



**Standing Committee
for Economic and Commercial Cooperation
of the Organization of Islamic Cooperation (COMCEC)**

Proceedings of the 6th Meeting of the COMCEC Transport and Communications Working Group

“URBAN TRANSPORT IN THE OIC MEGACITIES”



**COMCEC COORDINATION OFFICE
November 2015**



**Standing Committee
for Economic and Commercial Cooperation
of the Organization of Islamic Cooperation (COMCEC)**

PROCEEDINGS OF THE 6TH MEETING OF THE
COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP
ON

“URBAN TRANSPORT IN THE OIC MEGACITIES”

(October 22nd, 2015, Ankara, Turkey)

**COMCEC COORDINATION OFFICE
November 2015**

For further information please contact:

Mr. Ekrem KARADEMİR
Senior Transport Specialist

Mr. Kağan AKDOĞAN
Expert

Mr. Nihat AKBALIK
Expert

COMCEC Coordination Office
Necatibey Caddesi No: 110/A
06100 Yücetepe
Ankara/TURKEY
Phone : 90 312 294 57 10
Fax : 90 312 294 57 77
Web : www.comcec.org
E-mail : comcec@comcec.org
nakbalik@comcec.org

TABLE OF CONTENTS

Introduction.....	1
1. Opening Remarks.....	2
2. The COMCEC Transport Outlook 2015.....	4
3. Conceptual Framework of Urban Transport in the Megacities of Developing Countries and the Global Trends.....	6
4. Evaluation of Urban Transport in the OIC Megacities and Review of the Case Studies.....	8
5. Member State Presentations	11
a. Gambia.....	11
b. Jordan.....	12
c. Turkey.....	13
6. Perspectives of Local Governments/NGO's on Sustainable Urban Transport.....	14
7. Roundtable Discussions on Policy Recommendations for Improving Urban Transport Services ...	21
8. Utilizing the COMCEC Project Funding.....	22
9. Closing Remarks	24
Annex 1: Agenda of the Meeting	25
Annex 2: Program of the Meeting.....	26
Annex 3: The Policy Recommendations	29
Annex 4: List of Participants.....	32

Introduction

The Sixth Meeting of the COMCEC Transport and Communications Working Group was held on October 22nd, 2015 in Ankara, Turkey with the theme of “Urban Transport in the OIC Megacities”. The Meeting was attended by the representatives of 15 Member States, which have notified their focal points for the Transport and Communications Working Group, namely, Afghanistan, Djibouti, Gambia, Guinea, Indonesia, Iraq, Jordan, Malaysia, Mauritania, Morocco, Mozambique, Saudi Arabia, Tunisia, Turkey, and Uganda. Representatives of the COMCEC Coordination Office, Islamic Development Bank (IDB), SESRIC, Transport For All, Istanbul Metropolitan Municipality and Municipality of Jakarta have also attended the Meeting.¹

The Meeting has considered two Studies. The first one was the Analytical Study entitled "Urban Transport in the OIC Megacities" commissioned by the CCO which aims at describing and assessing the state of affairs of urban transport in the OIC Megacities and provides policy recommendations for enhancing the quality of urban transport services. The second one was “COMCEC Transport Outlook 2015” prepared by the CCO which provides a general overview of transport sector in the Member States.

During the meeting, the representatives of the Member States have shared their experiences, achievements, and challenges in the field of urban transport in megacities in their respective countries. Additionally, policies that can be implemented to improve the quality of services provided in this field were discussed. The discussions were also enriched by the presentations from the international organizations and private sector representatives.

¹ The list of participants is attached as Annex 4.

1. Opening Remarks

The Meeting started with a recitation from the Holy Quran. At the outset, Mr. Mehmet Metin EKER, Director General of the COMCEC Coordination Office, briefly introduced the COMCEC and its activities undertaken to further the cooperation among the member states. He stated that the 4th Extra-Ordinary Islamic Summit held in 2012 adopted a new cooperation framework document which is called the COMCEC Strategy. He expressed that the COMCEC Strategy aims at achieving the active participation and involvement of the member countries.

Mr. EKER expressed that there is a worldwide trend toward urbanization. In most countries it is a natural consequence and stimulus of economic development based on industrialization and trade.

He emphasized that urbanization is progressing much faster in developing countries than developed ones. While urbanization is characteristic of nearly all developing countries, levels of urbanization vary quite significantly by region. Most Latin American countries are as urbanized as Europe, with 74 percent of the population living in urban areas. However, South Asia, East Asia, and Sub-Saharan Africa still remain predominantly rural, though they are urbanizing rapidly.

Mr. EKER expressed that around 1 billion people lived in urban settlements in 1960 whereas this number almost quadrupled and reached 3.8 billion in 2014. This means 50 million urbanites each year, roughly a million a week.

According to the World Urbanization Prospects, the urban population is expected to continue to grow, so that by 2050, the world population will be one-third rural (34 per cent) and two-thirds urban (66 per cent). He stated that this trend towards urbanization has created the phenomenon of 'megacities', i.e. urban areas with a population of 10 million or more as defined by the UN.

Mr. EKER continued that according to the Analytical Study, which is conducted by the CCO specifically for the meeting in question, there were 10 "megacities" with 10 million inhabitants or more in 1990, which were less than 7% of the global urban population at that time. However, in 2014, there are 28 megacities worldwide, which accounts to 12 percent of the world's urban dwellers. Of today's 28 megacities, 16 are located in Asia, 4 in Latin America, 3 each in Africa and Europe, and 2 in Northern America. 7 of the megacities are in Islamic Countries, which are Cairo, Dhaka, Karachi, Istanbul, Lagos, Jakarta, and Tehran. By 2030, the world is projected to have 41 megacities with 10 million inhabitants or more. UN projections to 2025 suggest that the future list of megacities will be dominated by lower-income cities, with growth primarily in places like Africa and central Asia.

Mr. EKER underlined that urban transport problems should be given utmost importance considering that increasing use of non-renewal energy adversely affecting global environment, increasing pollution adversely affecting health and quality of life, increasing accidents adversely affecting safety concerns, and increasing problems in mobility and accessibility adversely affecting social and economic activities.

Mr. EKER continued his speech with expressing the major challenges faced by the OIC megacities in terms of urban transport, which are rapid urbanization, increase in motorization, low quality public transport, lack of hierarchical highway, road and street systems, poor non-motorized transport infrastructure, and lack of resources.

After briefly introducing the Analytical Study titled “Urban Transport in the OIC Megacities”, Mr. EKER touched upon the general policy recommendations of the Study intended for overcoming these challenges in the OIC Megacities, which are planning for land use and transport integration, promoting multiple center and multiple land use development, promoting Non-Motorized Transport and public transport, promoting central management and planning of operations, defining the role of the private sector, seeking help with monitoring and evaluation, raising awareness, planning for accessible infrastructure, and introducing flexible transport services for the elderly, women, the urban poor and people with disabilities. He expressed that participants will have the opportunity to discuss all these issues for coming up with some policy recommendations in this regard.

Furthermore, he concluded that a sustainable transport system must meet the mobility and accessibility needs of people by providing safe and environmentally friendly modes of transportation. This is a complex and difficult task in the OIC megacities because needs of people belonging to various income groups are not only different, but also often conflicting in nature. However, all OIC Megacities have the potential to make significant improvements in their transport systems and become best practice examples for other cities in both developing and developed world.

Lastly, Mr. EKER introduced the program of the Meeting and expressed his wishes for successful deliberations.

Mr. A. HALIM HUSAIN, Head of Operations, Malaysia Land Public Transport Commission, was elected as the chairman of the meeting.

Mr. HUSAIN welcomed the participants to the 6th Meeting of Transport and Communications Working Group and expressed his thanks to attendants for electing him as the chairman. He also expressed his gratitude to the CCO for their efforts to organize such fruitful working group meetings.

2. The COMCEC Transport Outlook 2015

Mr. Ekrem KARADEMİR, Senior Transport Specialist at the COMCEC Coordination Office, presented some of the key findings of the COMCEC Transport Outlook 2015. Mr. KARADEMİR focused on the recent trends and main characteristics of the transport sector in the OIC Member Countries.

