

# **OVERVIEW OF THE TRANSPORT COOPERATION IN THE COMCEC REGION**

Research Paper  
by  
Murat DELİÇAY  
Kağan AKDOĞAN

COMCEC Coordination Office  
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## TABLE OF CONTENTS

I.	INTRODUCTION .....	3
II.	TRANSPORT: ISSUES IN TRADE AND ECONOMIC DEVELOPMENT .....	4
III.	EFFORTS BY INTERNATIONAL ORGANIZATIONS/INSTITUTIONS IN THE FIELD OF TRANSPORT.....	5
1.	UN OHRLLS-ALMATY PROGRAMME OF ACTION: .....	6
2.	UNCTAD: .....	6
3.	World Bank: .....	7
4.	OECD .....	8
5.	EDF (European Development Fund-EuropeanAid) .....	8
6.	CAREC.....	8
IV:	TRANSPORT IN THE OIC MEMBER COUNTRIES .....	9
VI.	EFFORTS BY REGIONAL GROUPINGS WITHIN THE OIC FOR COOPERATION IN THE AREA OF TRANSPORT .....	12
1.	GCC.....	12
2.	WAEMU: .....	12
3.	ECO:.....	13
VII.	EFFORTS BY THE COMCEC FOR COOPERATION IN THE AREA OF TRANSPORT ..	13
VIII.	CONCLUSION .....	16
IX.	REFERENCES:.....	18
X.	ANNEXES .....	20
	Annex-I: International Agreements and Conventions in the Field of Transport .....	21
	Annex-II: Ranking of the OIC Countries in the Logistics Performance Index (LPI) .....	22
	Annex-III: Ranking of OIC Countries in UNCTAD Liner Shipping Connectivity Index .....	23

## I- INTRODUCTION

Transport represents one of the most important human activities worldwide. It is an indispensable component of the economy and plays a major role in relations between locations. Transport creates valuable links between regions and economic activities, between people and the rest of the world.

In recent decades, features of globalization such as expansion of trade, advancement of information and communication technologies, and massive increase in productivity have contributed to a considerable reduction in unit transport costs<sup>1</sup>, thereby shrinking the economic distance between raw material sources, producers, and consumers. The efficiency of the transport sector further increased with the arrival of multimodal transport<sup>2</sup>, linking maritime and surface transport. As a result, countries became better linked, both internally as well as with neighbors, through highways and roads. Distance, size, natural endowments and specific skills do not pose a constraint to economic development any more, provided that a country has sufficient human skills, infrastructure and institutions to take advantage of the opportunities that globalization can provide (UNESCAP 2004: p. 66-67).

Transport is not only important for international trade but also it is a necessity for poverty reduction. IMF (2008 and 2009) suggests that development of the transport infrastructure increases the ability of the people to reach basic services like education and health and makes the markets closer for business environment which will facilitate trade and encourage investment. Consequently, many Governments have assigned transport an important role as a key to economic development and integration into the world economy (UNESCAP 2006: 25).

The OIC region is geographically vast, with 57 member countries dispersed over four continents, covering one sixth of the total world area. This geographical heterogeneity, coupled with diverse political and economic alignments, and discord in, or more frequently absence of regulatory framework, make OIC cooperation in transport both a necessity, and a challenge. On the other hand, the stakes are too high if OIC countries do not engage in a cooperative work in this very important field. The current obstacles to transport such as inadequate infrastructure, delays in border-crossings, and lack of a sound legal framework will continue to pose difficulties for many OIC countries in their efforts to access world markets with competitive prices, and thus benefiting better from globalization. In short, unless substantial improvements would be recorded in transport sector of OIC countries, they will continue to be marginalized in the global economy, which in turn will negatively affect efforts to increase trade, alleviate poverty, enhance tourism, etc.

This paper, in this regard, aims to provide a framework for OIC/COMCEC cooperation in the field of transport. After introduction, the paper starts with the importance of transport in terms of international trade and economic development. In the following part, major activities of

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<sup>1</sup> Transport costs are a monetary measure of what the transport provider must pay to produce transportation services. They come as fixed (infrastructure) and variable (operating) costs, depending on a variety of conditions related to geography, infrastructure, administrative barriers, energy, and on how passengers and freight are carried. Three major components, related to transactions, shipments and the friction of distance, impact on transport costs.

<sup>2</sup> Multimodal Transport is the carriage of goods (containers) by at least two different modes of transport. The main features of a multimodal transport are: the carriage of goods by two or more modes of transport, under one contract, one document and one responsible party (Multimodal Transport Operator) for the entire carriage, who might subcontract the performance of some, or all modes, of the carriage to other carriers (UNCTAD 2001:5).

some international/regional organizations to enhance transport cooperation are given in a nutshell. The forth part is devoted to OIC/COMCEC countries, which deals with such issues like the history of cooperation in transport, the relevant agendas of sub-OIC regional economic groupings, and some common problems/obstacles faced in this field. The last part concludes.

## **II. TRANSPORT: ISSUES IN TRADE AND ECONOMIC DEVELOPMENT**

Transport is the movement of people and goods from one place to another. There are around seven billion people living in the world. Because of various reasons such as to meet their social and economic needs, people travel between locations. The goods are also moved to reach people.

However, people and goods don't move in same speed, comfort and safety in the world because of the different levels of transport infrastructure and transport services in countries. Transport infrastructure consists of the fixed installations necessary for transport, and may be roads, railways, airways, waterways, canals and pipelines, and terminals such as airports, railway stations, bus stations, warehouses, trucking terminals, refueling depots (including fueling docks and fuel stations), and seaports ("Transport", *Wikipedia: The Free Encyclopedia*).

