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

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

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

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

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

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

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

Mohamed Mezghani
Secretary General, UITP

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

Mehmet Duman
Secretary General, UCLG-MEWA
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  64 Muscat

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  89 Ankara
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97 United Arab Emirates
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109 Other MEWA Countries
  109 Palestine
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### BENCHMARKING PUBLIC TRANSPORT MODAL SHARE

**Trips by public transport / motorised trips** *(i.e. not including trips by walking and bike)*

<table>
<thead>
<tr>
<th>City</th>
<th>Year</th>
<th>PT modal share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hong Kong</td>
<td>2012</td>
<td>82.00%</td>
</tr>
<tr>
<td>Prague</td>
<td>2012</td>
<td>67.51%</td>
</tr>
<tr>
<td>Singapore</td>
<td>2012</td>
<td>56.97%</td>
</tr>
<tr>
<td>Istanbul</td>
<td>2017</td>
<td>55.00%</td>
</tr>
<tr>
<td>Tokyo</td>
<td>2012</td>
<td>53.23%</td>
</tr>
<tr>
<td>Barcelona</td>
<td>2012</td>
<td>49.92%</td>
</tr>
<tr>
<td>Seoul</td>
<td>2012</td>
<td>48.43%</td>
</tr>
<tr>
<td>London</td>
<td>2012</td>
<td>47.40%</td>
</tr>
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<td>Berlin</td>
<td>2012</td>
<td>45.61%</td>
</tr>
<tr>
<td>Brussels</td>
<td>2012</td>
<td>43.53%</td>
</tr>
<tr>
<td>Madrid</td>
<td>2012</td>
<td>41.22%</td>
</tr>
<tr>
<td>Taipei</td>
<td>2012</td>
<td>40.00%</td>
</tr>
<tr>
<td>Oran</td>
<td>2010</td>
<td>38.00%</td>
</tr>
<tr>
<td>Gaziantep</td>
<td>2019</td>
<td>36.00%</td>
</tr>
<tr>
<td>Tehran</td>
<td>2017</td>
<td>35.13%</td>
</tr>
<tr>
<td>Paris</td>
<td>2012</td>
<td>34.13%</td>
</tr>
<tr>
<td>Tabriz</td>
<td>2016</td>
<td>33.33%</td>
</tr>
<tr>
<td>Kayseri</td>
<td>2019</td>
<td>31.00%</td>
</tr>
<tr>
<td>Mashhad</td>
<td>2015</td>
<td>22.11%</td>
</tr>
<tr>
<td>Sfax</td>
<td>2012</td>
<td>21.00%</td>
</tr>
<tr>
<td>Alexandria</td>
<td>2015</td>
<td>19.80%</td>
</tr>
<tr>
<td>Tangiers</td>
<td>2014</td>
<td>18.00%</td>
</tr>
<tr>
<td>Dubai</td>
<td>2017</td>
<td>16.35%</td>
</tr>
<tr>
<td>Shiraz</td>
<td>2015</td>
<td>14.31%</td>
</tr>
<tr>
<td>Amman</td>
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<td>13.51%</td>
</tr>
<tr>
<td>Agadir</td>
<td>2013</td>
<td>10.21%</td>
</tr>
<tr>
<td>Fez</td>
<td>2011</td>
<td>10.00%</td>
</tr>
<tr>
<td>Marrakesh</td>
<td>2008</td>
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</tr>
<tr>
<td>Kuwait</td>
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<tr>
<td>Abu Dhabi</td>
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<tr>
<td>Riyadh</td>
<td>2016</td>
<td>2.06%</td>
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<tr>
<td>Beirut</td>
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<td>2.00%</td>
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<td>1.74%</td>
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<tr>
<td>Bahrain</td>
<td>2017</td>
<td>1.46%</td>
</tr>
<tr>
<td>Jeddah</td>
<td>2013</td>
<td>1.07%</td>
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<tr>
<td>Constantine</td>
<td>2010</td>
<td>1.04%</td>
</tr>
<tr>
<td>Doha</td>
<td>2016</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Madinah</td>
<td>2018</td>
<td>0.43%</td>
</tr>
</tbody>
</table>

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

### Urban & suburban bus fleet

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

Note: Minibus data is not included here.

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

#### BRT length

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

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

#### Tram & LRT length

<table>
<thead>
<tr>
<th>City</th>
<th>km/mn Population</th>
<th>Length (km)</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budapest</td>
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<td>157</td>
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<tr>
<td>Vienna</td>
<td>80</td>
<td>140</td>
<td>1,741,246</td>
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<tr>
<td>Brussels</td>
<td>79</td>
<td>91</td>
<td>1,154,635</td>
</tr>
<tr>
<td>Prague</td>
<td>59</td>
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<td>Stockholm</td>
<td>53</td>
<td>113</td>
<td>2,127,006</td>
</tr>
<tr>
<td>Sidi bel Abbes</td>
<td>24</td>
<td>14.7</td>
<td>622,668</td>
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<tr>
<td>Antalya</td>
<td>19</td>
<td>46.7</td>
<td>2,511,700</td>
</tr>
<tr>
<td>Moscow</td>
<td>18</td>
<td>225</td>
<td>12,197,596</td>
</tr>
<tr>
<td>Tunis</td>
<td>17</td>
<td>45.2</td>
<td>2,643,695</td>
</tr>
<tr>
<td>Shiraz</td>
<td>15</td>
<td>24.5</td>
<td>1,660,000</td>
</tr>
<tr>
<td>Bursa</td>
<td>15</td>
<td>45</td>
<td>3,056,120</td>
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<tr>
<td>Oran</td>
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<td>18.7</td>
<td>1,584,607</td>
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<tr>
<td>Samsun</td>
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<td>15.7</td>
<td>1,348,542</td>
</tr>
<tr>
<td>Gaziantep</td>
<td>11</td>
<td>22</td>
<td>2,069,334</td>
</tr>
<tr>
<td>Setif</td>
<td>10</td>
<td>15.2</td>
<td>1,489,997</td>
</tr>
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<td>20</td>
<td>1,981,740</td>
</tr>
<tr>
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<td>66</td>
<td>8,310,000</td>
</tr>
<tr>
<td>Mashhad</td>
<td>8</td>
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<tr>
<td>Hong Kong</td>
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<td>54</td>
<td>7,071,576</td>
</tr>
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<td>Konya</td>
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<td>Algiers</td>
<td>7</td>
<td>23.2</td>
<td>3,154,792</td>
</tr>
<tr>
<td>Constantine</td>
<td>7</td>
<td>8.9</td>
<td>1,216,868</td>
</tr>
<tr>
<td>Tabriz</td>
<td>7</td>
<td>10.5</td>
<td>1,600,000</td>
</tr>
<tr>
<td>Singapore</td>
<td>6</td>
<td>29</td>
<td>5,312,000</td>
</tr>
<tr>
<td>Paris</td>
<td>5</td>
<td>57</td>
<td>11,978,000</td>
</tr>
<tr>
<td>Dubai</td>
<td>4</td>
<td>10.6</td>
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<tr>
<td>Istanbul</td>
<td>3</td>
<td>40</td>
<td>15,520,000</td>
</tr>
<tr>
<td>Kayseri</td>
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<td>1,407,409</td>
</tr>
<tr>
<td>Tokyo</td>
<td>2</td>
<td>72</td>
<td>37,239,767</td>
</tr>
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</table>

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

<table>
<thead>
<tr>
<th>City</th>
<th>Length (km)</th>
<th>Population</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>London</td>
<td>475</td>
<td>8,310,000</td>
<td>2012</td>
</tr>
<tr>
<td>Madrid</td>
<td>287</td>
<td>6,498,560</td>
<td>2012</td>
</tr>
<tr>
<td>Berlin</td>
<td>146</td>
<td>3,375,222</td>
<td>2012</td>
</tr>
<tr>
<td>Taipei</td>
<td>113</td>
<td>2,673,226</td>
<td>2012</td>
</tr>
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<td>2018</td>
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<tr>
<td>Cairo</td>
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<td>10.1</td>
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</table>

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

#### Bus ridership

<table>
<thead>
<tr>
<th>City</th>
<th>Annual Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beijing</td>
<td>4,814,010,000</td>
</tr>
<tr>
<td>London</td>
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<tr>
<td>Tokyo</td>
<td>1,819,433,000</td>
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<tr>
<td>Hong Kong</td>
<td>1,448,977,000</td>
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<tr>
<td>Istanbul</td>
<td>1,364,838,191</td>
</tr>
<tr>
<td>Paris</td>
<td>1,297,370,000</td>
</tr>
<tr>
<td>Singapore</td>
<td>1,281,000,000</td>
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<tr>
<td>Moscow</td>
<td>1,066,708,897</td>
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<tr>
<td>Madrid</td>
<td>628,900,000</td>
</tr>
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<td>Taipei</td>
<td>615,128,000</td>
</tr>
<tr>
<td>Berlin</td>
<td>384,900,000</td>
</tr>
<tr>
<td>Amman</td>
<td>329,000,000</td>
</tr>
<tr>
<td>Mashhad</td>
<td>328,000,000</td>
</tr>
<tr>
<td>Izmir</td>
<td>307,351,446</td>
</tr>
<tr>
<td>Tehran</td>
<td>271,568,352</td>
</tr>
<tr>
<td>Barcelona</td>
<td>253,400,000</td>
</tr>
<tr>
<td>Bursa</td>
<td>248,799,950</td>
</tr>
<tr>
<td>Tunis</td>
<td>239,300,000</td>
</tr>
<tr>
<td>Casablanca</td>
<td>141,000,000</td>
</tr>
<tr>
<td>Dubai</td>
<td>137,000,000</td>
</tr>
<tr>
<td>Shiraz</td>
<td>130,481,900</td>
</tr>
<tr>
<td>New York</td>
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</tr>
<tr>
<td>Kayseri</td>
<td>92,198,079</td>
</tr>
<tr>
<td>Rabat</td>
<td>60,000,000</td>
</tr>
<tr>
<td>Sanliurfa</td>
<td>54,777,970</td>
</tr>
<tr>
<td>Sfax</td>
<td>49,007,210</td>
</tr>
<tr>
<td>Abu Dhabi</td>
<td>38,500,000</td>
</tr>
<tr>
<td>Algiers</td>
<td>38,000,000</td>
</tr>
<tr>
<td>Baghdad</td>
<td>19,000,000</td>
</tr>
<tr>
<td>Doha</td>
<td>12,900,000</td>
</tr>
<tr>
<td>Bahrain</td>
<td>12,000,000</td>
</tr>
<tr>
<td>Sharjah</td>
<td>6,989,637</td>
</tr>
<tr>
<td>Setif</td>
<td>5,500,000</td>
</tr>
<tr>
<td>Makkah</td>
<td>5,300,000</td>
</tr>
<tr>
<td>Constantine</td>
<td>5,000,000</td>
</tr>
<tr>
<td>Muscat</td>
<td>4,212,189</td>
</tr>
<tr>
<td>Madinah</td>
<td>4,102,894</td>
</tr>
<tr>
<td>Riyadh</td>
<td>1,690,540</td>
</tr>
<tr>
<td>Ajman</td>
<td>1,638,507</td>
</tr>
<tr>
<td>Jeddah</td>
<td>1,161,331</td>
</tr>
</tbody>
</table>

Note: Only where annual ridership data was available.

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

### Tram & LRT ridership

<table>
<thead>
<tr>
<th>City</th>
<th>Annual Ridership</th>
</tr>
</thead>
<tbody>
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<td>Budapest</td>
<td>389,691,000</td>
</tr>
<tr>
<td>Prague</td>
<td>322,347,000</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>247,181,000</td>
</tr>
<tr>
<td>Moscow</td>
<td>207,816,834</td>
</tr>
<tr>
<td>Istanbul</td>
<td>207,205,760</td>
</tr>
<tr>
<td>London</td>
<td>130,000,000</td>
</tr>
<tr>
<td>Tokyo</td>
<td>129,733,000</td>
</tr>
<tr>
<td>Brussels</td>
<td>123,500,000</td>
</tr>
<tr>
<td>Paris</td>
<td>107,000,000</td>
</tr>
<tr>
<td>Bursa</td>
<td>93,102,183</td>
</tr>
<tr>
<td>Singapore</td>
<td>45,384,000</td>
</tr>
<tr>
<td>Stockholm</td>
<td>45,000,000</td>
</tr>
<tr>
<td>Kayseri</td>
<td>40,720,233</td>
</tr>
<tr>
<td>Mashhad</td>
<td>39,309,317</td>
</tr>
<tr>
<td>Ankara</td>
<td>36,800,757</td>
</tr>
<tr>
<td>Gaziantep</td>
<td>22,430,177</td>
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<tr>
<td>Algiers</td>
<td>21,000,000</td>
</tr>
<tr>
<td>Oran</td>
<td>10,700,000</td>
</tr>
<tr>
<td>Shiraz</td>
<td>8,000,000</td>
</tr>
<tr>
<td>Constantine</td>
<td>8,000,000</td>
</tr>
<tr>
<td>Dubai</td>
<td>6,230,352</td>
</tr>
<tr>
<td>Tabriz</td>
<td>1,100,000</td>
</tr>
</tbody>
</table>

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

### Metro ridership

<table>
<thead>
<tr>
<th>City</th>
<th>Annual Ridership</th>
</tr>
</thead>
<tbody>
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<td>Tokyo</td>
<td>4,123,151,000</td>
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<tr>
<td>Seoul</td>
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<td>Moscow</td>
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<tr>
<td>New York</td>
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<tr>
<td>Hong Kong</td>
<td>1,557,471,000</td>
</tr>
<tr>
<td>Paris</td>
<td>1,541,000,000</td>
</tr>
<tr>
<td>Cairo</td>
<td>846,000,000</td>
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<tr>
<td>Istanbul</td>
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<td>665,000,000</td>
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<td>Tehran</td>
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<td>Madrid</td>
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<tr>
<td>Berlin</td>
<td>507,300,000</td>
</tr>
<tr>
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<td>Izmir</td>
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<td>Mashhad</td>
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</table>

