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Requirements for the movement of trade in Anbar province

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Abstract--The research dealt with the study of the requirements of trade movement in anbar governorate, as it dealt with the study of the border crossings, which number 4, which are the trebil port, the qaim port, the al-waleed port and the Arar border port. It activates the movement of foreign trade, and it was found through the research that the ports of the study area have a major role in the movement of trade, as it was found that the operating ports are the Trebil and Al-Qaim ports. As for the Al-Waleed port, it has been closed since 2015 as a result of the conditions that the governorate has been exposed to. As for the Arar border port, until recently Recently, it was seasonal, it was limited to organizing pilgrimage trips, but it was opened in 2021 for foreign trade, but it is still a weak movement. As for international roads, the governorate owns several international roads, which are Road No. 10, Road No. 11, and Road No. 12 Fazla through 160 Nukhaib. These roads connect the province with neighboring countries on the one hand, and the capital, Baghdad, and other Iraqi provinces on the other. It is a link that facilitates the movement of goods between the border ports and the markets to which those goods are shipped.

Keywords---foreign trade, border crossings, international roads, imports, exports.

Introduction

There is no doubt that the commercial movement anywhere needs elements and requirements for its establishment, since foreign trade is the movement of goods and commodities between international borders, there must be logistical requirements to facilitate this movement. Entry of imported goods and merchandise and exit of exported goods. The transport paths of all kinds (car

roads, railways, waterways and pipes) are the most important elements that reflect the volume of trade exchange. this search the requirements of trade movement in Anbar Governorate will be identified.

Study problem

The research problem is represented in the following question:

- What are the requirements for the movement of trade in Anbar Governorate, and what is its role in providing logistical support for foreign trade, and does it contribute to foreign trade effectively?

The hypothesis of the research

The hypothesis represents an answer to the question of the problem. The research assumed that Anbar Governorate possesses the necessary requirements for the movement of trade, namely, border crossings and international roads, which made it contribute significantly to foreign trade.

Research Objectives

- Disclosure of the most important supplies owned by Anbar Governorate, which provide logistical support to the movement of trade through Hazz
- Disclose the size of the contribution of these requirements in serving the movement of trade

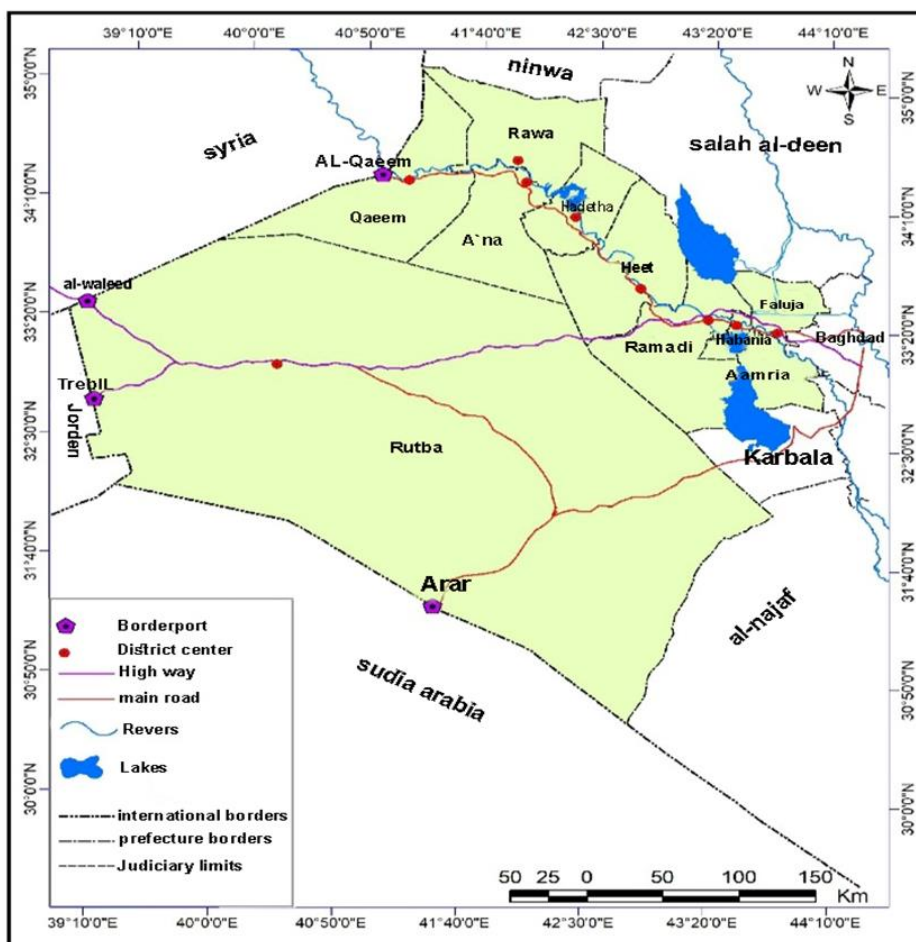
The spatial boundaries of the study area

