

Tourist transport as a mechanism for achieving sustainable tourism -Mostaganem state as a model-

Dr. Laksi Fouzia

MCA, Abdelhamid Ben Badis University of Mostaganem, (ALGERIA),
Fouzia.laksi@univ-mosta.dz

Received: 25/09/2025

Accepted: 08/11/2025

Published 03/12/2025

Abstract:

This research paper aims to study the role of transportation sector in tourism and the importance of tourism transportation in revitalizing and sustaining tourism. In particular, projecting and studying the situation at the level of Mostaganem province, which is considered one of the most important tourist provinces in Algeria.

The most important results reached through the study are that the tourism sector will not flourish in any country in the word and in any state of Algeria, including Mostaganem except by developing its infrastructure, including the road network and means of land, sea, water and air tourist transportation.

Keywords: Tourist transport; Sustainable tourism; Green transport; Modes of transport.

Jel Classification Codes: : L83, Q56, R41.

Corresponding author: **Laksi Fouzia**, Abdelhamid Ben Badis University of Mostaganem,(ALGERIA), Fouzia.laksi@univ-mosta.dz.

1. Introduction:

Transportation holds a significant position on all levels-economic, social, and humanitarian. Therefore, studying transportation and its role in achieving economic development is a crucial field. It is essential for mobility and overcoming geographical barriers, making it a primary activity for all societies. Transportation is one of the most critical concerns of human activity, as it is used to move goods and individuals from one point to another. Thus, this research paper seeks to answer the following main question:

How effective is tourism transportation in revitalizing and sustaining tourism in Mostaganem Province?

From this central question, the following sub-questions emerge:

- How does green tourism transportation contribute to tourism sustainability?
- What is the current state of tourism transportation in Mostaganem Province?
- How has tourism transportation helped in the prosperity of tourism in Mostaganem Province?

➤ **Hypotheses:**

- Green tourism transportation, as an eco-friendly mode of travel, contributes to environmental preservation and tourist safety.
- Mostaganem Province is focused on developing its infrastructure and road networks.
- The transportation sector is vital for revitalizing tourism in Mostaganem Province.

➤ **Objectives of the Study:** This research aims to:

- Examine the role of tourist transportation in revitalizing and boosting tourism, with a particular focus on its current state in the Wilaya of Mostaganem, considered one of the most important tourist provinces in Algeria.
- Highlight the complementary relationship between the development of the transport sector and the promotion of tourism.
- Emphasize that adopting smart transportation in tourism is a long-term investment to ensure competitiveness.

➤ **Methodology:** The study adopts a descriptive-analytical approach by identifying and analyzing the problem.

2. Concept of Transportation:

Various definitions of transportation exist, differing according to researchers and scholars. For instance, the economist Hans Edler defines it as the process of moving goods and individuals toward a specific goal, which may be economic or non-economic.

From an economic perspective, transportation services (transport economics) focus on utilizing various transportation modes to bring about noticeable developments or changes in a country's economy. Thus, transportation services are centered on the relationship between production and consumption while ensuring connectivity between populated areas.

Transportation services are considered productive services because, in many cases, they serve as an end in themselves, such as when travelers seek recreation or leisure. In such cases, transportation becomes part of consumer services (Abidi Fatiha, 2021/2022, p:03).

Don Benson and Ralph Bugg define transportation as "the economic activity that enhances human satisfaction by moving people and goods, as it delivers goods needed by consumers and moves consumers to where service facilities are available." Transportation can also be described as the economic activity that reduces the spatial and temporal dimensions for individuals and goods, aiming to create, increase, or develop utilities (Abdel-Samad Saoudi, Belkacem Saoudi, and Saida Weld Laghwati, 2017, p:189).

3. The Effectiveness of Tourism Transportation in Tourism Development:

Tourism transportation is one of the fundamental pillars of tourism activity, encompassing modes of transport that serve tourists in their travels both domestically and internationally, these modes are categorized into land, water, and air transport (Tarik AbdelFattah Al-Sharie, 2011, p :119). Tourism transportation economics involves exploring the multiple uses of different productive resources in transporting tourists from diverse sources and by various modes at all stages of their movement, ensuring optimal utilization to achieve high national economic growth rates. According to transportation mode classifications in 2017/2018, global air travel accounted for 55%, road travel 39%, maritime travel 4%, and rail travel 2% (Sameh Ahmed Rifaat, year of publication not specified, p:06).

