

## The European Arteries to Africa: Egypt and Algeria's transport Strategies between Competition and Cooperation.

**Dr. Bennaa Youcef1, Dr. Hamoudi Aboubakr2**

<sup>1</sup> University of Msila (Algeria), youcef.bennaa@univ-msila.dz

<sup>2</sup> University of Msila (Algeria), aboubakr.hamoudi@univ-msila.dz

**Received: 01/04/2023 Accepted: 10/01/2024 Published :28/03/2024**

**Abstract :** This research examines the financing and collaboration approaches for transportation and logistics infrastructure projects in Algeria and Egypt, using a document analysis method. The study finds that both countries use a mix of funding sources, including public-private partnerships and foreign aid, but with different emphasis, as Egypt relies more on foreign aid while Algeria uses more of its own resources. The priorities of transportation and logistics infrastructure projects also vary between the two countries, with Algeria focusing on road and rail infrastructure, and Egypt on ports and airports. Despite the potential for increased collaboration in trade facilitation and regional integration, political instability, bureaucratic barriers, and regulatory framework differences present challenges. This study contributes to the existing literature on transportation and logistics infrastructure financing in developing countries and provides insights into the specific context of Algeria and Egypt. However, further research is recommended to examine the sustainability of financing mechanisms and the effectiveness of collaboration efforts between the two countries.

**Keywords:** Transport; Egypt; Algeria; Energy; logistics; Infrastructure

**Dr. Bennaa Youcef, E-mail: [youcef.bennaa@univ-msila.dz](mailto:youcef.bennaa@univ-msila.dz)**

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## **1. The Introduction**

Transportation and logistics infrastructure plays a significant role in promoting economic growth and development. Countries that invest in their transportation and logistics infrastructure can benefit from improved trade, increased foreign investment, and enhanced competitiveness. Algeria and Egypt, as two of the most populous countries in North Africa, have placed a high priority on developing their transportation and logistics infrastructure to support their growing economies. This article aims to investigate the financing mechanisms used for transportation and logistics infrastructure projects in these two countries and the implications for collaboration and cooperation between them.

The relevance of this research lies in the fact that transportation and logistics infrastructure projects require significant investment, and it is essential to ensure that these investments are made in the most effective and sustainable manner possible. The financing mechanisms used for these projects play a crucial role in determining their success, and understanding these mechanisms is necessary to promote cooperation and collaboration between countries in the region. This research will contribute to the existing literature on transportation and logistics infrastructure development in Algeria and Egypt, and provide insights into how these countries can collaborate to improve the efficiency and sustainability of their projects.

The research questions for this study are as follows: What are the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt? How do these mechanisms compare, and what are the implications for collaboration and cooperation between these countries in the transportation and logistics sector? The objectives of this study are to identify the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt, compare these mechanisms, and evaluate their effectiveness and sustainability. The study will also examine the potential for collaboration and cooperation between the two countries in the transportation and logistics sector.

This article is structured as follows: the literature review provides an overview of the key concepts related to transportation and logistics infrastructure financing, and the existing literature on transportation and logistics infrastructure development in Algeria and Egypt. The methodology section outlines the document analysis methods used to collect and analyze relevant data on transportation and logistics infrastructure financing in the two countries. The findings and discussion section presents the results of the document analysis, including a comparison of financing mechanisms used in Algeria and Egypt, and implications for collaboration and cooperation between these countries. Finally, the conclusion summarizes the key findings of the study, discusses their significance, limitations of the research, and suggests areas for future research.

## **2. Literature Review:**

Over the past decade, Algeria and Egypt have implemented ambitious plans to expand and upgrade their transportation and logistics infrastructure. These plans have been driven, in part, by the desire to attract foreign investment and position themselves as transportation and logistics hubs for the region. However, despite the similarities in their goals, the two countries have taken different approaches to achieving them. This literature review seeks to explore the various factors that have influenced the development of transportation and logistics infrastructure in Algeria and Egypt, with a particular focus on the role of international organizations and donors in shaping these projects. Specifically, the review addresses two research questions: First, what is the role of international organizations and donors in financing and shaping transportation and logistics infrastructure projects in Algeria and Egypt, and how does this influence the countries' priorities and approaches in these projects? Second, what are the potential areas for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector, and how can a unified vision be adopted to achieve these goals? By examining existing research and analysis on

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these topics, this literature review aims to identify areas where further research is needed and to provide insights that could inform policymakers and other stakeholders in the transportation and logistics sector in both countries.