The world trade is dominated by US, EU and East Asia. Trade among these entities has the biggest share in the global trade. Accordingly, maritime transport is the most preferred way of transport in international trade and has more than 80 percent share. Maritime transport is cheaper and sometimes necessary to reach markets. UNCTAD's Liner Shipping Connectivity Index (LSCI) aims at capturing how well countries are connected to global shipping networks (UNCTAD 2009:6).<sup>3</sup>

Road and rail transport (land transport) is generally used in international trade when maritime transport is not available or less competitive than the land transport. However, in many cases, multimodal transport is necessary in international trade.

Land transport is used by almost all countries in trade with their neighboring countries except small island countries. For the landlocked countries, land transport is the only way to integrate with the world. In this regard, transit trade gains importance. Transit trade is a country's foreign trade that passes through a third country prior to reaching its final country of destination (ADB 2009: 101).

Transport, trade, and economic development can be seen as corners of a triangular, breeding and supporting each other. A good transportation infrastructure is an important precondition for an export-led economic growth and development. The situation of a country's transport sector is a critical determinant of its transport costs and the degree of access to domestic and foreign markets, all of which impact the country's development prospects. Given the same factor endowments, countries with higher transport costs will often achieve lower real incomes because more resources need to be employed for transportation, thereby realizing fewer gains from trade. According to research by Redding and Venables, this market access

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<sup>3</sup> UNCTAD uses five components in generating LSCI: (a) number of ships; (b) the container-carrying capacity of those ships; (c) the maximum vessel size; (d) the number of services; and (e) the number of companies that deploy containerships on services from and to a country's ports.

as an indicator explained around 70 percent of the variations in per capita GDP in 1996, and showed how access to the coast raised per capita income by 64 percent (UN-OHRLLS: 2007, p.29).

Aside from better infrastructure, the trade transaction costs can be significantly reduced through appropriate trade facilitation measures. These measures include simplifying requirements, harmonizing procedures and documentation, standardizing commercial practices and introducing agreed codes for the representation of information. In many countries, documentation requirements often lack transparency and are duplicative, a problem often compounded by a lack of cooperation between traders and official agencies. Despite advances in information technology, electronic data submission is not widely used. Reducing bureaucratic interference and simplifying procedures can be achieved, but only if the countries involved display a greater commitment to international, regional, sub-regional and bilateral agreements. Excessive documentation associated with exports results in lower trade-to-GDP ratios, while more signatures for permits and licenses in trade lead to greater corruption (NAUDE: 2007, p. 13).

The developmental effects of transport can go beyond the economic domain and can also contribute to human development in general. The improvement of transportation networks will generally result in better public services, especially in education and health. The increased accessibility of a certain location will also pave the way for more employment opportunities, by both attracting more investment and by connecting it to greater markets easier and cheaper. Thus, targeted and well-planned transport investments, coupled with regulatory reforms and a sound legal framework, can substantially enhance a country's or region's economic prosperity and level of development.

Trade could be suffering more from bottlenecks in infrastructure quality associated with the movement of goods inside the country rather than international infrastructure involved in shipping goods between the ports of two countries (De 2009:27). Not only the low infrastructure quality but also inadequate transport services, high handling charges etc. increase cost of inland transport which is an important obstacle in international trade.

### **III. EFFORTS BY INTERNATIONAL ORGANIZATIONS/INSTITUTIONS IN THE FIELD OF TRANSPORT**

Improving transport among the countries is on the agendas of many international institutions and regional groupings. These organizations individually or jointly initiate projects and programs for improving transport among their members. In the area of road transport, especially to meet the needs of landlocked countries, UN regional commissions (UNECE, UNESCAP, UNECA and UNESCWA) identify transport corridors in their respective regions in cooperation with regional groupings and donor countries or institutions. Also countries regionally or bilaterally initiate cross-border agreements, transit trade/transport agreements etc. to facilitate the transport.

Furthermore International institutions provide finance to national or regional infrastructure projects, organize technical assistance and capacity development programs, conduct researches, collect statistics etc. For improving transport especially in developing and least developed countries. Despite all the efforts, transport costs and obstacle continue relatively

higher in many countries especially in developing and least developed ones. Activities of some of the international and regional institutions are given below.

## **1. UN OHRLLS-ALMATY PROGRAMME OF ACTION<sup>4</sup>:**

The International Ministerial Conference of Landlocked and Transit Developing Countries, together with donor countries and institutions was held in Almaty, Kazakhstan, from 25-29 August 2003, with the aim of dealing with the constraints facing landlocked countries. It was the first of its kind and provided the international community with a unique opportunity to galvanize international solidarity and partnership to assist landlocked developing countries to effectively participate in the international trading system, through, among other things, establishing transit systems. At its successful conclusions, the Ministerial Conference adopted the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries and the Almaty Ministerial Declaration. The UN-OHRLLS prepared the Roadmap for the implementation of the Almaty Programme of Action, which was endorsed at the inter-agency meeting convened on 4 February 2004.

The overarching goal of the Almaty Programme of Action is to forge partnerships to overcome the specific problems of the landlocked developing countries that result from their lack of territorial access to the sea and their remoteness and isolation from world markets. That situation has contributed to their relative poverty, substantially inflating transportation costs and lowering their effective participation in international trade.

