


THE IMPACT OF THE CONTRIBUTION OF TRANSPORT MEANS IN ACHIEVING SUSTAINABLE LOCAL DEVELOPMENT PROGRAMMES: THE CASE OF ALGERIA

Benmahdi Hadia^A, Benberrah Samir^B



ARTICLE INFO	ABSTRACT
<p>Article history: Received: April, 12th 2024 Accepted: June, 12th 2024</p>	<p>Purpose: This study examines how the transport sector has become prominent in any country's economic, social, and urban development.</p>
<p>Keywords: Economic Development; Sustainable Development; Local Development; Transport Sector.</p>	<p>Theoretical Framework: The growth and development achieved by this transport sector extends its impact to all other sectors, especially at the local level, which affects the country's general economic growth. This is reflected in the significant contribution that this sector makes, directly or indirectly, to the growth of the Gross Domestic Product and the increase in the financial returns to the State.</p>
	<p>Method: We used the descriptive approach to present the study variables and the inductive approach to draw conclusions and link them to confirm the study hypothesis.</p>
	<p>Design/Methodology/Approach: One of the most important results of the transport sector's contribution to local economic development is its effective assistance in linking production and distribution areas with consumption areas and in ensuring the movement of individuals and the transport sector is also important in creating employment opportunities for a large part of the population, either in the transport sector itself or in other sectors related to or affected by its development.</p>
	<p>Findings: The study demonstrated that planning transportation programs has become one of the main elements upon which the state's development programs, including local ones, are based, which depend heavily on them for their success and achieving their goals that have a direct impact socially, economically, and politically.</p>
	<p>Originality/Value: The value of the study lies in demonstrating the impact of transportation means and their planning on the success of sustainable local development programs.</p>
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THE IMPACT OF THE CONTRIBUTION OF TRANSPORT MEANS IN ACHIEVING SUSTAINABLE LOCAL DEVELOPMENT PROGRAMMES (O IMPACTO DA CONTRIBUIÇÃO DOS MEIOS DE TRANSPORTE NA REALIZAÇÃO DE PROGRAMAS DE DESENVOLVIMENTO LOCAL SUSTENTÁVEL): O CASO DA ARGÉLIA

RESUMO

Objetivo: Este estudo examina como o setor de transporte se tornou proeminente no desenvolvimento econômico, social e urbano de qualquer país.

Estrutura Teórica: O crescimento e o desenvolvimento alcançados por esse setor de transporte estendem seu impacto a todos os outros setores, especialmente no nível local, o que afeta o crescimento econômico geral do país. Isso se reflete na contribuição significativa que esse setor faz, direta ou indiretamente, para o crescimento do Produto Interno Bruto e o aumento dos retornos financeiros para o Estado.

Método: Usamos a abordagem descritiva para apresentar as variáveis do estudo e a abordagem indutiva para tirar conclusões e relacioná-las para confirmar a hipótese do estudo.

^A PhD in Administrative Law (Rights). University of Batna 1. Algeria.

E-mail: benmehdihadia08@gmail.com Orcid: <https://orcid.org/0009-0007-7775-8935>

^B PhD in Financial Specialization in Economics. University of Batna 1. Algeria.

E-mail: samir.benberrah@univ-batna.dz Orcid: <https://orcid.org/0009-0006-5333-3118>

Projeto/Metodologia/Abordagem: Um dos resultados mais importantes da contribuição do setor de transportes para o desenvolvimento econômico local é sua ajuda efetiva na ligação das áreas de produção e distribuição com as áreas de consumo e na garantia do movimento de indivíduos, e o setor de transportes também é importante na criação de oportunidades de emprego para grande parte da população, seja no próprio setor de transportes ou em outros setores relacionados ou afetados por seu desenvolvimento.

Conclusões: O estudo demonstrou que o planejamento de programas de transporte se tornou um dos principais elementos sobre os quais se baseiam os programas de desenvolvimento do estado, inclusive os locais, que dependem muito deles para serem bem-sucedidos e atingirem seus objetivos que têm um impacto direto social, econômico e político.

Originalidade/Valor: O valor do estudo está em demonstrar o impacto dos meios de transporte e seu planejamento no sucesso dos programas de desenvolvimento local sustentável.

Palavras-chave: Desenvolvimento Econômico, Desenvolvimento Sustentável, Desenvolvimento Local, Setor de Transportes.

