American Journal of Economics and Business Management

**Vol. 8 Issue** 6 | **pp.** 2641-2652 | **ISSN:** 2576-5973

**Available online @** https://www.globalresearchnetwork.us/index.php/ajebm

*Article*

# Investment Opportunities and Challenges in the Iraqi Development Road Project: An Analytical Study of the Project's Importance to Al-Qadisiyah Governorate

**Halah Hashim Kadhim**[1]

1. University of Al-Qadisiyah, College of Administration and Economics

* Correspondence: halah.hashim@qu.edu.iq

**Abstract:**. The research addressed a topic of utmost importance to Iraq and to the Qadisiyah Governorate in particular. It included the most important information, opportunities, and challenges facing this project, as well as its importance to the Iraqi economy and to the Qadisiyah Governorate in particular. The research included both the theoretical and practical aspects of the project, specifically for the Qadisiyah Governorate. The research reached a set of conclusions and recommendations, the most important of which was the need to highlight the geoeconomic importance of Iraq By making it a global commercial connection point, by establishing a modern multi-modal transportation system alongside the Grand Faw Port, as well as the necessity of developing Iraqi railway and highway networks in line with social and economic development, creating job opportunities outside the government sector, and improving the living conditions of the population. As for the Diwaniyah Governorate Improving the governorate's situation, addressing poverty and unemployment, and improving the living conditions of the population requires effort, diligence, perseverance, and a clear, practical, and feasible vision. The more the governorate and its departments are able to prepare themselves to absorb the impact of the development path, attract investment, and improve the economic and social environment, the more priority is placed on preparing and planning for this project, the greater and more fruitful the opportunity for employment and benefit for the benefit of society and the local economy.

**Keywords:** investment, development road project, iraq, al-qadisiyah governorate

**Citation:** Kadhim H. H. Investment Opportunities and Challenges in the Iraqi Development Road Project: An Analytical Study of the Project's Importance to Al-Qadisiyah Governorate. American Journal of Economics and Business Management 2025, 8(6), 2641-2652.

Received: 03th Mar 2025
Revised: 11th Apr 2025
Accepted: 24th May 2025
Published: 01th Jun 2025

**Copyright:** © 2025 by the authors. Submitted for open access publication under the terms and conditions of the Creative Commons Attribution (CC BY) license (https://creativecommons.org/licenses/by/4.0/)

## 1. Introduction

In recent years, Iraq has taken numerous steps, initiatives, and projects aimed at restoring its standing in the region and establishing an effective regional role. These initiatives serve as a catalyst for activating and strengthening Iraq's relations with Gulf and Arab states, as a step toward restoring its Arab and international role in general, while also establishing a sense of balance in its regional and international relations, which have been stricken by dysfunction. This comes after years of security and political problems and the complexity of the scene in the Iraqi arena, especially after the American invasion in 2003. Iraq participated in international summits hosted by Arab and foreign countries, and concluded numerous agreements and memoranda of understanding with neighboring Gulf and Arab countries and other countries. Then it achieved good accomplishments (according to the international point of view and global organizations at least) on the international level until Iraq hosted several conferences at the summit level. Arab and

international, and it also took upon itself the role of mediator and settlement diplomacy between Arab and non-Arab countries. And this role was not limited to this, but Iraq sought to be an international focal point by proposing a transportation project called the "Development Road" linking Iraq and the Gulf states, passing through Turkey, and reaching Europe. This project, if embodied on the ground, will not be merely a road for transit as much as it will increase the role of Iraq's regional role and strengthening its relations with various Arab and regional countries. This project is a major and very important investment project for Iraq and the world, in terms of requirements, implementation components, and the size of the cost, as well as in terms of the obstacles, challenges, and internal and external situations that may be a reason for obstructing or hindering its implementation. Iraq seeks to address any defect or negative change that may affect the implementation of this major project.

## 2. Materials and Methods

This research employed a qualitative analytical approach, focusing on both primary and secondary data related to the Iraqi Development Road Project and its impact on the Qadisiyah Governorate. The primary sources include data released by Iraqi government agencies, international organizations such as the IMF, and maps presented at regional summits. Secondary sources consisted of academic books, journal articles, and policy reports cited in the reference section. Data collection involved the analysis of demographic statistics, geographic positioning, investment feasibility, and the review of competing international corridor projects. To assess the socio-economic implications on Qadisiyah Governorate, official statistics from the Central Bureau of Statistics were used to calculate population density and urban capacity (see Table 1). Figures and maps (Maps 1 to 4) were analyzed contextually to illustrate regional and geopolitical positioning. Content analysis was applied to extract key themes regarding investment challenges and regional competition, and descriptive interpretation was used to link empirical evidence with strategic conclusions. This approach ensured a comprehensive understanding of investment potential and infrastructural requirements for regional development.

