

THE ECONOMIC EFFECTS OF THE ESTABLISHMENT OF THE GREAT PORT OF FAW AND ITS LINK TO THE BELT AND ROAD INITIATIVE

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Article History: Received: 16 July 2021; Revised: 29 July 2021; Accepted: 19 August 2021; Published online: 28 August 2021

Abstract:

Iraq has a single sea port on the Arabian Gulf, on which four commercial ports and two oil ports have been established. Despite the small Iraqi coastline on the Gulf, which does not exceed 60 km, which is the smallest area among the Gulf countries, this small area represents the maritime port of Iraq on the high seas. If it is properly utilized, it will have great returns on the economy. Iraq has an important strategic position in shortening the distances between East and West. And if Iraq wants to catch up with global developments, especially in the field of maritime transport and the establishment of modern and advanced ports, it must expedite the establishment of the great port of Faw, as Iraq's possession of important commercial ports, but these ports do not meet Iraq's growing needs, as they are internal ports with limited depths and do not directly overlook The Arabian Gulf, as well as in the event that Iraq is linked to the Belt and Road Initiative and is ready to exercise its vital role in linking the Asian East and the European West, from the ports of the Arabian Gulf to the ports of the Mediterranean. This necessitates accelerating the completion of the Faw port project due to its importance in transporting trade and considering it the gateway that moves the wheel of economic development and the great economic benefits it will bring to it through the establishment of the dry canal, which shortens the time and cost in transporting global trade.

Introduction

The world is witnessing rapid and successive developments in the field of maritime transport and the establishment and development of ports, due to the realization of the importance of this sector among the economic sectors, if we know that approximately 80% of the volume of international trade is transported by sea. The world's ports have developed as a link between land and sea And being the border ports of countries. Despite the problems that Iraqi ports suffer from due to the neglect of successive governments, as well as wars or economic blockades and economic crises, and

sometimes due to geological factors represented by the Shatt al-Arab sediments that reduce the depths of Iraqi ports and the limited area of the maritime borders overlooking the Arabian Gulf, which is estimated at 60 km. One of the least coastal areas overlooking the Arabian Gulf compared to the rest of the Arab Gulf countries, but the Iraqi ports have great economic importance as they are the only outlet to the high seas, and if they are exploited well and modernly, through the development of the existing Iraqi ports and the introduction of modern technology in the management and organization of ports in a way that leads to Attracting commercial ships, establishing the Great Port of Faw and its dry canal and linking it to the ports overlooking the Mediterranean Sea in Syria and Turkey, so that Iraq would be a link between East Asia and Western Europe and Africa, taking advantage of the distinguished geographical strategic location of Iraq, the Mediterranean between the three continents (Asia, Africa and Europe) As well as being linked to the Belt and Road Initiative, turning it into a global logistics center and developing the region For FAO and other associated areas that represent attractive investment opportunities for profitable local and foreign investments. Which casts direct and indirect economic shadows on the Iraqi economy by reducing unemployment and diversifying sources of income from the port's revenues, as well as stabilizing the security situation.

First:The importance of research: The importance of research stems from the importance of establishing and developing the Great Port of Faw in moving the wheel of economic, social and environmental development in Iraq through linking to the Belt and Road Initiative.

Second:The research problem: What is the role of the establishment of the Great Port of Faw and the link with the Ring and Road initiative in promoting economic and social development?

Third: The research hypothesis: The establishment of the great port of Faw and the link with the Ring and Road initiative has an important role in achieving economic and social development, directly or indirectly, on the reality of the Iraqi economy.

Fourth:Research Objectives:The research aims to demonstrate the role of the great port of Faw in achieving economic and social growth in Iraq through the link with the Ring and Road initiative.

The first axis is some basic concepts

First, the concept of the port. Ports are the window through which countries overlook the outside world, and through which they build international trade relations. Therefore, the port is the link between the sea and the state, that is, between the Fore land and the Hinter land (Kazzar, 2016: 387)

Secondly, the concept of maritime transport as for maritime transport, it is an important means of transport in general, and international transport in particular. It is the main gateway to the global markets.