EL IMPACTO DE LA CONTRIBUCIÓN DE LOS MEDIOS DE TRANSPORTE EN LA CONSECUCCIÓN DE PROGRAMAS DE DESARROLLO LOCAL SOSTENIBLE: EL CASO DE ARGELIA

RESUMEN

Objetivo: Este estudio examina la importancia que ha adquirido el sector del transporte en el desarrollo económico, social y urbano de cualquier país.

Marco Teórico: El crecimiento y el desarrollo alcanzados por el sector del transporte extienden su impacto a todos los demás sectores, especialmente a escala local, lo que repercute en el crecimiento económico general del país. Esto se refleja en la importante contribución que este sector hace, directa o indirectamente, al crecimiento del Producto Interno Bruto y al aumento de los rendimientos financieros para el Estado.

Método: Utilizamos el enfoque descriptivo para presentar las variables de estudio y el enfoque inductivo para extraer conclusiones y relacionarlas para confirmar la hipótesis de estudio.

Diseño/Metodología/Enfoque: Uno de los resultados más importantes de la contribución del sector del transporte al desarrollo económico local es su ayuda eficaz para vincular las zonas de producción y distribución con las zonas de consumo y para garantizar la circulación de las personas, y el sector del transporte también es importante para crear oportunidades de empleo para una gran parte de la población, ya sea en el propio sector del transporte o en otros sectores relacionados o afectados por su desarrollo.

Conclusiones: El estudio demostró que la planeación de los programas de transporte se ha convertido en uno de los principales elementos en los que se basan los programas de desarrollo del estado, incluyendo los locales, los cuales dependen en gran medida de ellos para su éxito y el logro de sus objetivos que tienen un impacto directo en lo social, económico y político.

Originalidad/Valor: El valor del estudio radica en demostrar el impacto de los medios de transporte y su planeación en el éxito de los programas de desarrollo local sostenible.

Palabras clave: Desarrollo Económico, Desarrollo Sostenible, Desarrollo Local, Sector del Transporte.

1 INTRODUCTION

The role of transport in sustainable development was first recognised at the 1992 United Nations Earth Summit, and this was reaffirmed in the final document of Agenda 21. During the 19th Special Session of the UN General Assembly in 1997 to review Agenda 21, it was noted that transport is expected to be the main driver of the increase in global energy demand over the next two decades. The role of transport was also included in the outcome document of the World Summit on Sustainable Development in Johannesburg in 2002.

This reflects the global attention paid to transport since the end of the 20th century. At the 2012 United Nations Conference on Sustainable Development (Rio+20), world leaders unanimously recognised that transport and mobility are essential for sustainable development, economic growth and achieving the goal of economic integration, while respecting the environment.

In August 2014, the Secretary-General of the United Nations established a high-level advisory group on sustainable transport, representing all modes of transport. The group presented its recommendations in a global report on the outlook for sustainable transport, entitled "Mobilizing Sustainable Transport for Development", which was presented at the First Global Sustainable Transport Conference in November 2016.

Algeria, like other countries interested in achieving sustainable economic development at macro and local levels, has attached great importance to the transport sector in the preparation of its various development programmes, especially the local ones. In the 2030 Sustainable Development Plan, the inclusion of sustainable transport is mainstreamed in several Sustainable Development Goals and targets, particularly those related to food security, health, energy, economic growth, infrastructure, cities and human settlements.

What we can conclude from all the discussions on transport and sustainable local development is that we are in the process of finding an answer to the problem posed by the question: "What is the reality of the contribution of transport to the achievement of sustainable local development in Algeria?".

2 OVERVIEW OF SUSTAINABLE LOCAL DEVELOPMENT

Recently, many countries around the world have adopted the principles of sustainable local development as a fundamental strategy for achieving sustainable national development. Designing local development strategies within the framework of pursuing sustainable local development has become the preoccupation of planners and implementers of these policies.

By incorporating the term "sustainability" into the concept of local development, the concept of sustainable local development requires that the continuity of improvement is not limited to the present generation of citizens for a certain period of time, but that the long-term timeframe and the condition of successive generations are taken into account, ensuring adequate satisfaction of their needs and the consequent development of their diverse capabilities for optimal use. Sustainable development requires not only economic growth alone, but also

attention to social and environmental issues, as well as factors that have not been realistically considered, such as social transformation and environmental management, alongside economic growth, because economic growth is inevitably exposed to risks, especially in the long term (Ghadbane, 2015, pp. 201-202).

