

## Development of Transportation Modes in Basra Sanjak: 1945-1958

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### **Abstract**

*Land transportation is the oldest means used by humans to transport various goods. This method has evolved over the centuries to what we see today in the use of trucks of various types in transportation operations. Truck transportation is considered the best type of transportation in various countries of the world. If money is the lifeblood of the economy, then transportation in its various forms and means, such as water transportation (maritime and riverine), air transportation, and land transportation (rail and truck), is considered the lifeblood of the economy at all times. It is considered a necessity for development and a support for foreign trade and tourism activities. It is a link between different countries of the world. Several laws have been enacted and many international agreements have been concluded to regulate the work of these means. Therefore, land transportation is of great importance in Iraq in general and Basra in particular, due to its distinguished geographical location, as well as the low cost of land transportation compared to other means of transportation. The research was divided into three sections. The first section dealt with land roads, railways, the Public Transport Authority, and the bus project. The second section dealt with river transport, and the third section dealt with air traffic.*

**Keywords:** Basra Sanjak, Transportation Modes, Railways, Airport, Public Transport Authority, Steamers

## LAND ROADS

### Railways

The land transport sector, including roads and railways, is one of the important economic sectors and activities in the progress of societies. It is an effective means of achieving economic and social development goals due to the link between the transport sector and the main productive sectors that make up the national economy: industry, agriculture, and services. (Murad, 2008, p. 79)

Railways were used to transport various goods, and the railway lines between Basra and other Iraqi cities expanded. (Summers Cale, 1936) They transported grain, dates, wool, livestock, and others from the south to the north, whether related to local products in Basra or the southern regions, in addition to goods transported to Basra by land or sea from the world. They also transported northern products to the south for export through the port of Basra or for local consumption (Al-Haroon, 1990)

After the ownership of the railways was transferred from the British side to the Iraqi government in 1950, its administrative entity took shape and departments and divisions were formed. The Iraqi character began to gradually dominate the railways and the number of Britons and Indians working there decreased. The following is the organizational structure of the railways and its main formations, which was in place in 1950 (General Establishment of Iraqi Railways Iraqi Railways , 1990).

1. Transportation
2. Engineering
3. Mechanical Engineering
4. Accounting
5. Medical Affairs
6. Warehouses

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7. Public Affairs Administration
8. Hotels and Catering
9. Auditing
10. Railway Police
11. Printing and Stationery

The names of these formations have changed over the years. They were initially called divisions, then departments, and finally directorates. However, their basic duties remained the same and they were linked to branches and external branches, especially in the main stations such as Maqal, Mosul, and Kirkuk...etc (Al-Barak, 2016).

In the 1950s, the railways provided a great service in addition to transporting passengers and goods. They also contributed to the transportation of mail and, in cooperation with the Iraqi Postal Service, received mail from citizens and companies at all railway stations and transported it to the nearest post office or to the central post office for distribution (Al-Barak, 2016).

The communication system used between Baghdad and Basra was the same as that used by the occupying British military forces at the time, namely the Morse telegraph, for the purpose of providing information and exchanging telegrams between all stations. British control devices were later added and installed on the Baghdad-Basra metric line (Al-Barak, 2016).

In the early 1950s, a train control system was introduced on the main line between Baghdad and Maqal using telephone control. It operated 24 hours a day and continuously connected all stations to one of the two control units in Maqal or Baghdad by direct telephone (Malouhi, 1978, p. 139).

The general managers who served the railways from 1916 to 1950 and who succeeded each other in managing them were mostly retired British officers. The agreement to transfer ownership of the railways from the British government to the Iraqi government gave them broad powers in personnel matters and budget management. The boards of directors, of which the general manager was the chairman, complied with the wishes of these general managers. This situation continued until the British government's privileges in the Iraqi railways were abolished and the Iraqi Railways Authority Law of 1950 was issued (General Annual Statistical Collection 1936-1958., Ministry of Economy).