Anbar Governorate is located in the western part of Iraq between latitudes (531-535) in the north and longitudes (39-45^o) in the east. It is bordered to the north by Nineveh Governorate, to the northeast by Salah al-Din Governorate, to the east by Baghdad Governorate, and to the southeast by the governorates of Najaf, Karbala and Babylon As for its international borders, it overlooks three Arab countries, bordered by Syria to the northwest, the Hashemite Kingdom of Jordan to the west, and Saudi Arabia to the south. First: Border ports: It is the meeting point of the borders of two neighboring countries, so it will be a crossing between the two countries and a place for the exchange of goods between them. Ensuring the conduct of economic relations between neighboring countries (1).

Anbar Governorate has four border ports, and these ports constitute 28% of the 14 Iraqi land ports. This is a result of the nature of the geographical location of the study area, as it has a wide border line with three Arab countries, namely the Hashemite Kingdom of Jordan, where the length of the border with it is 181 (2) km As for the governorate's borders with Syria, it is 286 km and 215 km With the Kingdom of Saudi Arabia, and thus, the governorate occupies the first place in terms of the lengths of the land borders with neighboring countries, reaching 19.6% of the lengths of the land borders of Iraq. These border crossings are distributed geographically as follows:

- Trebil port in the city of Rutba on the Jordanian border

- Al-Waleed port on the Syrian border
- Al-Qaim port in the city of Al-Qaim on the Syrian border
- Arar port on the Saudi border.



Map No. 1. The geographical location of the border crossings in Anbar Governorate

Source: From the researcher's work based on the Ministry of Water Resources - General Authority for Survey

Trebil border crossing

This port is located in the Trebil area in the city of Al-Rutba on the Iraqi-Jordanian border. It moved to its current location after the opening of the highway in 1988. The Trebil border port plays a major role in activating the trade exchange movement between Iraq and Jordan, as well as with other countries through the Jordanian port of Aqaba. The mutual interests between Iraq and Jordan formed the basis of the relationship between them during the past decades. Iraq constituted the strong backbone of the Jordanian economy. At the same time, Jordan was Iraq's gateway to the outside world after Iraq became

unable to use its seaports during the past two decades, which pushed the two countries towards each other strongly. And after 1990 Relations between the two countries were strengthened, especially after the imposition of economic sanctions on Iraq, as Oman became the first economic location for Iraq (3). This made Iraq the first trading partner for Jordanian exports until there was a prevailing concept that the Iraqi market is an extension of the local Jordanian market. Thus, the Trebil border crossing formed the vital artery of the Iraqi economy during the Iran-Iraq war, and it has continued to play its functional role until the present time.

Table 1
Values of goods and financial revenues at Trebil port

the year	Commodity values	Financial revenues (billion dinars)
2017	921731	140123
2018	39685	1360744
2019	452012	1933450
Total	1413518	3434317

Al-Waleed border crossing

Al-Waleed border crossing is located in the city of Al-Rutba on the border with Syria. At the beginning, it issued visas to both Syria and Jordan, but then the express line was opened in 1986 and the Trebil port was opened to regulate the economic relations between Jordan and Iraq. However, the Al-Waleed port was closed and remained inactive until 1997 as a result of the political differences between Syria and Iraq. Al-Waleed port is economically important for Iraq, as it links Iraq with Europe, North America and African countries through the ports of Syria on the Mediterranean Sea, the ports of Lattakia and Tartus. It also constitutes a geographic backbone for Baghdad, the distance between which is about 560 km, through which trucks are transported linked to the government land transport company, as well as the private sector (5).

Al-Qaim port

Al-Qaim port is located in the city of Al-Qaim and has a great importance in economic activity. The area of this outlet is about 2,650 m², and thus it is smaller in area and size compared to other outlets in the governorate. This port is of great importance in terms of economic movement between Iraq and Syria. It has been closed since 2015 due to the security situation in Anbar Governorate, and it was restored in 2019. Table No. (2) shows the values of imported goods through the Al-Qaim port, the financial revenues, and the number of trucks arriving at this port. Where the value of imported goods amounted to 6014123 million dollars, while the financial revenues for 2019 were 64,644 million dollars, and in 2020 The financial revenues amounted to 1014627 million dollars. As for the number of trucks, it amounted to (650) trucks in 2019 because the port was re-worked in September 2019. In 2020, the number of trucks increased to 11,656 trucks due to the increase in commercial activity through this port, especially that the port Al-Waleed is closed, and work is limited to the Trebil and Al-Qaim ports