The historical evolution of development also shows that the concept of local development preceded the concept of sustainable local development as a modern approach to development at global and regional levels.

2.1 THE EVOLVING CONCEPT OF LOCAL DEVELOPMENT

The concept of local development is historically linked to the existence of local affairs that accompanied the evolution of human life in human communities, according to a social organisation whose beginning was the family and then the tribe. During this historical period, the meaning of local development was limited to the natural life needs of human groups, as its content was restricted to the achievement of what the members of the tribe needed in terms of food, clothing and security.

Many experts in public administration see the local government system as an organisational approach suitable for the implementation of the principles of democracy that emerged at the end of the 19th century, and as a system that allows citizens to participate in the management of their local affairs themselves (Zidan, 2022, p. 5).

The concept of local development emerged in the 1960s, following discussions on the preparation and development of the territory, due to the clear spatial disparities between regions and areas. The rural world was the first area to apply this concept, but today it has gone beyond the boundaries of rural areas to include cities, especially in residential neighbourhoods. Local development has become very important, especially after the growing interest in local communities as a means of achieving overall development at the state level. The self-effort and participation of the people are no less important than the efforts of the government in achieving development through the participation of the people in the formulation and implementation of development projects, which requires the combination of self-effort and government efforts to improve the economic, social, cultural and civilisational quality of life of local communities and integrate them into the locomotive of development and progress.

The term “local development” has passed through two main stages: the stage of struggle and then the stage of multiple forms of recognition. In the 1920s, there were many projects

interested in the development of rural areas, which led to the emergence of the terms “community development”, “rural development” and then “integrated rural development” (Salawi, 2017-2018, p. 15).

Rural development is conceptually defined as a dynamic process aimed at facilitating a series of functional and structural changes to prepare rural human capacities in such a way as to enable society to increase the available resources and use them to the fullest extent, by adopting the necessary methods to bring about this change.

The concept of local development has undergone a significant and rapid evolution since the end of the Second World War, from a narrow approach focused solely on increasing the pace of economic growth to a broader concept aimed at improving the living standards of individuals and achieving their economic and social well-being.

The first real appearance of the term ‘local development’ was in the early 1960s, particularly in France, in response to state decisions to make regional planning a national priority, with the aim of eliminating regional disparities between the capital and its suburbs, and even within the capital itself. This top-down administrative approach, in which decisions were made from the centre without consulting the local population, was rejected by various local stakeholders, who believed that the development of any region should take into account the needs and aspirations of its inhabitants. Consequently, they demanded the implementation of a bottom-up approach to development, based on the political, economic and social autonomy of the regions from the central decision-making authority.

This demand was initially rejected, although it was based on a political dimension that called for a distinct identity for the regions. Eventually, the focus shifted to the economic and social aspects of this demand.

Since that time, the importance and effectiveness of local development has become apparent to all, and it has received special attention from the United Nations, which began to study local development methods. In 1955, the United Nations Economic and Social Council issued the first comprehensive declaration on social progress through local community development, which covered urban communities in both developing and developed countries. Similarly, the 1957 United Nations Report on the Social Situation in the World highlighted the problems of urbanisation, leading to a focus on the development of urban communities, after the United Nations had initially focused on the development of local communities in rural areas, where its attention was focused on the modernisation strategy as a process and the coordination of services in agriculture, health, education and social welfare.

The United Nations became aware that the fundamental value of local development programmes was not only to achieve tangible improvements, but also to change attitudes of indifference, which were seen as the main obstacle to achieving economic growth.

On the other hand, a group of experts at the United Nations level suggested that the goal of development should not only be to increase production, but also to distribute the benefits of development equitably among the population of the community. They also emphasised the need to take into account the real problems and needs of the population, lest local development lose its relevance. The 1961 United Nations Report on the Social Situation in the World drew particular attention to the problem of reconciling social and economic development, following the results of the organisation's study of development programmes in these countries, which showed that they focused their objectives on the social aspect. Therefore, it stressed the need to pay attention to social development, similar to the economic development of the community (Keshk, n.d., p. 257).