**Table 1. Names of the General Managers of the Railways for the Period 1916-1958**

Name	Nationality	Period
Colonel Lubbock	British	1916-1921
Ramsey	British	1921-1925
John Ward	British	1925-1936
Nicole Locken	British	1936-1938
A. H. S. Smith – British	British	1938-1940
W. G. Mofit	British	1940-1950
Air Marshal Ismail Safwat	Iraqi	1950-1955
Squadron Leader Sabah Nuri Al-Said	Iraqi	1955-1958

(The table is based on data from, 1936-1958)

**Table 2. Types and Quantities of Goods Transported from Basra Sanjak by Railway in Tons 1952-1956**

Commodity	1952-1953	1953-1954	1954-1955	1955-1956
Barley	145,562	321,044	270,905	87,170
Wheat	80,684	84,333	126,306	87,585
Other Grains	40,719	88,486	140,108	83,353
Wool	4,812	4,199	4,339	5,868
Tobacco	5,340	6,975	6,316	5,977
Dates	170,217	155,952	152,792	162,214
Rice	9,734	10,294	9,509	12,516
Licorice	6,784	-	5,861	3,653
Fruits	14,811	33,321	20,960	23,520
Vegetables	11,903	16,529	23,730	26,642

Bricks	35,820	39,212	15,016	12,144
Sand	188	1,019	2,261	59,975
Gravel	128,610	116,065	145,318	179,786
Wood	1,623	1,534	530	5,197
Iron	53,017	68,340	42,958	64,517
Carpets	1,543	1,567	1,057	1,754
Cotton Fabrics	7,583	7,650	8,960	11,006
Sugar	59,611	70,112	53,917	59,975
Tea	7,231	9,817	8,868	12,811
Military War Materials	18,722	18,691	28,501	46,562

(Iraqi Government , 1957)

The contribution of railways to economic development is evident in their role in connecting production areas with consumption areas, and in facilitating the movement of people and the transportation of raw materials and goods to and from investment areas. This plays a key role in the exploitation of natural resources, which are often concentrated in remote areas.

### **The Public Transport Authority in Basra Sanjak**

The Public Transport Company was established in 1938, under Law No. 38 of 1938, under the name of the Public Transport Authority. It was responsible for transporting passengers within Baghdad only, and operated on a central financing system (Ahmed , 2011). The Public Transport Authority in Basra Sanjak was established on June 16, 1946, and its management was entrusted to the Basra Municipality. The purpose of its establishment was to alleviate congestion, organize transportation, avoid chaos, and facilitate people's movements between Basra, Ashar, Maqal, Al-Faysaliyah, Al-Hartha, Al-Zubair, and other main roads, public squares, and developed areas. It was therefore necessary to connect them with each other through a regular network required by modern means (Council Resolutions of the General Sanjak , 1956).

At that time, the service relied on used cars of different types, which were remnants of the Battle of Shaiba. Their number was about fifteen cars. Five new Chevrolet cars were added to these cars on August 6, 1948, and then ten more cars of the same type were added on October 14, 1950 (Latifi, 1954, p. 87).

In the meantime, the General Sanjak Council, in its second session held on March 10, 1951, decided to link this institution to the local administration so that it would have the right to direct supervision over it and to guide it in the direction of raising its level in terms of financial, administrative and technical aspects. This institution has its own budget, which the General Council supervises the organization of annually, and which includes the details of its staff, revenues, expenditures and cash balance circulated in the banks. It is headed by a director who supervises its administrative, financial and technical work (Latifi, 1954, p. 101).

In early 1955, a special building was built for it located at the end of the road from Basra City to Mosul to the Zubeir district. There is the headquarters of the administration, garages for transport vehicles, workshops and warehouses. The service has an accountant, a bookkeeper, a cashier, the rest of the writers, a storekeeper and his assistant, gasoline employees, a line officer, a chief inspector, inspectors, station masters, collectors, drivers, drivers' assistants, braziers, welders, painters, repairmen, electricians, guards and workers (Council Resolutions of the General Sanjak, 1956).

