as the representative of the central government in the Marrakesh-Safi region. It oversees the strategic planning and coordination of public transport and urban mobility initiatives. The Wilaya plays a key role in implementing major projects such as the Urban Mobility Plan (PDU) and the Bus Rapid Transit (BRT) system, ensuring they align with national policies and regional priorities.

Municipal Council of Marrakesh

The Municipal Council is the primary governing body responsible for managing public transport and urban mobility within the city. It oversees the development and maintenance of local transport infrastructure, including bus stops, pedestrian routes, and bike lanes. The council is also tasked with improving urban mobility through innovative and sustainable solutions tailored to the city's needs.

Bus City Motajadida is the local development company in charge of delivering a clean urban transport system -Safi. Among its projects carried out: the development of preliminary studies of BRT lines.

Source: [1]Haut Commissariat au Plan | [2]Calculated based on the 2024 urban population of 4.9 Mn and the region's area of 39,167 sq.km

EXISTING PUBLIC TRANSPORT

Bus[3]

Launch	Operating Vehicles	Length	Lines	Stops	Avg. Trip Duration	Min. Fare	Max. Fare
1999	250	1,158 km	41	1,638	66 min	3 DH *(2023)*	30 DH *(2023)*

Operator	Smart Card	Vehicle Efficiency	GHG Emissions *(Tons of Co^2)*	Mileage (vkm)	Ridership
ALSA	Ikhlas	Euro II, III & IV UREA	24,404	27 mn *(2023)*	52 mn *(2022)* 55 mn *(2023)*

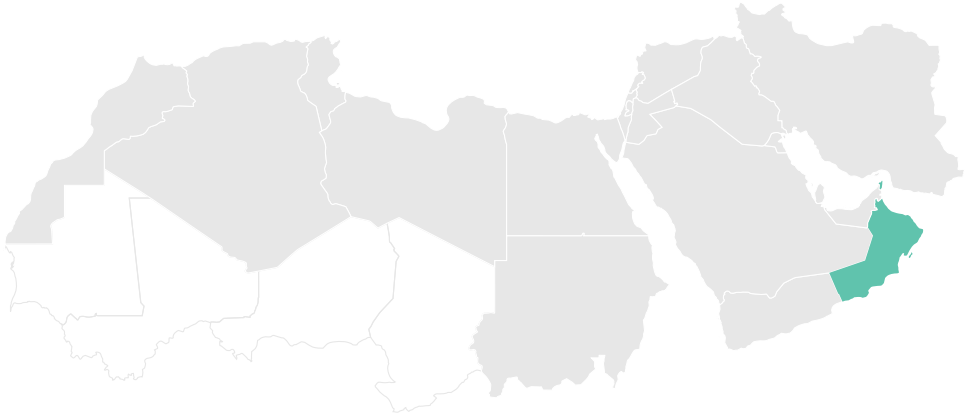
SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing

Providers

Careem, Heetch, Roby, Yassir

OMAN



4,644,384 *(2023)*
Population[1]

39.3% *(2023)*
Female population *(% of the total population)*[1]

95.2% *(2023)*
Urban Population[1] *(% of the total population)*

1.48% *(2023)*
Urban Population Growth[1]

35.5% *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

14.61 *(2021)*
Population density *(people per sq.km of land area)*[1]

1.3% *(2023)*
Annual GDP growth (%)[1]

-0.19% *(2023)*
Annual GDP per capita growth (%)[1]

USD 44,421.19 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

0.19 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

High income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

1,370,913 *(2016)*
Passenger Cars[2]

312 *(2016)*
Car Ownership Rate[3]
(passenger cars/1,000 persons)

STRATEGY

Oman Vision 2040

Developed by: Implementation Follow-up Unit

Timeline: 2021 – 2040

Vision: Oman Vision focuses on four pillars: People and Society, Economy and Development, Governance and Institutional Performance, and Sustainable Environment.

Objective: Diversified and easily accessible means of transport, integrated with sound and targeted urban planning and sustainable world-class infrastructure.

Oman National Spatial Strategy (ONSS)

Developed by: Supreme Council for Planning (SCP)

Timeline: 2040

Objective: ONSS sets a direction for where and how investment in infrastructure and development should occur so that Oman becomes a better place to live, work and visit.

AUTHORITIES

Ministry of Transport, Communications, and Information Technology

Established through Royal Decrees in 2020, this ministry emerged from the merger of the Ministry of Technology and Communication with the Ministry of Transport. It oversees transport and logistics across road, rail, sea, and air, as well as the communications sector. The Ministry collaborates with various stakeholders to develop and implement strategic plans and projects.

Ministry of Housing and Urban Planning

Formed through the consolidation of the Ministry of Housing and the Supreme Council for Planning under the Royal Decrees of 2020, this ministry is tasked with crafting strategies and policies to advance sustainable development across the Sultanate of Oman.

Source: [1]World Bank | [2]WHO | [3]Our World in Data

Municipality of Muscat
Charged with executing development projects within the governorate, the Municipality operates under the guidance and approval of the Supreme Council for Planning and the Ministry of Transport and Communications. It also manages taxi, and microbus services and oversees road infrastructure within Muscat.

ASYAD *(previously Oman Logistics Group)*
Functions as the central entity for consolidating government investments in the transport and logistics sectors, encompassing ports, free zones, rail, maritime, and land transport services. ASYAD includes all key operators in these domains, such as buses, taxis, ports, and Oman Rail.

▸ Mwasalat's current intercity bus network[4] © Mwasalat

NATIONAL PUBLIC TRANSPORT

Intercity Bus Services[4]

Launch	Buses	Lines	Stops	Seat Capacity
1972	49	14	416	49/bus

Operator	Mileage (vkm)	Standard	Min. Fare	Ridership
Mwasalat	7.0 mn *(2023)* 6.8 mn *(2024)*	Euro III	OMR 1.5	354,086 *(2022)* 462,352 *(2023)*

NATIONAL PROJECTS

Hafeet Rail[5]

Length	Lines	Trip Duration	Seating Capacity	Connectivity	Status	Project Owner
238 km	9	100 minutes between Sohar & Abu Dhabi	350 – 400	More than 12 passenger stations & cities are connectedconstruction	Under construction	Oman Rail & Etihad Rail Joint Venture

Intercity Bus Services[6]

Lines	Status	Timeline	Project Owner
11	Being implemented	2025	Mwasalat

Source:[4]Mwasalat | [5]Hafeet Rail | [6]MTR (2020/2021)

OMAN / MUSCAT

▸ Electric Bus in Oman[1] © Mwasalat

1,455,671 *(2023)*
Population[2]

1.80% *(2023)*
Annual Population Growth[2]

1,601.9 *(2023)*
Urban Density[2]

3,798 *(2023)*
Area (km²)[2]

STRATEGY

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

Developed by: MoTC

Timeline: 2015-2040

Vision: The goal is to establish a sustainable, high-quality public transport system in Muscat that serves as a practical alternative to private vehicles. This initiative aims to decrease reliance on automobiles while enhancing accessibility, safety, the urban environment, and overall quality of life, with the objective of achieving a 25% public transport modal share by 2040.

Mwasalat Long Term Bus Transport Master Plan (BTMP)

Developed by: Mwasalat

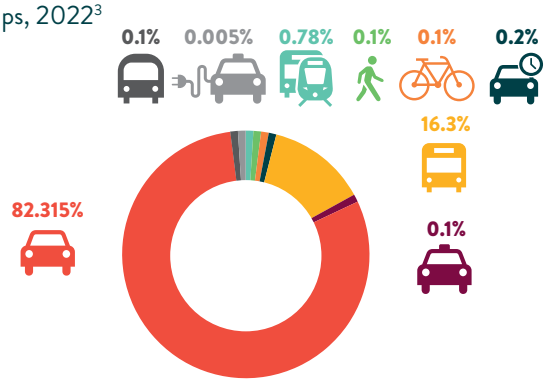
Timeline: 2016 – 2025 (3 phases)

Objective: As part of Oman's BTMP, Mwasalat seeks to expand and enhance the bus transport network in Muscat. This includes strengthening existing routes by improving service frequency and introducing express options, as well as launching new urban bus services.

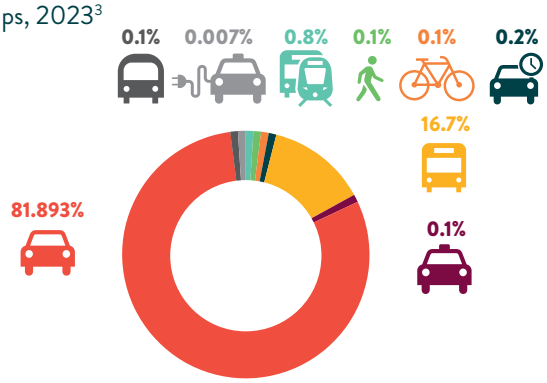
Targets: By 2025, the plan aims to increase urban bus network coverage in Muscat so that up to 50% of the population resides within 500 meters of a bus stop, and up to 70% lives within 800 meters.

MODAL SPLIT

All trips, 2022[3]



All trips, 2023[3]



• Public Transport (public bus, tram, metro, marine) • Active Travel (walking, cycling) • Shared micromobility (Bike sharing, e-scooter sharing) • Shared Mobility (e-hail, smart car rental, & Bus-On-Demand) • Private Buses (company/ school bus) • Taxi • Private Car • Informal Transport (taxis, buses, minibuses) • Emerging and miscellaneous (EVs, AVs, eVTOLs...)

Source: [1]Mwasalat, 2024 | [2]National Center for Statistics and Information | [3]Mwasalat

EXISTING PUBLIC TRANSPORT

Urban Bus[3]

Launch	Operating Vehicles	Lines	Stops	Seat Capacity	Avg. Load	Special Needs Vehicles	Min. Fare	Max. Fare
1972	117 EV 1	14	526 *(2023)*	39	27 Passenger/ Vehicle	1	0.3 Biza *(2022)* 0.3 Biza *(2023)*	*(2022)* OMR 1 *(2023)* 0.6 Biza

Operator	Employees	Smart Card	Mobile Ticketing App	Trip Planner	Mileage (vkm)	Ridership	Avg. Trip Duration
Mwasalat	1,402 Women 89 Men 1,245	Sayir - Mwasalat	Mwasalat App	Mwasalat App	9,389,631.6 *(2022)* 11,358,014.4 *(2023)*	349,704 *(2022)* 334,848 *(2023)*	1:02 min

Electric Bus[3]

Launch	Operating Vehicles	Min. Fare	Max. Fare	Trip Planner	Mobile Ticketing App	Employees	Operator
2024	1	0.3 Biza *(2022)* 0.3 Biza *(2023)*	*(2022)* OMR 1 *(2023)* 0.6 Biza	Mwasalat App	Mwasalat App	1,402 Women 89 Men 1,245	Mwasalat

Taxi

Operator
OTaxi, Mwasalat Taxi, Marhaba Taxi, Taxi Muscat

Ferries

Ferries	Operators
5,900	Mwasalat

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing

Provider
Otaxi, Marhaba taxi, Mwasalat Taxi, Hala Taxi

Electric Scooter-sharing

E-scooters	Provider
110	Sofred

OMAN / SALALAH

▸ Salalah Bus[1] © Mwasalat

417,891 *(2023)*
Population[2]

1.80% *(2023)*
Annual Population Growth[2]

1,796.187 *(2023)*
Urban Density[2]

89.288 *(2023)*
Area (km²)[2]

AUTHORITY

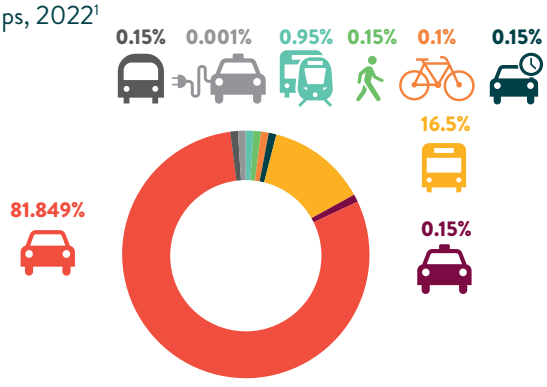
Dhofar Municipality

The Dhofar Municipality oversees the development and maintenance of infrastructure and public services in Salalah, the capital of Dhofar Governorate. It manages critical projects, including road networks, water supply, wastewater systems, and urban beautification, while ensuring environmental conservation and sustainable urban growth.

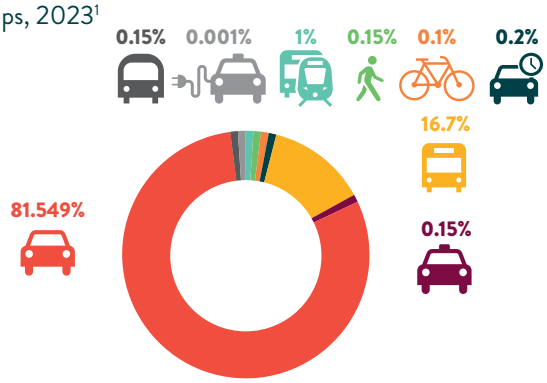
Key responsibilities include waste management, maintenance of public spaces, and the preservation of Salalah's natural landscape. The municipality also focuses on urban planning, developing housing, parks, and community facilities to enhance livability and support population growth. Through these efforts, Dhofar Municipality ensures Salalah remains a clean, connected, and sustainable city, balancing development with its cultural and environmental heritage.

MODAL SPLIT

All trips, 2022[1]



All trips, 2023[1]



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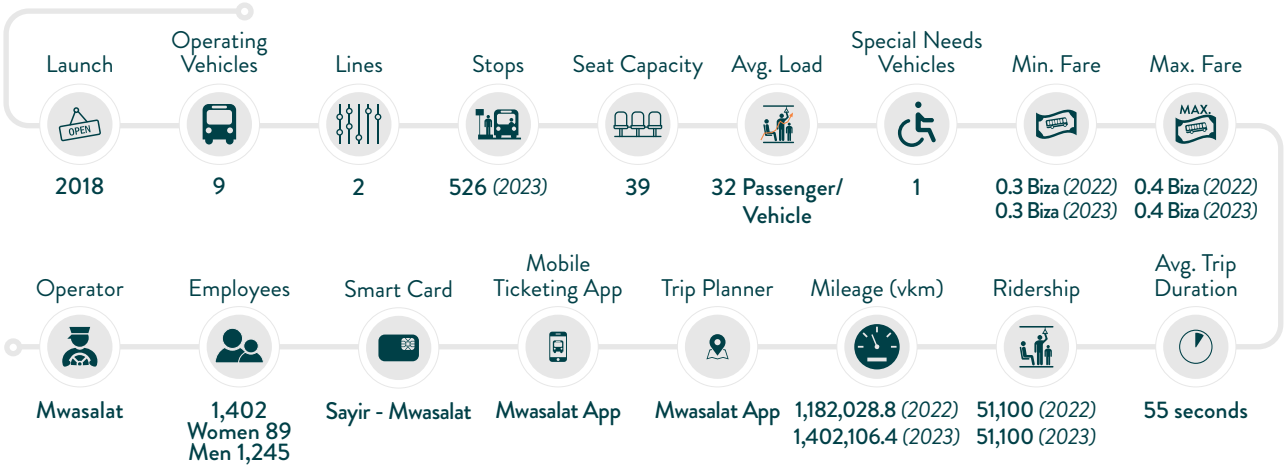
Source: [1]Mwasalat | [2]National Center for Statistics and Information

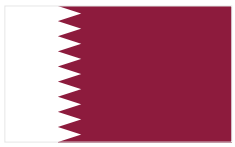
EXISTING PUBLIC TRANSPORT

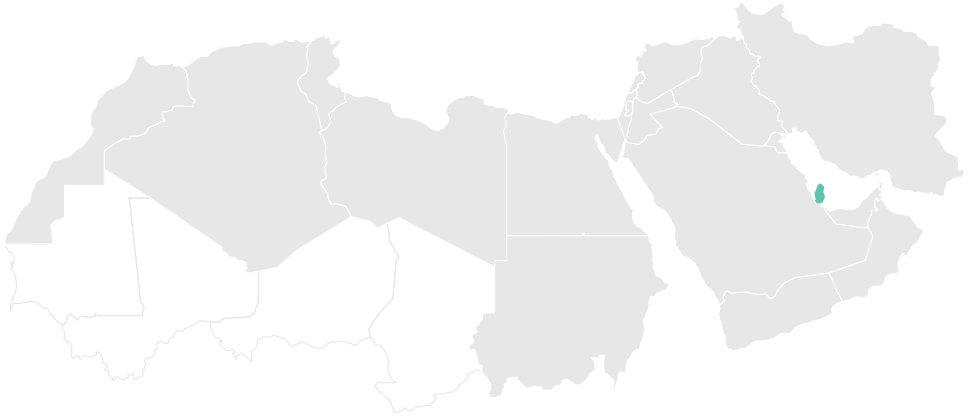
Urban Bus



Ride-hailing

QATAR





2,716,391 *(2023)*
Population[1]

99% *(2023)*
Urban Population[1] *(% of total population)*

27.68% *(2023)*
Female population *(% of the total population)*[1]

11,636.8
Area[1] *(km²)*[2]

0.79% *(2023)*
Annual Population Growth[1]

233.43 *(2023)*
Population density *(people per km²)*[3]

4.21% *(2022)*
Annual GDP growth (%)[1]

3.94% *(2022)*
Annual GDP per capita growth (%)[1]

USD 121,124.66 *(2022)*
GDP pC *(PPP; current int'l USD)*[1]

2.8 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

High income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

1,330,487 *(2016)*
Passenger Cars[4]

512 *(2016)*
Car Ownership Rate[5]
(passenger cars/1,000 persons)

STRATEGIES

Qatar National Master Plan (QNMP)

The QNMP aligns with Qatar National Vision 2030, serving as a comprehensive spatial planning framework for the nation at national, municipal, and local levels. It ensures the integration and effective implementation of all planning

Developed by: Ministry of Municipality and Environment

Timeline: 2030

Vision: To establish a role model for sustainable urban living and create the most livable towns and cities of the 21st century.

Core Principles:

- Enhancing quality of life for all residents
- Promoting economic growth and diversification
- Upholding environmental values
- Improving connectivity between people and places
- Preserving cultural identity
- Encouraging ownership and collaboration in planning and implementation

Transportation Master Plan Qatar (TMPQ)

Developed by: Ministry of Transport

Timeline: 2050

Vision: Delivering safe, integrated and environment-friendly transport and mobility system that keeps pace with urban and population growths, improves social life, reinforces environmental sustainability, and supports economic growth to achieve national development requirements.

