



TRANSPORT AND COMMUNICATIONS

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COMCEC

CCO BRIEF
ON
TRANSPORT and
COMMUNICATIONS
COOPERATION

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BRIEF ON TRANSPORT AND COMMUNICATIONS COOPERATION

I. Introduction

Transportation and communications are vital sectors for the development of countries. The transportation industry is growing rapidly due to the increasing per capita income and mobility needs of households, trade globalization, deregulation and privatization of the transportation infrastructure and services, as well as technological progress.

Transport infrastructure is crucial for both economic and social development of the nations and quality infrastructure is a key pillar of international competitiveness.¹ According to the 'Infrastructure to 2030' report, global transport and distribution infrastructure investment needs could exceed USD 11 trillion over the 2009-2030 period. In order to effectively plan and implement 10 to 20 years of transport infrastructure at the right time and location, countries need to have sound national policy frameworks and ensure funding.

Furthermore, with regard to the surface transport, worldwide road and rail passenger travel is expected to grow approximately from 120% to 230% by 2050, while this growth is expected to range from 240% to 450% for non-OECD economies. Moreover, global road and rail freight transport is projected to increase between 230% and 420%.²

Similarly, the Information and Communications Technologies (ICTs) industry is also growing and it continues to be at the heart of growth, innovation, economic and social development. The share of the ICT sector in GDP is around 6 % in the OECD member countries and relatively less in developing countries. With the rapid diffusion of digital technologies into developing countries, this number could rise in the future. In addition, the indirect contributions of the ICT investment to economic growth, through improvements in total factor productivity, could also be large as well.

Within this framework, transport and communications infrastructure is a critical component of economic and social development of countries. The economic and productivity growth of a given region is tied closely to its transport infrastructure and transport systems which enable higher productivity through lower logistics costs, inventory savings and access to larger supply and labor markets. In this respect, as an important component of transport infrastructure and transport systems, transnational transport corridors are critical to drive accessibility, connectivity, productivity and activity across a region. Therefore today, developing transport corridors is observed among the most important factors in improving accessibility, connectivity and productivity in a region as well as ensuring regional development.

Given its critical importance, the transnational transport corridors subject is on the top agenda of the COMCEC Transport and Communications Working Group (TCWG).

II. Transport and Communications Cooperation under the COMCEC

Improving the functioning, effectiveness and sustainability of transport and communications in the Member States is the significant objective of the COMCEC Strategy, in the field of transport and communications. With this end, the COMCEC focuses on important transport and communications issues in order to produce knowledge and create a common understanding, as well as approximate

¹ OECD, 2012

² International Transport Forum (ITF)

policies in and among the Member Countries. Within this framework, the COMCEC TCWG elaborated the transnational transport corridors issue in its two consecutive meetings, the 10th and 11th Meetings. Effective governance of transnational transport corridors is of critical importance for a well-functioning transport corridor.

III. Governance of Transport Corridors in OIC Member States (11th Meeting of the Transport and Communications Working Group)

Since the 33rd COMCEC Session, the TCWG has had its Eleventh Meeting on 15th of March 2018 in Ankara, with the theme of “Governance of Transport Corridors in OIC Member States: Challenges, Cases and Policy Lessons”.

During the meeting, the representatives of the Member States discussed and shared their views and experiences on how to enhance the governance of transnational transport corridors in the OIC region. Also, they discussed the global trends and best practices in the world in order to draw concrete lessons from them. The discussions were enriched by presentations from the Member States and international organizations.

In order to provide inputs for discussions during the meeting, the COMCEC Coordination Office (CCO) commissioned a research report on the same subject of the meeting. The said research report revealed important findings in terms of corridor governance practices in the world as well as in the OIC Region.

Developing transport corridors are important for trade facilitation, regional integration and enhancing cooperation among public and private sector agencies of relevant countries. The interconnectivity dimension of transnational transport corridors requires shared efforts among the *en-route* countries and cooperative decision-making processes for their effective functioning. Therefore, effective corridor governance is a key factor towards successfully developing international transport corridors.

The governance of transport corridors has various interrelated aspects/domains. These aspects are (i) corridor objectives and political support; (ii) legal framework (iii) institutional framework (iv) infrastructure (v) corridor performance monitoring and dissemination (vi) corridor promotion and stakeholder consultation and (vii) capacity building. These domains should be developed in a balanced and harmonized way to have an effective governance structure.³

The corridor governance mainly depends on variety of factors, such as maturity of the corridor, political will and support, regional stability, the presence of an international organization facilitating corridor governance, and available funding. Within this framework, the report examined two important transnational transport corridors in the world as the best cases; the Trans-European Transport Networks in Europe (TEN-T) and the South-East Europe Transport Observatory (SEETO).

In the light of the current practices of the best cases, there are four types of corridor governance development levels as; information exchange level, cooperation level, collaboration level and integration level. The levels move progressively towards a higher level of integration.⁴

The current practices of the best cases suggests that having clear corridor objectives and political support are pre-condition for effective corridor governance. Furthermore, the best practices reveals that having

³ COMCEC Coordination Office, Governance of Transport Corridors in OIC Member States: Challenges, Cases and Policy Lessons, 2018.

⁴ *ibid*

support of an international organization in the beginning process of corridor development is critical in terms of technical and financial support/initial funding.

Concerning the governance practices of transport corridors in the OIC Region, the report examined the current governance practices of seven corridors in the OIC region namely; Abidjan-Lagos Corridor (ALC), Northern Corridor, Maputo Corridor Logistics Initiative, the Transport Corridor Europe-Caucasus-Asia (TRACECA), the UNESCAP Central Corridor, the ASEAN Maritime Corridor, the UN ESCWA-M40 and Jordan Transit Corridor.