Mr. KARADEMİR began his presentation with emphasizing the relationship between transport, logistics, and trade and how they affect each other. In this regard, he stated that although the responsiveness of trade to GDP growth may have moderated over recent years, demand for maritime transport services and seaborne trade volumes continue to be shaped by global economic growth and the need to carry merchandise trade.

Mr. KARADEMİR continued with some indices with regard to the international trade, such as, Logistics Performance Index (LPI), Liner Shipping Connectivity Index (LSCI), burden of custom procedures, and Quality of Transport Infrastructure. He emphasized that the OIC countries with higher LPI scores tend to engage more in international goods trade. Countries with high LPI scores are more likely to gain competitive advantage over those with lower LPI scores as they can facilitate their international trade through their enhanced logistics infrastructure and services. With regard to the LPI scores, Malaysia, United Arab Emirates, Qatar, and Turkey come on top of the rankings; while Somalia, Afghanistan, and Djibouti come at the bottom.

Mr. KARADEMİR proceeded his presentation with traffic figures. In the OIC-MENA region UAE, Turkey, and Egypt were the top performers regarding container throughput. For the OIC-Asia region, most of the traffic were handled by a few countries such as Malaysia and Indonesia. With regard to rail passengers, Egypt and Iran from the OIC-MENA region and Pakistan, Indonesia, and Kazakhstan from the OIC-Asia are the leading member states. Rail freight carried in the OIC-Asia region, which predominantly belongs to Kazakhstan, is far above other regions in 2012. In the OIC-MENA region, Iran and Turkey together carried more than two-thirds of region's rail freight. Regarding air freight traffic, there is a striking boom of in the OIC-MENA region since 2008, which mostly originated from the United Arab Emirates.

Mr. KARADEMİR continued his presentation by highlighting significance of Private Sector Participation (PSP) in transport sector. Then he enumerated the general requirements of successful implementation of a PPP project as follows;

1. Political and economic stability
2. Sound legal framework
3. Institutional capacity
4. Political commitment and support
5. Transparent and competitive tender procedures free from corruption

6. Organized and developed domestic private entrepreneurship (including financial institutions and construction companies)
7. Public acceptance and support

Lastly, Mr. KARADEMİR touched upon environmental impacts of transport in the OIC member countries. Underlining the great diversification in transport sector among the member countries, he emphasized that the OIC countries should abstain from adopting “one size fits all” type of policies and strategies. Nevertheless, there is a considerable potential for cooperation in the transport industry and member countries should develop a holistic view that promotes intermodal transport. , Mr. KARADEMİR concluded his presentation by emphasizing that following factors are required for the development of the transport sector in the member countries:

- Having a sound policy framework,
- Feasible projects and well-planned project pipeline
- Right cooperative approach,
- Institutional capacity and human resources development,
- Accumulation of expertise.

Question(s): The Chairman raised a question with respect to the relationship between demand and transport infrastructure. He asked whether demand or investment should come first for implementation of an infrastructure project.

Answer (s): Mr. KARADEMİR responded that as long as there is a demand the answer is pretty simple. Yet, keeping in mind the fierce competition, sometimes it is better to invest first than waiting the demand to increase. The important thing here is that investment in infrastructure should be executed in the right time, right place, and with adequate capacity. Besides, particularly with regard to container gateway ports, infrastructure often leads to increasing demand with transformative power of the containerization.

Question(s): The representative of Saudi Arabia raised a question about the role of the procedures and facilitations in the ports. He said that sometimes procedural facilitations become more important than the demand at the port, which in the end results in higher investment in the ports.

Answer (s): Mr. KARADEMİR responded that particularly for the transshipment ports, the procedural facilitations might be more important. Yet, for the gateway ports, the demand comes first; actually, the demand brings the procedural facilitations in the end.

3. Conceptual Framework of Urban Transport in the Megacities of Developing Countries and the Global Trends

Mr. Colin SHIELDS from WYG and Ms. Fadhiah ACHMADI from Fimotions gave a presentation on the latest trends of urban transport in the megacities of developing and developed countries. The presentation was started with the explanation of the study methodology and the definition of a megacity. The trends were analysed based on 10 framework areas: (1) transport network and land use planning, (2) mode availability and shares, (3) freight and servicing, (4) road safety, (5) institutions and organisational structure, (6) urban infrastructure financing, (7) health, (8) climate change, (9) social exclusion, and (10) human dimension.

In terms of the first framework area, i.e. transport network and land use, the trends show that transport network and infrastructure in the developed world were provided after WWII and more trips are generated after new infrastructure becomes available, while in the developing world, rapid motorisation and change of modes without infrastructure adaptation leads to huge transport problems. In terms of land use, developed countries have begun decentralisation and dispersion of the city, while developing countries tend to concentrate all key activities of the city in the central area.

In terms of mode availability and shares, developed megacities have experienced evident effects of motorisation and implemented efforts to reverse the impacts through investments in public transport and non-motorised transport. Developing megacities that have a lower level of car ownership than the developed ones, have yet significantly bigger congestion problems. Freight and servicing framework area is the area with the least transferrable policies as it is difficult to find uniform regulatory solutions for urban freight due to huge diversity. The main common characteristic of urban freight in developing megacities is the absence of peripheral routes or bypasses that causes high pressures on the city arterial roads.

In terms of road safety, pedestrians, cyclists and motorcyclists continue to be the most vulnerable users in both developed and developing worlds. The main difference is that the developed world manages to have a comprehensive and clear legislation that is enforced with appropriate penalties. While in the developing world, the enforcement is inadequate and the public spending for this area is limited.

Institutions and organisational structure is the most important framework area as it influences the effectiveness of many other framework areas. In developed megacities, city-wide transport authorities have been in place for years and have developed their structure, while in developing megacities, the institutional framework is mostly less clear and the responsibilities and management are therefore more fragmented.

The sixth analysed framework area is transport infrastructure financing, which is a prominent issue in both the developing and developed worlds. The main difference is that taxation income and private investments in developed countries can be secured to a certain extent, while this is less consistent in developing countries. As such, funding sources and models are employed on an individual project basis.

In terms of health, most of the developed countries have been implementing measures to reduce the impact of urban transport on public health by promoting sustainable transport modes and implementing behavioural strategies such as fuels pricing. In the developing countries, such measures are yet to be adopted.

Most megacities in both developed and developing worlds are vulnerable to the impact of climate change, mainly flooding, due to their locations on the coast or along major rivers. Developed megacities are however more exposed in terms of assets, while developing megacities are more exposed in terms of population.

Transport is one of the factors contribute to social exclusion with urban poor, elderly, women and disabled people being the most vulnerable groups. In developed megacities, access to public transport, infrastructure and public spaces are mostly provided for disabled people, while this is gaining acceptance in developing megacities with still issues in translating policies into the provision. Expenses for work journey are also high in developing megacities causing a low equality in employment opportunities.

Finally, the last analysed framework area is human dimension. This concept is gaining more attention in developed megacities where it is believed that sustaining the human dimension in transport planning results in sustaining the quality of life. Streets as public space are campaigned to be a space where people can interact with each other. In developing countries, this concept is not applicable while walking is a necessity in these countries.

The presentation was ended with the conclusions that developed megacities have more advantages than developing ones due to their political stability and economic prosperity and that they have already gone through rapid urbanisation and motorisation. As such, developed megacities have been evolved from steady but increasing sprawl and motorisation to more compact and sustainable cities. Developing megacities are often in areas of economic instability and rapid motorisation and in need of huge investment for infrastructure and other services which is beyond their capacity.

Question(s): The Chairman raised a question regarding the findings of the study about developed cities activities towards sustainable transportation.

Answer (s): Mr. SHIELDS responded that for example London have taken a comprehensive package of measures for sustainable transportation. Subsidies to run buses, demand management, congestion charge etc. are some of crucial implementations in London. He also underlined that even though the 2008 global economic decline prevented developed world to invest in the sustainable transport, developed world still has a comprehensive package to be implemented.

Comment (s): The delegate of Uganda underlined the importance of road safety in the urban transport in the megacities and appreciated COMCEC Coordination Office to deal with such a crucial topic in the 8th Meeting of the Transport and Communications Working Group. He stated that 2-3 percent of the Uganda's GDP is going to road crashes.

Question(s): The representative of Guinea asked that how developed world can help developing world in order to prevent same mistakes in the road safety issue.