The Service consists of two main departments:

The Administration Department:

The Director of the Service and his Assistant

The Legal Division, headed by a lawyer

The Writing Division

The Personnel Division

The Director of the Service and his Assistant are responsible for managing the work of the Service. The other divisions and departments are merely assistants in implementing the general plan.

The Operations Department:

The Workshop Division

The Garage Division

The Warehouse Division

The Accounting Division

The Lines Division (Latifi, 1954, p. 88)

The Service owns 55 large Chevrolet transport vehicles that operate on designated routes according to a set plan. A look at the budget estimates for 1955 shows that the expected balance from revenues is 24,500,000 dinars, the estimated revenues are 155,500,000 dinars, the estimated expenditures are 151,168,000 dinars, and the expected cash balance at the end of the current fiscal year is 28,832,000 dinars (Latifi, 1954, p. 101).

The Service provides training courses for its employees, including a seven-day course for drivers. During this course, drivers learn the principles followed by the Service, get to know the routes, and monitor all instructions and guidelines. They are also given daily wages during the course.

A three-day training period is also allocated for drivers to learn about the collection process. During this period, they test the method used to distribute tickets to passengers, learn about the routes and stops, and other instructions and guidelines issued by the Directorate (Latifi, 1954, p. 92).

The Service enjoys a governmental status that protects it from competition from companies and others. It receives government support and efforts are made to strengthen its entity by preparing a system that helps to organize the desired goal. The Director of the Service enjoys powers stipulated in instructions issued by the Chairman of the General Council. Under these instructions, the Director is authorized to grant regular leave to employees and users for a period not exceeding five days, grant sick leave to employees and users based on medical reports, transfer collectors and drivers from one car to another, transfer inspectors and cars from one line to another, and purchase machinery and tools in case of an emergency.

In all other administrative and personal matters, the Director refers to the Chairman of the General Council. In matters of expenditure not covered by these powers, the committee formed for this purpose, headed by the Chairman of the General Council, is referred to, as it is the competent authority to decide on all matters of expenditure.

The Service follows a two-shift work system, morning and evening. Work starts at 6:00 AM and ends at 12:00 PM. Each of these shifts has a work period of eight hours, which is spent by the driver, collector, inspectors, station master, and line officer, and then they are replaced in the second shift by others like them in other cars that are ready for use.

The affairs of users and workers are confined to special instructions that make them responsible for their duties. The cases of promotion, dismissal, employment and penalties are determined by instructions that limit the decision to the Chairman of the General Council (Council Resolutions of the General Sanjak , 1956, p. 102).

**Table 3. Number of Employees in the Public Transport Authority for the Period 1955-1957**

Year	Buses	Drivers	Collectors	Inspectors	Routes
1955	55	70	66	22	7
1956	55	81	80	32	9
1957	45	80	80	31	9

(Iraqi Government , 1957)

The accounts of the Public Transport Authority were not audited by any competent authority from the time it was established until 1949. Therefore, Saba (SABA IP) legal company was entrusted to audit its accounts for the period from June 1, 1949 to March 31, 1955. The company completed its task on June 16, 1955 and

submitted its report, which included several observations. It was agreed between the local administration and the company itself that it was necessary to change the accounting system used, including the old accounting records and accounting forms, to a new commercial system that reflects the accounting system used in modern times and to apply it practically, which is what the company started with (Council Resolutions of the General Sanjak, 1956).

On November 16, 1957, a taxi drivers' strike took place in protest against the penalties imposed on them by the Criminal Court for violating the Land Transport Law, in addition to the strict persecution they faced from the Basra Sanjak Police (Council Resolutions of the General Sanjak , 1956).

Legal measures were taken by arresting the instigators and the striking drivers. The drivers formed a delegation to meet with the Acting Governor (Mutasarrif) Rashid Najib, and the workers explained that there were no designated places for passengers to get on and off, which exposed them to being considered violators of traffic regulations. The workers returned to work the next day after their colleagues were released on bail (W.M.B , 1957).