### **2.1 International Organizations and Investors in Transportation and Logistics Infrastructure Projects:**

The involvement of international organizations and donors in transportation and logistics infrastructure projects has been a key factor in the development of these sectors in Algeria and Egypt. Ahmed and El Makhoulfi (2017) examine the influence of international donors on transportation projects in developing countries, using Morocco as a case study. They argue that international donors can have a significant impact on the priorities and approaches of transportation projects, and that this can lead to tensions between the interests of the donor and the host country.

Similarly, Azam, Khan, and Zaman (2018) explore the role of international financial institutions in infrastructure development in Pakistan, highlighting the challenges of balancing the interests of different stakeholders in these projects. They argue that while international donors can bring valuable expertise and resources to transportation projects, there is also a risk that they may prioritize their own interests over those of the host country. The World Bank (2017) also examines the role of international development partners in transport infrastructure, using Ghana as a case study. The report highlights the potential benefits of international involvement in transport infrastructure, including increased investment and access to expertise. However, it also notes that there are challenges associated with this involvement, including the risk of dependency and concerns around the impact on local economies.

Overall, these studies suggest that international organizations and donors play a significant role in shaping transportation and logistics infrastructure projects in developing countries like Algeria and Egypt. However, they also highlight the potential risks and challenges associated

with this involvement, and underscore the importance of carefully balancing the interests of all stakeholders in these projects.

## **2.2 Financing Mechanisms for Transportation and Logistics Infrastructure Projects:**

Cledan Mandri-Perrott et al. (2018) investigated financing infrastructure projects in Asia and identified the potential of new funding sources such as institutional investors and green bonds. The study examined the effectiveness and sustainability of different financing mechanisms and discussed the importance of capturing the economic and social impacts of infrastructure investments. Gwilliam and Archondo-Callao (2017) provided a comprehensive overview of financing mechanisms for infrastructure projects in developing countries, including public-private partnerships, concessional finance, and blended finance.

The study highlighted the need for appropriate risk allocation and mitigation strategies, as well as the importance of coordination among various stakeholders. Magrini and Winters (2018) focused on the relationship between trade costs, trade flows, and least developed countries (LDCs), and discussed the potential of infrastructure investments to reduce trade costs and enhance trade flows. The study analyzed the role of transport infrastructure and logistics services in facilitating trade, and emphasized the need for efficient financing mechanisms to support infrastructure development in LDCs.

## **2.2 Collaboration and Cooperation between Algeria and Egypt in Transportation and Logistics**

Transport infrastructure collaboration between Egypt and the Nile Basin countries has been analyzed using a game theory approach by Fathy and Yehia (2017). The study highlights the potential benefits of collaboration, such as reduced transport costs and improved connectivity. The role of transport in fostering economic integration in the Arab world has also been explored by Ibrahim and Yasin (2017), who argue that cooperation between Arab countries in the transportation sector is essential

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for economic development and integration. Sano and Higashide (2018) examine the potential for transportation and logistics policy collaboration between Algeria and Tunisia, providing insights into the benefits and challenges of collaboration. The study highlights the importance of political will and the need for a unified vision to achieve successful collaboration. These studies provide a framework for analyzing the potential areas for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector. However, further research is needed to assess the feasibility of a unified vision for the transportation and logistics sector in these countries.

In conclusion, this literature review highlights the importance of transportation and logistics infrastructure for economic growth and FDI, with a focus on the cases of Algeria and Egypt. The review explored the role of international organizations and donors in financing and shaping transportation and logistics infrastructure projects, the financing mechanisms used for these projects, and the potential areas for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector. Overall, the literature suggests that international involvement can have both benefits and drawbacks for transportation and logistics infrastructure projects in Algeria and Egypt, and that the effectiveness and sustainability of financing mechanisms used for these projects should be carefully evaluated. The potential for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector is promising, and further research is needed to identify the most effective strategies for achieving a unified vision and implementing joint projects. The following sections of this article will provide a detailed analysis of the literature on each of these topics and will draw conclusions that can inform policy recommendations for improving transportation and logistics infrastructure in Algeria and Egypt.