Answer (s): Mr. SHIELDS expressed that the developed world does not give enough assistance to the developing world in this case, but there are plenty of experiences of the developed world that developing world could take into account in order to prevent same mistake. Ms. ACHMADI added that law enforcement is very strong in developed world and one of the most important drawbacks in developing world is strong law enforcement in the road safety issue. Having in mind the significance of the engineering, education, and enforcement in ensuring road safety, many actors are involved and there should be a good coordination among them.

4. Evaluation of Urban Transport in the OIC Megacities and Review of the Case Studies

The second presentation of Mr. SHIELDS and Ms. ACHMADI was more focused on the OIC megacities and the case studies. From the 28 world's megacities defined by the UN, 7 belong to OIC and are analysed in this study, i.e. Cairo, Dhaka, Karachi, Istanbul, Lagos, Jakarta, and Tehran. Among them, Cairo, Jakarta, and Dakar (which is also analysed because it is considered as an emerging megacity) are the three case studies that were analysed in more detail. The analysis of each city was concluded with a SWOT analysis table. For the case studies, the critical success factors are also recommended.

The SWOT analyses show that the main strengths of Cairo are its strategic location as an economic hub, political stability, investment climate, large and diverse population, and the existence of a transport authority. The main weaknesses are chronic traffic jams, poor road safety, high motorisation, weak enforcement, and lack of capacity. Large population and risk of climate change are the main opportunity and threat respectively.

Based on the SWOT and best practice analyses, the following critical success factors are formulated for Cairo: Travel Demand Management, increasing revenues and reducing inefficiencies, private sector and competition in provision of public transport services, strong law enforcement, institutional set up and capacity building.

For Dakar, the SWOT analyses show that the main strengths are political stability, support from multilateral funding organisations, relatively small population, controlled urban sprawl and the existence of a high level coordinating body. The main weaknesses are lack of official frameworks in key areas (such as driver education and public transport regulation) and limited institutional coordination and stakeholder engagement. Dakar as the strongest economy in the West African region and the culture of prioritisation of motorised modes are the main opportunity and threat respectively.

Jakarta Metropolitan Area as the largest metropolitan area in South East Asia is the third case study. Its political and economic capital, large population and willingness to invest in the transport sector are the main strengths of Jakarta. The weaknesses, amongst others, are pertinent traffic jams, poor public transport system, high motorisation, poor regulations, weak law enforcement and lack of capacity. Robust economy and risk of climate change are the main opportunity and threat, respectively.

Based on the SWOT and best practice analyses, the following critical success factors are formulated for Jakarta: establishment of one single transport authority for the metropolitan area, increasing capacity building, strengthening and improving the performance of BRT TransJakarta, and strengthening parking regulation.

Furthermore, a quick overview and SWOT analysis of Lagos, Dhaka, Istanbul, Karachi, and Tehran were presented. The main conclusion drawn from the analyses of these cities and the three case studies was that the OIC megacities share the following common characteristics: (1) integration between transport network and land use still needs to be strengthened; (2) public transport is on the rise, but still missing the link with NMT; (3) freight transport planning remains a challenge for all countries; (4) road safety is generally very poor; (5) institutional and organisational structure needs to be strengthened; (6) PPP as the most common framework for financing transport projects; (7) impact of transport problems on health; (8) vulnerable for climate change impacts; and (9) low social inclusion and human dimension in transport planning.

The following recommendations for each framework area are formulated for OIC megacities:

Framework area	Key actions
Transport network and land use planning	Make sure transport infrastructure does not cause fragmentation of the urban environment Plan for land use and transport integration Promote multiple centre and multiple land use development Support TOD
Mode availability and shares	Promote NMT Promote public transport Reduce motorization and car use using fiscal measures
Institutional and organizational structure	Promote central management and planning of operations Clearly define the role of the private sector
Freight and servicing	Examine particular local needs Enhance international freight links
Urban infrastructure financing	Seek help with monitoring and evaluation Ensure transparency Clearly define the role of the private sector
Road safety	Provide appropriate training and testing for drivers Raise awareness
Health	Ban circulation and import of old vehicles Plan for active transport Use lighter colours in infrastructure
Climate change	Plan for resilience
Social exclusion	Plan for accessible infrastructure Introduce flexible transport services for the elderly, women, the urban poor and people with disabilities
Human dimension	Support participation Plan for small scale

Ms. ACHMADI stressed that despite the fact that the recommendations given are structured in separate framework areas, coordinated, integrated and multi-sector planning are considered the most important elements in successful planning.

The presentation was ended with a video that showed how the Dutch changed their mind set in 1970s from planning for car to planning for people, where a high traffic casualty rate was addressed with the implementation of car free city centres and provision of cycle tracks. The video link is <https://www.youtube.com/watch?v=XuBdf9jYj7o>

5. Member State Presentations

a. Gambia

Ms. Ajara S. Ceesay, Urban Roads & Drainage Manager, National Roads Authority of The Gambia made a presentation on the urban transport in the Gambia. She started her presentation by giving some information about country profile and key sectors of her countries economy. Then she expressed the institutional responsibilities related to transportation sector in the Gambia. She stated that Ministry of Transport, Works and Infrastructure oversees overall policy formulation and oversight. National Roads Authority is responsible for the overall administration, control, construction and maintenance of the national road network. Gambia Ports Authority is responsible for maritime transport and Gambia Civil Aviation Authority has operational and regulatory responsibility for civil aviation.

Ms. Ceesay continued her presentation by outlining the Development Strategy and Priorities of the Gambia. She said that strategic objectives of Government's long term vision include: curbing urban-rural drift, improve connections to regional trading centres through inland roads and waterways, encouragement of the private sector to take advantage of public sector facilities by investing in transport.

Furthermore, Ms. Ceesay expressed that the urban road infrastructure consist of 187km of urban roads mainly within the Capital Banjul (37km) and the Greater Banjul Area (150km). Though the country has growing towns, the Greater Banjul Metropolis contains the most dominant and economically active districts. The result of high level of urbanisation and urban drift has led to the GBA hosting more than 50% of the total population. This has led to growing traffic congestion and pollution and added pressure on the urban transport system.

Concerning the key issues in infrastructure, she stressed that institutional responsibilities of the urban road network remain with the NRA that also has the powers to delegate responsibility of some roads to Municipal Authorities and Local Councils. However most of the network is in very poor condition due to insufficient resource allocation and non existence of a hierarchical road system. Subvention provided from the budget over the years 2006-2011 has consistently been less than 30% of the maintenance needs resulting in mounting backlog of periodic maintenance. She then compiled the challenges faced in the urban transport as followings;

- Insufficient transportation databases to aid planning
- Lack of hierarchical road system has led to blurred definition of institutional responsibility - also contributes to the poor condition of the network
- There is very limited coordination between land use and transportation planning
- Transport services, both passenger and freight are mostly dominated by the private sector, with public transport provided by shared or private taxi, van or bus.

- The non existent enforcement of existing public transportation regulation has led to a chaotic traffic situation within the urban area (e.g. parking and commercial activities on sidewalks and even pavements) reducing the capacity of the network

Lastly, she mentioned the future plans of the Gambia related to the urban transport as follows;

- Transportation and Land Use Masterplan
- Investment in rural feeder roads
- Increase productivity of rural population
- Establishment of a hierarchy of the urban roads network and regulation of urban transportation system
- Institutional support for strengthening of municipalities' transport departments
- Long term plan to - implement Bus Rapid Transit System

b. Jordan

Mr. NAIM HASSAN, Development and Planning Director, Ministry of Transport made a brief presentation on the Development of Urban Transport System in Jordan. He started his presentation giving some background information about the creation of Land Transport Regulatory Commission (LTRC) and its objectives. He stated that new law was issued in 2010 to the creation of an organization of land transport to include all land transport (passengers, goods, and rail). Therefore, Public Transport Regulatory Commission (PTRC) replaced by LTRC and it began working within its responsibilities on 01-10-2010. LTRC aims to regulate, control the land transport services and encourage investment in the land transport sector in line with the objectives of economic and social development. LTRC is responsible of;

