
The importance of maritime transport in developing tourism activities in Algeria

Case study of the National Maritime Transport Company for Passengers (ENTMV)

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Abstract:

The importance of transport has increased as a supporting factor for the image of the tourist destination, providing a successful tourism base, which is defined as a driver of economic activity and social development. Tourism in Algeria has experienced weak and fluctuating growth rates over the past ten years, but recorded some improvement in 2023 due to enhancements in transport and the development of supporting infrastructure.

The purpose of this paper is to demonstrate the importance of maritime transport in developing tourism activity, as the development of tourism in Algeria depends on the enhancement of transportation systems in all its forms, especially maritime transport. Therefore, the focus is on analyzing tourism indicators in Algeria, along with the development of land, air, and maritime tourist transport. Furthermore, it discusses the significance of the ENTMV maritime transport company for passengers in enhancing Algeria's competitiveness as a tourist destination and its impact on developing tourism activity, highlighting its substantial role that it can play in this field.

This study acknowledges the important role of ENTMV (The maritime passenger transport company) in developing tourism activities; however, it has been shown that it plays a modest role in tourism transport compared to the services provided by the air transport and land transport sectors. It has also been revealed that it faces numerous challenges that hinder its ability to meet the increasing demand for tourism transport and that it requires comprehensive development of its legal, regulatory, and human systems, as well as the modernization of its fleet and commercial networks, in order to implement the new maritime transport policy established by the government.

Keywords: Transport, Tourism, Tourist transport, Maritime transport for passengers, ENTMV.

JEL Classification Codes: R41, Z30, Z32

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Introduction:

Transport systems are one of the fundamental pillars of the tourism industry and a prerequisite for tourism development in any country. Efficient transport provides comfort and convenience as well as for tourists to enjoy themselves, encouraging them to engage in more travel activities and visit additional attractions. Transport is often the most critical factor in determining the viability of the tourism sector. The connection between transport and tourism is significant and beneficial to the national economy, with each complementing the other. There will be no tourism if the tourist destination does not have accessibility, as accessibility is one of the important considerations in the development of tourism.

Transportation for tourism purposes is air transport, each of which contributes to the development of tourism activities, regarded as a pillar of economic development. Algeria recognizes the importance of tourism as a major driver of economic activity, and possesses abundant tourism resources that are ripe for development.

Tourism activity in Algeria has recently witnessed significant dynamism, involving all means of tourist transportation, including land, air, and sea. The tourism sector continues to improve and develop, particularly after the recovery of inbound tourist traffic in 2023, due to substantial improvements in transport infrastructure projects and the enhancement of transport systems and services.

Maritime transport for passengers is a fundamental means of transportation, travel, and tourism, provided by the National Company for Maritime Transport of Passengers (ENTMV). The company aims to increase mobility rates and develop maritime transport, relying on a public transport policy focused on effective management and increasing the capabilities of its maritime fleet considered a series of media operating across broad networks of nodes, routes, and destinations, including land, sea, and, as well as improving passenger maritime transport services and technological development with modern communication methods. This could help increase tourist spending and enhance tourism activity, as well as increase the number of inbound tourists to various tourist destinations.

From this standpoint, the research question is posed as follows: To what extent does the maritime transport company for passengers contribute to the development of tourism activities in Algeria?

To address this research question, we propose the following fundamental hypotheses:

- There is a significant and positive correlation between transport and tourism, which contributes meaningfully to the national economy.

- Modes of transportation are the most crucial factor in the tourism industry, and serve as essential condition for tourism development.

- The development and enhancement of maritime passenger transport services by ENTMV contributes to facilitating the movement of individuals and attracting more tourists, which leads to the advancement of tourism activities.

The descriptive approach was employed in reviewing the literature on transport and tourism, gathering information from books and the internet. Furthermore, a case study method was used, utilizing available databases on the internet and quarterly and annual reports provided by the Ministry of Transport and the passenger shipping company ENTMV.

It is essential to emphasize the importance of the study in determining the role of maritime transport for passengers, facilitating the movement of people, and increasing the rate of access to the desired tourist destination. It is also important to highlight the significance of developing ENTMV and enhancing transport services, which is critical for the development of the tourism sector.

This paper aims to illustrate the relationship between maritime transport and the tourism industry in Algeria, explore the role of developing the maritime transport sector as a prerequisite for tourism development, and assess the viability of the tourism sector in Algeria.

The sections of this research paper are organized into several axes as follows:

- An introduction reviewing transport and tourism, and the concept of tourist transport.
- A presentation of the indicators of tourist transport in Algeria, and the developments occurring in all types of land, air, and sea transport.
- An explanation of the role of the maritime transport company for passengers ENTMV in developing tourism activities in Algeria.

I- Transport and tourism systems

The term transport system refers to the logistics equipment and services for the movement of passengers and goods, covering trips by means of transport such as cars, trains, ships, and planes... Its aim is to coordinate the movement of people, goods, and vehicles to make better use of roads, thereby increasing vehicle efficiency. The transport system consists of two subsystems: a logistics subsystem composed of the physical and organizational

elements that interact with one another to create transport opportunities, and a transport demand subsystem that benefits from transport opportunities to enable movement from one place to another.

1- Transport concept

The definitions of transport are varied and differ according to the mode of transport, the nature of the goods being transported, and the purpose of the transport.

-Transport is a term used to distinguish between the various methods of moving people and goods, which include air, water, and land. There are other forms of transport, including pipelines, cable transport, and space transport. Generally, transport is used to move people, animals, and goods from one place to another. ((M.R. Dileep F. P., 2023)

- Transport is a means or system of conveyance, or it is the action of moving or the state of being moved. It is the process of transferring people, goods, and so on, or the fare for travel or transport by public transport services. (dictionary, 2024).

- Transport or transportation is the intentional movement of humans, animals, and goods from one location to another. Modes of transport include air, land (rail and road), water, cable, pipelines, and space. (wikipedia., n.d.).

-Transport is the movement of goods, people and various resources from one place to another, provided that this movement is integrated. It is also the change of location of people and goods from one place to another, where transport networks represent the arteries through which economic activity flows.

_Transport involves the movement of people, goods, animals, resources, and knowledge from one location to another using various means differing in type, speed, and capacity, over varying distances and dimensions via the shortest, easiest, and least costly routes, ensuring swift and safe delivery in the least time possible, and according to available resources and supporting or hindering constraints as challenges.

From these definitions, we can conclude that the concept of transport is defined by:

- Transport activity is classified as a service and shares its characteristics.
- Transport is one of the essential activities carried out by humans, serving as a means of connection between various branches of economic activity.
- Transport is a strategic component in enhancing the competitive capability of producers and companies.

- Transport relies on the movement of vehicles, typically powered by engines, and also require supporting infrastructure and service to ensure efficient movement.
- Transport involves travel for tourism, leisure, and exploration of various tourist destinations, contributing to the development of the tourism sector and the economy as a whole.