Thirdly, the concept of the Belt and Road Initiative. The belt means the economic belt of the land Silk Road, i.e. building a branched and comprehensive network through the basic Silk Road that starts from China and then connects it with Central Asia, Russia, Turkey, Europe and the White Sea. As for the road, it means linking the Chinese coast with Europe via The South China Sea, the Indian Ocean, the

Suez Canal, and the Mediterranean Sea, down to the African coast (Hamid and Nafeh, 2020: 170).

The second axis is the importance of establishing the great port of Bravado.

First: The strategic importance of the historical site of the Al-Faw port project

The area of establishing the port of Al-Faw is one of the most difficult coastal areas in the world, as it is located in an intermediate area between the two neighbors, Iran and Kuwait, taking into account all the geopolitical problems represented in the problems of demarcating the borders with the two neighbors, which have not been resolved so far despite the intervention of the United Nations, which issued Resolution No. 833¹ for the year 1993 regarding the demarcation of the Iraqi-Kuwaiti border and the Khor Abdullah agreement, in addition to the problematic establishment of Mubarak al-Kuwaiti at a distance of only 27 km from Iraqi ports, which is contrary to the law of the sea because of its negative effects on the entrance to Iraqi ports. As for the border demarcation agreements with neighboring Iran, the problems are still unresolved regarding the Shatt al-Arab, the Algiers Agreement of 1975 and the march towards the Shatt al-Arab. The Iraqi coast is located in the Basra Governorate in southern Iraq, and it represents the end of the land and its connection with the marine waters, where the land gradually declines towards the Arabian Gulf, specifically at the far southern part of the sedimentary plain (Al-Mahmoud et al., 2018: 116).

The idea of establishing the great port of Faw dates back to 1938 when Iraq decided to establish a port supporting the port of Basra (the current stronghold). It rejected all diplomatic efforts in this field, and in 1985 the Ministry of Transport and Communications submitted a project to build (the Great Port of Basra), but the Iran-Iraq war prevented the start of its implementation (Al-Jumaili and Al-Kinani. 2012: 144).

In the 1990s, the project was disrupted due to the siege and financial deficit, and Iraq seeks, with economic and social motives related to sustainable development, to establish a huge port (the Great Port of Faw), which will be of great importance to Iraq to meet its urgent needs to expand its commercial activities, and thus the Ministry of Transport developed in April 2010 The cornerstone for the construction of the Al-Faw port project at the Al-Mamlha area in Ras Al-Bishah located on the eastern bank of Khor Abdullah in the far south of Iraq in the Al-Faw district, which will strengthen the regional relations of Iraq and strengthen the joint economic ties, leading to the stability of relations between the neighboring countries and opening a wide field for the employment of manpower (Samurai, 2013: 300).

¹The UN Security Council Resolution No. 833, issued on March 27, 1993, states the approval of the findings of the Kuwaiti-Iraqi border demarcation team, considering its decisions final and requesting respect for that decision and commitment to it and not violating the bilateral borders between Iraq and Kuwait, including the navigational borders, which it was rejected by the former Iraqi regime, but it was approved by the end of 1994 after international pressure.

Second: The purpose of establishing the port

Through a review of the most important goals that Iraq seeks to achieve through the establishment of the great port of Faw, the importance of establishing the port becomes clear, and among these goals:

1- Iraq's need for a giant port such as the great port of Al-Faw to fill the deficit that hit the Iraqi ports, as it cannot join the developments that the world's ports have reached, as well as the ports of the region.

2- Providing decent job opportunities for thousands of unemployed hands.

3- The low competitiveness of the Iraqi ports compared to the developed ports of the region.

4- Iraq's need for a port that establishes the coastal borders on the east side of Iran and on the west side of Kuwait, and the problems of demarcating the borders between the riparian countries of the Gulf.

5- Exiting the bottleneck represented by the problem of the depths of the Iraqi ports and the narrowness of the shipping lanes in Khor Abdullah and Shatt Al Arab.

6- Improving the coastline and stopping the erosion process and the loss of the coast.

7- The capacity of the current ports is not ready for Iraq to play its leading role in transporting goods through the dry canal.

8- Establishing a deep-water port that will allow it to receive giant ships that cannot reach our current ports, which are far from the coast of the Arabian Gulf.