To effectively serve tourism, transportation must possess the following characteristics (Abeer Mohammed Ismail, 2023, p :06): Comfort: Safety, Capacity, Punctuality, Choice, Comprehensiveness, Affordability, and Responsibility.

The efficiency of transportation networks and the variety of tourist transport modes between destinations enhance competition in tourism markets and lower tourism service costs, This creates a diverse distinctive, and cost-effective tourism supply, encouraging increased visits to these

regions. It also promotes tourism prosperity in the destination country by attracting large numbers of inbound tourists to tourist attractions and accelerating tourism investments while reducing their costs (Ban Ali Hussein Al-Mashhadani, 2019, p :71).

The importance of transport in tourism development stems from its role in facilitating movement to destinations, which forms the foundation of tourism. Additionally, it adds spatial and temporal value to clients, allowing for varied speeds of travel depending on the efficiency of the transport function, No economic activity can take place without being connected to a mode of transport (Souria Chanebi and Essaid Ben Lakhdar, 2018, p :31).

The importance of transport in tourism development can be highlighted through its various services in this field, including the following:

- Tourist transport services are a vital factor contributing significantly to the travel and tourism experience, They serve as the link connecting travelers to different tourist attractions, making journeys comfortable and enjoyable.
- Tourist transport services play a fundamental role in offering unforgettable travel experiences and promoting the tourism industry as a whole.
- Modern and efficient tourist transport services offer safe and comfortable journeys, enabling travelers to explore new destinations and interact with diverse cultures without worrying about access or convenience.
- Tourist transport services support the local economy of tourist destinations, as the increased demand for these services boosts tourism activity, creating economic opportunities for local communities, generating jobs, supporting local industries, and improving infrastructure.
- Modern tourist transport services contribute to promoting sustainable tourism by adopting eco-friendly transport systems and modern technologies that reduce environmental impact, This allows the sector to play an active role in preserving the environment and natural resources.

4. An Overview of Algeria's Tourist Transport in 2024:

Algeria's focus on transportation and road networks dates back to the independence era, with significant development in its national road network, which expanded from 18.338 km in 1967 to 31.588 km in 2024, Similarly provincial roads have seen remarkable growth from 20.661 km in 1967 to 24.483 km in 2019 (<https://www.elkhabar.com/press/article/241784/>, 2024).

➤ Air Transport:

In 2024, Algeria's 36 public aviation airports collectively handled approximately 17 million passengers, including 7.8 million domestic travellers and 9.2 million international passengers, along with more than

29,000 tonnes of cargo. Algiers International Airport alone managed 15.4 million passengers, of whom 8.6 million were international and 6.7 million domestic, with cargo volumes reaching 35,000 tonnes.

Air Algeria transported 7.9 million passengers—2.6 million on domestic routes and 5.3 million on international services—across a total of 79,100 flights. Tassili Airlines also carried around 1.1 million passengers, including 900,000 domestic and 100,000 international travellers.

To support sector modernisation and enhance safety and security standards, the Algerian government allocated 11.05 billion DZD in commitment authorisations and 10.95 billion DZD in payment appropriations under the 2024 Finance Act. In addition, the number of airports authorised to facilitate Hadj operations increased to 12, including Ghardaia, Tlemcen, Batna, and Tiaret as a reserve.

➤ **Maritime Transport:** Algeria has a network of ports operated by various public and private industrial and commercial companies. Key maritime transport companies in Algeria include:(El-Ayeb mounir, 2016, p 162)

- The National Shipping Company (CNAN)
- The National Company for Passenger Maritime Transport (ENTMV)
- The National Maritime Management Company (GEMA)

➤ **Land Transport:**

- **Rail Transport:** Globally, railways are a critical component of the tourism industry. For example, in China, provinces with high-speed rail systems experienced a 20% increase in inbound foreign tourism and a 25% rise in tourism revenues compared to provinces without such systems.(Mohamed mensour djeber, Hanae abdelkader, maroua salah faid,2020, p :475)