2- Tourism concept

For a long time, individuals have travelled for recreational purposes, but over the past two centuries, there has been a significant expansion in the movement of individuals, leading to the emergence of an economically vital sector for nations known as tourism. It is a global economic sector that provides significant benefits and results for the economy, society, and the environment, in addition to movement and transport, as it is the main activity of tourism.

The term tourism was first used by the German scholar Guyer-Feller in 1905, (Global Journal of Management and Business Research , n.d.) who viewed it as a modern phenomenon arising from the increasing need for relaxation and recreation, a change of scenery, an appreciation of the beauty of nature, and the enjoyment and pleasure derived from staying in areas of unique natural characteristics.

-Mathieson and Wall stated that tourism is the temporary movement of people to destinations outside their normal places of work and residence, as well as the activities undertaken during their stay in those destinations, and the facilities created to meet their needs. (Mathieson, 1982)

-Charles R. Goeldner and Ritvhie define tourism as the operations, activities, and outcomes arising from the relationships and interactions between tourists and tourism suppliers, host governments, host communities, and the surrounding environments that contribute to attracting and hosting visitors. (Goeldner, 2016.)

-The World Tourism Organization (UNWTO) defines tourism as a social, cultural, and economic phenomenon involving the movement of people to countries or places outside their usual environment for personal, business, or professional purposes. The same organization has defined tourism as the activities of individuals who travel to places outside their usual environment and stay there for no more than one consecutive year for leisure, business, and other reasons. (glossary-tourism, n.d.)

These definitions lead us to a number of conclusions which we present as follows:

- Tourism can be understood and defined in various ways.
- Establishing a globally accepted definition of tourism is a challenging task.

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- Travel is the term that referred to the movement of people to other places out of curiosity.
- The term tourism carries greater social, administrative, and statistical aspects in our current era.
- The term tourism refers to its spatial aspect and the nature of people's movement, as well as its commercial side by providing tourism products and services.
- Thanks to tourism, social and cultural interactions occur between tourists and the host communities seeking to attract them.
- The World Tourism Organization has defined the minimum 24 hours and maximum one year duration of visit, its non-profit nature, and its purposes.

3- The importance of transport for tourism

As transportation is a fundamental condition for tourism development, the relationship between the two is essential. The World Tourism Organization defines a tourist as: "a person who travels to places outside his usual environment and stays there for no more than one year for leisure, business, or other purposes not related to engaging in a paid activity in the place visited." (UNWTO, 1995)

Tourism will not occur unless individuals leave their usual environment, their place of origin, towards the tourist destination; thus, transportation becomes essential to reach this destination. The importance of transport for tourism can also be understood by analyzing how new transport technologies affect tourism development. For instance, the development of railways, the availability of affordable cars, and the introduction of jet aircraft into transport services have led to an increase in mass tourism and the flourishing of international tourism in the last century, which continues to this day. Furthermore, from the perspective of transport activity, tourism constitutes a vital part of many regional and international transport companies. A study conducted in Canada revealed that air, maritime, and rail transport, as well as car rental companies, comprise at least 80% of tourists among their total customers. (Lohmann & David Timothy Duval, 2011)

4- Some general indicators of global tourism

Human mobility dates back thousands of years. It has grown over the ages, giving rise to tourism, a significant global economic industry. The industry has a wide range of social, cultural, economic and mobility-related effects. This phenomenon, an essential activity of tourism, has been bolstered by successive developments in transportation and related technologies, leading to an expansion of its scope and dimensions.

Today, there is intense competition among various countries to attract more tourists and work on developing and promoting tourism, with billions of people participating, generating trillions of dollars for the tourism sector. According to estimates from the United Nations World Tourism Organization, tourism contributed 3.5 trillion US dollars to the economy in 2019, amounting to 4% of the global gross domestic product. Additionally, export earnings reached 1.7 trillion US dollars, equivalent to 6.8% of total global exports. (M.R. Dileep & Francesca Pagliara, 2023) The number of tourists has increased remarkably, with the influx of international tourists doubling in the second half of the 20th century. In 1950, the number of international tourist arrivals was estimated at 25.3 million only. However, this figure rose in five decades to 674 million in 2000, and reached 1,235 million by 2016, with the number reaching 1,300 million by 2023. Meanwhile, international tourism revenues rose from 2 billion US dollars in 1950 to 495 billion US dollars in 2000. Then to 1,220 billion US dollars in 2016, reaching 1,400 billion US dollars in 2023, which constitutes about 93% of what tourist destinations achieved in 2019, prior the COVID-19 epidemic, foreign tourism brought 1,500 billion US dollars. An estimated 3,400 billion US dollars, or 3% of the world's gross domestic product, were attributed to the tourist industry in 2023. (Unwto tourism , 2023)

II- Tourist transport concept

Tourist transport encompasses trips undertaken by all means of transportation, including cars, buses, ships, and aircraft, whether within national borders or beyond. It includes a wide range of transport sizes, such as local transport networks that span the city and suburban bus systems, as well as national transport networks for various transport companies, in addition to international transport systems primarily reliant on-air transport companies. Therefore, tourist transportation is made up of components that work together to create demand for travel in a particular location and supply transportation services to satisfy that demand.

Transportation services for tourists fall into three categories: land, sea, and air. Every mode has its own cars, operators, infrastructure, and particular functions. Technology-wise, transportation can also be divided into four categories: air, sea, rail, and land transportation. The two types of transportation are individual or private (like cars and motorcycles) and communal or public (like taxis, buses and trams), which run on scheduled services and are only available at specific stations. (M.R. Dileep F. P., 2023, p. P.3)

1- Characteristics and qualities of tourist transport

The transportation process associated with tourists offers certain characteristics and features, which can be outlined as follows: (Lohmann & David Timothy Duval, 2011, p. 6)

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- Comfort: Measured in various ways, including comfortable seating, suitable temperature, appropriate services and facilities, etc.
- Security: Related to security requirements, including safety and theft protection issues.
- Reliability: The ability to fulfil contracts, such as adherence to schedules.
- Domestic or international: In most cases, journeys involving more than one country require more complex arrangements to comply with the regulations of two different states, such as immigration issues and regulations concerning the provision of transport services.
- Elements: Consisting of power, station, vehicle, and route. Power refers to the mode of transport and most often the speed traveled. The station is the place where a change from one mode of transport to another occurs. The vehicle is the transport unit that accommodates passengers and goods. Finally, the route is divided into two parts: natural routes like sea and air routes, and artificial routes like railways and highways.
- Fare: The transportation fee that can either be a fixed price for a seat or calculated through complex pricing strategies, including revenue management.
- Intermodality: This refers to the ability to connect two or more different modes of transport, with links between them in various ways. Physical connection where a station integrates two or more transport modes in a way that provides passengers with the best technologies to reach the station and their final destination. Fare connection where the fare itself covers two or more transport modes. Operational connection where, for example, schedules of different transport modes are coordinated to reduce waiting times. Finally, institutional connection if the same organization operates two or more interconnected modes of transport.
- Mode: This relates to the means of tourist transport that includes air transport, which is the fastest way to connect distant parts of the world. Rail transport, which consists of dedicated artificial routes making it a safe and reliable means, has reached a level of high comfort and can now compete with planes due to its high speed. Road transport provides passengers with comfort and privacy, door-to-door transport. Water transport, despite being the slowest means of transportation, is capable of providing the comfort and luxury requirements on board vessels such as cruise ships.
- Public or private: Public transport is a shared transport system for passengers that can be operated and owned by either a private or public company. It is available to the public through fare payment for the service offered to

them according to a fixed timetable. Private transport, on the other hand, allows the driver or renter control over the passengers, the route, and the intended destination of travel.