9- Preparing Iraq to be a land bridge between East Asia and Europe via Turkey and Syria, as the distance between Iraqi ports and Turkish lands is not more than 1200 km, which does the (Baghdad-Berlin) railway, and thus the great port of Faw becomes one of the most important strategic ports that will change the transportation map The World Bank and that Iraq possesses the economic potentials, which makes it a global center for trade and investment (Mons, 2014: 61).

Fourth: basic designs:

With regard to the basic designs of the Great Port of Faw, it was agreed with the Italian group of companies (TECHNITTAL) to study the economic feasibility in terms of the initial dimensions of the port and its functional components and also consider the renewal and development of the existing ports, where the Italian study included eight alternative sites for the port in terms of technical and economic aspects and a feasibility study The environment of the port located along the Khor Abdullah channel in terms of (winds, waves, air currents, sediments, etc.). As the study included three alternative scenarios, the first scenario represented doing nothing, and the second scenario aimed at developing the existing ports, specifically Umm Qasr port, while the third scenario expected the implementation of the new port, and actually the location of the port was determined, taking into account the non-interference with the oil ports from Where the navigation of ships entering and leaving the port, and that it is in the Iraqi territorial waters, according to the technical requirements, the infrastructure of the new port is established in two phases that can be clarified in the following table (1):

Table (1) Specifications for the first phase of the completion of the Great Port of Faw until 2028.

The first stage until 2028 to deal with 36-40 million tons of containers and 22-25 million tons of dry bulk This stage requires the following		
For containers	3900 m	long sidewalks
for containers	1200,000 m ²	yard
For bulk materials (bulk)	400,000 m ²	yard
For roads, railways, buildings and services	600,000 m ²	areas
to store wheat	150,000 m ³	silo

Rescuers; Project; New Basra Grand Port FEASIBILTY STUDY/VOL2, 2008

Table (2) Specifications of the second phase for the completion of the Great Port of Faw until 2038

The second phase of additional infrastructure development is expected to be completed by 2028		
for containers	3,100	long berths for containers
for bulk	1,500	container berths
for container load	800,000 m ²	yard
For bulk materials (bulk)	200,000 m ²	yard
For paved roads and services	400,000 m ³	areas
store wheat	50,000 m ³	silo

Rescuers: Project; New Basra Grand Port FEASIBILTY STUDY/VOL2, 2008

Table (3) specifications of the third phase of the completion of the Great Port of Faw until 2038

Thus, the total requirements for the final stage to deal with 66 million tons of containers and 33 million tons of dry bulk		
for containers	7,000 m ²	long berths for containers
For bulk materials (bulk)	3,500 m	container berths
for container load	2000,000 m ²	yard

Rescuers: Project; New Basra Grand Port FEASIBILTY STUDY/VOL2, 2008

The characteristics of the new port were defined, in terms of the number and dimensions of the required berths and yards for handling containers and raw materials (wheat and others) based on the expected volume of cargo handling during the next thirty years to meet the local needs shown in the following table:

Table (4) the expected annual trading volume

Expected annual turnover		
Fill materials (million tons)	Containers (million tons)	the year
24	24	2018
32	40	2028

44	70	2038
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Source: Ministry of Transport, Planning and Follow-up Department, Al-Faw Grand Port Project, Summary of the Economic Feasibility Study 2008.

Fifth: The port's capacity

The capacity of the Great Port of Faw can be clarified according to Table (5):

Table (5) the capacity of the Grand Faw port

Statement	Sidewalks length / km	number of berths	annual capacity
container berths	17	50	25 million tons
piers	5	15	50 million tons
general merchandise docks	5	20	5 million tons
Ro-Ro. Pier		1	400,000 cars
Oil derivatives docks		6	230,000 barrels/day

Source: Ministry of Transport, General Company for Iraqi Ports <http://scp.gov.iq/>

The port was scheduled to start operating in the year 2018, according to the plan and timeline prepared by the study of Italian companies, but due to the delay of successive governments in the completion of the project, and their lack of sense of their responsibility towards this strategic project, knowing that during that period the budgets were explosive and it was possible to allocate Sufficient sums to complete the project, but it did not take advantage of that period until the crisis of low oil prices occurred, and the period of the state's preoccupation with fighting ISIS in 2014. In addition to external factors related to the effects of neighboring countries and their sense of the port's regional and global importance and its competitive ability, which is likely to affect it in the future, All these factors and others led to the delay in the completion of the project.