AUTHORITIES

Ministry of Municipality (MM)

The MM plays a central role in urban planning and development in Qatar. Its responsibilities encompass the strategic oversight and execution of policies and projects related to urban growth, environmental conservation, and local infrastructure.

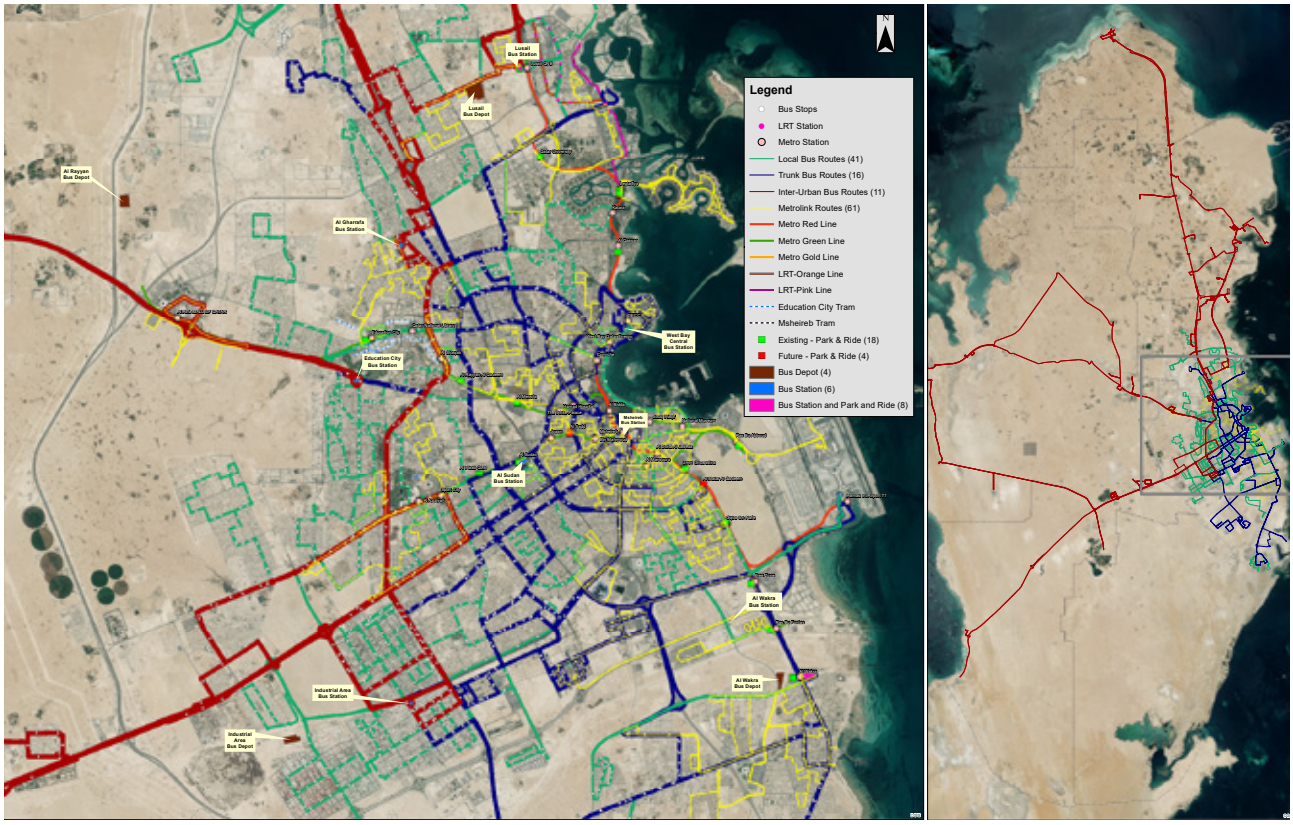
Source: [1]World Bank | [2]PSA | [3]Calculated based on 2023 population of 2.7 mn | [4]WHO | [5]Our World in Data

Ministry of Transport (MoT)

The Ministry of Transport in Qatar is responsible for overseeing and regulating the country's transport sector, ensuring it meets international standards and aligns with national development goals.

Public Works Authority (Ashghal)

Established in 2004, the Public Works Authority, commonly known as Ashghal, is a specialised agency dedicated to the planning, design, and delivery of Qatar's infrastructure and public building projects.



Qatar Public Transport Network ©MoT

NATIONAL PROJECTS

Public Bus Infrastructure Program[6]

Stations	Stops	E-bus Charging Stations	Depots	Park and Ride	Status
8	2,300	Over 650	4	4 parking locations	Under Development

Project Owner	Awarded To	Project Scope	Funding	Contract Period
MoT	AECOM and several contractors	Design and construction of public bus infrastructure facilities: Bus Stations, Bus Depots, Park and Rides and Bus Stops	Government Funding	2017-2024

Source: [6]MoT

QATAR / DOHA

1,186,000 *(2020)*
Population[1]

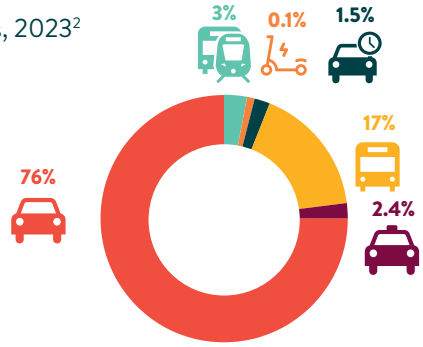
203
Area (km²)

5842
Population Density *(people /km² of Land Area)*

▸ Electric Bus in Qatar (2022) © MoT

MODAL SPLIT*

All trips, 2023[2]



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▸ Doha Metro Network ©Qatar Rail

EXISTING PUBLIC TRANSPORT

Doha Driverless Metro - Phase 1[2]

Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Avg. Load	Employees	Min. Fare
2019	110	76 km	3	37	130 416 *(total capacity)*	48 Pax/Vehicle	3,400	QAR 2 *(Fare for a single trip on standard class)*

Operator	Journey Planner	Mobile Ticketing App	Mileage (vkm)	Ridership	Avg. Trip Duration	Max. Fare
Qatar Railways Company	Qatar Rail	Qatar Rail	12,381,286 *(2022)* 12,051,261 *(2023)*	53.4 mn *(2022)* 51.4 mn *(2023)*	14 mins	QAR 6 *(max. daily cost - standard class)* QAR 30 *(max. daily cost - gold class)*

Source: [1]National Planning Council | [2]MoT

*Note: Pedestrians are not included in modal split. | The 2022 metro ridership includes 17.4 million ridership during FIFA World Cup Qatar 2022

▸ Doha Metro © Qatar Rail

Urban & Suburban Bus[2]

Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Min. Fare	Max. Fare
2004	291	2,126	42	3,160	30	2 QR*	9 QR

Operator	Mobile Ticketing App	Trip Planner	Vehicle Efficiency	Fuel Consumption *(l/100 km)*	Mileage (vkm)	Ridership
Mowasalat	Karwa Journey Planner / Qatar Rail	Karwa Journey Planner / Qatar Rail	Euro V	35	32,860,151 *(2023)*	976,144 *(2023)*

Urban & Suburban Electric Bus[2]

Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Min. Fare	Max. Fare
2022	852	2,972	81	3,160	30	2 QR*	9 QR

Operator	Mobile Ticketing App	Trip Planner	Mileage (vkm)	Ridership
Mowasalat	Karwa Journey Planner / Qatar Rail	Karwa Journey Planner / Qatar Rail	56,291,938 *(2023)*	1,979,432 *(2023)*

Feeder Bus Service *(metrolink)*[3]

Launch	Routes	Min. Fare	Operator
2019	61 *(2024)*	Free for metro and tram users	Mowasalat

On-demand Ridesharing Service *(metroexpress)*[3]

Launch	Stations	Seat Capacity	Min. Fare	Operator
2019	22	7	Free for metro and tram users	Mowasalat

*(Metrolink routes are free in conjunction with metro trips)
Source: [3]Qatar Rail

Taxi[2]

Launch	Operating Vehicles	Min. Fare	Mobile Ticketing App	Trip Planner	Operators
2004	2,299 EV 660	7 QR *(2023)*	Karwa Taxi	Karwa Taxi	Mowasalat

Doha Education City Tram[2]

Launch	Lines	Length	Stops	Operating Vehicles	Seat Capacity	Avg. Trip Duration
2019	3	11.5 km	24	19	64	12 mins

Operators	Mileage (vkm)	Ridership	Min. Fare
Qatar Foundation	429,108 *(2022)* 579,145 *(2023)*	71,772 *(2022)* 93,548 *(2023)*	Free Service

Msheireb Tram[2]

Launch	Employees	Lines	Length	Stops	Operating Vehicles	Seat Capacity
2019	21	1	2 km	9	3	33

Operators	Mileage (vkm)	Min. Fare	Ridership	Avg. Load	Avg. Trip Duration
Msheireb Properties	39,970 *(2022)* 42,613 *(2023)*	Free Service	207,261 *(2022)* 306,994 *(2023)*	13 Pax/Vehicle	15 mins

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Electric scooter-sharing[2]

Launch	Scooters	Avg. Trip Duration	Min. Fare	Annual Trips	Registered Users	Mileage (vkm)	Providers
2020	1,035	12.16 mins	QAR 1.4 /min	158,364 *(2022)*	16,950 *(2022)*	237,943 *(2022)*	Bird, Falcon, Fenix, Lime, Loop, Mwaqif, Pick&Ride, Tier, wer2

Electric bike-sharing[2]

Launch	Bikes	Min. Fare	Annual Trips	Providers
2020	...	...	...	Fenix, Loop, Lime

Ride-hailing[2]

Operating Vehicles	Providers
50,325	Karwa Technologies, Uber, Badr Technologies, Ryde

URBAN PROJECTS

Doha Metro – Phase 2[3]

Lines	Stops	Status	Project Owner
1 new line (Blue Line) and extension of 3 existing lines (Red, Gold, and Green)	71	Planned	Qatar Rail

Bus Priority Measures Study[2]

Project Owner	Contract period	Awarded Contracts	Status	Funding
Ministry of Transport	March 2024 - November 2024	CDM Smith	On going	Government Funding

Bus Priority Measures Concept Design and Implementation[2]

Launch	Project Owner	Status	Funding
2025	Ministry of Transport	Planning	Government Funding

Public Transport Master Plan[2]

Launch	Project Owner	Status	Funding
2024	Ministry of Transport	Planning	Government Funding

QATAR / LUSAIL

▸ Lusail Metro © RKH Qitarat

200,000 *(2020)*
Population[1]

5,263/km² *(2020)*
Density[2]

38
Area (km²)[3]

EXISTING PUBLIC TRANSPORT

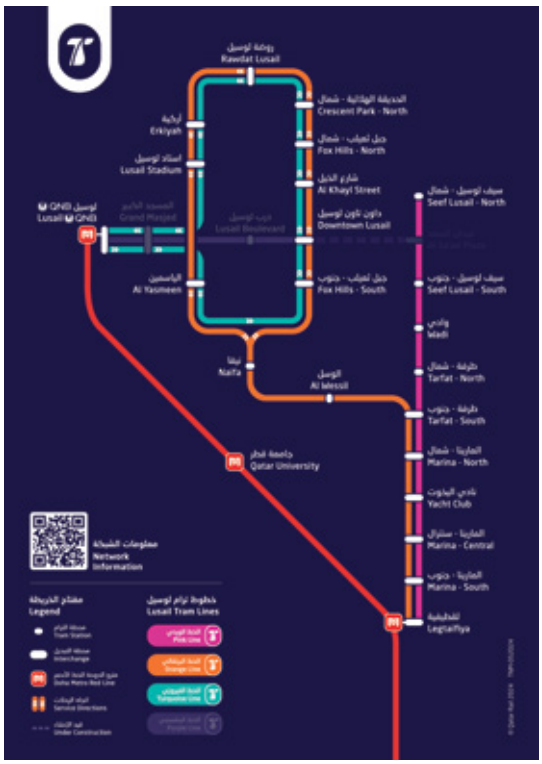
Lusail Tram Network[4]

Launch	Operating Vehicles	Length	Lines	Stops
2022	28 *(all electric)*	19 km	3	22

Max. Fare	Min. Fare	Employees	Avg. Load	Seat Capacity
QAR 6	QAR 2	1,345	12 Pax/Vehicle	64

Avg. Trip Duration	Ridership	Mileage (vkm)
12 mins	2.7 mn *(2022)* 2.25 mn *(2023)*	839,687 *(2022)* 633,637 *(2023)*

Operator	Real-time Vehicle Information Systems	Journey Planner
Qatar Railways Company	GPS-based tracking, indicate at stations	Qatar Rail



▸ Lusail Tram Network Map ©Qatar Rail

Source: [1]National Planning Council | [2]Calculated | [3]Qatari Diar | [4]MoT

*Note: The 2022 tram ridership includes 800,000 ridership during FIFA World Cup Qatar 2022

URBAN PROJECTS

Waterborne transport *(Water Taxi)*[5]

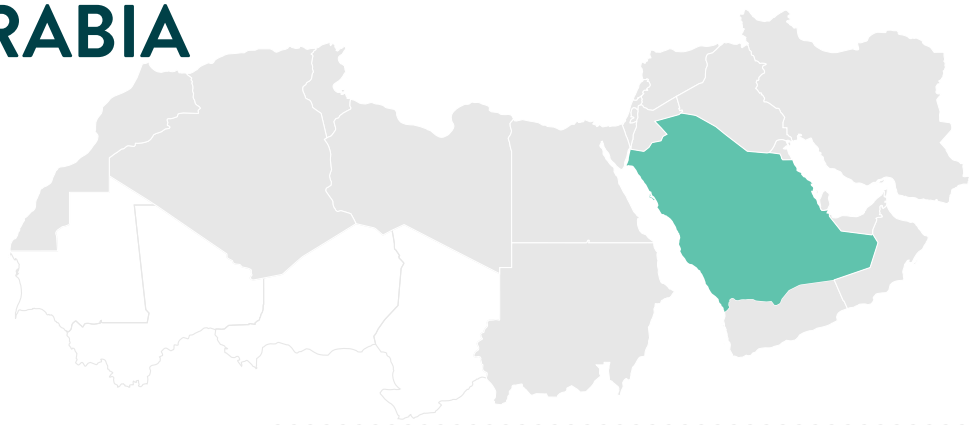
Project Owner	Stops	Terminals	Status
MoT	2 *(completed)*	1 *(completed)*	On going *(further stops will be defined in future)*

Cycle & pedestrian network[6]

Length	Status
67 km	Planned

Source: [5]MENA Transport Report | [6]Lusail Real Estate Development Company

SAUDI ARABIA



36,947,025 *(2023)*
Population[1]

42.49% *(2023)*
Female population *(% of the total population)*[1]

85% *(2023)*
Urban Population[1] *(% of the total population)*

1.72% *(2023)*
Urban Population Growth[1]

47.62% *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

0.1% *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

-0,75% *(2023)*
Annual GDP per capita growth (%)[1]

USD 54,991.72 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

1.90 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

High Income
Income Group[1]

PRIVATE CAR OWNERSHIP

6,895,799*(2016)*
Passenger Cars[2]

206 *(2016)*
Car Ownership Rate[3]
(passenger cars/1,000 persons)

STRATEGIES

Saudi Vision 2030

Developed by: Council of Economic and Development Affairs

Timeline: 2016-2030

Vision: Creating a vibrant society where all enjoy a high quality of life, healthy lifestyles, strong social infrastructure and an attractive living environment.

Objectives:

- Enhance the quality of life for all citizens by meeting their needs and requirements.
- Ensure the provision of high-quality services such as water, electricity, public transport, and roads.
- Raising the share of non-oil exports in non-oil GDP to 50%.
- Positioning the Kingdom within the top 15 economies worldwide.
- Doubling overall domestic investment component.
- Increasing foreign direct investment (FDI) approximately twentyfold.

National Transport and Logistics Strategy (NTLS)

Developed by: Ministry of Transport and Logistic Services

Timeline: 2021–2030

Vision: In support of Saudi Vision 2030, the NTLS aims to transform Saudi Arabia into a global logistics hub connecting three continents while enhancing the quality, efficiency, and sustainability of all modes of transport – air, land, maritime, and rail.

Objectives:

- Expand the railway network by approximately 8,080 km, including projects like the 1,300 km Landbridge to connect the Arabian Gulf and Red Sea coasts, accommodating over 3 million passengers and transporting 50 million tons of freight annually.
- Enhance Saudi Arabia Railways (SAR) operations to transport 65 million passengers and 36 million tons of freight annually by 2025, with increased stations and lines to serve new areas.
- Develop and maintain the world's largest connected road network, spanning over 75,000 km, improving road quality and safety to position Saudi Arabia among the most advanced globally.
- Reduce road accident rates by over 50%, building on the recent 56% decline in accidents, 51% reduction in fatalities, and 30% drop in injuries.

Source: [1]World Bank | [2]WHO | [3]Calculated based on the total population in 2016 from the World Bank, which is 33,416,270 people.

- Lower fuel consumption by 25% in land transport through the implementation of smart solutions and adoption of global technologies for streamlined passenger and goods transport.
- Increase the share of public transport in urban trips to 15%, focusing on developing advanced public transport systems in major cities.
- Leverage transport apps like Uber and Careem to expand accessible and technology-driven transport options, particularly for women and underserved communities.

National Energy Efficiency Program (NEEP)

Developed by: Saudi Energy Efficiency Center

Timeline: 2012–2030

Vision: Promoting sustainability, preserving natural resources, and enhancing economic and social well-being through collaboration with local and international partners.

Objectives:
- Force vehicle suppliers to provide information on vehicles' fuel consumption.
- Create a national database and require governmental organisations to purchase fuel-efficient vehicles.
- Accelerate the replacement of old vehicles with more efficient models.
- Impose efficiency standards on fuel consumption for all new passenger vehicles and promote the adoption of energy-efficient technologies across industries.
- Study the possibility of establishing a reward and penalty system to encourage consumers to choose more efficient cars.

National Renewable Energy Program (NREP)

Developed by: Ministry of Energy

Timeline: 2017–2030

Vision: Maximise the potential of renewable energy in Saudi Arabia, diversify local energy sources, stimulate economic development, and ensure sustainable economic stability while advancing the renewable energy sector and fulfilling the Kingdom's commitments to reducing carbon emissions under Vision 2030.

