

# **INTELLIGENT TRANSPORT SYSTEMS, REALITY AND AMBITION**

Ministry Of Transportation  
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## Introduction

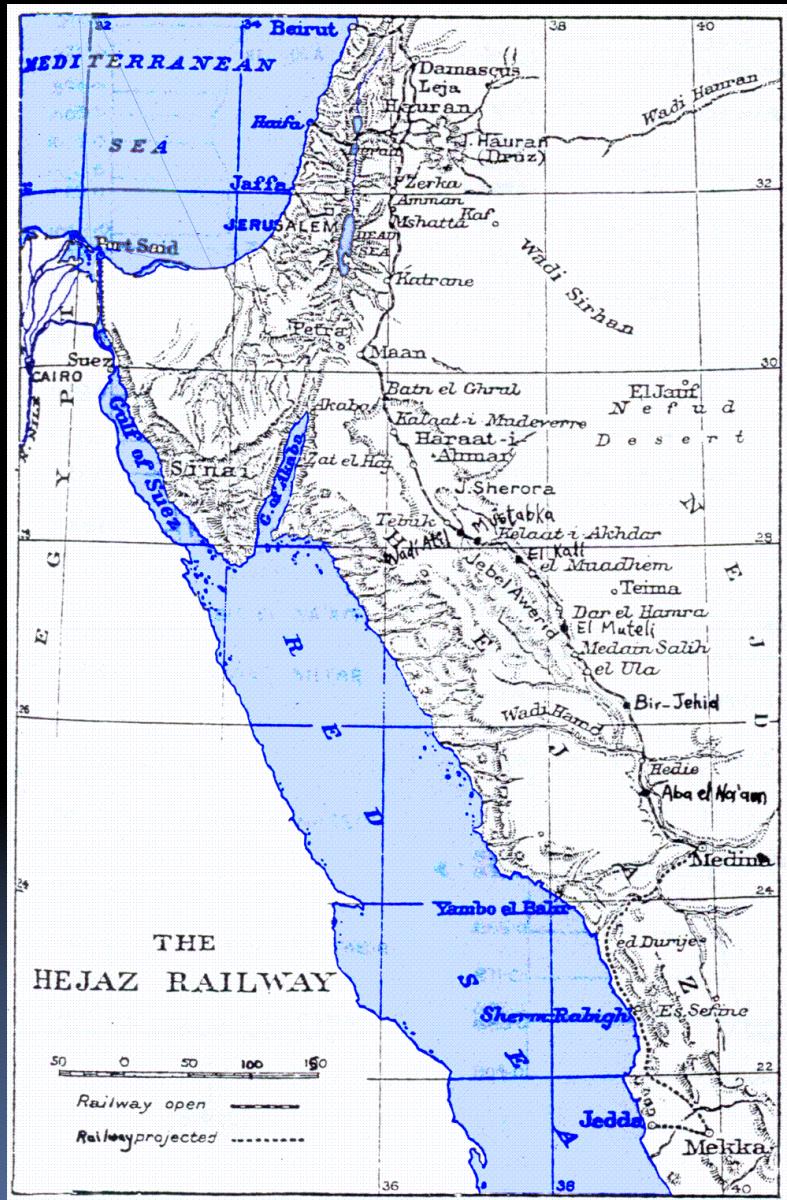
- Effective transport is the basic of the dynamic economy, using intelligent systems in transportation management saves time, and provides high standards of safety and accuracy. It also reduces the manpower needed, plus, it reduces human error.
- The global positioning system, is an example of these systems which can't be replaced in the transport of goods and passengers.
- The huge number of mobile users, the well-established mobile infrastructure, the ability of using technology and the qualified private sector of communication are indicators for the possibility of inserting the intelligent systems.
- these are the reasons why, Dr.Ali zaidan and the ministry team are interested in this event and looking forward to inserting the transport intelligent systems in Palestine.

## Palestinian transportation map 100 years ago

Because of the geographical location, Palestine was the center of transportation between Asia and Africa.

Palestinian transport map was characterized with the following:

- Effective network of roads linked with neighborhood
- long & modern railway network
- two airports & airways company
- 4 seaports, aaka-haifa-gaza-yafa



Hedjaz Railway (1908), showing the projected route of the extension to Mecca and Jeddah.