Table 2
Values of imported goods and financial revenues for Al-Qaim outlet

the year	Commodity values	Truck preparation	financial revenue
2019	6014123	650	64644
2020	-	11656	1014627

Arar port

This port is located on the Iraqi-Saudi border and covers an area of 3450 m². This port is characterized by being seasonal, in which work is limited to organizing pilgrimage trips to Makkah Al-Mukarramah. Negotiations took place between the Iraqi and Saudi sides to open this port to the foreign trade movement, and it has already been opened to the trade movement in May 2021, and the financial revenues of the Arar port from the beginning of its opening (1/1/2021) until 30/4/2021 (116064) billion Iraqi dinars. As for the number of trucks entering the port during the above period, 1102 trucks. Among the most important tasks entrusted to the General Authority of Customs are:

- Collection of duties, taxes and all other receipts paid by exporters and other importers in return for obtaining customs services.
- Achieving protection and security by combating smuggling of prohibited goods (drugs, toxic substances, dangerous materials, commercial fraud...) whether inside or outside through land, sea and air ports and within the scope of the authority of the General Authority for Customs through coordination with the supporting authorities (Ministry of The Ministry of Interior, the National Center for the Control of Radioactive Materials...etc).
- Combating the evasion of paying customs duties on imported, exported and internally produced goods and commodities (production taxes) that were imposed on spirits and cigarettes and are now suspended.
- Provisions of control over customs warehouses and warehouses, whether by the private sector or those belonging to border crossing points.
- e- Commitment to implement the decisions, regulations, and instructions issued by government departments (agriculture and control departments, the Ministry of Interior, Health ... etc.) related to the ban, prevention and restriction of types of goods and merchandise for specific times.

The customs offices in Iraq are geographically distributed, as there are four customs directorates:

- The Directorate of Customs of the Southern Region, in which the southern ports are arranged.
- The Directorate of Customs of the Northern Region, with which the northern ports are linked.
- The Central Region Customs Directorate, with which the central outlets are connected.
- Directorate of Customs of the Western Region, with which the western ports are linked.

The outlets of the study area are linked to the Directorate of Customs of the Western Region, which was established in 2007 and was based at Trebil border crossing until 2017, when it was moved to the city of Ramadi. The area of the directorate is (500 m²) and the number of its employees is 300 distributed among its offices in the governorate, which is the office of Anbar and its location is Fallujah district. And the Al-Rutba office located in the district of Al-Rutba, and this directorate is linked to the General Customs Authority of the Ministry of Finance. The customs are the starting point for the process of entering goods through the ports, as the first steps of entering the goods begin from them. The customs offices inspect the imported goods and take information about them such as the type, value, weight and unit of the commodity. its measurement, country of origin, country of origin, and everything related to goods and merchandise, The imposition of customs duties on these goods, as a sample of the goods is sent to these offices in order to verify their validity. The goods are detected in two ways:

- The first method: the indirect method, which includes goods that can be stored in customs warehouses and warehouses, such as construction materials, stationery, iron and other goods that bear the storage process, as these goods are deposited in warehouses until they are inventoried, classified, and fees are imposed on them.
- The second method: It is the direct detection of materials that do not beautify storage, which are fast-rolling materials such as vegetables, fruits, frankincense and their products and other perishable materials, as these materials are detected directly, and they are loaded in trucks, and then they are delivered to the markets (9).

International roads in Anbar Governorate

Due to the privileged location of the study area, it was characterized by the extension of international roads from its east to its west and south. These methods are important as they facilitate interaction between the study area and neighboring countries in the process of exchanging goods and merchandise. These roads bear the numbers 10, 11, 12, as well as the highway and Nukhaib-Arar road 160. The importance of these roads comes from linking Iraq with neighboring countries, as these roads are Iraq's outlets for its foreign trade as it works to connect Iraq with the ports of the Mediterranean through the ports of the country Syrian and Lebanese, as well as the port of Aqaba on the Red Sea, which had a significant role in Iraqi trade during the period of the Iraq war with Iran, as the southern ports and sea ports were closed, And rely mainly on the ports of Anbar province. Map No. (2) showing international roads in Anbar Governorate.

The international roads in Anbar province are of great importance; Because it has contributed to the growth of human settlements and the creation of urban centers, especially the cities of Al-Rutbah and Al-Qaim, which are entrances and stations to serve the movement on the roads that cross it, and the city of Al-Qaim and Al-Rutba is part of the desert trade road that connects Iraq with the Levant (10). The total lengths of the main roads in the study area reached 1840 km, as shown in Table No. (3). The movement on these roads has developed after the

opening of the international road between Baghdad and the Levant in 1923, as this road penetrates the study area, and helped the growth of human settlements and contributed to making them transportation stations, as the roads represent the arteries that connect the city with its neighbors and bring it out of its isolation, and works to facilitate The process of commercial exchange (11).