**Significance of the Research**

The importance of the research stems from the importance of the topic it addresses, as it focuses on the most important strategic project serving Iraqi economic interests and achieving sustainable development and societal well-being in Iraq.

**Research Problem**

The research problem can be described by the following question: Does the development path have such strategic importance for Iraq and for Al-Qadisiyah Governorate in particular?

**Research Hypothesis**

The research assumes that the development road project is of great strategic importance, revitalizing the Iraqi economy and contributing to its diversification. It is also of particular importance to Qadisiyah Governorate, as it is one of the governorates through which this road passes. Furthermore, it still needs more government support and spending on infrastructure in all its forms.

**Research Objectives**

The research aims to highlight the investment opportunities available in the Iraqi Development Road Project and in Qadisiyah Governorate. It also aims to identify the obstacles and challenges facing private investment in the Iraqi Development Road Project, with a focus on the aforementioned governorate.

## 3. Results

**The Path of Development: Opportunities, Challenges, and Importance for Iraq**

First: A Historical Perspective on the Iraqi International Development Path

The idea of a development road dates back to the beginning of the twentieth century. The old idea was to establish a railway line "Basra-Baghdad-Berlin", but this project was halted due to the outbreak of World War I. Then the idea of establishing such a project or a similar project was raised again when successive Iraqi governments adopted talking about it in recent years and called the "Dry Canal". Iraq hosted a regional conference on May 27, 2023, in which Arab and regional countries participated, The Iraqi government officially announced the launch of the "Development Road" project, which is a sustainable non-oil economic project linking Asia and Europe via Turkey. The Grand Faw Port is the first station in the project. This project includes a highway and a railway to facilitate commercial activities in a faster and more efficient manner, making it a road competing with the Suez Canal. Iraq is the main station for trade and a major transport hub between Asia and Europe Through it, the arrival time of goods is reduced from (33) days on their sea route through the Suez Canal to (15) days.

The project announcement conference featured a comprehensive review of the project's multi-modal routes, the infrastructure it requires, and the potential it offers for regional connectivity. The conference also reviewed the route, which begins at the Grand Faw Port and integrates with the region's ports, extending to the Turkish border. Feasibility studies and work results were conducted by an Italian company. The participating delegations also discussed the project's importance to the countries of the region Regional partnerships and ways to strengthen them, and achieve economic integration between these countries. Participants also discussed the process of initiating implementation steps and working to transform the understandings between the participating countries into a roadmap for launching the projects required by the project. Specialized technical committees were formed to develop a comprehensive vision of the nature of the project and the extent of Arab and regional countries' participation in it.Map No. (1)

**Map No. (1)** Iraqi Development Road Project

World , April 2023 ، Economic outlook, Source : IMF

**Second:** The motives for establishing the Grand Faw Port and the Iraqi development path

There are many motives and justifications that push the Iraqi government to establish the Grand Faw Port and the Iraqi Development Road, which has great importance in the field of commercial, industrial, tourism and other investment. It also has great importance in shortening the time period for goods and individuals to reach their destinations around the world. This project also supports the general state budget and contributes to the development of the governorates and improving their economic, social and service levels. The most important can be summarized as follows These motives are as follows:

1. The Iraqi government aims through this project to diversify economic sectors in Iraq, in addition to the oil and gas sector, thus enhancing sustainable economic growth.
2. The government has political motives, manifested in its desire to make the project an achievement that reflects its seriousness in adopting an ambitious development program that addresses the country's economic situation. This program could serve the government in terms of its popularity. Furthermore, the Development Road Project is consistent with portraying the government as a service-oriented government concerned with developing the economic and service situation and providing job opportunities, rather than consuming itself in competition and political crises with opposing political forces.
3. The Iraqi government seeks to take advantage of the calming atmosphere prevailing among the conflicting Arab and regional powers in the region, with the aim of strengthening Iraq's role as a link between the various parties in the region and a point of convergence between them, rather than an arena for conflict. The conference announcing the project was an opportunity to bring together all concerned Arab and regional countries.
4. The project is one of the Iraqi government's tools that can contribute to expanding Iraq's foreign partnerships and promoting geopolitical growth mechanisms within the country's position, which it seeks to achieve and restore as an effective force on the region's economic and political map [1], [2].
5. Iraq's desire to open up regionally and internationally by finding new outlets to Europe via Turkey. Iraq, which possesses significant oil and natural gas reserves, needs outlets and ports other than its outlet to the Arabian Gulf, which is affected from time to time by crises and conflicts between Iran, the United States, and the countries of the region.
6. The Iraqi government aims to achieve several objectives, including that the road will enhance the social and economic development of the region's countries, contributing to the integration of economic and cultural relations with the various peoples of the region.

