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Transport Technology and its Role in Achieving The Goals of Future Cities

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A B S T R A C T
The new visions for planning and designing future cities stem from the need to avoid the problems that plague our cities today. This they address by developing new future centers or cities that integrate technology, sustainability, and lifestyle enhancement to make people's lives simpler and less difficult over decades or centuries. Therefore, the research problem appeared (the cities of the world today face huge challenges related to overcrowding and population density and the growing pressures on various infrastructures). The primary goal of this research was (the use transport technologies that provide equitable access to all elements of urban life and to centralize social stability to create a better urban future). Consequently, The research assumes (that cities that use advanced transportation technology are considered a means of urban sustainability in pursuit of an administrative and organizational vision to achieve the goals of future cities).
This research study is devoted to presenting an overview of technology with a sign of its impact on the different sectors of the city's future. It also clarifies the significance of transportation technology in an effort to take advantage of it in creating urban

المختلفة). كان الهدف الأساسي من هذا البحث (استخدام تقنيات النقل التي توفر وصولاً عادلاً إلى جميع عناصر الحياة الحضرية ومركزية الاستقرار الاجتماعي لخلق مستقبل حضري أفضل). وبناءً على ذلك ، يفترض البحث (أن المدن التي تستخدم تكنولوجيا النقل المتقدمة تعتبر وسيلة للاستدامة الحضرية سعياً وراء رؤية إدارية وتنظيمية لتحقيق أهداف مدن المستقبل)..

هذه الدراسة البحثية مخصصة لتقديم لمحة عامة عن التكنولوجيا مع إشارة إلى تأثيرها على القطاعات المختلفة لمستقبل المدينة. كما يوضح أهمية تكنولوجيا النقل في محاولة للاستفادة منها في إنشاء مناطق حضرية وتغيير مستقبل نمط الحياة والعمل والتنقل. من خلال النظر في بعض الأمثلة من المدن ومراجعة الأدبيات البحثية لمعرفة أبرز الميزات التي ستشكل مستقبل المدينة.

الكلمات الدالة: مدن المستقبل ، تكنولوجيا النقل ، سهولة الوصول ، الاستدامة.

areas and changing the future of lifestyle, work, and mobility. by looking at some examples of cities and reviewing research literature to see the most notable features which will shape the city's future.

***Keywords*:** Future cities, Technology, Transportation Technology, Accessibility, Sustainability.

تكنلوجيا النقل و دورها في تحقيق أهداف مدن المستقبل

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الباحث : محمد باسم بصراوي قسم التخطيط الحضري/ كلية التخطيط العمراني / جامعة الكوفة

الخلاصة

تتبع الرؤى الجديدة لتخطيط وتصميم مدن المستقبل من الحاجة إلى تجنب المشاكل التي ابتليت بها مدننا اليوم. يعالجون ذلك من خلال تطوير مراكز أو مدن مستقبلية جديدة تدمج التكنولوجيا والاستدامة وتحسين نمط الحياة لجعل حياة الناس أبسط وأقل صعوبة على مدى عقود أو قرون. لذلك ظهرت مشكلة البحث (مدن العالم اليوم تواجه تحديات ضخمة تتعلق بالاكتظاظ والكثافة السكانية والضغوط المتزايدة على البنى التحتية

1. INTRODUCTION

Technological developments and new transportation services allow city dwellers to transit the city more efficiently and safely. These shifts can have profound economic, social and environmental impacts. McKinsey's analysis indicates that in 50 metropolitan areas around the world, home to 500 million people, integrated mobility systems could deliver benefits, such as improved safety and reduced pollution, worth up to $600 billion. Because every city is unique, moving to integrated navigation in the future will produce different results, from city to city. The pace and extent of change and response will depend on factors such as population density, household income, public investment, the condition of roads and public transport infrastructure, levels of pollution and congestion, and the capacities of local government. With all this, the transition to advanced and sustainable mobility technology will be complex, and sometimes even difficult. Some cities can start early, while others will need to work on developing the right conditions. Most importantly, they can think about how to manage transition so that its benefits are maximized in line with future cities' priorities to improve residents' quality of life [1].

Therefore, the research shows that integrated mobility technology can improve the lives of current and future city dwellers in several aspects. The first is environmental quality. As more urban commutes shift to electric vehicles, public transportation reduces exhaust gas emissions of carbon dioxide, nitrogen oxides and airborne particulate matter in cities. This will help reduce health problems, which are exacerbated by local air pollution. It also improves the well-being of citizens as more intelligent forms of urban transport prevent traffic accidents. They also ease congestion with connected utility vehicles (which can boost road productivity by driving closer) and complex traffic management systems, such as dynamic tolls. Other benefits

include easy access for citizens who cannot drive or live far from transportation hubs.

2. FUTURE CITY

Globally, thinking about future cities has entered a new phase during the last decade, although it is evident that we are still in the first "wave" or cycle. Agenda developers and thought leaders have developed, with many diverse groups supporting successful urban innovation. Even when linguistic barriers result in distinctness or incompatibility, concepts of a future city may be highly compatible with one another. As stakeholders (Planners) become more aware of global practices in the sphere of the future city, there is a high level of intersectionality and overlap [2]. Future cities that people want to live in could include the components shown in the following figure: cities that put the needs of each individual, especially those of women, children, and the old first; Green (low carbon) cities are those that use cutting-edge environmental technologies, including renewable energy, advanced and energy-efficient transportation, environmentally friendly buildings, smart cities with smart grids, sustainable consumption and production, and resilience to natural disasters and climate change [3]. This city has the following characteristics: [4]

1. Increasing the concentration of jobs and other activity in conventional central business districts, as well as in dependent cities and clustered sub-centers. These hubs will be accessible by walking, cycling, and small electric cars from local communities, and by a combination of local access routes and public transportation from the larger metropolitan area.
2. All automated means will run on renewable energy. Local power management, linked with local shared mobility networks,

will emerge.

3. a greater concentration of dwellings across the city, but with more open space and less urban sprawl.

4. New mass transit systems based on technology that gives users faster and more efficient access to preferred locations, followed by a decrease in road capacity and spending on infrastructure with the dismantling of some highways.

