Calzada del Rey Fahd

40 idiomas

Contenidos esconder
(Arriba)
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Coordenadas: 26°10'57"N 50°20'09"E

Este artículo incluye una lista de referencias generales, pero carece de correspondencia suficiente citas en línea. Por favor ayuda mejorar este artículo de introduciendo citas más precisas. *(Septiembre 2017)* *(Aprenda cómo y cuándo eliminar este mensaje)*

El **Calzada del Rey Fahd** (Árabe: سا ا ا فهد فهد, romanizado: *Jisr al-Malik Fahd*) es una serie de 25 km (15,5 millas) de largo puentes y calzadas conectando Khobar, Arabia Saudita, y Al Jasra, Bahrein a través del Golfo de Bahréin.

Sus cinco puentes descansan sobre 536 pilones de hormigón,[2] con siete terraplenes en las aguas menos profundas del golfo.[2] Uno de los terraplenes, conocido como Isla Media (جزيرةأوسطوسطى, *al-Jaziraf al-Wustaa*), se ha convertido en una importante isla artificial con instalaciones de aduanas e inmigración, una mezquita y jardines, y restaurantes de comida rápida ahora conocidos como Isla Pasaporte. Otra isla hacia el extremo oriental de la calzada pertenece a Bahréin y se la conoce como Umm un Nasan (أمانعسان, *Um al-Na'saan*).

La calzada se inauguró el 26 de noviembre de 1986, lo que la convierte en el primer puente que conecta una nación insular con su continente más cercano.

Calzada del Rey Fahd سا ا ا فهد فهد	
Imagen de satélite de la Calzada del Rey Fahd	
Coordenadas	26°10'57"N 50°20'09"E
Lleva	Vehículos de motor
Cruces	Golfo de Bahréin
Local	Bahrein Arabia Saudita
Nombre oficial	Calzada del Rey Fahd
Otros nombres)	Puente de Bahréin (por residentes de Arabia Saudita), Puente Saudita (por residentes de Bahréin)
Nombrado por	Fahd bin Abdulaziz Al Saud
Mantenido por	Autoridad de Calzada del Rey Fahd
Sitio web	www.kfca.sa
Características	
Longitud total	25 km (16 millas)
Ancho	23 m (75 pies)
Lapso más largo	150 m
Historia	
Construido por	Lastre Nedam
Costo de construcción	800 millones de dólares
Abierto	26 noiembrie 1986; Hace 39 años
Estadisticas	
Peaje	SAR 25, BHD 2.5 (vehiculos pequeños) SAR 35, BHD 3,5 (camiones ligeros y autobuses pequeños) SAR 50, BHD 5 (autobuses grandes) 5 SAR, 0,500 BHD por tonelada (camiones)[1]
Ubicación	

Mapa interactivo de King Fahd Causeway

Historia [editar]

La Calzada Rey Fahd se extiende por largas extensiones de mar y tierras ganadas al mar.

La idea de construir un puente que uniera Bahréin con la región oriental de Arabia Saudita había sido de gran interés para los dos reinos durante generaciones.[3] El proyecto para construir el puente comenzó durante una visita oficial a Bahréin en 1954 por parte del rey Saud; su deseo era nutrir y solidificar aún más los vínculos entre los dos países.

Tras la declaración de independencia de Bahréin, Príncipe Fahd bin Abdulaziz, ahunci el ministro del Interior de Arabia Saudita, encabezó una delegación de alto nivel a Bahréin. Al cierre de la visita, Fahd dijo que Arabia Saudita estaba seriamente interesada en construir un puente terrestre que conectara los dos países.[4]

En 1965, los planes para construir la calzada comenzaron a tomar forma oficialmente cuando Sheikh Khalifah ibn Sulman Al KhalifahEl primer ministro de Bahréin realizó una visita de cortesía a Rey Faisal en ese momento el rey volvió a expresar su deseo de seguir adelante.[3]