- Schedule or charter: Transport means follow a specific timetable and adhere to it; thus, they must provide the service regardless of the number of passengers on board the journey. However, charter flights are typically arranged with a client without adhering to a specific timetable or route, as some customers may purchase a flight as part of a holiday package.

- Speed: This refers to the rate at which a particular technology travels.

2- Types of tourist transport

Although there is a fundamental integration between tourism and transport, it is difficult to separate the use of transport for tourism purposes from other uses, making it challenging to categorize transport as either tourist or non-tourist. (Lohmann & David Timothy Duval, 2011, p. 10) In fact, transport for tourism purposes is considered a series of media operating across broad networks of points or nodes, routes or destinations, encompassing land, water, and air. Therefore, we classify the extensive transport sector into sub-sectors that include land, air, and maritime transport, each with its own set of characteristics.

2-1: Land transport

Road transport, also known as terrestrial transport, is divided into two sections, and its fundamental elements are vehicles, users, and infrastructure.

2-1-1: Road transport

It can be provided through components such as infrastructure, vehicles, and traffic control systems, which interact to facilitate the movement of people along roads. This is achieved by designing the road to fulfil its function, and this design typically reflects the travel distance, traffic flow levels, and the speed required for travel. (M.R. Dileep F. P., 2023, p. 30)

The car is among the most important vehicles used in current tourist transportation, particularly in local tourism, for short and medium-haul destinations, which contributes to tourism activities, especially family-oriented ones. This is because it provides tourists with the opportunity for door-to-door transport and the feeling of freedom for those who wish to drive and enjoy the journey along tourist routes, making it a fundamental recreational activity for their enjoyment.

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Bus tourism also enjoys a range of attractive advantages for tourists, including the availability of express services, cost savings, and a comfortable group size. In addition to continuous sightseeing, the ease and speed of trip organization, comfortable stops, and more.

2-1-2: Railway transport

It's evident that economic factors had a major role in the development of railroads, with the goal of satisfying economic needs and maximizing economic returns. Nonetheless, one of the first types of contemporary travel in terms of tourist transportation was railway tourism. Its primary benefit is its capacity to transport a large number of passengers between tourist destinations over long distances in an easy way and at a lower cost. Railways also give tourists access to a variety of locations and providing special services like places to sleep, dining options, and other good facilities.

Due to the numerous advantages offered by road transport, the number of passengers using rail transport has declined since the 1950s. Currently, rail tourism is limited to certain niche markets and a few countries and regions worldwide. This can be observed in the scenic tourist trains in the Rocky Mountains of Canada and Switzerland, the heritage railways in the Himalayas, the overnight trains in Europe and Australia, and the high-speed trains in Japan, France, and China.

2-2: Air transport

Aviation began in the early decades of the last century, and technological advancements introduced to aviation after World War II led to its emergence as a mass transportation mode. The advent of jet engines significantly enhanced air transport capabilities, facilitating the establishment of commercial air transport in the second half of the twentieth century. It became the cheaper alternative for transporting passengers and tourists worldwide, leading to the continued growth of leisure tourism. Therefore, air transport is the best means for transporting tourists over long distances in less time and in a more comfortable and safe manner, and it has directly contributed to the expansion of tourism in more areas across the globe.

Air transport has recorded a remarkable increase in its activity, attributed to the establishment of more airlines competing to lower fares and enhance service quality, which has significantly stimulated the demand for travel. In fact, over 50% of tourists worldwide reach their destinations via air transport, according to the United Nations World Tourism Organization.

Today, the tourism sector benefits significantly from air transport worldwide and is thriving, attributed to the growth of airline networks and airport infrastructure, the decrease in real costs of air travel, and the increased capacity and speed of air transport. Additionally, it is also due to vertical integration between airlines, accommodation sectors, tour operators, and other activities related to tourism. (Lohmann & David Timothy Duval, 2011, p. 11)

2-3: Sea transport

Maritime transport has been preferred in international trade for goods due to its lower cost and significant capacity to transport large quantities of cargo at a low unit cost. Cruise ships serve a more tourist-oriented function rather than acting as stable links, as ferries and watercraft connect islands to the mainland on short routes. Therefore, maritime transport for passengers is minimal and marginal compared to freight transport, which has a greater impact on the market in terms of both vessel characteristics and port infrastructure. Water transport varies depending on whether navigation occurs in inland waters such as lakes, rivers, and canals, or at sea. The differences lie in navigation methods, the nature of the means used, and the surrounding environmental conditions. (M.R. Dileep F. P., 2023, p. 14)

Despite the decline in the appeal of water transport among travelers, particularly following the advent of wide-body jet aircraft in the 1970s, which replaced ocean-going vessels as the preferred mode of intercontinental transport, cruise ships and new fast ferries currently represent the most popular means of transport used by tourists. In fact, it is one of the fastest-growing sectors within the travel industry today, with the cruise sector averaging a growth rate of 10% annually during the thirty years, before 2011. Moreover, cruise tourism is a fundamental component of international tourism, constituting a unique and complex transportation industry, with global cruise tourism expanding across various regions of the Earth.

III- Tourist transport in Algeria

Algeria has recognized the importance of tourism as a driver of economic activity and social development, and it is no secret that it possesses abundant tourism resources and considerable tourism potential that can be developed and improved. The tourism sector has experienced significant activity in recent years, largely due to various modes of tourist transport, including land, air, and sea. It is considered one of the most important networks among the countries of the Maghreb.

1- Tourism indicators in Algeria

The tourism sector is considered one of the largest and fastest-growing economic sectors in the world, according to reports prepared by the World Tourism Organization, a UN agency. In Algeria, this sector continues to improve and develop, but slowly. We will highlight the most significant tourism indicators in Algeria during the period from 2012 to 2023.