It is clear from the foregoing that the study area includes the most important border crossings, which made it enjoy an important transportation network in terms of length and efficiency, and the greatest impact of these roads is clear on the city of Al-Rutbah and Al-Qaim. As for Route 160, until recently, its use was poor, as the use of this road was limited to nomads, or it was seasonal during the pilgrimage season, used by pilgrims towards the Arar port. However, this road will take on increasing importance by opening the Arar border port in foreign trade, which will make the transport movement active on this road.

Table 3
The lengths of international roads in Anbar province

No.	Street	length/ km	%
1	highway	596	32.4
2	Road No.10	555	30.2
3	Road No.11	121	6.6
4	Road No.12	298	16.2
5	Road 160 Arar	270	14.6
Total		1840	100

Source: From the researcher's work based on the Anbar Roads and Bridges Directorate, unpublished data.

- Highway: This road was completed in 1987 to be one of the most important strategic roads in Iraq in general and the governorate in particular (12). The highway is 1200 km long, and this road is one of the most important roads that serve economic development throughout the country. This road consists of: Three corridors to go and return, and there is a middle carot, and it connects between Safwan on the Kuwaiti border and the Trebil port on the Jordanian border. This road has been designed with the latest international designs and includes facilities and facilities to provide safety and comfort. This road includes several sectors, five of which are located in the study area (13)
The traffic on this road is characterized by being dense and continuous, as this road is linked to the Trebil border port, which is the most important port of Anbar Governorate and Iraq in terms of trade movement. Through the field study, movement on this road was monitored, as the number of vehicles on this road reached 12,721 vehicles per day of various types, whether they were cargo trucks, passenger vehicles or private vehicles. It is worth noting that this road has been subjected to sabotage, razing fences and stealing parts of it. Because of the wars that the country has gone through, especially the American occupation, and the armed groups that blew up bridges and water passage channels along this vital road.
- Road No. (10):

This road extends from the capital, Baghdad, heading towards Anbar Governorate, taking its path through the city of Fallujah, and extends parallel to the right bank of the Euphrates River until it reaches the city of Habbaniyah, after which it crosses the city of Ramadi and heads west to the city of Rutba and then Trebil at the Jordanian border. In the first part of the road, it includes two lanes to go and the same for the return to the city of Ramadi, after which it takes one path to go and return (14).

The importance of this road is that it is a link between the capital, Baghdad, and the western city of Iraq. It is also important in the functional and urban development of the city of Fallujah, the city of Ramadi and the city of Habbaniyah. This road witnesses heavy traffic of various types of vehicles. Through the field study, this movement was monitored, as the number of vehicles reached (11536) vehicles per day, and it comes in second place after the highway. Road No. (10) is of great importance in the movement of trade exchange, as it represents one of the main roads, and connects the cities of Ramadi and Fallujah with the capital, Baghdad.

- Road No. 11:
The length of this road is (121) km, and it branches off from the international road No. 10 at the (H3) area, at a distance of (65) km from the city of Al-Rutba, and heads to Al-Tanf at the Syrian border. This road consists of two lanes to go and return, and this road serves traffic Transport and trade between Iraq and Syria(15). Road No. (11) is one of the most important roads linking Iraq with the Mediterranean ports, as Iraq's trade passes through this road between Iraq, Damascus, Beirut and the Mediterranean ports (16)
- 4-Road No. (12):
This road starts at the point (35) km after the city of Ramadi, as it branches off the International Road No. 10 and takes its path northwest of the study area, and passes through several cities of Hit, Al-Baghdadi, Haditha, Anah, Rawa and Al-Qaim until it reaches the Syrian-Iraqi border. The road consists of one lane. To and fro, and the length of this road (298) km. The daily traffic volume on this road reached (2826) vehicles of all kinds. Also, Road No. (12) represents the vital artery to connect human settlements that extend on the banks of the Euphrates River, and represents the backbone of industrial projects established in the districts of the western Anbar Governorate (17).
- Road (160) km - Nukhaib - Arar:
It is a road branching off at (160) km from the international road No. 10 and the highway, with a length of (150) km, and heading towards Nukhaib in the south. This road was completed in 1986. As for the second section of the road, its length is (120) km It extends from Nukhaib to the city of Arar on the Iraqi-Saudi border and consists of two lanes, one for going and the other for back, and this road serves the transportation movement during the Hajj season (18)

Conclusions

- The location of Anbar Governorate played a major role in making it a gateway for foreign trade

- Anbar Governorate has four border ports, which are Trebil, Al-Qaim, Al-Waleed and Arar. These ports are of great importance in the movement of foreign trade through the ports of Anbar Governorate.
- Important international roads extend over Anbar Governorate and represent the vital artery on which goods move
- In the governorate there are customs offices that play their role in regulating the movement of goods through border ports

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