In Algeria, the National Rail Transport Company (SNTF) transported:

- 36 million passengers.
- 5 million tons of cargo in 2024, utilizing 380 passenger coaches and 10.317 freight wagons.
- **Tramways:** Operated by "CETRAM," the tramway network transported 100 million passengers across its seven operational lines in the provinces of Algiers, Oran, Constantine, Sidi Bel Abbes, Ouargla, Setif, and Mostaganem.
- **Metro:** The Algiers Metro transported 46 million passengers in 2024 along its 18.7 km line, encompassing 19 stations.

- **Cable Cars:** Cable car systems in eight cities (Algiers, Constantine, Annaba, Tlemcen, Skikda, Oran, and Tizi Ouzou) transported 8.4 million passengers last year.

➤ **Road Transport:** In the road transport sector, the number of public transport operators reached 538,000, including 58,000 passenger transport operators and 480,000 freight transport operators. Together, they utilised 745,000 trucks with a total payload capacity exceeding 8.1 million tonnes.

The Minister reported that public companies responsible for urban and semi-urban passenger transport carried approximately 205 million passengers across all 48 provinces in 2024. He also highlighted the establishment of 10 new transport companies in the recently created southern provinces.

Furthermore, the **Logitrans group** transported more than 4.7 million tonnes of various goods in 2024, covering nearly 126 million kilometres using around 3,500 trucks of different capacities, 600 of which are owned directly by the group.

5. Transition to Green (Smart) Transport for Tourism Sustainability:

Although transport plays a crucial role in socio-economic development by facilitating the movement of people and goods, it has negative environmental impacts. Many countries have turned to smart transportation systems (ITS) to organize and improve traffic flow using modern communication and technology tools.

Green transport refers to low-environmental-impact mobility modes, including non-mechanical forms like walking and cycling, as well as eco-friendly mechanical modes like guided transport and green vehicles.

Green transport focuses on providing infrastructure and services for the movement of goods and people that support economic and social development while improving quality of life and competitiveness. According to the American Institute, green transport ensures safe, healthy and cost-effective mobility with minimal pollution and resource consumption, meeting present needs without compromising the environmental harmony or economic sustainability of future generations.

Smart transport systems represent the natural evolution of transport infrastructure by modernizing it to align with the information age. These systems enhance capacity and efficiency without relying entirely on new facilities. They incorporate advanced technologies for monitoring, data collection, and traffic management, ensuring optimal use of road networks and other transportation modes. Green transport is essential for improving

tourism destination competitiveness and encouraging repeat visits Tourists often choose destinations that adopt eco-friendly practices, including green transport, to enhance their experience, Improving energy efficiency in transport, transitioning to clean fuels, and shifting from private to public transport could result in significant health and economic benefits Between 2005 and 2035, improving transport energy efficiency is projected to reduce emissions per passenger kilometer by 32% Key objectives of smart green transport systems in tourism include:(Racha ahmed khalil, Mohamed zina, Rihem abderrahmen djed, 2022, p :249-250)

- Enhancing safety and reducing fatalities, injuries, and economic and social losses caused by transportation accidents through traffic control, emergency management, and demand management.

- Increasing the capacity and operational efficiency of land transport networks.

- Improving mobility and comfort by providing tourists with essential information and ensuring their safety and security during travel.

- Reducing environmental and energy-related impacts of transport systems.

6. Tourism Transport in Mostaganem:

Mostaganem is the 27th province in Algeria's administrative division, located 350 km west of Algiers and 80 km from Oran, Algeria's second-largest city. Positioned in northwest Algeria, it spans 2,269 km² and is bordered by the Mediterranean Sea to the north, with its eastern and southern borders adjoining the provinces of Chlef, Relizane, and Mascara. Its proximity to Europe (150 km from Spanish shores) and its unique location on the Greenwich meridian make it geographically significant.(AHSEN Djamila, AHSEN Yamina, 2023, p :08).

Mostaganem offers diverse natural, historical, cultural, and tangible and intangible heritage resources, making it a prime tourist destination. Coastal tourism is particularly prominent, given the province's 124 km long coastline (AHSEN Djamila, Ameer Ameer Ahmed, 2021, p :07-08).

