

Economic Losses of Government Transport Sector Caused by the Syrian Crisis

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Abstract

The transport sector provides favorable conditions to the performance of the rest of the sectors in the economy, including productivity and service. It is also associated with a mutual relationship to the point where it makes it difficult to achieve any progress in those sectors without that which has preceded, or is accompanied by the development of the transport sector. Ten years prior to the Syrian crisis, the public transport sector had achieved significant progress compared to its previous history and had been allocated large government subsidies for investment plans. The amount of the provision of the Ninth Five-Year Plan (2001-2005), was the equivalent of almost all the amount spent during the previous five-year plans. Since March 2011, the infrastructure, (roads, bridges, railways, airports and other transportation), were exposed to systematic acts of destruction and vandalism by the armed opposition whose aim was the paralysis of the economy and the dismemberment of the country to weaken the State's ability to respond to the confrontation. Due to the important role in this sector, we have an estimate of economic losses, (both direct and indirect), from the starting points of the hypothesis of continuing the growth rate of GDP for the period before the crisis and the continuation of 3.1% during the crisis years (2011-2012-2013). (A continuing scenario) on the grounds in 2010 year basis, and compared with the actual reality of the GDP growth, where value represents the difference GDP losses during this period, or called opportunity cost. and after the addition of direct material losses reached to calculate the total economic losses, which amounted to about 85 billion Syrian pounds. The Preceded through the study and analysis of the reality of the performance of the transport sector with various activities government (land, sea and air) during the period (2000-2010)

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