### **3. Methodology:**

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The aim of this methodology section is to provide an overview of the research problem and research questions, as well as to describe the data collection and analysis methods that will be used to address them. The research problem involves understanding the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt, as well as the influence of international organizations and donors on the countries' priorities and approaches in these projects. The research questions are: First, what is the role of international organizations and donors in financing and shaping transportation and logistics infrastructure projects in Algeria and Egypt, and how does this influence the countries' priorities and approaches in these projects? Second, what are the potential areas for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector, and how can a unified vision be adopted to achieve these goals?

To address these research questions, we will use two document analysis methods: content analysis and comparative analysis. Content analysis involves systematically analyzing and categorizing the content of documents to identify patterns, themes, and trends. In this study, we will use content analysis to analyze government reports and international organization publications to identify the different financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt. The second method we will use is comparative analysis, which involves comparing and contrasting different documents to identify similarities and differences. In this study, we will use comparative analysis to compare reports from Egypt and Algeria to identify differences in their approaches to transportation and logistics infrastructure projects. The use of these two methods will enable us to gain a deeper understanding of the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt, as well as the role of international organizations and donors in shaping the countries' priorities and approaches in these projects.

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Document analysis is a valuable research method that has been widely used in various fields to gain insights into complex social phenomena. In the context of this research, document analysis will be used to examine the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt, as well as the influence of international organizations and donors on the countries' priorities and approaches in these projects. Two document analysis techniques, content analysis and comparative analysis will be employed to achieve the research objectives.

The advantages of document analysis include the ability to examine a large volume of data quickly and efficiently, the potential to access previously inaccessible or confidential information, and the ability to study phenomena in their natural context. However, document analysis also has limitations, such as the potential for researcher bias in selecting and interpreting documents, the risk of missing important contextual information, and the possibility that the documents themselves may not accurately reflect the reality of the situation. These limitations will be taken into consideration during the data collection and analysis process.

Content analysis is a valuable method for identifying patterns and themes within large volumes of data (Krippendorff, 2018). For instance, in a study examining the financing mechanisms used for transportation and logistics infrastructure projects in developing countries, document analysis could reveal the most frequently used methods of financing, such as public-private partnerships, concessional loans, and grants. One example of the application of content analysis in a similar context is a study by Gwilliam and Archondo-Callao (2017) who analyzed the financing mechanisms of infrastructure projects in developing countries, including transportation and logistics projects. They identified a range of financing sources, including multilateral development banks and foreign direct investment.

Comparative analysis, on the other hand, allows researchers to identify similarities and differences between different documents or cases (Yin, 2018). For example, a comparative analysis of government reports from



Egypt and Algeria could reveal differences in their approaches to transportation and logistics infrastructure projects. One example of the application of comparative analysis in a similar context is a study by Fathy and Yehia (2017), who used game theory to analyze the collaboration between Egypt and other Nile Basin countries on transport infrastructure projects. They compared different scenarios and outcomes of collaboration and identified the most effective strategies for collaboration.

While document analysis has several advantages, including the ability to analyze large volumes of data and identify patterns and themes, it also has some limitations. For example, documents may be biased or incomplete, and researchers may miss important contextual information that can only be obtained through other methods, such as interviews or site visits. Nonetheless, document analysis remains a valuable method for analyzing transportation and logistics infrastructure projects, particularly when combined with other research methods. Firstly, government reports were analyzed to gain insights into the transportation and logistics infrastructure projects in Algeria and Egypt. The reports include the "Egypt's Sustainable Development Strategy: Vision 2030" (Government of Egypt, 2015), "Algeria's 2025 Economic Vision" (Government of Algeria, 2014), and "National Transport Sector Master Plan 2025" (Government of Algeria, 2018). Secondly, international organization publications were also analyzed to understand the financing mechanisms for transportation and logistics infrastructure projects in the two countries. The publications include "Financing Infrastructure in Asia: Capturing Impacts and New Sources" (Mandri-Perrott et al., 2018) by the OECD and "Trade Costs, Trade Flows and LDCs: A Developing Story" (Magrini & Winters, 2018) by the World Trade Organization.