**Third:** Expected gains from establishing the Iraqi Development Road

If the Iraqi government is actually able to move forward with implementing the development road project on the ground, it is expected to achieve many benefits and gains in the future, which could include the following:

1. Establishing industrial complexes or industrial cities along the development road.
2. Providing various services required by road users, particularly overland and on both sides.
3. Establishing new cities near the road will help relieve congestion in provincial centers, thus alleviating the housing crisis in Iraq.
4. Possibility of establishing tourist and hotel facilities in specific areas along the road.
5. Supporting the state's general budget and increasing non-oil revenues.
6. 6- The most important goal is to break the oil monopoly and its dominance over the state's public revenues, and begin diversifying Iraq's sources of income.

**Fourth:** Challenges and Obstacles to the Iraqi Development Road Project

**First:** Internal Challenges

The implementation of the Development Road Project takes place within a changing and unusual internal and external environment that is full of complexity. This project may face several challenges and obstacles, some of which stem from the Iraqi situation with all its complexities and crises, and some of which are the result of the changing regional situation and its incentives and potential for competition, conflict and conflict of interests. The most important of these challenges and obstacles facing the implementation of the International Development Road Project in Iraq can be summarized as follows:

1. Weak infrastructure hindering Iraq's development path, which refers to the lack or deterioration of the basic infrastructure that supports economic and social development in Iraq [3], [4]. This infrastructure includes poor transportation routes, including unpaved or deteriorated roads, which make transportation difficult and limit access to markets and services, and the deterioration of electricity and water networks, as the networks are insufficient or deteriorating This leads to a shortage of electricity and water. The communications infrastructure is also weak, with inadequate or deteriorating networks, making it difficult to communicate and access

information. In addition, airports and ports are outdated and either not fully equipped or in poor condition, making international transportation and access to global markets difficult.

2. Administrative and financial corruption is one of the biggest challenges facing Iraq's development process. Corruption negatively impacts the administrative and financial process, leading to reduced administrative and financial efficiency, increased costs, and diminished effectiveness. It disrupts development projects, reduces trust in government institutions, increases poverty and unemployment, reduces foreign and domestic investment, increases social and political tensions, and exposes the country to external interference Reducing opportunities for sustainable development and increasing the negative impact on the environment. Examples of administrative and financial corruption in Iraq that are related to the development process as part of the larger corruption operations in Iraq include corruption in government contracts, corruption in the distribution of financial resources, corruption in the financial management of government companies, corruption in the distribution of grants and loans, and corruption in the administrative management of government institutions.
3. The complexities of the security situation. Security stability in Iraq remains relatively stable and could be shaken at any time for several reasons, including the presence of ISIS cells in some areas, which occasionally carry out terrorist acts. The organization has not been completely eliminated despite the end of its control since 2017 There is also a presence of the Kurdistan Workers' Party (PKK) in some northern areas through which the development road's transportation and railway lines pass, making them vulnerable to attacks at any time. This adds a security obstacle to the project's implementation and operation. In the southern regions, there are armed factions loyal to Iran with economic interests and agendas that conflict with the development road project The project's infrastructure will be vulnerable to these threats, as will the issue of the presence of "weapons outside the control of the state," which has not been resolved by successive Iraqi governments. This makes companies and investing countries feel that Iraq is not a safe platform for the transit of their goods or investment of their funds.
4. 4. Providing the cost and requirements. The cost of the project in its first phase amounts to approximately (17) billion dollars, of which (10) billion dollars are for purchasing fast electric trains that transport the loads, while the remaining amount is used to extend a railway network with a length of (1200) km, but the Iraqi government has not yet clarified the sources of this cost and requirements, nor has it clarified whether it is able to attract or bring in foreign investments to contribute to financing the project [5], [6], [7].