- Implementation of the general policy of land transport
- Work to meet the demand for land transport services and secure it in a good level and appropriate cost
- Plan land transport services network and its facilities and routes
- Develop the required plans for operating land transport facilities
- Locate land transport facilities in coordination with the relevant authorities, to manage and supervise services
- Develop plans for road construction and maintenance programs to make recommendations in this regard in the public interest of the beneficiaries in coordination with the relevant authorities
- Develop procedures to prevent road traffic crashes according to international requirements in coordination with the relevant authorities

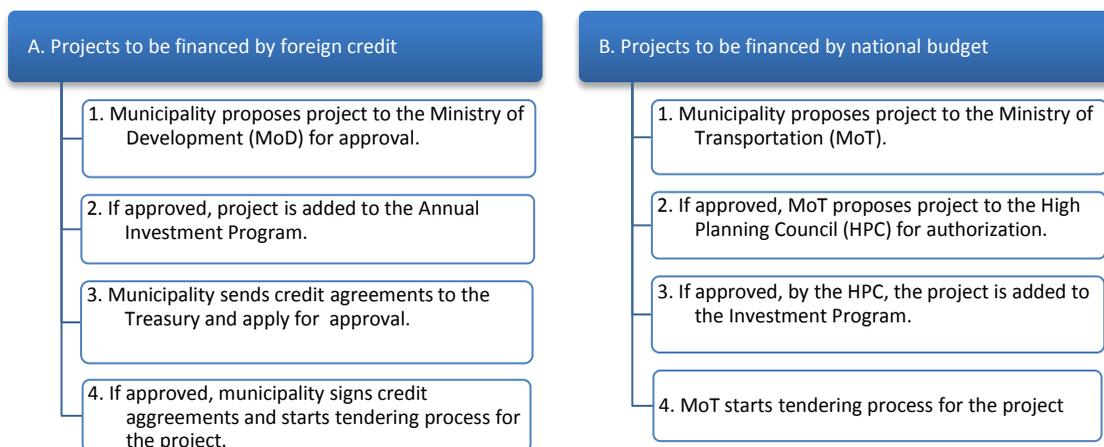
After giving some statistics about the passenger transport, Mr. HASSAN touched upon the public transport projects in urban areas. He stated that restructuring of public transport terminals, bus stops construction, transport project between Amman and Zarqa and intelligent transportation system are some of the projects under construction in Jordan.

At the end, he mentioned the financial model in urban transport and total capital investment for public transport project for 2015 and 2016 in Jordan.

c. Turkey

Mr. Faruk CİRİT, Transport Specialist from the Ministry of Development made a presentation on Turkey's experience in the urban transport sector.

After mentioning the urbanization trends in the world, Mr. CİRİT presented the urbanization process in Turkey. Then he elaborated on the urban transportation in Turkey by underlining the institutional duties and responsibilities. He said that Local Governments (Municipalities) are responsible of preparation of Urban Transport Master Plans (UTMP) and urban transport projects, providing all kinds of public transport services and implementing transport infrastructure via central budget, tax revenues or foreign credits. On the other hand, Central/Governmental Authorities; Ministry of Transportation, Maritime Affairs and Communications (MoT) is responsible of development of urban transport policies and appraisal and approval of UTMPs and urban rail projects (technical aspects). Ministry of Development is responsible of preparation of national development plans and annual investment programs and appraisal and approval of urban transport projects (financial and economic aspects). Undersecretariat of Treasury is responsible of approval of foreign credit agreements. He also highlighted the basic procedure for project evaluation and approval process according to project financing method as below.



Furthermore, Mr. CİRİT outlined the main issues and problems in urban transportation in Turkey. He said that rapid urbanization and population growth in urban areas, lack of well-designed urban transportation plans and lack of well-defined institutional structure are the main problems experienced in Turkey. He continued by saying that there are 2 main policy documents; 10th National Development Plan, 2014-2018 (MoD) and Transportation and Communication Strategy, 2011-2023 (MoT). Basically the main policies are as followings;

- Coordination between institutions will be strengthened.

- Legislation for urban transportation will be prepared.
- Public transportation services will be enhanced.
- IT and ITS will be efficiently utilized in traffic management and public transport services.
- Non-motorised transport modes will be supported.
- Demand-Oriented Transportation planning will be promoted over Car-Dependent planning.
- Taking passenger demand into account public transport systems will be prioritized.
- Bus systems will be the main preference, and in the routes where these are insufficient, rail transit systems will be preferred.

At the end of his presentation, Mr. CİRİT touched upon some important projects under construction in the field of urban transport such as İstanbul Marmaray Project, İstanbul Eurasia Tunnel Project (BOT), Konya Cycling Project and İzmir Intelligent Traffic Management System Project.

Comment (s): The representative of the Saudi Arabia raised his concerns about the general structure of the COMCEC Working Group Meetings and the need for specification of topics of the meetings. Upon these concerns, The COMCEC Coordination Office (CCO) mentioned that these concerns are taken note and they will be taken into account for the upcoming periods. Additionally, CCO underlined that they will keenly be in pursuit of the convenient ways and means to enhance the cooperation among the brotherly countries in the field of transport and communications.

6. Perspectives of Local Governments/NGO's on Sustainable Urban Transport

a. Jakarta Capital City Government: "Jakarta Urban Transportation Development"

Prof. Sutanto SOEHODHO, Deputy Governor for Industry, Trade and Transportation Jakarta Capital City Government, Indonesia made a presentation about the Jakarta Urban Transport Development. Prof. SOEHODHO started his presentation by outlining the major cause of the traffic congestion takes place in Jakarta. He expressed that one major cause of traffic congestion in Jakarta is road constrictions caused by several factors such as;

- Street Peddlers taking up road space
- Illegal on-street parking
- Cargo loading and unloading activities on road space
- Slow moving and space consuming Carts
- Undisciplined Pedestrians
- Night market taking up road space

- Undisciplined public transport boarding alighting irregularly and at non-designated places

He said that another of traffic congestion in Jakarta is unequal number between road ratio and number of vehicles. Congestion from the number of daily trips to and from Jakarta is amounted to 25.7 million trips/day consisted of 18.8 million trips/day in Jakarta and 6.9 million trips /day from Bodetabek to Jakarta (5.2 million trips dominated by private transport or as much as 98%, while the proportion of public transport is only 2%, causing congestion at the entrances to Jakarta). He underlined that the congestion cost is approximately 45.2 Trillion/year (fuel, vehicle operating costs, time value, economic value and energy pollution) in Jakarta.

Then he talked about the shift of transport paradigm in Jakarta. He said that today the public transport is the backbone of the transportation in Jakarta. This paradigm shift has caused a high efficiency in the oil consume, land use and operational cost.

Prof. SOEHODHO continued his presentation explaining that mobility of people increases every day and in line with this the necessity for modern transportation infrastructure and fast, safe, efficient and high level capacity transport system increases every day. This kind of mass transport system can be possible only with Bus Rapid Transport (BRT), Mass Rapid Transit (MRT) and Light Rail Transport (LRT). Being aware of that reality, Jakarta Transportation Authority aims to increase the use of public transport and reduce daily use of personal vehicle. To achieve this aim the below strategies are implemented:

- Network Development System BRT / Busway
- Public Transport Revitalization
- Development of MRT and LRT
- Supporting infrastructure that facilitates the integration of transport systems intermodal transfer
- Provincial Government supports the improvement of services
- Revitalization of Road Transport Terminal

Furthermore, the Professor gave some general operational information about Transjakarta. He said that there are 12 corridors, 232 Bus Station, 10 operating companies and 461 units of buses in Transjakarta. The total passengers are around 280.000 per day. Regarding the intelligent transport system used, the Professor said that the Intelligent Transport System (ITS) in Jakarta consists of three systems, which are Area Traffic Control System (ATCS), Bus Tracking System (BTS), and Traffic Information System (TIS) and currently three Busway Corridors have been connected with the ITS Systems.

Concerning the Bus Reform Proposed Operating Model implemented in Jakarta, he outlined the features of that model as; each route operated and managed by one operator (company/cooperative), the operator holds the permit for the route buses operated to schedules based on demand (varying frequencies at different times) to optimise vehicle

utilisation, drivers and conductors employed by the operator and paid salaries based on hours worked and bus size and design specified according to route characteristics.