In 1936, United Nations development experts discussed the relationship between community development and overall planning, as well as the various organisational training for local development projects, and proposed various approaches to support the economic and social impact of community development.

The United Nations was also concerned about the relationship between local development and central planning, which it considered to be inconsistent with the principle of self-determination that underpins local development. The needs of the local population may not coincide with national requirements, so the 1967 report emphasised that genuine development requires avoiding the imposition of plans from above and using community development as a means of carrying out the work decided upon by higher authorities.

The United Nations' interest in local development, whether from an intellectual, practical or financial and technical support perspective for communities in need, led to the widespread dissemination of local development around the world. It has also led to the improvement and evolution of development strategies through the continuous monitoring of local communities by experts and researchers specialised in development fields, and the constant effort to identify and address the shortcomings of local development approaches, as well as the obstacles to successful local development and the achievement of integration between local and national development (Wasila, 2018, pp. 51-52).

Over the last few decades, the issue of local development has become present in all economic policies and has gained considerable acceptance and support, especially among local actors, with the main objective of making public policies more efficient and effective.

Several concepts have been used to express the notion of local development. Towards the end of the fifth decade of this century, the concept of local development was expressed in terms of what is known as internal development. Some researchers have also used the term “development from below” to refer to local development. In the United States and Canada, it is known as “participatory development” (Tremblay et al., 1991, p. 487), based on the idea of solidarity and the promotion of local initiatives while avoiding state intervention, which has given the impression that local development is a self-initiated and creative endeavour of a particular region with unique characteristics that distinguish it from other regions. This means that local development is neither a method nor a model, but a dynamic process based on the effectiveness of relationships between members of the local community, which are not necessarily commercial in nature, in order to exploit the wealth of their region (Pecqueur, 1989, p. 16).

2.2 THE LEGAL FRAMEWORK FOR LOCAL DEVELOPMENT IN ALGERIA

The Algerian legislator usually refrains from providing definitions for legal terminology in its various legislative texts, leaving the field open to scholars and researchers. However, a reading of the various laws relating to local communities reveals that the Algerian legislator has used the term “development” in many of its legal provisions when referring to the powers granted to the wilaya (province) or baladiya (commune) to achieve the objectives of local development, albeit with different wording.

Article 2 of Law No. 11-10 on the Baladiya and Article 1 of Law No. 12-07 on the Wilaya state that they “participate with the State in the management and development of the territory, as well as in economic, social and cultural development”. Article 107 of Law No. 11-10 on the Baladiya then states: “within the framework of the national plan for spatial planning and sustainable development of the territory”. Similarly, Article 75, the last paragraph, of Law No. 12-07 on the Wilaya states: “It may also encourage, in accordance with the legislation in force on the promotion of investment, any initiative aimed at favouring the harmonious and balanced development of its territory”.

By researching the legal definition of local development in various laws in Algeria that deal with the issue of development in general in all sectors, it is clear that the Algerian legislator

provided a definition of local development in Law No. 10-02 of 29.07.2010 approving the National Spatial Planning Programme, published in Official Gazette No. 61 of 21.10.2010 on page 90, which states: “Local development is the development of the territory emanating from the territorial communities that make up the municipalities, the wilayas and possibly the regional programming area, and it is also local economic development based on productivity, identification of resources and effective local management based on quality supervision with training plans tailored to different areas of competence, previously agreed, specified and committed. Local development includes spatial development according to the current state of development between the wilayas, as the regional programming areas are not municipalities with the force of law. The definition of intervention programmes, their identification and the implementation of local development and planning projects are of a nature that makes them the responsibility of the territorial communities, but the State continues to play a decisive role in local development policy”.

The same Law 10(02) defines the objectives of the Regional Action Programme for Local Development as providing the means for the development of all regions, the integration of all regions into growth networks and the integration of the local economy into the wider economy. The strategy for the implementation of the Regional Action Programme for Local Development is to develop the local economy through the synergy of external and internal factors and to support local development through the intervention of the State and local communities. The action programme includes an inventory of local resources and capacities, support for the foundations of development, the structuring of local attractions and the establishment of appropriate local governance.