1-1: Tourist flows

The number of incoming tourists increased from 748,536 visitors in 1999 to 2,634,056 in 2012, achieving a growth of three and half times. Similarly, the number of incoming tourists to Algeria increased by more than 658,000 by 2023, reaching 3,292,508 tourists, achieving a growth of approximately 25% compared to 2012. (mta.gov.dz, 2024) The number of foreign tourists rose to 981,955 in 2012, whereas only 140,861 were recorded in 1999. By 2023, the number had reached 2,195,519, an increase of over 123% compared to 2012.

Despite the low number of tourists arriving in Algeria compared to its significant tourism potential, their numbers are increasing, especially following recovery from COVID-19. This is due to the growing attention the government is giving to the tourism sector through the sustainable tourism development program and the strategic plan for tourism development aimed at 2030. In addition, there has been an improvement in the various tourism transport networks and the development of supporting infrastructure.

Table 1: Tourist arrivals to Algeria in the period 2012-2023.

Years	2012	2013	2014	2015	2016	2017
Number of tourists	2,634,056	2,730,000	2,301,000	1,709,000	2,039,444	2,450,785
Years	2018	2019	2020	2021	2022	2023
Number of tourists	2,657,113	2,371,056	591,031	125,238	1,398,048	3,292,508

Source: Compiled by the author based on statistics from the Ministry of Tourism and Traditional Industry, Directorate of Planning and Statistics, 2023.

The table above reveals that the number of incoming tourists peaked in 2013 at over 2.730 million, experiencing a series of slight fluctuations until 2019. However, their numbers dropped to an all-time low during the Corona pandemic in 2021, estimated at only 125,238 tourists. A recovery then occurred in 2023, increasing to 3,292,508 tourists, a figure that surpasses what was recorded in 2013.

1-2: Cash flows

Tourist revenues have fluctuated between rise and fall since 2000 to the present day, recording a series of increases between 2000 and 2008, with the exception of a slight decline in 2001. They rose from 102 million US dollars in 2000 to 325 million US dollars in 2008, which is the highest level achieved. Tourism revenues declined until 2012, reaching 196 million US dollars, a decrease of 40% from 2008. However, they rebounded to 304 million US dollars in 2015, nearing the highest level achieved in 2008. The year 2017 recorded the lowest level of tourism revenue since 2004, with 140.5 million dollars, before plummeting to as low as 43 million dollars in 2020, which was linked to the COVID-19 epidemic. In 2021, it jumped to over 76 million dollars, marking an increase of more than 77% as recovery from coronavirus began. The following table shows the development of tourism revenues in Algeria.

Table 2: Development of tourism revenues during the period 2012-2021.

Unit: 1 million dollars

Years	2012	2014	2015	2017	2018	2019	2020	2021
Tourism revenues	196	258	304	140.5	172.2	109	43	76.4

Source : Ministère du Tourisme et de l'Artisanat, Direction de la Planification et des Statistiques, 2022.

It is noteworthy that tourism expenditures exceed the tourism revenues achieved during the same period, and even before this period by a considerable margin. This indicates that the tourism balance in Algeria has always been negative; according to data from the Directorate of Planning and Statistics, tourism expenditures reached an all-time high of over 590 million dollars in 2019. In contrast, tourism revenues in the same year did not exceed 109 million dollars, resulting in a deficit of over 481 million dollars, the largest deficit ever recorded. This indicates that the Algerian tourism product is weak and that it is a poorly attractive destination for foreign tourists, in addition to the neglected and underutilized local tourism.

As for the contribution of tourism to the Gross Domestic Product (GDP), it is very weak, ranging between 0.8% and 1.6% from 2000 to 2021. The direct contribution of the tourism industry to the gross domestic product (GDP) was 1.6% in 2017 and 1.5% in 2019, (Ministère du Tourisme et de l'Artisanat, 2023), while it did not exceed an average of 1.1% in the remaining years of the same period. This percentage is far from the global average contribution of the tourism sector to the gross domestic product, which was 10.4% in 2019 and 9.1% in 2023. (statista.com , 2024) This reflects the underdevelopment of tourism activities and the neglect of tourism resources in Algeria. The following table highlights the contribution of the tourism sector to the gross domestic product.

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Table 3: Contribution of the tourism sector to the GDP during the period 2012-2021.

Years	2012	2014	2015	2017	2018	2019	2020	2021
Tourism contribution %	0.9	1.1	1.3	1.6	1.4	1.5	1.1	1.2

Source : Ministère du Tourisme et de l'Artisanat, Direction de la Planification et des Statistiques, 2023.

Moreover, the tourism sector has an impact on employment through the provision of jobs and direct employment, serving as a vital tool for attracting significant financial resources to the economy, thereby supporting policy-making decisions and investments in the travel and tourism sector. In Algeria, according to data from the National Statistics Office (ONS), jobs in the tourism sector increased from 224,000 in 2012 to 320,000 in 2019, marking a 43% rise. During the same period, there was a positive development in the number of people employed in the tourism sector. The employment rate in the tourism sector as a proportion of total employment between 2019 and 2021 remains below the expected levels, recording an average of 5%, an increase of 1.6% from the 2012 level. This rate is far from the global average of 10.5% recorded in 2019 and does not reflect the national efforts in developing the sector. The following table presents the evolution of job positions in the tourism sector between 2012 and 2019.

Table 4: Evolution of job positions in the tourism sector during the period 2012-2019.

Years	2012	2013	2014	2015	2016	2017	2018	2019
Employments	224,028	256,775	261,289	265,803	270,317	300,000	308,027	320,000

Source : ONS, Office National des Statistiques.

From the table above, if employment in the tourism sector continues to grow, it indicates a weak share of total employment at 5%. Although the sector is viewed as a driver for development and capable of contributing more to employment, there is a need to double efforts to establish a realistic strategy for the development of the tourism sector in Algeria, ensuring it acts as a catalyst for the growth of other economic sectors.

2- Development of tourist transport in Algeria

Transport is an integral part of the tourism industry, and tourism in any region depends on the development of the transport system. Tourism has expanded and flourished due to the significant improvements in transportation means. Algeria has paid attention to this vital sector by making extensive investments in transport infrastructure projects of all types. A strategy was established aimed at developing the transport system and its services starting from the beginning of the new millennium, for the period 2005-2025.

The key infrastructure projects focused on building a modern road network that meets international standards, maintaining and enhancing the existing road networks, and providing maintenance. Additionally, improvements to the engineering features of airport facilities were made to comply with international standards, and the existing maritime facilities were preserved, maintained, and updated. The major transport projects included the completion and modernization of rail and underground train lines in major cities, as well as the establishment of tram lines and cable cars in various regions of the country.