**Table 4. Public Transport Authority Revenues and Expenditures in Basra Sanjak for the Period 1955-1957 (in Dinars)**

Year	1955	1956	1957
<b>Revenues</b>			
Passenger Fares	109,117	119,808	110,845
Other Revenues	23,328	3,557	34,637
Total	132,445	123,365	145,482
<b>Expenditures</b>			
1. Salaries and Wages	44,538	48,433	51,241
2. Other Expenditures	82,164	74,460	83,872
Total	126,702	122,893	135,113

(W.M.B , 1957)

### **The Bus Project in Basra Sanjak**

The bus project was established by a decision of the Municipal Council taken at its seventeenth session on September 9, 1946, based on the decision of the General Sanjak Council that the Basra Municipality should organize a bus project to alleviate the problem of congestion and ensure the comfort of citizens. The project was to be implemented immediately by purchasing twenty cars from the British Army surplus in Shaiba and paying for them from the municipality's fund of five thousand dinars, considering the value of each car to be two hundred and fifty dinars. The remaining amount from the value of the boxes and other revenues obtained from the operation of the cars was to be spent gradually. The Municipal Council had previously approved the budget of the Basra Municipality for the fiscal year 1946 and sent it to the Ministry of Interior for approval, but no amount was allocated for the project.

Therefore, the Municipal Council unanimously decided to approve the allocation of the aforementioned amount of five thousand dinars to the appropriation of Article 15 of Chapter II - Expenditures - so that the total of the aforementioned article becomes eight thousand seven hundred dinars instead of three thousand seven hundred dinars, and the total of Chapter II becomes (17,910) dinars and the total of general expenditures becomes (20,405,900) dinars. At the same time, an amount of five thousand dinars was added to the appropriation of Article 9 of Chapter IV - Miscellaneous Revenues, so that the total revenues of the aforementioned article become eight thousand dinars instead of three thousand dinars, and the total general revenues become (20,450,000) dinars. The Basra Sanjak Governorship (Mutasarrifate) is requested to mediate with the Ministry of Interior to correct the budget in accordance with this decision and to disburse the amount upon receipt of the approval of the Sanjak Governorship (Mutasarrifate) in this regard ( Barkat, 2013).

In light of this decision, the project was established. The approval of the Governorship (Mutasarrifate) in its letter No. 412 on April 7, 1946 to organize the staff of the bus project was a preliminary approval, and it was decided to work according to it. The summer building of the Red Cinema was taken as the project's office and garage, and the municipality started, on the date of receiving the purchased car, to install and build bodies for it. An amount of 400 dinars was paid to the Director of the Bus Project, Mr. Bahjat Hassan, as an advance ( Barkat, 2013, p. 652).

Instructions were issued by the Basra Sanjak Governorship (Mutasarrifate), and the Municipal Council, by a decision of the forty-first session on September 17, 1946, defined the powers and duties of the Director of Municipal Transport and issued the following instructions ( Barkat, 2013, pp. 656-655):

The Director of Transport has the right to propose the appointment and dismissal of any employee in the Transport Service and to submit the matter to the Presidency of the Municipality for approval, if there are justified reasons for such dismissal and appointment.

The Director of Transport has the authority to transfer any employee from one job to another, and he must send a copy of his decision to the Presidency of the Municipality for review and approval.

The Director of Transport is responsible for the smooth and efficient operation of the buses in a way that does not leave room for complaints from the public.

A committee of three members of the Municipal Council shall be formed to assist the Director of Transport in running the project.

The Municipal Council decided to request a copy of the instructions related to transport matters that are currently being applied in the Secretariat of the Capital and Mosul for guidance in this regard.

The number of cars in Basra Sanjak, of all types, as well as licenses, carriages, bicycles and steam vehicles between 1956 and 1957, will be listed in the following two tables (Iraqi Government , 1957, p. 85).