5. Reallocating some road space to cars towards commercial vehicles (which may be driverless in some situations) or scooters and other small personal mobility devices, in addition to intensive urban activities..

6. Repurpose parking lots for commercial, office, retail, housing, and public open space uses, or for other purposes such as "parks" that support the mobility of local enterprises.

7. Improvements in land use and transportation will increase accessibility and lower the financial, social, and environmental costs of travel.

3. TECHNOLOGY

Numerous studies have examined the idea of technology from different angles, considering its effects and the changes it has brought on different lifestyles. Technology has been defined as the field of human endeavor concerned with the application of science for scientific goals; It is also referred to as applied science, which refers to the use of resources such as natural, industrial and human resources that are available for proper use for the advancement of humanity and the service of society. Instead, technology has been defined as the scientific study of the scientific basis for the arts and industries used in rational societies, as well as the skill of producing

the physical processes required for them. And because scientific research is the basis of progress, technology transforms the fruits of this research into resources, devices, and equipment that can be used in daily life, as well as the scientific and technological aspects, as they affect a large percentage of human life, behavior, and movement between his place of residence, work, and various service centers [5]. Technology has helped improve economic and administrative efficiency and effectiveness, as well as societal justice, security, and economic prosperity. At the same time, shortening procedures that waste resources and time, relieve pressure on transportation networks, and reduce road congestion, energy consumption rates, and therefore pollution rates. The use of technological capabilities in general has improved the standard of living of many societies, so it has become increasingly important everywhere, and its influence has spread widely in the city, so it is imperative to use it to understand and develop cities [6].

3.1. There are various elements that contribute to the emergence of technology, which we summarize here: [7]

1. Digital Superconductivity: Advances cases, increasing Internet connectivity even in remote locations.
2. Sharing the cost of riding, electricity and moving to automation.
3. Reducing the carbon footprint resulting from the increasing pressure of transportation in order to address climate change.
4. Socio-economic and geographical factors, such as rising wages, increasing urbanization, traffic congestion, and an aging population.
5. Fostering an industry-friendly environment: Technology firms have access to significant cash, knowledge, technology, and conditions conducive to innovation.
6. Lowering energy de-

mand and significantly lowering greenhouse gas emissions based on the adoption rate of self-driving and electric vehicles.

4. TECHNOLOGY AND THE FUTURE OF CITIES

Recent empirical studies have provided a thought-provoking new theory about how technology has its impact on the urban activity patterns of cities, and it has been proposed that technology "killed distances" but did not "kill cities," thereby achieving quality of life, general sustainability, and moving forward in intelligence city [8]. So clean energy technologies, new transportation models, clean water systems, innovation in building construction, low water and soil agriculture, and green manufacturing will all be available in the cities of the future. Digital and mobile technologies influence behavior patterns and make communications between service providers and users tighter, faster, more private, and more inclusive. These models enable more efficient use of physical items, such as cars or real estate, while providing new income opportunities for city dwellers. Therefore, technology achieves the goals of future cities according to the three dimensions shown in Table 1 [9].

Table 1. Relationship of Technology to Future Cities according to The Three Dimensions.

Sector	Efficient / Green	Convenient / Mobile	Connected
Socio-economic issues	Clean Air pure water Convenient and affordable life	Safer Neighborhoods Affordable Transport	Better education and training eliminate poverty
Transport	CO2 Reduction Minimize pollution Noise Reducing improve land use	Increased ability to walk Reduce vehicle congestion Elimination of traffic accident deaths	Everyone's arrival reduce time Increase health and productivity
Urban Manufacturing	Creative gardens A comprehensive framework for sustainable planning	Transformation and Reuse of Urban Spaces Close integration between living and work	High-value added activities requiring human capital and design High-tech, on-demand Create new business opportunities
Urban Farming	Urban farming and vertical farming Reduce water use	fresher products	Cleaner Delivery
Energy	Distributed renewable energy sources Energy efficient lighting Zero Air Pollution	District Heating & Cooling Low Noise Increased resilience to climate change and natural disasters	Smart Grids, Micro Grids Synergy in resource management with water and transport

Table 1 demonstrates that when the three aspects are combined in the future, the city's current status will improve the most. For instance, dramatically cutting back on personal automobile use will result in a

reduction in the need for parking places and road space. Free space can be used for urban farming, bike lanes, pedestrian paths, or other building densities that could change how energy or water is circulated, lower housing costs, or encourage re-urbanization.

4.1. Technology has affected the various aspects of the city in an integrated manner in terms of:

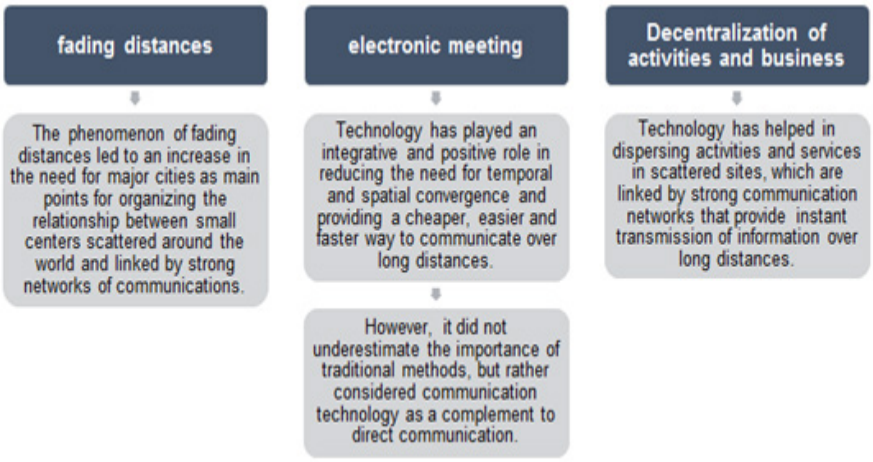

Fig. 1. The impact of technology on aspects of the city [6]

5. THE IMPACT OF ETHNOLOGY ON THE FUTURE TRANSPORT SECTOR

Technology with its advanced technologies is making a big change and even revolutionizing the transport sector in the future. Because it develops in a way that is difficult to understand in the future, because it is diverse and branching. Innovations in transportation technology mainly arose from three imperatives: efficiency, ease and safety. As a result of the aging population, rising wages, urbanization and overcrowding, it was necessary to develop the transportation sector. This development will save a lot of money, and help reduce car use and associated carbon emissions. So in these cities, the need for traditional cars will disappear, and they will be replaced by an innovative mix of environmentally

sustainable transportation such as tricycles equipped with small electric motors, and a new generation of small folding cars. [10].