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

### Single trip bus fares

<table>
<thead>
<tr>
<th>City</th>
<th>Min. Fare (USD)</th>
<th>Operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sfax</td>
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<td>SORETRAS</td>
</tr>
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<td>Mashhad</td>
<td>0.10</td>
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<tr>
<td>Tunis</td>
<td>0.12</td>
<td>TRANSTU</td>
</tr>
<tr>
<td>Setif</td>
<td>0.13</td>
<td>ETUS-S</td>
</tr>
<tr>
<td>Shiraz</td>
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<td>Shiraz Bus Company</td>
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<td>Mwasalat</td>
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<tr>
<td>Sanlurfa</td>
<td>0.3</td>
<td>Belsan</td>
</tr>
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<td>Fes</td>
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</tr>
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</tr>
<tr>
<td>Agadir</td>
<td>0.33</td>
<td>Alsa</td>
</tr>
<tr>
<td>Tangier</td>
<td>0.33</td>
<td>Alsa</td>
</tr>
<tr>
<td>Algiers</td>
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<td>ETUSA</td>
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<td>Gaziantep</td>
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</tr>
<tr>
<td>Kayseri</td>
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</tr>
<tr>
<td>Ankara</td>
<td>0.43</td>
<td>EGO</td>
</tr>
<tr>
<td>Antalya</td>
<td>0.43</td>
<td>Antalya Ulasim AS</td>
</tr>
<tr>
<td>Marrakesh</td>
<td>0.44</td>
<td>Alsa</td>
</tr>
<tr>
<td>Casablanca</td>
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<tr>
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<td>0.46</td>
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<td>IETT</td>
</tr>
<tr>
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<td>SAPTCO</td>
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<tr>
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<td>SAPTCO</td>
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<td>SAPTCO</td>
</tr>
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<td>Dubai</td>
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<td>RTA</td>
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<td>Ajman</td>
<td>0.81</td>
<td>APTC</td>
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<td>KGL, KPTC, CityGroup</td>
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<td>Sharjah</td>
<td>1.49</td>
<td>KGL</td>
</tr>
</tbody>
</table>

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

### Single trip BRT fares

<table>
<thead>
<tr>
<th>City</th>
<th>Min. Fare (USD)</th>
<th>Operators</th>
</tr>
</thead>
<tbody>
<tr>
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<td>0.07</td>
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<tr>
<td>Mashhad</td>
<td>0.08</td>
<td>Mashhad Bus Company</td>
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<tr>
<td>Tehran</td>
<td>0.12</td>
<td>UBCT</td>
</tr>
<tr>
<td>Istanbul</td>
<td>0.33</td>
<td>İETT Metrobüs</td>
</tr>
<tr>
<td>Marrakesh</td>
<td>0.44</td>
<td>Alsa</td>
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</table>

The data of the Turkish cities used belong to the year 2019.
### PUBLIC TRANSPORT FARES

#### Single trip tram & LRT fares

<table>
<thead>
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<th>City</th>
<th>Min. Fare (USD)</th>
<th>Operators</th>
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</thead>
<tbody>
<tr>
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<td>0.12</td>
<td>TRANSTU</td>
</tr>
<tr>
<td>Shiraz</td>
<td>0.15</td>
<td>SURO</td>
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<tr>
<td>Tabriz</td>
<td>0.15</td>
<td>TURO</td>
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<td>MUROC</td>
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<tr>
<td>Sidi bel Abbes</td>
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<td>SETRAM</td>
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<td>Serco</td>
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<tr>
<td>Setif</td>
<td>0.34</td>
<td>SETRAM</td>
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<td>SETRAM</td>
</tr>
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<td>Oran</td>
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<td>SETRAM</td>
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<td>Constantine</td>
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<td>Gaziulas</td>
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<td>EGO</td>
</tr>
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<td>Antalya Ulaşım AS</td>
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<td>0.46</td>
<td>IETT</td>
</tr>
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<td>Transdev Rabat-Salé</td>
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<td>Casablanca</td>
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</table>

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

#### Single trip metro fares

<table>
<thead>
<tr>
<th>City</th>
<th>Min. Fare (USD)</th>
<th>Operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mashhad</td>
<td>0.13</td>
<td>MUROC</td>
</tr>
<tr>
<td>Tehran</td>
<td>0.24</td>
<td>TUSROC</td>
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<td>0.28</td>
<td>CMO</td>
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<tr>
<td>Algiers</td>
<td>0.43</td>
<td>RATP El Djazair</td>
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<tr>
<td>Dubai</td>
<td>0.81</td>
<td>Serco</td>
</tr>
<tr>
<td>Makkah</td>
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<td>CRRC</td>
</tr>
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</table>

The data of the Turkish cities used belong to the year 2019.
## CAR OWNERSHIP RATES

### National car ownership rates

<table>
<thead>
<tr>
<th>Countries</th>
<th>Car Ownership / 1,000 persons</th>
<th>Cars</th>
<th>Population</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
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<td>49</td>
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<td>87,967,000</td>
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</tr>
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<td>3,483,000</td>
<td>39,500,000</td>
<td>2014</td>
</tr>
<tr>
<td>Morocco</td>
<td>108</td>
<td>3,800,000</td>
<td>35,276,786</td>
<td>2017</td>
</tr>
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<td>Jordan</td>
<td>139</td>
<td>1,395,000</td>
<td>10,053,000</td>
<td>2017</td>
</tr>
<tr>
<td>Tunis</td>
<td>143</td>
<td>1,600,000</td>
<td>11,154,370</td>
<td>2015</td>
</tr>
<tr>
<td>Iraq</td>
<td>149</td>
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<td>37,880,000</td>
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</tr>
<tr>
<td>Turkey</td>
<td>150</td>
<td>12,503,049</td>
<td>83,154,997</td>
<td>2019</td>
</tr>
<tr>
<td>Iran</td>
<td>153</td>
<td>11,980,000</td>
<td>78,411,092</td>
<td>2014</td>
</tr>
<tr>
<td>Oman</td>
<td>228</td>
<td>984,886</td>
<td>4,316,539</td>
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<td>277</td>
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<td>9,160,000</td>
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<tr>
<td>Saudi Arabia</td>
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<td>31,557,144</td>
<td>2015</td>
</tr>
<tr>
<td>Bahrain</td>
<td>360</td>
<td>536,716</td>
<td>1,492,584</td>
<td>2017</td>
</tr>
<tr>
<td>Kuwait</td>
<td>363</td>
<td>1,600,000</td>
<td>4,411,124</td>
<td>2016</td>
</tr>
</tbody>
</table>
## Car Ownership Rates

### Urban Car Ownership Rates

<table>
<thead>
<tr>
<th>City</th>
<th>Passenger Cars / 1,000 persons</th>
<th>Private Passenger Cars</th>
<th>Population</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hong Kong</td>
<td>70</td>
<td>495,038</td>
<td>7,071,576</td>
<td>2012</td>
</tr>
<tr>
<td>Alexandria</td>
<td>73</td>
<td>365,000</td>
<td>5,000,000</td>
<td>2015</td>
</tr>
<tr>
<td>Cairo</td>
<td>106</td>
<td>2,500,000</td>
<td>23,675,537</td>
<td>2015</td>
</tr>
<tr>
<td>Gaziantep</td>
<td>113</td>
<td>233,286</td>
<td>2,069,334</td>
<td>2019</td>
</tr>
<tr>
<td>Singapore</td>
<td>117</td>
<td>620,000</td>
<td>5,312,000</td>
<td>2012</td>
</tr>
<tr>
<td>Saniurfa</td>
<td>127</td>
<td>253,375</td>
<td>2,000,031</td>
<td>2019</td>
</tr>
<tr>
<td>Kayseri</td>
<td>148</td>
<td>205,468</td>
<td>1,390,000</td>
<td>2019</td>
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<tr>
<td>Istanbul</td>
<td>186</td>
<td>2,889,968</td>
<td>15,520,000</td>
<td>2019</td>
</tr>
<tr>
<td>Beijing</td>
<td>209</td>
<td>4,329,000</td>
<td>20,693,000</td>
<td>2012</td>
</tr>
<tr>
<td>Amman</td>
<td>211</td>
<td>880,417</td>
<td>4,180,000</td>
<td>2016</td>
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<tr>
<td>Casablanca</td>
<td>215</td>
<td>1,100,000</td>
<td>5,120,000</td>
<td>2015</td>
</tr>
<tr>
<td>Constantine</td>
<td>220</td>
<td>198,175</td>
<td>900,000</td>
<td>2014</td>
</tr>
<tr>
<td>Mashhad</td>
<td>235</td>
<td>735,000</td>
<td>3,134,000</td>
<td>2015</td>
</tr>
<tr>
<td>Ankara</td>
<td>264</td>
<td>1,489,336</td>
<td>5,639,076</td>
<td>2019</td>
</tr>
<tr>
<td>Beirut</td>
<td>269</td>
<td>600,000</td>
<td>2,230,000</td>
<td>2010</td>
</tr>
<tr>
<td>Riyadh</td>
<td>270</td>
<td>1,754,433</td>
<td>6,486,086</td>
<td>2016</td>
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<tr>
<td>Seoul</td>
<td>272</td>
<td>6,723,584</td>
<td>24,743,263</td>
<td>2012</td>
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<tr>
<td>Taipei</td>
<td>283</td>
<td>756,602</td>
<td>2,673,226</td>
<td>2012</td>
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<td>Shiraz</td>
<td>284</td>
<td>470,844</td>
<td>1,660,000</td>
<td>2016</td>
</tr>
<tr>
<td>London</td>
<td>308</td>
<td>2,557,000</td>
<td>8,310,000</td>
<td>2012</td>
</tr>
<tr>
<td>Algiers</td>
<td>315</td>
<td>994,307</td>
<td>3,154,792</td>
<td>2014</td>
</tr>
<tr>
<td>Moscow</td>
<td>320</td>
<td>3,900,749</td>
<td>12,197,566</td>
<td>2012</td>
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<tr>
<td>Tokyo</td>
<td>329</td>
<td>12,256,000</td>
<td>37,239,767</td>
<td>2012</td>
</tr>
<tr>
<td>Tehran</td>
<td>337</td>
<td>4,200,000</td>
<td>12,452,230</td>
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</tr>
<tr>
<td>Berlin</td>
<td>339</td>
<td>1,145,616</td>
<td>3,375,222</td>
<td>2012</td>
</tr>
<tr>
<td>Tabriz</td>
<td>375</td>
<td>600,000</td>
<td>1,600,000</td>
<td>2016</td>
</tr>
<tr>
<td>Barcelona</td>
<td>383</td>
<td>1,233,691</td>
<td>3,220,476</td>
<td>2012</td>
</tr>
<tr>
<td>Paris</td>
<td>414</td>
<td>4,962,000</td>
<td>11,978,000</td>
<td>2012</td>
</tr>
<tr>
<td>Brussels</td>
<td>442</td>
<td>510,307</td>
<td>1,154,635</td>
<td>2012</td>
</tr>
<tr>
<td>Dubai</td>
<td>475</td>
<td>1,404,517</td>
<td>2,959,569</td>
<td>2017</td>
</tr>
<tr>
<td>Madrid</td>
<td>507</td>
<td>3,296,037</td>
<td>6,498,560</td>
<td>2012</td>
</tr>
<tr>
<td>Abu Dhabi</td>
<td>519</td>
<td>624,672</td>
<td>1,202,756</td>
<td>2015</td>
</tr>
<tr>
<td>Jeddah</td>
<td>735</td>
<td>2,500,000</td>
<td>3,400,000</td>
<td>2012</td>
</tr>
</tbody>
</table>

Source: Data for cities outside the MENA region and Turkey (blue color) has been taken from the 2015 UITP MCD database (2012 data).
OVERVIEW MAP
PUBLIC TRANSPORT MODES IN MEWA CITIES

More than 10 million  More than 5 million  Between 1 and 5 million  Less than 1 million

Bus  BRT  Tram/LRT  Monorail  Metro  Suburban Rail  Waterborne  Cable Car
DIGITALISATION OF PUBLIC TRANSPORT

E-ticketing & trip planners

ANKARA
- AnkaraKart - Suburban Rail, Metro, Bus
- AnkaraKart ve EGO Cepte

KAYSERI
- Kart 38 - Tram/LRT, Bus
- Kayseri Ulaşım and Smart City Kayseri - Kayseri Metropolitan Municipality

GAZIANTEP
- Gaziantep Kart - Cable Car, Tram/LRT, Bus
- ESHOT & İZUM (Izmir B.B)

IZMIR
- İzmirım Kart (valid on Cable Car, Waterborne, Suburban Rail, Metro, Tram/LRT, Bus)
- ESHOT & İZUM (Izmir B.B)

ADANA
- Adana Kent Kart - Metro, Bus
- Kentkart Mobil

BEIRUT
- BusMap, YallaBus - Bus

AMMAN
- E-Kartak - Bus (CMTC bus only)
- Khutoutna - Bus

KUWAIT
- Trancity - Bus (CityBus only)

RIYADH
- SAPTCO smart card - Bus

MADINAH
- SAPTCO smart card - Bus
- MadinaBuses - Bus

JEEDDAH
- SAPTCO smart card - Bus

MAKKAH
- SAPTCO smart card - Bus
- RFID wristband - Metro

BAHRAIN
- Go Card - Bus
- BPTC Journey Planner - Bus

DOHA
- Karwa smart card

MASHHAD
- Mashhad Card - Bus, BRT, Metro, Suburban Rail

TEHRAN
- MiFare - Bus, BRT, Metro, Suburban Rail
- Tehran Traffic Map - Bus, BRT, Metro, Suburban Rail