From the definition of local development given by the Algerian legislator in the framework of Law No. 10(02) dated 29(07)(2010, we can conclude that the concept of local development is linked to the geographical criterion (the local region) of the regional communities, which are the wilaya (province) and the baladiya (municipality), as well as the economic dimension of local development, through the enhancement of local resources and their integration into the national economy, always under the supervision of the central authority represented by the state, according to appropriate local governance.

2.3 PRINCIPLES AND DIMENSIONS OF LOCAL DEVELOPMENT

Local development is defined as the optimal use of material and human resources to develop all economic, social, political and cultural aspects of the community through the integration of official and popular efforts. It is a comprehensive and continuous effort that affects different aspects of life and aims to improve the standard of living of citizens in different areas. Various countries have paid special attention to the issue of local development, which has increased the burdens and duties of their central authorities. This has made it imperative for regional communities to keep pace with development, not only by providing basic services and collecting taxes, but also by contributing to the achievement of development in their local communities through the services, programmes and productive projects they offer, in addition to the efforts of central government agencies.

Successful local development therefore requires a set of foundations and conditions that are necessary to achieve development goals and turn aspirations into tangible realities. Local development is not just empty ambitions or slogans, but a set of interacting needs and problems that require realistic solutions and do not emerge from a vacuum. There must be a number of important factors in place that contribute to the activation of local development and the achievement of its objectives. For this reason, I will first look at the foundations of local development and then at its dimensions.

The success of local development is fundamentally linked to participation. The success of any country's growth experience is attributed to its reliance on local resources, where the human element is considered the most precious, and if the State ignores this element and focuses on other elements, it will create a continuous burden on development with a human element that is increasing in number and decreasing in efficiency, without being able to make an increasing effort to serve development. This makes it necessary to achieve local development based on the following elements:

- **encouraging and deepening popular participation:** supporting the efforts of individuals and local people themselves to promote development, improve their living standards and enhance their quality of life;
- **administrative decentralisation:** the aim is to provide the regional communities with a certain degree of autonomy and sufficient flexibility in the implementation of programmes and plans according to the specificities of each region and the investment projects necessary for the development plan, in accordance with their priorities and real

needs, by adopting a decentralised decision-making approach and working to strengthen the self-financing of the regional communities.

In recent years, there has been a growing interest in decentralisation in its political, administrative, economic and financial dimensions, as part of the trend to increase the participation of citizens and their role in the development process, and to reduce the role of the State in the direct production and management of its institutions, and to give the private sector and civil society institutions a greater role in the development process. This interest has been expressed in the World Bank's reports on development in the world under various titles such as "Achieving Decentralisation and Rethinking", "Bringing the State Closer to the People" and "Shifting to the Localities" (The Arab Administrative Development Organisation, 2007, p. 3).

2.3.1 Fiscal decentralisation

The process of development at the local level has attracted special attention in all developed and developing countries, as it leads to the empowerment of local communities and the improvement of citizens' living standards. As a result, countries have created numerous local (popular and executive) institutions to implement local development programmes and projects, which are seen as complementary to government programmes at the national level. However, the role of these institutions has varied from period to period and from country to country in terms of the scope and nature of their activities.

Before the Second World War, the role of local government was limited to maintaining security and order, collecting taxes and providing some basic services, mostly to meet the needs of the local community. Since then, the world has witnessed political, economic and social changes that have affected the role of the state in general and the role of local institutions in particular in the development process over the last two decades.

2.3.2 The economic dimension:

Local development takes into account the economic dimension in order to develop the local region economically. This is done by identifying the economic sectors in which the region can excel, whether through agricultural or industrial activity. A region that is able to define its distinctive characteristics in advance will be able to promote the appropriate economic activity to generate added value through its products. Local development, with its economic dimension,

can be a means of both absorbing unemployment and providing the economic products that distinguish the region, whether for local consumption or for the fair distribution of services to other regions.

Local development also depends on building local infrastructure, such as roads, hospitals and schools, which enable the integration of job-seekers and pave the way for decent conditions for the region's residents, while also attracting capital owners from other regions to invest in the area.

2.3.3 The social dimension:

The human element is considered to be the most important factor in the process of successful local development, due to its ability to think about how to make the best use of the resources available, while at the same time taking on the management of the financial resources needed to set up projects, supervising their implementation and follow-up, and overcoming the difficulties encountered in finding appropriate solutions at the right time. We can conclude that the role of the human element in local development can be seen from two angles: first, as the ultimate goal of development, since the goal of development is the human being; second, as the means to achieve development.