The area attracts tourists nationwide, especially in spring and summer, To ensure a successful summer season, the province focuses on:

➤ Roads and beach access preparation:

Approximately 20% of public transport capacity is allocated to summer routes connecting beaches, particularly on weekends, from major municipalities and urban centres. In 2024, special buses were licensed under temporary contracts for the summer season, providing substantial

seasonal transport capacity to accommodate tourists and visitors travelling to the beaches of Mostaganem, including Salamander and Kharouba.

The tramway also experienced high demand, carrying around 2.3 million passengers between June and August 2024, with an average of 30,000 passengers per day.

Table 1. Roads and Access to Beaches (2024)
(Presented as bullet points instead of a table)

Number of seats	Number of vehicles	Number of operators	Number of lines	Private Buses
Approximately 10000 seats per day during the summer season	25	1	1	Mostaganem Tramway
Approximately 18550	371	371	3 – 5	Private buses

Source: (Directorate of Tourism and Handicrafts Mostaganem,2025).

➤ **Tourism Route Planning:**

Tourist route maps help design an ideal experience for tourists by guiding them through all the historical and tourist sites that interest them in an enjoyable and easy way, Mostaganem offers several coastal and beach tourism routes, including:

Sablates Sports Coastal Route: This is a short, one-day route covering a distance of 10 km, starting from the city centre and reaching Sablates Beach, located 5 km away. The beach has been developed through tourism programmes, offering key facilities such as hotels, chalets, and commercial shops, making it a prominent tourist destination with continuous activity throughout the day, particularly during the summer season. After enjoying swimming and recreational activities on the sandy beach, visitors can dine at the upscale restaurants and cafés along Salamander Corniche.

- **Kahf L'Asfer Beach Route:**

This is a medium route lasting one day and covering 58 km, with the starting point being the city center to Kahf L'Asfer Beach, 50 km away, The nearest area is Sidi Lakhdar, 10 km from the beach. This beach is a unique natural spot in Algeria, featuring both sandy and rocky areas with recreational facilities like restaurants, kiosks, and sports amenities (Nawala Mariem & AHSEN Yamina, 2022, pages 84-87) to ensure that visitors can benefit from tourist services, increasing hotel capacity, travel agencies, and transport networks is essential.

Tourist transport as a mechanism for achieving sustainable tourism

-Mostaganem state as a model-

6.1. Land Transport in the Wilaya of Mostaganem:

To ensure visitors can benefit from tourism services, there is a need to increase hotel capacity, expand travel agencies, and provide efficient transportation networks.

Table 2. Development of the Road Network in Mostaganem Province (2014–2024) (Unit : kilometers – presented as bullet points per year)

Year	The Length (Km)	Good condition	Medium condition	Poor condition
2014	2040 (National roads:330, Provincial roads:600, Municipal roads: 1100, Unclassified roads:10)	1469	449	122
2015	2076 (National roads:335, Provincial roads:610, Municipal roads:1120, Unclassified roads:11)	1536	436	104
2016	2112 (National:340, Provincial: 620, Municipal, 1140, Unclassified:12)	1584	422	106
2017	2157 (National: 345, Provincial: 630, Municipal:1160, Unclassified:13)	1639	431	87
2018	1950 (National: 350, Provincial:635, Municipal: 1180, Unclassified:14)	1521	351	78
2019	2179 (National: 355, Provincial: 640, Municipal: 1200, Unclassified:15)	1743	370	66
2020	2251 (National: 360, Provincial: 645, Municipal:1230, Unclassified:16)	1823	360	68
2021	2290 (National:365, Provincial: 648, Municipal:1260, Unclassified:17)	1901	343	47

2022	2328 (National:370, Provincial:650, Municipal:1290, Unclassified:18)	1979	303	46
2023	2366 (National:375, Provincial:652, Municipal:1320, Unclassified: 19)	2058	260	48
2024	2375 National : 382, Provincial:654, Municipal:1320, Unclassified:19)	2114	237	24

Source : (Directorate of Public Works of the Wilaya of Mostaganem, 2025)

According to the table above, the Wilaya of Mostaganem has experienced noticeable and gradual development in its road network across various classifications between 2014 and 2024. The total length increased from 2,040 km to 2,375 km, representing an overall growth of 335 km. Both national and provincial roads recorded an increase of approximately 50 km each, reflecting the government's efforts to enhance inter-municipal connectivity and strengthen links with neighbouring provinces and the East–West Highway.