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## The transportation in Palestine in present

We will discuss the transport in Palestine in present by dividing it into 5 sectors:

### 1<sup>st</sup>-land transport

#### 1. Road network

- Inefficient, long, weak Network, was designed to serve Security goals of the occupation.
- 2086 km of roads have been implemented between 1994-1999
- 936 km, the length of the main paved roads.
- 782 km, the length of the regional paved roads.
- 4150 km the length of Local and ring roads, 2308 km paved.
- 974 km the length of the Bypass roads.
- 6874 km is the total length of the network.
- After removing the overlaps between the kinds of roads, 5000 km of roads is paved

## The most important roads that have been planned

- Coastal road : runs the length of 40 km from the north to the south of Gaza Strip, a depth of 300 m to the east.
- Safe passage : designed to be the main link between the West Bank and Gaza. Starts from Beit Hanoun "in gaza" to Tarqumiya in Hebron "Slide No. 8" total length is 42 km , 5 m below the level of the ground.
- M40 : Is an international road project, starts from Libya's borders with Egypt and passes in Palestine - Jordan - Iraq and ends at the Aalmundria in the Iran-Iraq border.

## Obstacles:

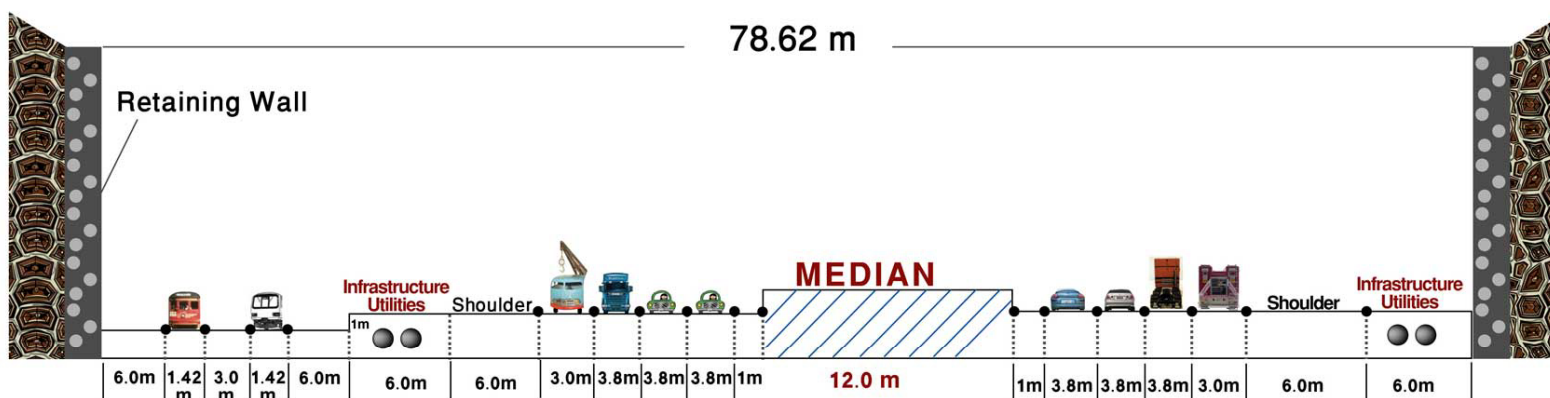
In addition to the obstacles set by the occupation, there are other problems face this sector

- There is no approved classification for roads, Non-completion of legal environment.
- Weakness & ineffectiveness of roads network .
- The operating systems and traffic technical requirements, are unsuitable.



# Road Vs. Rail Link

## Cross Section



### Option 2

Beit Hanoun - Tarqoumia  
Corridor Linkage



## 2. Internal transportation:

- Public transport

The Ministry of Transportation organizes The work of the following categories: Vehicle & Parts dealers, Maintenance garages, Driving schools, Traffic products factories, Institutions of vehicles inspection, Licensing of vehicles & Drivers, Passengers & goods transportation, Taxi companies, Rental vehicles and Heavy equipment, etc. In addition to the Supreme Council traffic management.