2-1 Development of land transport

Land transport in Algeria is often considered the most important factor in assessing the viability of the tourism sector. It is the most utilized and dense, taking into account its infrastructure, road systems, vehicles, and the movement of people along land routes. Algeria has a road network that is one of the most extensive in Africa, measuring approximately 130,000 km, including 1,132 km of motorways, 31,874 km of national roads, with the remainder being provincial and municipal roads. (Gouvernement, 2021)

The East-West motorway connects the city of El Taref in the far east of the country with the city of Telemcen in far west, with a total length of 1,216 km. It is the most important highway, as the Algerian road network is expanding thanks to a program for the modernization of expressways. The 1,300 km High Plateaus Highway and the North-South Trans-Saharan Highway. Aiming to enhance trade exchange between the six countries situated along this route, as well as numerous other routes.

Nevertheless, these advanced roads remain insufficient compared to the increasing number of vehicles and the number of seats they provide for passengers. The following table presents the evolution of number of vehicles and the number of seats available for travel.

Table 5: Evolution of road passenger transport during the period 2013-2023.

Years	2013	2015	2017	2019	2021	2023
Number of vehicles	95,406	99,729	89,455	84,536	83,929	80,910
Number of seats	3,046,594	3,329,278	3,027,402	2,789,919	2,648,541	2,608,373

Source : Ministère des Transports, Direction de la Planification et de la Prospective, Annuaire Statistique du Secteur de Transport 2023, P. 08.

The table shows that the number of bus passengers on national roads increased from 3,046,594 to 3,329,278 passengers, peaking between 2013 and 2015. However, after 2015, it began to decline, reaching 2,608,373 in 2023, a decrease of approximately 21.6%, which is close to the number of travelers recorded in 2011. Similarly,

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the number of public transport vehicles increased between 2013 and 2015, peaking from 95,406 to 99,729 public transport buses. However, there was a subsequent decline after this year, resulting in a total of 80,910 public transport vehicles in 2023, representing a decrease of approximately 19%. This figure is closely approaching the number of buses recorded in 2011.

As for tourist rail transport, the length of the network was approximately 5,316 km in 2023, compared to 4,561 km in 2013, reflecting an increase of 16.54% over a decade. Of this network, 486 km consists of electrified lines, covering 9.1% of the network. Meanwhile, the rail transport network accounts for up to 4.1% of land transport through 500 stations, the vast majority of which are located in northern cities.

The railway fleet provided 57,296 seats for passengers in 2023, which constitutes 1.7% of the total number of seats provided by road transport. Of these, 86% represents suburban traffic in large cities, 10% accounts for regional traffic services, and only 4% represents long-distance train services. The decline in the number of train passengers is due to the traditional competition between road transport and rail transport, with road transport being favored and a notable decrease in the importance of rail transport over long distances.

In recent years, transport has received increasing importance in Algeria, particularly in light of the challenges posed by carbon emissions and climate change. The significance of transport via buses, private cars, trains, and trams has grown among the general public, including tourists. This contributes significantly to internal accessibility to various tourist destinations, and there is an urgent need to enhance the transport system to intensify the use of public transport services by tourists.

2-2 Development of air transport

The total number of airports in Algeria reached 36 in 2023, including 20 international airports, the most important of which are those in Algiers, Oran, Constantine and Annaba. Houari Boumediene International Airport in the capital is the largest and most important, with an estimated annual passenger capacity of 10 million. The Airport Services Management Corporation "EGSA" and the Airport Services and Infrastructure Management Company "SGSIA" operate the airports in the north and south, as well as providing facilities and services to passengers, airlines, and others. (data available online, 2024)

The air fleet consists of 70 aircraft designated for the transport of passengers and goods, including 55 planes belonging Algeria Airlines, 15 to Tassili Airlines, and several others owned by the private sector. This fleet successfully transported more than 15 million passengers in 2023, compared to approximately 11.658 million passengers in 2022, representing an overall increase of about 32% in one year. This confirms that air transport in

Algeria is the most prominent means of mass transportation, as it is the cheaper alternative for transporting passengers and tourists over long distances. And that road transport carried, at best, only 3,329,278 passengers in 2015.

Statistics provided by the Algerian Ministry of Transport show the development of air transport through the national network. The number of passengers rose from 5,974,403 in 2022 to 6,719,408 in 2023, representing a growth rate of 12.47% in one year. The number of passengers across the international network rose from 5,684,451 to 8,659,158 travelers during the same period, representing a strong annual increase of 52.33%, following the recovery from COVID-19.

It is noteworthy that Houari Boumediene International Airport holds the lion's share of over 64% of the international network, while it only accounted for about 35% of the number of passengers on the domestic network in 2023. Similarly, the two public passenger airlines, Algeria Airlines and Tassili Airlines, dominate 98.46% of the domestic network, with 68.31% of that share belonging to Algeria Airlines. Additionally, Algeria Airlines' share of the international air transport network reached 54%. The following table shows the evolution of passenger traffic via Algeria Airlines between 2013-2023.

Table 6: Passenger traffic on Algeria Airlines, Domestic and International flights during the period 2013-2023.

Years	Number of local passengers	Number of International passengers	Total number of passengers
2013	1,538,239	3,009,654	4,547,893
2014	1,568,424	3,514,042	5,082,466
2015	1,710,868	3,558,891	5,221,995
2016	1,963,104	3,887,311	5,850,415
2017	2,001,114	4,081,550	6,082,664
2018	2,030,044	4,243,969	6,274,013
2019	2,067,234	4,558,569	6,625,803
2020	488,783	942,695	1,431,478
2021	1,506,717	413,344	1,920,061
2022	1,969,618	2,711,426	4,681,044
2023	2,302,427	4,631,679	6,934,106

Source: Air Algérie, 2024.

The table above shows that the passenger traffic carried by Algerian Airlines during the period 2013-2019 has witnessed a steady increase, with the total number of passengers rising from 4.5 million in 2013 to 6.6 million in

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2019. This represents a 46% increase, and the same description applies to both domestic and international passenger traffic. The total number of passengers through the same company in 2023 exceeded 6.9 million, compared to 4.6 million the previous year, marking an increase of 48%. The company's international transport recorded a strong increase of nearly 71%, while its share of the national network rose by 17% compared to 2022. This occurred after a gradual recovery from COVID-19. As a result, the number of domestic and international passengers in 2023 surpassed the levels recorded in 2019.

2-3 Development of maritime transport

Maritime tourism transport is considered one of the important factors for attracting tourists, as it is the lowest cost system and the most suitable for transporting large numbers of travelers at a low unit cost, compared to other types of tourism transport. Therefore, cruise ships and maritime transport companies play an important role in tourism.