The social dimension of local development aims at uplifting the local community through the adoption of social policies that contribute to the improvement and enhancement of living standards and the well-being of citizens. It involves processes of social change that affect the social structure and its functions in order to meet the social needs of individuals. Within this framework, the regional communities, represented by the municipality and the state, must develop a realistic social policy in cooperation with the central authority in order to achieve and satisfy the needs of the local population from different categories, to eliminate poverty, unemployment and illiteracy. In this way, the regional communities set up investment projects that are far from being temporary and arbitrary solutions.

2.3.4 The administrative dimension:

Administrative development is essential for creating the right conditions for economic and social development, whether at national or local level. It is a planned process of change that uses practical methods to enable the administrative apparatus to modernise organisational and

behavioural patterns, to adopt appropriate administrative structures and adapt them to environmental changes, and to strengthen them with the necessary human skills.

It involves updating the laws and regulations in force, developing the skills and behaviour of the members of the organisation and improving the administrative working environment in order to achieve the objectives of local development with the highest degree of efficiency and effectiveness, as an expression of the vitality of public policy and development in all aspects, especially the administrative, to increase the productivity of administrative work and qualify it to manage development.

2.3.5 The political dimension:

One of the objectives of local development is to increase popular participation in the political decision-making process through dialogue, exchange of ideas and opening of channels of communication between members of the local community and the state, as well as the formation of civil society organisations within a democratic framework considered optimal for achieving this. It also seeks to achieve the stability of the political system through the adoption of the principle of mass popular participation, which is expressed in the right of citizens to choose their representatives in power, whether they are the ruling elite or representatives of local popular councils, giving the citizen a significant role in supporting the march of political development.

2.3.6 The human dimension:

The human element is the essence of local development and the cornerstone of any development process, where the focus is on the rules of individual participation in thinking, preparing and implementing programmes and projects aimed at the advancement of the individual and increasing the welfare rate of community members, as well as creating confidence in the effectiveness of development programmes, since the human being, through his work, drives growth to where the community wants it to go in light of its available capabilities and resources.

3 CHARACTERISTICS OF SUSTAINABLE LOCAL DEVELOPMENT

Regional communities play an important role in the field of sustainable local development, which is considered the main gateway to achieving sustainable development at the national level, through the work they carry out in the fields of economic, social and environmental awareness, as well as the implementation of development programmes aimed at the development of the local community. This is because they provide the framework for citizen participation in local decision-making, which is considered one of the components of achieving sustainable development at the local level. Since sustainable local development is the result of the interaction of a series of economic, social and environmental dimensions in any development project, and a process that enables the local community to meet its needs and objectives for the present generations without compromising the ability of future generations, while arranging them according to their priorities, where regional communities form the grassroots bodies in the success of national development sustainability.

By defining sustainable local development, we can extract its characteristics that distinguish it from other types of development as follows:

- a process that mobilises and organises the efforts of the members of the local community and guides them to work together with government agencies in a democratic way to solve problems and raise the economic, social and cultural level of individuals;
- a grassroots process, as regional communities are the essential foundation of sustainable development, i.e. a link between central government and the popular classes within each region, which is important in building the sustainable development process locally and nationally;
- long-term development, as it is based on the time dimension and is planned for the longest possible future period, as it is the development model that achieves economic, social and environmental sustainability for present and future generations (Ghazlani & Hakkar, 2017, p. 8);
- It is based on the principle of participation of all relevant parties in decision-making, especially in planning, policy-making and implementation. It is a development that starts at the local or grassroots level, through the decentralisation of local government, which enables the local community to participate in the preparation and implementation of its long-term plans, with three objectives: preserving the environment, achieving economic growth and establishing justice and equality for us and for future generations.

The process of sustainable local development depends on two fundamental rights: the right to development and the right to environmental protection. Both are basic human rights. Respect for the natural environment involves regulating the relationship between human activities and environmental elements and avoiding any damage to them, as well as promoting environmental awareness among the local population.

It is a multidimensional and interrelated process based on planning and coordination between economic and social development plans on the one hand and environmental development on the other.