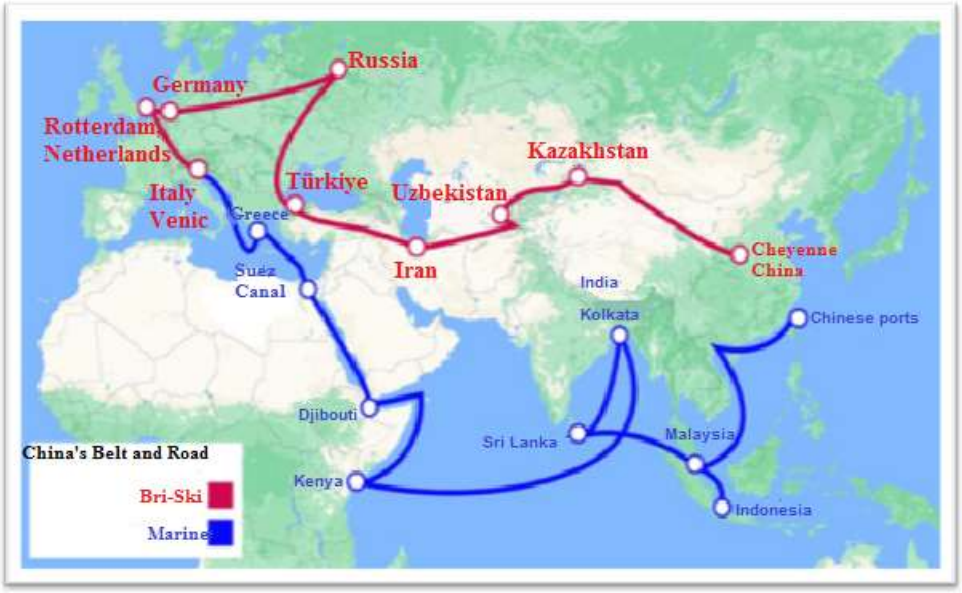
**Second: External challenges**

Competing corridor projects have multiplied in the region, each with significant geopolitical and geo-economic implications. The conflict has become intense between the major powers (China, Russia, and the United States) over the maritime and land corridors, as part of their strategies to confront each other. Perhaps the first global project aimed at linking Asia to Europe is the Chinese Belt and Road project, followed by the Russian and American roads. At the G-20 summit The United States proposed in India the Indian land corridor extending from Bombay to the Emirates, Saudi Arabia, Jordan, and on to Haifa and from there to Greece, which the United States wants to use to interrupt and double the Chinese Silk Road. Then came the Iraqi development road, which represents a link between the Arabian Gulf and Europe via Turkey and Syria. These challenges can be explained as follows:

1. The Chinese Trade Corridor Project (Belt and Road): It is one of the most important international trade projects and routes across the world, linking China with Asian countries, Middle Eastern countries, and then Western countries. This project is based on implementing two paths: the land Silk Road Economic Belt and the maritime Silk Road, with the aim of reviving ancient trade routes between China and other countries, reaching European ports and lands, to activate trade exchanges between

countries. This project is based on establishing an infrastructure network It includes roads, bridges, railways, agricultural areas, and others. The initial cost of the project amounts to (1.2) trillion dollars. More than (68) developing countries and a number of advanced European countries have joined this project, Map No. (2) can be seen to illustrate the path of the Chinese trade corridor (land and sea).

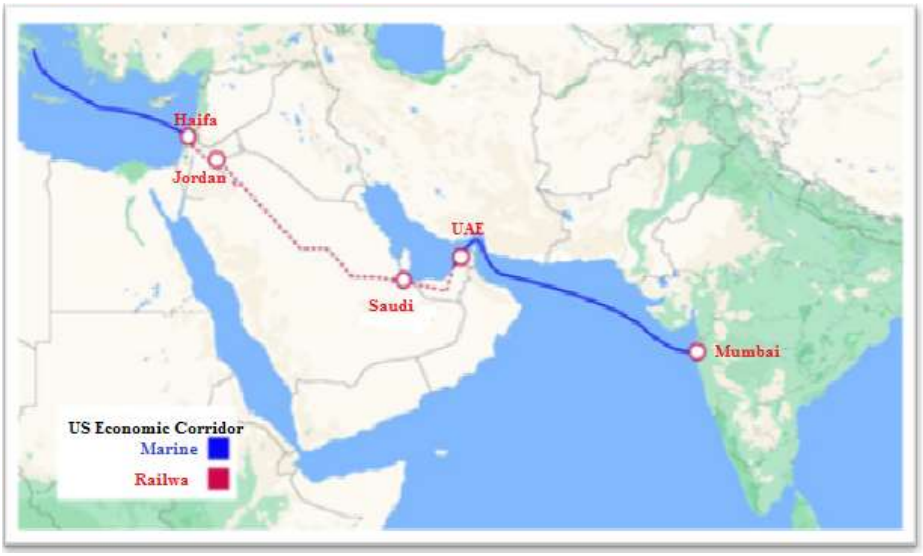
**Map (2)** The Chinese trade corridor (Belt and Road) over land and sea around the world




World , April 2023 ، Economic outlook, Source : IMF

2. The American Trade Corridor Project: When China announced the Belt and Road conference on September 7, 2023, and its aspiration for its project to bring together 90 countries, the conflict became intense between the major countries over the corridors, both maritime and land. This is part of their strategies to confront each other [8], [9], [10]. At the G-20 summit in India, the United States proposed the Indian land corridor extending from Mumbai to the Emirates, Saudi Arabia, Jordan, and Haifa, and from there to Greece The United States wants to boycott and weaken the Chinese Silk Road, because it sees China entering into economic competition with it. Although China constantly emphasizes that the economic and geostrategic expansion through the initiative does not constitute a challenge to the United States of America, this does not reassure America, and it considers it a direct threat and challenge to its interests and global position in the future, The path of this commercial corridor can be explained according to Map No. (3).