Sixth: The cost of completing the Faw Grand Port project

The estimated cost of completing the entire port is approximately (4.4) billion euros (four billion four hundred million euros). The General Company for Iraqi Ports has contracted with two companies to complete the eastern and western breakwaters, and they have been completed. And a contract was made with the Korean company Daewoo to complete the first phase of the port, which is represented by five projects that were signed at once, namely the construction of (the five berths for containers), (filling the storage and handling container yard and digging the internal navigation channel), (drilling and furnishing the external navigation channel) and (Khor Al-Zubair Canal Tunnel) and (the highway linking the port of Al-Faw and the port of Umm Qasr). The five contracts, their costs and the period of completion can be clarified in Table (6):

Table (6) contracts for the five projects

Contract	Statement	Cost	Implementation period
the first	Construction of the berth wall - container terminal (identifying the five berths)	\$511 million	37.5 months

The second	Construction of the road linking the Grand Port of Faw and Umm Qasr	440 million dollars	45 months
the third	Construction of a tunnel under the flooded Khor Al Zubair, with a length of 2444 m, a width of 3 lanes in each direction, and a depth of 28 m	634 million dollars	48 months
the fourth	Infrastructure - Phase One, excavation and backfilling works	\$726 million	48 months
Fifth	Construction of a navigation channel The length of the channel is 23 km, the depth is 19,8 m, the width of the channel is 200 m	314 million dollars	48 months
The sum of the five contracts		2625	

Ministry of Transport, Planning and Follow-up Section, 2021

These five projects that were contracted with the Korean company Daewoo, and if they are completed after four years, as agreed upon according to the planned schedule, and as pledged by the Korean company executing the project, the production capacity will consist of five berths accommodating two million containers and a maximum capacity of three million containers. in the year.

Seventh: Projects attached to the Great Port of Al-Faw (Al-Faw Economic City)

It has become necessary for the community of ports, maritime transport and logistical support to focus on the axes of sustainable development to confirm that this dimension has become a general international trend, and to find innovative ways to increase the effectiveness of port services and achieve international competition on the map of maritime transport and Vision 2030, in line with the seventeen sustainable development goals and 169 Target and 240 indicators of the United Nations announced on 25 September 2015. Although there is no explicit goal for maritime transport and ports within the declared goals, a number of indicators related to transport, directly or indirectly, are addressed (Badr, 2017: 2). Transport is a critical factor in achieving eight goals and 11 goals, directly and indirectly, in contributing to the construction of high-quality, reliable, sustainable and resilient infrastructure to support economic development and achieve human well-being and focus on facilitating access to all at an affordable cost and on an equal footing (UNCTAD, 2016: 6) This is through the development of leadership cadres in the port and maritime transport industry in order to promote sustainable development in the areas of future infrastructure, energy, social integration, security and safety, developing green ports, preserving the environment and reducing carbon emissions, which contributes to achieving the sustainable goals of ports. Investment in infrastructure and technology development is essential in ensuring the grand port of Faw to be established as a central and chosen business point in the logistics and transportation sector in Iraq, the Middle East and Europe. The Grand Faw port project covers Iraq's

need for a hundred years, as the port area has changed to approximately 54 km² after it was 12 km² in the basic design, an increase of more than four times the previous area, provided that the port contains 90 berths for various goods, and includes power stations, and heavy water treatment. Water purification, many squares and buildings, and a railway station. It is a plan to establish an integrated city behind the port worthy of the coast of Iraq on the Arabian Gulf. It includes lakes and a coast on the sea. Thus, the port needs thousands of manpower, as well as other opportunities in rail transport, land transport and air transport. (Transportation and Citizens, 2019: 19). We can show the components of the Grand Faw port project as follows (The General Company for Ports, Planning and Follow-up Section, Planning Division for the year 2019) and (Map 1):

- Eastern breakwater with a length of 8 km in the sea (completed).
- Western breakwater with a length of 16 km in the sea (completed).
- Marine infrastructure, including (marine excavation works, sea burial, stowage, and construction of container berths).
- Land infrastructure, including (service buildings and squares, the internal road network, service stations such as water desalination and power stations).
- The base, heavy water treatment, and the internal railway system, and linking it to the national railway, with a length of more than 100 km.
- The shipyard.
- Oil derivatives docks station.
- Al-Faw oil refinery and petrochemical plant.
- The road linking the Grand Port of Faw and Umm Qasr Port, with a length of 75 km.
- Khor Al-Zubair Tunnel (Al-Harir Tunnel*) under Khor Al-Zubair, 2.5 km long.
- Casting station.