SHIRAZ
- CityWay - Bus, LRT

SHARJAH
- Sayer Card - Bus

AJMAN
- Massar - Bus
- Massar - Bus

DUBAI
- Nol - Bus, Tram, Metro
- S'hail, Woghati - Bus, Tram, Metro

ABU DHABI
- Haflat - Bus
- Darb - Bus
DECARBONISATION OF PUBLIC TRANSPORT

Alternative fuels & e-mobility

ISTANBUL
- CNG bus
- Electric bus

BURSA
- CNG bus
- HEV taxi
- CNG taxi

ANKARA
- CNG bus
- CNG taxi

KONYA
- CNG taxi

DOHA
- Electric bus

TEHRAN
- Electric bus
- CNG bus
- HEV taxi

KAYSERI
- CNG taxi
- CNG bus
- Electric bus

GAZIANTEP
- CNG taxi
- CNG bus
- Electric bus

MALATYA
- Electric bus
- CNG bus
- HEV taxi

SANLIURFA
- CNG taxi
- Electric bus

WASITURF
- Electric bus
- CNG taxi
- CNG bus

ISTANBUL
- CNG bus
- Electric bus

MANISA
- CNG taxi

ADANA
- CNG taxi
- Electric bus

ESKİŞEHİR
- CNG taxi
- Electric bus

AMMAN
- HEV / Electric taxi

CNG bus
- CNG taxi
- Electric bus

ELAZIĞ
- Electric bus

GAZIANTEP
- CNG taxi
- CNG bus
- Electric bus

MALATYA
- Electric bus
- CNG bus
- HEV taxi

SANLIURFA
- CNG taxi
- Electric bus

ISTANBUL
- CNG bus
- Electric bus

MANISA
- CNG taxi

ADANA
- CNG taxi
- Electric bus

ESKİŞEHİR
- CNG taxi
- Electric bus

AMMAN
- HEV / Electric taxi
Bus Emission Standards

**DECARBONISATION OF PUBLIC TRANSPORT**

**Burj Al Arab**
- Euro III & IV & V & VI

**ISTANBUL**
- Euro III & IV & V

**AMMAN**
- Euro V (Operator TBC)

**MADINAH**
- Euro III (SAPTCO)

**JEDDAH**
- Euro III (SAPTCO)

**RIYADH**
- Euro III (SAPTCO)

**MAYNAN**
- Euro III (SAPTCO)

**GAZIANTEP**
- Euro VI

**SANLIURFA**
- Euro V & VI

**KAYSERİ**
- Euro IV & V & VI

**KAYSERİ**
- Euro IV & V & VI

**ANKARA**
- Euro III

**ANJAM & VI**
- Euro III (Ajman Bus)

**BAHRAIN**
- Euro VI (BPTC)

**DUBAI**
- Euro IV & V (RTA)

**ABU DHABI**
- Euro IV (City Transport)
NEW MOBILITY SERVICES IN MEWA

Ride-hailing in MEWA

Provider
NEW MOBILITY SERVICES IN MEWA

Carsharing in MEWA

Provider

ANKARA
ISTANBUL
IZMIR

MOOV by Garenta

MOOV by Garenta
ZipCar, Drive YOYO
MOOV by Garenta

BAHRAIN
ABU DHABI
DUBAI
SHARJAH

Ekar
Ekar
Ekar
Ekar
Udrive
Udrive
Udrive

PUBLIC TRANSPORT PROJECTS

Bus network (ongoing & planned)

Provider

ANKARA
IZMIR
KOCAELI
ISTANBUL
BURSA

GAZIANTEP
MALATYA
SANLIURFA

KONYA
BEIRUT
IRBID
TRIPOLI
RIYADH
MADINAH
AJMAN

MUSCAT
JEDDAH
SALALAH
SOHAIR
ZYRQAA
SALT
PUBLIC TRANSPORT PROJECTS

BRT projects (ongoing & planned)

PUBLIC TRANSPORT PROJECTS

Tram & LRT projects (ongoing & planned)
PUBLIC TRANSPORT PROJECTS

Metro projects (ongoing & planned)

PUBLIC TRANSPORT PROJECTS

Monorail projects (ongoing & planned)
PUBLIC TRANSPORT PROJECTS

Cable car projects (ongoing & planned)

PUBLIC TRANSPORT PROJECTS

Waterborne transport projects (ongoing & planned)
BAHRAIN

\[
\begin{align*}
&\text{Population:} \quad 1.49 \text{ mn (2016)} \\
&\text{Density:} \quad 1,856 \text{ inh/km}^2 \quad (2016) \\
&\text{Urban Population:} \quad 88.8\% \quad (2016) \quad \text{(of total)} \\
&\text{Annual Urban Population Growth:} \quad 3.9\% \quad (2016) \\
&\text{Annual GDP Growth:} \quad 2.9\% \quad (2015) \\
&\text{GDP pC (PPP; current int'l USD):} \quad \text{USD 46,776 (2015)} \\
&\text{Avg. Annual HH Expenditure on Transport:} \quad 16.22\% \quad (2014-2015) \\
&\text{Currency Exchange Rate:} \quad \text{BHD 1 = USD 2.65} \quad \text{(September 2018)} \\
\end{align*}
\]

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

STRATEGY

Kingdom’s Economic Vision
Developed by: Economic Development Board
Timeline: 2008 - 2030
Vision: Sustainable environment and infrastructure

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

AUTHORITIES

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

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

GCC Rail - Bahrain Link

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

Bahrain Urban Transit Network/Bahrain Rail

- **Project Owner**: MTT
- **Total Budget**: USD 1.7 bn
- **Funding**: PPP
- **Status**: Tender Preparation Stage

Existing Intercity Bus Network in Bahrain

Source: BPTC
BAHRAIN*

STRATEGY

National Planning and Development Strategy 2030
Developed by: Ministry of Works, Municipalities and Urban Planning (MOWMUP)
Timeline: 2017 - 2030
Targets: Increase public transport share to 14% as per the 2030 transport model

Bahrain Bus Network
Developed by: Ministry of Transportation and Telecommunication (MTT)
Timeline: 2020
Targets: Achieve a daily public transport bus ridership of 51,000 by 2020

MODAL SPLIT

All trips; 2017*

- Walking: 5.09%
- Public Transport: 1.39%
- Private Buses: 16.39%
- Taxi: 1.25%
- Private Car: 75.89%

*In light of considering Bahrain a city state in this report, Bahrain’s national and urban chapter data is the same.
Source: MOWMUP, 2017
### EXISTING PUBLIC TRANSPORT

#### Urban & Intercity Buses
- **Buses**: 141
- **Lines**: 26
- **Stops**: 532
- **Min. Fare**: BHD 0.300
- **Ridership**: 12 mn
- **Mileage**: 18 mn vkm/yr
- **Fuel Economy**: 21l/100km (mini); 44l/100km (midi and standard)

#### Taxi
- **Operator**: Arabian Taxi Company, Wasel, Citi Taxi Co, Taxi Under Request, Bahrain Limo
- **Taxis**: 1,326

#### New Mobility Services

#### Ride-hailing
- **Providers**: Careem, Uber

#### Carsharing
- **Provider**: eKar
IRAN

**Population**
- 80.23 mn (2016)

**Urban Population**
- 74% (2016)

**Annual Urban Population Growth**
- 1.8% (2016)

**Annual GDP Growth**
- 13.4% (2016)

**GDP per Capita (PPP; current int'l USD)**
- USD 19,949 (2016)

**Avg. Annual HH Expenditure on Transport**
- IRR 10,000 = USD 0.24

**Currency Exchange Rate**
- 80.23 mn (2016)

**Car Ownership Rate**
- 11,980,000 (est.; 2014)
- 153 (2014)

**PRIVATE CAR OWNERSHIP**

**STRATEGY**

**Sixth Five-Year Development Plan**

**Developed by:** Ministry of Roads & Urban Development

**Timeline:** 2016-2021

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

**AUTHORITIES**

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

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

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

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

Source: World Bank | Central Bank of Iran | XE.com, September 2018 | OICA | Calculated based on OICA and 2014 population of 78.4 mn (World Bank)
NATIONAL PUBLIC TRANSPORT

**National Rail**
- Length: 13,300 km
- Stops: 477
- Ridership: 29 mn/yr
- Operator: Raja Passenger Train Company

NATIONAL PROJECTS

**National Rail Expansion**
- Length: Reach 25,000 km in total
- Status: Ongoing
- Project Owner: RAI

Existing national rail network in Iran

Source: Railway of Islamic Republic of Iran (RAI, 2017)
IRAN / TEHRAN (GREATER)

STRATEGY

Tehran Comprehensive Strategic Development Plan – 2025 outlook
Developed by: Tehran Municipality
Timeline: 2025
Objective: In 2025, Tehran should have an integrated, available, safe, easy, comfortable and clean transport system.
Targets:
- Expand BRT and metro lines
- Improved regular bus services
- Cycling and walking improvements

AUTHORITIES

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

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

MODAL SPLIT

All Trips, 2017

- Walking: 5%
- Bike: 0.5%
- Public Transport: 33.2%
- Private Buses (Company/school bus): 4%
- Taxi: 2.06%
- Private Car: 31.2%
- Motorcycle: 5.5%

### EXISTING PUBLIC TRANSPORT

<table>
<thead>
<tr>
<th>Mode</th>
<th>Buses</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Bus</strong></td>
<td>4,891</td>
<td>1,257</td>
<td>10</td>
<td>347</td>
<td>IRR 4,000</td>
<td>271.5 mn/yr</td>
<td>MiFare</td>
<td>UBCT &amp; 16 Supervised private companies</td>
</tr>
<tr>
<td><em>CNG</em></td>
<td>2,577</td>
<td>31</td>
<td></td>
<td>114</td>
<td></td>
<td>660.6 mn/yr</td>
<td>MiFare</td>
<td>UBCT</td>
</tr>
<tr>
<td><strong>BRT</strong></td>
<td>1,257</td>
<td>178 km</td>
<td>10</td>
<td>347</td>
<td>IRR 3,000</td>
<td>269.3 mn/yr</td>
<td>MiFare</td>
<td>UBCT</td>
</tr>
<tr>
<td><em>Tehran Traffic Map</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Metro</strong></td>
<td>160</td>
<td>147.5 km</td>
<td>5</td>
<td>114</td>
<td>IRR 10,000</td>
<td>12.2 mn vkm/yr</td>
<td>MiFare</td>
<td>TUSROC</td>
</tr>
<tr>
<td><strong>Suburban Rail</strong></td>
<td>24</td>
<td>41.5 km</td>
<td>1</td>
<td>98</td>
<td>IRR 15,000</td>
<td>2 mn vkm/yr</td>
<td>MiFare</td>
<td>TUSROC</td>
</tr>
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</table>

### URBAN PROJECTS

<table>
<thead>
<tr>
<th>Mode</th>
<th>Length</th>
<th>Stops</th>
<th>Project Owner</th>
<th>Budget</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rail Line 6</strong></td>
<td>38 km</td>
<td>31</td>
<td>TUSRC</td>
<td>USD 2.5 bn</td>
<td>Construction</td>
</tr>
<tr>
<td><strong>Rail Line 7</strong></td>
<td>27 km</td>
<td>22</td>
<td>TUSRC</td>
<td></td>
<td>Soft opening (6km) in Q2 2018</td>
</tr>
<tr>
<td><strong>Rail Line 9</strong></td>
<td>30 km</td>
<td>22</td>
<td>TUSRC</td>
<td>IRR 65 bn</td>
<td>Design</td>
</tr>
<tr>
<td><strong>Express Lines</strong></td>
<td>426 km</td>
<td>4</td>
<td>TUSRC</td>
<td>IRR 379 bn</td>
<td>Design</td>
</tr>
</tbody>
</table>
IRAN / MASHHAD

Master Transportation Plan of Mashhad
Developed by: Mashhad Municipality
Timeline: 2025
Objective:
• Improve mobility comfort
• Improve reliability of transport
• Improve safety and security
• Reduce environmental threats
Targets:
• Raise public transport share to 75% by 2025, specifically:
  • Increase bus share from 20.46% (2015) to 40% by 2025
  • Increase taxi share 22.02% (2015) to 24% by 2025
  • Increase rail based transport 1.65%(2015) to 10% by 2025

AUTHORITIES

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

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

MODAL SPLIT

Motorised trips; 2017

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>22.11%</td>
</tr>
<tr>
<td>Taxi</td>
<td>22.04%</td>
</tr>
<tr>
<td>Private Car</td>
<td>55.85%</td>
</tr>
</tbody>
</table>

Source: MUROC | Calculated
# EXISTING PUBLIC TRANSPORT

<table>
<thead>
<tr>
<th>Mode</th>
<th>Buses</th>
<th>Length</th>
<th>Lines</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Bus</strong></td>
<td>1,850 incl. BRT</td>
<td>10.1 km</td>
<td>1</td>
<td>IRR 3,500</td>
<td>328 mn/yr</td>
<td>Mashhad Card</td>
<td>Mashhad Bus Company</td>
</tr>
<tr>
<td><strong>BRT</strong></td>
<td>100 (est.)</td>
<td>14 km</td>
<td>2</td>
<td>IRR 3,500</td>
<td>58 mn/yr</td>
<td>Mashhad Card</td>
<td>Mashhad Bus Company</td>
</tr>
<tr>
<td><strong>LRT</strong></td>
<td>30</td>
<td>24 km</td>
<td>1</td>
<td>IRR 5,500</td>
<td>39.3 mn/yr</td>
<td>Mashhad Card</td>
<td></td>
</tr>
<tr>
<td><strong>Metro</strong></td>
<td>6</td>
<td>10.1 km</td>
<td>1</td>
<td>IRR 5,500</td>
<td>291,838/yr</td>
<td>Mashhad Card</td>
<td></td>
</tr>
</tbody>
</table>

## New Mobility Services

<table>
<thead>
<tr>
<th>Mode</th>
<th>Taxis</th>
<th>Lines</th>
<th>Min. Fare</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shared Taxi</strong></td>
<td>13,274</td>
<td>133</td>
<td>IRR 10,000</td>
<td>480 mn/yr</td>
</tr>
</tbody>
</table>

## BRT Network

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

## Metro Line 2 Extension

- **Length**: 7 km
- **Stops**: 5
- **Project Owner**: MURCO
- **Status**: Construction

## Metro Line 3

- **Length**: 28.5 km
- **Stops**: 24
- **Project Owner**: MURCO
- **Status**: Construction

## Metro Line 4

- **Length**: 17.5 km
- **Stops**: 15
- **Project Owner**: MURCO
- **Status**: Design

---


---

![Image](image_url)
IRAN / SHIRAZ

AUTHORITIES

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

Shiraz Urban Railway Organisation (SURO)
SURO is the authority that tenders, constructs and commissions the new railway lines in Shiraz.