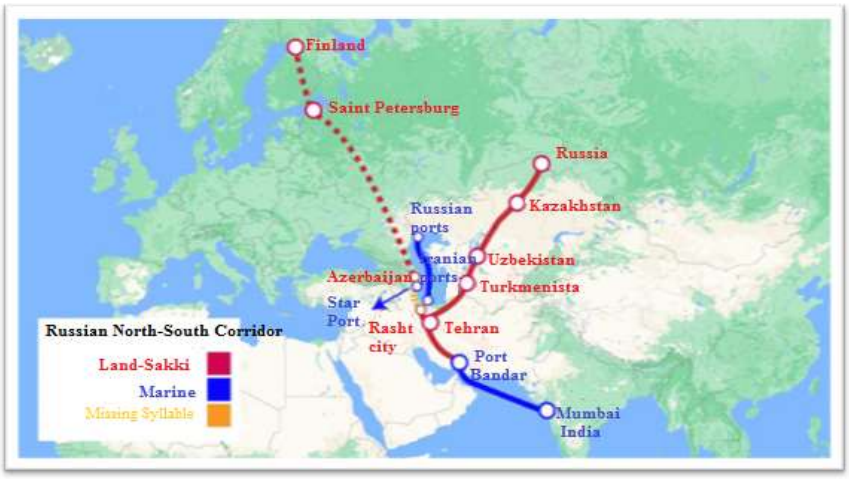
**Map No. (3)** The proposed US trade corridor




World , April 2023 ، Economic outlook, Source : IMF

3. The Russian North-South Trade Corridor The North-South Corridor currently refers to a multi-modal network of international trade routes by sea, land, and rail, linking the regions of South Asia, West Asia (Iran and the Persian Gulf region), Central Asia, the Caucasus, Russia, and all the way to Northern Europe. This concept was initiated based on the agreement signed in September 2000 between Russia, Iran, and India It was later joined by a number of countries in Central Asia, the Caucasus, the Arabian Gulf, and the Middle East, including Kazakhstan, Belarus, Tajikistan, Armenia, Ukraine, Kyrgyzstan, Azerbaijan, Oman, Syria, Turkey, and Bulgaria (observer member),The corridor aims to expand trade volume between the countries and regions along its various routes by reducing trade costs and transportation times. These corridors will also contribute to reducing trade costs between countries along these routes by approximately 30% and reducing transportation time by approximately 40%, compared to traditional routes. The deterioration of Iranian-Western relations and the international sanctions imposed on Iran until the end of 2015 have hindered this process Against the backdrop of its nuclear program crisis, the corridor's implementation has not been accelerated. However, several factors have contributed to the acceleration of some components of the project in recent years. Some of these factors relate to the relative improvement in Iranian-Western relations, particularly Iranian-European relations, following the signing of the nuclear agreement [11], [12], [13]. Others relate to the development of Iranian-Saudi polarization and competition, which has extended to the field of new international trade routes. In this context, Iran has sought, in coordination with its partners The main players in the project (Russia, India, and Azerbaijan) decided to revive this project again, which was done through the tripartite summit on August 9, 2016, in the Azerbaijani capital, Baku, You can see map (4) for clarification.

**Map No. (4)** The Russian Trade Corridor




World , April 2023 ، Economic outlook, Source : IMF

4. **Turkish conditions and demands:** Although Turkey welcomed the announcement of the project, as it is the country to which the road will be linked, to be the outlet for Iraq and the Arab countries partnering in the project to European countries and the Mediterranean Sea, Turkey has its own demands and conditions, represented by the necessity of ending the issue of the presence of the Workers' Party The Kurdistan Regional Government (KRG), which operates in northern Iraq, has bases and areas of activity against Turkey. The Iraqi government has not taken appropriate measures to resolve this issue. Furthermore, Turkey may be seeking to increase its exports to Iraq, which would contradict Iraq's goal of benefiting from the project to enhance and develop local industry and production.
5. **The Iranian challenge:** When looking at Iran's transportation projects and its economic relations with Iraq, especially in the field of exporting gas, electricity, and other goods and commodities, this contradicts the contents and objectives of the development road project, because this means liberation from economic dependence on Iran, especially in the matter of electricity and gas, which makes Iran oppose or obstruct the implementation of the development road project Despite the economic sanctions imposed on it, Iran's economic capabilities play a fundamental role in building its capabilities, and in interaction with the factors of its strategic location, which makes it occupy an important position in the region, through controlling the proportions and supplies of global energy. All of this has led to increasing Western fears of the possibility of Iran using its distinguished geographical location to obstruct or cut off global energy supplies.