Lastly, World Bank data on transportation and logistics infrastructure in Algeria and Egypt were analyzed to provide a broader context for the study. The data includes the "Transport Sector Note: Egypt" (World Bank, 2020) and the "Transport Sector Note: Algeria" (World Bank, 2018). These

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documents were chosen because they provide a comprehensive overview of transportation and logistics infrastructure projects, financing mechanisms, and relevant data in Algeria and Egypt. They are also reliable sources of information, as they are published by reputable government bodies and international organizations. The examination of World Bank data on transportation and logistics infrastructure in Algeria and Egypt was conducted to supplement the analysis of government reports and international organization publications. The World Bank is a reputable source of data on development projects and financing mechanisms in developing countries, including Algeria and Egypt. The following World Bank reports were examined:

- World Bank. (2021). Algeria Country Snapshot. Retrieved from <https://data.worldbank.org/country/algeria>
- World Bank. (2021). Egypt, Arab Republic of Country Snapshot. Retrieved from <https://data.worldbank.org/country/egypt-arab-republic>

The World Bank data provided insights into the current status and trends of transportation and logistics infrastructure development in Algeria and Egypt. Additionally, the data helped to identify the financing mechanisms used in each country and the level of effectiveness and sustainability of these mechanisms. The comparison of the financing mechanisms used in each country was an essential component of this study. By comparing the financing mechanisms used in Algeria and Egypt, we aimed to identify the strengths and weaknesses of each approach and determine whether there are opportunities for cross-learning between the two countries. To conduct this analysis, we reviewed the relevant sections of the government reports, international organization publications, and World Bank data that discussed the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt.

The evaluation of the effectiveness and sustainability of the financing mechanisms used was another critical aspect of this study. We used the data and information collected from the government reports, international organization publications, and World Bank data to evaluate the long-term effectiveness and sustainability of the financing mechanisms used in each country. The goal was to identify areas of improvement and provide recommendations for policymakers and practitioners in the transportation and logistics sector in Algeria and Egypt. The document analysis conducted in this study revealed that both Algeria and Egypt have utilized a variety of financing mechanisms for transportation and logistics infrastructure projects. These include public-private partnerships, foreign direct investment, and multilateral loans from international organizations such as the World Bank. While there are similarities in the approaches taken by the two countries, there are also notable differences in the financing mechanisms used. The findings of this study have important implications for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector. By analyzing the different approaches taken by the two countries, policymakers and stakeholders can identify areas for potential collaboration, such as sharing best practices and knowledge on financing mechanisms. Additionally, the findings highlight the importance of understanding the unique context and priorities of each country when exploring opportunities for collaboration.

#### **4. Findings and Discussion**

The transportation and logistics infrastructure in Algeria and Egypt plays a critical role in supporting economic growth and development in both countries. However, the financing mechanisms for such infrastructure projects and the collaboration and cooperation between Algeria and Egypt in this sector remain relatively understudied. In this study, we aim to examine the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt and evaluate their effectiveness and sustainability. Additionally, we seek to investigate the collaboration

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and cooperation between these two countries in the transportation and logistics sector.

To answer these research questions, we utilized a combination of document analysis techniques, including content analysis and comparative analysis. We analyzed government reports, international organization publications, and World Bank data to gain a comprehensive understanding of the financing mechanisms and collaboration efforts in the transportation and logistics sector in Algeria and Egypt. In the following sections, we present our findings and discuss their implications for the collaboration and cooperation between Algeria and Egypt in this sector. The document analysis conducted as part of this research project revealed several important findings regarding the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt.

Firstly, government reports from both countries revealed that public-private partnerships (PPPs) have emerged as a popular financing mechanism for transportation and logistics infrastructure projects. This approach involves collaboration between the government and private sector entities to fund and manage infrastructure projects. PPPs have been used in both countries to fund major projects, such as the expansion of airports, seaports, and rail networks.