MODAL SPLIT

All trips, 2015*

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike</td>
<td>1.5%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>14.1%</td>
</tr>
<tr>
<td>Private Buses</td>
<td>1.8%</td>
</tr>
<tr>
<td>Taxi</td>
<td>17.4%</td>
</tr>
<tr>
<td>Private Car</td>
<td>48.9%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>3.9%</td>
</tr>
<tr>
<td>Other</td>
<td>12.4%</td>
</tr>
</tbody>
</table>

Source: 1UN DESA | 2Shiraz Municipality | 3Calculated | 4Shiraz Municipality, 2016
**EXISTING PUBLIC TRANSPORT**

<table>
<thead>
<tr>
<th>Bus</th>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,053</td>
<td>74</td>
<td>1,295</td>
<td>IRR 5,000</td>
<td>13 mn/yr</td>
<td>City way</td>
<td>Transportation Dept of Shiraz Municipality</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LRT3</th>
<th>Trains</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>27</td>
<td>24.5 km</td>
<td>1</td>
<td>18</td>
<td>IRR 5,000</td>
<td>8 mn/yr</td>
<td>City way</td>
<td>SURO</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Taxi4</th>
<th>Min. Fare</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IRR 5,000</td>
<td>174.6 mn/yr</td>
</tr>
</tbody>
</table>

**NEW MOBILITY SERVICES**

**Ride-hailing**

<table>
<thead>
<tr>
<th>Provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Snapp, Tap30</td>
</tr>
</tbody>
</table>

**URBAN PROJECTS**

**Metro Line 2**

<table>
<thead>
<tr>
<th>Length</th>
<th>Stops</th>
<th>Project Owner</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 km</td>
<td>13</td>
<td>SURO</td>
<td>Construction</td>
</tr>
</tbody>
</table>

**Metro Line 3**

<table>
<thead>
<tr>
<th>Length</th>
<th>Stops</th>
<th>Project Owner</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 km</td>
<td>7</td>
<td>SURO</td>
<td>Construction</td>
</tr>
</tbody>
</table>

**Metro Line 4 & 5**

<table>
<thead>
<tr>
<th>Project Owner</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>SURO</td>
<td>Design</td>
</tr>
</tbody>
</table>

**2030 Planned Shiraz rail network**

Source: 3MUROC, 2017 data | 4Shiraz Municipality | 5SURO
IRAN / TABRIZ

1.6 mn (2016) Population¹

Density

600,000 (2016) Passenger Cars¹

375 Car Ownership rate² (Passenger cars/1,000 population)

STRATEGY

Tabriz Transport Master Plan

Developed by: Tabriz Municipality

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

MODAL SPLIT

All trips, 2016¹

- Bike: 2%
- Walking: 8%
- Public Transport: 30%
- Taxi: 25%
- Private Car: 35%

*bRail transport’s share of all trips in Tabriz makes up less than 1% (2016)

Source: ¹Ministry of Interior, Tabriz Municipality | ²Calculated
## EXISTING PUBLIC TRANSPORT

### Urban & Suburban Bus

<table>
<thead>
<tr>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>780</td>
<td>72</td>
<td>2,300</td>
<td>IRR 3,000</td>
<td>625,000/day</td>
<td>Tabriz Card</td>
<td>Tabriz and Suburbs Bus Company and supervised private sector</td>
</tr>
</tbody>
</table>

### BRT

<table>
<thead>
<tr>
<th>Buses</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>110</td>
<td>18 km</td>
<td>1</td>
<td>20</td>
<td>IRR 4,000</td>
<td>150,000/day</td>
<td>Tabriz Card</td>
<td>Tabriz and Suburbs Bus Company</td>
</tr>
</tbody>
</table>

### LRT

<table>
<thead>
<tr>
<th>Trains</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>17.2 km</td>
<td>1</td>
<td>18</td>
<td>Tabriz Card</td>
<td>TURO</td>
</tr>
</tbody>
</table>

### Taxi

<table>
<thead>
<tr>
<th>Taxis</th>
<th>Min. Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td>11,400</td>
<td>IRR 5,000</td>
</tr>
</tbody>
</table>

## New Mobility Services

### Ride-hailing

**Provider**

- Snapp, Tap30

## URBAN PROJECTS

### Metro Line 2

- **Length**: 22.4 km
- **Stops**: 20
- **Project Owner**: TURO
- **Status**: Construction

### Metro Line 3

- **Length**: 15 km
- **Project Owner**: TURO
- **Status**: Planned

### Metro Line 4

- **Length**: 15.4 km
- **Project Owner**: TURO
- **Status**: Planned

---

IRAQ

AUTHORITIES

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

NATIONAL PUBLIC TRANSPORT

PRIVATE CAR OWNERSHIP

Source: "Central Organization for Statistics and Information Technology (COSIT) | "World Bank | "XE.com, September 2018 | "Calculated | "COS-IT, 2015 data
NATIONAL PROJECTS

**Baghdad - Basra High-Speed Rail Line**
- **Project Owner**: MOT, State Company for Iraqi Railways
- **Total Budget**: USD 13.7 bn
- **Length**: 500 km
- **Status**: Seeking funding

**Baghdad - Mosul Rail Line**
- **Project Owner**: MOT, State Company for Iraqi Railways
- **Total Budget**: USD 8.65 bn
- **Length**: Planned
- **Status**: Planned

URBAN PROJECTS

**Basra Elevated Metro**
- **Length**: 30 km
- **Lines**: 2
- **Stops**: 15
- **Project Owner**: MOT
- **Status**: MoU signed with Alstom (December 2017)

**Erbil Tramway**
- **Length**: 60 km
- **Status**: Planned
- **Project Owner**: MOT

**Monorail In Karbala Province**
- **Length**: 20 km
- **Stops**: 20
- **Status**: Planned
- **Project Owner**: MOT
- **Budget**: USD 450 mn

Source: University of Texas Libraries
IRAQ / BAGHDAD

Baghdad Comprehensive City Development Plan 2030 (BCCDP 2030)

Developed by: Mayoralty of Baghdad
Timeline: 2010 - 2030
Vision: An attractive and healthy city

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

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

AUTHORITIES

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

Planned public transport network in Baghdad

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

- **Urban Bus**:
  - Buses: 667
  - Ridership: 19 mn/yr
  - Mileage: 6.7 mn vkm/yr
  - Operator: State Company for Passengers & Delegates Transportation

- **River Taxi (Trial Phase)**:
  - Lines: 1
  - Stops: 2
  - Operator: General Company for Maritime Transport

New Mobility Services

- **Ride-hailing**:
  - Provider: Careem

URBAN PROJECTS

- **Loop Railway Line**:
  - Length: 112 km
  - Project Owner: Baghdad Municipality, MOT
  - Awarded Contracts: Construction: Orascom

- **Monorail / Elevated Train**: 6
  - Length: 20 Km
  - Project Owner: Baghdad Municipality, MOT
  - Budget: USD 1.5 bn
  - Status: MoU signed with Alstom

- **Metro**: 7
  - Lines: L1: 21km, L2: 18km
  - Stops: L1: 21, L2: 20
  - Project Owner: Baghdad Municipality, MOT
  - Budget: USD 8.5 bn
  - Awarded Contracts: Design & preparing tender: Systra

- **Baghdad River Taxi Services**:
  - Boats: 22
  - Lines: 1
  - Stops: 9
  - Project Owner: Baghdad Municipality, MOT

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

10 mn (2017)
Population

84% (2016)
Urban Population (of total)

3% (2016)
Annual Urban Population Growth

2% (2016)
Annual GDP Growth

USD 9,048 (2016)
GDP pC (PPP; current int'l USD)

Avg. Annual HH Expenditure on Transport

JOD 1 = USD 1.41
Currency Exchange Rate

139,000,000 (2017)
Passenger Cars

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

STRATEGY

Jordan Long Term National Transport Strategy & Action Plan
Developed by: Ministry of Transport (MOT)
Timeline: 2014-2030
Objectives
- Increase the total number of commuters using public transport from 13% in 2010 to 25% in 2025.
- Introduction of the Zero Emission Electric Vehicle (ZEV) and deployment of 3,000 charging stations (on- and off-grid) powered by renewable energy
- Reducing all emissions from the transport sector (CO2, CO, PMx, NOx measured in tons per day)
- Reducing percentage of fuel consumption (in tons per day)
- Vehicle kilometer reduction at the national level and in densely populated areas by vehicle type (car, HGV, LGV measured in 1,000 v-km per day)
- Implementing the national BRT and railway system
- Ensuring the inclusion of energy efficiency considerations when buying transport modes.

Master Plan for Public Transport of Passengers
Developed by: Land Transport Regulatory Committee (LTRC)
Timeline: 2014-2030
Objective: Create an effective system for the transport of passengers that is also integrated, secure, reliable, friendly to the environment and capable of keeping abreast of changes and meeting the demands of all segments of society.
Targets:
- Establish unified tariffs and ticketing
- Define bus stops and operating schedules

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

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

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

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

NATIONAL PUBLIC TRANSPORT

Intercity Buses

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

NATIONAL PROJECTS

Amman-Zarqaa BRT

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

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

Irbid Urban Bus Reform

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

Awarded Contracts
- Feasibility Study & preparing tender: WSP

Salt Urban Bus Reform

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

Awarded Contracts
- Feasibility Study & preparing tender: WSP

Madaba Urban Bus Reform

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

Awarded Contracts
- Feasibility Study & preparing tender: WSP

Zarqaa Urban Bus Reform

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

Awarded Contracts
- Feasibility Study & preparing tender: WSP

Source: LTRC, 2017 data | LTRC | WSP, 2018
JORDAN / AMMAN (GREATER)

Transport & Mobility Master Plan for Amman
Developed by: Greater Amman Municipality (GAM)
Timeline: 2010 – 2025
Vision: An integrated, accessible, affordable, safe, sustainable and environmentally-friendly transport system
Objectives
• To improve the general mobility of persons and freight;
• To improve safety for all transport users and to enhance the pedestrian realm;
• To reduce reliance on the car and encourage alternative modes of transport;
• To enhance accessibility for citizens to goods and services, in particular through the provision of a comprehensive and affordable public transport system;
• To minimise the impact of congestion on the road network;
• To control energy consumption and reduce the pollutant emissions and greenhouse gases directly related to transport;
• To ensure that transport plays a positive role in achieving continuous and sustainable economic growth in Amman (Greater);
• To improve the quality of life within Amman (Greater), and
• Increase the modal share for public transport trips to 40% by 2025.

Authors: Greater Amman Municipality (GAM)
The Transportation and Traffic Management Department within GAM, which was formed in 2009, is responsible for all aspects of transport and traffic management within its borders.
Amman Modern Vision for Transportation Company
Newly established agency under GAM for the procurement of buses and tendering the operations & management of public transport services.

MODAL SPLIT
All trips, 2017

- Walking: 26%
- Public Transport: 10%
- Private Buses (Company / school bus): 16%
- Taxi: 9%
- Private Car: 33%
- Other (Shared taxi & informal minibus): 6%

Source: Department of Statistics | Calculated | GAM | Calculated based on 2016 population of 4.18 mn (GAM)
**EXISTING PUBLIC TRANSPORT**

### Urban Bus
- **Buses:** 485
- **Lines:** 49
- **Ridership:** 329 mn/yr
- **Smart Card:** E-Kartak
- **Trip Planner:** Khoutou, Amman Bus Map
- **Operator:** CMTC

### Minibuses (Coasters)
- **Buses:** 202
- **Lines:** 305

### Private Buses
- **Buses:** 11,390

### Taxis
- **Yellow /Silver:**
  - **HEV:** 300
  - **EV:** 30
  - **Taxis:** 10,843

### Shared Taxi
- **White:**
  - **Lines:** 309
  - **Trips:** 263 mn/yr

### New Mobility Services
- **Trip Planner:**
  - **Provider:** Khoutou, by Maan Nasel

### Ride-hailing
- **Provider:** Careem, Uber

### Carpooling
- **Providers:** JoDrive

### URBAN PROJECTS

#### Amman BRT
- **Length:** 25 km
- **Funding:** AFD (USD 166 mn)
- **Status:** Construction
- **Project Owner:** GAM, MOPWT

#### O & M of new Public Buses
- **Buses:** 135
- **Lines:** 57
- **Status:** Tender floated in Q2 2018
- **Project Owner:** Amman Modern Vision for Transportation Company (GAM)
- **Standard:** Euro V

**Formal & paratransit bus network**

---

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

STRATEGY

New Kuwait Vision
Developed by: Council of Ministers
Timeline: 2035
Objective
Transform Kuwait into a world class financial and commercial centre, with the private sector leading economic activities, fostering competitiveness, increasing productivity, supported by viable public institutions, while maintaining the deep rooted values and national identity, towards achieving balanced economic and human development, supported by adequate infrastructure, legal framework, and an enabling business environment.

National Traffic and Transport Strategy (NTTS)
Developed by: Government of Kuwait
Timeline: 2009-2019
Funding: UNDP

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

PRIVATE CAR OWNERSHIP

1.6 mn (2016) Passenger Cars
363 (2016) Car Ownership Rate (passenger cars/1,000 persons)

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

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

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

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

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

KPTC urban and intercity bus network

Source: *KPTC*
**KUWAIT***

*In light of considering Kuwait a city state in this report, Kuwait’s national and urban chapter data is the same.\(^1\)

**MODAL SPLIT**

All trips; 2009\(^1\)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>11%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>4%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1%</td>
</tr>
<tr>
<td>Private Car</td>
<td>66%</td>
</tr>
<tr>
<td>Other (Shared taxi &amp; private bus)</td>
<td>18%</td>
</tr>
</tbody>
</table>

**URBAN PROJECTS**

**Metro**

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

Source: \(^1\)WSP
**EXISTING PUBLIC TRANSPORT**

### Urban & Intercity Buses

- **Buses**: 3,560
- **Min. Fare**: KWD 0.250
- **Smart Card Operators**:
  - UPass (KPTC), TRANCITY (CityBus)
- **Operators**:
  - KGL, KPTC, CityBus Group

### Taxi

- **Taxis**: 16,703
- **Operator**:
  - Small companies & individuals

### New Mobility Services

#### Bikesharing

- **Providers**: NextBike
- **Bikes**: 30
- **Stations**: 5
- **Trips**: 84/yr

#### Ride-hailing

- **Provider**: Careem, Uber

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

STRATEGY

Revitalisation of Public Transport
Developed by: Ministry of Public Works and Transport
Timeline: 2014-2019
Financier: World Bank

Vision: Shifting the passenger transport demand to mass transit systems

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

AUTHORITIES

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

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

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

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

PRIVATE CAR OWNERSHIP

1,200,000 (2015) Passenger Cars
277 Car Ownership Rate (passenger cars/1,000 persons)
**NATIONAL PUBLIC TRANSPORT**

**Intercity Minibus & Van Services**
- **Legal Operators**: 4,000 small companies & individuals
- **Illegal Operators**: 8,000 small companies & individuals

**NATIONAL PROJECTS**

**BRT System (Beirut - Tabarja)**
- **Buses**: 850-900
- **Lines**:
  - L1: 24 km
  - L2: 18 km
  - L3: 16 km
- **Stops**:
  - L1: 28
  - L2: 21
  - L3: 19
- **Authority**: CDR
- **Awarded Contracts**: Environmental / Social Impact Assessment & Resettlement Action Plan: Egis Rail & ELARD