We note from the above external challenges that the paths of the giant Chinese, Russian and American projects appear to all be adjacent to Iraq without passing through it, which represents a huge loss of promising economic opportunities for Iraq. Despite this, the Iraqi government welcomed the establishment of these projects, and said that they constitute economic importance for the region upon completion. However, it also emphasized that the "development path" The proposed Iraqi route is the shortest and most convenient route for the global market. The Iraqi route shortens the distance by about ten days, and will transport 15 million passengers and 3.5 million containers in the first phase. The second phase is expected to be completed in 2038, when it will reach 7.5 million containers and 33 million tons of goods. The third phase will be completed in 2050, with a capacity of 25 million containers

**The Importance of the Development Road Project for Qadisiyah Governorate**

**First:** An Overview of Qadisiyah Governorate and its Geographical Location

Al-Qadisiyah Governorate is located in the south of central Iraq, 180 km from the city of Baghdad, which is north of the equator between longitudes (55 - 44) east, between

latitudes (59 - 31) north, and it represents a site in the middle of the alluvial plain in Iraq, which is considered one of the most densely populated areas and the most important economically from the agricultural point of view. Al-Diwaniyah Governorate is also in the middle of the Euphrates region and is in the middle of the governorates of Najaf and Muthanna Dhi Qar, Wasit and Babylon, which made its central location give it importance in spatial and regional relations with its geographical surroundings. The area of Diwaniyah is (8,425 km2), which constitutes 1.9% of the area of Iraq. Here it must be noted that the importance of the city is linked to the importance of the location, which changes from one stage to another. Location is one of the most important factors affecting urban centers and as a result, it has a direct impact on people's lives and their stability in specific places. The location of the residence and its distance from all work destinations, various service centers, transportation lines, are all important factors that are taken into consideration when planning cities or their growth or when exploiting land within cities It also means stating the city's center and its relationship with the surrounding areas or those located outside its inhabited borders with which it has economic, social and political relations. The location has an important role in the life of cities, their emergence and development, as it is like a crucible in which the natural characteristics of the place are fused with human qualities or variables in order to provide a kind of advantage for this place that qualifies it to become a city In other words, "location" means the area that includes the city's location and is linked to it by mutual relationships that have a great impact on its growth and determine the degree of its importance [14], [15].

**Second:** Population index and population density in Al-Qadisiyah Governorate

The population density in Al-Qadisiyah Governorate is affected by several factors, some of which are natural and others are human, through which the population concentration in a certain area increases or decreases. It is clear from Table (1) that the population density index recorded high rates in each of the center of Al-Diwaniyah district with (1335.02) people/km2 and a percentage of (31.18%), then the center of Al-Shamiyah district with (759.97) people/km2 and a percentage of (17.75%). Then Al-Mahnawiyah district occupies the third place in the population density index Population reached (336.79) people/km2 and a percentage of (144.55), followed by Ghammas district with (272.49) people/km2 and a density rate of (6.22%), while Al-Badir district recorded a low population density of (35.22) people/km2 and a density rate of (0.82%). As for the sub-district level, Al-Salhiyah sub-district had the highest population density compared to other administrative units, as it reached (306.93) people/km2 With a density rate of (7.17%), at the governorate level the population density index reached (179.30) people/km2. This disparity in the population density of administrative units calls for adopting a balanced development policy that works to reduce these densities in those areas. (Table 1)