5.1. Transport Strategy 2030 : [11]

1. Establishing a transportation network that is able to meet the challenges of a growing economy and the increasing demand for trips, and that can also achieve environmental goals.
2. The road network provides a more reliable and freer service for both personal and freight transport, with people able to make informed choices about how and when they travel.
3. The rail network provides fast and efficient service, especially for trips between cities and commuting to large metropolitan areas.
4. Finding ways to make services more accessible through flexible and appropriate bus services designed to meet local needs.
5. Creating a culture and improving the quality of the local environment by making walking and cycling a real alternative to short trips.
6. Improving safety and security through (the use of new technologies that can reduce the risk of an accident; enhancing the safety of vehicles that protect both passengers and pedestrians).
7. Respect the environment by minimizing the environmental impacts of new and existing transport infrastructure, ensuring that mitigation measures are implemented at a high level, including encouraging the development and use of

new vehicle technologies and environmentally friendly fuels; While ensuring that the effects of noise from transportation are reduced and mitigated.

6. DESCUSSION

In light of the population increase, the demand for services, and the human need to access them easily and safely, transportation works in its quest to address and solve problems related to mass transportation in urban cities in line with the characteristics of the urban center. Including the population density that requires organizing the movement of people and goods and the existence of economic activities that make the city a place to launch and receive transitional movements, and here the efforts of city planners emerged and in light of the technological development to meet the current and future requirements. By 2030, mobility innovation could radically transform everything from energy systems to the use of public space, while introducing a new dynamism to the city. In 50 metropolitan areas, home to 500 million people, integrated mobility systems can deliver benefits, including improved safety and reduced pollution, worth up to $600 billion [12]. Thanks to transportation technology, creative imagination, and urban pressures, which have brought about many structural transformations in transportation performance, in the broader environment around it, and in the behavior of individuals. As a result of the above, city planners have used transportation technology as a means to reach the goals of future cities to meet the welfare requirements of "sustainable transportation". The use of technology was not limited to the development of means of transportation and the final product of the planning process only, but it was related to all other stages (collecting information, analyzing it, and choosing the best alternative....), so this part of the research will address the mention of transportation technology in achieving the goals of cities.

6.1. Transport technology and its role in improving transport economics:

Contemporary trends have confirmed that economic development has become less dependent on relationships with the environment (resources) and more dependent on relationships, and as local economies and associated land uses become more specialized, mobility has become ever more important for the sustainability of human activity [13]. As a result of the diversity of people's transportation destinations (work, shopping, study...) there are certain times when the mass movement of people intersects. Therefore, we find that the municipality of Ankara (Turkey) is dependent on transportation technology by tracking the traffic momentum of passengers and its various means, it has reorganized the times of trips, as we find that in the tram tracks during the peak period the trips converge together, while when the number of passengers is few the time periods diverge between trips, in order to reduce energy and fuel consumption, as is the case for public transport buses. Since Ankara has many modes of public transportation, it was necessary to establish a network interconnection between them, as applications were launched for individuals to move to the target point in the shortest possible time as shown in Fig. 2, to move from point A to point B. The application gives more than An option to reach point B, in addition to more than one means of transportation, in addition to the possibility of tracking the vehicle to be chosen, as shown in Fig. 3.

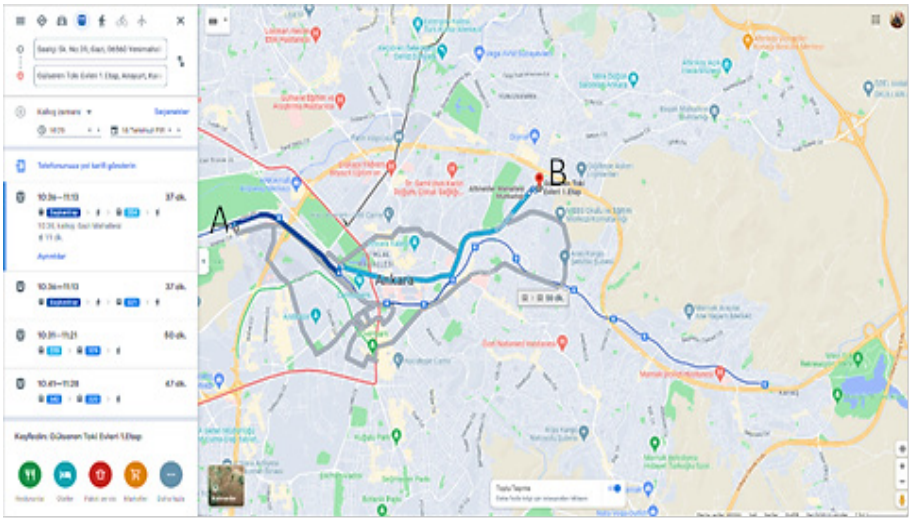

Fig. 2. The application shows more than one option to reach the target.