Moreover, the Professor touched upon the division of responsibilities among the Jakarta Transportation Authority, Transjakarta and Bus Company. He said that Jakarta Transportation Authority is in charge of planning route network, specifying service capacity/frequencies for each route, specifying bus types for each route, issuing permits to operators, monitoring TransJakarta’s performance in ensuring service delivery in compliance with Dishub’s specification and enforcing relevant regulations (vehicle inspection, use of bus stops, etc.). On the other hand, the responsibility of Transjakarta is to select suitable operators for each route through competitive tendering process, negotiate contracts with successful bidders, monitor operation of each route to ensure compliance with license conditions and standards specified by Dishub and provide operational data to Dishub as required for monitoring purposes. The responsibility of the Bus Company is to purchase and maintain buses, employ drivers, conductors, administrative, supervisory and maintenance staffs, all on salaried basis, operate routes in accordance with schedules, conditions and standards specified by Dishub and provide operational data to TransJakarta as required for monitoring purposes. Then, he talked about the Jabodetabek Commuter Line and passenger growth between 2010 and 2015 in compliance with this line as indicated in the table below.

Table: Number of Passengers Growth 2010-2015

Year	Volume	Passengers per day
2010	124.345.164	340.672
2011	121.092.235	331.760
2012	124.307.618	339.638
2013	158.118.170	433.200
2014	206.809.273	566.601
2015*	79.344.185	661.202

*-As of April 2015

Lastly, he outlined the progress achieved in the MRT Development Plan and LRT Development Plan being implemented in Jakarta.

b. IDB Group: “Experiences of IDB Regarding Urban Transport in the OIC Megacities”

Mr. Cem Galip ÖZENEN, Transport and PPP Program Specialist, Islamic Development Bank Group (IDB) made a presentation on “Experiences of IDB Regarding Urban Transport in the OIC Megacities”? At the beginning of his presentation, he gave some brief information on IDB and its main activities. Then he touched upon the IDB’s aggregate infrastructure financing since inception based on geographic distribution and sector distribution.

With regards to the activities of Transport Division of the IDB, Mr. ÖZENEN said that key focus areas are;

- Development of International Transport Corridors
 - Trans-Sahara Highway (TSH)
 - CAREC Transport Corridor
- Improve Transport Infrastructure
 - Roads, Railways, Airports, Seaports
- Increase Accessibility
 - Rural Networks

He continued his presentation by outlining the significant projects implemented with the contribution of the IDB as below;

Sr. No.	Project Description	IDB Participation (US\$ m)	Country
1.	Western-Europe – Western-China Road Corridor	224	Kazakhstan
2.	Padma Multi-Purpose Bridge	140	Bangladesh
3.	Akieni- Okondja Road	107	Gabon
4.	Marrakech - Agadir Highway	106	Morocco
5.	Regional Roads Development	65	Indonesia
6.	Singrobo-yamou Soukro Highway (Phase III)	61	Cote d'ivoire

Then he touched upon the study titled “Big Cities-Big Challenges Sustainable Urban Transport across Major MENA Cities” made by IDB in tandem with GIZ. He continued by saying that the main problems identified by the said study are population growth, accelerated urbanisation and limited public budget. Then

Concerning the factors to achieve a sustainable urban transport in the megacities, Mr. ÖZENEN underlined that efficient infrastructure planning, political support, financing and demand management are all crucial factors.

Regarding the key findings of the said study for Casablanca, he said that Casablanca’s mobility costs are comparatively high. Without a shift toward sustainable transport, the city will suffer from worsened road congestion, travel times and air pollution. Continuing under-investment in the urban transport sector is forecast to cost society 4.6 \$ billion by 2019. Extending the current car-oriented transport policy would result in direct costs of 13 \$ billion per year by 2019.

Furthermore, Mr. ÖZENEN touched the main findings of the study for Cairo as being largest city in Middle East and Africa with 6.7 million core of the city and 10 million surroundings, it suffers from high level of pollution and traffic and the only city in MENA with metro. Lastly, he pointed out the main challenges in Cairo in the field of the urban transport. He compiled the challenges as followings;

- Congestion: major routes are 20% over-capacity during peak hours and most intersections are saturated
- Road safety: crashes cause over 1,000 deaths and 400,000 injures annually
- Network underdevelopments:
 - shared taxis, buses and minibuses account for 59 % of trips
 - only 4 km of metro lines per million inhabitants (Bangkok has 20 km and Sao Paulo has 31 km)
 - only 193 buses per million inhabitants and the fleet is in very poor condition
- Excessive air and noise pollution

c. Istanbul Metropolitan Municipality: “Sustainable Urban Mobility More For Future: Istanbul Case”

Mr. İsa CERRAH, Civil Engineer, Istanbul Metropolitan Municipality and Mr. Umut Akım TUNCER, Coordinator, Istanbul Metropolitan Municipality jointly made a brief presentation on the urban transport services in Istanbul. Mr. CERRAH started his presentation by giving some general information about transportation statistics in Istanbul. He briefly said that Istanbul has officially about 14 Million population, the daily trips are around 20 Million, the number of vehicles is about 3,4 Million, the vehicles added to the traffic daily is approximately 400 and the number of public buses are 6.255.

After this general statistics, Mr. CERRAH outlined the municipality’s role in transportation management saying that Istanbul Metropolitan Municipality (IMM) holds a very important place in local administration organization of Istanbul. It is responsible for wide variety of areas including transportation, environment, etc. The Municipality is responsible for operating the function of “Transportation Systems Coordination Branch” which serves as the highest consulting authority in regulating and organizing the citywide transport. Besides, it is also mainly responsible for regulating and controlling the activities of operating all transportation systems and controlling and planning the transportation projects, providing and producing required technical and statics analysis for the planned and ongoing projects as well as rehabilitating and improving traffic controlling facilities and traffic flow directions.

Mr. CERRAH carried out his presentation with highlighting the best mobility practices implemented in Istanbul. He enumerated these best practices as followings;

1. Marmaray Project
2. Metrobus (BRT System)
3. Akyolbil - Satellite Tracking and GPRS Fleet Control Management System
4. Istanbulkart
5. Traffic Control Center
6. Traffic Density Map/Smart Phone Application
7. Parking Guidance System
8. EDS Red Light Violation Detection System

9. Meteorological Sensors

10. Transportation Applications for Disabled Citizens

Regarding the first best practice, Mr. CERRAH said that Marmaray Project is a project that connecting continents. It has a capacity over 75.000 passengers per hour in one way. Approximately 300.000 people per day are using Marmaray. There are 42 stations in Marmaray and 5 stations have already started giving service to public 1.5 years ago. Currently its total length is 77 km but after completing construction for all line in 2017, it will be able to pass the city through East-West direction on one line.

Concerning the Akyolbil - Satellite Tracking and GPRS Fleet Control Management System, Mr. CERRAH underlined that Akyolbil is a web-based system for fleet tracking/guidance and passenger information. In order to provide line monitoring, line management and line optimization in highway public transportation, all the buses and BRT system are equipped by GPS. Bus arrivals are determined and displayed on LCD screens at the bus stops. For the disabled, voice assistance is also available. With this system, all the buses are being monitored by GPS and the data is sent to the center. It is possible to monitor the buses as topologically line based. And it is also possible monitoring the departure and arrival times of buses. He also added that AKBIL was a contact based technology and used touch on memory. Today, its technology has been updated to contactless smart card, called as Istanbul card. It's also compatible to NFC.

Moreover, Mr. CERRAH touched upon the Istanbulkart as another best practice implemented in Istanbul for urban transport. Istanbulkart is the contactless smartcard that is available to be used in the municipal services of Metropolitan Municipality. Being a user friendly system with its contactless working property, Istanbulkart can fit in a wallet and be used easily. It is highly secured against counterfeiting. Its large memory storage capacity enables multiple applications and a flexible structure. It allows different scenario buildings according to the fare policy. Istanbulkart is up to the international standards for contactless smart cards. He stressed that the technology which is being used is the first and only in Turkey and one of the first ones worldwide.

Concerning the fifth best practice, Traffic Control Center (TCC), he said that there is a dedicated center to monitor and control traffic flow and provide 24/7 real-time traffic information to citizens. In this center where ITS solutions are developed using collected traffic data for efficient traffic management. Route advising services to drivers, passengers and pedestrians are also available. In addition, live broadcast is provided to 10 TV channels and 36 radio stations in a day in this center.