Municipal roads expanded by 217 km, indicating a growing urban dynamic, particularly in newly developed neighbourhoods and coastal tourist areas. Unclassified roads, however, saw only a slight increase, limited to some local or temporary tracks. Overall, the condition of the road network is generally good and stable.

This infrastructure development demonstrates a continued investment policy aimed at facilitating mobility and providing a solid foundation for tourism transport. Nevertheless, ongoing maintenance remains necessary, particularly in certain urban and rural areas. In addition, further projects are under study and implementation, with work currently underway to: Continuously maintain the road network to preserve and extend its lifespan.

- Rehabilitate, strengthen, and modernize the road network to adapt to the rapid growth in traffic.
- Build bypasses to prevent traffic congestion in populated areas.

Tourist transport as a mechanism for achieving sustainable tourism

-Mostaganem state as a model-

Table 3. Port Sector to Tourism Promotion (2014–2024)

Periods	Means of Transport	Main Activity	Tourism Impact
2014–2017	Maritime transport	Launch of maritime connection with Valencia (2016–2017)	28.000 tourists in Spring 2018
2018–2020	Private buses (transport to beaches)	Seasonal funding of 11.000 transport units for beachgoers	Significant increase in the flow and support of beach tourism
2021–2023	Expanded maritime transport Tramway	Increased number of maritime trips Launch of Mostaganem Tramway in 2023	Introduction of modern urban transport Enhanced both maritime and urban tourism
2024 (Summer Season)	Seasonal private buses Tramway	Deployment of 371 buses to the beaches Tramway transported 2.3 million passengers during the summer	Boosted the tourist season and facilitated tourist and visitor mobility

Source: (Directorate of Tourism of Mostaganem Province, 2025)

The above data highlights how:

-Between 2014 and 2017, the launch of sea routes to Valencia and Barcelona helped attract thousands of tourists, especially Algerian expatriates. Over 28,000 passengers were recorded in Spring 2018 alone.

-During 2018 to 2020, private operators contributed by providing over 11,000 private transport vehicles (mostly minibuses) to shuttle beachgoers, boosting coastal tourism.

From 2021 to 2023, the inauguration of the Mostaganem Tramway significantly improved urban mobility for tourists, complementing the expansion of maritime transport.

- Summer 2024, the private sector played a strong role by supporting both the tramway system and deploying 371 seasonal buses. With over 2.3 million passengers transported via tramway alone, this development offered a major push to domestic tourism and created a modern, comfortable transportation environment for both tourists and residents.

This progression reflects a strategic shift toward relying on private transportation as an effective tool for the success of the tourist season, strengthening the overall attractiveness of the province.

6.1.1 The Role of Mostaganem Tramway in Boosting Tourism:

The Mostaganem Tramway serves as an important means of transportation and a strategic tool in promoting both local and international tourism in the province, the following table illustrates this role:

Table 4.The Relationship Between the Tramway and Tourism Promotion in Mostaganem

Facilitating Access to Tourist Sites	Passes through the most important tourist areas: <ul style="list-style-type: none"> • The coastal strip (Corniche, Salamander Beach, the Port). • The historic city center (Mostaganem University, which hosts academic and tourist delegations, the maritime station) Connects hotels, beaches, and bus terminals • Reduces visitors' reliance on private vehicles and simplifies their movements Makes visiting Mostaganem landmarks easy, comfortable, and low-cost, encouraging longer stays and enhancing tourist spending.
Improving the City's Urban Image	<ul style="list-style-type: none"> • Gives the city of Mostaganem a modern and organized look. • Leaves a positive impression on tourists regarding the quality of public transportation and openness to eco-friendly solutions.
Reducing Traffic Congestion and Enhancing Comfort	<ul style="list-style-type: none"> • Eases pressure on the main roads, especially during the summer season. • Offers a more comfortable travel experience for tourists compared to overcrowded taxis or buses.
Supporting Summer Events and Activities	Provides fast and efficient transport between the venues of major events such as: <ul style="list-style-type: none"> • Cultural and musical festivals. • Traditional crafts exhibitions. • Beach celebrations. • Encouraging Domestic Tourism Visitors from neighboring provinces can move easily between tourist sites using only the tram, without the need for a car.