Posteriormente, Bahrein, que condujo por la izquierda, pasó a conducir por la derecha en 1967.[5] Esto fue para alinearlo con los países vecinos.[6]

En 1968, se formó un comité conjunto para evaluar las finanzas necesarias para llevar a cabo la tarea. Como resultado, el comité solicitó el Banco Mundial contribuir con asistencia para implementar el gigantesco proyecto que incluye aspectos ambientales y geográficos de la región.[3]

La idea de construir la calzada se basó originalmente en mejorar los vínculos culturales y sociales entre Arabia Saudita y Bahréin.[3]

En el verano de 1973, el rey Faisal, en una reunión en la que participó el emir Sheikh Isa bin Salman Al Khalifa así como el Príncipe Fahd bin Abdulaziz y Sheikh Khalifa bin Salman Al Khalifa, sugirió que el comité ignore los problemas económicos y financieros con el proyecto y, en cambio, se concentre en la construcción real.[3]

En 1975, el Banco Mundial presentó su estudio y asesoramiento después de buscar ayuda de expertos internacionales especializados en el estudio de los factores geográficos, ambientales y marítimo corrientes.[3]

En la primavera de 1976, durante una visita de Rey Khalid bin Abdulaziz para el jeque Isa bin Salman Al Khalifa, los dos monarcas acordaron crear un comité ministerial para trabajar en la implementación del proyecto.[3]

Vista de la calzada, orientada al este (lado bahreiní)

The causeway from the Saudi Arabian side

El 8 de julio de 1981, Mohammed Aba Al-Khail, Ministro de Finanzas y Economía Nacional de Arabia Saudita, y Yousuf Ahmed Al-Shirawi, Ministro de Desarrollo Industrial de Bahrein, firmaron un acuerdo para iniciar la construcción de la calzada marítima.[3]

El 11 de noviembre de 1982, el rey Fahd bin Abdulaziz y el jeque Isa bin Salman Al Khalifa develaron el telón de la placa conmemorativa durante una ceremonia formal a la que asistieron líderes del GCC states marcando el inicio del proyecto.[3]

On 11 April 1985, Sheikh Khalifa bin Salman Al Khalifa, the prime minister of Bahrain, pressed the button to install the final part of the box bridges, thereby finally linking the Saudi mainland with Bahrain.[3]

On 26 November 1986, the causeway was officially inaugurated in the presence of King Fahd and Sheikh Isa bin Salman Al Khalifa, with the latter consenting to naming the bridge the King Fahd Causeway.[3]

As of 2010, an estimated 25,104 vehicles use the causeway daily. The 2010 total number of travelers across the causeway from both countries was 19.1 million passengers, or an average of 52,450 passengers per day.[7]

The Saudi–led intervention in Bahrain, which used the causeway to cross over into Bahrain with 150 vehicles, began on 14 March 2011 to assist the Bahraini government in suppressing an anti-government uprising in the country. The intervention came three weeks after the U.S. pressured Bahrain to withdraw its military forces from the streets.[8] As a decision by the Gulf Cooperation Council (GCC), the intervention included sending 1,000 (1,200)[9] troops with vehicles from Saudi Arabia[8] at the invitation of the Al-Khalifa ruling family.[9][10]

Construction details [editar]

The project cost a total of US$800 million (SAR3 billion). Al-Muhandis Nizar Kurdi Consulting Engineers was the sole Saudi partner of the consulting group (Saudi Danish Consultants) which completed the study, design and construction supervision of the causeway.[11] One of the major contractors of the project was Ballast Nedam, based in the Netherlands. It is unclear how many workers were engaged in the construction of the causeway.[12] The four-lane road is 25 km (16 mi) long and its two roadways are 11.6 m (38 ft) wide.[7] It was built using 350,000 m^3 (12,000,000 cu ft) of concrete along with 147,000 metric tonnes of reinforced steel.[12] The causeway was constructed in three segments starting from Saudi Arabia:

1. From Al-Aziziyyah, south of Khobar, to the Border Station on Passport Island[12]
2. From the Border Station to Nasan Island in Bahrain[12]
3. From Nasan Island to Al-Jasra, Northern Governorate, on the main island of Bahrain[7][12]

Strict quality control regimes were established to ensure durability of the structure. In this regard, Al Hoty Stanger Ltd, the premier testing laboratory with SASO accreditation, was contracted to perform materials testing on both sides of the causeway project.