Mr. CERRAH carried out his presentation by mentioning the Traffic Density Map/Smart Phone App. Which provides a real time traffic density map-speed ranges illustrated with different colors and Parking Guidance System that provides real time data about the capacity and availability of municipality's parking areas all over the city as the sixth and seventh best practices. He also mentioned about the EDS Red Light Violation Detection System saying that

in this system the Red Light Violations are automatically detected by the cameras and the detected violations are sent to the police and the fines are posted to the violator's house automatically by this system.

Furthermore, Mr. CERRAH touched upon the Meteorological Sensors, Automatic Road & Weather Observation Sensors (RWOS). He underlined that there are 28 RWOS within metropolitan area and 6 RWOS in tunnels. In addition to the broadcast of real time road and weather conditions, these sensors predicts road surface freezing time, its thickness, and the amount of rain/snow fall which are vital in some cases. He also mentioned about the Transportation Applications for Disabled Citizens. He said that overpasses are accessible via ramp and/or lifts. For the last term purchases, it is a must for public buses being accessible. Rail systems, buses and seaports are accessible for disabled people.

Lastly, Mr. TUNCER touched upon the Metrobus (BRT System) as another important best practice implemented in Istanbul in the field of urban transport. After expressing the chronology of this system he gave some important technical details of this system. He said that on average 830.000 passengers are transported daily by that system. Its total line is 52km, it has 44 stations and 8 different routes in one dedicated line. He also presented the annual ridership of that system and its gains.

d. How should transport services be run for disabled people in megacities: Examples from London, United Kingdom?

Ms. Faryal VELMI, Chief Executive Officer of Transport for All, delivered a presentation on "How should transport services be run for disabled people in megacities: Examples from London, United Kingdom"? In the beginning of her presentation, she gave some brief information on the Transport for All and its main activities in the field of urban transport in London.

Ms. VELMI carried out her presentation by outlining London's disabled population and London's transport network. Concerning London's disabled population she said that, London has an aging population and there are approximately 1.4 million disabled people in London. 45.3 % of disabled people in London are under 55 years of age. In London 14.2 % of the working age of population are disabled people. She emphasized that disabled people are legally equal citizens – equal right to education, jobs and transport. This is the basis from which transport provision happens and why access is so important.

Regarding the spotlight on London's transport network, Ms. VELMI underlined some important points that; London has an old transport infrastructure including the oldest underground metro in the world. London has one of the largest bus networks in the world. The accessibility of London's transport network was showcased during the London 2012 Olympics and Paralympic games. Overview of the accessibility of London's transport network is not perfect but it is making progress.

Concerning the question “How should transport services be run for disabled people in megacities?” Ms. VELMI expressed that transport planning is very important point because ensure accessibility is factored in from the start. Therefore, consultation with passengers and service users is crucial. To give example from London, she underlined the Crossrail Project - London’s newest transport mode opening in 2019 and Mobility Aid card allowing mobility scooters on buses.

Furthermore, regarding the question above, Ms. VELMI stressed on the significance of the design and infrastructure of the transport networks for ensuring disabled people’s accessibility. She said that investing in inclusive and accessible design is crucial and emphasized below instances from London in this regard.

- ‘Step free’ accessible Tube stations.
- Wheelchair ramps and space on the Bus
- Easy access on the street.

At the end of her presentation, Ms. VELMI emphasized that providing support to disabled passengers whilst on their journey and providing training and clear guidelines to transport staff are other critical issues in how should transport services be run for disabled people in megacities. The examples in this regard in London are;

- Disability Equality Training for transport staff
- Clear guidelines for transport staff – ‘The Big Red Book’ guidance for all of London’s 20,000 bus drivers.
- Clear Signage and information at stations and terminuses.

7. Roundtable Discussions on Policy Recommendations for Improving Urban Transport Services

The Meeting began with a policy debate for the possible policy actions to be taken to approximate member state policies in the field of urban transport in the afternoon session.

Delegate of Indonesia, Prof. Sutanto SOEHODHO moderated the session. Discussions were made on topics included in the Room Document which was circulated to delegates prior to the Meeting². As a usual practice, the Room Document is revised based on Member Countries’ views and suggestions during the session and the revised Room Document is sent to delegates in following weeks via e-mail for their approval. Approved policy recommendations in the Room Document will be then submitted to 31th Ministerial Session of the COMCEC for adoption.

² The Room Document is attached as Annex 3.

Mr. SOEHODHO firstly gave the floor to Mr. Nihat AKBALIK, Expert in the COMCEC Coordination Office for his presentation. Mr. AKBALIK made a presentation about a questionnaire circulated to the Member Countries in previous weeks before the meeting in order to collect data for drafting the Room Document. The questionnaire includes questions to examine the state of urban transport in the megacities of the Member Countries, common obstacles and need for technical assistance. Mr. AKBALIK briefed participants about the answers of the 8 responding Member Countries to the questionnaire and then shared the following draft Policy Advices.

- **Policy Advice I:** Promoting Public-Private Partnerships (PPPs) for Urban Transport Financing
- **Policy Advice II:** Enhancing ICT Applications for Traffic Management in OIC Cities
- **Policy Advice III:** Improving institutional structure to ensure the delivery of a sustainable transport strategy.

8. Utilizing the COMCEC Project Funding

The last presentation was made by Mr. Hasan YENİGÜL, Expert at COMCEC Coordination Office (CCO). He presented the COMCEC Project Funding modality and explained ways and means to utilize this modality. Firstly, Mr. YENİGÜL informed the participants about where the COMCEC Project Funding stands in the COMCEC Strategy. He underlined the basic qualifications of the COMCEC Project Funding as “simple and clearly defined procedures and financial Framework”, and mentioned that CCO provided continuous support to the member countries during the all stages of the COMCEC Project Funding Mechanism. He stressed that all funds provided in the COMCEC Project Funding Mechanism are grant based. Therefore, project owners don’t need to make any repayment for the funds received.

After briefly explaining the Project Cycle Management (PCM) concept, Mr. YENİGÜL highlighted the potential project owners. It was emphasized that relevant ministries and other public institutions of the Member Countries and the OIC Institutions operating in the field of economic and commercial cooperation could submit projects. He also underlined that member countries have to be registered to respective working group in order to submit their project proposals.

He continued his presentation with the clarification of “Project Selection Criteria” namely, compliance with Strategy’s Principles, targeting strategic objectives of the Strategy, focusing on output areas and pursuing multilateral cooperation among the OIC Member Countries. He mentioned that CCO had revised project selection criteria for third call for project proposals and regular participation of member countries and OIC institutions to relevant working group meeting had been added as a new criterion.

Mr. YENİGÜL stated that project proposals submitted by the member countries should be compliant with the sectoral themes for the third call stated in the Program Implementation Guidelines. He also explained the importance of the multilateralism for project appraisal and stated that project proposals should focus on common problems of at least two member countries and also should offer joint solutions for these problems.

During the presentation, three key actors and their responsibilities under the COMCEC Project Funding were identified; Project Owner (Project Submission and Implementation); the CCO Program Management) and the Intermediary Bank (Project Monitoring and Financing). Moreover, steps and roles of these key actors throughout the project application process were defined.

Monitoring of projects was another issue explained in the presentation. Mr. YENİGÜL presented that the Bank would be mainly responsible for financial and technical monitoring of projects while the CCO would oversee the overall implementation of the PCM.

Mr. YENİGÜL expressed that from the illustration of the indicative grant limits and co-finance rates for the COMCEC projects, it was seen that Member Countries could submit a project with a budget up to USD 250.000 with the condition that they have to cover at least ten percent of project total budget (cash or in kind). This amount would be USD 100.000 for the OIC Institutions and at least twenty five percent should be covered by the project owner.

Mr. YENİGÜL also gave information on 2015 Projects. After the second call for Project proposals made in September 2014, He stated that member countries and OIC institutions had shown great interest to the second call and 62 project proposals were submitted by 20 member countries and 3 OIC institutions. He also stated that 1 successful projects in transport and communications area were being implemented under the COMCEC Project Funding in 2014. He mentioned that the said project was being implemented successfully by the Project Owners and activities of the project would be finished until end of the year.