The basic design of the Al-Faw peninsula consists of four main parts (the site of the great port of Al-Faw, the industrial zone, the urban area and the expansion of the current city of Faw), in addition to the infrastructure for each part of it, logistical services, transportation routes, transport movement in the region and future expansions.

Al-Faw Economic City is an essential part of the components of the Great Port of Faw, which is an important economic resource, which will contribute to the expansion of trade exchange between Iraq and the countries of the world and consequently strengthening international economic relations. It also contributes to the urban development of the region by transforming that region from a semi-region Abandoned into a residential, coastal, and industrial and tourist city that would improve the standard of living of the population and open up prospects for the development of Iraq's economic, social and security future. It is hoped that the industrial city will include investment projects. And integrated, environmentally friendly industrial zones, supported by all infrastructure, to be ready to receive investors in the local and foreign private sector. Including an air cargo airport with enhanced multimodal transport*, a refinery for petroleum products, and a petrochemical plant, in addition to a residential city with a capacity of nearly half a

million people (The First Voluntary Report on Sustainable Development Goals, 2019: 57). Through the map of the FAO region drawn up by the Italian Chancellor, which was contained in the proposal for the master plan of the FAO Peninsula prepared by the Italian group of companies TECHNTTAL (Master Plan-final issue, 2019:147-148).

Table (7) the number of manpower in the projects attached to the port

The project	The number of manpower
Heavy industries (steel industry, petrochemical, oil refinery)	3700-3400
Light industry (food industry, textile and clothing industry, machinery and equipment, building and construction, transportation equipment manufacturing, medicine)	18000
Services (schools, kindergartens, training institutes)	9000
Agro-industries (extensive farming, hydroponics)	1500
Transportation and logistics (cargo airport, dry port)	2000
Services (power station, waste recycling plant, water desalination)	1000
green areas	350
other	4500
the total	40050

Consultancy Services for the AL Faw Peninsula Master Plan -final issue, Technical, 2019. Ministry of Planning master plan 2018.

Usually the construction of ports accompanies the development and construction of the rear areas adjacent to the port (hinterland). As for the Great Port of Al-Faw, approximately (100) km² has been acquired, and the Ministry of Transport has contracted with the Italian consulting company “Tental” to prepare the Master Plan for that area, including: (The General Company for Ports of Iraq, the Great Port of Al-Faw <http://scp.gov.iq/>)

- Distribution of spaces in a way that ensures optimal use of lands by dividing them into industrial, commercial, service, residential and tourist areas... and others.
- Improving the environment in the Al-Faw Peninsula through the establishment of a green belt. It is known that the weather in the Al-Faw region is very bad in the summer due to the high temperature and humidity.
- Protection of the Iraqi coast through the establishment of a military and security base.
- Inventory of all energy facilities and projects in one area for reasons related to pollution.

- Restricting all oil and gas pipelines and cables in one corridor to ensure that there is no conflict, as well as to reduce the spaces occupied by these lines.

- Designing the road linking the Grand Port of Faw and Umm Qasr Port with the design of the tunnel under the Khor Al-Zubair Canal (the Silk Tunnel) linking the Great Port of Faw to the international road, which contributes to activating and facilitating the transportation of goods coming from the countries of the world.

The Italian company is preparing a general plan for potential factories and factories within the industrial zone and how to deliver services to them, such as iron and steel factories, fertilizers, cement, food and canning factories, and others. In addition to the establishment of an oil refinery, in coordination with the Ministry of Oil, with a capacity of (300) barrels per day, especially since crude oil depots are close to the site and there are docks for the export of oil derivatives that will be established for this purpose, which will enhance Iraq's export capacity, which it hopes will reach eight million barrels per day.