The production equipment for the bridge segments were supplied by the Dutch machine building company H.J. Grimbergen B.V.

Border station [edit]

The border station is located on embankment No. 4, which, with a total area of 660,000 square metres (7,100,000 sq ft), is the largest of the embankments. This artificial island is known as Passport Island or Middle Island. The buildings of the King Fahd Causeway Authority and other government directorates were erected on the border station, as well as two mosques, two Coast Guard towers and two 65-metre-high (213 ft) tower restaurants. The border station also has extensive landscaping all around the islands in addition to the services and road stations.

The border station was designed as two connected islands, with the west side designated as Saudi Arabian and the east as Bahraini.[13] The Saudi side of the border station has outlets of McDonald's and Kudu while the Bahraini side of the border station has a McDonald's outlet.

One-stop crossing was introduced on the King Fahd Causeway from 6 March 2017. Under the new system, commuters will only have to stop at one post for passport control, car clearance and customs. The measure will ease travel for commuters and is also expected to ease traffic congestion on the highway, as the previous system required stops at both Saudi and Bahraini check posts.[14]

The bridge leading to mainland Bahrain

Expansion [edit]

This section needs to be **updated**. Please help update this article to reflect recent events or newly available information. *(February 2025)*

On 6 July 2010, Saudi newspapers quoted King Fahd Causeway Authority chief Bader Abdullah Al-Otaishan as saying that the King Fahd Causeway was to undergo a major expansion projected to cost $5.3 million. It was announced that the number of departure lanes would be increased from 10 to 17 and the number of arrival lanes from 13 to 18 on both sides. The renovation includes construction of a commercial centre on the Bahraini side.[7]

"It will have a number of restaurants, coffee shops, a grocery shop, telephone stalls and a shop to meet travelers' needs," said Al-Otaishan. "We saw that there was a need for such a center to assist travelers". With points including climate-controlled[citation needed] washrooms and meeting places, the average traveller can be better facilitated. He said work was under way and that the centre would be completed by the first quarter of the next year. A Bahraini health centre was also being built to serve travelers and causeway staff. "It will feature an emergency room and ambulance to serve whoever is using the causeway – travelers or employees," he said, noting a Saudi health centre was also planned for 2011. A security checkpoint near the Bahraini entrance of the causeway was to be added to the checkpoint near the Saudi entrance. "It will allow us to control the causeway and close it," Al-Otaishan said.[7]

The project also included expanded public utilities such as washrooms and mosques on both sides of the causeway, to be completed by the end of 2011. A separate project, to revamp the two tower restaurants, one Saudi and one Bahraini, was announced. The renovation would not alter the towers' historic appearance. Al-Otaishan told local newspapers that tenders for the project on the Saudi side had already been approved, with the Bahraini side set to follow suit.[7]

See also [edit]

- King Hamad Causeway
- List of things named after Saudi kings
- Qatar–Bahrain Causeway
- List of longest bridges in the world
- List of bridges in Bahrain
- List of bridges in Saudi Arabia
- List of international bridges

Saudi Arabia portal

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External links [edit]

- Official website
- King Fahd Causeway at *Saudinf.com*
- History of King Fahd Causeway
- King Fahad Causeway at *TheBahrain.com* Archived 20 June 2019 at the Wayback Machine

Wikimedia Commons has media related to *King Fahd Causeway*.

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