In Algeria, the port of Algiers dominates maritime tourism, accounting for 44.5% of total maritime passenger traffic in 2023. The Port of Oran follows with 31%, while the remaining ports (Bejaia, Mostaghanem, Skikda, El Ghazawet, Annaba) share 24.5% of the total number of passengers. The passenger maritime transport fleet consists of 4 main vessels, owned by the National Maritime Transport Company for Passengers (ENTMV), in addition to chartering several passenger ships as required. In 2023, passenger traffic through the national maritime ports network amounted to 766,629 passengers across the seven passenger transport ports, marking a decline in passenger movement by approximately 3% compared to 2022, which was estimated at 789,679 passengers. Despite the decrease, the number of passengers significantly exceeds the level recorded in 2019, making maritime transport in Algeria a key mode of travel and tourism following air and land transport. Among the total registered passengers, the fleet of the passenger shipping company managed to transport 408,864 passengers in 2023, compared to 407,782 travelers in 2022, representing a slight increase of 0.22%. This accounts for 51.6% of the total maritime passengers in 2022 and 53.3% in 2023. It is noteworthy that the average occupancy rate of the ENTMV vessels was estimated at 55% of their total capacity for the same year, which is estimated at 748,260 passengers. This raises questions about the reasons for the company's inability to attract passengers to fill its ships, as a large number of them are unable to purchase tickets through the company, or they find it difficult to reserve seats each year, especially during the summer and holiday seasons.

IV- The role of the National Maritime Transport Company for Passengers in developing tourism activity

Algeria has 56 ports, of which 46 are for fishing and recreation, 3 are oil ports, and 7 are designated for maritime transport of goods and passengers. The ports of Algiers, Oran, Mostaghanem, and Bejaia are the main hubs for passenger maritime transport, with the Port of Algiers handling approximately 45% of passenger traffic. The country has 7 maritime terminals (Algiers, Annaba, Skikda, Bejaia, Oran, El Ghazawet, and Mostaghanem) with a total capacity estimated at 3,190,000 passengers per year. Additionally, the national maritime fleet comprises 34 commercial vessels, of which 17.65% are for passenger transport, while the remainder is for transporting goods and petroleum products.

1- ENTMV: The National Maritime Transport Company for Passengers

The Algerian Maritime Transport Group consists of six companies, (Ministère des Transports, Plan d'Action 2020-2024, sur: (portail.mtpt.gov.dz, n.d.) four of which are public transport companies:

- ENTMV: Passenger transport
- CNAN NORD: Freight transport
- CNAN MED: Freight transport
- HYPROC SHIPPING COMPANY: Oil and gas transport.

The two private companies are:

- GMA Company
- NOLIS Company.

The National Maritime Transport Company for Passengers ENTMV, dominates national and international maritime transport in the country, operating a fleet of six ships primarily for passenger transport. It operates from its headquarters at the Port of Algiers, providing local and international maritime transport services. As of the end of 2019, the Algerian Maritime Transport Group, abbreviated as GATMA, employed 1,853 workers, of whom 1,342, representing 72.5%, work for the passenger maritime transport company ENTMV. (Ministère des Transports, Stratégie de développement du transport maritime, 2017, 2018, 2019, sur : (portail.mtpt.gov.dz, n.d.)

1-1 The establishment of ENTMV

The National Maritime Transport Company for Passengers ENTMV was established by decree 87-155 on 14-07-1987. It became a public economic institution on 07-04-1990 under the umbrella of the Holding Services Company, in an international context aimed at improving the logistics service chain. The company headquarters is located in Algiers, which houses all central administrations, including the Information

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Technology Department and the Commercial Department. Additionally, there are regional directorates in Algiers, Annaba, and Oran, as well as a mission in Marseille. (algerieferrys, 2024)

1-2 Tasks of ENTMV

The company carries out three main functions (algerieferrys, 2024): maritime transport of passengers and vehicles, freight transport, and activities associated with maritime transport, particularly the shipping of passenger ships, and public representation and ticket sales. The company relies on the infrastructure provided by the seven maritime port networks located in Algiers, Oran, Bejaia, Mostaghanem, Skikda, Al Ghazawet, and Annaba to carry out its operations. It organizes maritime trips along international shipping routes to France, Spain, and Italy, as indicated in the table below.

Table 7: International Shipping routes of ENTMV

Algeria	France	Algeria	Spain	Algeria	Italy
- Algiers - Oran - Bejaia - Skikda	- Marseille	- Algiers - Oran - Mostaghanem	- Alicante - Valencia - Barcelona	- Annaba - Skikda	- Genoa

Source : Ministère des Transports, Stratégie de développement du transport maritime, 2017, 2018, 2019.

The company also provides maritime transport for passengers during the summer season through the four domestic routes, as follows:

- Algiers – El Jamila
- Algiers - Azeffoun
- Bejaia – Jijel
- Oran – Ain El Turk

As a reminder, there are three international transport companies that offer their services for transporting passengers through Algerian ports, namely:

- Corsica Linea, France: via the Marseille – Algiers line.
- Transmediterranea, Spain: via the Almeria - Oran / Almeria – Ghazawet lines.
- Balerea, Spain: via the Barcelona – Mostaghanem line.

2- Activities of ENTMV

Here we discuss ENTMV's role in developing tourism, focusing on maritime transport activities across the international network, passenger numbers. We also outline the activity of the four company's cruise ships, their potential capacities, and the occupancy rates of the company's cruise ships.

2-1 Maritime transport via international network

In 2023, the maritime transport of passengers recorded a total of 766,629 passengers across all seaports, representing a decrease of 3% compared to the estimated 789,679 passengers in 2022. The fleet of ENTMV's Maritime Transport recorded 408,864 passengers in the same year, compared to 407,782 passengers in 2022. Consequently, the company's share of maritime transport for total passengers was approximately 53% during the same period. The following table provides indicators of the activity of the shipping company ENTMV during the period 2013-2023.

Table 8: ENTMV's International cruise activities 2013-2023

Years	ENTMV passengers	Total passengers	Percentage %
2013	382,152	516,867	74
2014	370,974	498,473	74.5
2015	330,075	505,881	65.2
2016	379,513	624,653	60.7
2017	370,892	722,612	51.3
2018	366,556	727,913	50.3
2019	388,969	775,417	50.1
2020	45,838	89,000	51.5
2021	43,053	62,277	69.1
2022	407,782	789,679	51.6
2023	408,664	766,629	53.3

Source : - Ministère des Transports, Direction de la Planification et de la Prospective, Annuaire Statistique du Secteur 2023.
- Ministère des Transports, Plan d'action 2020-2024.

According to Table, international maritime passenger traffic increased across all seaports during the period from 2013 to 2023, with the exception of the COVID-19 period. The total number of passengers rose from 516,867 in 2013 to 766,629 in 2023, representing an increase of over 48%. Despite the recorded growth,

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the maritime passenger transport sector overall shows weak rates of passenger transport compared to what is offered by the air transport sector.