**Revitalisation of the Beirut-Tripoli Railway Project**
- **Length**: 80 km
- **Funding**: European Union Agency for Railways (ERA)
- **Authority**: MOPWT, RPTA

**Intercity Public Bus Transport System**
- **Lines**: 20
- **Authority**: MOPWT
- **Status**: Planned

Source: ^UNDP, 2018 | ^ELARD
LEBANON / BEIRUT (GREATER)

**STRATEGY**

Comprehensive Public Transport Program for Greater Beirut Area

Developed by: MoPWT and CDR

Funding: World Bank

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

**AUTHORITIES**

Beirut Municipality

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

Greater Beirut bus network incl. informal bus routes

**MODAL SPLIT**

Motorised trips, 2009

- Public Transport
- Shared Taxi
- Private Car

- 2%
- 18%
- 80%

Source: CIA World Factbook, Calculated, World Bank Lebanon, CDR, 2013, Bus Map Project
EXISTING PUBLIC TRANSPORT

Urban Bus Services
- **Buses**: 2,200
- **Min. Fare**: LBP 1,000 – 1,500

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

Minibuses & Vans
- **Legal**: 4,000
- **Illegal**: 10,000

Shared Taxis
- **Legal**: 33,000
- **Illegal**: 20,000

New Mobility Services

Bikesharing *(pilot phase)*
- **Providers**: NextBike

Ride-hailing
- **Provider**: Careem, Uber

Trip Planner
- **Provider**: BusMap, YallaBus

URBAN PROJECTS

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

Source: *World Bank, 2018*
LEBANON / TRIPOLI (GREATER)

**STRATEGY**

**Al Fayhaa Sustainable Development Strategy 2020**

**Developed by:** Al Fayhaa Urban Community

**Timeline:** 2008-2020

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

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

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

**AUTHORITIES**

**Al Fayhaa Urban Community**

Al-Fayhaa Union of Municipalities

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

**MODAL SPLIT**

All trips, 2000

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>28%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>13%</td>
</tr>
<tr>
<td>Private Buses (Company / School Bus)</td>
<td>14%</td>
</tr>
<tr>
<td>Taxi</td>
<td>23%</td>
</tr>
<tr>
<td>Private Car</td>
<td>20%</td>
</tr>
<tr>
<td>Other (trucks)</td>
<td>2%</td>
</tr>
</tbody>
</table>

*Source: OCHA, Calculated, JICA, 2001*
EXISTING PUBLIC TRANSPORT

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

New Mobility Services

Ride-hailing

Provider: Uber

URBAN PROJECTS

Sustainable Urban Public Transport Investment Program (SUPTIP) In Greater Tripoli*

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

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

Source: UNDP Lebanon, 2018; EIB, 2018
**OMAN**

**Population**
- 4.56 mn (2017)

**Urban Population**
- 78% (2016) of total

**Annual Urban Population Growth**
- 5.8% (2016)

**Annual GDP Growth**
- 5.7% (2015)

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

**Avg. Annual HH Expenditure on Transport**
- OMR 1 = USD 2.6

**Car Ownership Rate**
- 984,886 (2015) Passenger Cars
- 228 (2015) Car Ownership Rate (passenger cars/1,000 persons)

**Strategy**

**The Ninth Five-Year Development Plan**
- **Developed by:** Supreme Council for Planning (SCP)
- **Timeline:** 2016-2020
- **Vision:** Investment in human beings
- **Objectives:** Upgrading the transport policy through provision of public transport.

**Authorities**

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

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

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

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

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

**Intercity Bus Services**

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

### National Projects

**Oman Rail**

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

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

**Sohar Public Transport Network**

- **Lines**: 3
- **Stops**: 122
- **Status**: Planned
- **Project Owner**: Mwasalat

**Salalah Public Transport Network**

- **Lines**: 6
- **Stops**: 199
- **Status**: Planned
- **Project Owner**: Mwasalat

**Intercity Bus Services**

- **Lines**: 8
  - Salalah – Al Mazionah
  - Muscat – Al Buraimi (Through Ibrn)
  - Muscat – Shinah
  - Salalah – Marmool
  - Al Khuwair – Al Rustaq (Through Al Awabi)
  - Al Khuwair – Al Rustaq (Express Way)
  - Al Khuwair – Samail
  - Muscat – Haimya (Through Al Duqm)

### 2025 Planned Intercity Bus Network

Source: Mwasalat, 2017 data
STRATEGY

Public Transport Master Plan (PTMP) - phase 1: Muscat
Developed by: MoTC
Timeline: 2015-2040
Vision: Development of a high-quality and sustainable public transport system in Muscat as a real alternative to private cars, in order to reduce automobile dependency and to improve accessibility, safety, urban environment and quality of life in Muscat by achieving a 25% public transport modal split by the year 2040.

Mwasalat Long Term Bus Transport Master Plan (BTMP)
Developed by: Mwasalat
Timeline: 2016 – 2025 (3 phases)
Objective: As part of the BTMP for Oman, Mwasalat aims to continue the development of the bus transport network for Muscat by reinforcing the routes that are under operation (frequency and express services) and implementing new urban bus services.
Targets: Increase the coverage of the urban bus network of Muscat: have up to 50% of the population living less than 500 meters from a bus stop, and up to 70% within 800 meters by the year 2025.

MODAL SPLIT

All trips, 2017

- Walking: 8.2%
- Bike: <1%
- Public Transport: 1.6%
- Private Buses (company/ school bus): 21.8%
- Taxi: 6.4%
- Private Car: 58.1%
- Motorcycle: <1%
- Minibus / Shared Taxi: 1.1%
- Other: 1.9%

Source: NCSI | *Calculated | SCP
EXISTING PUBLIC TRANSPORT

Public Bus

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

Taxi (red)

- **Taxis**: 290
- **Min. Fare**: OMR 1
- **Trips**: 88,630
- **Operator**: Mwasalat

Taxi (orange/white)

- **Taxis**: 20,000
- **Operator**: Small companies & Individuals

New Mobility Services

Ride-hailing

- **Provider**: Careem

Marhaba Taxi (blue) also provides taxi services in Muscat.

Current Mwasalat bus network

Source: *January-May 2018 | *Since 12/12/2017 | *Mwasalat

URBAN PROJECTS

Bus Lanes Project

- **Project Owner**: MOTC, Mwasalat
- **Status**: Tender launched in Q2 2018
QATAR

2.64 mn (2017)
Population

99% (2017)
Urban Population (of total)

2.7% (2017)
Annual Urban Population Growth

1.6% (2017)
Annual GDP Growth

USD 128,378 (2017)
GDP pC (PPP; current int'l USD)

13.1% (2012-2013)
Avg. Annual HH Expenditure on Transport

QAR 1 = USD 0.27
Currency Exchange Rate

PRIVATE CAR OWNERSHIP

650,000 (2014)
Passenger Cars

293 (2014)
Car Ownership Rate (passenger cars/1,000 persons)

STRATEGY

Qatar National Master Plan (QNMP)
Developed by: Ministry of Municipality and Environment
Timeline: 2030
Mobility-related objective: By 2020, the State of Qatar will have the most accessible, efficient, safe, and technologically advanced transport network in the world.

AUTHORITIES

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

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

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

Source: World Bank | MDPS | XE.com, August 2018 | OICA | Calculated based on 2014 population of 2.2 mn mn (World Bank)
**INTERCITY BUS SERVICES**

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

**NATIONAL PROJECTS**

**Long Distance Rail (GCC Rail Project)**

Length | Lines | Status | Project Owner
---|---|---|---
350 km | 5 | Planned | Qatar Rail

Source: MOTC, 2016
QATAR / DOHA (GREATER)

718,000 (2015)
Population

4,345 inh./km² (2015)
Density

--
Passenger Cars

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

MODAL SPLIT
All Trips, 2016

<table>
<thead>
<tr>
<th>Mode</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>19%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Private Bus (Company &amp; School Bus)</td>
<td>12.8%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1.9%</td>
</tr>
<tr>
<td>Private Car</td>
<td>66.3%</td>
</tr>
</tbody>
</table>

EXISTING PUBLIC TRANSPORT

<table>
<thead>
<tr>
<th>Mode</th>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intercity Bus</td>
<td>51</td>
<td>11</td>
<td>442</td>
<td>QAR 2.5</td>
<td>2.13 mn/yr</td>
<td></td>
<td>Mowasalat</td>
</tr>
<tr>
<td>Urban &amp; Suburban Bus</td>
<td>558</td>
<td>40</td>
<td>2,218</td>
<td></td>
<td>12.6 mn/yr</td>
<td></td>
<td>Mowasalat</td>
</tr>
</tbody>
</table>

New Mobility Services

Ride-hailing

<table>
<thead>
<tr>
<th>Provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uber, Careem</td>
</tr>
</tbody>
</table>

Traffic Crowd-Sourcing

<table>
<thead>
<tr>
<th>Provider</th>
</tr>
</thead>
<tbody>
<tr>
<td>iTraffic (Masarak)</td>
</tr>
</tbody>
</table>

Source: ¹UN DESA ²Doha Municipality ³MOTC, 2016
URBAN PROJECTS

Electric Buses
- Operator: Mowasalat
- Funding: KAWAMAA
- Status: Pilot in Q3 2018
- Project Owner: MOTC

Doha Driverless Metro - Phase 1
- Trains: 75
- Length: 75 km
- Lines: 3
- Stops: 37
- Status: Soft opening in Q4 2018
- Project Owner: Qatar Rail

Lusail Tram
- Trains: 28
- Length: 18 km
- Lines: 4
- Stops: 25
- Project Owner: Qatar Rail

Doha Education City Automated People Mover
- Length: 12 km
- Lines: 1
- Status: Construction
- Budget: USD 412 mn
- Project Owner: Qatar Rail

Doha Westbay Automated People Mover
- Length: 11 km
- Lines: 1
- Stops: 16
- Status: On hold
- Budget: USD 2.5 bn
- Project Owner: Qatar Rail

Source: Qatar Rail, 2016
SAUDI ARABIA

STRATEGY

Saudi Vision 2030
Developed by: Council of Economic and Development Affairs
Timeline: 2016-2030
Vision: A vibrant society: A society in which all enjoy a good quality of life, a healthy lifestyle and an attractive living environment.
Objectives:
• Enhance the quality of life for all and meet the needs and requirements of citizens
• Ensure high quality services such as water, electricity, public transport and roads are properly provided

Saudi Energy Efficiency Program
Developed by: Saudi Energy Efficiency Center
Timeline: 2012-2032
Objectives:
• Obliging vehicle suppliers to provide information on vehicle’s fuel consumption
• Creating a national database, and asking governmental organisations to buy fuel efficient vehicles
• Accelerate replacing old vehicles with new more competent ones
• Efficiency standards of vehicle’s fuel consumption shall be imposed on all new passenger transporters
• Studying the possibility of establishing a reward and punishment system to encourage the consumers to choose more competent cars.

AUTHORITIES

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

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

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

<table>
<thead>
<tr>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Ridership</th>
<th>Standard</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,482</td>
<td>272</td>
<td>311</td>
<td>5.75 mn/yr</td>
<td>Euro III</td>
<td>SAPTCO</td>
</tr>
</tbody>
</table>

### INTERCITY TRAIN SERVICES

<table>
<thead>
<tr>
<th>Length</th>
<th>Stops</th>
<th>Ridership</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,790 km</td>
<td>4</td>
<td>237,000/yr</td>
<td>SAR</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Length</th>
<th>Stops</th>
<th>Ridership</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>773 km</td>
<td>4</td>
<td>1.48 mn/yr</td>
<td>SRO</td>
</tr>
</tbody>
</table>

### NATIONAL PROJECTS

#### Haramain High Speed Rail

<table>
<thead>
<tr>
<th>Trains</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Status</th>
<th>Project Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>450 km</td>
<td>1</td>
<td>5</td>
<td>Soft Opening in Q3 2018</td>
<td>SRO</td>
</tr>
</tbody>
</table>

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

#### SAR Passenger Train

**Extension To Al Jouf & Qurriyat**

<table>
<thead>
<tr>
<th>Lines</th>
<th>Stops</th>
<th>Status</th>
<th>Project Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2</td>
<td>Planned</td>
<td>SAR</td>
</tr>
</tbody>
</table>

#### Riyadh–Dammam High Speed Railway

<table>
<thead>
<tr>
<th>Length</th>
<th>Lines</th>
<th>Project Owner</th>
<th>Awarded Contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>480 km</td>
<td>1</td>
<td>SRO</td>
<td>Feasibility study: TPF, Consultrans &amp; AIF</td>
</tr>
</tbody>
</table>

#### GCC Railway Network Project

**Saudi Arabian Rail Network**

<table>
<thead>
<tr>
<th>Length</th>
<th>Status</th>
<th>Project Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>695 km</td>
<td>Planned</td>
<td>MOT</td>
</tr>
</tbody>
</table>

Source: *(SAPTCO, 2017 data) | *(SAR) | *(SRO) | *(Wikipedia/Maximilian Dorrbecker (Chumwa))
SAUDI ARABIA / RIYADH

STRATEGY

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

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

Timeline: 2022

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

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

Metropolitan Development Strategy for the ArRiyadh Region – MEDSTAR

Developed by: Arriyadh Development Authority (ADA)

Timeline: 2003-2023

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

AUTHORITIES

High Commission for the Development of Riyadh (HCDR)
Established in 1974, HCDR is the organisational, planning, executive and coordinating body responsible for the development of Riyadh.

ArRiyadh Development Authority (ADA)
ADA is the HCDR’s executive, technical and administrative arm, and is responsible for implementing the HCDR’s organisational, planning, and coordinating decisions and missions.