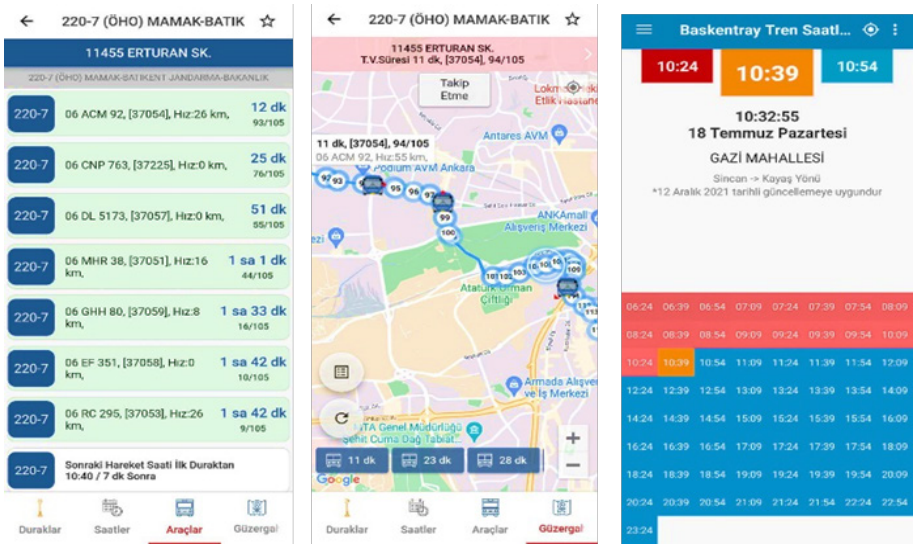

Fig. 3. The application displays more than one means of transportation with the ability to track the car.

As a result of the above, we find that transportation technology through its techniques was able to save effort and time and meet the ease of access, which increases the productive capacities of citizens

in addition to the correct and effective control of the number of trips. Which should be available, which saves the waste of energies and the pollutants emitted from them, which will be reflected in its entirety on the city's economics (economic returns) whether in the short or long term.

6.2. The role of technology (virtual interaction) in changing the movement behavior of people within urban space:

The connectivity of technology to the Internet may be at the root of how technology can significantly change people's commuting behavior to meet their needs, while also increasing economic mobility and virtual interaction. New studies suggest that these forms of interactions are complementary and synergistic rather than interchangeable, contrary to previous expectations that virtual interactions would eliminate or significantly reduce the need for movement. Face-to-face communication, rather than using email and telephone for conferencing and other activities, is still the most important form of engagement. In some cases, technology actually enhances mobility rather than reduces it [14].

Electronic lessons during the epidemic period, including the experience of Rutgers University, which created immersive classrooms simultaneously in providing the educational process in two locations, are probably one of the most notable examples of how technology helped to limit the movement of people. In order to ensure that students have direct access to the professor and to support the idea of transferring faculty members—not students—and to enable them to see each other and engage in conversation, the idea is for a faculty member to deliver a public lecture in one classroom and broadcast it at the same time electronically to the classroom on another campus, as shown in Fig.4 [15].

Given the effects that technology has had on people's translational

behaviors, we believe it is important to consider the dynamic interplay between virtual interaction and the movement of people and goods. Understanding this relationship will be essential for designing policies aimed at reducing energy consumption, managing urban congestion, and cutting greenhouse gases.

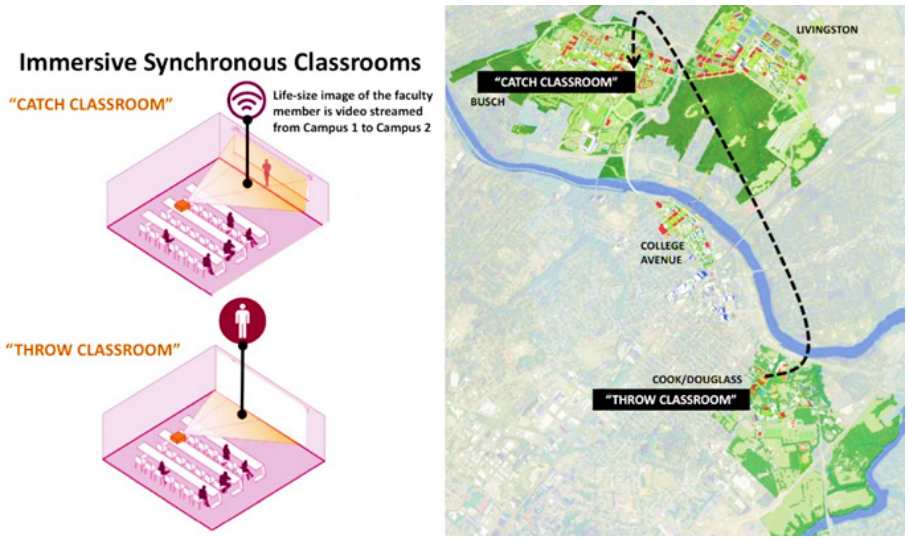

Fig. 4. The difference between virtual and presence interaction technology at Rutgers University.

6.3. The Role of Transportation Technology in Making Creative Ideas Realistic in the Future Cities:

The transportation industry contributed In the face of increased urbanization in the contemporary era, as well as some unique and creative achievements and innovations, as well as rapid technological advancement. where flying cars, smart highways, and self-driving cars are integrated into our cities rather than remaining the stuff of science fiction. This is what city planners have worked on in order to make the most of novel mobility technology ideas and connect them to city reality in order to realize the aims of sustainable future cities.

City planners hope to reduce the frequent accidents in which cars kill more than a million people each year and injure tens of

millions more. The use of Internet-connected smart roads (IOT) has the potential to significantly reduce road fatalities. Road sensors paired with the Internet of Things can instantly communicate with smart cars about the optimal path to avoid hazards or poor road conditions. A Portuguese program co-financed by the European Union seeks to build approximately 1,000 kilometers of smart roads across the country. A series of modern transportation technologies will be deployed on the road as part of this program, allowing wireless connection between road infrastructure nodes and smart cars [16].

Meanwhile, Germany has passed regulations allowing autonomous vehicles to operate on public roads by 2023, opening the door for businesses to widely implement robotics and delivery services there. but this would enable autonomous cars to function without a human safety factor behind the wheel. All of these initiatives strive to create a transportation environment that is quick, efficient, low-polluting, and safe, As shown in Fig. 5 [17].

Fig. 5. Germany's future transportation plan (autonomous vehicles, smart roads).

6.4. Environmental Protection (UK):

Climate change is the main challenge in the UK Transport is currently estimated to produce a quarter of all UK emissions of

CO2, and is the main driver of climate change. Therefore, cost-effective measures to reduce emissions from transport are critical if the UK is to meet its climate change targets by taking the lead in tackling, and putting the kingdom on a path to reducing harmful emissions by around 60% from current levels by 2050, as shown in the figure below [11].