According to the records of the ministry, 229886 Vehicle has licensed in 1999, 175265 in W.B & 54621 in Gaza.

The situation that exists today in which the percentage of private vehicles of the total vehicles registered 67% and commercial vehicles 17.5% and public vehicles 7.4%.

9138 taxi, 909 bus, 128 rental car company, 1205 rental vehicle, 459 taxi company & 97 company Specialized in transporting passengers by buses.

## Obstacles:

In addition to the obstacles set by the occupation like Checkpoints, "Where numbered 1150 ch.p. in 2001" , there are other problems in front of this sector Including the High operational costs for public vehicles, Low wages, The high Age of the vehicle, large number of technical faults and large number of accidents.

One of the important problems is that a third of public buses would be removed from duty in 2013 because of the year of production . All these companies are small family businesses & The profits are not the main motivation for continuing, At the same time, the Palestinian Authority does not provide financial support to these companies because of its financial difficulties. Another factor affecting these companies is the poor knowledge of management experience, These companies are also affected by Irregular passenger flow.



- Private transport:

This sector includes private & Tourism buses, tractors, private vehicles.


The ministry is working on registration, licensing, periodic & sudden inspection on these vehicles .

In the Ministry's records, we find that 68% of these vehicles between 20-30 years old and 11% between 10-20 years, This of course leads to the high rate of accidents and the large economical burden due to maintenance.

Obstacles:

The most important problem in this sector is the great financial waste, because of The high rate of average life of vehicle.

High prices of these vehicles because of the high customs taken by the occupation authorities, which prevent Modernization.



### 3.. International Transport

The ministry has realized since its inception the great importance of the international transport and its effects on the development of the Palestinian economy, that's why the ministry is concerned of the international agreements & activities. Among these agreements, the international agreement of roads for eastern Arab countries, the International agreement of multimodal transport, the international agreement of railways for eastern Arab countries.

The ministry has been interested in regional connectivity projects to neighboring countries & Development of border crossings, But the occupation authorities seeking to manage these crossings with a purely security methods, this leads to obstruct the movement of goods and passengers

The international border crossings in Palestine are: Al karama crossing in Jericho, 750000 citizens Passes through annually to Jordan , Rafah crossing in Gaza, 350000 citizens Passes through annually to Egypt, There are crossing points between The territories occupied in 1948 & The territories occupied in 1967, such as tarqumia/ hebron, aljalama/ tolkarem ,qalandia / alquds, &" bethanon,almentar,shujaaya,sofya" in gaza. All these crossings have security nature.

National Authority is seeking to develop & rehabilitate these crossings to implement the recommendations and studies of many international institutions.

#### 4. Rail transport:

There's no railway in the Palestinian territories especially after the dismantling of Hejaz Railway by the occupation authorities and used it in fortifications of the Bar Lev Line.

The ministry worked within its master plan to fill the gap, especially as many international parties have developed regional plans for rail transport, and Palestine was a key part of this plans, the transportation master plan includes projects to revive the Hijaz railway, The old line with a length of 1400 km Linking Egypt, Jordan, Syria and Lebanon through Palestine, then going south to Aljazeera al Arabia, it worked in 1910 & stopped in 1918 because of the 1st world war.

## 2 nd: Air transport

in spite of all the obstacles set by the occupation authorities, the Palestinian National Authority managed to establish the Yasser Arafat International Airport, But the Israeli occupation authorities destroyed the airport twice to allocate it to ruins, Israel kept the Qalandia Palestinian Airport under occupation despite that the airport being inside the occupied territories of 1967, although the international law allowed for people under occupation to run their affairs except foreign and security.

At the same time, Israel blocked all attempts by the Palestinian Authority for the establishment of an airport in the West Bank, Although the completion of the entire studies by international and local parties, At the same time the occupation authorities prevent Palestinians from using airports in Israel .