**Table 5. Number of Private Cars, Taxis, Buses, Trucks and Licenses Granted During the Period 1956-1957**

Year	Private Cars	Taxis	Buses	Trucks	Licenses Granted
1956	2,307	1,104	508	1,204	6,863
1957	2,543	1,123	524	1,202	6,028

**Table 6. Number of Bicycles, Motorcycles, Carriages and Horse-drawn Carriages 1956-1957**

Year	Bicycles	Motorcycles	Carriages	Horse-drawn Carriages
1956	3,161	319	80	187
1957	3,384	325	76	158

## **River Transport**

River transport is one of the oldest means of transportation used by humans. Waterways are naturally available in abundance, which facilitated their use for transportation over long distances, especially since they do not require much effort when using wooden boats in rivers, despite their primitive forms. The major revolution in the field of water transport industry happened after the invention of the steam engine and its use in boats. Inventions continued in the construction of ships of different types (Kumuna).

River transport plays an important role in the trade of southern Iraq. Many goods, such as bricks, oil, dates, reeds and others, are transported from factories or packaging stations of these goods to be distributed in several centers through riverboats operating in the Shatt al-Arab (Basra Industries Exhibition from March 2 to March 15, 1954, 1956, p. 30).

The Department of Transport is one of the main departments affiliated with the Iraqi Ports Authority. It operates within the customs fence area, including the Ma'aqal, Al-Ashar and Umm Qasr quays. It is responsible for receiving goods from ships and storing them on behalf of the ship's agents, and then delivering them to their importers. In addition to receiving goods from exporters and shipping them on their behalf, following the instructions and orders of the port for the year 1919 and collected from the Director General of the Authority from time to time ( Saleh, 2019, p. 87).

In 1937, a local transport company was established, namely the Hanna Sheikh River Company. (Hammami , 2023.) The company was established in the city of Amara to secure this purpose, and at the same time opened branches in Baghdad and Basra. After five years, in 1942, the company moved its headquarters from Amara to Basra. This institution owns ninety-four containers, twenty tugboats and twelve other small boats for use in shallow water. These boats transport various goods of all kinds, including oil, between Basra and Baghdad, and

carry out transport to the Arabian Gulf until they reach Bahrain. The company also owns two brick factories in Amara, which produce about twenty-five million bricks annually (Basra Industries Exhibition from March 2 to March 15, 1954, 1956, p. 31).

During that period, the Tigris and Euphrates rivers played an effective role in inland water transport, through a huge fleet of commercial vessels with a shallow draft owned by the Tigris and Euphrates Steam Navigation Company, the Abdul Jabbar Khadeery Company and other companies, which make regular trips on the Tigris River to Baghdad and to a group of other intermediate ports. They also undertake the transport of passengers as well as cargo, where goods are transported from the quays or directly from ocean-going merchant ships or goods coming by rail to transport agricultural and industrial products to consumer areas economically linked to port services. There are many types of local boats that revive commercial activity in various inland waterways carrying cargo from sailing ships (Mahilas) and booms (Al-Hajji, 1999, p. 30) that are very similar to their counterparts operating on the high seas (Saleh, 2019, p. 53). To facilitate the task of transporting goods arriving at the port to their destinations, whether they are in the port sheds or the direct handling of cargo from the ships themselves via trucks or railway cars (Saleh, 2019, p. 53). The Port Directorate examines and registers inland water transport vessels by managing a separate department that deals with all marine units of merchant ships and boats of all kinds that use inland navigation. This department is managed by the Director General and the Director of General Maritime Navigation, and the latter enjoys administrative and financial independence from the Port of Basra (Saleh, 2019, p. 54).

**Table 7. Number of River Steamers Operating Between Baghdad and Basra and the Number of Trips They Made from 1950-1957**

Details	1950-1951	1951-1952	1952-1953	1953-1954	1954-1955	1955-1956	1956-1957
Number of Ships	54	42	42	38	36	36	41
Downward Trips	190	208	203	200	212	224	229
Upward Trips	180	201	200	196	212	224	229

(Iraqi Government, 1954, p. 227)

**Table 8. Shipments Transported by Rail and River Steamers from Basra to Baghdad from 1951-1957**

Year	Transported by Rail under Transfer Permits	Transported by Rail under Bills of Lading	Transported by River Steamers under Transfer Permits	Transported by River Steamers under Ship's Bills	Total
1950	330	5,265	8,185	48,687	62,417
1951	1,683	-	11,827	78,288	91,793
1952	8,170	2,390	11,245	65,674	85,479
1953	11,510	-	29,275	99,632	140,428
1954	154	148,916	33,986	78,264	256,320
1955	348,899	-	474,69	69,378	466,519
1956	28,684	-	67,351	70,177	166,512
1957	38,356	-	61,200	98,448	196,001