The transport corridors in the OIC geography are mostly in lack of a strong legal and institutional framework where common objectives and plans are defined. The commitment and willingness by the members to reach a common objective shall be expressed through a legal and institutional framework from a regional perspective.

Transport corridors in the OIC region mostly do not have a dedicated secretariat to enhance corridor governance. The function of the secretariat is important in terms of maintaining the dialogue among all relevant countries and stakeholders by preparing meetings, ensuring communication and coordination among the countries, transforming the objectives into action as well as fund raising for development of the corridor. Furthermore, a dedicated secretariat is also critical for formulating long-term strategies, analyzing the current trends and practices, collecting of data and statistics as well as setting performance indicators and monitors their implementation.

Moreover, the OIC corridors mostly do not have an integrated perspective towards the above-mentioned governance domains of transnational transport corridors. The OIC Member Countries do not adequately benefit from the resources of relevant international organizations for improving corridor governance.

The report highlighted the following major setbacks related to corridor governance practices in the OIC geography:

- Lack of cooperation and coordination among the *en-route* countries.
- Lack of accurate information about the operations take place on the transnational transport corridors and effective data collection system. Therefore, lack of corridor performance monitoring and dissemination.
- Lack of pertinent platforms, international secretariats for corridor promotion and stakeholder consultation.
- Low usage of the facilities provided by the relevant international organizations.
- Lack of legal and institutional framework.

In light of the main findings of the aforementioned report and the deliberations during the 11th TCWG, the Working Group has come up with the following policy recommendations:

- Developing/Improving an enabling legal, institutional and regulatory framework for ensuring effective coordination and cooperation among the relevant countries and for achieving reform-demanding objectives.
- Establishing a dedicated corridor secretariat/coordination unit for facilitating corridor governance through ensuring permanent communication and coordination among the relevant countries.
- Promoting the development of transport corridor governance in a holistic way, combining hard measures such as infrastructure and soft measures such as political support, stakeholder consultation and capacity building.

- Seeking support of the related international organizations in carrying forward corridor governance, especially in the initial phase of corridor development.

The report is available on the COMCEC website. (www.comcec.org)

The TCWG will hold its 12th Meeting on 11th of October 2018 with the theme of “Planning of National Transport Infrastructure in OIC Member States” in Ankara.

COMCEC Project Funding Mechanism

Through its Project Funding Mechanism, the CCO provides grants to the selected projects proposed by the relevant OIC institutions and Member States that have already registered for the Transport and Communications Working Group.

In 2017, Cote d’Ivoire implemented the project, “Improving the Capacity on Road Safety in Côte d’Ivoire, Burkina Faso and Mali.” The aim of this project was to raise awareness of the individual risk factors in road safety and to propose solutions. The project included a training of trainers program and a pilot campaign for Cote d’Ivoire. Within the framework of the training program in Côte d’Ivoire, experts from three countries convened in order to provide solutions about individual risk factors in road safety and to formulate messages regarding the pilot campaign that would subsequently be organized in Côte d’Ivoire. During the campaign, organized in various cities of Côte d’Ivoire during July 10-17, 2017, the drivers of heavy vehicles were informed about individual risk factors in road safety. In addition, some promotional materials that involve messages about road safety were distributed to the drivers.

Four projects in the Transport and Communications cooperation area will be implemented in 2018 by the Gambia, Iran, Jordan and Nigeria under the COMCEC Project Funding. The Gambia will implement the project, “Analysis of the Road Database Management Systems in the Selected OIC Countries”. The partner countries in the project are Senegal, Nigeria and Turkey. The aim of the project is to analyze the current situation regarding the establishment of a Road Transport Database Management System in the Gambia and to share experiences and best practices among the partner countries. The project includes a workshop, in which partner countries will deliver presentations about their country experience and recommendations for the Gambia will be given in a road map. The road map will be an outcome that supports national transport policy making and planning capacity for the Gambia and partner countries.

Iran will implement the project, “Feasibility Study of Iran-Caucasus Transport Corridor” with the partner countries Azerbaijan and Turkey. The aim of the project is to improve transnational transport corridor between Asia and Europe in order to enhance the functioning, effectiveness and sustainability of transport in member states. In the project, a research report will be produced based on study visits to the partner countries and desk-based analyses. The report will mainly consist of current situation of transnational transport corridors in the world and in the OIC, detailed analysis of the respective countries, concrete strategies and policy recommendations for the OIC region.

Jordan will implement the project, “the Feasibility Study for Reconstructing the Old Ottoman Hejaz Railway Line” with the partner countries Iraq and Turkey. The aim of the project is to study the rail line from the far north until the far south of Jordan to determine the potential points in the infrastructure to be developed. In the project, a research report will be produced. The respective report will be based on study visits to the partner countries and desk-based analyses. The expected output is a list of recommendations, which will identify the added value, cost, the procedure of the reconstruction processes, PPP possibilities.

Lastly, Nigeria will implement the project, “Promoting the Use of Broadband in Research and Education among the OIC Member States”. The partner countries are Malaysia, the Gambia and Turkey. The aim of the project is to promote the utilization of broadband connectivity in education and the use of digital technologies in content delivery among the member states. The project includes a feasibility study and a workshop. Within the framework of the feasibility study, study visits will be organized to the partner countries to assess their existing infrastructure facilities, identify their infrastructure and service gaps and propose solutions to address such gaps. In the workshop, the feasibility study document will be discussed among the participants from the partner countries and will be finalized.