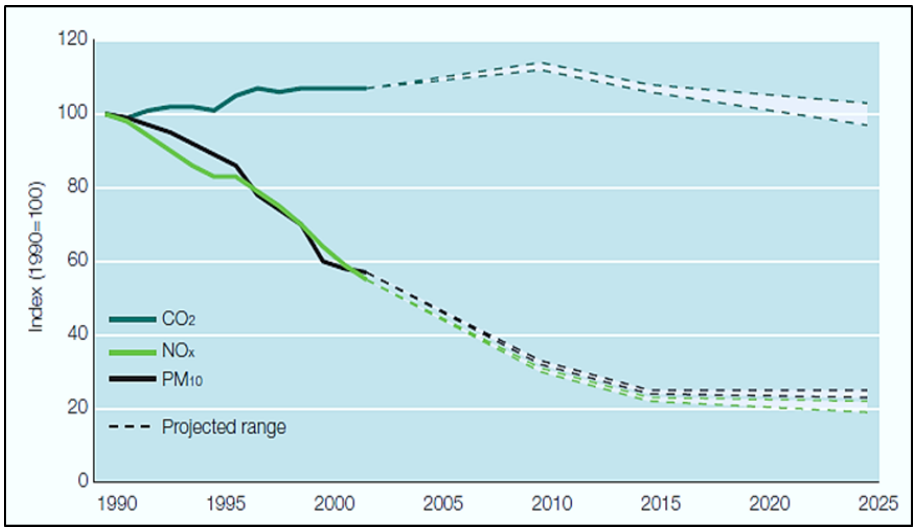

Fig. 6. Emissions generated from transportation in UK .

About 80% of CO2 emissions come from road transport, which affects air quality and people's health. It is necessary to reduce emissions from vehicles. Although emissions from new cars and other vehicles have declined over the past few decades, overall levels of emissions from road transport have remained fairly constant, as people use their cars more and opt for larger and more powerful vehicles. The Kingdom's ultimate goal is vehicles that almost do not contribute to the production of harmful gases into the atmosphere, which is a long-term goal. There is much that can be done in the meantime through fuel technologies and working with industry and the EU to ensure continued reductions in air pollutant emissions from new vehicles that are much cleaner

than those that have been around for a decade or so. Today's new car produces 20 times less emissions than similar cars in the mid-1980s. Over the past decade, emissions of the worst pollutants - nitrogen oxides and particulate matter - from road transport have fallen by 50 percent despite traffic growth. As well as introducing taxes and granting incentives to encourage people to switch to cleaner cars that do not consume energy and are clean on the environment.

7. FUTURE TRANSPORTATION TECHNOLOGY CHALLENGES

Despite the importance of transportation technology in attaining the goals of our future cities, it confronts numerous hurdles that limit its widespread adoption and implementation in many cities throughout the world, including : [18]

- Security and privacy issues: Unauthorized surveillance, unrestricted data creation and usage, and information security hazards are just a few privacy issues that the Internet of Things' adoption raises. To confront this problem, robust cybersecurity frameworks are necessary.
- Regulatory environment: Traditional business models are being disrupted by emerging technologies such as artificial intelligence, big data, cloud computing, and the Internet of Things, which provide consumers with new ways to interact. Governments must be willing and competent to develop, amend, and enforce regulations in response to new technology.
- Allocate budgets: Automation requires significant budgets To install citywide wireless, 3rd and 4th generation cellular networks, and equip transportation vehicles with appropriate technologies and

equipment, such as GPS receivers, mobile connection, and IoT-based sensors.

- Digital skills: The use of developing technologies necessitates advanced digital skills as well as an atmosphere conducive to creativity and entrepreneurship.
- Availability of data: Governments play an important role in preparing transportation-related data.

8. CONCLUSIONS

Contemporary thinking in future cities is more common than ever. Although study, planning and predicting the future of cities is not the new thing, the situation today is different.

The rapid technological development keeps pace with the changing forms of cities and their taking on new dimensions that are influenced and benefited from what the transportation technology applications made possible in shaping them, so that these cities are more interactive with changes and bear them and are characterized by flexibility in the ability to overcome the problems they face.

Given the current climate issue, the city of the future will feature a 100% renewable energy system and an electric mobility system. It also offers significant social and economic incentives that cities have offered for millennia and will need to supply in the future. In the cities of the future, technological advancement reduces congestion, pollution, and accidents (the city becomes safer and easier to move around).

Technology should become one of the basic infrastructure elements that play an important role in shaping the urban plans of cities.

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حولية المنبر

محور
الدراسات الاقتصادية
باللغة الإنكليزية


حولية المنبر


حول النبي

المحتويات

محور الدراسات الإدارية

محور الدراسات الاقتصادية / باللغة الإنكليزية

المحتويات

محور الدراسات القانونية

محور الدراسات التاريخية

المحتويات

محور الدراسات الإسلامية

محور دراسات اللغة والأدب

حقوق الباحث

١- يحـرص رئيـس التحريـر عـلى إفـادة كاتـب البحـث بمـدى صلاحيـة البحـث للنـشر في خـلال أسـبوعين مـن تسـلم ردود المحكمـين .

٢- يجـوز للباحـث إعـادة نـشر بحثـه المنشـور بالمجلـة ضمـن كتـاب للباحـث بعـد مـضي سـنة واحـدة مـن نـشره بالمجلـة ، وأن يشـير إلى نـشره في المجلـة عنـد إعـادة النـشر ضمـن كتـاب .

Paper Submission Guidelines

1- Adherence to scientific methodology and established methods in academic writing.

2- The paper should be new and contain a qualitative addition to knowledge, by criticism, renewal, or innovation; repetitious papers will be declined.

3- The first page must contain: Full title, author's name, academic title, place of work, date of completion. Additionally, the paper should be appended with a brief CV of the author.

4- Tables, annexes, bibliographies, and indices should be put at the end of the paper.