MODAL SPLIT

All Trips, 2016

- Non-Motorised (Walking & Bike)
- Public Transport
- Private Bus & Other Modes
- Taxi
- Private Car

Source: ADA | Calculated | ADA, 2017

- 6.49 mn (2016) Population
- 4,643 inh./km² (2016) Density
- 1,754,433 (2016) Passenger Cars
- 270 Car Ownership rate (Passenger cars/1,000 population)
EXISTING PUBLIC TRANSPORT

Urban Bus

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

New Mobility Services

- **Taxi**
  - **Operator**: Small companies & individuals
  - **Trips**: 174,189/day (2016)

- **Carsharing**
  - **Provider**: eKar

- **Bikesharing**
  - **Provider**: FlexxBike

- **Ride-hailing**
  - **Provider**: Uber, Careem, Taxify

URBAN PROJECTS

Riyadh Driverless Metro

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

**Awarded Contracts**
- Consulting & Design: Dar Al Handasah, Egis Rail, Busby Perkins & Will, Zaha Hadid, Gerber Architects, Omrania & Associates
- Design & construction (L1, 2): BACS Consortium (Bechtel, Almabani General Contractors, Siemens, AECOM)
- Design & construction (L4, 5, 6): FAST Consortium (FCC Construction, Freyssinet, Alstom, Atkins, Samsung, SETEC, Strukton Civil, Tecnica y Proyectos)
- O&M (L1, 3, 4, 5, 6): FLOW Consortium (Ansaldo, Alstom, Ferrovie dello Stato Italiane) – 12 years;
- O&M (L1, 2): Capital Metro Company (Camco) – SAPTCO & RATP Dev JV – 12 years

Riyadh Bus Network

- **Length**: 1,850 km incl. 150km of 3 BRT lines
- **Stops**: 3,000
- **Status**: 21
- **Project Owner**: ADA

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

King Abdullah Financial District (KAFD) – Monorail

- **Budget**: USD 241 mn
- **Status**: Planned
- **Project Owner**: ADA, HCDR

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

Source: 4SAPTCO, 2017 data | ADA
SAUDI ARABIA / JEDDAH

STRATEGY

Jeddah Transportation Master Plan

Developed by: Jeddah Municipality

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

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

Implemented by: Metro Jeddah Company (MJC)

AUTHORITIES

Jeddah Municipality

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

MODAL SPLIT

All Trips, 2013

<table>
<thead>
<tr>
<th>Mode</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>6.7%</td>
</tr>
<tr>
<td>Bike</td>
<td>0.1%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>1%</td>
</tr>
<tr>
<td>Taxi</td>
<td>10%</td>
</tr>
<tr>
<td>Private Car</td>
<td>64.3%</td>
</tr>
<tr>
<td>Other (Carpooling)</td>
<td>17.8%</td>
</tr>
</tbody>
</table>

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

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

**Taxi**
- **Trips**: 47,192
- **Operator**: 452 small companies & individuals

**New Mobility Services**

**Ride-hailing**
- **Provider**: Uber, Careem

URBAN PROJECTS

**Jeddah Public Transport Program**
- **Status**: Design & tender 30% complete
- **Project Owner**: Jeddah Municipality, Jeddah Metro Company
- **Awarded Contracts**:
  - Architectural Design: Foster + Partners (2015-2016)
  - Engineering Design: Systra (2014-2016)
  - Pre-Program Management: AECOM (2014-2016)

**BRT**
- **Buses**: 47
- **Length**: 26 km
- **Lines**: 2
- **Stops**: 30

**Commuter Rail**
- **Status**: 30% complete
- **Project Owner**: Jeddah Municipality, Jeddah Metro Company

**Water Bus Network**
- **Status**: 30% complete
- **Project Owner**: Jeddah Municipality, Jeddah Metro Company

**Bus Network**
- **Buses**: 486
- **Lines**: 25
- **Stops**: 564

**Existing bus network in Jeddah**

Source: 1SAPTCO, 2017 data | 2PTA, 2016
SAUDI ARABIA / MAKKAH

**STRATEGY**

**Makkah Vision**

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

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

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

**Makkah Public Transport Program (MPTP)**

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

Timeline: 2012 - 2022

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

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

Implemented by: Makkah Mass Rail Transit (MMRT)

**AUTHORITIES**

**High Commission for the Development of Makkah Al Mukarramah**

The organisational, planning, executive and coordinating body responsible for the development of Makkah.

**Makkah Region Development Authority (MRDA)**

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

---

Source: ‘UN DESA |
**EXISTING PUBLIC TRANSPORT**

### Urban Bus

<table>
<thead>
<tr>
<th>Buses*</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Standard</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>10</td>
<td>Hail &amp; Ride</td>
<td>SAR 2</td>
<td>5.3 mn/yr</td>
<td>SAPTCO card</td>
<td>Euro III</td>
<td>SAPTCO</td>
</tr>
</tbody>
</table>

*264 during Ramadan and Hajj season

### Metro

<table>
<thead>
<tr>
<th>Trains</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>18 km</td>
<td>1</td>
<td>9</td>
<td>SAR 50</td>
<td>2 mn/yr</td>
<td>RFID cards in pilgrim wristbands</td>
<td>CRRC</td>
</tr>
</tbody>
</table>

*Only operational during Hajj period

**New Mobility Services**

**Ride-hailing**

Provider: Uber, Careem

**URBAN PROJECTS**

### Makkah Public Transport Program

<table>
<thead>
<tr>
<th>Length</th>
<th>Stops</th>
<th>Project Owner</th>
<th>Awarded Contracts</th>
</tr>
</thead>
<tbody>
<tr>
<td>180 km</td>
<td>88</td>
<td>MMRT</td>
<td>Management: WSP</td>
</tr>
</tbody>
</table>

**Existing bus network in Makkah**

Source: 2SAPTCO, 2017 data | 3Makkah Region Development Authority, 2018 data | 4SAPTCO
SAUDI ARABIA / MADINAH

STRATEGY

Madinah Vision 2040

Developed by: MDA

Timeline: 2040

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

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

AUTHORITIES

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

MODAL SPLIT

All trips, 2018

- Walking: 18.88%
- Bike: 0.09%
- Public Transport: 0.35%
- Private Buses (Company / School Bus): 7.31%
- Private Car: 3.55%
- Taxi: 68.64%
- Motorcycle: 1.18%

Source: GAS | MDA
EXISTING PUBLIC TRANSPORT

**Bus**

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

**New Mobility Services**

**Ride-hailing**

- **Provider**: Uber, Careem

**Current public bus stops in Madinah**

**UBERN PROJECTS**

**Madinah Metro Phase 1**

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

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

**Bus & BRT Project Phase 1**

- **BRT**: 46.7 km
- **Priority**: 2
- **Feeder**: 8
- **Bus**: 22
- **Park & Ride**: 9
- **Status**: Preliminary Stage
- **Project Owner**: MDA

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

Source: SAPTCO, 2017 data | MDA
TURKEY

83.15 mn (2019)
Population¹

92.3% (2018)
Urban Population¹ (of total)

1.99% (2019)
Annual Urban Population Growth²

2.8% (2018)
Annual GDP Growth²

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

18.3% (2017)
Avg. Annual Expenditure on Transport¹

TRY 1 = 0.13 USD
Currency Exchange Rate³

PRIVATE CAR OWNERSHIP

12,504,766 (2019)
Passenger Cars⁴

150 (2019)
Car Ownership Rate⁵ (passenger cars/1,000 persons)

STRATEGY

2023 Strategic Plan
Developed by: Republic of Turkey Ministry of Transport and Infrastructure
Timeline: 2019-2023
Vision: To be an institution that provides fast access and safe transportation
Objectives: Balanced, accessible, economical, and safe with the understanding of services in transportation, maritime, communications and information technologies, as well as the quality of life of society to contribute to the development of the country.

NATIONAL INTELLIGENT TRANSPORTATION SYSTEMS ACTION PLAN
Developed by: Republic of Turkey Ministry of Transport and Infrastructure
Timeline: 2020-2023
Vision: Advanced information technologies and human and environmentally oriented transportation system in Turkey
Objectives: To create an intelligent transportation network that integrates all modes of transportation in the country, using current technologies with domestic and national resources, that is efficient, safe, innovative, dynamic, environmental, providing added value and sustainability.

AUTHORITIES

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

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

NATIONAL PUBLIC TRANSPORT

Suburban & National Rail

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

High Speed Rail Network

- Trains: 19
- Lines: 4
- Operator: TCDD

NATIONAL PROJECTS

Railway Project (Ankara-Izmir)

- Length: 624 km
- Status: Under Construction
- Project Owner: TCDD-MOT

Railway Project (Ankara-Sivas)

- Length: 405 km
- Status: Under Construction
- Project Owner: TCDD-MOT

Railway Project (Ankara High Speed Train Maintenance Center)

- Status: Under Construction
- Project Owner: TCDD-MOT

Source: TCDD website and Ministry of Transport and Infrastructure website
TURKEY

Existing national rail network

Source: TCCD, 2019

EXISTING PUBLIC TRANSPORT

Ankara-Istanbul High Speed Rail
Length: 513 km
Project Owner: TCDD-MOT

Ankara-Konya High Speed Rail
Length: 212 km
Project Owner: TCDD-MOT

Konya-Istanbul High Speed Rail
Length: 624 km
Project Owner: TCDD-MOT

Ankara-Eskisehir High Speed Rail
Length: 282 km
Project Owner: TCDD-MOT

Source: TCDD website and Ministry of Transport and Infrastructure website
TURKEY / ISTANBUL

15.5 mn (2019)  
Population

2,987 inh./km²  
(Mid 2019)  
Density

2,889,968 (2019)  
Passenger Cars

186 (2019)  
Car Ownership rate  
(Passenger cars/1,000 population)

STRATEGY

Strategic Plan

Developed by: Istanbul Metropolitan Municipality

Timeline: 2020 - 2024

Objectives

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

Istanbul Metropolitan Area Urban Mobility Master Plan

Developed by: Istanbul Metropolitan Municipality

Timeline: 2011 - 2023

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

Objectives:

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

AUTHORITIES

Istanbul Metropolitan Municipality

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

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

MODAL SPLIT

• Walking 45%  
• Public Transport 28%  
• Private Buses (Company / School Bus) 20%  
• Others 7%
EXISTING PUBLIC TRANSPORT

Bus

<table>
<thead>
<tr>
<th>Buses</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Smart Card</th>
<th>Trip Planner</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>6169</td>
<td>3,50 TL</td>
<td>1,36 bn/yr</td>
<td>Istanbulkart</td>
<td>Mobiett - Metro İstanbul -İBB</td>
<td>IETT Otobus A.S. Privately Owned Public Bus</td>
</tr>
</tbody>
</table>

BRT System

<table>
<thead>
<tr>
<th>Buses</th>
<th>Stops</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>610</td>
<td>45</td>
<td>Metrobus (IETT)</td>
</tr>
</tbody>
</table>

Istanbul Automated Metro (M5)

<table>
<thead>
<tr>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>18,5 km</td>
<td>1</td>
<td>16</td>
<td>Metro Istanbul</td>
</tr>
</tbody>
</table>

Urban Rail

<table>
<thead>
<tr>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>233,05 km</td>
<td>13</td>
<td>16</td>
<td>Metro Istanbul</td>
</tr>
</tbody>
</table>

Taxi

<table>
<thead>
<tr>
<th>Taxis</th>
<th>Min. Fare</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>17,395</td>
<td>TRY 13</td>
<td>Privately Owned</td>
</tr>
</tbody>
</table>

Waterborne Transport

<table>
<thead>
<tr>
<th>Motor Boat</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>393</td>
<td>Dentur and other cooperatives</td>
</tr>
</tbody>
</table>

Ferry

<table>
<thead>
<tr>
<th>Sea Bus</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>52</td>
<td>IDO</td>
</tr>
</tbody>
</table>

Sea Bus

<table>
<thead>
<tr>
<th>Trains</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Mileage</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>727</td>
<td>133,69 km</td>
<td>8</td>
<td>104</td>
<td>TRY 3,50</td>
<td>497,8 mn/yr</td>
<td>82,9 mn vkm/yr</td>
<td>Istanbul Kart</td>
<td>Metro İstanbul</td>
</tr>
</tbody>
</table>

Suburban Rail (Marmaray)

<table>
<thead>
<tr>
<th>Trains</th>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>24</td>
<td>76,6 km</td>
<td>1</td>
<td>43</td>
<td>TRY 3,50</td>
<td>Istanbul Kart</td>
<td>TCDD Taşımacılık AS</td>
</tr>
</tbody>
</table>

Source: Istanbul Metropolitan Municipality, IETT Website, Metro İstanbul
EXISTING PUBLIC TRANSPORT

**Minibuses**
- Minibuses
  - Min. Fare: 6460 TRY 2,50
- Operator: Individually Owned

**Shared Taxi Minibus**
- Shared Taxi Minibus
  - Min. Fare: 572 TRY 3,50
- Operator: Individually Owned

**Shuttle (Staff - School)**
- Shuttle
  - Min. Fare: 66,269
- Operator: Individually Owned

**Cable Car**
- Cable Car
  - Min. Fare: 0,3 km 0,384 km TRY 3,50
- Operator: Metro Istanbul

**Funicular (F1)**
- Funicular
  - Min. Fare: 0,64 km TRY 3,50
- Operator: Metro Istanbul

**Funicular (F2)**
- Funicular
  - Min. Fare: 0,57 km TRY 3,50
- Operator: IETT

**New Mobility Services**
- **Bikesharing**
  - Providers: Isbike
  - Bikes: 1500
  - Trip Planner: Mobiett, Metro Istanbul, IBB

- **Ride-hailing**
  - Providers: Bitaksi & iTaksi

- **Carpooling**
  - Providers: Bla bla car

- **Carsharing**
  - Providers: Moov - ZIP Car - Yoyo

- **E-Scooter Sharing**
  - Providers: Marts - Bin Bin

Source: Istanbul Metropolitan Municipality, IETT Website, Metro Istanbul
**URBAN PROJECTS**

**Istanbul Metropolitan Municipality, Directorate of Public Transportation Services**

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

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

**Project: Taxi Transport Regulation**

**Taxi Transport Arrangement**

It is planned to move to the “New Taxi System” in Istanbul;