(Iraqi Government, 1957, p. 86)

## Air Traffic

Air transport is not only a means of transport between continents and countries, but also between cities in the same country. The importance of air transport does not stop at transporting people only, but also in transporting goods. Some observers believe that the volume of goods transported by air will exceed the volume of passengers on the one hand, and the volume of goods transported by ships and railways on the other hand. This will have positive repercussions on the overall economic movement in the world (Kumuna).

Civil air traffic during the Second World War years was limited to its minimum, and at the end of the war, international air traffic began to expand greatly. Modern heavy four-engined aircraft were now able to use the airport to resume their operations passing through Basra. British Airways was the only company that continued to use the Basra-Maqal Airport throughout the war. Iraqi Airways started operating its planes daily between Baghdad and Basra in January 1946, followed by KLM Dutch Airlines, which resumed operations through this airport in March 1946, followed by French Airlines, and then TWA American Airlines, which began operating on a regular schedule using this airport as a transit station from 1948 onwards.

During the years 1946-1947, the Iraqi Airways network expanded after leasing five Dominee aircraft, bringing the total number of aircraft operating in the Iraqi fleet to ten (Radi, 2018). On April 3, 1947, Law No. 6 was issued to ratify the provisional and permanent agreements for civil aviation and air transit signed in Chicago in December 1944 (M.M.N., 1947, p. 3). This encouraged the expansion of the domestic flight network. The domestic flight schedule for 1947 included the following:

### **1- Baghdad-Basra Route with Two Flights A Day Instead of Two Flights A Week**

As a result of the increase in air traffic in Iraq in terms of the number of aircraft and passengers, the government paid attention to Iraqi airports. During 1950 (Aati, 2018, p. 60), the length of Basra Airport runway was increased to 2000 meters ( Al-Imara, 2013, p. 12). In 1950, Iraqi Airways decided to replace the eight-seat de Havilland Dove (Wood, 1989, p. 249) aircraft with twenty-eight-seat Viking aircraft except for the aircraft operating on the Baghdad-Basra-Kuwait route. Accordingly, two Dove aircraft were sold to Jordan in 1951 due to lack of need for them (Radi M. , 1983, pp. 19-20).

In 1953, Iraqi Airways was equipped with three Vickers Viscount aircraft from Britain (Al-Rubai , 2019). In the same year, air traffic in Iraq increased, leading to an increase in the number of passengers. The number of aircraft that landed in Iraq during 1953 was about 5,300 (Aati, 2018, p. 60).

Iraq witnessed a wide movement of transport in 1957, due to the expansion of the directions of Iraqi Airways domestically. After the expansion of the directions of Iraqi Airways, it was able to take its place among the world's airlines, as the Iraqi fleet consisted of (AbawiL, 1979, p. 6):

1. Four Vickers Viscount aircraft, each with a capacity of 48 seats
2. Three Vickers Viking aircraft, each with a capacity of 27 seats
3. One De Havilland Dove aircraft with a capacity of 8 seats, dedicated to pilot training and special flights.

After the great expansion witnessed by civil aviation in Iraq during the fifties, the Iraqi government continued to support civil aviation and work to develop it further. On August 11, 1957, the Iraqi Development Board approved the allocation of an amount of 78,450 dinars to implement the main development program of the General Directorate of Civil Aviation, which included raising the level of Iraqi civil aviation and working on developing Iraqi civil airports.