Source: (Prepared by the researcher based on data from the Mostaganem Directorate of Transport, 2025)

6.1.2 Comparative Study: Mostaganem Tramway Passenger Numbers Between 2023 and 2024 (Destination: Mostaland Park):

Based on reports from CETRAM Mostaganem, which include official statistics and estimates regarding the use of the first tramline (Salamander Station) a line that passes by the Mostaland amusement park the following

Tourist transport as a mechanism for achieving sustainable tourism
-Mostaganem state as a model-

table presents approximate figures, considering that this line also serves multiple destinations:

Table 5. Comparison of Mostaganem Tramway Passenger Numbers Between 2023 and 2024 (Destination: Mostaland Amusement Park)

Year	Total Number of Passengers on the Line	Daily Average of Passengers	Passengers During Summer Season	Estimated Daily Passengers to Mostaland Line
2023	5.9 million passengers	16.200 passengers/day	18.000 passengers/day	Estimated: 6000 to 8000
2024	Over 6.5 million passengers	Over 18.000 passengers/day	20.000 passengers/day	Estimated: 8000 to 10.000

Source:(Prepared by the researcher based on statistics from the Tramway Line Management Company of Mostaganem (SETRAM), 2025).

From the table above, it is evident that during the summer season, the number of tram users reached approximately 18,000 passengers per day in 2023, reflecting a notable increase in the general use of the Mostaganem tramway. Especially by passengers heading to Mostaland amusement park, most of these users are tourists and visitors, as the park is considered one of the most prominent touristic and recreational attractions in the province.

In 2023, which was the first operational year of the tramway, about 5.9 million passengers were transported, with a daily average of 16.200 passengers; the number peaked during the summer at 18.000 passengers per day.

In 2024, the data shows continued growth in ridership, with more than 6.5 million passengers recorded and a daily average exceeding 18.000 passengers, peaking at over 20.000 passengers per day during the tourism season. Based on approximate estimates, the number of visitors using the tramway to reach Mostaland amusement park ranged between 6000 to 8000 passengers daily in 2023 and increased to 8000 to 10.000 passengers daily in 2024.

These figures reflect a rise in tourism demand and a significant increase in the use of the tramway, which proves to be an efficient and safe mode of transport to recreational and touristic sites. Therefore, the tramway plays a crucial role in supporting and boosting local tourism, making it a key element in the province’s sustainable tourism transport strategy.

6.2 Maritime Transport :

The province also boasts a number of port infrastructures that can be utilized to encourage maritime and water tourism, as illustrated in the table below:

Table 6. Status of Port Infrastructures in 2024

Number	Port Name	Condition
1	Commercial Port of Mostaganem	Moderate to Good
2	Fishing Port of Sidi Lakhdar	Moderate
3	Fishing Port of Salamander	Very Good

Source: (Monograph of the Wilaya of Mostaganem, Directorate of Programming and Budget Monitoring of the Wilaya of Mostaganem, 2025)

From the table above, we observe that the Commercial Port of Mostaganem is rated as moderate to good. Despite its economic importance, it suffers from limited capacity and the absence of a strategic expansion plan. While the technical infrastructure is relatively good, weak logistical connectivity (such as rail links) and the inability to accommodate large ships result in its classification as “moderate to good”. As for the Fishing Port of Salamander, which has been transformed into a seafront area equipped for fishing and recreation, and which has become a successful tourist destination; it stands out as the leading local port in terms of readiness, organization, and structural investment. It has benefited from development operations; that made it a multi-purpose port thus classified as “very good”. Finally, the Fishing Port of Sidi Lakhdar is the weakest in terms of stability, requiring regular maintenance due to its structural fragility, which places it in the “moderate” category.