The objective of the Almaty Programme of Action is to establish a new global framework for developing efficient transit transport systems in landlocked and transit developing countries, taking into account the interests of both landlocked and transit developing countries. The Programme aims to: (a) secure access to and from the sea by all means of transport; (b) reduce costs and improve services so as to increase the competitiveness of their exports; (c) reduce the delivered costs of imports; (d) address problems of delays and uncertainties in trade routes; (e) develop adequate national networks; (f) reduce loss, damage and deterioration en-route; (g) open the way for export expansion; and (h) improve the safety of road transport and the security of people along the corridors.

A mid-term review meeting was organized in 2008 to assess the progress made in the implementation of the Program. Furthermore, various UN Agencies are working together to establish internationally acceptable indicators to measure progress achieved in the implementation of the Program.

## **2. UNCTAD:**

The main goal of United Nations Conference for Trade and Development (UNCTAD) is to enhance the endogenous capacity of beneficiary countries to face challenges and benefit from opportunities and to set and implement their own development strategies (UNCTAD 2011).

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<sup>4</sup> The information for this section was obtained from UN-OHRLLS web site at <http://www.unohrlls.org/en/lldc/40/>

UNCTAD is undertaking various programs and activities in the area of transport logistics and trade facilitation. Multi-modal transport and trade facilitation, ports, customs modernization and e-commerce are the main working areas of UNCTAD in the field of transport. UNCTAD provides technical assistance to the countries for identifying problems and requirements for establishing a favourable environment for international trade. UNCTAD has developed a computerized customs management system, the Automated System for Customs Data (ASYCUDA), which is installed in more than 70 countries (UNCTAD 2011). It also provides workshops, seminars and training courses in port management etc.

UNCTAD also organizes Multi-year Expert Meeting on Transport and Trade Facilitation. The third session of the Meeting was held in Geneva on 8-10 December 2010 with the theme of “Emerging Challenges and Recent Developments Affecting Transport and Trade Facilitation. Experts considered that further research and analytical work, as well as information sharing, were important in order to improve understanding of some of the main challenges facing international transportation (UNCTAD 2011a: 13). In this regard UNCTAD was requested to undertake research and studies on transport and trade facilitation and continue its technical assistance programs on such as ASYCUDA, single window concept, TrainforTrade Port Training Programme etc.

### **3. World Bank:**

World Bank’s transport strategy is summarized as “Safe, Clean and Affordable Transport for Development”. To help partner countries to establish the governance, strategies, policies and services that will deliver transport for development in a way that is economically, financially, environmentally and socially sustainable (World Bank 2011). In 2010 World Bank committed 9.3 Billion US Dollars for transport projects.

World Bank also has several programs in cooperation with donor countries and institutions for regional development in transport. For example Sub-Saharan Africa Transport Policy Program (SSATP). The SSATP promotes the development and implementation of sound transport sector policies and strategies, through and with transport sector professionals in SSA, in support of sustainable economic growth and poverty reduction among its partner countries (World Bank 2007: 1).

The Program is currently engaged in the implementation of its Second Development Plan (DP2, 2008-2011), and is managing a host of activities organized within three thematic frameworks: Transport Sector Strategies, Institutional and Financial Management of Road Transport Infrastructure and Services -Road Management & Financing and Transport Services - and Transit Transport. Cross-cutting issues comprising Road Safety, Governance, Transport Data Management and HIV/AIDS feed into all thematic works (World Bank 2011). The total financing of the DP2 is 20 million US Dollars.

SAATP is currently facing several issues: measurement of Sub-Saharan Africa (SSA) transport policy performance, the inconsistent results among member countries, weak interaction with the national coordinators whose positions need to be strengthened, funding cutbacks from bilateral donors, and the future of the program when DP2 comes to an end (World Bank 2011: ix). The SSTATP 2010 Annual Meeting was held in Kampala, Uganda in October. OIC Member Countries in sub-saharan Africa are included in the program.

World Bank is also assisting some other initiatives in the OIC Member Countries such as in West Africa and Central Asia. In West-Africa, World Bank is assisting the West Africa Trade Hub initiated by USAID. The programs main objective is to facilitate transit trade in the region through surveys and training.

#### **4. OECD<sup>5</sup>**

OECD is also spending efforts for the development of transport sector. The International Transport Forum (ITF) at the OECD is an intergovernmental organisation with 52 member countries.

The objective of the ITF is identified on its website as to help shape the transport policy agenda on a global level, and ensure that it contributes to economic growth, environmental protection, social inclusion and the preservation of human life and well-being.

ITF organizes Annual Summit with the participation of ministers from its 52 member countries. ITF also has a Research Centre provides input for the annual summit and organises longer-term research projects under the oversight of member countries' transport ministries and research agencies through the Joint Transport Research Committee.

#### **5. EDF (European Development Fund-EuropeanAid)<sup>6</sup>**

European Development Fund (EDF) is the main instrument for providing Community development aid in the African, Caribbean and Pacific (ACP) countries and the overseas countries and territories (OCTs) (European Commission 2011). It was established in 1959.

The 10<sup>th</sup> EDF covers 2008-2013 and has a budget of 22. 682 million Euros. EDF supports economic development, social and human development and regional cooperation and integration in the ACP countries through grants, risk capital and loans etc.

Transport is an important component in EDF. The Commission aims to help partner countries improve transport as a means of achieving the broader goals of reducing poverty, sustaining economic growth and stimulating social development (European Commission 2011). It funds infrastructure projects and provides technical assistance and capacity building programs in the country level according to bilateral agreements between the countries and the European Commission. EDF also provides assistance at regional level such as Central Asia, Gulf region etc.

