

BARRIERS FOR EFFECTIVE MULTIMODAL FREIGHT TRANSPORT IN OIC COUNTRIES

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OUTLINE

1. BACKGROUND
2. DESIGN OF THE SURVEY
3. DESCRIPTIVE STATISTICS
4. INFRASTRUCTURAL BARRIERS
5. OPERATIONAL BARRIERS
6. MARKET BARRIERS
7. FINANCIAL BARRIERS
8. BARRIERS SUMMARY
9. NON-BARRIERS SUMMARY

BACKGROUND

- **Developing Multimodal Transport Practices** is the most rated theme (among 13 alternatives) to be studied.
- Both **transportation** and **trade** is one of the six cooperation areas (the others are tourism, agriculture, poverty alleviation, and finance) specified by the COMCEC Strategy.

DESIGN OF THE SURVEY

- Infrastructural barriers (7 questions)
- Operational barriers (8 questions)
- Market barriers (5 questions)
- Financial barriers (3 questions)

DESCRIPTIVE STATISTICS (1)

	Mean per capita income (2011-constant 2000 USD)	Mean population (2011)	Mean land area (km ²)	Landlocked
OIC	3,832.03 (47)	27.9 million (56)	564,332 (56)	12 (56)
Responding members	5,024.35 (8)	28.4 million (9)	412,042 (9)	2 (9)

Source: Compiled by the author using The World Bank World Development Indicators

DESCRIPTIVE STATISTICS (2)

	Quality of overall infrastructure	Quality of roads	Quality of railroad infrastructure	Quality of port infrastructure	Quality of air transport infrastructure
OIC	3.93 (42)	3.72 (42)	2.45 (33)	3.97 (42)	4.31 (42)
Responding members	4.33 (9)	4.17 (9)	2.7 (7)	4.36 (9)	4.57 (9)

Source: Compiled by the author using The Global Competitiveness Report 2012–2013

INFRASTRUCTURAL BARRIERS (1)

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Lack of logistic centers	N	-	2	2	5	1
	%	0%	20.0%	20.0%	50.0%	10.0%
	%	← 20.0%	→			← 60.0% →

Lack of intermodal terminals	N	-	2	2	5	1
	%	0%	11.11%	22.22%	11.11%	55.56%
	%	← 11.11%	→			← 66.66% →

Lack of efficient port facilities	N	2	4	-	3	-
	%	22.22%	44.44%	0.0%	33.33%	0.0%
	%	← 66.66%	→			← 33.33% →

Lack of an efficient	N	1	1	1	3	3
	%	11.11%	11.11%	11.11%	33.33%	33.33%

INFRASTRUCTURAL BARRIERS (2)

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Poor road network	N	4	4	1	-	-
	%	44.44%	44.44%	11.11%	0.0%	0.0%
	%	← 88.88% →				← 0.0% →

Poor customs infrastructure	N	2	4	1	1	1
	%	22.22%	44.44%	11.11%	11.11%	11.11%
	%	← 66.66% →				← 22.22% →

Poor access (rail and/road) to ports	N	1	3	2	2	1
	%	11.11%	33.33%	22.22%	22.22%	11.11%
	%	← 44.44% →				← 33.33% →

OPERATIONAL BARRIERS (1)

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Lack of qualified human resources	N	1	3	1	4	-
	%	11.11%	33.33%	11.11%	44.44%	0.0%
	%	← 44.44%	→		← 44.44%	→
Underperforming customs	N	3	3	1	2	-
	%	33.33%	33.33%	11.11%	22.22%	0.0%
	%	← 66.66%	→		← 22.22%	→
Lower degree of containerisation	N	2	3	2	2	-
	%	22.22%	33.33%	22.22%	22.22%	0.0%
	%	← 55.55%	→		← 22.22%	→

OPERATIONAL BARRIERS (2)