**Table (1)** Population density and area ratios of administrative units in Diwaniyah Governorate for the year 2023

| Administrative units | Population 2023 Area | (km2) Populati | Population density km2/person 2017 | Population density % | Population percentage 2017% | Area ratio % |
|---|---|---|---|---|---|---|
| Diwaniyah | 497830 | 372.9 | 1335.02 | 744.57 | 34.16 | 4.59 |
| Sunni | 52985 | 227.42 | 232.98 | 129.94 | 3.64 | 2.8 |
| Shafi'i | 58488 | 404.89 | 144.45 | 80.57 | 4.01 | 4.98 |
| Dughara | 75275 | 291.88 | 257.90 | 143.84 | 5.17 | 3.59 |
| Afak | 61701 | 531.96 | 115.99 | 64.69 | 4.23 | 6.55 |
| Al-Badir | 68441 | 1943.26 | 35.22 | 19.64 | 4.70 | 23.91 |
| Sumer | 46357 | 548.06 | 84.58 | 47.17 | 3.18 | 6.74 |
| Nafar | 28580 | 586.33 | 48.74 | 27.19 | 1.96 | 7.21 |
| Al-Shamiya | 110431 | 145.31 | 759.97 | 423.85 | 7.58 | 1.79 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Ghammas | 111231 | 408.2 | 272.49 | 151.97 | 7.63 | 5.02 |
| Salehiyah | 37311 | 121.56 | 306.93 | 171.18 | 2.56 | 1.5 |
| Al-Mahnawiyah | 51525 | 152.99 | 336.79 | 187.83 | 3.54 | 1.88 |
| Al-Hamza | 151858 | 755.7 | 200.95 | 112.07 | 10.42 | 9.3 |
| Al-Shanafiyah | 56238 | 1147.25 | 49.02 | 27.34 | 3.86 | 14.12 |
| Al-Sudair | 49103 | 489.9 | 100.23 | 55.90 | 3.37 | 6.03 |
| Total Average | 1457354 | 8128 | 179.30 | | 100 | 100 |

**Source:** Prepared by the researcher based on population data from the Central Bureau of Statistics, 2023 estimates.

**Third:** The Development Road Project and the Type of Investments Expected in Al-Qadisiyah Governorate

Al-Qadisiyah Governorate is part of the development road project path, as the expressway and railway enter Diwaniyah from the direction of Samawah Governorate and are separate from each other. The railway road passes through the agricultural areas of the governorate, then passes through Al-Hamzah District and then Al-Sudair, after which it enters the outskirts of the governorate center, and is (11) km away from the center After that, it turns towards Al-Shafi'iyah, passing through Al-Shanafiyah and finally Al-Shamiyah to enter Najaf Governorate. The expressway, on the other hand, passes through the desert areas of the governorate and is straight. From the coordinates of both roads, we notice that the expressway passes far from the city center and through semi-desert lands. This can be used to establish industrial cities, agricultural projects, tourist facilities, and even residential complexes between the expressway and the railway The more sound the planning for the locations of these facilities and the earlier they are started, the more they will be established and their presence will be consolidated on this strategic road, in addition to linking expressways with the international highway to the governorate center or the adjacent districts, and establishing industrial projects: factories to produce spare parts for cars or related products, dairy factories designated for export, and high-quality juice factories that benefit from the hibiscus crop (karkadeh). Revitalizing handicrafts that can be dedicated to export purposes or displayed at archaeological sites, as well as creating tourist facilities and small villas for travelers, such as the tourist complex in the Mosul forests. These facilities are low-cost and moderately priced, and preferably horizontally constructed and based on designs inspired by the local environment, with the aim of attracting local and foreign tourism.

## 4. Discussion

The Iraqi Development Road Project represents a transformative opportunity for Iraq's economy and geopolitical standing, particularly for the Al-Qadisiyah Governorate. The project's strategic alignment with the Grand Faw Port and its envisioned multi-modal transport network reflects Iraq's ambition to diversify its economy beyond oil dependency and strengthen its role as a regional hub connecting Asia and Europe. For Al-Qadisiyah, the road and railway infrastructure intersecting through the governorate offer a critical chance to stimulate local economic development by attracting investment in agriculture, industry, tourism, and services.

However, the successful implementation of the project is contingent upon overcoming a host of internal and external challenges. Domestically, weak infrastructure, security instability, administrative inefficiencies, and financial corruption remain significant barriers. These issues not only increase the cost and complexity of development but also discourage both local and foreign investors. Moreover, ambiguity around project funding and the lack of clear governmental commitments may further delay progress. Externally, regional competition from major initiatives such as China's Belt and Road, the U.S.-backed India-Middle East corridor, and Russia's North-South Corridor present

geopolitical tensions and strategic alternatives that may overshadow Iraq's proposed route.

Despite these challenges, Al-Qadisiyah Governorate is strategically positioned to benefit from the project. Its central location, demographic potential, and fertile agricultural land make it a viable zone for investment and development. Strategic planning can harness this opportunity by developing industrial zones, logistic hubs, and tourism facilities along the proposed route. Enhancing connectivity between the development road and urban centers, improving social services, and promoting private sector engagement are essential to realizing the full socio-economic potential of the project. Additionally, empowering local governance and ensuring transparency and accountability in project execution will be vital for gaining public trust and attracting long-term investment.