The proposed site for the airport is Jericho.

early in 1998 the operational plan for Palestinian Airlines has begun , Palestinian flights reached to the airports in Amman, Cairo, Jeddah, Dubai and Abu Dhabi ,Larnaca and Istanbul from Yasser Arafat International Airport, The airport received regular airline flights from Maroco Royal Airway, Romanian, Russian and others Until 2000, the airport was destroyed by the occupation authorities, and the size of the damages estimated by 39 million U.S. \$

### 3 rd: marine transport

Occupation authorities did not allow the existence of marine transport to Palestine, they attack Palestinian water daily , Even the commercial port of Gaza was attacked by the occupation authorities and destroyed its facilities, Which led to stop working at the port & withdrawal the Europeans EGDG2000 Contractors & the main financiers “Netherlands. France, the European Investment Bank (EIB)”.

### fishing Port

Fishing is one of the most important sources of employment and food security in Gaza, This issued the directives of President Yasser Arafat to establish the port for fishermen to protect their boats, especially in seasons of marine storms from destruction and damage, The port has been completed with local experience.

The ministry estimates for the rehabilitation of the port and strengthen the foundations and deepen the basin and protect it from the waves and maintenance of the north coast has an amount of U.S. \$ 16 million.



#### 4 th- Meteorological Department

In 1958 has been started to establish weather monitoring stations in Palestine, stations were located in the West Bank run by Jordan and stations in Gaza run by Egypt.

In 1967 all stations comes under the Israeli occupation authorities after the occupation of the remaining part of Palestine.

Since start the Palestinian National Authority focused on weather monitoring stations of their importance in the safety of air, marine, and road transport, so it Held a number of specialized courses outside of Palestine, the most important specialized courses in Egypt in 1995 & in morocco in 1997.

In 1998 the Palestinian Authority completed the rehabilitation of the weather monitoring stations all over the country, & prepared The qualified staff to managed these stations.

At the end of the 1998 the meteorological authority became permanent member of the Arab Meteorological Organization and an observer member of the World Meteorological.

To day we have 9 weather stations & 60 rain gage station working efficiently.

## 5 th-Legal Environment

Ministry has set up the suitable legal environment to organize the transport sector, allowing them to service sector professionally.

In 2000 the Palestinians declared traffic law No. 5. there are many observations on this law because the occupation authorities do not recognize international law and do not recognize Palestinian law also. That Forced us to insert texts from Israeli law to this law, This caused contrasts and deficiencies in the law.

In 2005 the regulations have been prepared for Traffic Law No. 5, then the legal environment continues to grow, where the Council of Ministers issued a number of regulations like Supreme Traffic Council, ownership of operating licenses, Traffic Violations, the ministry Discusses a number of laws including Public Transport Authority, naval law , Amendment to the Traffic law No. 5.

There are a number of relevant laws such as Jordanian Companies law of 1964, the Palestinian Insurance law, etc . .

## Intelligent Transportation Systems applications in Palestine:


The short age of transportation ministry, the strange circumstances that have affected the transport in Palestine, the daily reality created by the occupation and the lack of resources have led to insignificant uses for intelligent transportation systems applications.

In the Ministry of Transport as in the nature of our people we strive to modernity and progress and as we have previously mentioned in the introduction to the study, the introduction of intelligent systems necessary for success, effectiveness and efficiency, safety and savings. Hence the ministry's keenness and according to their capabilities and what the hard conditions of the occupation allow, the evolution of performance by keeping pace with the development in the rest of the world. These days the ministry of transport is working via a computerized system which is the most modern in the neighboring countries.

And in order to raise the standards of traffic safety, the ministry forced the public transport vehicles to limit the speed by an electronic system. And it is working to develop a specification pushed the vehicle to keep up with the latest electronic systems that have been used.

The ministry worked on the requirement to use the latest systems testing and diagnosed problems in the institutions that granted licenses, and working on courses that include rehabilitation of students on the latest technologies in vehicles.

The ministry also required the drivers to provide their trucks with an electronic system that records the mileage, speed, working hours & rest hours.



Our hopes :

- The occupation may be able to lock us in a limited reality, but they will not be able to confiscate our dreams
- We want our rights, right to have a marine & air ports managed by intelligent systems
- We aspire to run our traffic with those intelligent transport systems.
- We hope to have an intelligent railways system.
- Our goal to have global positioning system in our transportation.



Welcome to Palestine

&

thank you for listening