

**THE POLICY RECOMMENDATIONS HIGHLIGHTED BY
12TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS
WORKING GROUP**

The COMCEC Transport and Communications Working Group (TCWG) successfully held its 12th Meeting on October 11th, 2018 in Ankara, Turkey with the theme of “Planning of National Transport Infrastructure in the OIC Countries”. During the Meeting, TCWG made deliberations on the policy recommendations related to the transport infrastructure planning. The policy recommendations were formulated by taking into consideration the research report titled “Planning of National Transport Infrastructure in the Islamic Countries” and the responses of the Member States to the policy questions sent by the COMCEC Coordination Office. The policy recommendations are as followings:

Policy Recommendation I: Developing guidelines for the preparation and implementation of national transport master plans by taking into consideration international best practices towards having more integrated and sustainable land and transport plans and solutions.

Rationale:

Transport planning is a comprehensive subject that is linked with various social, economic and environmental factors. Transport planning includes not only road, rail, and other infrastructure but operations and management to ensure that modes of transport do not compete but complement each other. Transport planning is also crucial for ensuring a well functioning urban transport. In addition to motorized transport, the importance of non-motorised transport is becoming clearer, especially cycling and pedestrianization. Smarter planning is achieving more with less. It is a complex process, therefore, developing guidelines, including a template for a national transport masterplan, that take international best practices into consideration, is of vital importance to facilitate successful preparation and implementation of transport master plans in OIC Member States.

Policy Recommendation II: Identifying comprehensive and relevant Key Performance Indicators for the effective monitoring and evaluation of the performance of transport plans and their outcomes, and sharing the results with the relevant public and private sector stakeholders.

Rationale:

Monitoring and evaluation is very important for ensuring smooth implementation of the national transport infrastructure plans. It is about self-learning meant for the project owner. However, this process is carried out by few of the member states only. Nonetheless, only some member countries have a such a system. Identifying and compiling various key performance indicators (KPIs) is critically important for measuring the progress and making sound evaluations. KPIs are also useful for benchmarking, setting targets, raising standards, and the successes/failures. The followings are the most commonly used KPIs for transport master plans;

- Present Value of Benefits (PVB) – total discounted benefits during the appraisal period
- Present Value of Costs (PVC) – total discounted economic costs incurred during the appraisal period
- Economic Net Present value (ENPV) –the absolute size of the project net benefits.
- Benefit to Cost Ratio (BCR) – the ratio between total benefit and costs. This gives the relative size of the project net benefits but is independent of project size
- Economic Internal Rate of Return (EIRR) – Similar to BCR it is independent of project size and gives an indication of the scale of benefits relative to the investment cost.

Policy Recommendation III: Improving the planning capacity of the OIC member states through applying contemporary methods such as setting a vision with a set of social and economic objectives.

Rationale:

The quality and effectiveness of the infrastructure investment plans are of utmost importance for attracting investments and to leverage private sector interest. Improving the capacity for preparing transport master plans and infrastructure investment plans including human skills, processes, and tools is vital for ensuring the adequate quality. In this framework, a mechanism for assessment of the institutional capacity of relevant agencies can be developed and planning tools, including econometric and transport modeling and the use and application of big data can be utilized.

Policy Recommendation IV: Improving national transport infrastructure planning process and encouraging public private partnerships (PPPs) particularly for needs assessment, encouraging investments, well-functioning operations and maintenance.

Rationale:

Involvement of both private and public sectors is vital for the successful design, implementation and evaluation of a national transport infrastructure plan. Active stakeholder involvement would contribute to the success of effective operations and maintenance, as well as sound in all modes of transport. The contribution of public private partnerships to the effective implementation of transport master plan can be revealed through making ex-ante and ex-post evaluations. Furthermore, general public opinion and public consultation during the transport planning process and implementation are vital for better transport infrastructure planning.

Instruments to Realize the Policy Advices:

COMCEC Transport and Communications Working Group: In its subsequent meetings, the Working Group may elaborate on the above-mentioned policy areas in a more detailed manner.

COMCEC Project Funding: Under the COMCEC Project Funding, the COMCEC Coordination Office calls for projects each year. With the COMCEC Project Funding, the Member Countries participating in the Working Groups can submit multilateral cooperation projects to be financed through grants by the COMCEC Coordination Office. For the above-mentioned policy areas, the Member Countries can utilize the COMCEC Project Funding and the COMCEC Coordination Office may finance the successful projects in this regard. These projects may include organizing seminars, training programs, study visits, exchange of experts, workshops and preparing analytical studies, needs assessments and training materials/documents.