It is an integrated development in which the human aspect and its development are among the primary objectives. It therefore takes into account the preservation of social values, the psychological stability of the individual and society, the practice of democracy, equality and justice. It deals with social justice from two perspectives: the horizontal perspective, which requires the achievement of justice between individuals and communities in the same generation, helping the less able groups to meet their basic needs; and the vertical perspective, which refers to the attempt to achieve social justice between successive generations.

The environmental element is one of the most important characteristics of sustainable local development, which aims to preserve the living environment in the natural environment, as it requires not depleting or polluting natural resources in order to protect the rights of successive generations, which is not taken into account by economic and social development.

4 CONTRIBUTION OF TRANSPORT TO THE IMPLEMENTATION OF SUSTAINABLE LOCAL ECONOMIC DEVELOPMENT PROGRAMMES: THE CASE OF ALGERIA

Transport occupies a special place in all local, regional and national development programmes. Any developmental growth and prosperity has experienced a direct and indirect increasing influence of the transport network as it expands, facilitates its use and develops its technological means.

4.1 OVERVIEW OF MEANS OF PUBLIC TRANSPORT

Humans invented the earliest means of transport based on muscle or animal power, such as water and sea transport. To this day, the type of transport depends on the nature of the raw materials

to be transported. Small and isolated communities began to link up commercially once the means of transport made this possible, with the merchant playing the role of intermediary, collecting the surplus production to exchange it for other products in other markets, until the beginning of the 19th century, especially in the large active world cities such as London or Paris. The discovery of steam as a new source of energy for industrial activity and transport (railways, ships etc.) led to the movement of people and the transport and exchange of huge quantities of goods, products and materials of all kinds, regardless of distance. At the end of the 19th century, the use of electrical energy was introduced, with the introduction of electric trains, considered a real revolution in urban mobility. Finally, the role of fuel energy (oil and, increasingly, gas) has given the means of transport the power and innovation we see today.

The location of factories has also moved from the city centre to the suburbs, leading to their expansion from the periphery, as workers can now commute long distances in a short time.

4.2 THE IMPORTANCE OF THE TRANSPORT SECTOR

The British economist Alfred Marshall emphasised that the most important technological revolution of modern times is the technological revolution in the transport sector. The importance of the transport sector, whether for developing or advanced economies, can be summarised in the following points (Barais et al., 2021, pp. 98-99):

- increasing macroeconomic indicators such as Gross Domestic Product (GDP) through increased revenues from transport and communications;
- providing employment opportunities, as the transport sector is one of the leading sectors in terms of absorbing unemployment in any country, and the sector attracts different categories of skilled workers, in line with the principle of equal opportunities;
- investment opportunities for the government and individuals, as the transport sector is a fertile and profitable ground for long and medium term investments, both locally and internationally;
- contribute to the improvement of the industrial and agricultural sectors, allowing the coverage of local and international markets, whether in terms of access for workers, the movement of raw materials or the transportation of products;
- redistributing the population according to the extent of the road network, since the vitality of transport in a given region requires a higher population density.

4.3 ECONOMIC ASPECTS OF TRANSPORT

From an economic perspective, we can analyse transport modes based on their associated costs and income impacts, as well as ways to mitigate these costs through local and even centralised development decisions.

4.3.1 The obstacle of high transport costs

The increase in transport costs is a major obstacle that has been addressed by proposing several measures to be used in the process of determining transport costs for vehicles, the most important of which is the rapid increase in fuel prices. This issue is closely linked to the phenomenon of congestion, since the greater the use of the speed element in vehicles, the lower the fuel consumption, leading to a reduction in the total cost per unit of time. In addition to maintenance, repair, insurance and tax costs, etc., the purchase of a vehicle has become an additional necessary burden.

4.3.2 The impact of transport service costs on income

It is not only the increase in operating costs for transport users that needs to be addressed, but also the cost of the service provided. Most transport services, whether public or private, are inherently commercial activities and should be treated as such. However, if the service is public, it is necessary that it does not place a heavy burden on the tax base. If the service is private, it must make a profit for its shareholders and other competing investors in other areas of investment.

4.3.3 Contribution of local development programmes to reducing transport costs

The economic basis of urban transport, in terms of its costs, is of great importance, as most expenditure on transport services in cities is not based on the benefit of a limited group of beneficiaries, but is considered to be a service for the whole community. Therefore, the cost of these services should not be borne solely by the city's residents, but should be provided by central governments from the general budget, in which urban transport problems compete with various

other services. This highlights the relationship between central and local government in the implementation of their sustainable development programmes at the overall and local levels.