#### **6. CAREC**

The Central Asia Regional Economic Cooperation (CAREC) Program is a partnership of 10 countries (Afghanistan, Azerbaijan, the People's Republic of China, Kazakhstan, the Kyrgyz Republic, Mongolia, Pakistan, Tajikistan, Turkmenistan, and Uzbekistan) and 6 multilateral

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<sup>5</sup> Information on OECD is collected from the international transport forum through its website.

<http://www.internationaltransportforum.org/about/about.html>

<sup>6</sup> Information on EDF is collected from its website. [http://ec.europa.eu/europeaid/how/finance/edf\\_en.htm](http://ec.europa.eu/europeaid/how/finance/edf_en.htm)

institutions (Asian Development Bank (ADB), European Bank for Reconstruction and Development (EBRD), International Monetary Fund (IMF), Islamic Development Bank (IsDB), United Nations Development Programme (UNDP), and the World Bank) working to promote development through cooperation, leading to accelerated economic growth and poverty reduction (CARECINSTITUTE: 2011).

Since 2001, the Program has mobilized more than \$13 billion worth of investments in the transport, trade, and energy sectors. The main goals in transport and trade facilitation strategy are:

- Establish competitive corridors across the CAREC region;
- Facilitate efficient movement of people and goods through CAREC Corridors and across borders and
- Develop sustainable, safe, user friendly transport and trade Networks (ADB 2009: 6)

CAREC identified 6 transport corridors. For 2008-2012, 39 projects are planned to be financed for 14 Billion US Dollars.

CAREC will also develop a performance monitoring system. The performance monitoring will cover assessments of infrastructure, customs and other trade and/or transport regulations and procedures and logistics services (ADB 2009: 15).

#### **IV. TRANSPORT IN THE OIC MEMBER COUNTRIES**

The OIC has 57 member countries. They are located in four different continents on all over the world most of which are located in Asia and Africa. The OIC Member Countries are developing countries and 21 of them are described as the less developed countries.

Due to their different development levels, OIC Member Countries do not constitute a homogenous economic group. For example Turkey is the biggest economy within the group with 735 billion US Dollars GDP in 2010. It represents around 15 percent of the OIC's total GDP. Indonesia, Saudi Arabia, Iran and United Arab Emirates are the other four biggest economies respectively. The total GDP of these five economies constituted around 50 percent of the OIC Member Countries in 2010.

Many OIC Countries have relatively low shares of foreign trade with other OIC Countries as well as with rest of the world. There are various reasons that lead to low level of intra-OIC trade and trade with rest of the world such as non-diversified economies, tariffs, non tariff barriers etc.

40 of the OIC Member Countries are members of the World Trade Organisation (WTO) and 13 Member Countries have observer status. Some of the OIC Member Countries also gained experience in liberalizing trade through the engaged regional and bilateral trade agreements. However, non tariff barriers seem to be a main impediment to trade with many OIC Countries. Among them, transport-related obstacles, particularly high cost of transport constitute a major part. Studies, such as WTO (2004) and De (2009) suggest that higher transport costs is in many cases more restrictive to trade than high tariffs.

World Bank's Logistics Performance Index (LPI) which was initiated in 2007 and renewed in 2010, is a comprehensive index created to help countries identify the challenges and opportunities they face in trade logistics performance (World Bank 2010: III). According to the LPI 2010, the performances of many OIC Member Countries, in particular, in infrastructure, customs and competitiveness in logistics areas are low. These deficiencies lead to transport constraints in the OIC Member Countries.

Bhattacharya and Hirut (2010) suggest that reducing the transport constraint from the average for the Middle East and North Africa (MENA) region to the world average could have a significant impact on trade volumes, raising exports by 9½ percent and imports by 11½ percent, *ceteris paribus*.<sup>7</sup>

“For Morocco, the assessment results indicated that the investment levels and quality of services in road transportation were very low and logistics advisory and consulting services and logistics platforms were almost unavailable. The costs and time required for exports and imports were too high—for exports because of no separation between freight and passenger traffic, for imports because of no coordination among the players and the absence of a port facilitation culture. The assessment also indicated that the clearance procedure application was relatively cumbersome, information management inefficient, and use of information technologies too low.” (World Bank 2010a: 35)

Transport costs are even higher in the OIC Member Countries located in West and Central Africa. According to OECD (2011), IMF (2010) and Teravaninthorn and Raballand (2009), unliberalized logistics services, lack of adequate infrastructure, inefficiency of the ports are major problems of the transport which lead to high transport costs in the region.

For instance, only 29.7% of the African road network is paved (OECD 2010). Because of poor road conditions and inadequate maintenance services, fuel costs are high and lives of the tires and trucks are shorter. Railways are not enough and they need rehabilitation and investment for being used effectively. In West Africa, the logistics service is also not liberalized efficiently. Few trucking companies are operating in the region. The freight is transported with old trucks and they are overloaded. Because of lack of competition in the sector, profit margins of the firms and the price of transport are very high. Trucking industry profit margins in West Africa were found to be about 80 percent, compared with 20–60 percent in southern Africa (IMF 2010: 66).

According to the report of USAID (2010), another important impediment to trade in West Africa is the numerous checkpoints in roads. The report shows that:

- Drivers must stop at about 2 checkpoints per 100 km, which are operated by various state agencies, primarily customs, police and gendarmeries,
- Delays range from 12 minutes per 100 km in Mali and Togo to 15 minutes per 100 km in Senegal,
- Bribes vary widely, from about US\$2 per 100 km to almost US\$14 per 100 km with the highest rate in Cote d'Ivoire. The political instability in Cote d'Ivoire increases the transit transport costs and time.