**Table 9. Number of Aircraft, Arrivals, Departures, Imports and Expenditures at Basra Airport during 1945-1948**

Years	Number of Aircraft	Arrivals	Departures	Transit	Imports	Expenditures
1945-1946	1,703	4,857	5,571	9746	6,815	18,101
1946-1947	2,962	5,124	5,097	38,360	10,960	246,09
1947-1948	3,412	6,695	6,895	28,174	10,365,00	32,591,657

(Ministry of Transport and Communications Files, 1950, p. 5)

**Table 10. Air Traffic at Basra Airport in 1956**

Company	Excess Cargo and Luggage (kg)		Mail (including Printed Matter and Parcels) (kg)		Passengers			Aircraft
	Loaded	Unloaded	Loaded	Unloaded	Passing	Departure	Arrivals s	
Iraqi Airways	5,6330	5,6500	8,957	4,256	1,912	13,600	14,418	901
British Overseas Airways Corporation	10,811	17,912	4,683	9,812	9,618	901	453	348
KLM Royal Dutch Airlines	8,554	31,226	1,947	7,415	6,995	1,315	1,450	270
Air France	-	298	-	78	71	-	11	2
Oil Companies Aircraft	-	-	-	-	2,017	2,673	1,672	497
Middle East Airlines	-	50	-	144	56	-	51	6
American World Airways	8,171	9,441	1,244	10299	5,076	1,210	1,225	201
Scandinavian Airlines System	-	-	-	-	83	-	7	4



Iranian Airways	-	-	-	-	-	419	219	91
Kuwait National Airways	9586	1810	958	2853	247	3313	3515	349
Other Companies	2268	5081	1130	2044	4410	467	312	366

(Iraqi Government , 1957, p. 91)

**Table 11. Air Traffic at Basra Airport in 1957**

Company	Excess Cargo and Luggage (kg)		Mail (including Printed Matter and Parcels) (kg)		Passengers			Aircraft
	Loaded	Unloaded	Loaded	Loaded	Passing	Departures	Arrivals	
Iraqi Airways	46,305	53,210	8,870	3,072	3,186	15,210	15,965	923
British Overseas Airways Corporation	6,194	28,586	3,891	19,482	11,227	1,155	1,321	428
KLM Royal Dutch Airlines	27,169	67,511	1,607	8,281	6,190	2,220	2,260	2,95
Air France	-	-	--	-	-	-	-	1
Oil Companies Aircraft	-	-	-	-	232	2,454	2,246	347
Middle East Airlines	-	200	-	31	54	4	61	6
American World Airways	6,629	8,764	1,049	6,162	6,172	1,369	1,458	213
Scandinavian Airlines System	1	616	-	29	-	30	33	34
Pan Am	-	-	-	-	2	-	2	1
Kuwait National Airways	8,153	2,440	2,080	1,467	142	3,843	4,445	372
Lebanese Airlines	-	-	-	-	-	12	25	2
Other Companies	5,026	23,315	663	747	1,755	196	198	281

(Iraqi Government , 1957, p. 89)

It is clear from the foregoing that air transport has contributed significantly to the revitalization of the Iraqi economy in general and Basra in particular, through the expansion of air transport lines domestically and internationally. Air transport is the fastest means of transportation, and it can reach the farthest distances in a short time, which other means of transportation cannot achieve. The importance of air transport comes from the services it provides in terms of transporting passengers, cargo, luggage, and mail from other countries, which has led to an increase in revenues.

## CONCLUSION

It is clear to us that the means of transportation have been of great importance in the development of economic and urban conditions. This includes the opening of new roads and the establishment of stations to transport goods and citizens between provinces or between countries, whether by rail, car, riverboat, or steamer. This has in turn led to the revitalization of economic activity through the improvement of the road network. Cars have played an important role in linking Basra with other provinces of Iraq. In addition, the Municipality of Basra has played a major role in paving the streets of Basra and opening new roads to facilitate the movement of vehicles in the areas of Basra. As for Basra Airport, it has played a major role in revitalizing the economy, as most of the planes that land at Basra Airport are commercial planes carrying goods. The Iraqi government has paid attention to airports and purchased a number of planes, and the number of passengers traveling on domestic and international flights to Basra has increased. As a result, Iraqi Airways has been able to take a high position among the world's airlines. The mail and telegraph service also played a prominent role in the exchange of telegrams between the provinces.

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