5- The journal (Hawliyyat al-Muntada) has the right to print the paper for up to five years.

6- The paper must be a typed text stored on a CD, according to the following specifications:

a. Page Size: A4.

b. 2 cm margins from all sides.

c. File Format: Configuration: MSWord, Font: Arial (size: 16 for the main text, and 13 for the footnotes), Line Spacing: 1.5.

d. Footnotes must be inserted automatically, not manually.

e. Graphs must be gathered in one section.

f. The total number of pages must not exceed 20 pages.

التحكيم

١- يخضع البحث للاستلال الإلكتروني (Turntin) على ان لا يزيد على ١٥٪ قبل عملية التقويم .

٢- تخضع الأبحاث المراد نشرها للتحكيم من متخصصين من ذوي الخبرة البحثية والمكانة العلمية المتميزة، ونلتزم ان يكون المحكم ارفع درجة علمية من الباحث .

٣- تستعين المجلة بمحكمين اثنين على الاقل لكل بحث ، ويجوز لرئيس التحرير اختيار محكم ثالث في حال رفض البحث من أحد المحكمين ، ويعتذر للباحث عن عدم نشر البحث في حال رفضه من المحكمين .

٤- لمجلتنا قائمة بالمحكمين المعتمدين في تخصصات المجلة ويجري تحديث هذه القائمة على ضوء التجربة بشكل مستمر .

٥- يطلب من المحكم رأيه في البحث كتابة على وفق استمارة محددة تتضمن محاور استكشافية لقيمة البحث .

٦- اذا أثبت الخبراء تعديلات على البحث فلا ينشر الا بعد ان ينفذ الباحث تلك التعديلات ويطلب من المحكم في نهاية تقييمه العام ابداء الرأي في مدى صلاحية البحث للنشر مع التعديل او بدون تعديل.

حقوق المجلة

١- تفحص هيأة التحرير البحث فحصاً أولياً لتقرر أهليته لإرساله للخبراء .

٢- يجوز لرئيس التحرير إفادة كاتب البحث بإن البحث غير المقبول للنشر على وفق رأي المحكمين من دون ذكر أسمائهم ، ومن دون أي إلتزام بالرد على دفاعات كاتب البحث .

٣- تعطى الأولوية في نشر البحوث للأسبق زمنياً في إيصال بحثه للمجلة .

٤- لا يجوز للباحث نشر البحث في مجلة علمية أخرى بعد قبول نشره في مجلتنا .

دليل الباحثين

- تنشر المجلة الابحاث والدراسات والترجمات والمراجعات في مجال العلوم الإنسانية.
- يجب الالتزام بالمنهجية العلمية في كتابة البحث و إتباع الأصول و الأعراف المعتمدة أكاديمياً.
- يجب أن يتميز البحث بالجدة و الإضافة النوعية للمعرفة نقدا , أو تجديداً , أو ابتكارا ولا تنشر المجلة الابحاث المكررة في مضامينها .
- يجب أن تشتمل الصفحة الأولى من البحث على : عنوان البحث كاملا , و اسم الباحث ودرجته العلمية , و مكان عمله , و تاريخ انجازه , والبريد الالكتروني، ورقم الهاتف باللغتين العربية والانكليزية .
- توضع الجداول و الملاحق و المراجع و الفهارس في آخر البحث.
- تمتلك حولية المنتدى حق طباعة الأبحاث المقبولة للنشر و نشرها مدة خمس سنوات من تاريخ نشر البحث .
- يشترط أن يكون البحث مطبوعا على قرص (CD) على وفق المواصفات الآتية:

- أن يكون حجم الصفحة المطبوع عليها البحث (A 4).
- أن تترك مسافة (٢سم) لأبعاد الصفحة من الجهات الأربعة .
- يطبع البحث بخط (Arial) حجم (١٦) على نظام الـــ (Word) و يكون التباعد ما بين الأسطر هو (سطر و نصف) و يكون حجم خط الهامش (١٣).
- يلتزم بان تكون لغة البحث سليمة ويفضل نظام (Chicago) في ترتيب المصادر والمراجع بأسلوب End Notes .
- أن لا تزيد عدد صفحات البحث عن (٢٠) صفحة وتستوفى الاجور عما زاد عن (٢٠) صفحة .
- تفصل الهوامش النهائية عن مسرد المصادر ، الذي يجب إيراده باللغة العربية ، ثم باللغة الإنكليزية، (الرومنة) ، مع إضافة (In Arabic) أمام المصدر.

المحررون والاستشاريون

ت	اللقب العلمي	الاسم الكامل	التخصص	مكان العمل
٢١	أ.د	عماد عبد الرزاق	فلسفة إسلامية	جامعة الزقازيق - مصر
٢٢	أ.د	محمد علي اسماعيل	علوم سياسية	مصر
٢٣	أ.د	سامح احمد سعادة	الصحة النفسية	جامعة الازهر / مصر
٢٤	أ.د	ملكية ناعيم	علم اللغات المقارن	جامعة الحسن الثاني / المغرب
٢٥	أ.د	إبراهيم القادري بوتشيش	التاريخ	جامعة الحسن الثاني / المغرب
٢٦	أ.د	عبد العزيز الخال	الفلسفة السياسية	جامعة قطر
٢٧	أ.د	احمد عودة القرارعه	المناهج وطرق التدريس	الأردن
٢٨	أ.د	عبد العزيز ساشادينا	الاسلاميات المعاصرة	امريكا
٢٩	أ.د	ثاناس كمباناس	انثروبولوجيا	أمريكا
٣٠	أ.د	كيفن ثيفون	علوم سياسية – مستشار الناتو	فرنسا
٣١	أ.د	عبد علي سفيح	علوم تربوية	فرنسا – اليونسكو الدولي
٣٢	أ.د	عقيل محفوض	علوم سياسية	رئيس مركز دراسات سوريا
٣٣	أ.د	فايز محمد أبو حجر	التقنيات التربوية	فلسطين
٣٤	أ.د	فيض الله توناي	الشأن العراقي	تركيا
٣٥	أ.د	مصطفى زهران	الاطلاق التصوف	تركيا
٣٦	أ.د	احسان الحيدري	فلسفة الدين	كلية الآداب – جامعة بغداد
٣٧	أ.د	احمد سمير محمد	القانون الحاص	جامعة كركوك / العراق
٣٨	أ.م.د	نور مهدي الساعدي	دراسات قرآنية	جامعة وارث الأنبياء
٣٩	أ.م.د	حيدر عبد الجبار الوائلي	الفقه الإسلامي واصوله	جامعة الكوفة
٤٠	أ.م.د	رحيم محمد عبد زيد	الجغرافية	جامعة الكوفة / العراق