Objectives:
- Diversify Saudi Arabia's national energy mix by increasing the share of gas and renewable energy sources to produce electricity.
- Attract investment by achieving globally competitive prices for generating wind and solar energy, supported by Saudi Arabia's natural capabilities and resources.
- Develop approximately 22 renewable energy projects, including 13 new projects with a combined capacity of 11.4 GW and an investment of SAR 34 billion, aiming to eliminate 20 million tons of carbon dioxide equivalent annually.
- Support the Kingdom's commitment to the circular carbon economy model by targeting a reduction of 278 million tons of carbon dioxide emissions per year by 2030.
- Launch a national geographical survey project by 2025 to establish 1,200 stations for gauging renewable energy resources across all provinces, focusing on solar photovoltaic and wind energy.

Program for the Transport of Working Women (Wusool)

Developed by: Human Resources Development Fund (HRDF), Saudi Arabia.

Timeline: 2017–2030

Vision: To empower women in the workforce by overcoming transport barriers through affordable, high-quality, and reliable transport services, enabling greater economic participation and stability. The program has benefited a total of 56,851 women across Saudi Arabia, advancing economic empowerment and supporting the Kingdom's Vision 2030 goals of increasing female workforce participation.

Targets and objectives:
- Subsidise 80% of transport costs for beneficiaries, with a monthly cap of SAR 1,100 for women earning SAR 8,000 or less.
- Provide access to ride-hailing services in most urban areas, ensuring convenience and reliability.
- Support beneficiaries for a maximum of 24 months.
- Enhance the economic participation of women by reducing mobility challenges.

Implemented by: HRDF in collaboration with licensed ride-hailing companies.

AUTHORITIES

Ministry of Transport and Logistic Services (MoTLS)

Established in 1953, the MoTLS is responsible for overseeing various modes of transport, including road, maritime, air, rail, postal services, and logistics. The ministry aims to position Saudi Arabia as a global logistics hub by adopting modern transport systems and leveraging relevant technologies in the transport and logistics sector.

Transport General Authority (TGA)

Founded in 2012 as the Public Transport Authority and later renamed in 2019, the TGA regulates the rail, sea, and land transport industries within the Kingdom. It issues licenses for transport activities, ensures service quality and safety, and holds memberships in international organisations such as the International Maritime Organisation (IMO) and the International Union of Railways (UIC). It also encourages investment in accordance with the economic and social development objectives in the Kingdom, in fulfillment of Vision 2030.

Roads General Authority (RGA)

Established on August 2, 2022, the RGA is a governmental organisation under the administrative affiliation of the Minister of Transport and Logistics. It legislates and regulates the road sector, ensuring compliance to enhance traffic safety and quality standards. The authority develops and standardises policies and implements innovative and sustainable solutions for road construction, operation, and maintenance.

NATIONAL-LEVEL PROJECTS

INTERCITY BUS SERVICES

Darb Al-Watan[4]

Buses	Lines	Stops	Destinations	E-ticketing and trip planner app	Operator
132	36	+100	+75	Darb Al-Watan	Darb Al-Watan Company

Northwest Bus Company[5]

Buses	Lines	Stops	Destinations	E-ticketing and trip planner app	Operator
153	32	+120	+70	NorthWest Bus website	Northwest Bus Company

SAT[6]

Buses	Stops	Lines	Destinations	E-ticketing and trip planner app	Operator
129	+110	36	+80	SAT Transport	SAT (SAPTCO Alsa for Transportation)

INTERCITY TRAIN SERVICES

North Train Passenger Line[7]

Length	Fleet	Seating Capacity	Operator	Stations
1,250 km *(Single track)*	8 locomotives 32 passengers' coaches for Day train / 4 locomotives 26 coaches for night train.	881 *(day and night trains)*	SAR	6

▸ North Train Station, Kingdom of Saudi Arabia.[8]

Source: [4]Darb Al-Watan | [5]Northwest Bus Company | [6]SAT, SAPTCO | [7]SAR | [8]SAR, 2024.

East Train Passenger Line[7]

Length	Fleet	Seating Capacity	Stations	Operator
733 km *(Double Track)*	22 locomotives 44 passengers' coaches	231 seats per train	4	SAR

Haramain High Speed Rail (HHR)[7]

Length	Trains	Cars	Seating Capacity	Train Speed	Stations	Annual Passenger Capacity	Operator
900 km *(Double Track)*	35	13 cars per train	417 per train	300 km/h	5	60 million passengers	SAR*

* The Saudi Railways Organization was formerly the major operator, however it was merged into the Saudi Railway Company in 2021. Today, Saudi Arabia Railways "SAR" is in charge of managing and operating all railways in the Kingdom.

INTER-CITY CAR-SHARING

Inter-City Car-sharing

Service Launch (year)	Operating Vehicles	Payment Service	Operators
2022-2023	81 (in all companies for intercity transport)	Electronic payment available	Vehicle Sharing Co. Ltd, ESAR International Group, Ekar Saudi Limited Branch, Vehicle Sharing Co. Ltd (licenses issued allow the service in all cities)

SAUDI ARABIA / RIYADH

▸ Riyadh metro[1] © RCRC

8,591,748 *(2022)*
Population[2]

38% *(2010-2022)*
Population growth[2]

5.1% *(2022)*
Annual Population Growth[3]

+1,293,568
Registered Private Cars[4]

+156
Car Ownership rate[5]

7,100
Urban Density of Built up Area (person /km^2)[6]

1,297
Urban Area (km^2)[7]

STRATEGY

Riyadh Transport Strategy

Developed by: Royal Commission for Riyadh City (RCRC)

Vision: Develop a sustainable transport system that meets the city's needs and guides urban development through the expansion of road networks and transport facilities. This strategy focuses on creating a sustainable and efficient transport network to support Riyadh's urban development.

Targets and objectives:
- Prepare a comprehensive traffic management plan.
- Establish transport investment mechanisms.
- Enhance connectivity and reduce traffic congestion.

Implemented by: RCRC, in collaboration with relevant municipal and national agencies.

Riyadh Sustainability Strategy

Developed by: Royal Commission for Riyadh City (RCRC)

Vision: Achieve environmental sustainability and improve the quality of life in Riyadh through efficient resource management and sustainable practices. This strategy underscores Riyadh's commitment to environmental sustainability and aligns with the broader goals of Saudi Arabia's Vision 2030.

Targets and objectives:
- Increase the adoption of public transport from 5% to 20% by 2030.
- Reduce the number of daily car trips by one million, cutting approximately 1.5 million tons of greenhouse gas emissions annually.
- Invest SAR 30 billion ($8 billion) to boost renewable energy sources, making the city's energy mix more sustainable.

Implemented by: RCRC, in partnership with environmental and energy agencies.

AUTHORITIES

Royal Commission for Riyadh City (RCRC)

Established on June 20, 1974, the RCRC oversees Riyadh's strategic urban planning and development, including the implementation and operation of public transport systems such as the Riyadh Metro and Bus Network. It ensures that transport projects align with the city's strategic vision and goals under Vision 2030.

Riyadh Municipality

Established in 1937, Riyadh Municipality is responsible for integrating public transport with urban infrastructure. It focuses on ensuring accessibility, maintaining transport facilities, and supporting the operation of local transit services to improve residents' quality of life.

Source: [1]RCRC, 2024. | [2]Saudi Census 2022 | [3]General Authority for Statistics | [4]Argaam | [5]Car ownership rate is calculated based on the registered private cars in 2017 and Riyadh's population in 2017 from Saudi Census, which was 8,275,538. | [6]MoMRAH. (2022). Kingdom of Saudi Arabia's Report on the Implementation of the New Urban Agenda. Ministry of Municipal, Rural Affairs & Housing. Kingdom of Saudi Arabia. |[7]UN Habitat

EXISTING PUBLIC TRANSPORT

Fully-automated Riyadh Metro[8]

Service Launch	Operating Vehicles	Length	Lines	Stations	Initial Daily Capacity	Planned max. Capacity	Automated System
27 November 2024 (inauguration) 1 December 2024 (open to the public)	183 trains	176 (incl. 60 km underground)	6	85	1.1 million passengers	3.6 million passengers	Level 4

Project Owner	Smart Card
RCRC	Darb Card

Operator Lines:
- 1 & 2: CAMCO (A joint venture between RATP Dev and SAPTCO)
- 3, 4, 5 & 6: Flow Consortium (Hitachi Rail STS, Ferrovie Dello Stato Italiane, Alstom)

▶ Riyadh Metro and Bus Network.[9]

Source: [8]RCRC, RATP Dev | [9]TGA, 2024

Riyadh Bus Project *(including BRT)*[11]

Launch	Operating Vehicles	Length	Lines	Stops	Min. Fare
2023	842	+1,900 km	80*	2,860	*(2022)* SAR 3.75 *(2023)* SAR 4 *(2-hour Pass)*

Operator	Employees	Mobile Ticketing App	Trip Planning App	Trip Planner	Annual Trips
Public Transport Company *(RATP Dev joint venture with SAPTCO)*	+4,000	Riyadh Bus	Riyadh Bus	BusMap/YallaBus	1,245,547 (2023)

*80 lines: 3 BRT routes (160 km), 19 community lines (910 km) and 58 feeder lines (835 km).[12]

▸ Riyadh Public Transport Bus at Salahuddin Al Ayubi Station[13]

▸ The Princess Nora Bint Abdul Rahman University Driverless Women-only Metro[13]

Metro *(Automated Princess Noura Bint Abdul Rahman University)*[11]

Launch	Operating Vehicles	Length	Lines	Stops	Min. Fare
2011	22	11.5 km	1	14	*(2022)* Free *(2023)* Free

Total Distance Travelled	Annual Ridership	Ridership/hour	Maximum Speed
9,368,824 km	*(2022– Female users)* 2,470,951 *(2023 – Female users)* 2,971,408	4,413	60km/h

Total Mileage	Employees	Women Employees	Operator
(VKm 2022) 652,413 *(VKm 2023)* 690,174	351	114	Hitachi Rail

Source: [11]TGA | [12]RCRC | [13]TGA, 2024

Taxi[11]

Operating Vehicles	Seating Capacity	Average Passengers on 1 Vehicle	Special Needs Vehicles	Min. Fare	Total Mileage for all Cities (2022 – 2023)
9,889	5 to 9 seats *(incl. driver seat)*	1.7	198	*(2022)* SAR 71.85 *(2023)* SAR 65.29	140,000 Km/Vehicle/Year

Operators	Real-time Vehicle Information Systems	Payment Options	Fuel Consumption
+ 60 companies	GPS Tracking available in TGA and is available through "Wasl" platform	Visa, MasterCard, Mada	+14.7 L/Km *(for Sedans)* +13 L/Km *(for large vehicles)*

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing[11]

Launch	Operating Vehicles	Average Trip Duration	Average Fare	Annual Trips	Payment Options	Real-time Vehicle Information Systems	Operators
2013	111,576	20 min	*(2022)* SAR 34.43 *(2023)* SAR 36.91	*(2022)* 26,291,344 *(2023)* 24,031,354	VISA, MasterCard, Mada	GPS-based tracking available for customers through the apps	+40 companies

Car-sharing[11]

Launch	Operating Vehicles	Annual Trips	Payment Options	Operators
2022-2023	81 *(in all companies for intercity transport)*	*(2022)* 64 *(2023)* 65	Electronic payment available	Vehicle Sharing Co. Ltd, ESAR International Group, Ekar Saudi Limited Branch, Vehicle Sharing Co. Ltd *(licenses issued allow the service in all cities)*

Electric Scooter-sharing[14]

Launch	Operating Vehicles	Min. Fare	Providers
2019	1,000+ *(est.)*	SAR 1/min	Gazal, Fenix, Tier, Wee, YallaScooter

Source: [14]MENA Transport Report 2021

SAUDI ARABIA / JEDDAH

▶ Internal Train at King Abdulaziz International Airport in Jeddah ©Alstom

3,712,917 *(2022)*
Population[1]

4.5% *(2022)*
Annual Population Growth

5,733
Urban Population Density (person /km²)[2]

647.63
Urban Area (km²)[3]

STRATEGY

The Jeddah Transportation Master Plan (JTMP)

The Jeddah Transportation Master Plan is a comprehensive initiative aimed at enhancing the city's mobility, environmental quality, and overall urban experience. The JTMP aligns with Saudi Arabia's Vision 2030, aiming to transform Jeddah into a sustainable and accessible urban center.

Developed by: Jeddah Municipality, in collaboration with international consultants and stakeholders.

Vision: To improve the quality of life and environmental standards by enhancing transport services and the city's overall image.

Targets:

- Encourage the use of public transport to decrease reliance on private vehicles.
- Develop urban zones that integrate residential, commercial, and recreational spaces.
- Design pedestrian-friendly streets and neighborhoods.
- Offer diverse and accessible public transport modes, including metro lines, buses, trams, and marine transport.
- Facilitate convenient access to transport services for all residents.

- **Implemented by:** Metro Jeddah Company (MJC)

AUTHORITIES

Jeddah Municipality

Jeddah Municipality is the principal authority responsible for urban planning, infrastructure, and transport in the city. It oversees the development and implementation of the Jeddah Transportation Master Plan (JTMP) and ensures alignment with Vision 2030. The municipality works closely with local and national stakeholders to enhance urban mobility and sustainability.

Metro Jeddah Company (MJC)

Established in 2013, Metro Jeddah Company (MJC) is tasked with implementing the Jeddah Public Transportation Program (JPTP). This includes metro lines, light rail transit, bus systems, and marine transport projects. MJC serves as the executing agency for Jeddah's transport initiatives, focusing on reducing car dependency and improving accessibility.

Source: [1]United Nations Statistics Division. Jeddah City Proper. | [2]Calculated based on urban population in 2022 and urban area. | [3]UN Habitat

EXISTING PUBLIC TRANSPORT

Urban Bus

Launch	Operating Vehicles	Length	Lines
2018	81	351 km	7

Annual Ridership	Stops	Min. Fare
4,842,954 (2023) 4,697,856 (2024)	74	*(2022)* SAR 3.45 *(2023)* SAR 3.45

Trip Planning App	Mobile Ticketing App	Operator
SAPTCO	SAPTCO	SAPTCO Urban Transport

▶ Jeddah Bus Coverage Network.[4]

Internal Train at King Abdulaziz International Airport

Service Launch	Operating Vehicles	Length	Lines	Stops	Seating Capacity	Annual Ridership	Total Mileage *(vkm)*	Operator
2020	10	1.7 km	1	2	67 *(pax/vehicle)*	13,489,315 *(2022)* 16,852,918 *(2023)*	707,573 *(2022)* 807,101 *(2023)*	Jedco/Rail Tech

Taxi

Operating Vehicles	Seating Capacity	Average Passengers on 1 Vehicle	Special Needs Vehicles	Min. Fare	Total Mileage/Vehicle	Operators
5,136	5 to 9 seats *(incl. driver seat)*	1.7	103	*(2022)* SAR 81.49 *(2023)* SAR 83.74	*(VKm 2023)* 140,000	+ 27 companies

Ride-hailing

Launch	Operating Vehicles	Average Trip Duration	Seating Capacity	Average Fare	Annual Trips	Operators
2013	56,949	17 min	5 to 9 seats *(incl. driver seat)*	*(2022)* SAR 29.73 *(2023)* SAR 30.64	*(2022)* 11,885,794 *(2023)* 11,417,368	+40 companies

Car-sharing

Launch	Operating Vehicles	Payment Options	Annual Trips	Operators
2022-2023	81 *(in all companies for intercity transport)*	Electronic payment available	168 *(2022)* 142 *(2023)*	Vehicle Sharing Co. Ltd, ESAR International Group, Ekar Saudi Limited Branch, Vehicle Sharing Co. Ltd *(licenses issued allow the service in all cities).*

URBAN PROJECTS

Public Transport Lanes Expansion

Service Launch	Length	Lines/Routes	Stops	Total Budget	Project Owner
2025	552 km	14	80	127,800,000	Jeddah Transport

Source: [4]SAPTCO, 2024.

SAUDI ARABIA / MADINAH

▶ First Electric Bus in Madinah[1] © TGA

1,411,599 *(2022)*
Population[2]

4.1% *(2022)*
Annual Population Growth[3]

2,396
Urban Population Density (person /km²)[4]

589
Urban Area (km²)

325,413
Registered Private Cars[5]

277
Car Ownership rate[6]

STRATEGY

Madinah Vision 2040

Developed by: Al Madinah Region Development Authority (MDA)

Timeline: 2040

Objective: Transform Madinah into a modern, sustainable city that meets the aspirations of residents and millions of pilgrims annually.

Mobility Targets: Provide advanced public transport within the city and connect Madinah to holy sites.

Key Initiatives:

Madinah Bus Rapid Transit (BRT):
- Establish high-capacity BRT corridors with up to 500 stations, covering 80-90% of the city by 2030.
- Seamlessly integrate with other transport networks.

Madinah Bus Project:
- Operate modern buses with 116 stations covering major attractions and neighborhoods.
- Provide 16-hour daily service, ensuring accessibility for all users.

AUTHORITIES

Al Madinah Region Development Authority (MDA)

MDA is the primary local authority responsible for planning and implementing Madinah's urban and transport strategies, including Madinah Vision 2040. It oversees major mobility projects like the Bus Rapid Transit (BRT) and public bus networks to enhance connectivity and sustainability in the city.

Madinah Municipality

The municipality manages infrastructure and public services within Madinah. It works closely with MDA to ensure transport projects align with the city's broader development goals, focusing on improving accessibility and urban mobility for residents and visitors.

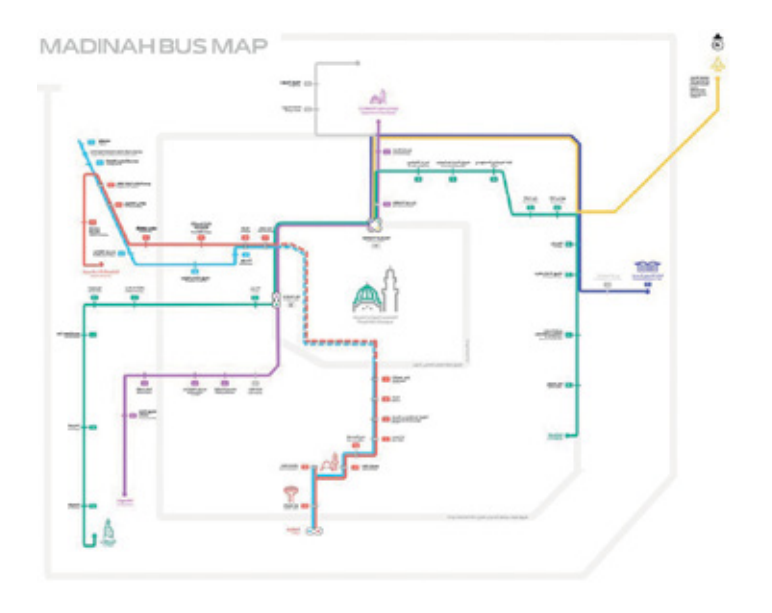
Source: [1]TGA | [2]United Nations Statistics Division. Al Madinah City Proper. | [3]General Authority for Statistics | [4]Calculated based on urban population in 2022 and urban area. | [5]Argaam | [6]Car ownership rate is calculated based on the registered private cars in 2017 and Al Madinah's population in 2018.