Table 7. Summary of Maritime Passenger Transport Activity from 2016 to 2024

Years	Number of passengers	Number of trips	Number of vehicles
2016	/	Experimental trips	/
2017	178000	200	70000
2018	28000	114	65423
2019	150000	170	69852
2020	0	0	0
2021	6099	6	2329
2022	30000	50	1324
2023	53041	95	22350
2024	14362	57	15642

Source: (National Maritime Passenger Transport Company (ENTMV), Mostaganem, 2025)

Tourist transport as a mechanism for achieving sustainable tourism
-Mostaganem state as a model-

The table above reflects a clear fluctuation in passenger maritime transport activity at the Port of Mostaganem from 2016 to 2024; which is closely linked to health and economic conditions, In 2017 the number of passengers reached its peak at 178.000; due to the reinforcement of maritime lines with Europe, especially to Valencia and Barcelona, making Mostaganem an important maritime gateway abroad.

However, this activity experienced a significant decline in 2018, despite recording 114 trips, with only 28.000 passengers during the first eight months, Activity stabilized again in 2019 with 150.000 passengers over approximately 170 trips, However the year 2020 marked a sharp disruption, as all trips were halted due to the COVID-19 pandemic, In 2021 only 6 trips were recorded, transporting 6099 passengers, marking a modest resumption of activity, with the beginning of 2022, a gradual recovery began thanks to the improvement in the health situation, with 50 trips and more than 30.000 passengers recorded, this upward trend continued in 2023 reaching 53.041 passengers, and in 2024, 21 trips were organized between January and May, transporting 14.362 passengers, During the summer season, the number increased to more than 15.000 passengers through approximately 36 trips.

This indicates a gradual recovery in maritime passenger transport, especially during the tourism season, Passenger movement in maritime transport varies significantly between the winter and summer seasons, The following table illustrates this variation:

Table 8. Comparison of maritime transport between summer and winter (2024)

	Winter (approx 5 months)	Summer (approx 3 months)
Number of trips	21 trips	36 trips
Number of passengers	14.362	14.830
Number of vehicles	6742	8900

Source: (Prepared by the researcher based on statistics from the National Maritime Passenger Transport Company (ENTMV), Mostaganem, 2025).

From the table, it is evident that the demand in summer significantly exceeds that of winter, with an increase in passenger numbers exceeding 100%. This surge necessitates expanding the number of trips in response to the high pressure from Algerian expatriates and tourists. Mostaganem Port has thus become a strategic experimental hub since the launch of the Spanish line.

6.3. Air Transport:

Regarding air transport in the Wilaya of Mostaganem, there are several airport infrastructures currently under maintenance and preparation, which are not yet operational, these include:

- A multi-purpose airport in Mostaganem, currently used for certain service and security activities.
- A helicopter landing pad at the University Hospital Center – Kharouba.

7. Conclusion:

Tourist transportation in Algeria has developed over time alongside the growth of tourism activities, It spans road, maritime, water, and air transport, significantly contributing to the global tourism sector.

Similarly, Mostaganem, as a major tourist province in Algeria, focuses on enhancing its road networks and access points to its tourist sites, particularly the beaches, which are its primary tourism asset, This is achieved through continuous maintenance and rehabilitation, as well as the creation of bypasses to avoid congestion in populated areas, The province also has a port that provides 6 trips per week to Valencia Spain, which is a significant travel route for those going beyond Algeria's borders. The number of passengers in 2021 reached 6099, moreover it has several port infrastructures that can be used to promote maritime and water tourism. However, the province is still lagging behind in air transport despite its tourism potential, as its airport infrastructures are still under maintenance and have not yet been utilized. Thus, the strategic importance of transport in all its forms cannot be overstated, as it plays a crucial role in the development of the tourism sector, therefore the flourishing of tourism in Algeria, and especially in Mostaganem, requires more investment to develop and modernize the transport sector and facilitate the movement of tourists. In this regard, we propose the following suggestions:

- Suggestions for Improving Tourism Transport in Mostaganem.
- Invest More in Mostaganem Port: Facilitate passenger transport for local trips within Algeria between coastal provinces, thus enhancing regional mobility and accessibility for tourists.
- Develop Air Transport: Focus on investing in the existing airport infrastructure in Mostaganem, which is still under maintenance, and complete its setup to support both local and international tourist transport.
- Improve Road Networks: Enhance and streamline road infrastructure to make travel easier for tourists, ensuring smooth access to major tourist destinations.