Similarly, the international passenger shipping traffic via ENTMV increased from 382,152 to 408,664 during the same period, with a slight rate of 7%. This rate reflects a decline in the company's share of international maritime transport in favor of competing international companies, notably Corsica Linea. This is evident from the percentage contribution of ENTMV to the total international passenger shipping traffic, which fell from 74% in 2013 to 53% in 2023.

In contrast, the international tourist transport carried out by ENTMV is weak compared to that achieved by Algeria airlines, which transported 3,009,654 passengers against 382,152 in 2013, equating to eight times the number transported by ENTMV. However, it weakened further in 2023, with Algeria airlines transporting a total of 4,631,679 passengers compared to 408,664 passengers, exceeding eleven times the number of travelers transported by ENTMV.

On the other hand, the Director General of the National Maritime Transport Company for Passengers expects an 18% increase in the number of passengers through the company during the summer of 2024, reaching 243,000 passengers compared to 206,000 passengers in the previous summer 2023. (Bouzaher, 2024) During the first half of 2024, the maritime transport ports recorded a tourist transport movement estimated at around 242,000 passengers, prior to the peak season. (aja.ws, n.d.) Consequently, an increase in the activity of ENTMV is anticipated in 2024 compared to the results achieved in 2023.

2-2 The movement of maritime transport for passengers through the ports

Despite the seven maritime stations having an average total capacity of approximately 3,190,000 passengers per year, their utilization remains low compared to what has been achieved across all national ports. The average number of passengers transported annually from 2013 to 2023 was 660,000, excluding the two years of COVID-19, meaning that the utilization of these ports was, on average, no more than 21%. This low rate compels maritime transport authorities to make further efforts to improve the utilization rates of their infrastructure, as well as to inject new investments for its development.

The following table shows passenger traffic through Algerian ports during the years:2016-2017 / 2022-2023.

Table 9: Passenger traffic through Algerian ports during 2016-2017 /2022-2023.

Years / ports	2016	%	2017	%	2022	%	2023	%
Port of Algiers	235,365	37.7	262,155	36.3	406,998	51.5	341,241	44.5
Oran Port	213,966	34.2	196,443	27.2	212,875	27	236,968	31

Mostaghanem Port	83,213	13.3	178,199	24.6	71,131	09	53,041	07
Bejaia Port	12,448	02	12,682	01.7	35,649	04.5	58,407	07.6
El Ghazawet Port	46,384	07.4	38,497	05.3	36,207	04.6	32,106	04.2
Skikda Port	16,985	02.7	34,090	04.7	26,819	03.4	36,800	04.8
Annaba Port	16,292	02.6	546	0.08	-	-	8,066	01
TOTAL	624,653	100	722,612	100	789,679	100	766,629	100

Source : - Ministère des Transports, Annuaire Statistique de l'Algérie n°. 35.

- Ministère des Transports, Annuaire Statistique du Secteur 2023, Direction de la Planification et de la Prospective.

The table shows that three national ports: Algiers, Oran, and Mostaghanem, accounted for an average of 86% of incoming and outgoing international passenger traffic between 2016-2017 and 2022-2023, i.e., the pre- and the post-coronavirus periods. The port of Algiers ranks first with a share of no less than 42%, on average, of the total passengers travelling via international shipping lines. Oran port comes second with a share of 30%, followed by Mostaghanem port in third place with an average share of 13.5%.

These figures reveal a problem with the geographical spread of maritime transport, or what is known as accessibility. The maritime transport system is responsible for providing ease of access and movement to the tourist destination intended by the visitor, as tourist transport services have a significant impact on the satisfaction of both tourists and travelers. Therefore, it is essential to seek amendments to the maritime transport system that achieve a fair geographical spread among the seven ports in the north of the country. The shares of the ports of Bejaia, El Ghazawet, Skikda, and Annaba do not exceed 14% on average of the total passengers across international maritime transport routes.

2-3 Geographical spread of maritime passengers' transport

In 2023, the ENTMV shipping company completed 517 maritime journeys through the international network, heading to France, Spain, and Italy. In comparison, it carried out 437 international maritime journeys to the same countries in 2022, marking an increase of 80 international maritime journeys. Thanks to this increase, ENTMV managed to transport 408,664 passengers via its fleet in 2023, whereas 407,782 passengers were transported in 2022, reflecting a modest increase of 0.22%.

At the same time, the number of passengers transported from France to Algeria decreased to 229,558 in 2023, compared to 275,466 the previous year, marking a reduction of 16.67% from 2022. As for the international maritime transport network towards Spain, an increase of 37.40% was recorded in 2023, with 176,360 passengers transported compared to 128,358 in 2022. Conversely, maritime tourism transport to Italy has experienced a significant decline of 30.62% between 2022 and 2023. Only 2,746 passengers were transported in 2023, compared to 3,958 passengers in 2022.

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Table 10: The maritime transport results of the ENTMV company across international routes between 2022 and 2023.

International lines	2022	2023	Change %	The share %
* Algeria – France:				
- Number of passengers	275,466	229,558	-16.67	56.2
- Number of trips	303	324	6.93	62.67
* Algeria – Spain:				
- Number of passengers	128,358	176,360	37.4	43.1
- Number of trips	120	187	55.83	36.2
* Algeria – Italy:				
- Number of passengers	3,958	2,746	-30.62	0.67
- Number of trips	14	6	-57.14	1.2
Total Number of passengers	407,782	408,664	0.22	100
Total Number of trips	437	517	18.81	100

Source: ENTMV, 2024. Groupe GATMA.

This table highlights that the Algeria-France sea route holds the lion's share in maritime transport for ENTMV, accounting for over 56% of total passengers in 2023, despite the decline in the number of passengers and a decrease in the share of this route from the previous year, when it reached 67.5%. However, the Algeria-Spain sea route is experiencing positive growth, with its share increasing from 31% in 2022 to 43% of ENTMV's total maritime transport in 2023. It seems likely to continue rising in the future. While the share of the maritime route between Algeria and Italy is hardly worth mentioning, being less than 1%, in both 2022 and 2023.

It is evident that the geographical spread of passenger maritime transport by ENTMV is characterized by a significant concentration on one main route towards France, despite the noticeable improvement on the second route towards Spain, and a clear neglect of the importance of the third route towards Italy. This situation adversely affects accessibility to the tourist destination and may lead to a potential decline in the number of local and international tourists using maritime transport.

The table also highlights that although the number of sea trips operated towards France increased by 7%, the number of passengers decreased by nearly 17%. The average number of passengers in 2022 was estimated at 909 per sea trip, but this decreased to 708 per trip in 2023. Conversely, the increase in trips to Spain led to a rise in the number of passengers, although at a lower rate, with trips increasing from 120 to 187 between 2022 and 2023, representing a growth rate of 55.83%, while the number of passengers

increased by a lower percentage of 37.4%. The average number of passengers was 1,070 in 2022, but it fell to 943 passengers per sea trip in 2023. In contrast, the number of organized trips to Italy decreased by 57.14%, from 14 to only 6 cruises, which also reduced the total number of passengers, albeit by a lesser percentage of around 31%. Meanwhile, the average number of passengers per trip increased from 283 to 458 between 2022 and 2023.