EXISTING PUBLIC TRANSPORT

Urban Bus

Launch	Operating Vehicles	Length	Lines	Min. Fare	Max. Fare	Stops
2022	30	233 km	6	*(2022)* SAR 3.45 *(2023)* SAR 3.45	*(2023)* SAR 11.5	123

Operator	Mobile Ticketing App	Trip Planning App	Trip Planner	Annual Ridership
SAPTCO	Madinah Bus	Madinah Bus	BusMap/YallaBus	1,092,339 (2023) 1,727,635 (2024)



▸ Al Madinah Bus Lines.[7] © TGA

Taxi

Operating Vehicles	Special Needs Vehicles	Min. Fare	Total Mileage/Vehicle	Operators
1,196	24	*(2022)* SAR 296.34 *(2023)* SAR 188.55	*(VKm 2022)* 140,000 *(VKm 2023)* 140,000	+10 companies

Ride-hailing

Launch	Operating Vehicles	Average Trip Duration	Average Fare	Annual Trips	Operators
2013	17,789	15 min	*(2022)* SAR 20.65 *(2023)* SAR 23.43	*(2022)* 3,726,912 *(2023)* 3,292,467	+40 companies

Source: [7]TGA, 2024

SAUDI ARABIA / MAKKAH

▸ Makkah Bus[1] © TGA

2,385,509 *(2022)*
Population[2]

4.3% *(2022)*
Annual Population Growth[3]

1,987
Urban Population Density (person /km²)[4]

1,200
Urban Area (km²)

1,176,395
Registered Private Cars[5]

598
Car Ownership rate[6]

STRATEGY

Makkah City Strategy & Masterplan

Developed by: The Royal Commission for Makkah City and Holy Sites, in collaboration with international urban planning experts.

Vision: To transform Makkah into a modern, vibrant city that harmoniously blends its rich cultural and religious heritage with contemporary urban development, enhancing the quality of life for residents and visitors.

Targets and Objectives:

- Implement seven spatial guiding principles to direct urban growth and development.
- Revitalise the central area surrounding the Holy Mosque to accommodate increasing numbers of pilgrims and improve accessibility.
- Adopt a strategic urban growth scenario to manage expansion sustainably.
- Develop a long-term strategy outlining development goals and initiatives up to the year 2040.
- Create detailed strategies for various sectors and specific area plans to guide localised development.

Makkah Public Transport Programme (MPTP)

Developed by: The Royal Commission for Makkah City and Holy Sites, in coordination with the Makkah Mass Rail Transit Company and international consultants.

Vision: To develop an integrated, efficient, and sustainable public transport system that facilitates the movement of residents and pilgrims, reduces traffic congestion, and minimises environmental impact.

Targets and Objectives:

- Construct four metro lines covering approximately 180 kilometers, serving 88 stations to enhance urban mobility.
- Implement a bus system comprising Bus Rapid Transit, local buses, feeder services, and shuttle buses to ensure extensive coverage and connectivity.
- Align public transport services with the needs of Hajj and Umrah pilgrims, facilitating efficient and safe travel to holy sites.
- Promote the use of environmentally friendly vehicles and technologies to reduce carbon emissions.

AUTHORITIES

Royal Commission for Makkah City and Holy Sites (RCMC)

The RCMC, established in 2018, oversees Makkah's development and the holy sites, ensuring strategic alignment with Vision 2030. Its goals include enhancing Hajj and Umrah experiences, improving quality of life, and attracting investments. Chaired by Crown Prince Mohammed bin Salman, it coordinates multi-sectoral efforts to position Makkah as a global innovation and spiritual hub.

Makkah Region Development Authority (MRDA)

Founded in 2000, the MRDA manages strategic planning and development across the Makkah Province. It focuses on urban renewal, infrastructure projects, and public transport systems, including metro and bus networks. The authority ensures cohesive regional growth, aligning its initiatives with national priorities and addressing the city's evolving needs.

Source: [1]TGA | [2]United Nations Statistics Division. Makkah City Proper. | [3]General Authority for Statistics | [4]Calculated based on urban population in 2022 and urban area. | [5]Argaam | [6]Calculated based on registered private cars in 2017 and Makka's population in 2018, which was 1,967,000 according to the UN City Prospects.

EXISTING PUBLIC TRANSPORT

Urban Bus

Launch	Operating Vehicles	Length	Lines	Min. Fare	Max. Fare	Stops
2022	400	568 km	12	*(2023)* SAR 4	*(2023)* SAR 8	439

Operator	Mobile Ticketing App	Trip Planning App	Annual Ridership
Makkah Bus Company Limited (MBCO)	Makkah Bus	Makkah Bus	25,609,324 *(2022)* 87,924,770 *(2023)* 59,546,368 *(2024)*

Al Mashaaer Al Mugaddassah Metro

Service Launch	Operating Vehicles	Length	Lines	Stations
2010	204	18 km	1 Line Double Track.	9

Annual Ridership	Seating Capacity	Average Passengers on 1 Vehicle
2.2 mn *(2024)*	3,000 *(pax/train)*	250

Total Mileage	Operator
55,923 km	China Railway Construction Co.

▸ Al Mashaaer Al Mugaddassah Metro during Hajj season serving pilgrims.[7] © TGA

Taxi

Operating Vehicles	Special Needs Vehicles	Average Passengers on 1 Vehicle	Min. Fare	Total Mileage/Vehicle	Operators
6,741	135	1.7	*(2022)* SAR 180.43 *(2023)* SAR 109.18	*(VKm 2022)* 140,000 *(VKm 2023)* 140,000	+70 companies

Ride-hailing

Launch	Operating Vehicles	Average Trip Duration	Average Fare	Annual Trips	Operators
2013	26,242	16 min	*(2022)* SAR 25.49 *(2023)* SAR 28.37	*(2022)* 2,325,130 *(2023)* 2,192,943	+40 companies

Source: [7]TGA, 2024

SAUDI ARABIA / DAMMAM

▸ Eastern Region Bus.[1] © SAPTCO

1,386,166 *(2022)*
Population[2]

1,733
Urban Population Density (person /km²)

800
Urban Area (km²)[3]

STRATEGY

Dammam Metropolitan Area (DMA) Urban Growth Strategy

Developed by: Eastern Province Municipality, in collaboration with the Ministry of Municipal and Rural Affairs and Housing.

Vision: To manage rapid urbanisation by integrating Dammam with neighboring cities Al Khobar and Dhahran, forming a cohesive metropolitan area that supports sustainable development.

Targets and Objectives:
- Coordinate urban expansion to prevent unplanned growth and urban sprawl.
- Enhance infrastructure and public services across the metropolitan area.
- Promote economic diversification and investment opportunities.

Implemented by: Eastern Province Municipality, with support from local municipalities and relevant stakeholders.

AUTHORITIES

Eastern Province Municipality (EPM)

EPM is responsible for urban planning, infrastructure development, and municipal services in Dammam and the broader Eastern Province. It focuses on enhancing public amenities, maintaining city infrastructure, and ensuring sustainable urban growth.

Sharqia Development Authority (SDA)

Established in 2014, SDA oversees comprehensive development initiatives in the Eastern Province, including Dammam. It coordinates strategic planning, infrastructure projects, and economic development to promote sustainable growth and improve residents' quality of life.

EXISTING PUBLIC TRANSPORT

Urban Bus

Launch	Operating Vehicles	Length	Lines
2022	85	400 km	8

Annual Ridership	Stops	Max. Fare	Min. Fare
126,043 *(2022)* 1,540,869 *(2023)* 2,500,392 *(2024)*	218	SAR 3.45 *(2022)* SAR 3.45 *(2023)*	SAR 3.45 *(2022)* SAR 3.45 *(2023)*

Trip Planning App	Mobile Ticketing App	Operator
Eastern Region Bus	Eastern Region Bus	SAPTCO

Source: [1]SAPTCO, 2024 | [2]United Nations Statistics Division. Dammam City Proper. | [3]The urban footprint area does not including the whole Metropolitan area of Dhahran and Khobar. Sources: Saudi Census 2022, UN Habitat.

SAUDI ARABIA / **TAIF** *(Governorate)*

913,347 *(2022)*
Population[2]

2,845
Urban Population Density (person /km²)

321
Urban Area (km²)

▸ Taif Bus.[1] © TGA

STRATEGY

Taif Development Strategy

Developed by: Taif Development Authority (TDA)

Vision: To transform Taif into a sustainable and vibrant city by coordinating development efforts, stimulating investment, and improving residents' quality of life.

Targets and Objectives:

- Coordinate efforts across sectors to develop Taif's natural, tourist, traditional, educational, and historic landmarks.
- Stimulate investment in agriculture and rural tourism.
- Develop an integrated public transport network to improve connectivity, reduce traffic congestion, and support sustainable urban growth.
- Establish modern transport facilities, including main stations and bus stops, to facilitate efficient and reliable public transit.

Implemented by: Taif Development Authority, in collaboration with local municipalities and relevant stakeholders.

AUTHORITIES

Taif Municipality

Taif Municipality oversees urban planning, infrastructure development, and public services within the city. It plays a key role in implementing urban development projects such as the New Taif City and Madinat Al-Wurood, focusing on sustainable growth and improving the quality of life for residents.

Taif Development Authority (TDA)

TDA is responsible for coordinating and supervising major development initiatives in Taif, including economic, urban, and infrastructural projects. The authority ensures that these projects align with local needs and contribute to Taif's strategic growth.

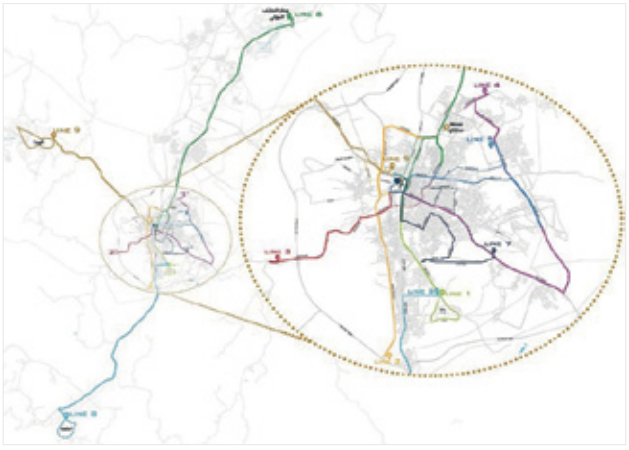
EXISTING PUBLIC TRANSPORT

Urban Bus

Launch	Operating Vehicles	Length	Lines
2023	58	346 km	10

Annual Ridership	Stops	Max. Fare	Min. Fare
156,280 *(2023)* 625,912 *(2024)*	188	SAR 3.45 *(2022)* SAR 3.45 *(2023)*	SAR 3.45 *(2022)* SAR 3.45 *(2023)*

Trip Planning App	Mobile Ticketing App	Operator
Taif Bus	Taif Bus	SAPTCO



▸ Taif Network Coverage.[1] © TGA

Source: [1]TGA, 2024 | [2]Saudi Census 2022. Taif Governorate.

SAUDI ARABIA / AL-QASSIM

1,336,179 *(2022)*
Population[2]

18.30
Population Density (person /km²)[3]

73,000
Province Area (km²)

286,080
Registered Private Cars[4]

222
Car Ownership rate[5]

▸ Al-Qassim Bus.[1] © TGA

STRATEGY

Local and Detailed Plan for Buraidah City

Developed by: Al-Qassim Province Municipality, under the Ministry of Municipal and Rural Affairs and Housing.

Vision: To establish a collaborative framework among stakeholders for coordinated decision-making, aiming to support sustainable development in Buraidah with economic, social, and urban dimensions.

Targets and Objectives:

- Align planning studies across national, regional, local, and detailed levels.
- Strengthen the role of local and detailed planning in short-term decision-making.
- Link urban development operations to the recommendations of local and detailed plans.
- Develop flexible executive policies addressing real needs and capabilities in urban development.
- Foster community involvement and familiarise government agencies and citizens with planning processes.

Implemented by: Al-Qassim Province Municipality, in coordination with sub-municipalities, relevant departments, the private sector, and civil society institutions.

AUTHORITIES

Al-Qassim Municipality

Responsible for urban planning, infrastructure development, and public services in the region. The municipality focuses on enhancing transport networks, beautifying public spaces, and providing high-quality services to residents in cities like Buraidah and Unaizah.

Al-Qassim Development Authority (QDA)

Oversees regional development projects, ensuring sustainable growth in alignment with local needs. QDA works closely with municipalities to implement infrastructure and mobility initiatives, contributing to improved connectivity across the region.

EXISTING PUBLIC TRANSPORT

Urban Bus

Launch	Operating Vehicles	Length	Lines
2024	73	974 km	16

Stops	Max. Fare	Min. Fare
213	SAR 3.45 *(2022)* SAR 3.45 *(2023)*	SAR 3.45 *(2022)* SAR 3.45 *(2023)*

Ridership	Trip Planning App	Mobile Ticketing App	Operator
297,641 *(2024)*	Qassim Bus	Qassim Bus	SAPTCO

▸ Al-Qassim Network Coverage.[1] © TGA

Source: [1]TGA, 2024 | [2]Saudi Census 2022. Al-Qassim Governorate. | [3]Calculated based on the population and province area. | [4]Argaam | [5]Calculated based on the registered private cars in 2017 as well as the Governorate's population in the same year, which was 1,285,836.

SAUDI ARABIA / JAZAN

1,404,997 *(2022)*
Population[2]

3.7% *(2022)*
Annual Population Growth[2]

104
Population Density (person /km²)[3]

13,457
Land Area (km²)

194,324 *(2017)*
Registered Private Cars[4]

138
Car Ownership rate[5]

Jazan Bus.[1] © TGA

STRATEGY

Jazan Territorial Strategy

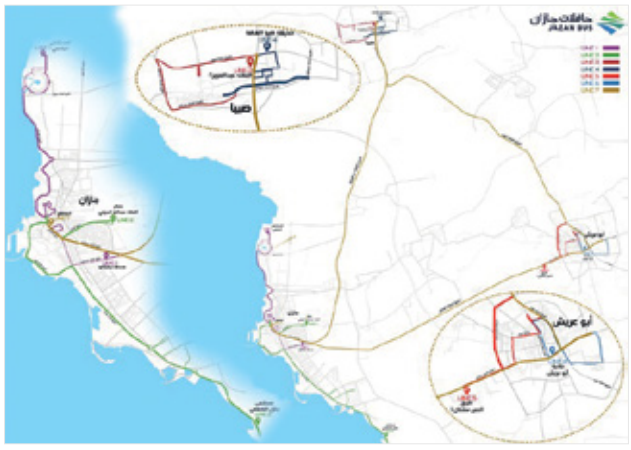
Developed by: The Development Authorities Support Center (DASC) and the Jazan Development Strategic Office (JSO), in collaboration with a consortium led by Setec, including Institut Paris Region and Beyond Group.

Vision: To organise sustainable urban development while improving transport systems across the region. This strategic initiative aligns with Saudi Arabia's Vision 2030, aiming to foster balanced and sustainable urban development in the Jazan region.

Targets and Objectives:

- Organise the region's sustainable development by balancing population distribution and resource utilisation.
- Anticipate and plan for the expansion of major cities within the region.
- Develop strategies for key economic sectors, including agriculture, tourism, industry, and logistics.
- Protect and preserve natural assets, addressing climate change challenges.

Implemented by: The Jazan Development Strategic Office (JSO), with support from local municipalities and relevant stakeholders.



Jazan Bus Network.[1] © TGA

AUTHORITIES

Jazan Municipality

Jazan Municipality is responsible for urban planning, infrastructure development, and the provision of municipal services within the city and its surrounding areas. It focuses on enhancing the urban environment, coordinating with government agencies to prepare structural plans, and delivering services to citizens and residents.

Jazan Development Strategic Office (JSO)

The JSO plays a pivotal role in formulating and implementing regional development strategies. It collaborates with entities like the Development Authorities Support Center (DASC) to create comprehensive regional and local plans, aiming for sustainable and balanced development across Jazan's governorates.

EXISTING PUBLIC TRANSPORT

Urban Bus

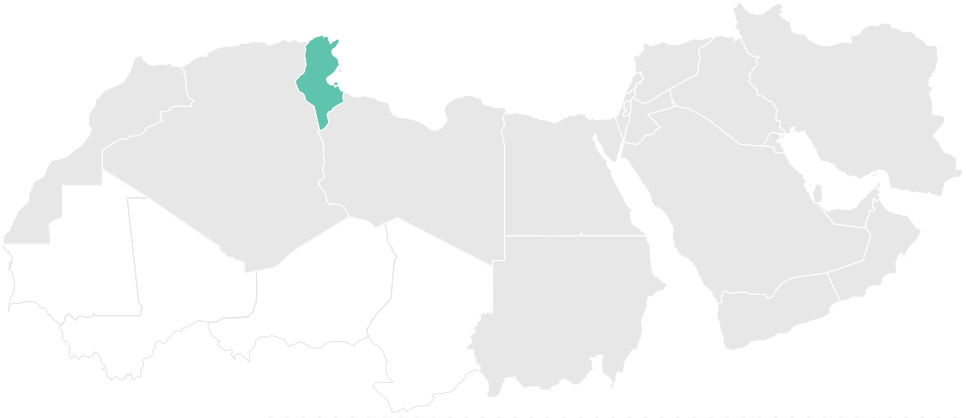
Launch	Operating Vehicles	Length	Lines
2024	47	458 km	11

Stops	Max. Fare	Min. Fare
101	SAR 3.45 *(2022)* SAR 3.45 *(2023)*	SAR 3.45 *(2022)* SAR 3.45 *(2023)*

Ridership	Trip Planning App	Mobile Ticketing App	Operator
247,529 *(2024)*	Jazan Bus	Jazan Bus	SAPTCO

Source: [1]TGA, 2024 | [2]Saudi Census 2022. Jazan Governorate. | [3]Calculated based on the Governorate population and the land area of Jazan Governorate. | [4]Argaam | [5]The car ownership rate is calculated based on the registered private cars in 2017 and the population of the Governorate in the same year, which was 1,326,914.