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<sup>7</sup> The authors use World Bank's business enterprise surveys for Lebanon, Algeria, Mauritania, Morocco, Egypt, Oman, Pakistan, Jordan and Gaza and West Bank. According to the surveys 20 percent of the firms identify the transportation as a major constraint while the world average is 18 percent.

Railways transportation on the transit corridors in sub-Saharan Africa is quite inefficient due to poor infrastructure and management. Rail tracks built in colonial times often had low-weight rails and design standards which are insufficient for today's traffic, and which have deteriorated due to poor maintenance, and a poorly managed rolling stock. As a result, rail transportation is largely secondary to road (NAUDE:2007, p. 24).

Border crossing is also another important obstacle that increases the transport cost in West African OIC Member Countries. Findings from the economic geography literature indicate significant gains to be exploited from reducing transport costs by investing in cross-border transport infrastructure and associated regional integration (Fujimara 2004: 18). For the WAEMU region, IMF (2010) suggests that reducing the time spent at borders and lowering high costs of customs clearance can reduce overall transport costs by about 10 percent.

In Central Asia, ADB (2009) and Bin (2009) report that similar obstacles like in West Africa exist in the region. Furthermore, ADB (2006) found that different national transport regulations in the region also increase the cost of transport in the region. For example, a single-entry Kazakh visa can cost a citizen of a non-CIS country (truck driver) as much as US\$70, a single-entry Kyrgyz or Uzbek visa US\$75, and a single-entry Tajik visa US\$60 (ADB 2006: 55).

The railway network of Central Asia was designed with the needs of the former Soviet Union in mind. This means that in Central Asia it is mainly oriented north-south and that present borders were ignored. As a result, virtually all freight movements from the Central Asian Republics to Russia cross Kazakhstan as do a large proportion of exchanges with Europe and even some between Uzbekistan and Turkmenistan and East Asia. This situation seriously damages the export competitiveness of the Central Asian Republics (ADB: 2004, p. 56.).

The Central Asian Republics are landlocked countries like some OIC Member Countries in Africa such as Mali, Burkina Faso, Niger, Chad and Uganda. These countries are highly dependent on transit trade and have disadvantage in international trade. The transport infrastructure, logistics services, regulations etc. in the neighbor countries have direct affect on transport costs of the countries in the region. For example the high transport costs for transit through Kazakhstan could cost as much as US\$ 1,500 in transit fees for each truck (UNESCAP 2006: 108).

Limao and Venables (1999) suggest that a median landlocked economy which is experiencing transport costs 42% higher than the median coastal economy can decrease the difference to 32% if it improves its own infrastructure to the 25 percent. If it improves the infrastructure together with the transit country in the same amount, the difference drops to 26 percent.

There are also two small island OIC Member States namely Maldives and Comoros. These countries are also highly dependent on maritime and air transport for trade with the rest of the world.

On the other hand, transport costs in relatively advanced economies in the OIC Group such as Turkey, Malaysia and GCC Countries are relatively more competitive than Sub-Saharan Africa and Central Asia. The infrastructure is relatively better in road transport and quality of transport services is more developed.

## **V. EFFORTS BY REGIONAL GROUPINGS WITHIN THE OIC FOR COOPERATION IN THE AREA OF TRANSPORT**

### **1. GCC**

The Cooperation Council for the Arab States of the Gulf (GCC) was initiated by 6 countries namely, Saudi Arabia, UAE, Kuwait, Qatar, Oman and Bahrain in 1981.

Committee of Ministers of Transport and Communications and its subcommittees execute coordination and cooperation among the GCC Countries. The main objective of the GCC in transport sector is to coordinate transport policies of the Member States and development of all modes of transport in the region.

Currently the problems faced in the transport in international trade with the GCC are slow customs clearances, high cost of procedures and delays etc. Also, rail transport is not developed within the region. Due to lack of the rail mode, which can move large volumes of cargo safely and economically, the Transport Industry in the GCC has had to rely primarily on road networks for movement of goods (Frost and Sullivan 2011: 2).

The GCC in 2003 took an important decision to develop a regional railway network. Driven by this agenda, each of the GCC Governments has launched various long-range as well as urban rail projects in their respective nations (Frost and Sullivan 2011: 3).

Regarding the maritime transport, GCC Countries signed a MOU on inspection and control of ships in the ports, issuance of rules and instructions for ports and Completion of the safety regulations for vessels with small payloads that are not subject to international maritime treaties.

In the air transport, the achievements are intensification of flights between major cities of the GCC countries, efforts to open the door to provide ground handling services at any airport in the GCC countries and allowance of the national carriers to sell tickets direct to travel without the need for a general agent or a local sponsor in the GCC countries (GCC Secretariat 2011).

### **2. WAEMU:**

West African Economic and Monetary Union (UEMOA in French) was established in 1994 and has eight member states namely Benin, Burkina Faso, Cote d'Ivoire, Guinea-Bissau, Mali, Niger, Senegal, and Togo.

In the area of transport the basic strategy of WAEMU is to improve the connectivity of the Member States with each other and other countries in West Africa, improve the Standards and promote relevant and effective road safety actions. To this end, the Union has program to reduce transport costs, improve traffic flow on roads and facilitate inter-state transit transport. The key components of the program are implementation of joint border posts and establishment of observatory to follow-up irregular practices on interstate high-ways. In February 2011, EU Development Fund, WAEMU and ECOWAS (Economic Community of West African States) signed an agreement for establishment of three joint border posts in the region.

WAEMU in cooperation with World Bank and USAID has programs for reducing time and cost in inter-state transport in the region. However, according to the USAID (2010), transport costs and obstacles remain still relatively high.