المحررون والاستشاريون

ت	اللقب العلمي	الاسم الكامل	التخصص	مكان العمل
١	أ.د	محمد محسن	الاعلام والمعلوماتية	الجامعة اللبنانية
٢	أ.د	طلال عتريسي	العلوم السياسية	جامعة المعارف لبنان
٣	أ.د	فادي ضو	اديان مقارنة	لبنان – مؤسسة اديان
٤	أ.د	حسين رحال	علوم اجتماعية	الجامعة اللبنانية
٥	أ.د	عبد الحسين شعبان	قانون دولي	جمعة اللاعنف / بيروت
٦	أ.د	لزهر خلوة	علوم تربوية	جامعة الجزائر
٧	أ.د	موسى اشرشور	الاعلام والصحافة	الجزائر
٨	أ.د	محمد رشيد بو غزالة	انثروبولوجيا	فلسطين
٩	أ.د	صباح كريم كلو	معلوماتية	جامعة السلطان قابوس - مسقط
١٠	أ.د	خالد شوكات	علوم سياسية	جامعة الخضراء / تونس
١١	أ.د	علي العلايمي	علوم حديث	جامعة الزيتونة - تونس
١٢	أ.د	عادل حسين	التاريخ والحضارة	جامعة الزيتونة - تونس
١٣	أ.د	إسماعيل نوري الربيعي	فلسفة التاريخ الاسلامي	متمرس (كندا)
١٤	أ.د	اسعد الاماره	علم النفس السياسي	السويد
١٥	أ.د	علي عمران	علوم اللغة العربية	البحرين
١٦	أ.د	علي رضا محمد رضائي	الدراسات الإسلامية	ايران
١٧	أ.د	احمد مبلغي	فلسفة ديانات	ايران – استشاري المجلس الأعلى للثقافة
١٨	أ.د	خالد عبد الرزاق النجار	مناهج علم نفس	جامعة القاهرة / مصر
١٩	أ.د	نهى محمد الزيات	التربية وعلم نفس	جامعة القاهرة / مصر
٢٠	أ.د	اميرة حلمي مطر	فلسفة الجمال	جامعة القاهرة / مصر

حولية المنتدى

للـــدراسات الإنســـانية

مجلة أكاديمية محكّمة لأغراض الترقية العلمية

I. S. S. N. Print : 1998 - 0841

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Doi 10.35519 / 0828

رقم الايداع في دار الكتب والوثائق بغداد (٢٣١١) لعام ٢٠١٨م

E- mail: HAWLEAT.M2020@GMAIL.COM

Web sit: hawlyatalmontada.org

مجلة حولية المنتدى

تصدر عن: جمعية المنتدى الوطني لأبحاث الفكر والثَّقافة - جمعية علمية

(مجازة من وزارة التعليم العالي بموجب الامر الوزاري المرقم ٣٢١٨ في ٢٠٠٨/٨/١٠)

- العدد: الخامس والخمسون ، من السنة الخامسة عشرة ، صيف ٢٠٢٣م.
- رقم الإيداع في دار الكتب والوثائق - بغداد (٢٣١١) لعام ٢٠١٨ .
- البريد الالكتروني : HAWLEAT.M2020@GMAIL.COM
- الموقع الالكتروني : hawlyatalmontada.org
- رقـــم الهـاتف : ٠٧٨٠١٠٠٨٤٢٠ /٠٧٨٠٥٩٣٥٦٤٩

عنوان المجلة: العراق - النجف الأشرف - حي العدالة - مجاور الشقق السكنية - خلف دائرة الإقامة

2023

(مـن دواعـي الفخـر ان نحيطكـم علـماً انـه تمـت فهرسـة مجلـة حوليـة المنتـدى في قواعـد بيانـات دار المنظومـة (Doi) والعمـل جـارٍ لإكـمال فهرسـة (٥٥) عـدداً ، لإدراجهـا ضمـن مسـتوعبات كلاريفيـت)

كتاب وزارة التعليم العالي والبحث العلمي باعتماد مجلة (حولية المنتدى) لأغراض الترقية العلمية

بسم الله الرحمن الرحيم

جمهورية العراق
وزارة التعليم العالي والبحث العلمي
دائرة البحث والتطوير

Republic Of Iraq
Ministry Of Higher Education & Scientific Research
Research and Development

No.: ٦٨٧٨/٤
Date: ٢٠١٠/٩/٢٦

جمعية المنتدى الوطني لابحاث الفكر والثقافة / مكتب السيد رئيس الجمعية

م/ مجلة حولية المنتدى

تحية طيبة ...

إشارة الى طلب المقدم من قبلكم لغرض اعتماد مجلة حولية المنتدى لاغراض الترقية العلمية ، حصلت مصادقة معالي الوزير على محضر الاجتماع الثاني عشر لتقويم المجلات العلمية المنعقد في ٢٠٠٩/٥/١٢ على اعتماد مجلة حولية المنتدى لاغراض الترقية العلمية .

... مع التقدير

أ.م.د.محمد عبد عطية السراج
المدير العام لدائرة البحث والتطوير
٢٠١٠/٩/٢٦

نسخة منه الى :
- مكتب معالي الوزير / اشارة الى مصادقة معاليه المؤرخ في ٢٠١٠/٦/٣١ ..مع التقدير
- دائرة البحث والتطوير/قسم الشؤون العلمية
- الصادرة

الهاتف / ١٩٤٠٦٥ الرمز ٩٢٢

Email: researchdep@mohesr.gov.iq
Tel: 7194065

اعتماد معامل التأثير والاستشهادات المرجعية للمجلات العلمية العربية (أرسيف ـ ARCIF)٢٠٢١م

معامل التأثير والاستشهادات المرجعية العربي
قاعدة البيانات العربية الرقمية
Arcif
Analytics

Arab Citation & Impact Factor
Arab Online Database
معرفة

التاريخ: 2021/9/28
الرقم: ARCIF /512/21

سعادة أ. د. رئيس تحرير حولية المنتدى المحترم
المنتدى الوطني لأبحاث الفكر و الثقافة، البصرة، العراق
تحية طيبة وبعد...