The direct reason for the decline in the total number of passengers per trip from 933 to 790, despite the increase in the number of cruises from 437 to 517 between 2022 and 2023, is attributed to the low occupancy rate of the ships in the ENTMV fleet compared to the total capacity of the fleet's vessels. The following table highlights the occupancy rate of the ENTMV's international passenger fleet, which consists of four passenger ships, during 2023.

Table 11: ENTMV vessel's occupancy rate in 2023.

Ship	Total capacity	Achieved capacity	Occupancy rate
- Tariq Ibn Ziyad	105,908	78,768	74%
- Tassili II	175,028	86,031	49%
- El Jazair II	182,924	90,856	50%
- Baji Mokhtar III	284,400	153,009	54%
Total	748,260	408,664	55%

Source: ENTMV, 2024. Groupe GATMA.

According to the table, the three vessels owned by ENTMV: Tassili II, El Jazair II, and Baji Mokhtar III achieved similar occupancy rates of around 51% of their maximum capacity in 2023, with the smaller Tariq Ibn Ziyad vessel being the exception, as it achieved an acceptable occupancy rate of 74%. However, the overall occupancy rate for all vessels was weak, not exceeding 55% of the total carrying capacity, which is unacceptable and unjustifiable. Therefore, this situation requires ENTMV to implement the necessary mechanisms to address this technical issue and invest appropriately to acquire new vessels that meet global standards. Additionally, suitable timetables should be established for essential maintenance work on the fleet.

Conclusion:

Transport in all its forms is a significant variable and one of the essential requirements for tourism development, as accessibility to the tourist destination is one of the most important considerations in this regard.

The study of the importance of maritime transport in developing tourism activity in Algeria, and the role of the National Maritime Transport Company for Passengers ENTMV in tourism development, showed that:

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- The maritime transport sector in Algeria, represented by the ENTMV, offers low transport rates for individuals when compared to what is provided by the air transport and land transport sectors, thus ranking third after them.
- The total number of passengers transported by the ENTMV company reached a peak of over 408,000 in 2023. Meanwhile, air transport recorded more than 6.9 million passengers in the same year, while land transport exceeded 3.3 million passengers in 2015 and 2.6 million in 2023.
- The ENTMV fleet transported 53% of all marine passengers in 2023, while foreign companies accounted for 47% of the total.
- The underutilization of the seven maritime stations designated for passenger transport is evident, as they only received an average of 21% of their capacity during the period from 2013 to 2023.
- Port of Algiers is the centerpiece of the maritime transport policy, accounting for nearly 45% of the total passenger volume. Meanwhile, enhancing access to destinations has increased mobility and travel to more tourist sites within the country, which directly leads to increased economic benefits.
- The geographic spread of maritime transport is primarily centered on the ports of Algiers and Oran, in addition to the poor quality of maritime transport services and the slow administrative processes at the ports. These factors contribute to the difficulty of accessing and moving smoothly to the tourist destination.
- The rising costs of maritime transport compared to competing companies have a negative impact on tourism demand and the choice of tourist destinations, which is a source of concern for passengers and tourist destinations.
- The excessive focus on the Algeria-France maritime route, accounting for more than 56% of the number of maritime trips in 2023, is likely to negatively impact access to the tourist destination and to decrease the number of tourists.
- The ENTMV's ability to fill its passenger shipping vessels through its international network has been weakened, as the overall occupancy rate of its four ships in 2023 was low, not exceeding 55% of their total capacity.

The passenger maritime transport sector in Algeria faces a number of challenges that need to be addressed: - The aging fleet of the passenger maritime transport company ENTMV leads to frequent service interruptions, for example, Tariq Ibn Ziyad vessel has been in service for 30 years, Tassili II vessel for 21 years, and El Jazair II vessel for 20 years, apart from the Baji Mokhtar III passenger vessel which was acquired in 2020.

- Shortage of sailors, especially officers.

- Neglect of local maritime transport activities and a greater focus on the maritime route Algeria-France.
 - Poor management of the ENTMV fleet and the company's ineffectiveness in managing maritime passenger transport.
 - The excess workforce recorded at ENTMV, which exerts further pressure on costs, is estimated at 1,342 out of a total of 1,853 workers at GATMA: the Algerian Maritime Transport group in 2019.
 - The provision of poor service that fails to meet customer expectations.
 - There is a significant shortage of available places, especially in the summer and holiday periods (peak times), due to the insufficiency of the maritime transport fleet.
 - The inability to participate in the profitability of the newly received or ongoing transport port stations, and to meet the demand for passenger transport. (Ministere des transports, Strategie de developpement du transport maritime-, 2017,2018,2019,)
 - A negative indicator was recorded regarding the financial situation of ENTMV, resulting in an excessive increase in debts, which exceeded 26 billion dinars in 2019.
 - The additional maintenance costs are high, especially paid in foreign currency.
 - The increase in costs at ENTMV, particularly those related to labor and employees.
- However, on the other hand, significant efforts are being made to develop the passenger maritime transport sector, which is one of the important requirements for the development of tourism activities in Algeria. This is represented by the establishment of a new maritime transport policy centered around protection, independence, and economy. (Ministere des transports, Plan d'actions 2020-2024,, 2020) The ENTMV company aimed to achieve a suitable position in tourist transport and contribute to the development of tourism activities. The development of the passenger maritime transport sector has addressed the following elements:
- The adaptation of legal texts related to maritime transport, through the amendment of the Algerian Maritime Transport Law.
 - The comprehensive reform of the management approach of ENTMV Company, and the simplification of administrative procedures.
 - Restructuring the commercial maritime transport network for ENTMV at both national and international levels, closing the agencies that drain the budget. This includes strengthening existing routes and establishing new ones as required.
 - Developing and improving passenger shipping services through national and international shipping lines, and opening the maritime transport market to both locals and foreigners.
 - The use of information technology and modern communication tools, along with the simplification of ticket booking procedures using advanced software.

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- Development of human resources through a focus on training, and for the optimal operation of the new generation of vessels that require high levels of qualification, in accordance with the standards of the International Maritime Organization (IMO).
- Enhancing marine recreational activities and establishing new recreational facilities.
- A comprehensive reform of the national ports, and an enhancement of their utilization.
- The rehabilitation of the ERENAV Shipbuilding and Repair Facility to provide the foundations for an emerging maritime industry.

Therefore, the long-term outlook for the new maritime passenger transport policy appears positive if this policy can be implemented in practice, if it can establish precise regulatory frameworks, and if it leads to the development of the national port infrastructures.

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