Mr. YENİGÜL shared brief information with participants regarding several changes made in the mechanism for the third call. He concluded important changes on the project submission process and selection criteria. He also underlined that CCO had set up a new online project submission system and member countries could submit their project proposals easily by using this user-friendly system. He continued his presentation with demonstration of project proposal submission by using new online project submission system.

At the end, Mr. YENİGÜL reminded participants that third call for project proposals was started as of early September, 2015 and project proposals would be submitted to the CCO until September 31th, 2015. He also invited all esteemed countries and OIC institutions to submit their project proposals.



9. Closing Remarks

The Meeting ended with closing remarks of Mr. Metin EKER, Director General of the COMCEC Coordination Office.

Mr. Metin EKER thanked all the representatives for their attendance and precious contributions. Mr. EKER expressed that they had a fruitful day of discussion with very valuable participation of the member countries as well as the institutions. He also underlined that the policy debate session was highly beneficial since it was agreed upon several policy recommendations which would not only improve current situation in the OIC Countries but also would serve to policy approximation among the brotherly Member Countries.

In conclusion, Mr. EKER informed the august house that the next meeting, 7th Meeting of the COMCEC Transport and Communications Working Group will be held on March 24th, 2016 in Ankara with the theme of "Road Maintenance in the OIC Member Countries". He stated that a research report will also be prepared on this theme and will be shared with the focal points and other participants well ahead the meeting.

Annex 1: Agenda of the Meeting



6TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP (October 22nd, 2015, Ankara, Turkey)

“Urban Transport in the OIC Megacities”

AGENDA

Opening Remarks

1. COMCEC Transport Outlook
2. The Conceptual Framework for Urban Transport in Megacities of Developing Countries and the Global Trends
3. The Current Situation of Urban Transport in the OIC Megacities and Lessons Learnt from the Selected Case Studies
4. Roundtable Discussion on Policy Advices for Improving Urban Transport Services
5. Member States' Presentations
6. Perspectives of Local Governments/NGO's on Sustainable Urban Transport
7. Making Use of COMCEC Project Funding

Closing Remarks

Annex 2: Program of the Meeting



6TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP (October 22nd, 2015, Ankara)

“Urban Transport in the OIC Megacities”

08.30-09.00 Registration

09.00-09.15 Opening Remarks

09.15-09.45 COMCEC Transport Outlook 2015

- Presentation: Mr. Ekrem KARADEMİR
Transport Specialist
COMCEC Coordination Office

09.40-09.50 - Discussion

**09.50-10.20 Conceptual Framework of Urban Transport in the Megacities of
Developing Countries and the Global Trends**

- Presentation: Mr. Colin SHIELDS Ms. Fadiyah ACHMADI
Director Sustainable Transport Specialist
WYG Fimotions

10.20-10.45 - Discussion

10.45-11.00 Coffee Break

**11.00-11.40 Evaluation of Urban Transport in the OIC Megacities and Review of the
Case Studies**

- Presentation: Mr. Colin SHIELDS Ms. Fadiyah ACHMADI
Director Sustainable Transport Specialist
WYG Fimotions

11.40-12.30 - Discussion

12.30-14.00 Lunch

14.00-14.15 Roundtable Session on Policy Recommendations for Improving Urban Transport Services

There will be a policy roundtable under this agenda item. The main inputs of the roundtable will be the findings of the analytic study and the member states' responses to the policy questions circulated by the COMCEC Coordination Office. At the beginning of the session, CCO will make a short presentation introducing the responses of the Member Countries to the policy questions as well as the Room Document.

- Presentation: "Responses of the Member Countries to the Policy Questions on Urban Transport in the OIC Megacities"
Mr. Nihat AKBALIK
Expert
COMCEC Coordination Office

14.15-15.30 - Policy Discussion

15.30-15.45 Coffee Break

15.45-17.00 Member State Presentations

- Presentation(s)
- Discussion

17.00-18.00 Perspectives of Local Governments/NGO's on Sustainable Urban Transport

- Presentation: "Experiences of Transport for All Regarding the Affordable, Reliable, and Accessible Transport Network for Disabled People"
Ms. Faryal VELMI
Director
Transport for All
- Presentation: "Experiences of Jakarta Regarding the Urban Transport: Challenges and Achievements"
Prof. Sutanto SOEHODHO
Deputy Governor
Jakarta Capital City Government
- Presentation: "Experiences of Istanbul Regarding the Urban Transport and the Metrobus Case"
Mr. İsa CERRAH
Civil Engineer
Istanbul Metropolitan Municipality
- Mr. Umut A. TUNCER
Foreign Relations Coordinator
IETT
- Presentation: "Experiences of Islamic Development Bank Regarding Urban Transport in the OIC Megacities"
Mr. Cem Galip ÖZENEN
Transport and PPP Program Specialist
Islamic Development Bank



18.00-18.10 - Discussion

18.10-18.30 Utilizing the COMCEC Project Funding

- Presentation: Mr. Hasan YENİGÜL
Expert
COMCEC Coordination Office

18.30-18.40 Closing Remarks

.....

Annex 3: The Policy Recommendations

ROOM DOCUMENT FOR THE POLICY ROUNDTABLE SESSION OF THE 6TH COMCEC TRANSPORT AND COMMUNICATIONS WG MEETING

A policy debate session will be held during the 6th Meeting of the Transport and Communications Working Group regarding the possible policy actions to be taken to approximate member state policies in the field of Urban Transport. The items to be discussed in this session were identified by taking into consideration the analytic study titled “Urban Transport in OIC Megacities”, as well as the responses of Member States to the policy questions sent by the COMCEC Coordination Office specifically for this meeting.

Policy Advice I: Promoting Public-Private Partnerships (PPPs) for Urban Transport Financing

Rationale:

Ensuring smooth and efficient movement of people and goods in urban areas has direct economic and social benefits. The availability of good and efficient transportation services at affordable costs also enhances the quality of life of residents. However, national governments or international funding alone cannot fulfil the vast infrastructure needs in the urban transport sector. It is key to attract private sector investment and financing by ensuring a viable regulatory and legal environment, appropriate design and structure of markets, long term incentives for private investment and protection from investment risks.

In this context, Public Private Partnerships (PPPs) emerging as one institutional structure, in which the public authorities deal with network or environmental externalities, demand uncertainty, and administrative costs associated with the project. On the private side, if infrastructure privatization is combined with deregulation or liberalization of market entry, competition in terms of the provision of services may increase. PPPs have been embraced by many developing countries that have followed a more proactive approach in attracting funding, but this has been so far used primarily for financing airports and ports, rather than for sustainable urban transport used by the majority of people on a day to day basis. PPPs in urban transport should provide the following results: Maximize the social-economic benefits to the society through implementation of the most cost-effective option for urban transportation; Capture value from direct benefits to project users and as well as value from significant positive externalities that will accrue indirectly from the project; and ensure affordability of public transportation fares to encourage usage and maximize consumer welfare.

Policy Advice II: Enhancing ICT Applications for Traffic Management in OIC Cities

Rationale:

Increasing transport demand is creating a major challenge in traffic management in urban areas. Decision makers have at their disposal a wide range of technology solutions that have emerged from recent research and development, especially in ICT Applications. These applications systems are now being employed to optimize use of road infrastructure and to manage urban traffic flows by balancing road use by private cars, public transport and freight vehicles, optimizing energy consumption, and reducing congestion and transport emissions. Traffic management can be further improved through integration and interoperability of the transport networks. To this end, there is increasing emphasis in urban areas on interconnecting road, rail, underground metro infrastructure and services, bus lanes, cycle lanes and pedestrian zones. The aim is to facilitate a shift to more environmentally friendly transport modes and to increase efficiency in freight logistics. Studies and implementation projects have demonstrated that innovative concepts, such as green zones, urban charging schemes and e-mobility, improve the performance of transport networks.

Policy Advice III: Improving institutional structure to ensure the delivery of a sustainable transport strategy.

Rationale:

Sustainable urban transport requires institutional and organizational coordination in order to ensure that appropriate rights and authority are given to both bottom up and top down planning. On the one hand, a clearly defined institutional framework should support the consolidation of responsibilities and coordination of activities of all stakeholders. At the same time, it is for utmost importance to allow space in the planning procedures for bottom up input. Particularly in the urban areas where social activity and human interaction and mobility are inevitably intense, it is the citizens that recognize the problems and needs of the city the most, particularly when it comes to transport. It has been proven that public participation, advocacy and awareness raising on issues such as road safety, public space planning and active travel can provide valuable inputs and solutions to urban problems.