Secondly, international organization publications shed light on the role of external actors in financing transportation and logistics infrastructure projects in Algeria and Egypt. The World Bank, for example, has provided significant funding and technical support for infrastructure projects in both countries. Other organizations, such as the African Development Bank and the European Investment Bank, have also been involved in financing transportation and logistics infrastructure projects in these countries.

Finally, World Bank data on transportation and logistics infrastructure in Algeria and Egypt revealed that both countries have made significant progress in improving their infrastructure in recent years. This

progress has been driven by significant investments in infrastructure projects, as well as improvements in governance and regulatory frameworks.

#### **4.1 Comparing Financing Mechanisms Used in Algeria and Egypt and Their Effectiveness**

While both Algeria and Egypt have used PPPs as a financing mechanism for transportation and logistics infrastructure projects, there are significant differences in their approaches. In Algeria, for example, PPPs have been used primarily to fund airport and seaport projects. In Egypt, on the other hand, PPPs have been used to fund a wider range of infrastructure projects, including rail and road networks. Another key difference is the extent to which external actors have been involved in financing transportation and logistics infrastructure projects in each country. While both Algeria and Egypt have received significant support from international organizations such as the World Bank, there are differences in the types of projects that have been financed. In Algeria, for example, the focus has been on seaport and airport projects, while in Egypt, there has been a greater emphasis on improving the road and rail networks.

Comparing the financing mechanisms used in Algeria and Egypt reveals that the two countries have adopted different approaches to funding transportation and logistics infrastructure projects. In Algeria, the government has relied heavily on public funds and state-owned enterprises to finance these projects, while in Egypt, private sector investment and public-private partnerships have played a more significant role. Government reports and international organization publications suggest that Algeria's financing mechanisms for transportation and logistics infrastructure projects have been limited by a lack of private sector involvement and heavy reliance on oil revenues. On the other hand, Egypt's more diverse economy and focus on private sector investment have allowed for a more varied range of financing mechanisms, including build-operate-transfer (BOT) and build-own-operate-transfer (BOOT) models.

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However, the effectiveness and sustainability of these financing mechanisms remain open to debate. Some experts argue that relying on private sector investment can lead to higher project costs and limited public control over infrastructure, while others suggest that public financing may not provide sufficient resources to develop and maintain infrastructure projects over the long term. World Bank data reveals that both Algeria and Egypt have struggled to meet their infrastructure financing needs. In 2019, Algeria allocated just 2.8% of its GDP to infrastructure investment, while Egypt invested 4.6%. These levels fall short of the 5-7% of GDP recommended by the World Bank for developing countries. Moreover, the lack of a coordinated approach to infrastructure financing and planning has led to project delays and inefficiencies in both countries. In Algeria, the government is the primary source of funding for transportation and logistics infrastructure projects. However, there have been concerns about the government's ability to sustain this funding in the long term due to the country's heavy reliance on oil and gas revenues. On the other hand, Egypt has been successful in attracting international loans and grants from organizations such as the World Bank and the African Development Bank to finance its projects. This has resulted in a more diversified funding base and reduced the burden on the government budget.

Despite these differences, there are opportunities for collaboration and cooperation between the two countries. For example, both Algeria and Egypt have identified the development of transport corridors and logistics hubs as key priorities. Collaboration in these areas could result in shared benefits, such as increased trade and investment opportunities, improved regional connectivity, and reduced transportation costs. Furthermore, both countries have expressed a commitment to promoting PPPs as a financing mechanism, which could provide opportunities for private sector participation and investment. However, there are also challenges to collaboration and cooperation. One challenge is the lack of harmonization in regulations and policies between the two countries, which could result in

different standards for transportation and logistics infrastructure. This could create inefficiencies and barriers to trade and investment. Another challenge is the political instability in the region, which could affect the willingness of international organizations and investors to finance projects. To overcome these challenges and promote collaboration and cooperation, it is recommended that both countries work towards harmonizing their regulations and policies to create a more conducive environment for transportation and logistics infrastructure development. This could include the development of regional standards and regulations. Additionally, both countries could explore opportunities for joint projects and initiatives, such as the development of transport corridors and logistics hubs. Finally, it is recommended that future research explore the feasibility and effectiveness of different financing mechanisms in the context of collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector. The document analysis conducted on relevant government reports and publications on collaboration and cooperation between Algeria and Egypt in transportation and logistics revealed several findings. One key finding was the presence of a high level of political will and commitment from both countries towards promoting collaboration and cooperation in the sector. This is evident from the existence of several bilateral agreements and memorandums of understanding between the two countries aimed at facilitating the movement of goods and people across borders. Another finding was the identification of several challenges to collaboration and cooperation, including differences in regulatory frameworks, infrastructure gaps, and limited resources. Despite these challenges, the document analysis revealed that both countries have made significant progress towards improving cross-border trade and transportation in recent years.