The economic zone in FAO is divided as follows:

1. The industrial and commercial area in the Al-Faw Peninsula, located in the northwest of the port of Al-Faw, with an estimated area of 10,000 hectares. It is closely linked with the port, commercial docks, the iron network, and the roads linking the port and the industrial zone, and part of it is located within the port's borders with regard to heavy industries such as (The oil refinery and petrochemical plant) and it also includes various heavy industries stationed near the port (such as the desalination plant, power plant, waste recycling plant, etc.), light industries, assembly industries, packaging and re-export industries, the Basra railway, Al-Faw and other environmental services (Master plan final issue, 2019:87)

2. The new residential area is located west of the current city of Faw and includes various residential activities and events and service facilities to accommodate approximately (350,000 thousand people) for people who will work in various port activities.

3. Development of the extension area of the current city of Faw towards the northwest of the current city and located on the borders of the Shatt al-Arab and includes various commercial, residential and service activities and events to accommodate approximately (150,000 thousand people).

4. The environmental performance strategy to support a sustainable environmental policy for the industrial zones, as it was set within the basic plan to deal with environmental issues and the optimal use of resources, including energy, water and raw materials in order to achieve an integrated approach for social benefits, and to achieve the strategic objectives of environmental performance through:

- a- Effective use of resources.

- b- Reducing environmental impacts.

- c- The provisions of managing the interactions between the environment and the surrounding communities in order to reduce the use of resources and reduce environmental pollution (Master plan final issue, 2019:81)

The third axis is the link to the Belt and Road Initiative

The Belt and Road Initiative project was launched by Chinese President (Xi Jinping) in 2013 during his tour in Central and Southeast Asia, as it included more than 65 countries from the three continents of Asia, Africa and Europe, with a population of approximately 65% of the world's population, or about four Billions and a half billion people, in addition to that it attracts approximately 35% of world trade and more than 31% of the global GDP (Sharaan, et al., 2019: 73).

In a speech he delivered in Kazakhstan on September 7, 2013, Chinese President Xi Jinping called for the development of the Silk Road Economic Belt. From the Pacific Ocean to the Baltic Sea, as described by the Chinese president, taking advantage of the ancient Silk Road. These roads extend through a wide network of transport lines, the Internet, and infrastructure projects in airports, ports, railways, roads and bridges linked to economic development corridors, an initiative that can be considered the project of the economic century in the world. The world in the twenty-first century (Mohammed and Ahmed, 2020: 18). This initiative is summed up in reviving the ancient Silk Road anew to link the continents of the ancient world (Asia, Europe, Africa), through a wide network of transportation routes and within the framework of the soft power strategy, as China employs its great capabilities in granting loans through financial surplus, so it established a bank Investing in the Asian Infrastructure Investment Bank (AIIB) and entering into investment projects with the participating countries to complete the infrastructure in their countries and this is a way to increase their strength. The Belt and Road Initiative, also known as the Silk Road Economic Belt, is a development strategy adopted by the Chinese government that includes the development of infrastructure and investment for the countries organizing this initiative, and then a means to develop cooperation and communication between regions. The cost of this project has reached one trillion dollars and attracted an additional eight trillion dollars since its launch (ESCWA , 2019: 3). This initiative focuses on five important areas: (coordination between development policies, strengthening investments and foreign trade relations, establishing infrastructure and utilities networks, improving financial cooperation and intensifying social and cultural exchange (Lauren, 2018:42)) These main pillars are closely related to the objectives of 17 Sustainable Development The Ring and Road Initiative contributes to bridging large financial gaps to achieve the sustainable development goals (ESCWA, 2019: 14)

Iraq and the Silk Road, a forward-looking vision

The volume of trade between Iraq and China

By extrapolating the volume of trade between China and Iraq, it becomes clear to us the depth of the importance of linking to the Belt and Road Initiative, as China is one of the largest trading partners with Iraq due to the volume of trade exchange compared to the rest of the world, and although the trade balance always constitutes a deficit to China, but that China's need for energy sources represented by oil made it pay special attention to Iraq, which prompted it to conclude agreements and initiatives with the Iraqi side and stress the importance of Iraq, through what Chinese Prime Minister Xi Jinping said during the visit of former Prime Minister Adel Abdul-Mahdi

to China about the importance of Iraq * Referring to the strengthening of infrastructure in Iraq to qualify it to be linked to the Belt and Road Initiative. And by comparing the volume of Iraqi imports to the largest partner and exporting countries to Iraq, including (Turkey, China, Jordan, South Korea, Iran, the United States of America, the European Union and Italy) for the period from 2015 to 2019, in which the role of China as the largest partner with Iraq is highlighted according to Table (8):