### **3. ECO:**

Cooperation in transport sector is one of the priorities of Economic Cooperation Organization. The Transit Transport Framework Agreement, which has entered into force in 2006, and ratified by 8 out of 10 ECO member countries, constitutes the basis for cooperation in transport in ECO Region.

Within the framework of the agreement, a Transit Transport Coordination Council has been established to deal with the issues arise from the Agreement. The Council has 5 auxiliary committees namely, insurance, transit trade, legal, railway, and road to tackle different aspects of the transport system. The council and its bodies meet regularly to discuss and find solutions to issues that are of concern to member countries. The main purpose of the council and committees is to establish common or harmonized standards and procedures for transit transport with a view to facilitating movement of passengers and freights.

ECO also aims to highlight some major railway projects that would significantly facilitate railway transport within the region. Due to its limited resources, ECO cannot finance these projects itself but instead it showcases them to find financial resources. Furthermore, three container trains in Almaty-İstanbul, Almaty-Banderabbas (Iran), and İstanbul-İslamabad routes have been launched to raise awareness and enhance competitiveness of these routes.

Despite these efforts, relatively little progress has been made to facilitate transit transport in the region. Lack of political will, inadequate institutional capacity of the ECO Secretariat and the public agencies of member countries, and lack of financial resources are among the factors that can be accounted for this little progress.

## **VI. EFFORTS BY THE COMCEC FOR COOPERATION IN THE AREA OF TRANSPORT**

Transportation is one of the ten cooperation areas defined in the OIC Plan of Action for strengthening economic and commercial cooperation among the OIC Member States. In 1987, the First Ministerial Conference on Transportation and Communication was held concurrently with the Third Session of the COMCEC in İstanbul on 7-10 September 1987. Some of the decisions taken by the Conference are as follows:

1. Regarding the proposal to establish an "Association of Road Transport", the Meeting took note of the discussions of the honorable delegates of the various Member States and decided to request the General Secretariat of the OIC to undertake a study, in consultation with the Republic of Turkey, to identify the goals and objectives of the Association, immediately collect information about technical requirements, administrative and related financial and communicate the results obtained to Member States to enable them to

formulate their views, opinions and comments before the next meeting of Ministers of Transport of OIC Member States,

2. Decided to establish a Database Centre responsible for collecting information on the possibilities of shipping of the Member States to submit to their use.
3. Agreed to establish a working group to examine ways and means to eliminate existing bottlenecks on the railway lines between Islamic Countries.
4. Noted the importance of exchanging expertise and technology transfer between railways organizations of the OIC Member States.
5. Decided to establish a Steering Committee to consider the possibility of providing additional financial resources and review the training programs of the Training Centre on Transportation, established in Istanbul in early 1986 in light of the requirements and Priorities of the Islamic Countries;

However, the decisions of the Meeting could not be realized.

Cooperation in the area of transportation was not on the agenda of the COMCEC until 2003. The 19th Session of the COMCEC held in 2003 decided the theme of the Exchange of Views Session of the 20th Session of the COMCEC as “Trade and Transport Facilitation Among the OIC Member States”.

A preparatory workshop was held on the issue in Islamabad on 14-16 September 2004. The workshop adopted a set of general recommendations for improving the trade and transport facilitation in the Member States and for enhancing cooperation among these countries. Some of the recommendations of the workshop are as follows:

1. To invite member countries to put into effect and harmonize their national and regional legislatives procedures to facilitate trade and transport in conformity with the existing international regulations;
2. To call upon member states to exchange their experiences in the field of trade and transport and obtain support of international organizations for technical cooperation;
3. To call upon member states to work on harmonizing their passage insurance systems and simplifying entry procedures for passengers and vehicles;
4. To call upon the member states to encourage the use of modern financing modes with greater involvement of to the private sector;
5. Call upon Members countries to meet the requirements of the WCO REVISED ARUSHA DECLARATION concerning good governance and integrity in customs;
6. Call upon OIC Member States to become party to WCO Revised Kyoto Convention and follow up developments undertaken within the WTO regarding trade and transport facilitation;

The 20th Session of the COMCEC took note the recommendations but did not adopt any resolution for further steps.

Lastly, the COMCEC Economic Summit held in İstanbul on 9 November 2009 requested the COMCEC to revitalize cooperation in the area of agriculture, tourism and transport.

In this regard, the 26<sup>th</sup> Session of the COMCEC decided that the theme of the Ministerial Exchange of Views Session of the 27<sup>th</sup> Session of the COMCEC would be “Impact of Transport Networks on Trade and Tourism”. The Session also welcomed the offer of the Republic of Turkey to organize an Expert Group Meeting (EGM) on Transport in 2011 and requested the IDB and SESRIC to organize a preparatory workshop for the Exchange of Views Session.

The workshop was jointly organized by the IDB, Ministry of Transport of Turkey and SESRIC, on 7-8 June 2011 in İzmir, Turkey. It was attended by representatives from 21 Member States, relevant OIC Institutions and other international organizations. After several presentations made by the IDB, UNESCAP, UNECE, UNESCWA, UNECA, IRU and SESRIC, the participants deliberated on the major obstacles and possible ways of enhancing cooperation among the Member States for the development of transport sector. After the deliberations, the workshop defined the major obstacles in the field of transport and adopted recommendations for both national and OIC cooperation level.

The said workshop was followed by the OIC EGM on Transport, on June 9<sup>th</sup>, 2011 in İzmir, The EGM was attended by the representatives from 15 Member States, OIC General Secretariat, COMCEC Coordination Office and relevant OIC Institutions.