The development and implementation of transport policies requires a combination of institutional structures and synergies to be in place in order to succeed. The concentration of all operations and planning under a single transport authority for a city is considered a key action to ensure the delivery of a sustainable transport strategy. This transport authority needs to be able to develop a transport strategy for a city, ensure that the necessary synergies with other sectors and authorities are in place, monitor the implementation of the plan, evaluate its success and adapt it according to the changing needs of the city. In addition, the participation of all relevant stakeholders, such as the public, private operators and local

authorities, needs to be secured in order to deliver equal access opportunities, service levels and economic benefits.

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 organization of seminars, training programs, study visits, exchange of experts, workshops and preparing of analytical studies, needs assessments and training materials/documents, etc.



Annex 4: List of Participants

LIST OF PARTICIPANTS OF 6th MEETING OF THE TRANSPORT AND COMMUNICATIONS WORKING GROUP (October 22nd, 2015, Ankara)

A. INVITED STATES

THE ISLAMIC REPUBLIC OF AFGHANISTAN

- Mr. ABDUL BASIR RAHMANI
Expert, Ministry of Transport and Civil Aviation

THE REPUBLIC OF DJIBOUTI

- Ms. FATOUMA AWAPEH OSMAN
Director, Ministry of Equipment and Transport
- Mr. ALI AHMED YOUSOUF
Director of Transport, Ministry Equipment and Transport

THE REPUBLIC OF THE GAMBIA

- Mr. EBRIMA SANNEH
Principal Assistant Secretary, Ministry of Transport, Works & Infrastructures
- Mr. AJARA SOMPO CEESAY
Technical, National Roads Authority
- Mr. SERING M. NJIE

THE REPUBLIC OF GUINEA

- Mr. AHMADOU KOUMI BARRY
Studies and Planning Officer, Ministry of Transport

THE REPUBLIC OF INDONESIA

- Prof. SUTANTO SOEHODHO
"Deputy Governor for Industry, Trade and Transportation Jakarta Capital City
Government"
- Ms. MELISSA AESTHETICA
Bureau for Gubernatorial Affairs and International Cooperation
- Ms. DIAH RETNO BAYUMURTHI
Third Secretary Indonesian Embassy in Ankara

THE REPUBLIC OF IRAQ

- Mr. EMIR KHIDIRAL AL BAYATI
Deputy Minister, Ministry of Communications

THE HASHEMITE KINGDOM OF JORDAN

- Mr. MARWAN ABDULLAH AL HMOUD
Director General, Ministry of Transport
- Mr. NAIM HASSAN
Development and Planning Director, Ministry of Transport

THE ISLAMIC REPUBLIC OF MAURITANIA

- Mr. MOHAMED ELIASS
Chairman of the Authority of Regulation of Transport, Ministry of Equipment and Transport
- Mr. CHEIKHNA AHMED BENANE
General Manager, Ministry of Equipment and Transport
- Mr. CHEIKH KHALED
Advisor, Ministry of Equipment and Transport

THE MALAYSIAN FEDERATION

- Mr. A. HALIM HUSAIN
Head of Operations, Malaysia Land Public Transport Commission

THE KINGDOM OF MOROCCO

- Mr. ZAHRAA OUACIFI
Head of Coordination Modes of Transport Division, Ministry of Equipment, Transport and Logistic

THE REPUBLIC OF MOZAMBIQUE

- Mr. PEDRO MIGUEL MURRERIU
National Director of Transport and Logistic At the Ministry Of Transport and Communications
- Mr. JOAO MATLOMBE
Councilor for Transport and Traffic, Maputo Municipality Council

THE KINGDOM OF SAUDI ARABIA

- Mr. FAISAL ALZABEN
Deputy Minister of Planning & Flow up, Ministry of Transport

- Mr. ADEL ALHARBY
Planning Engineer, Ministry of Transport

THE TUNISIAN REPUBLIC

- Mr. CHAMS EDDINE TOUMI
Director, Ministry of Transport
- Mr. MOEZ SALEM
Director, Ministry of Transport

THE REPUBLIC OF TURKEY

- Mr. ERDEM DİREKLER
Deputy Director General, Ministry of Transport,
Maritime Affairs and Communications
- Mr. METİN AKBAŞ
Deputy Director General, Ministry of Transport,
Maritime Affairs and Communications
- Ms. FERZAN GÖKERKÜÇÜK
Head of Department, Ministry of Transport,
Maritime Affairs and Communications
- Ms. EDA BURCU BULUT
EU Expert, Ministry of Transport,
Maritime Affairs and Communications
- Ms. NURSEDA KARAGÖZ
Engineer, Ministry of Transport,
Maritime Affairs and Communications
- Ms. HÜLYA AKBOYRAZ
Engineer, Ministry of Transport,
Maritime Affairs and Communications
- Mr. KENAN AKTAŞ
Mechanical Engineer, Ministry of Transport,
Maritime Affairs and Communications
- Ms. CEREN TOKSOY
Urban planner, Ministry Of Environment And Urbanization.
- Mr. FARUK CİRİT
Expert, Ministry of Development
- Ms. GÖKÇE DEMİRDERE
Expert, Undersecretariat of Treasury

- Mr. MUSTAFA EMRE CANSEV
Ankara Metropolitan Municipality
- Mr. NURDOĞAN ÖZTÜRK
Mechanical Engineer, Ministry of Transport,
Maritime Affairs and Communications
- Mr. EMRE KESKİN
Ankara Metropolitan Municipality
- Mr. DAVUT GÜL
Head of department, Ministry of Interior
- Mr. HASAN KORKMAZ
Statistician, Ministry of Interior

THE REPUBLIC OF UGANDA

- Mr. ANDREW KITAKA
Director, Kampala Capital City Authority
- Mr. WINSTONE KATUSHABE
Assistant Commissioner, Ministry of Works & Transport
- H.E JOHNSON AGARA OLWA
Ambassador, Embassy of the Republic of UGANDA

B. INVITED INSTITUTIONS

ISLAMIC DEVELOPMENT BANK (IDB)

- Mr. CEM GALİP ÖZENEN
Transport and PPP Program Specialist

ISTANBUL METROPOLITAN MUNICIPALITY

- Mr. İSA CERRAH
Civil Engineer, İstanbul Metropolitan Municipality
- Mr. UMUT AKIM TUNCER
Coordinator, İstanbul Metropolitan Municipality

WYG and FIMOTIONS

- Mr. COLIN SHIELDS
Director
- Ms. FADIAH ACHMADI
Sustainable Transport Specialist

TRANSPORT FOR ALL

- Ms. FARYAL VELMI
CEO

STATISTICAL, ECONOMIC AND SOCIAL RESEARCH AND TRAINING CENTRE FOR ISLAMIC COUNTRIES (SESRIC)

- Mr. CEM TİNTİN
Researcher

C. COMCEC COORDINATION OFFICE

- Mr. M.METİN EKER
Director General, Head of COMCEC Coordination Office
- Mr. SELÇUK KOÇ
Head of Department
- Mr. MUSTAFA TEKİN
Head of Department
- Mr. FATİH KAYA
Head of Department
- Mr. EKREM KARADEMİR
Senior Transport Specialist, Drafting
- Mr. KAĞAN AKDOĞAN
Assistant Expert, Drafting
- Mr. NİHAT AKBALIK
Assistant Expert, Drafting
- Mr. OKAN POLAT
Assistant Expert, Drafting
- Mr. HASAN YENİGÜL
Assistant Expert, PCM
- Ms. HANDE ÖZDEMİR
Coordination of Registration Office
- Ms. HAVVA KÖSEOĞLU
Coordination of Registration Office
- Mr. OZAN LİF
Coordination of Documentation Center

- Mr. KEMAL ARSLAN
Coordination of Meeting Rooms
- Mr. ERCAN İBİK
Coordination of Transportation
- Mr. ALİ VURAL
Coordination of Meeting Rooms
- Ms. LEYLA AŞK
Coordination of Social Program