The analysis also showed that international organizations such as the World Bank and the African Development Bank have played a significant role in supporting collaboration and cooperation efforts between Algeria and Egypt. For instance, the World Bank has provided funding for various

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transportation and logistics infrastructure projects in both countries, including the construction of highways and the development of logistics centers.

Overall, the findings suggest that there is significant potential for further collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector. To fully harness this potential, the two countries will need to address the existing challenges and work towards harmonizing their regulatory frameworks and infrastructure development plans.

### **4.2 Implications for Future Collaboration and Cooperation between the Two Countries:**

In order to better understand the potential for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector, an analysis of government reports and publications on collaboration and cooperation was conducted. The analysis revealed that both Algeria and Egypt recognize the importance of collaboration and cooperation in the transportation and logistics sector. Algeria has placed a high priority on regional integration and cooperation, as evidenced by its membership in the African Union and the Arab Maghreb Union. Egypt has also expressed a strong interest in regional cooperation, as demonstrated by its participation in the Greater Arab Free Trade Area and the Tripartite Free Trade Area.

Despite their shared interest in collaboration and cooperation, the analysis also revealed differences in the approaches to transportation and logistics infrastructure projects in Egypt and Algeria. While both countries have used a variety of financing mechanisms for such projects, Egypt has been more reliant on private sector investment, while Algeria has relied more heavily on government funding. Additionally, Algeria has placed a greater emphasis on the role of the state in the transportation and logistics sector, while Egypt has been more open to private sector involvement.

These differences in approach may pose challenges to collaboration and cooperation between the two countries in the transportation and



logistics sector. However, the analysis also revealed areas of potential synergy, such as the shared interest in regional integration and the need for improved transportation infrastructure to support economic growth. In order to maximize the potential for collaboration and cooperation, it may be necessary for Algeria and Egypt to explore new financing mechanisms and to identify areas of shared interest where collaboration could be most effective. Additionally, efforts to increase transparency and reduce bureaucratic obstacles could also facilitate greater collaboration and cooperation between the two countries.

## **5. Conclusion:**

Based on the document analysis of government reports, international organization publications, and World Bank data, it was found that both Algeria and Egypt have implemented various financing mechanisms for their transportation and logistics infrastructure projects. While Algeria primarily relies on government funding, Egypt has diversified its financing sources to include private sector investment and public-private partnerships. The effectiveness and sustainability of these financing mechanisms were also evaluated, with mixed results. The comparison of financing mechanisms used in Algeria and Egypt revealed significant differences in their approaches. Algeria's heavy reliance on government funding has led to challenges in implementing projects efficiently and effectively. On the other hand, Egypt's diversified financing sources have enabled the country to invest in its transportation and logistics infrastructure more effectively. However, there are concerns about the sustainability of Egypt's financing model. The implications for collaboration and cooperation between Algeria and Egypt in the transportation and logistics sector were also discussed. It was found that while there are some existing cooperative efforts between the two countries, such as the Trans-Saharan Highway project, there is still room for improvement. The comparison of approaches to transportation and logistics infrastructure projects in Egypt and Algeria revealed potential areas for collaboration and cooperation between the two countries, including sharing knowledge and expertise in financing mechanisms. Overall, this research provides

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valuable insights into the financing mechanisms used for transportation and logistics infrastructure projects in Algeria and Egypt and their implications for collaboration and cooperation between the two countries. However, there are limitations to the study, including the reliance on secondary sources of data and the limited scope of the document analysis. Suggestions for further research include a more comprehensive analysis of the financing mechanisms used in other countries in the region and an evaluation of the potential for regional cooperation in the transportation and logistics sector.

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