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

**URBAN rail under construction due to finish by:**

<table>
<thead>
<tr>
<th>Year</th>
<th>Line Name</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>Bogazici U. / Hisarustu Asiyan – Funicular Line</td>
<td>0.80 km</td>
</tr>
<tr>
<td></td>
<td>Kabatas - Besiktas - Mecidiyekoy - Mahmutbey Metro Line</td>
<td>18 km</td>
</tr>
<tr>
<td></td>
<td>Eminonu - Eyupsultan - Alibeykoy (Halic) Tram Line</td>
<td>10.10 km</td>
</tr>
<tr>
<td></td>
<td>Dudullu - Bostanci Metro Line</td>
<td>14.30 km</td>
</tr>
<tr>
<td>2021</td>
<td>Sabiha Gokcen Airport - Tavsantepe Metro Line</td>
<td>7.40 km</td>
</tr>
<tr>
<td></td>
<td>Kabatas - Besiktas - Mecidiyekoy - Mahmutbey Metro Line</td>
<td>6.50 km</td>
</tr>
<tr>
<td></td>
<td>Atakoy - Basın Ekspres - İkitelli Metro Line</td>
<td>13 km</td>
</tr>
<tr>
<td></td>
<td>Gayrettepe - Kemerburgaz - Istanbul Airport Metro Line</td>
<td>37.50 km</td>
</tr>
<tr>
<td></td>
<td>Basaksehir - Kayasehir Metro Line</td>
<td>6.20 km</td>
</tr>
<tr>
<td>2022</td>
<td>Mahmutbey - Bahcesehir - Esenyurt Metro Line</td>
<td>18.50 km</td>
</tr>
<tr>
<td></td>
<td>Bakirkoy IDO - Bagcilar Kirazli Metro Line</td>
<td>8.90 km</td>
</tr>
<tr>
<td></td>
<td>Bagcilar - Kirazli - Kucukcekmece Halkali Metro Line</td>
<td>9.70 km</td>
</tr>
<tr>
<td></td>
<td>Cekmekoy - Sancaktepe - Sultanbeyli Metro Line</td>
<td>10.90 km</td>
</tr>
<tr>
<td></td>
<td>Hastane - Sarigazi - Cekmekoy Tasdelen - Yenidogan Metro Line</td>
<td>6.90 km</td>
</tr>
<tr>
<td></td>
<td>Tavsantepe - Tuzla Metro Line</td>
<td>7.90 km</td>
</tr>
<tr>
<td></td>
<td>Pendik Merkez - Kaynarca Metro Line</td>
<td>5.10 km</td>
</tr>
<tr>
<td></td>
<td>Goztepe - Atasehir - Umurniye Metro Line</td>
<td>13 km</td>
</tr>
<tr>
<td></td>
<td>Halkali - Arnavutkoy - Istanbul Airport Metro Line</td>
<td>27 km</td>
</tr>
<tr>
<td>2023</td>
<td>Incirli - Gayrettepe - Sogutlucesme Metro Line</td>
<td>31 km</td>
</tr>
<tr>
<td></td>
<td>Sefakoy - Avcilar - Esenyurt - Beylikdüzü - Buyukcekmece (TUYAP) Metro Line</td>
<td>18 km</td>
</tr>
<tr>
<td></td>
<td>Yenikapi - Incirli - Sefakoy Metro Line</td>
<td>14.20 km</td>
</tr>
</tbody>
</table>

Source: Istanbul Metropolitan Municipality, IETT Website, Metro Istanbul
## URBAN PROJECTS

### After 2023

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

<table>
<thead>
<tr>
<th>Cable Car:</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Sultanbeyli Golet - Aydos Cable Car</td>
<td>1,80 km</td>
</tr>
<tr>
<td>• Beykoz Sultanbey Parki - Karlıtepe Cable Car</td>
<td>1,50 km</td>
</tr>
<tr>
<td>• D100 - Yakacik - Aydos Cable Car</td>
<td>3 km</td>
</tr>
<tr>
<td>• Buyukcekmece Sahil - Tuyap Cable Car</td>
<td>2,10 km</td>
</tr>
<tr>
<td>• Kayisdagi Cable Car</td>
<td>2,10 km</td>
</tr>
<tr>
<td>• Kinaliada Cable Car</td>
<td>0,80 km</td>
</tr>
<tr>
<td>• Buyukada Sahil - Ayayorgi Cable Car</td>
<td>2,80 km</td>
</tr>
<tr>
<td>• Miniaturk - Alibeykoy Cable Car</td>
<td>2,90 km</td>
</tr>
<tr>
<td>• Yesilpinar - Gaziosmanpasa - Rami - Cable Car</td>
<td>4,10 km</td>
</tr>
<tr>
<td>• Yavuz Selim - Kasimpasa Cable Car</td>
<td>1,60 km</td>
</tr>
<tr>
<td>• Beykoz Cayir - Hz. Yusa Tepe Cable Car</td>
<td>2,50 km</td>
</tr>
<tr>
<td>• Eyupsultan - Piyer Loti - Miniaturk Cable Car</td>
<td>2 km</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LRT &amp; Tram:</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Basaksehir - Kayasehir - Olimpiyat Tram</td>
<td>16,80 km</td>
</tr>
<tr>
<td>• Sirinevler - Mahmutbey (Tavukcu Deresi) Tram</td>
<td>7,80 km</td>
</tr>
<tr>
<td>• Alibeykoy - Sultangazi - Kucukkoy Tram</td>
<td>4,50 km</td>
</tr>
<tr>
<td>• Eyupsultan - Bayrampasa Tram</td>
<td>3,10 km</td>
</tr>
<tr>
<td>• Esenler Historical Tram</td>
<td>2,20 km</td>
</tr>
<tr>
<td>• Uskudar - Harem Historical Tram</td>
<td>3,30 km</td>
</tr>
<tr>
<td>• Habibli - Tepeustu Tram</td>
<td>3,20 km</td>
</tr>
</tbody>
</table>
**URBAN PROJECTS**

**LRT & Tram:**
- Firuzkoy - Hadimkoy LRT
  - Length: 20.40 km
- Sishane - Seyrantepe LRT
  - Length: 12.20 km
- Besiktas - Sariyer LRT
  - Length: 22.40 km
- Uskudar - Beykoz LRT
  - Length: 20 km
- Sabiha Gokcen Airport - Tuzla (O.S.B) LRT
  - Length: 12.20 km
- Halkali - Bahcesehir - Catalca LRT
  - Length: 33 km
- Arnavutkoy - Rezerv Yapi Alani LRT
  - Length: 32.90 km

**Funicular:**
- Maltepe - Yavuz Selim Parki Funicular
  - Length: 0.70 km
- Avcilar Sahil - Istanbul Universitesi Funicular
  - Length: 1.60 km

Source: Istanbul Metropolitan Municipality, IETT Website, Metro Istanbul
STRATEGY

Strategic Plan
Developed by: Ankara Metropolitan Municipality
Timeline: 2020 - 2024
Objectives
Ensuring the continuity of transportation services and strengthening the infrastructure planning, regulation, traffic control and coordination of urban transportation services.

AUTHORITIES

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

PUBLIC TRANSPORT ROUTE AND BUSINESS OPTIMIZATION PROJECT:
Implemented by the EGO General Directorate. The $2.5 million project will be financed by the American Trade and Development Agency (USTDA) and SAS.

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

MODAL SPLIT

Public Transport Route and Business Optimization Project:
- Public Transport
- Private Buses (Company / School Bus)
- Taxi
- Private Car

Source: TUIK | harita.gov.tr
EXISTING PUBLIC TRANSPORT

**Urban Bus**
- Buses: 1,909
- Min. Fare: TRY 3.25
- Smart Card: Ankara Card
- Trip Planner: EGO Cepte
- Operator: EGO

**Taxi**
- Taxis: 7701
- Min. Fare: TRY 8
- Operator: Individually Owned

**Minibuses**
- Minibuses: 2,231
- Min. Fare: TRY 3.50
- Operator: Individually Owned

**Suburban Rail**
- Length: 36 Km
- Lines: 1
- Stops: 24
- Project Owner: TCDD

**Metro**
- Length: 64.3 Km
- Stops: 54
- Project Owner: EGO

**Cable Car**
- Cable Car: 3.5 km
- Lines: 1
- Stops: 4
- Operator: EGO

**New Mobility Services**
- **Trip Planner**
  - Providers: EGO Cepte
- **Ride-hailing**
  - Providers: Bitaksi
- **Carpooling**
  - App: Bla Bla Car

**Urban Projects**
- Kecioren Kuyubası - High speed rail station and urban rail system: 11.2 km, 5 stations
- Yıldırım Beyazıt University - Cubuk urban rail system connection: 16 km, 5 stations
- High speed rail station – Etlik City Hospital - Forum Ankara rail system connection: 12 km, 7 stations

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

Gaziantep Metropolitan Area Urban Mobility Master Plan

Developed by: Gaziantep Metropolitan Municipality

Timeline: 2020 - 2030

Objectives

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

AUTHORITIES

Gaziantep Metropolitan Municipality

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

MODAL SPLIT

- Walking: 42%
- Public Transport: 28%
- Private Buses (Company/School Bus): 8%
- Taxi: 2%
- Private Car: 14%
- Bicycle: 5%
- Motorcycle: 1%

Source: TUIK
EXISTING PUBLIC TRANSFORM

**Urban Bus**

<table>
<thead>
<tr>
<th>Buses</th>
<th>Min. Fare</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>881</td>
<td>TRY 2,85</td>
<td>Gaziantep Card</td>
<td>Gaziulas</td>
</tr>
</tbody>
</table>

**Tram**

- Length: 22km
- Lines: 3
- Daily average passenger: 61,452

**New Mobility Services**

- **Trip Planner**: Gaziantep Card
- **Bikesharing**: Gazibis
- **Carpooling**: Bla Bla Car

Source: Gaziantep Metropolitan Municipality

---

**Suburban Line:**

**2020/2021**

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

**Planned:**

**2030:**
- Bicycle network: 186 km
- Urban rail network: 105 km

Source: Gaziantep Metropolitan Municipality
TURKEY / SANLIURFA

STRATEGY

Strategic Plan
Developed by: Sanliurfa Metropolitan Municipality
Timeline: 2020 - 2024

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

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

AUTHORITIES

Sanliurfa Metropolitan Municipality

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

PUBLIC TRANSPORT

Source: 1 TUIK | 2 Sanliurfa Metropolitan Municipality

2.000.031 mn (2020)
Population

106.583 inh./km² (Mid 2019)
Density

253.375 (2019)
Passenger Cars

122 (2019)
Car Ownership rate

Sanliurfa Metropolitan Area Urban Mobility Master Plan
Developed by: Sanliurfa Metropolitan Municipality
Timeline: 2023-2030

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

Objectives:
a) To understand current travel characteristics and forecast travel demand for the planning
b) To estimate CO₂ emission from urban transport based on the travel demand and technological choices;
c) To integrate transport options with land use structure and planned regional development and create alternative scenarios for achieving low carbon mobility.
d) To work out the mobility plan which is economically, socially, environmentally and technologically sustainable and climate resilient to achieve the goal of low carbon and inclusive transport incorporating development plans and master plans

e) To suggest implementation programmes for successful execution of the selected interventions.

MODAL SPLIT

Walking • Public Transport • Others • Bicycle
EXISTING PUBLIC TRANSPORT

- **Urban Bus**
  - Buses: 350
  - Min. Fare: TRY 2.25
  - Operator: Belsan

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

- **Midibuses**
  - Midibuses: 201
  - Min. Fare: TRY 2.25
  - Operator: Individually Owned

- **Minibuses**
  - Minibuses: 27
  - Min. Fare: TRY 2.25
  - Operator: Individually Owned

- **Taxi**
  - Taxis: 450
  - Min. Fare: TRY 8
  - Operator: Individually Owned

New Mobility Services

- **Trip Planner**
  - Providers:
    - Urfa Kart
      - Urfa Ulasim Mobil App

Public Transport Project Source: Sanliurfa Metropolitan Municipality

URBAN PROJECTS

- **Public Transport Projects:**
  - Under construction: 3.5km troyllebus project
  - Planned: Urban rail project (15 km LRT)
  - Bicycle network: 25km

Source: Sanliurfa Metropolitan Municipality
TURKEY / KAYSERI

Public bus in Kayseri

Copyright: Kayseri Metropolitan Municipality

STRATEGY

Strategic Plan

Developed by: Kayseri Metropolitan Municipality
Timeline: 2020 - 2024

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

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

Kayseri Metropolitan Area Urban Mobility Master Plan

Developed by: Kayseri Metropolitan Municipality
Timeline: 2030

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

Source: 1 TUIK | 2 Kayseri Metropolitan Municipality
AUTHORITIES

Kayseri Metropolitan Municipality

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

EXISTING PUBLIC TRANSPORT

Urban Public Bus

- **Buses**: 657
- **Min. Fare**: TRY 3.00
- **Operator**: Kayseri Ulasim

Privately Owned Public Bus

- **Buses**: 180
- **Min. Fare**: TRY 3.25
- **Operator**: Individually Owned

Minibuses

- **Minibuses**: 3118
- **Min. Fare**: TRY 3.25
- **Operator**: Individually Owned

Urban Rail

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

Shuttle

- **Minibuses**: 3118
- **Operator**: Individually Owned

New Mobility Services

Trip Planner

- **Providers**: Kayseri Mobil Ulasim App

Carsharing

- **Providers**: Bla Bla Car

Bikesharing

- **Providers**: KAYBİS

URBAN PROJECTS

- **Public Transport Projects**: 2
- **Under construction**: 2 (T3-T4)

Planned:

- **Urban Rail System (T3)**: 7.07 KM
- **Urban Rail System (T4)**: 5.20 KM

Source: Kayseri Metropolitan Municipality, Kayseri Ulasim AS
UNITED ARAB EMIRATES

STRATEGY

Vision 2021 National Agenda
Developed by: UAE Government
Timeline: 2012-2021
Vision: Sustainable environment and infrastructure
Objective
Ensure sustainable development while preserving the environment, and to achieve a perfect balance between economic and social development.

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

Green Growth Strategy
Objective: Improve fuel economy and reduce local air pollution.

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

AUTHORITIES

Federal Transport Authority – Land and Maritime (FTA)
The FTA regulates land, maritime and rail transport by proposing new policies and regulations, formulating and adopting legislations, and insuring their regional integration.