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Poor government bureaucracy	N	1	3	4	-	1
	%	11.11%	33.33%	44.44%	0.0%	11.11%
	%	← 44.44%	→		← 11.11%	→

Operational delays	N	-	2	5	1	1
	%	0%	22.22%	55.55%	11.11%	11.11%
	%	← 22.22%	→		← 22.22%	→

Lack of railway interoperability	N	1	2	-	4	2
	%	11.11%	22.22%	0.0%	44.44%	22.22%
	%	← 33.33%	→		← 66.66%	→

OPERATIONAL BARRIERS (3)

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Lack of multilateral agreements to enhance multimodal freight transport operations	N	1	2	3	4	5
	%	2	-	2	2	3
	%	22.22%		0.0%	22.22%	

Lack of an intermodal liability regime	N	-	2	2	3	2
	%	0%	22.22%	22.22%	33.33%	22.22%
	%	← 22.22%	→		← 55.55%	→

MARKET BARRIERS (1)

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Lack of competition	N	1	3	2	1	2
	%	11.11%	33.33%	22.22%	11.11%	22.22%
	%	← 44.44%	→		← 33.33%	→
Barriers to entry to the multimodal freight transport	N	1	3	1	2	1
	%	11.11%	33.33%	11.11%	22.22%	11.11%
	%	← 44.44%	→		← 33.33%	→
Low trade openness [(sum of exports and imports of goods and services)/GDP] of the country	N	2	3	3	1	-
	%	22.22%	33.33%	33.33%	11.11%	0.0%
	%	← 55.55%	→		← 11.11%	→

MARKET BARRIERS (2)

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Lack of economies of scale	N	1	3	4	1	-
	%	11.11%	33.33%	44.44%	11.11%	0.0%
	%	← 44.44% →			← 11.11% →	

High tarriffs	N	2	1	5	-	-
	%	22.22%	11.11%	55.55%	0.0%	0.0%
	%	← 33.33% →			← 0.0% →	

FINANCIAL BARRIERS

		1 (Not a barrier at all)	2	3	4	5 (Very strong barrier)
Lack of public finance to invest in necessary multimodal freight transport infrastructure and operations	N	-	1	3	3	2
	%	0%	11.11%	33.33%	33.33%	22.22%
	%	← 11.11% →			← 55.55% →	

Lack of private finance to invest in necessary multimodal freight transport infrastructure and operations	N	-	1	4	2	2
	%	0%	11.11%	44.44%	22.22%	22.22%
	%	← 11.11% →			← 44.44% →	

Lack of adequate financial services	N	1	2	2	3	1
	%	11.11%	22.22%	22.22%	33.33%	11.11%
	%	← 33.33% →			← 44.44% →	

BARRIERS SUMMARY

	Barrier type	Not a barrier	Barrier
Lack of intermodal terminals	Infrastructural	← 11.11% →	← 66.66% →
Lack of an efficient rail system	Infrastructural	← 22.22% →	← 66.66% →
Lack of logistic centers	Infrastructural	← 20.0% →	← 60.0% →
Lack of railway interoperability	Operational	← 33.33% →	← 66.66% →
Lack of an intermodal liability regime	Operational	← 22.22% →	← 55.55% →
Lack of public finance to invest in necessary multimodal freight transport infrastructure and operations	Financial	← 11.11% →	← 55.55% →

NONBARRIERS SUMMARY

	Barrier type	Not a barrier	Barrier
Lack of efficient port facilities	Infrastructural	← 66.66% →	← 33.33% →
Poor road network	Infrastructural	← 88.88% →	← 0.0% →
Poor customs infrastructure	Infrastructural	← 66.66% →	← 22.22% →
Underperforming customs	Operational	← 66.66% →	← 22.22% →
Lower degree of containerisation	Operational	← 55.55% →	← 22.22% →
Low trade openness [(sum of exports and imports of goods and services)/GDP] of the country	Market	← 55.55% →	← 11.11% →

THANKS...

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