TUNISIA



12,458,223 *(2023)*
Population[1]

50.67% *(2023)*
Female population *(% of the total population)*[1]

71% *(2023)*
Urban Population[1] *(% of the total population)*

1.1% *(2023)*
Urban Population Growth[1]

19.87% *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

11.6% *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

-0.6% *(2021)*
Annual GDP per capita growth (%)[1]

USD 13,931.9 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

0.92 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Lower-middle income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

2,015,601*(2016)*
Passenger Cars[2]

175 *(2016)*
Car Ownership Rate[3]
(passenger cars/1,000 persons)

STRATEGIES

National Transport Master Plan (PDNT)

Developed by: Ministry of Equipment and Transport

Timeline: 2019-2040

Objective:
To consolidate and develop infrastructure, equipment, and services across the transport sector.

Targets:
- Implementation of 19 rail projects.
- Introduction of intelligent transport systems.

Tunisian National Urban Mobility Policy (PNMU)

Developed by: Ministry of Transport

Timeline: Approved in May 2020

Objectives:
- Reform and strengthen the governance system of urban mobility.
- Creation of new entities at the national level in the short term (2021–2022).
- Establishment of a long-term Sustainable Urban Master Plan.

Targets:
- Reform mobility governance at the local level by creating Metropolitan Authorities for Urban Mobility in large agglomerations.
- Establish Urban Mobility Departments within municipalities in smaller agglomerations.

Energy Efficiency Improvement in the Sustainable Urban Mobility Sector

Developed by: Ministry of Transport, with support from international partners

Timeline: Initiated in 2020, Phase 1: 2023–2025, Phase 2: 2026–2030

Source: [1]World Bank | [2]WHO | [3]Calculated based on the total population in 2016 from the World Bank, which is 11,528,674 people.

Objectives:

- Enhance governance frameworks for urban mobility at national and local levels.
- Strengthen financial mechanisms within the urban mobility sector.
- Develop comprehensive urban mobility plans for major cities.
- Modernise public transport infrastructure and services.
- Promote the electrification of the vehicle fleet.
- Implement infrastructure improvements for traffic and pedestrian management.

Sustainable Urban Mobility Plan (SUMP)

Developed by: Ministry of Transport, with support from the European Union and other international partners.

Timeline: Adopted in 2020, with ongoing implementation as a framework for urban mobility improvements.

Objectives:

- Promote sustainable and high-quality transport within urban areas.
- Integrate various transport modes to improve connectivity and reduce environmental impact.
- Ensure participatory planning to meet the mobility needs of all users, including vulnerable groups.
- Implement monitoring and evaluation mechanisms to adapt and optimise urban mobility strategies.

AUTHORITIES

Ministry of Transport (MoT)

The Ministry of Transport oversees Tunisia's land, maritime, and aviation sectors, managing regulations, fare systems, and policy development. It conducts research to improve efficiency and recently assumed responsibility for ferry services to Djerba, reflecting its expanding role in national transport.

Metropolitan Urban Mobility Authorities (AMMU)

AMMUs are regional bodies tasked with planning and managing urban transport. Pilot projects in Sfax and Tunis focus on improving urban mobility, with Sfax advancing sustainable transport solutions through the Active and Intelligent Mobility Project (MAIS).

The Tunisian National Railway Company (SNCFT)

SNCFT is a non-administrative public institution responsible for the management, operation and maintenance of the Tunisian railway network. It is also responsible for the development of this network through the extension of existing lines or the creation of new lines.

Regional transport companies (SRT)

SRT are Tunisian public companies whose activity is to ensure the transport of passengers by bus in the regions of the country's different governorates.

NATIONAL PUBLIC TRANSPORT

National Rail Network

Trains	Length	Lines	Stops	Ridership[4]	Operator
115	2,165 km *(65 km are electrified)*	23	267	1.1 bn *(2022)*	National Tunisian Rail Company (SNCFT)

Intercity Bus Services

Buses	Ridership	Operator
4,554	513 mn	SNTRI

NATIONAL PROJECTS

Railway Projects (Gabes – Port of Zarzis via Medenine)

Length	Budget	Funding	Status	Awarded Contracts	Project Owner
140 km	From TND 240 mn ($86 mn) to TND 600 mn ($216 mn)	China Civil Engineering Construction Corporation (CCECC), Tunisian State	Planned	Environmental impact study: Regional Labor Union in Medicine (TND 250,000)	Ministry of Transport, SNCFT

Source: [4]Rail.CC

TUNISIA / TUNIS (GREATER)

▸Tramway in Tunis © TRANSTU

2.9 mn *(2024)*
Population[1]

1,087 *(2024)*
Urban Density[2] *(inhabitants/km²)*

2,668 *(2024)*
Area (km²)[2]

STRATEGY

Strategic Development Framework for Tunis (SDVT)

Developed by: Municipal authorities of Tunis, in collaboration with regional stakeholders and international partners under the 'ASIMA Tunis' project.

Timeline: Initiated in 2017 as part of efforts to align with the 2030 Agenda for Sustainable Development.

Objectives:

- Strengthen multi-level governance in Tunis by uniting stakeholders for integrated urban planning.
- Address sustainable urban development challenges, including housing, mobility, and environmental management.
- Align urban strategies with the United Nations' Sustainable Development Goals (SDGs).
- Promote economic growth and social inclusion through coordinated urban policies.
- Invest in renewable energy, sustainable infrastructure, and mobility projects.
- Promote urban planning aligned with sustainability goals.

AUTHORITIES

Municipality of Tunis

The Municipality of Tunis is the primary local governing body responsible for urban planning, infrastructure development, and municipal services within the city of Tunis. It oversees public spaces, road maintenance, and local mobility initiatives, working to enhance the quality of life for residents and ensure sustainable urban growth. The municipality also collaborates with regional and national authorities on large-scale urban development projects.

Urban Planning Agency of Greater Tunis (AUGT)

The Urban Planning Agency of Greater Tunis (AUGT) is tasked with coordinating urban development in the Greater Tunis area. It designs and implements master plans that guide land use, infrastructure development, and transport integration. AUGT plays a strategic role in aligning urban expansion with sustainable development goals, ensuring balanced growth across the metropolitan region.

Governorate of Tunis

The Governorate of Tunis is the regional administrative authority that supervises development projects and ensures their compliance with national policies within the capital. It acts as a bridge between municipal entities like the Municipality of Tunis and national authorities, facilitating coordination and the execution of key infrastructure and urban development initiatives.

Metropolitan Urban Mobility Authority (NEW PROPOSED AUTHORITY)

The proposed Metropolitan Urban Mobility Authority aims to centralise and streamline the management of public transport and urban mobility in Greater Tunis. As envisioned in the National Urban Mobility Policy (PNMU), this authority would oversee the planning, coordination, and regulation of urban transport services to improve efficiency and integration across the region's transport systems.

Tunis Transport Company (TRANSTU)

This company provides collective transport for passengers in the Greater Tunis region through the bus and tramway networks as well as the Northern Suburbs Railway Line (TGM).

The Tunis Rapid Rail Network Company (RFR)

RFR is designed to improve suburban transport in the Greater Tunis through reliable train services extending from the capital to surrounding suburbs while linking the network to different existing transport modes.

Source: [1]INS | [2]AUGT

EXISTING PUBLIC TRANSPORT

Public Bus[3]

Launch	Operating Vehicles	Length	Lines	Stops	Min. Fare	Max. Fare	Ridership	Standard	Operator
1930	439	7,284 km	238	3,415	0.5 DT *(2022 - 2023)*	1.5 DT *(2022 - 2023)*	85.6 mn *(2022)* 83.7 mn *(2023)*	Euro III	TRANSTU

Tramway[3]

Launch	Lines	Length	Stops	Operating Vehicles	Seat Capacity
1981	6	61 km *(Double Track)*	129 *(2 ways)*	35	286

Operators	Ridership	Max. Fare	Min. Fare
TRANSTU	36.8 mn *(2022)* 31.9 mn *(2023)*	1 DT *(2022 - 2023)*	0.5 DT *(2022 - 2023)*

Suburban Train (TGM)[3]

Launch	Lines	Length	Stops	Operating Vehicles	Seat Capacity
1872	1	19 km *(Double Track)*	36 *(2 ways)*	4	400

Operators	Mileage (vkm)	Ridership	Max. Fare	Min. Fare
TRANSTU	629,100 *(2023)*	5.8 mn *(2022)* 5.1 mn*(2023)*	0.8 DT *(2022 - 2023)*	0.5 DT *(2022 - 2023)*

▶ Tramway and Suburban Rail (TGM) in Tunis © The Municipality of Tunis

Source: [3]TRANSTU

URBAN PROJECT

Tunis Rapid Rail Network (RFR)[4]

Length
85 km

Lines*
5

Budget
EUR 550 mn (est.)

Funding
40% of the State, 60% from EIB, KfW, EC, EU

Status
Line D: 82% complete, with work ongoing to address challenges at Bardo Square

Line E: Commenced operations on March 20, 2023, connecting Barcelone to Bougatfa.

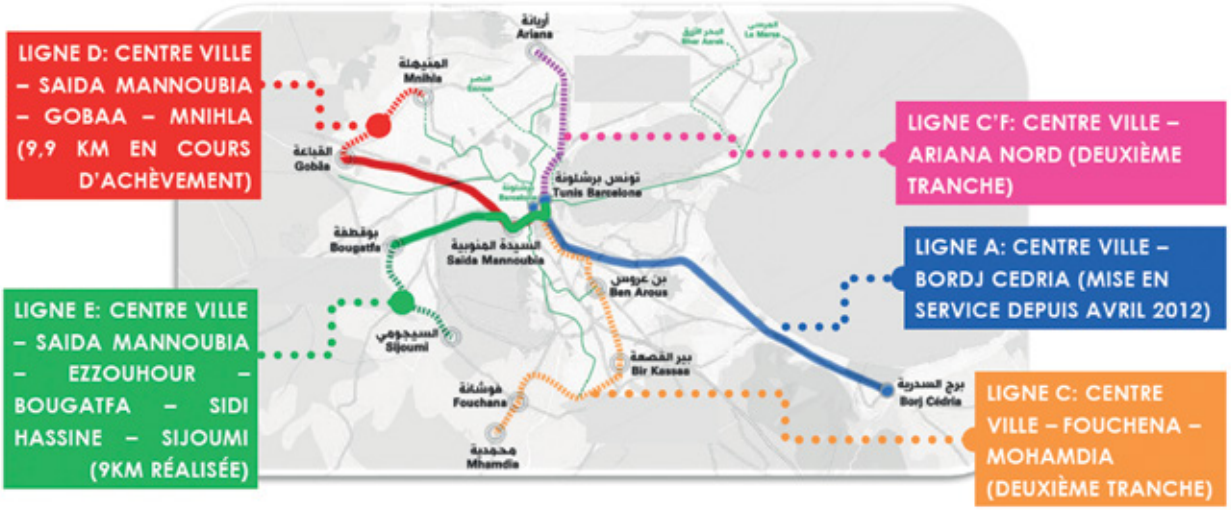
Project Owner
MoT, Rapid Rail Network (RFR)

Signaling and Communication
Equipped with ETCS-1 signaling and GSM-R telecommunications

Electrification
25,000-volt power supply

Awarded Contracts

- Project Management Services: Systra and Studi (Managed the construction of Phase 1, overseeing civil engineering, system engineering, and project integration).
- Construction of Lines D and E: Colas Rail, Siemens, Somatra-Get (€145 million contract for 20 km; included track construction, catenary networks, power supply, and ETCS Level 1 signaling).
- Electrification of Line A: Alstom (Electrification and signaling for the Tunis–Borj Cedria line, marking the first phase of the RFR network).
- Rolling Stock Supply: Hyundai Rotem (Contract worth TND 416 million (USD 135.6 million) for 28 four-car trains for the RFR network).
- Project Management Services: Systra and Studi (Comprehensive project management for the first phase of the RFR, including oversight of construction on lines with a common section from Tunis to Ezzit).
- Operations and Maintenance: Société Nationale des Chemins de Fer Tunisiens (SNCFT)



▸ Map of the Five Lines of the Tunis Rapid Railway Network project

© RFR

*Line A: 23.2 km. Line C: 19.5 km. Line D: 19.2 km. Line E: 12.9 km. Line B&F: 10.5 km

Source: [4]RFR

TUNISIA / SFAX (GREATER)

▸ SORETRAS Bus in Sfax © SORETRAS

1 million *(2024)*
Population[1]

132 *(2022)*
Urban Density[2] *(inhabitants/km²)*

7,545 *(2024)*
Area (km²)[1]

STRATEGIES

Greater Sfax Development Strategy 2030

Developed by: The strategy is developed by the Municipality of Sfax in collaboration with MedCities and other international and regional partners, supported by technical and financial assistance from the European Union.

Timeline: 2020–2030

Objective:
- Address the challenges of rapid urbanisation and guide sustainable urban development in the Greater Sfax region.
- Enhance the city's attractiveness as an economic and cultural hub in Tunisia.
- Improve the quality of life for residents by focusing on green infrastructure, public services, and community spaces.
- Promote participatory governance and involve local stakeholders in the planning process.
- Align the city's development goals with the UN's Sustainable Development Goals (SDGs) and regional sustainability frameworks.

Sfax Urban Mobility Investment Project

Developed by: Led by the Municipality of Sfax, this initiative involves a public-private partnership (PPP), with technical guidance from UNESCWA and financing support from national and international partners such as the Tunisian Ministry of Transport and local investors.

Timeline: 2022–2030

Objectives:
- Develop a sustainable and efficient urban mobility network in Sfax to alleviate traffic congestion and improve accessibility.
- Establish a 70 km multimodal transport system, including Bus Rapid Transit (BRT) and other high-capacity modes.Promote energy efficiency and reduce greenhouse gas emissions in urban mobility systems.
- Enhance connectivity between Sfax and surrounding municipalities to support regional economic integration.
- Foster public awareness and encourage the use of sustainable transport modes such as public transport, walking, and cycling.

AUTHORITIES

The Municipality of Sfax

This local government body serves as the local government authority responsible for managing the city of Sfax, Tunisia. It oversees urban planning, infrastructure development, public services, and cultural activities within the city. Sfax, known as Tunisia's "economic capital," is a major commercial and industrial hub located on the country's eastern coast.

Societe Regionale de Transport de Sfax (SORETRAS)

This regional public transport serving Sfax. It operates urban and interurban bus services, connecting the city with nearby towns and villages.

Sfax Metro Leger Societe (SMLS)

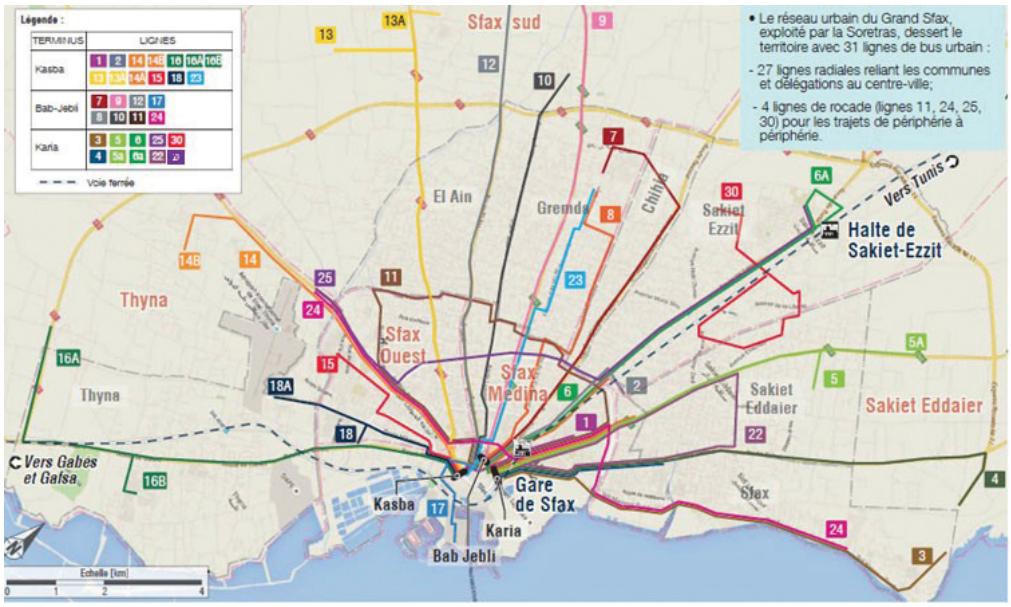
This company is responsible for developing the Sfax Light Metro project.

EXISTING PUBLIC TRANSPORT

Urban Buses[3]

Operating Vehicles	Length	Lines	Stops	Min. Fare[4]	Ridership[4]	Operator
277 *(including 135 standard buses, 130 articulated buses, and 12 minibuses)*	858.9 km	31	1,927	TND 0.25	49 mn	SORETRAS

Source: [1]Municipality of Sfax | [2]Calculated | [3]SORETRAS | [4]MoT, 2019 data



▶ Urban and Suburban Bus Network in Sfax © SORETRAS

Informal minibuses shuttles[5] *(Louages)*

Buses	Seat Capacity
999	9/bus

Taxi[4]

Individual Taxis	Shared Taxis	Operator
3,315	37	Individuals and private small companies

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing

Provider
Bolt, eTaxi, Kapty, Yassir, Heetch, IntiGo

Scooters

Provider
IntiGo

Source:[5]MENA Transport Report 2021

URBAN PROJECT

Sfax Light Rail and Bus Projects

Launch
2015

Length
70 Km *(included 33.5 km planned tramway network)**

Lines*
Tramway: 2
BRT: 3

Stops
115

Park & Ride
12

Project Owner
MoT, Light Rail Company of Sfax (SMLS)

Funding
Tunisian government and the European Investment Bank (EIB)

Timeline
2023-early 2030s

Budget
Around TND 2.8 billion *(approximately € 840 million)*, with the first phase expected to cost around TND 690 million *(€ 207 million)*

Awarded Contracts

- Feasability Study: A consortium comprising Egis (France) and I2E (Tunisia).
- Preliminary and Detailed Design Studies: Joint venture of SYSTRA (France) and STUDI International (Tunisia).
- Tender Document Preparation: As part of the contract with SYSTRA and STUDI International.

*Tramway: T1: 22.8 km. T2: 10.7 km.