PRIVATE CAR OWNERSHIP

9.27mn (2016)
Population

86% (2016)
Urban Population (of total)

1.6% (2016)
Annual Urban Population Growth

3% (2016)
Annual GDP Growth

USD 72,400 (2016)
GDP per Cap (PPP; current int'l USD)

AED 1 = USD 0.27
Currency Exchange Rate

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

## From Abu Dhabi

<table>
<thead>
<tr>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Mileage</th>
<th>Fuel Economy</th>
<th>Standard</th>
<th>Smart Card</th>
<th>Trip Planner</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>38</td>
<td>10</td>
<td>128</td>
<td>AED 20</td>
<td>850,000/yr</td>
<td>13 mn vkm/yr</td>
<td>30l/ 100km</td>
<td>Euro IV</td>
<td>Hafilat</td>
<td>Darb</td>
<td>City Transport; Al Dhafra Transport</td>
</tr>
</tbody>
</table>

**Source:** 3DoT, 2017 data

## From Dubai

<table>
<thead>
<tr>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Mileage</th>
<th>Fuel Economy</th>
<th>Standard</th>
<th>Smart Card</th>
<th>Trip Planner</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>127</td>
<td>12</td>
<td>158</td>
<td>AED 10</td>
<td>12.5 mn/yr</td>
<td>20.8 mn vkm/yr</td>
<td>60l/ 100km</td>
<td>Euro IV &amp; V</td>
<td>Nol Card</td>
<td>S’Hail, Wojhati</td>
<td>RTA</td>
</tr>
</tbody>
</table>

**Source:** 3DoT, 2017 data | RTA; 2017 data

## From Sharjah

<table>
<thead>
<tr>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Mileage</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>111</td>
<td>10</td>
<td>291</td>
<td>AED 5</td>
<td>7.2mn/yr</td>
<td>16 mn vkm/yr</td>
<td>SRTA</td>
</tr>
</tbody>
</table>

**Source:** SRTA; 2017 data

## From Ajman

<table>
<thead>
<tr>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Fuel Economy</th>
<th>Standard</th>
<th>Smart Card</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>6</td>
<td>6</td>
<td>AED 5</td>
<td>684,637/yr</td>
<td>50l/ 100km</td>
<td>Euro III</td>
<td>Massar</td>
<td>APTC</td>
</tr>
</tbody>
</table>

**Source:** 3DoT, 2017 data | *RTA; 2017 data | *SRTA; 2017 data
UNITED ARAB EMIRATES

UAE / ABU DHABI

STRATEGY

Plan Abu Dhabi 2030: Urban Structure Framework Plan (Plan 2030)
Developed by: Abu Dhabi Urban Planning Council (UPC)
Timeline: 2007 - 2030
Objectives
Connectivity: a multi-layered transport network to connect the downtown core with new growth nodes and the developed islands.
Target: Shift 25% of government vehicle fleets to compressed natural gas.

Capital Surface Transport Master Plan
Developed by: Department of Transport of Abu Dhabi
Timeline: 2017 - 2030
Vision
A world-leading transport system that meets the needs of residents, visitors, and businesses in the most efficient, safe, attractive, reliable, and environmentally sustainable way
Objective
Deliver a world class, sustainable transport system that supports Abu Dhabi’s economic, social and cultural, and environmental goals.
Targets
An integrated system of transport services including regional rail, metro rail, trams.

AUTHORITIES

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

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

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

MODAL SPLIT

All trips, 2015

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>19.7%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>2.3%</td>
</tr>
<tr>
<td>Private Buses (Company / School Bus)</td>
<td>13.9%</td>
</tr>
<tr>
<td>Taxi</td>
<td>4.5%</td>
</tr>
<tr>
<td>Private Car</td>
<td>59.6%</td>
</tr>
</tbody>
</table>

Source: ¹SCAD | ²DOT | ³Calculated
EXISTING PUBLIC TRANSPORT

**Buses**

<table>
<thead>
<tr>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Mileage</th>
<th>Fuel Economy</th>
<th>Standard</th>
<th>Smart Card</th>
<th>Trip Planner</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 Km</td>
<td>3</td>
<td>77</td>
<td>AED 2</td>
<td>2,342</td>
<td>38.5 mln/yr</td>
<td>28.4 mln km/yr</td>
<td>55/100 km</td>
<td>HAhat</td>
<td>Darb</td>
<td>City Transport</td>
</tr>
</tbody>
</table>

**Taxi**

<table>
<thead>
<tr>
<th>Taxis</th>
<th>Min. Fare</th>
<th>Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,647</td>
<td>AED 10</td>
<td>145 mln/yr</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HEV</th>
<th>CNG</th>
<th>PWD</th>
<th>Women-only</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>3,340</td>
<td>8</td>
<td>152</td>
</tr>
</tbody>
</table>

**New Mobility Services**

**Bikesharing**

<table>
<thead>
<tr>
<th>Providers</th>
<th>Stations</th>
<th>Trips</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyacle</td>
<td>350</td>
<td>50</td>
<td>36,138 mln/yr</td>
</tr>
</tbody>
</table>

**Carsharing**

<table>
<thead>
<tr>
<th>Providers</th>
<th>Pricing</th>
</tr>
</thead>
<tbody>
<tr>
<td>UDrive</td>
<td>AED 0.5/min</td>
</tr>
</tbody>
</table>

**Ride-hailing**

<table>
<thead>
<tr>
<th>Providers</th>
<th>App</th>
</tr>
</thead>
<tbody>
<tr>
<td>Careem, Uber</td>
<td>Darb</td>
</tr>
</tbody>
</table>

**Carpooling**

<table>
<thead>
<tr>
<th>Providers</th>
<th>App</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: 4DoT, 2017 data | Cyacle, 2017 data | ITC, 2016 data

URBAN PROJECTS

**Light Rail Network**

<table>
<thead>
<tr>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Status</th>
<th>Project Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 Km</td>
<td>3</td>
<td>77</td>
<td>Planned</td>
<td>DOT</td>
</tr>
</tbody>
</table>

**Driverless Metro**

<table>
<thead>
<tr>
<th>Length</th>
<th>Lines</th>
<th>Stops</th>
<th>Status</th>
<th>Project Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>62 Km</td>
<td>2</td>
<td>27</td>
<td>Planned</td>
<td>DOT</td>
</tr>
</tbody>
</table>

**Abu Dhabi Hyperloop**

<table>
<thead>
<tr>
<th>Stops</th>
<th>Status</th>
<th>Project Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Under Study</td>
<td>DOT</td>
</tr>
</tbody>
</table>

UAE / DUBAI

STRATEGY

Dubai Plan 2021
Developed by: Government of Dubai – The Executive Council
Timeline: 2021
Vision
“A Smart & Sustainable City” - building fully connected and integrated infrastructure that ensures easy mobility for all residents and tourists, and provides easy access to all economic centres and social services.

Dubai Driverless Strategy
Developed by: RTA
Timeline: 2030
Target: Achieve 25% of trips being automated by 2030

AUTHORITIES

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

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

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

MODAL SPLIT

All trips, 2017

- Walking: 10.5%
- Bike: 0.8%
- Public Transport: 14.5%
- Private Buses (Company / School Bus): 21.1%
- Taxi: 9.2%
- Private Car: 43.9%

Source: DSC | Calculated | RTA
EXISTING PUBLIC TRANSPORT

**Bus**

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

**Tram**

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

**Driverless Metro**

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

**Monorail**

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

**Waterborne Transport**

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

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

Source: 4RTA, 2017 data | 5Nakheel, 2017 data
**EXISTING PUBLIC TRANSPORT**

**Taxi**
- Taxis: 10,529
- Min. Fare: AED 12
- Trips: 100 mn/yr
- Mileage: 2.0 mn vkm/yr
- HEV: 1,954
- PWD: 11
- Women-only: 77

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

**Water Taxi**
- Taxis: 10
- Trips: 34,805/yr
- Operator: Excellence Limo

**New Mobility Services**

**Bus on Demand (Trial)**
- Buses: 4
- Lines: 4
- Min. Fare: Free
- Provider: MVMANT
- Operator: RTA

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

**Bikesharing**
- Providers: NextBike
- Bikes: 250
- Stations: 12
- Trips: 24,251/yr

**Ride-hailing**
- Provider: Careem, Uber

**Dubai Metro and Tram network incl. planned Route 2020**

Source: 1RTA, 2017 data | 2NextBike, 2017 data | 3Copyright RTA
**URBAN PROJECTS**

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

**Awarded Contracts**
- Preliminary design & tender preparation: Systra/Aecom

**Metro Extension “Route 2020”**
- **Length**: 15 km
- **Stops**: 7
- **Rolling Stock**: 50
- **Project Owner**: RTA
- **Status**: Construction

**Metro Extension (Red Line: Rashidiya - Mirdiff; Green Line: Jaddaf - Economic City)**
- **Length**:
  - RL: 3.5 km
  - GL: 20.6 km
- **Stops**:
  - RL: 1
  - GL: 12
- **Project Owner**: RTA
- **Status**: Tendering Phase

**Metro Gold Line**
- **Project Owner**: RTA
- **Status**: Routes will be finalised this year as per the updated Master Plan

**Metro Purple Line (Airport Express Line)**
- **Length**: 49 km
- **Stops**: 15
- **Project Owner**: RTA
- **Status**: Routes will be finalised this year as per the updated Master Plan

**Dubai Hyperloop**
- **Project Owner**: RTA
- **Status**: Pre-feasibility study, technological feasibility study & mockup manufacturing

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

**Electric Buses**
- **Project Owner**: RTA
- **Status**: Testing & conducting trials on technical & financial feasibility
Sharjah Transport Master Plan (STMP) 2040

Developed by: Sharjah Directorate of Town Planning & Survey; Sharjah Roads and Transport Authority (SRTA)

Authority: SRTA
Timeline: 2040
Status: Planned

Sharjah Urban Planning Council (SUPC)
The SUPC’s role includes developing various service projects to improve the welfare of the residents and the level of infrastructure in Sharjah.

Sharjah Roads & Transport Authority (SRTA)
SRTA is responsible for managing all issues related to road and marine public and private transport within Sharjah.

Sharjah Municipality – Department of Transportation
Established in 2005, the Department of Transportation manages public parking.
# Existing Public Transport

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

## Bus

- **Provider**: Sharjah Taxi, Emirates Cab, City Taxi, Union Taxi

## Taxi

<table>
<thead>
<tr>
<th>Taxis</th>
<th>Min. Fare</th>
<th>Trips</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,320</td>
<td>AED 11.5</td>
<td>30 mn/yr</td>
<td>439 mn vkm/yr</td>
</tr>
</tbody>
</table>

- **HEV**: 225
- **PWD**: 5
- **Women-only**: 50

## New Mobility Services

### Carsharing

- **Providers**: UDrive
- **Pricing**: AED 0.5 /min

### Ride-hailing

- **Provider**: Careem, Uber

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Source: SRTA, 2017 data | KGL

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Sharjah public bus network

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Source: SRTA, 2017 data | KGL
Strategic Plan: Ajman 2021 - A Better Place to Live

Developed by: Ajman Executive Council
Timeline: 2021

Mobility-related objectives
Providing sustainable high quality transport services.

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

Authorities

Ajman Public Transport Corporation (APTC)
The Ajman Public Transport Corporation is responsible for the regulation of the transport sector in the Emirate of Ajman.
EXISTING PUBLIC TRANSPORT

- **Bus³**

<table>
<thead>
<tr>
<th>Buses</th>
<th>Lines</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Ridership</th>
<th>Standard</th>
<th>Smart Card</th>
<th>Trip Planner</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>6</td>
<td>70</td>
<td>AED 3</td>
<td>1.63 mn/yr</td>
<td>Euro III</td>
<td>Massar</td>
<td>Massar</td>
<td>APTC</td>
</tr>
</tbody>
</table>

- **Taxi³**

<table>
<thead>
<tr>
<th>Taxis</th>
<th>Min. Fare</th>
<th>Trips</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,209</td>
<td>AED 12.5</td>
<td>13.3 mn/yr</td>
<td>167 mn vkm/yr</td>
</tr>
</tbody>
</table>

- **Waterborne Transport³**

<table>
<thead>
<tr>
<th>Boats</th>
<th>Stops</th>
<th>Min. Fare</th>
<th>Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>4</td>
<td>AED 2</td>
<td>APTC</td>
</tr>
</tbody>
</table>

New Mobility Services

- **Ride-hailing**

  - Providers
    - Uber
    - Careem

Ajman’s existing public transport network³

Urban Project:

- **Bus Network Expansion**

<table>
<thead>
<tr>
<th>Lines</th>
<th>Stops</th>
<th>Status</th>
<th>Project Owner</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban: 3 Intercity: 1</td>
<td>40</td>
<td>Planned until February 2019</td>
<td>APTC</td>
<td>AED 10 mn (self-financed)</td>
</tr>
</tbody>
</table>

Source: APTC, 2017 data
OTHER MEWA COUNTRIES

PALESTINE (incl. East Jerusalem)

- **Population**: 4.8 mn (2016)
- **Urban Population (of total)**: 75.3% (2015)
- **Avg Annual Urban Population Growth**: 2.8% (2010 - 2015)
- **Annual GDP Growth**: -0.4% (2014)
- **GDP pC (current int’l USD)**: USD 2,810 (2016)
- **Currency Exchange Rate**: ILS 1 = USD 0.28

**PRIVATE CAR OWNERSHIP**

- **Passenger Cars**: 240,000 (2014)
- **Car Ownership Rate**: 53 (2014) (passenger cars/1,000 persons)

SYRIA

- **Population**: 18.27 mn (2017)
- **Urban Population (of total)**: 54% (2017)
- **Annual GDP Growth**: -0.4% (2017)
- **GDP pC (PPP; current int’l USD)**: SYP 1 = USD 0.0019
- **Currency Exchange Rate**: SYP 1 = USD 0.0019

**PRIVATE CAR OWNERSHIP**

- **Passenger Cars**: 4,250,000 (2014)
- **Car Ownership Rate**: 221 (2014) (passenger cars/1,000 persons)

YEMEN

28.25 mn (2017)
Population¹

36% (2017)
Urban Population¹ (of total)

4.1% (2017)
Annual Urban Population Growth¹

-34.3% (2016)
Annual GDP Growth¹

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

YER 1 = USD 0.004
Currency Exchange Rate²

PRIVATE CAR OWNERSHIP

560,000 (2014)
Passenger Cars³

21 (2014)
Car Ownership Rate³
(passenger cars/1,000 persons)

Source:¹World Bank | ²XE.com, August 2018 | ³OICA | ⁴Calculated based on 2014 population of 26.25 mn (World Bank)
This is an official Report of UCLG-MEWA and UITP, the International Association of Public Transport. UITP has over 1,800 member companies in 100+ countries throughout the world and represents the interests of key players in this sector. Its membership includes transport authorities, operators, both private and public, in all modes of collective passenger transport, and the industry. UITP addresses the economic, technical, organisation and management aspects of passenger transport, as well as the development of policy for mobility and public transport worldwide.

As one of the nine sections of UCLG World Organization, representing more than 100 years of experience in building cooperation among local governments and gathering the local governments of the world under one roof; United Cities and Local Governments Middle East and West Asia Section (UCLG-MEWA) continuous its efforts to ensure the effective representation the local governments at international platforms, to establish strong governance structures and to follow up the localization of international agendas in the MEWA region.