After reviewing the outcomes of the workshop, the EGM considered Draft “Transport Cooperation Framework within the OIC (İzmir Document 2011)” proposed by the Ministry of Transport of the Republic of Turkey. After extensive discussions, the EGM decided that the OIC General Secretariat would circulate the “İzmir Document 2011” to the Member States within one month and the Member States would send their final comments on ”İzmir Document 2011” to the OIC General Secretariat by September 10<sup>th</sup>, 2011 at the latest.

After having received the comments of the Member States, the OIC General Secretariat would accordingly revise and amend the draft framework titled “İzmir Document 2011” and submit it for consideration to the 27th Session of the COMCEC.

The outcomes of both events is submitted to the 27<sup>th</sup> Session of the COMCEC for approval.

## VII. CONCLUSION

Transport is a key component in economic and social development as the works and studies carried out by the International Institutions and economists suggest. Improvement of transport is not only a key component in poverty reduction but it also plays a crucial role in economic and social development. Furthermore, efficient transport networks increase investments and production capacities in the countries which have positive impact on trade with other countries.

Differences across countries in transport costs, including relative costs between different modes of transport, are a source of absolute and comparative advantage and affect the volume and composition of trade (WTO 2004: 115). Despite these findings, many countries have inadequate and inefficient transport networks that hinder their economic and social countries. For the landlocked countries, situation is worse because of their dependency on transit trade through their neighbors.

In international trade, higher transport costs and time is one of the main impediments and considered as non-tariff barriers. In the East African Community (EAC), there are 45 nontariff barriers, 15 of which are surface transport-related (World Bank 2011: xiii).

Transport sector in many OIC Member States also has several obstacles which have adverse effects on poverty reduction, economic development and international trade. Major common problems are related to infrastructure and maintenance services, low quality services and lack of competition in the transport services, delays and formalities in border crossings and inadequate capacity of transport related institutions such as ports etc.

The international institutions such as UN, World Bank, IMF, UNCTAD etc. continue their efforts for improving transport networks, and development of capacities of institutions and human resources through allocating funds for construction of transport networks, technical assistance programs etc. Secondly, regional institutions and organizations such as CAREC, ADB, UNESCAP, UNECE, WAEMU etc. continue to contribute development of transport in their respective regions through project finance, technical assistance, studies and meetings. Thirdly national development assistance programs of developed countries such as USAID and EuropeAid continue to finance projects and programs and conduct studies for the improvement of transport especially in Africa.

Despite these efforts, there are several reasons that keep the transport costs relatively higher in many OIC Countries. US13¢ per ton-kilometer in Niger versus US 2¢ per tonne-kilometer in the United States (World Bank 2011: 18). First of all, the regulatory framework in transport sector is far below the international standards. Existing regulations not only prevent competitiveness in the sector but also complicates the infrastructure projects. The implementation of projects has been subject to delays due to contractual disputes, lengthy procurement procedures as well as delays by the Government in meeting its obligations and carrying out the agreed accompanying measures (European Commission 2008: 22). Also, existing cartels, lack of financial resources, dependency of the governments on revenues collected from the transport sector (bribes, charges etc.), inadequate institutional and human capacity and usage of the transport obstacles as non tariff barriers are other major reasons for the transport obstacles in some of the OIC Member States.

Istanbul Declaration adopted by COMCEC Economic Summit is an important indication that, OIC Member States are seeking for cooperation in the area of transport because of its vital role for poverty reduction and economic and social development. Since transport obstacles are important impediments to trade, intra-OIC is also expected to be affected negatively. In this regard, there is a strong logic for cooperation in the transport under the auspices of COMCEC.

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## **IX. ANNEXES**

### **Annex-I: International Agreements and Conventions in the Field of Transport**

1. General Agreement on Tariffs and Trade (GATT) (WTO)
2. United Nations Convention on the Law of Sea (1982)
3. Convention and Statute on Freedom of Transit (Barcelona Convention-1921)
4. Convention on Transit Trade of Land-locked States
5. International Convention on the Harmonization of Frontier Controls of Goods
6. Convention on the Contract for the International Carriage of Goods by Road
7. International Convention on the Simplification and Harmonization of Customs Procedures (the Revised Kyoto Protocol)
8. Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be used for Such Carriage
9. Convention on Road Traffic, of 8 November 1968
10. Convention on Road Signs and Signals, of 8 November 1968
11. Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, of 20 March 1958
12. Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles, of 25 June 1998
13. Convention on the Contract for the International Carriage of Goods by Road (CMR), of 19 May 1956
14. Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR), of 5 July 1978
15. Convention concerning Customs Facilities for Touring, of 4 June 1954
16. Additional Protocol to the Convention concerning Customs Facilities for Touring, relating to the importation of tourist publicity documents and material, of 4 June 1954.
17. Customs Convention on the Temporary Importation of Private Road Vehicles, of 4 June 1954

18. Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), of 14 November 1975
19. Customs Convention on the Temporary Importation of Commercial Road Vehicles, of 18 May 1956
20. International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, of 10 January 1952
21. International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail, of 10 January 1952
22. Customs Convention on Containers, of 2 December 1972
23. International Convention on the Harmonization of Frontier Controls of Goods, of 21 October 1982
24. Convention on Customs Treatment of Pool Containers Used in International Transport, of 21 January 1994
25. The UNCITRAL Convention on International Carriage of Goods by Sea, 1978
26. The Convention concerning International Transport by Rail (COTIF) 1980
27. The Vienna Convention on the International Sale of Goods 1980
28. The United Nations Convention on the Liability of Operators of Transport Terminals in International Trade 1991
29. The Convention on the Contract for the Carriage of Goods by Inland Waterways (CMNI) 2001