UNITED ARAB EMIRATES

9,516,871 *(2023)*
Population[1]

88% *(2023)*
Urban Population[1] *(% of the total population)*

30.82% *(2023)*
Female population *(% of the total population)*[1]

0.80% *(2023)*
Annual Population Growth *(%)*[1]

131.87 *(2021)*
Population Density[1] *(people per km² of land area)*

2.58% *(2023)*
Annual GDP per capita growth (%)[1]

3.40% *(2023)*
Annual GDP growth (%)[1]

1.00% *(2021)*
Renewable Energy Consumption *(% of the total final energy consumption)*[1]

67.30% *(2023)*
Population in urban agglomerations of more than 1 million *(% of the total population)*[1]

USD 83,902.67 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

2.6 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

High Income
Income Group[1]

PRIVATE CAR OWNERSHIP

3,391,125 *(2016)*
Passenger Cars[2]

376 *(2017)*
Car Ownership Rate[3]*(%)**
(Registered Vehicles per 1,000 people)

STRATEGIES

UAE Centennial 2071

Developed by: UAE Cabinet

Timeline: 2020-2071

Objective:
Long-term plan aimed at making the UAE one of the best countries in the world.

UAE Railway Programme

Developed by: UAE Cabinet

Timeline: 2020-2071

Objectives:
- Enhance freight and passenger transport efficiency.
- Reduce carbon emissions and support the UAE's sustainability goals.
- Boost economic diversification and connectivity across the UAE and the GCC region.
- Provide more than 9,000 jobs in the railway and supporting sectors by 2030 and reduce 70 to 80 per cent of carbon emissions over the next 50 years.

UAE Net Zero 2050 Strategy

A comprehensive initiative to achieve net-zero emissions.

Timeline: 2050

Objectives:
- Create 200,000 job opportunities across the solar, battery and hydrogen sub-sectors.
- Contribute around 3 per cent to the national GDP.
- Enhance export opportunities.

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]WHO | [3]Our World in Data

Ministry of Energy and Infrastructure

This ministry executes a comprehensive strategic plan designed to structure, advance, and boost the UAE's competitiveness across various sectors, including energy, mining, water resources, land and maritime transport, roads, utilities, housing, and construction. The strategy also emphasises sustainable investments, promoting partnerships, leveraging technology and advanced sciences, and adopting innovative global solutions to enhance the quality of life for society.

PROJECTS

Dubai – Abu Dhabi High-speed Train[5]

Speed	Status	Trip Duration	Project Owner
350km/h	Under tendering	30 min	Etihad Rail

National Rail Passenger Services *(Al Silah – Fujairah)*[4,5]

Length	Stops	Speed	Budget
1,200 km	11 cities within the UAE	200km/h	AED40bn ($11bn)

Project Owner	Expected Trip Duration	Status
Etihad Rail	50 min (Abu Dhabi to Dubai) 100 min (Abu Dhabi to Fujairah)	Freight component in completed Passenger services anticipated to complete in 2030

INTERCITY BUS SERVICES

Intercity bus services from Abu Dhabi to Al Ain and Al Dhafra[6]

Launch	Routes	Stops	Seat Capacity	Min. Fare	Trip Planner	Ridership	Operator
2021	6	19	35 to 51	AED 10 + 0.1/km	DARBI	406,000 *(2022)* 483,000 *(2023)*	Capital Express

Intercity bus services from Dubai[7]

Launch	Operating Vehicles	Routes	Ridership	Standard
2005	107	13	10.60 mn *(2022)* 14.16 mn *(2023)*	Euro VI

Operator	Mobile Ticketing App	Trip Planner	Smart Card
Dubai RTA	S'Hail	S'Hail	Nol card

Intercity bus services from Sharjah[8]

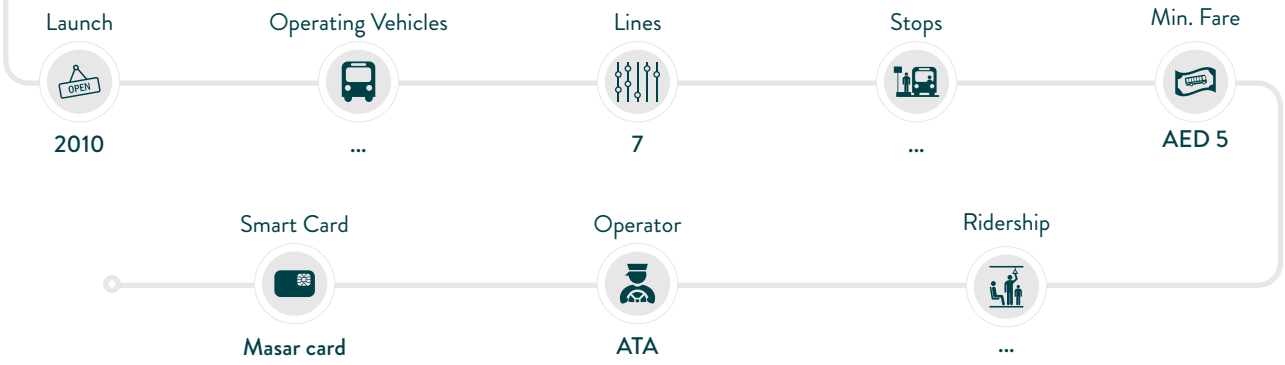
Launch	Operating Vehicles	Length	Lines	Stops	Seat Capacity	Avg. Load	Special Needs Vehicles
2004	121 EV 2	2,480 km	15	232	47 - 51	40 Passenger/ Vehicle	36

Mileage (vkm)	Registered Users	Ridership	Avg. Trip Duration	Max. Fare	Min. Fare
16,773,191 *(2022)* 17,801,027 *(2023)*	3,652,835 *(2022)* 3,575,760 *(2023)*	222,159 *(2022)* 247,182 *(2023)*	230 mins	AED 35	AED 6

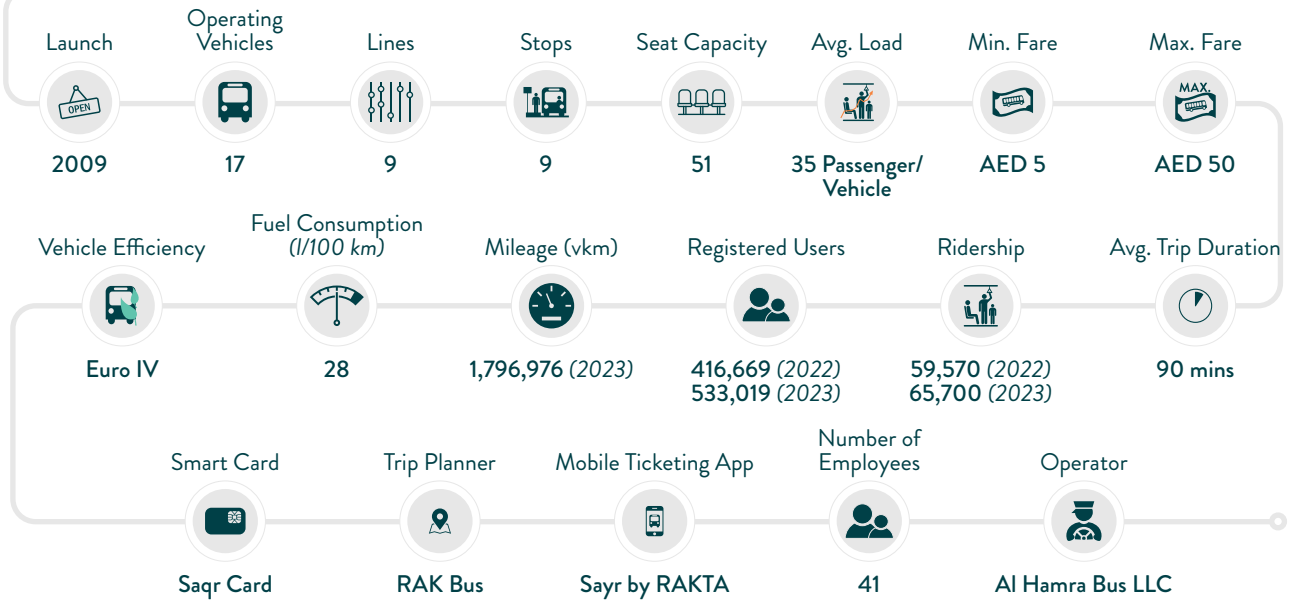
Fuel Consumption *(l/100 km)*	Vehicle Efficiency	Trip Planner	Number of Employees	Operator
3.2/302	Euro V	RTA Sharjah	291	SRTA

Source: [4]UAE Government Portal | [5]Etihad Rail | [6]ITC (Abu Dhabi Mobility) | [7]Dubai Statistics Centre | [8]SRTA

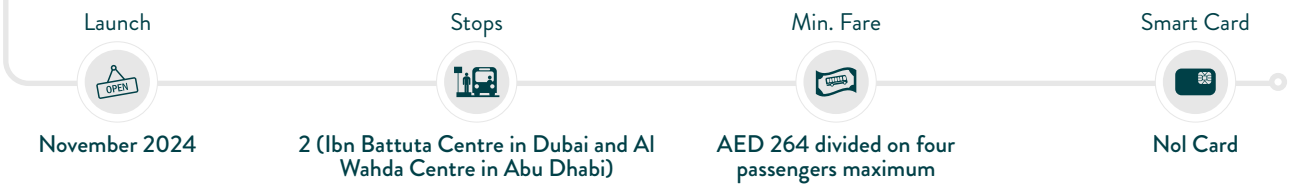
Intercity bus services from Ajman[9]



Intercity bus services from Ras Al Khaimah[10]



Taxi-Sharing Pilot Service Between Dubai and Abu Dhabi[11]



Source: [9]ATA | [10]RAKTA | [11]RTA

UAE / ABU DHABI

▸ Abu Dhabi's Green buses © ITC (Abu Dhabi Mobility)

3,789,860 *(2023)*
Population[1]

56.27 *(2023)*
Population Density[2] *(people per km²)*

67,340 km² *(2023)*
Area[1]

1,207,860 *(2023)*
Passenger Cars[3]

383 *(2023)*
Car Ownership rate[3]
(Passenger cars/1,000 population)

STRATEGIES

Abu Dhabi 2030 Urban Structure Framework Plan

Developed by: Abu Dhabi Urban Planning Council (UPC)

Timeline: 2007 - 2030

Objective:
Aims to create a sustainable, world-class city with emphasis on economic, cultural, and environmental development. Connectivity: a multi-layered transport network to connect the downtown core with new growth nodes and the developed islands.

Surface Transport Master Plan (STMP)

Developed by: Department of Municipalities and Transport of Abu Dhabi

Timeline: 2017 - 2030

Vision:
A top-tier transport system designed to efficiently, safely, and reliably serve the needs of residents, visitors, and businesses while being both appealing and environmentally sustainable.

Objective:
Establish a world-class, sustainable transport network that aligns with Abu Dhabi's economic, social, cultural, and environmental objectives. It seeks to create a state-of-the-art transport system that effectively caters to the needs of residents, visitors, and businesses, ensuring efficiency, safety, reliability, appeal, and environmental sustainability.

Target:
A comprehensive and integrated transport network encompassing regional rail, metro rail, and trams.

AUTHORITIES

Department of Municipalities and Transport (DMT)

The DMT enhances quality of life through sustainable urban development, integrated transport, and superior municipal services. Guided by innovation and sustainability, it delivers world-class infrastructure to foster prosperity and community well-being.

Integrated Transport Centre (ITC) – Abu Dhabi Mobility

The ITC was established in 2016 as an independent entity under the umbrella of the DMT. Its primary focus is on integrating and managing transport services in Abu Dhabi, with a strong emphasis on improving mobility and streamlining operations. Key responsibilities include taxi regulation and management, comprehensive mobility management, smart mobility solutions, and public transport integration.

Source: [1]UAE Government Portal | [2]Calculated | [3]ITC (Abu Dhabi Mobility)

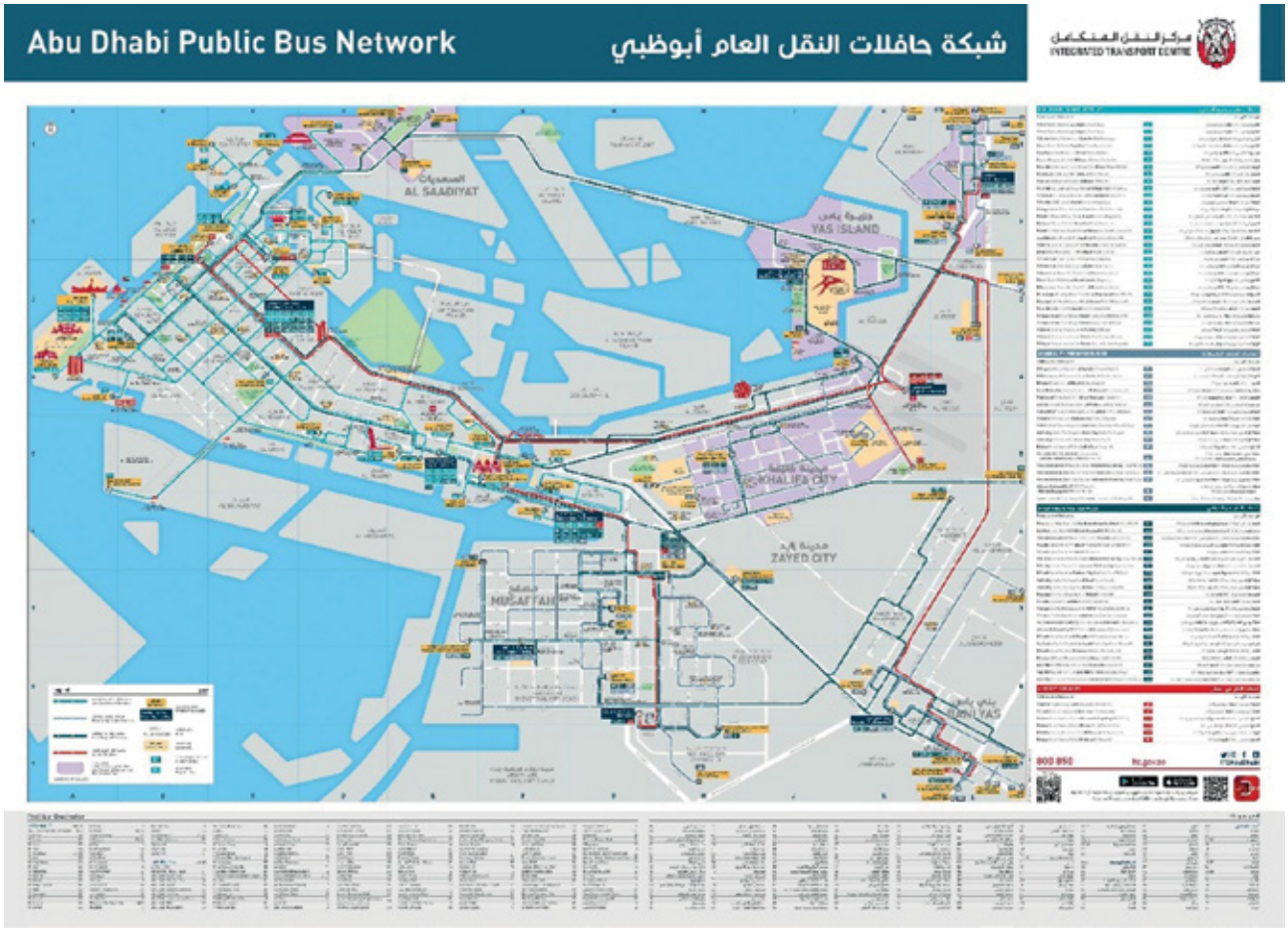
EXISTING PUBLIC TRANSPORT

Urban & Suburban Bus[4]

Length	Buses	Lines	Stops	Min. Fare	Seat Capacity
8,358 km	775	160	3,258	AED 2	17 - 47

Fuel Consumption *(l/100 km)*	Mileage (vkm)	Ridership	GHG Emissions
41	79,063,219 *(2022)* 80,485,167 *(2023)*	68.65 *(2022)* 80.40 *(2023)*	58,000 ton/year

Vehicle Efficiency	Smart Card	Trip Planner
Euro IV, VI	HAFILAT	DARBI



▸ Abu Dhabi Public Transport Network

Source: [4]ITC (Abu Dhabi Mobility)

Automated Rapid Transit[4]

Launch	Length	Lines	Stops	Seating Capacity	Smart Card	Trip planner	Project Owner
2023	27 km	1	25	200 Pax/ Vehicle	HAFILAT	DARBI	ITC *(Abu Dhabi Mobility)*

Taxi[4]

Launch	Operating Vehicles	Seating Capacity	Special Needs Vehicles	Women Only	Min. Fare
2008	6,390 CNG 2,235 HEV 3,411 EV 12	5 seats 7 seats	21	111	AED 12

Operators	Trip Planner	Mileage (vkm)	Ridership	Stops
National Taxi, Arabia Taxi, AlGhazal Taxi, Aman Taxi, Cars Taxi, Tawasul Transports, Emirates Transport Taxi, Airport Taxi	DARBI	706,560,622.48 *(2022)* 810,136,675.32 *(2023)*	42,302,841 *(2022)* 50,850,897 *(2023)*	Mall stops & 40 stops

Ferry Service[4]

Launch	Length	Lines	Ferries	Stops
March 2010 / Nov 2019	Dalma - Al Dhanna: 22 NM ~ 40.74 km Saadiyat - Al Aliah: 6 NM ~ 11.11 km	2 *(Dalma / Al Aliah)*	4	4

Ridership	Min. Fare	Operator
120,814 *(2022)* 120,573 *(2023)* 113,426 *(2024)*	AED 20	Abu Dhabi Maritime / Safeen

Water Taxi Service[4]

Launch	Length	Lines	Water Taxis
November 2022	Yas Bay - Yas Bay: 2.39 NM ~ 4.43 km Yas Bay - Yas Water's edge: 2.20 NM ~ 4.07 km Yas Bay - Al Qana: 8.16 NM ~ 15.11 km Marsa Mina - Louvre AUH: 1.35 NM ~ 2.50 km	4 *(Marsa Mina / Yas Bay loop / Yas Water's Edge / Al Qana)*	6

Operator	Min. Fare	Ridership	Stops
Abu Dhabi Maritime	AED 5	36,294 *(2022)* 37,505 *(2023)* 48,044 *(2024)*	9

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Electric Scooter-sharing[4]

Launch	E-scooters	Zones	Trips
2022	1,200	8	5,314 *(2022)* 116,003 *(2023)*

Provider	Mileage *(vkm)*	Min. Fare
Fenix, Bird, Lime and Tier	14,200 *(2022)* 316,000 *(2023)*	AED 3 + 1 per minute

Abu Dhabi Electric-scooter sharing © ITC (Abu Dhabi Mobility)

On-demand Buses[4]

Launch	Buses	Seat Capacity	Min. Fare
2020	18	17 *(pax/vehicle)*	AED 2.0

Operator	Trip Planner	Vehicle Efficiency	Reg. Users
Via	Abu Dhabi Link	Euro VI	48,280 *(2022)* 75,000 *(2023)*

Ride-hailing[5]

Launch	Vehicles	Trips	Operator
2018	2,000 *(2023)*	1.4 mn *(2023)*	Careem, Uber

Source: [4]ITC (Abu Dhabi Mobility)

URBAN PROJECTS

Urban Buses *(Hydrogen buses)*[4]

Launch	Buses	Lines	Stops
2024	5	2	49

Smart Card	Trip Planner	Seat Capacity
HAFILAT	DARBI	37 to 70

▸ Abu Dhabi Green Buses © ITC (Abu Dhabi Mobility)

Urban Buses *(Battery electric buses)*[4]

Launch	Length	Buses	Lines	Stops	Seat Capacity	Trip Planner	Smart Card
2024	30 km	17	4	54	36 - 42	DARBI	HAFILAT

Green Bus Program[4]

Operator	Expected Completion Date
ITC *(Abu Dhabi Mobility)*	• The Assessment Phase of the program will be completed by 2025 • The program will aid the decision-making process to procure green buses and achieve a 100% green fleet by 2050

RoboTaxi [4]

Taxis	Routes	Status
18	Yas Island, Saadiyat Island, and Airport	Operational

Project Owner	Providers
ITC *(Abu Dhabi Mobility)*	2 providers

Source: [5]AARD

UAE / DUBAI

▸ Dubai Metro © RTA

3,655,000 *(2023)*
Population[1]

766 *(2023)*
Urban Density[1] *(people per km² of land area)*

4,771.3 km² *(2023)*
Area[1]

2,273,353 *(2023)*
Registered Vehicles[1]

622 *(2023)*
Car Ownership rate[1]
(Passenger cars/1,000 population)

STRATEGIES

Dubai 2040 Urban Master Plan

Developed by: Dubai 2040 Urban Master Plan Higher Committee

Timeline: 2021-2040

Objectives:
- Prioritise walkability, cycling, and active mobility to promote healthier lifestyles.
- Develop integrated neighborhoods with easy access to essential services such as healthcare, education, and public transport.
- Integrate public transport systems, including metro, buses, and shared mobility services.
- Develop infrastructure to support green and autonomous transport.