The greater the expenditure on transport costs, whether public or private, the greater the burden of transport on the user, and the more difficult it becomes to control and redistribute revenues while integrating transport programmes.

4.4 THE TRANSPORT SECTOR IN ALGERIA

The transport networks in Algeria can be briefly outlined as follows:

Railway network: In 2023, the railway network will be about 4,200 km long, which is considered very weak to meet the needs of economic activity and its development.

Air transport network: This sector is monopolised by the public sector (Air Algeria and a few private companies that find it difficult to compete). Frequent and strong criticism is levelled at the high cost to users and the lack of competition from strong global companies, which has made solutions almost non-existent (Bouchtala et al., 2017, pp. 47; 58).

Road network: One of the largest and densest road networks on the African continent. In 2023, the Algerian road network will consist of

- 1,216 km of east-west motorways;
- more than 141,000 km of roads, of which more than 117,000 km are paved;
- 11,589 engineering structures, including 3,147 on the east-west motorway.

Some engineering works deserve special mention as they are true masterpieces, such as the Salah Bey Bridge in Constantine, the works on Wadi Deeb in Mila and Wadi Rhumel in Bouira.

Maritime transport: There are 11 ports with different activities. The largest sector is import and export activities, in addition to the transport of people and goods.

Metro and tramway: The Algiers Metropolitan Transport Company (ETUSA) was set up in 1984 as a project manager delegated by the Ministry of Public Works and Transport to study, implement and operate the urban rail network known as the Algiers Metro. It was later transformed into a public economic company, becoming a joint stock company in 1989. Several other metro companies will follow in other regions to develop the urban transport sector, which is of great importance for achieving local development.

4.5 THE ROLE OF TRANSPORT IN LOCAL ECONOMIC DEVELOPMENT

Regions inhabited by humans are characterised by diverse environments in which natural resources are distributed. This has led to the attempt to exploit these resources in a rational way, combining effectiveness and efficiency, including the concern to study their costs and returns, which determine the level of exploitation of these resources and the economics of the production process.

Regions with a specific and accessible geographical position have historically experienced a regular exploitation of their resources for economic purposes, due to the facilities and flexibility offered by their terrain in terms of access, the presence of widespread and uncomplicated means of transport and a lively population. On the other hand, the more difficult regions have experienced a delay in the exploitation of their resources and the spread of a vital economic population density, which, unlike the first type, hinders the achievement of local development.

The transport sector is of great interest at the local, regional, national and global levels because of its ability to influence the growth of other sectors within the framework of structural interrelationships between them, and because it plays a prominent role in increasing national output.

5 CONCLUSION

One of the limitations of the research is that, based on the above, local development can be viewed as a process, method, and movement. It includes a number of changes aimed at achieving specific goals, but above all, it is a realistic change from a stage in which a limited number evaluated matters to a stage in which people themselves decide on solutions. For their problems that they feel, that is, the stage of social change, and it is a social movement because it is a movement to which all people commit, and it translates people's emotions and feelings into programs until it becomes a system that works to maintain the unity and cohesion of the local community. The bottom line is that the economic dimension of local development aims to improve the level of human well-being through his share of necessary goods and services, providing the main elements of production, most notably (stability, organization, knowledge, capital), raising the level of efficiency and effectiveness of individuals and institutions assigned to implement development policies and programs, and finally Increasing growth rates in various areas of production to increase the rate of individual income and stimulate the relationship and feedback between inputs and outputs. Since transportation has a major impact on achieving

local economic and even national development programs because it is the process of synergizing local efforts with the efforts of the central authority, we propose as prospects for a future study making improvements to the social, economic, and service sector for the residents of the local community, and providing a network and means that contribute to facilitating the interconnection between The various sectors, especially human and productivity, and the elements necessary for their activity, and that what contributes to achieving local development compared to national development. It is the field of its geographical application, that is, the local region. The main goal of local development also highlights that it gives regional groups the opportunity to take the initiative in meeting the demands of the residents of the regions, by virtue of their proximity to them and their sufficient knowledge of their social, cultural, and economic surroundings. Local development is a subsystem within a comprehensive system, and an effective and basic base in achieving Comprehensive development.

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