- Promote Railway Transport: Railway offers numerous advantages in tourist programs by connecting accommodation sites to tourist attractions. It is comfortable, luxurious, safe, affordable, and environmentally friendly. This mode should be integrated into the tourism transport system.
- Raise Awareness Through Media: Use media channels to promote awareness about the importance of maintaining transportation methods and encouraging tourists to choose eco-friendly transport options that contribute to reducing pollution.
- Invest in Green Transport Solutions: Develop innovative solutions to promote the use of smart, eco-friendly transport options (e.g., electric vehicles, green buses) to preserve the environment and ensure tourists' safety.
- Implement Projects for Sustainable Transport and Connectivity: Initiate projects that integrate transportation, telecommunications, digitalization, and logistics services to contribute to the overall development of the region and its integration into the global economy.

8. Bibliography List:

- 1) Abidi Fatiha (2021). "Marketing Transport Services," Master's Program, Ghardaia University.
- 2) Ahssen Djamila & Ahssen Yamna (2023). "Strategy for Promoting Youth Tourism in Mostaganem Province and Its Role in Sustainable Development." National Conference on Youth Tourism in Algeria.
- 3) Ahssen Djamila & Ameer Ameer Ahmed (2021). "The Importance of Blue Tourism in Reviving Tourism Investment in Mostaganem Province." International Scientific Conference on Blue Economy for Sustainable Development.
- 4) Al-Aib Mounir (2016). "Developing Tourist Transport as a Tool to Revitalize Tourism in Algeria." Scientific Research Journal.
- 5) Baan Ali Hussein Al-Mashhadani (2019). "Role of Transport and Tourism Economics in Achieving Economic Development in Saudi Arabia (2017-2007)." Economic, Administrative, and Legal Sciences Journal.
- 6) Mohammad Mansour Jaber, Hana Abdelkader, Marwa Salah Fayed (2020). "Impact of Rail Transport on Tourism Products :A Case Study of the Egyptian Tourism Sector." International Journal of Heritage, Tourism, and Hospitality.
- 7) Nawala Maryem & Ahssen Yamina (2022). "Customer Experience Management in Blue Tourism – The Case of Mostaganem Province." Journal of Value-added Economics.

- 8) Rasha Ahmed Mohamed Khalil, Mohamed Zaina, Riham Abdulrahman dJad (2022). "Green Smart Transport and Tourist Destination Repeat Visit Intentions." *International Journal of Tourism and Hospitality Studies*.
- 9) Sameh Ahmed Rifaat (year of publication not specified). "Tourist Transport." King Saud University.
- 10) Saudi Abdesamad, Saudi Belkacem & Ould Lghawati Saida (2017). "The Role of Tourist Transport in Revitalizing the Tourism Sector in Algeria." *Al-Aseel Journal for Economic and Administrative Research*.
- 11) Souria Shenabi & Essaid Ben Lakhdar (2018). "Sustainability of Transport for Contributing to Sustainable Tourism Development." *Arab Union of Universities for Tourism and Hospitality Journal*.
- 12) Tarek Abdel-Fattah Al-Sharii (2011). "Tourism Transport Economics," Hoorus International Publishing, Egypt.
- 13) Mostaganem Province Monograph (March 2025)., "Directorate of Programming and Budget Monitoring", Mostaganem.
- 14) Province Directorate of Tourism and Handicrafts (2025)., Mostaganem.
- 15) Directorate of Tourism and Handicrafts Mostaganem, 2025
- 16) <https://www.elkhabar.com/press/article/241784/>. (July 7, 2025).
- 17) National Maritime Passenger Transport Company (ENTMV), Mostaganem, 2025.
- 18) Tramway Line Management Company of Mostaganem (SETRAM), 2025.
- 19) Mostaganem Directorate of Transport, 2025.
- 20) -Directorate of Public Works of the Wilaya of Mostaganem, 2025.