## 5. Conclusion

There are several conclusions about the importance of the development road for Iraq and the Qadisiyah or Diwaniyah Governorates:

1. The development road contributes to improving infrastructure in Iraq and the Qadisiyah Governorate, leading to improved access to services and economic opportunities and promoting economic development, which leads to increased employment and investment opportunities.
2. The development road contributes to enhancing political and security stability in Iraq and Qadisiyah Governorate.
3. The development path contributes to improving Iraq's international relations, which positively impacts Qadisiyah Governorate, leading to increased economic and cultural cooperation.
4. The development path contributes to strengthening local empowerment in Iraq and Qadisiyah Governorate in particular, leading to improved community participation and efficient local decision-making, which contributes to improved local services and sustainable development.
5. The development path contributes to promoting private investment in Iraq, particularly in Qadisiyah Governorate, in transportation, tourism, the environment, and other sectors, leading to increased job opportunities and economic growth in accordance with international requirements and the achievement of sustainable development goals.

### Recommendations

There are several recommendations that could benefit Qadisiyah Governorate from the proposed development road project:

1. The need to improve transportation infrastructure in Qadisiyah Governorate, including roads, bridges, and airports.
2. The need to promote private investment in Qadisiyah Governorate, particularly in the agriculture, industry, and tourism sectors.
3. It is important to improve social services in Qadisiyah Governorate, including education, health, and social services.
4. The need to focus on achieving sustainable development goals in Qadisiyah Governorate, including environmental conservation and enhancing financial sustainability.
5. The need to enhance community participation and local empowerment in Qadisiyah Governorate, to achieve a general community culture in the economic, tourism, and social fields that benefit the public.
6. The need to enhance cooperation with the private sector in Qadisiyah Governorate, including improving the investment environment Cooperating with private companies and providing them with the necessary facilities to carry out their work.

**REFERENCES**


[1] M. S. Al-Ali, Iraq: National and International Challenges and Ways to Confront Them: Future Visions. Amman, Jordan: Dar Kunuz Al-Mu'taz, 2017.

[2] H. Shamri and I. Fatli, Administrative and Financial Corruption and Its Economic and Social Impacts. Amman, Jordan: Dar Al-Yazouri Scientific Publishing and Distribution, 2011.

[3] A. A. K. Al-Maamouri, The Chinese Century: Hegemony Without Occupation. 1st ed., Wafid Printing and Publishing House, 2020.

[4] C. Tsardanidis, "Interregionalism, Regionalism/Sub-regionalism and Global Governances," presented at the XXI World Congress of Political Science (IPSA), Madrid, Spain, July 8–12, 2012.

[5] V. M. Valle, "Interregionalism: A Case Study of the European Union and Mercosur," GARNET Working Paper, no. 08/51, July 2008.

[6] M. Idrees, "From Globalization to Regionalism and Inter-Regionalism: A Study of SAARC," J. Political Sci. Public Affairs, vol. 3, no. 5, Islamabad, July 2017.

[7] M. H. Al-Abidi and I. Q. Nafel, Waterways: The Coming Conflict of the Big Boys, reviewed and introduced by A. A. K. Al-Maamouri. 1st ed., Dala Center for Policy Analysis and Consulting, 2023.

[8] M. A. Asfour and I. Al-Saeed, Field Study on Urban Growth. Cairo, Egypt: Anglo-Egyptian Library, 1976.

[9] F. A. Muhammad, "The Role of Some Site-Based and Objective Characteristics in Shaping and Directing Urban Development in the City of Hillah," Al-Qadisiyah J. Humanit., vol. 9, no. 1–2, 2006.

[10] J. C. Jimenez, J. Fontaine, J.-M. Grzych, E. Dei-Cas, and M. Capron, "Systemic and mucosal responses to oral administration of excretory and secretory antigens from Giardia intestinalis," Clin. Diagn. Lab. Immunol., vol. 11, pp. 152–160, 2004.

[11] P. Zhou, E. Li, J. Robertson, T. Nash, and S. M. Singer, "Role of interleukin-6 in the control of acute and chronic Giardia lamblia infections in mice," Infect. Immun., vol. 71, pp. 1566–1568, 2003.

[12] T. D. Langford, M. P. Housley, M. Boes et al., "Central importance of immunoglobulin A in host defense against Giardia spp.," Infect. Immun., vol. 70, pp. 11–18, 2002.

[13] S. M. Singer and T. E. Nash, "T-cell-dependent control of acute Giardia lamblia infections in mice," Infect. Immun., vol. 68, pp. 170–175, 2000.

[14] A. C. Majewska, Doświadczalna giardioza: Badania porównawcze biologicznych właściwości izolatów Giardia. Poznań, Poland: Wyd Kat Biol Parazytol Lek AM, 1996.

[15] L. H. Faccioli, B. B. Vargaftig, A. Medeiros, and A. Malheiros, "Cytokines in the modulation of eosinophilia," Mem. Inst. Oswaldo Cruz Rio de Janeiro, vol. 92, suppl. II, pp. 109–114, 1997.