يسر معامل التأثير والاستشهادات المرجعية للمجلات العلمية العربية (أرسيف – ARCIF)، أحد مبادرات قاعدة بيانات "معرفة" للإنتاج والمحتوى العلمي، إعلامكم بأنه قد أطلق التقرير السنوي السادس للمجلات للعام 2021.

يخضع معامل التأثير "أرسيف Arcif" لإشراف "مجلس الإشراف والتنسيق" الذي يتكون من ممثلين لعدة جهات عربية ودولية (مكتب اليونيسكو الإقليمي للتربية في الدول العربية ببيروت، لجنة الأمم المتحدة لغرب اسيا (إسكوا)، مكتبة الاسكندرية، قاعدة بيانات معرفة، جمعية المكتبات المتخصصة العالمية/ فرع الخليج)، بالإضافة للجنة علمية من خبراء وأكاديميين ذوي سمعة علمية رائدة من عدة دول عربية وبريطانيا.

ومن الجدير بالذكر بأن معامل أرسيف "Arcif" قام بالعمل على فحص ودراسة بيانات ما يزيد عن(5100) عنوان مجلة عربية علمية أوبحثية في مختلف التخصصات، والصادرة عن أكثر من (1400) هيئة علمية أو بحثية في (20) دولة عربية (باستثناء دولة جيبوتي وجزر القمر لعدم توفر البيانات)، ونجح منها (877) مجلة علمية فقط لتكون معتمدة ضمن المعايير العالمية لمعامل أرسيف "Arcif" في تقرير عام 2021 .

ويسرنا تهنئتكم وإعلامكم بأن حولية المنتدى الصادرة عن المنتدى الوطني لأبحاث الفكر و الثقافة، البصرة، العراق قد نجحت في تحقيق معايير اعتماد معامل أرسيف "Arcif" المتوافقة مع المعايير العالمية، والتي يبلغ عددها (32) معياراً، وللاطلاع على هذه المعايير يمكنكم الدخول إلى الرابط التالي: http://e-marefa.net/arcif/criteria/

و كان معامل أرسيف "Arcif" العام لمجلتكم لسنة 2021 (0.0336).

وقد صنفت مجلتكم في تخصص العلوم الإنسانية (متعددة التخصصات) ضمن الفئة (الثالثة Q3)، وفي الفئة الوسطى، مع العلم أن متوسط معامل أرسيف في هذا التخصص على المستوى العربي كان (0.095).
ويمكنكم الإعلان عن هذه النتيجة سواء على موقعكم الإلكتروني، أو على مواقع التواصل الاجتماعي، وكذلك الإشارة في النسخة الورقية لمجلتكم إلى معامل أرسيف "Arcif" الخاص بمجلتكم.

ختاماً، نرجو في حال رغبتكم الحصول على شهادة رسمية إلكترونية خاصة بتعاملكم في معامل " أرسيف "، التواصل معنا مشكورين.

وتفضلوا بقبول فائق الاحترام والتقدير

أ.د. سامي الخزندار
رئيس مبادرة معامل التأثير
" أرسيف Arcif"

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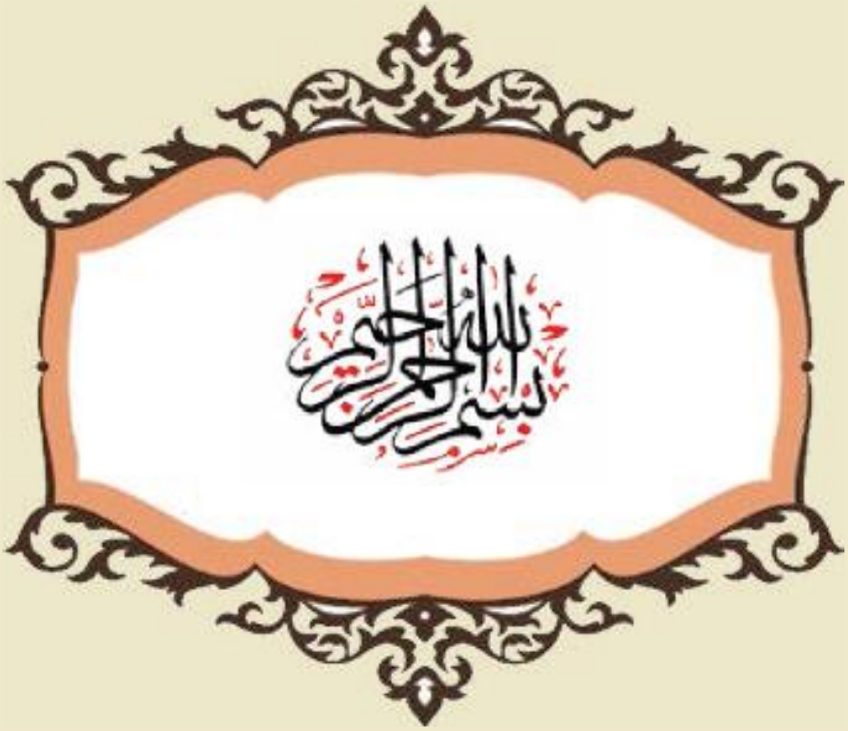
بسم الله الرحمن الرحيم

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حولية المنتدى

للدراسات الإنسانية

مجلةٌ أكاديميةٌ محكمةٌ
لأغـراض التـرقيات العـلمية

العدد
55

تصدر عَن جمعية المُنتدى الوطني
لأبحاث الفكر والثّقافة

السنة (الخامسة عشرة) / حزيران / 2023م