Dubai Autonomous Transportation Strategy 2030

Timeline: 2030

Objective:
This strategy aims to transform 25% of all transport journeys in Dubai into autonomous trips by 2030, enhancing efficiency, safety, and sustainability in mobility.

Dubai green mobility strategy 2030

Developed by: Dubai Supreme Council of Energy

Timeline: 2030

Objectives:
- Promote the adoption of electric vehicles and alternative fuels.
- Transition to zero-emission public transport (electric and hydrogen buses, metro).
- Develop EV infrastructure, including charging stations.

AUTHORITIES

Roads and Transport Authority (RTA)

The RTA is the primary authority responsible for planning, executing, and managing transport and traffic systems in Dubai. Its mandate covers road infrastructure, public transport systems, marine transport, and intelligent transport solutions. The RTA aims to ensure smooth mobility and sustainability through initiatives like the Dubai Metro, bus and taxi networks, Nol card systems, and smart transport technologies. Its strategic vision aligns with Dubai's growth as a smart city and global hub.

Dubai Municipality

It oversees urban planning, public services, and infrastructure development to support sustainable city growth. The municipality is instrumental in ensuring Dubai's high standards in urban livability, playing a pivotal role in city governance and development.

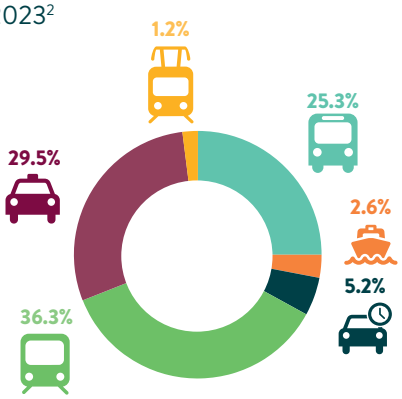
Dubai Police

Dubai Police ensures the safety and security of Dubai's public transport system through patrolling, surveillance, and emergency response. They manage traffic around transport hubs, enforce traffic laws, and run awareness campaigns to educate the public on safety protocols.

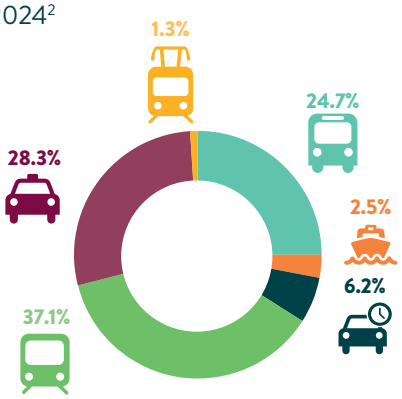
Source: [1]Dubai Statistics Centre

MODAL SPLIT

All trips, 2023[2]



All trips, 2024[2]



• Public buses (inc. intercity buses) • Marine • Shared Mobility (e-hail, smart car rental, & Bus-On-Demand) • Metro • Taxi • Tram

EXISTING PUBLIC TRANSPORT

Metro[2, 3, 4]

Launch	Trains	Length	Stations	Min. Fare	Max. Fares	Ridership
2009	129	89.3 km *(in total)*	53 including branches	AED 3	AED 17 *(Golden trip)*	225.14 mn *(2022)* 260.03 mn *(2023)*

Operator	Trip Planner	Smart Card	Total Capacity
Keolis-Mistubishi *(since Sept 2021)* , Serco *(2009-2021)*	S'hail	Nol Card or Ticket	643 *(Kinki Sharyo)* 696 *(Alstom)*

Red Line

Launch	Length	Stations	Ridership
2009	67.1 km *(incl. Route 2020)*	35 *(including 2 interchange stations)*	152.6 mn *(2022)* 174.7 mn *(2023)*

Green Line

Launch	Length	Stations	Ridership
2011	22.15 km	20 *(including 2 interchange stations)*	72.6 mn *(2022)* 85.4 mn *(2023)*

Source: [2]Government of Dubai | [3]RTA | [4]MENA Transport report (2020/2021)

Tram[2, 4, 5]

Launch	Lines	Length	Stations	Trains	Total Capacity
2014	1	10.6 km	11	11	292

Operator	Trip Planner	Smart Card	Ridership	Min. Fare
Serco *(2014-2021)*, Keolis-Mistubishi *(since Sept 2021)*	S'hail	Nol Card	7.48 mn *(2022)* 8.84 mn *(2023)*	AED 3

Monorail[4, 6]

Launch	Lines	Length	Stops
2009	1	5.45 km	4

Trains	Min. Fare	Max. Fare
4	AED 5 *(single trip)*	AED 20 *(single trip)*

Ridership	Seat Capacity	Operator
1.1 mn/yr	70/carriage & 232 standing	Serco

▸ Dubai Rail Network Map. Year: 2024 © RTA

Urban & Feeder Bus[2, 3]

Launch	Routes	Stops	Length	Drivers	Length of Dedicated Lanes	Dedicated Bus Lanes	Buses
2005	170	2,391	2,881 km *(maximum of two direction)*	3,237	7 km	4	1,265

Operator	Trip Planner	Smart Card	Standard	Ridership	Min. Fare
RTA	S'hail, Website	Nol card	Euro VI	146.7 mn *(2022)* 159.3 mn *(2023)*	AED 3

Source: [5]Al Sufouh Tram | [6]Palm Monorail

Taxi[7, 8, 1]

Launch	Operating Vehicles	Seating Capacity	Special Needs Vehicles	Women Only	Drivers
1995	12,532 CNG 2,144 HEV & EV 10,388	5 seats, 7 seats	27 (DTC)	115 (DTC)	27,890

Operators	Trip Planner	Mileage (vkm)	Ridership	Trips
Dubai Taxi, Arabia Taxi, Cars Taxi, Metro Taxi, National Taxi	DTC Smart App	2.02 bn *(2022)* 2.35 bn *(2023)*	183.05 mn *(2022)* 198.44 mn *(2023)*	105.2 mn *(2022)* 114.05 mn *(2023)*

Waterborne *(abras, water buses, water taxis, and the Dubai Ferry)*[1]

Ferries	Ridership	Operator
204	15.98 mn *(2022)* 17.43 mn *(2023)*	RTA

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Bus On Demand[2, 3, 4, 9]

Launch	Buses	Seat Capacity	Min. Fare	Max. Fare	Stops
2020	13	14	AED 2.0	AED 4.0 for every additional passenger in the same booking	10

Operator	Trip Planner	Providers	Smart Card	Ridership
RTA / United Trans	Dubai Bus on Demand App	Via	Nol Card or Credit Card	403,467 *(2023)*

Minibuses Pooling[10, 12]

Launch	Vehicles	Passengers Transported *(CityLink Shuttle)*	Registered Users *(CityLink Shuttle)*	Trip Planner	Providers
December 2024	20 from each provider	More than 200 *(in first week of operation)*	More than 1,000 *(in first week of operation)*	CityLink Dubai, DrivenBus, and Fluxx Daily Apps	CityLink Shuttle, DrivenBus, and Fluxx Daily

Seating Capacity	Areas	Supported by
13 – 40 *(pax/vehicle)*	4 *(Business Bay, Dubai Mall, Mirdif, and Dubai Festival City)*	RTA

▶ Minibus Pooling Services in Dubai © RTA/ Dubai Media Office

Source: [7]Dubai Taxi | [8]Statista | [9]Emirates News Agency - WAM | [10]Gulf Business | [11]CityLink Shuttle

E-hailing[3, 8, 9]

Launch	Vehicles	Trips	Registered Users	Trip Planner	Operator
2017	10,811	18.41 mn *(2022)* 24.62 mn *(2023)*	3.61 mn *(2023)*	S'hail, Hala (Dubai Taxi), Careem, Uber, and others	Careem, DTC, Hala, Uber, Wow, E-hail, Kpi-ride, WIKI, Bolt

Car-sharing[2, 13]

Launch	Vehicles	Trips	Min. Fare	Max. Fare	Operator
2018	584	268,056	Udrive AED 0.70/min *(2023)*	Udrive AED 0.80/min *(2023)*	Ekar, Udrive

Electric Bike-sharing[3, 14]

Launch	e-Bikes	Stations	Zones	Avg. Trip Duration	Min. Fare	Mileage	Provider
2020	1,800	197	30	17 min *(2023)*	AED 20/day AED 420/year	8.52 mn vkm	Careem

Electric Scooter-sharing[3]

Launch	e-Scooters	Zones	Min. Fare	Max. Fare
2020	~ 2000	26	0.5 AED / min + AED 3	0.6 AED / min + AED 3

Provider	Trips	Avg. Trip Duration
Lime, Arnab, Tier, Skurtt, Careem	1 mn *(2022)* 1.98 mn *(2023)*	20mins

Source: [13]UAE Government Portal | [14]Careem

URBAN PROJECTS

Air Taxis *(eVTOLs)*[15]

Launch	Max. Range	Stations	Seating Capacity	Top Speed	Trip Suration	Partners	Project Owner
2026	241 km	4	Up to 4 passengers	300 km/hr	10 min between Dubai Airport to Palm Jumeirah	Skyports Infrastructure and Joby Aviation	RTA

Self-driving Taxis[15]

Vehicles	Status	Project Owner
4,000 by 2030	First testing driverless taxis in Jumeirah in 2023	RTA

Dubai Metro Line[15]

Launch	Length	Stops	Budget	Seating Capacity	Project Owner
2029	30km *(15.5km underground and 14.5km above ground)*	14 stations, including 3 interchange stations	AED 18 bn	200,000 daily by 2030	RTA

Electric Buses *(Battery Electric Buses – Trial phase)*[3]

Vehicles	Status	Project Owner
BZL 12m Volvo battery-electric bus	Trial starting in beginning 2025	RTA

Self-driving Abras *(Trial Phase)*[3]

Dimensions	Propulsion System	Operational Line	Seating Capacity	Project Owner
11m long & 3.1m wide	Electric	Sheikh Zayed Road Marine Transport Station on Line (TR6)	20	RTA

Floc Duo Rail *(Driverless system)*[3]

Propulsion System	Seating Capacity	Project Owner
Electric	216 per pod	RTA

Dubai Walk[2]

Launch	Pedestrian Bridges	Walkways Length	Project Owner
2040	110	6,500 km network	Government of Dubai

Source: [15]Khaleej Times

UAE / SHARJAH

▸ Urban buses in Sharjah © KGL Passenger Transport Services

1,800,000 *(2022)*
Population[1]

2,590 km²
Area[1]

...
Passenger Cars

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

STRATEGY

Sharjah Transport Master Plan (STMP) 2040

Developed by: Sharjah Directorate of Town Planning & Survey and the Sharjah Roads and Transport Authority (SRTA)

Timeline: 2040

Key features:
- Strategic vision for 2040
- Focus on sustainable mobility
- Comprehensive infrastructure development
- Integrated urban and transport planning

AUTHORITIES

Sharjah Urban Planning Council (SUPC)
It is a strategic planning authority focused on the sustainable development of Sharjah. Its primary role is to conceptualise and oversee service projects that enhance the quality of life for residents.

Sharjah Roads and Transport Authority (SRTA)
The SRTA is the principal body overseeing the management and development of road and transport infrastructure within Sharjah. Its core functions include public transport management, road infrastructure, regulation of private transport services, and marine transport services.

Sharjah Municipality – Department of Transport
The Department of Transport under Sharjah Municipality was established in 2005 and primarily focuses on managing public parking systems. Its responsibilities include public parking management, smart parking solutions, and enforcement of parking regulations.

Source: [1]UAE Government Portal

EXISTING PUBLIC TRANSPORT

Urban Buses[2]

Launch	Length	Operating Vehicles	Lines	Stops	Min. Fare	Max. Fare
2008	635 km	110	13	546	AED 2	AED 8

Mileage (vkm)	Registered Users	Ridership	Seat Capacity	Avg. Load	Avg. Trip Duration
9,329,969 *(2022)* 9,682,760 *(2023)*	5,348,982 *(2022)* 5,780,814 *(2023)*	329,026 *(2022)* 338,556 *(2023)*	40 *(pax/vehicle)*	17 *(pax/vehicle)*	70 min

Employees	Special Needs Vehicles	Vehicle Efficiency	Trip Planner	Operators
272 Men 271 Women 1	110	Euro VI	RTA Sharjah	KGL Private passenger transport services

Electric Buses[2]

Launch	Length	Operating Vehicles	Lines	Stops	Min. Fare	Avg. Trip Duration
2022	25 km	2	1	17	AED 6	100 min

Fuel Consumption *(l/100 km)*	Mileage (vkm)	Registered Users	Ridership	Seat Capacity	Avg. Load
0.46%	71,604 *(2022)* 168,480 *(2023)*	27,846 *(2022)* 110,160 *(2023)*	2,754 *(2022)* 6,480 *(2023)*	28 *(pax/vehicle)*	15 *(pax/vehicle)*

Employees	Special Needs Vehicles	Trip Planner	Operators
291 Men 291	2	RTA Sharjah	SRTA

Source: [2]SRTA

Taxi[2]

Launch	Operating Vehicles	Seating Capacity	Special Needs Vehicles	Women Employees	Men Employees
2004	2,973 *(2022)* 3,138 *(2023)*	4 & 7 seaters	2 *(2022)* 8 *(2023)*	38 *(2022)* 38 *(2023)* 40 *(2024)*	3,881 *(2023)* 3,686 *(2022)*

CNG	HEV	EV
623 *(2022)* 287 *(2023)*	1,035 *(2022)* 2,168 *(2023)*	10 *(2023)*

Operators	Trip Planner	Registered Users	Mileage (vkm)	Ridership	Avg. Trip Duration	Min. Fare
Sharjah, Aman, Union, City	SRTA app, DeG App	91,654 *(2022)* 110,689 *(2023)*	412,113,346 *(2022)* 442,840,119 *(2023)*	19,562,616 *(2022)* 21,845,771 *(2023)*	25 min	AED 13.5

▶ Sharjah public bus network

© Mowasalat

Source: [2]SRTA

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Ride-hailing[2]

Launch	Operating Vehicles	Seating Capacity	Min. Fare	Avg. Trip Duration	Avg. Load	Employees
2017	189 HEV 123	4 & 7 seaters	AED 16	30 min	2 *(pax/vehicle)*	220

Operators	Fuel Consumption *(l/100 km)*	Trip Planner	Mileage (vkm)	Trips
Sharjah Transport Solutions	8	Careem, Uber	135,000 *(2022)* 158,000 *(2023)*	293,750 *(2022)* 402,333 *(2023)*

URBAN PROJECTS

Implementation of smart cameras in SRTA Intercity Buses[2]

Launch	Funding Source	Project Owner
2024-25	SRTA	SRTA

Bus on demand service in Sharjah[2]

Launch	Funding Source	Project Owner
2024	Bus Operator	SRTA

Implementation of real time passenger screens (RTPI) in bus stops and bus stations[2]

Launch	Funding Source	Project Owner
2024-25	SRTA	SRTA

Consultancy services for smart monitoring and control centre (OCC)[2]

Launch	Funding Source	Project Owner
2024-25	SRTA	SRTA

Partnership with e-hailing companies to provide SRTA taxi services in e-hail apps[2]

Launch	Funding Source	Project Owner
2024	Revenue Project	SRTA

Implementation of cameras In Taxis in Sharjah[2]

Launch	Funding Source	Project Owner
2024	Taxi Franchisees	SRTA

Implementation of Automated Fare Collection (AFC) and Automated Vehicle Management (AVM) system in 120 Intercity Buses[2]

Launch	Funding Source	Project Owner
2024	SRTA	SRTA

UAE / AJMAN

▸ Public Bus in Ajman © Ajman Transport Authority

573,886 *(2023)*
Population[1]

2,245 *(2023)*
Urban Density[2] *(people per km²)*

255.61 km² *(2022)*
Area[3]

16,538 *(2023)*
Passenger Cars[4]

28.81 *(2023)*
Car Ownership rate[2]
(Passenger cars/1,000 population)

STRATEGY

Ajman Vision (2030)

Developed by: Ajman Executive Council (AEC), Ajman Department of Municipality and Planning (DMP), Ajman Transport Authority (ATA), and Ajman Chamber of Commerce and Industry (ACCI)

Timeline: 2030

Mobility-related objective:
Achieving integrated and sustainable transport: This will be achieved by improving the quality of the road infrastructure, improving the quality of the public transport network, and encouraging active transport by providing an environment conducive to walking and cycling.