Table (8) the highest value of imports for trading partners
(The amount is one trillion Iraqi dinars)

Year	Country	Volume of Imports	Percentage
2015	Turkey	9.9	21.70%
	China	7.6	16.40%
	South Korea	5.4	11.70%
2016	China	19.9	36.30%
	Jordan	7.7	13.90%
	European Union	7.2	13.10%
2017	Iran	10.4	30.10%
	Italy	3.9	11.40%
	China	3.8	11.10%
2018	China	10.6	26.20%
	Iran	4.8	11.90%
	United State	4	9.80%
2019	China	5.8	27.10%
	Iran	3.1	14.30%
	South Korea	2.2	10.20%

Source: Prepared by the researcher based on the reports of the Ministry of Planning, Central Statistical Organization, Directorate of Trade Statistics, imports reports for the years, 2015, 2016, 2017, 2018, 2019.

We note from Table (8) the diversity of countries that Iraq relies on for imports, but it is noted that China is the partner most contributing to Iraq's imports, as it is among the top three countries for the largest exporting countries to Iraq. China's exports to Iraq in 2015 amounted to nearly 16.40%, ranking the second country after Turkey, which amounted to 21.7%, while in 2016 China was in first place in the volume of its exports to Iraq, with a rate of 36%, while in 2017, China was in third place after Iran and Italy, with a rate of 3.8. In 2018, China ranked first with a rate of 26.2%, and in the year 2019 also, China was in the first place among the countries exporting to Iraq, with a rate of 27.1%. This continuous increase in the volume of economic activity with China shows the size of the growing economic relations between the two countries.

We conclude from this that Iraq can be linked to the Belt and Road Initiative and be the heart of the Silk Road and a confluence between the sea and land road, and the important node in its trade corridors through the dry canal corridors linked to the great port of Faw, and that Iraq has an important position in the map of regional and

global ports Through linking with international shipping lines, specifically through MENA Kadar in Pakistan.

Conclusions:

1- The Great Port of Faw project can be considered an economic locomotive that drags many developmental sector projects behind it, and then a front and back interconnected relationship will be established between it and other sectors that will transform the Iraqi economy from a rentier economy limited in its structure and diversity to a sustainable economy with diversified sources, and the increase in financial returns The resulting from the construction of the great port of Faw may be synonymous with oil revenues in diversifying the sources of the Iraqi economy, contributing to the high level of the gross domestic product.

2- The social effects of establishing the great port of Faw and activating the dry canal could change the reality of the Iraqi situation through the corridors of transit roads, which will pass from southern Iraq to northern and western Iraq, governorates characterized by their ethnic and sectarian diversity, which constitutes an opportunity for peaceful coexistence and encourages The return of security and stability to all cities of Iraq.

3- A giant project the size of the great port of Faw coincides with Iraq's transformation into the most important dry channel perpetual movement of goods, investors and investment companies back and forth from the south to the north, and on the contrary, it has a great impact on the economic, social, security, social, cultural and even political returns and may help in the security stability of the region that It experienced many tensions in the past decades.

4- The importance of the industrial zones and the free zone attached to the port and their role in promoting economic development, and the competitive advantage of the Great Port of Faw.

Recommendations:

1- Speeding up the construction of the Grand Faw port in order to diversify sources of income in line with the vision of the 2030 sustainable development goals in reducing dependence on oil revenues, which are supposed to constitute only 30% of the state's sources of income.

2- Creating the appropriate atmosphere and conditions for investment companies to work non-stop and within the timeline for the completion of the Al-Faw port project.

3- The importance of Basra Governorate and the emphasis on its counting as the economic capital of Iraq in view of its strategic location and because it is the lung of Iraq and as the only marine outlet to the high seas.

4- Creating the logistical services required for the success of multimodal transport in Iraq from legal legislation to rehabilitate the infrastructure of the transport sector of all kinds (land, air and sea) in Iraq.

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