AUTHORITIES

Ajman Transport Authority (ATA)

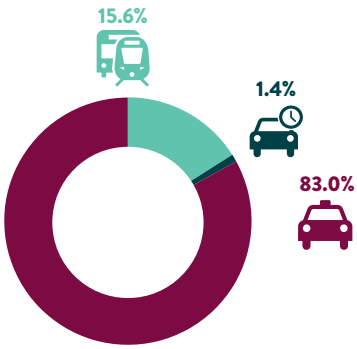
ATA is established in 2005, the Ajman Transport Authority (ATA), previously known as the Ajman Public Transport Corporation (APTC), is the government body responsible for regulating and providing transport and communication services in the Emirate of Ajman. ATA oversees public buses, taxis, and intercity transport, while ensuring compliance with safety and quality standards.

Ajman Department of Municipality and Planning (DMP)

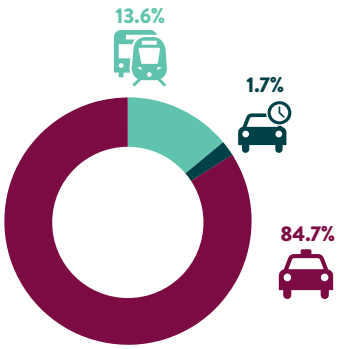
The DMP is a key government authority in the Emirate of Ajman responsible for overseeing urban planning, infrastructure development, environmental management, and municipal services. It plays a central role in shaping Ajman's urban landscape and aligning development projects with the emirate's strategic goals.

MODAL SPLIT

All trips, 2022[5]



All trips, 2023[5]



• Public Transport (public bus, tram, metro, marine) • Shared Mobility (e-hail, smart car rental, & Bus-On-Demand) • Taxi

Source: [1]Ajman Statistics Center | [2]Calculated | [3]Ajman Municipality & Planning Department | [4]Ajman Data | [5]ATA

EXISTING PUBLIC TRANSPORT

Urban Buses[5]

Launch	Length	Operating Vehicles	Lines	Stops	Min. Fare	Max. Fare
2012	232.4 km	55	9	107	AED 2 *(2022)* AED 3 *(2023)*	AED 35

Mileage (vkm)	Registered Users	Ridership	Avg. Load	Avg. Trip Duration
5,566,486 *(2022)* 4,669,661 *(2023)*	2,871,189 *(2022)* 2,570,384 *(2023)*	143,208 *(2022)* 126,116 *(2023)*	27 *(pax/vehicle)*	47.72 min

Employees	Special Needs Vehicles	Vehicle Efficiency	Smart Card	Operators
101	46	Euro IV	Masaar Card	ATA

Taxi[5]

Launch	Operating Vehicles	Seating Capacity	Special Needs Vehicles	Women Only	Avg. Load	Min. Fare
2005	2,439 HEV 2,343 EV 5	4 & 7 seaters	5	12	2 *(pax/vehicle)*	AED 12.5 *(2022)* AED 13 *(2023)*

Operators	Trip Planner	GHG Emissions	Vehicle Efficiency	Fuel Consumption *(l/100 km)*	Mileage (vkm)	Ridership
Taxi Ajman, Arabia Taxi, Alraha Taxi, Platinum, Ett.cars Taxi	Route - Careem	100-111g/km	Euro IV	4.4	195,515,150 *(2022)* 216,799,775 *(2023)*	9,852,180 *(2022)* 11,152,607 *(2023)*

▸ Ajman Bus Network

▸ Waterborne Abra Ajman

Waterborne[5]

Launch	Length	Lines	Ferries	Stops	Min. Fare	Max. Fare
2016	31.4 km	5	3	4	AED 2	AED 50

Operator	Smart Card	Registered Users	Ridership	Employees	Avg. Trip Duration	Seating Capacity
ATA	Masaar Card	63,865 *(2022)* 67,324 *(2023)*	6,994 *(2022)* 7,858 *(2023)*	8	15.25 min	15-20

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Bus-on-demand[5]

Launch	Length	Operating Vehicles	Stops	Min. Fare	Max. Fare
2020	232.4 km	9	2,879	AED 6 *(2022)* AED 7 *(2023)*	AED 22 *(2022)* AED 23 *(2023)*

Mileage (vkm)	Registered Users	Trips	Avg. Load	Avg. Trip Duration
839,242 *(2022)* 1,056,929 *(2023)*	97,292 *(2022)* 124,067 *(2023)*	89,661 *(2022)* 116,017 *(2023)*	1.1 *(pax/vehicle)*	13.9 min

Employees	Vehicle Efficiency	Smart Card	Mobile Ticketing App	Trip Planner	Operators
22	Euro V - Euro VI	Masaar Card	Ajman BOD	Ajman BOD	ATA

Source: [5]ATA

▸ Bus On Demand Ajman © Ajman Transport Authority

Ride-hailing

Operator

Careem

URBAN PROJECTS

Buses Contactless Payment System[6]

Launch

2024

Partners

Visa and ATA

Source: [6]Emirates News Agency - WAM

UAE / RAS AL KHAIMAH

▸ Electric Taxis in RAK. Year: 2023 © RAKTA

394,000 *(2023)*
Population[1]

1,684 km² *(2023)*
Area[2]

234 *(2023)*
Urban Density[3] *(people per km²)*

95.9% *(2023)*
Urban Population[1] *(% of the total population)*

3.4% *(2023)*
Annual Urban Population Growth[1]

120,399 *(2022)*
Passenger Cars[1]

312 *(2022)*
Car Ownership rate[1]
(Passenger cars/1,000 population)

STRATEGY

RAKTA Strategic Plan 2025-2028

Developed by: Ras Al Khaimah Transport Authority

Timeline: 2025–2028

RAKTA Mobility Master Plan 2023-2030

Developed by: Ras Al Khaimah Transport Authority

Timeline: 2023–2030

Strategy objectives and Goals:

Goal 1 Safety and Accessibility: Provide a comfortable and safe travel environment that is accessible to people of all ages and abilities.

Goal 2 Equity: Expand transport choices and geography to provide affordable and convenient choices for people to meet their daily needs.

Goal 3 Health and Happiness: Create a multimodal network fostering social cohesion through a strong sense of community and healthy travel habits.

Goal 4 Environmental Stewardship: Establish a resilient and climate-friendly transport network that minimises burdens on the natural and cultural environment.

Goal 5 Efficiency and Reliability: Develop a transport network that is dependable and maintainable.

Goal 6 Economic Prosperity: Support a strong economy through strategic transport investments while enhancing connectivity to RAK's unique assets.

Goal 7 Technology: Develop smart, innovative and forward-compatible transport solutions that leverage technological advances.

AUTHORITY

Ras Al Khaimah Transport Authority (RAKTA)

The Ras Al Khaimah Transport Authority (RAKTA) is the government entity responsible for regulating, managing, and planning the transport sector in Ras Al Khaimah, UAE. It oversees various modes of transport, including public buses, taxis, limousines, maritime transport, and smart mobility solutions, while ensuring efficient mobility planning and infrastructure development.

Key Responsibilities:

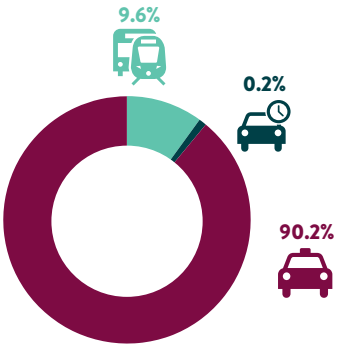
- **Public Transport Management:** Operates and supervises public buses, taxis, and other transport services.
- **Mobility & Infrastructure Planning:** Develops long-term mobility strategies and transport infrastructure to support economic growth and urban development.
- **Smart Mobility & Digital Transformation:** Implements AI-driven solutions, smart payment systems, and e-hailing services to enhance transport efficiency.
- **Regulations & Licensing:** Issues permits for transport businesses, drivers, and vehicles while enforcing transport regulations.
- **Traffic Safety & Sustainability:** Promotes road safety initiatives and environmentally friendly transport solutions.
- **Future Mobility Trends:** Focuses on autonomous vehicles, electric mobility, shared transport models, and sustainable transport innovations to align with global industry trends.
- **Maritim Transport:** Regulating marine transport including (Activities, Licensing, Infrastructure, and Water Craft Activities)

Vision & Goals: RAKTA aims to build a safe, smart, and sustainable transport system that enhances mobility, connectivity, and infrastructure in Ras Al Khaimah. It aligns with the emirate's broader economic and tourism goals by adopting cutting-edge transport technologies and future-oriented mobility solutions.

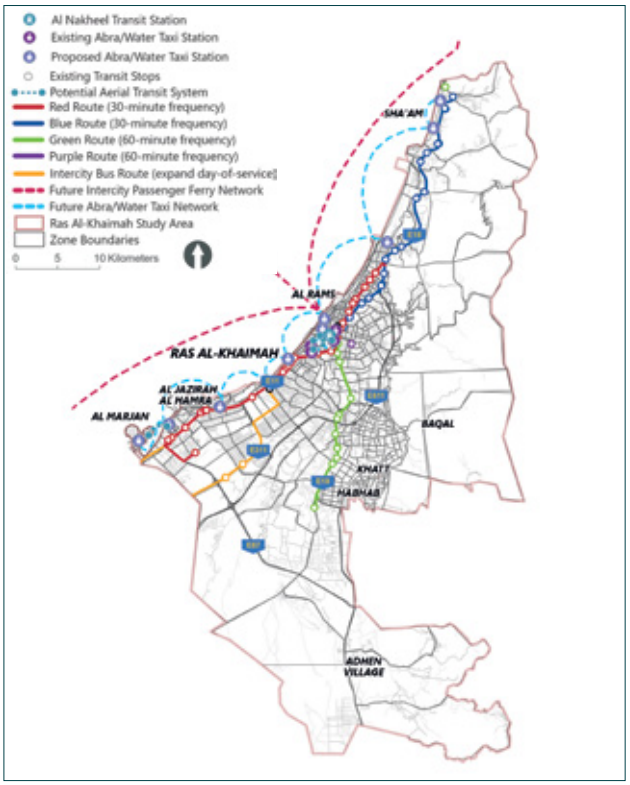
Source: [1]RAKTA | [2]UAE Government Official Portal | [3]Calculated

MODAL SPLIT

All trips, 2023[1]



• Public Transport (public bus, tram, metro, marine) • Shared Mobility (e-hail, smart car rental, & Bus-On-Demand) • Taxi



▸ Ras Al Khaimah Public Transport Network

EXISTING PUBLIC TRANSPORT

Urban Buses[1]

Launch	Length	Operating Vehicles	Lines	Stops	Min. Fare	Max. Fare
2022	95 km	10	4	74	AED 5 *(2022)* AED 8 *(2023)*	AED 10

Fuel Consumption *(l/100 km)*	Mileage (vkm)	Registered Users	Trips	Seat Capacity	Avg. Load	Avg. Trip Duration
28	985,616 *(2023)*	188,490 *(2022)* 302,366 *(2023)*	16,120 *(2022)* 37,668 *(2023)*	78 *(pax/vehicle)*	10 *(pax/vehicle)*	35 min

Employees	Vehicle Efficiency	Smart Card	Trip Planner	Operators
27	Euro IV	Saqr Card	Sayr by RAKTA	Al Arabia Bus LLC

▸ Urban buses in RAK © RAKTA

Waterborne[1]

Ridership	Registered Users
340 *(2022)* 299 *(2023)* 2,967 *(2024)*	2,041 *(2022)* 1,797 *(2023)*

Taxi[1]

Launch	Operating Vehicles	Seating Capacity	Special Needs Vehicles	Women Only	Avg. Load	Min. Fare
2008	923 HEV 755 *(2023)* 803 *(2024)* EV 64 *(2023)* 87 *(2024)*	5, 7 *(pax/vehicle)*	2	3	1.74 *(pax/vehicle)*	AED 8

Employees	Ridership	Fuel Consumption *(l/100 km)*	Mileage (vkm)	Trips	Avg. Trip Duration
1,240 Women 25 Men 1,215	7,724,032 *(2022)* 7,830,000 *(2023)* 7,867,572 *(2024)*	14	96,873,347 *(2022)* 99,269,285 *(2023)*	4,452,505 *(2022)* 4,500,000 *(2023)* 4,526,360 *(2024)*	12 min

GHG Emissions	Trip Planner	Operators
16,000 metric ton reduction *(2023)*	Careem *(e-hail app)*	Al Arabia Taxi, Al Hamra Taxi

SHARED AND ON-DEMAND PUBLIC TRANSPORT SOLUTIONS

Electric Scooter-sharing[1]

Launch	e-Scooters	Trips	Registered Users	Provider
2022	130	6,561 *(2022)* 9,351 *(2023)*	8,616 *(2022)* 15,256 *(2023)*	Tier

Electric Bike-sharing[1]

Launch	Stations	Provider
2022	10	Tier

Shared Taxi[4]

Routes	Trip Planner	Operator
1 *(fixed Al Nakheel - Masafi)*	RAKTA	Al Hamra Taxi

Ride-hailing

Operator
Careem, Uber, Hala

Express Service - RAK RIDE

Stops	Ridership	Trip Planner
Abu Dhabi, Dubai, Sharjah, Ajman, Sharjah, Um Al Queen, Al Ain	21,386 *(2024)*	Sayr App

Source: [4]MENA Transport Report (2020/2021)

URBAN PROJECTS

Air Taxis *(eVTOLs)*[1]

Launch	Project Owner
2027	RAKTA

Micromobility Infrastructure[1]

Launch	Length	Project Owner
2030	250 km	RAKTA

BRT Service[1]

Launch	Project Owner
2030	RAKTA

Intercity Bus Expansion[1]

Launch	Length	Lines	Project Owner
2030	155 km	5	RAKTA

Marine Transport Expansion[1]

Launch	Project Owner
2030	RAKTA

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OTHER MENA COUNTRIES

LIBYA

7,305,659 *(2023)*
Population[1]

1.1% *(2023)*
Annual Population Growth[1]

81.6% *(2023)*
Urban Population[1] *(% of total population)*

1.5% *(2023)*
Annual Urban Population Growth[1]

1,759,540 km² *(2022)*
Surface Area[1]

4.1 *(2022)*
Population Density[1] *(people per km² of land area)*

1,183,292 *(2023)*
Population in urban agglomerations of more than 1 million[1]

8.9% *(2023)*
Annual GDP per capita growth (%)[1]

USD 13,848.8 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

1.82 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Upper-middle income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

564 *(2017)*
Car Ownership Rate[2]
(Registered Vehicles per 1,000 people)

PALESTINE
(West Bank & Gaza)

5,165,775 *(2023)*
Population[1]

2.4% *(2023)*
Annual Population Growth[1]

77.6% *(2023)*
Urban Population[1] *(% of total population)*

2.8% *(2023)*
Annual Urban Population Growth[1]

-7.6% *(2023)*
Annual GDP per capita growth (%)[1]

USD 5,896.7 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

0.53 *(2023)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Lower-middle income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

59 *(2017)*
Car Ownership Rate[2]
(Registered Vehicles per 1,000 people)

Source: [1]World Bank | [2]Registered vehicles per 1,000 people are calculated by Our World in Data based on vehicle registration from the World Health Organization's Global Health Observatory, and population estimates from the United Nationals World Population Prospects.

SUDAN

50,042,791 *(2023)*
Population[1]

1.1% *(2023)*
Annual Population Growth[1]

36.3% *(2023)*
Urban Population[1] *(% of total population)*

2.4% *(2023)*
Annual Urban Population Growth[1]

1,878,000 km² *(2022)*
Surface Area[1]

26.4 *(2022)*
Population Density[1] *(people per km² of land area)*

6,344,348 *(2023)*
Population in urban agglomerations of more than 1 million[1]

-14.3% *(2023)*
Annual GDP per capita growth (%)[1]

USD 2,740.4 *(2023)*
GDP pC *(PPP; current int'l USD)*[1]

224.3 *(2022)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Low-income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

1,252,740 *(2016)*
Registered Vehicles[3]

30.36 *(2016)*
Car Ownership Rate[4]
(Registered Vehicles per 1,000 people)

SYRIA

23,594,623 *(2023)*
Population[1]

4.9% *(2023)*
Annual Population Growth[1]

57.4% *(2023)*
Urban Population[1] *(% of total population)*

6.0% *(2023)*
Annual Urban Population Growth[1]

185,180 km² *(2022)*
Surface Area[1]

121.3 *(2022)*
Population Density[1] *(people per km² of land area)*

6,231,225 *(2023)*
Population in urban agglomerations of more than 1 million[1]

-3% *(2022)*
Annual GDP per capita growth (%)[1]

USD 4,772.5 *(2022)*
GDP pC *(PPP; current int'l USD)*[1]

506.86 *(2021)*
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Low-income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

125 *(2016)*
Car Ownership Rate[2]
(Registered Vehicles per 1,000 people)

YEMEN

39,390,799 *(2023)*
Population[1]

3.0% *(2023)*
Annual Population Growth[1]

39.8% *(2023)*
Urban Population[1] *(% of total population)*

4.6% *(2023)*
Annual Urban Population Growth[1]

527,970 km² *(2022)*
Surface Area[1]

72.4 *(2022)*
Population Density[1] *(people per km² of land area)*

3,292,497 *(2023)*
Population in urban agglomerations of more than 1 million[1]

...
PPP Conversion Factor, private consumption *(LCU per International $)*[1]

Low-income *(2023)*
Income Group[1]

PRIVATE CAR OWNERSHIP

14,880,000 *(2017)*
Registered Vehicles[5]

450 *(2017)*
Car Ownership Rate[6]
(Registered Vehicles per 1,000 people)

Source: [3]WHO | [4]Registered vehicles per 1,000 people are calculated based on vehicle registration from the World Health Organization and total population from the World Bank during the same year (2016), which is 41,259,892. | [3]CEIC Data, sourced from Road Traffic Statistics | [4]Registered vehicles per 1,000 people are calculated based on vehicle registration from the CEIC and total population from the World Bank during the same year (2017), which is 33,090,921.

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This Report was prepared by the UITP MENA Centre for Transport Excellence.

UITP CENTRE FOR TRANSPORT EXCELLENCE MIDDLE EAST & NORTH AFRICA

In collaboration with: RTA

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