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## Annex-II: Ranking of the OIC Countries in the Logistics Performance Index (LPI)

Int. LPI Rank	Country	LPI	Customs	Infrastructure	International shipments	Logistics competence	Tracking & tracing	Timeliness
1	<a href="#">Germany</a>	4.11	4.00	4.34	3.66	4.14	4.18	4.48
2	<a href="#">Singapore</a>	4.09	4.02	4.22	3.86	4.12	4.15	4.23
3	<a href="#">Sweden</a>	4.08	3.88	4.03	3.83	4.22	4.22	4.32
24	<a href="#">UAE</a>	3.63	3.49	3.81	3.48	3.53	3.58	3.94
29	<a href="#">Malaysia</a>	3.44	3.11	3.50	3.50	3.34	3.32	3.86
32	<a href="#">Bahrain</a>	3.37	3.05	3.36	3.05	3.36	3.63	3.85
33	<a href="#">Lebanon</a>	3.34	3.27	3.05	2.87	3.73	3.16	3.97
36	<a href="#">Kuwait</a>	3.28	3.03	3.33	3.12	3.11	3.44	3.70
39	<a href="#">Turkey</a>	3.22	2.82	3.08	3.15	3.23	3.09	3.94
40	<a href="#">Saudi Arabia</a>	3.22	2.91	3.27	2.80	3.33	3.32	3.78
55	<a href="#">Qatar</a>	2.95	2.25	2.75	2.92	2.57	3.09	4.09
58	<a href="#">Senegal</a>	2.86	2.45	2.64	2.75	2.73	3.08	3.52
60	<a href="#">Oman</a>	2.84	3.38	3.06	2.31	2.37	2.04	3.94
61	<a href="#">Tunisia</a>	2.84	2.43	2.56	3.36	2.36	2.56	3.57
62	<a href="#">Kazakhstan</a>	2.83	2.38	2.66	3.29	2.60	2.70	3.25
66	<a href="#">Uganda</a>	2.82	2.84	2.35	3.02	2.59	2.45	3.52
68	<a href="#">Uzbekistan</a>	2.79	2.20	2.54	2.79	2.50	2.96	3.72
69	<a href="#">Benin</a>	2.79	2.38	2.48	2.65	2.64	3.07	3.49
75	<a href="#">Indonesia</a>	2.76	2.43	2.54	2.82	2.47	2.77	3.46
79	<a href="#">Bangladesh</a>	2.74	2.33	2.49	2.99	2.44	2.64	3.46
80	<a href="#">Syria</a>	2.74	2.37	2.45	2.87	2.59	2.63	3.45
81	<a href="#">Jordan</a>	2.74	2.31	2.69	3.11	2.49	2.33	3.39
89	<a href="#">Azerbaijan</a>	2.64	2.14	2.23	3.05	2.48	2.65	3.15
91	<a href="#">Kyrgyz Republic</a>	2.62	2.44	2.09	3.18	2.37	2.33	3.10
92	<a href="#">Egypt, Arab Rep.</a>	2.61	2.11	2.22	2.56	2.87	2.56	3.31
96	<a href="#">Togo</a>	2.60	2.40	1.82	2.42	2.45	3.42	3.02
97	<a href="#">Guinea</a>	2.60	2.34	2.10	2.43	2.68	2.89	3.10
100	<a href="#">Nigeria</a>	2.59	2.17	2.43	2.84	2.45	2.45	3.10
101	<a href="#">Yemen, Rep.</a>	2.58	2.46	2.35	2.24	2.35	2.63	3.48
103	<a href="#">Iran, Islamic Rep.</a>	2.57	2.22	2.36	2.44	2.65	2.50	3.26
105	<a href="#">Cameroon</a>	2.55	2.11	2.10	2.69	2.53	2.60	3.16
106	<a href="#">Niger</a>	2.54	2.06	2.28	2.66	2.42	2.45	3.28
109	<a href="#">Cote d'Ivoire</a>	2.53	2.16	2.37	2.44	2.57	2.95	2.73
110	<a href="#">Pakistan</a>	2.53	2.05	2.08	2.91	2.28	2.64	3.08
113	<a href="#">Gambia, The</a>	2.49	2.38	2.17	2.54	2.37	2.27	3.15
114	<a href="#">Turkmenistan</a>	2.49	2.14	2.24	2.31	2.34	2.38	3.51
115	<a href="#">Chad</a>	2.49	2.27	2.00	2.75	2.04	2.62	3.14
119	<a href="#">Albania</a>	2.46	2.07	2.14	2.64	2.39	2.39	3.01
120	<a href="#">Comoros</a>	2.45	1.96	1.76	2.56	2.26	2.79	3.23
122	<a href="#">Gabon</a>	2.41	2.23	2.09	2.29	2.31	2.67	2.87
125	<a href="#">Maldives</a>	2.40	2.25	2.16	2.42	2.29	2.42	2.83
126	<a href="#">Djibouti</a>	2.39	2.25	2.33	2.50	2.17	2.42	2.67
130	<a href="#">Algeria</a>	2.36	1.97	2.06	2.70	2.24	2.26	2.81
131	<a href="#">Tajikistan</a>	2.35	1.90	2.00	2.42	2.25	2.25	3.16
132	<a href="#">Libya</a>	2.33	2.15	2.18	2.28	2.28	2.08	2.98
136	<a href="#">Mozambique</a>	2.29	1.95	2.04	2.77	2.20	2.28	2.40
139	<a href="#">Mali</a>	2.27	2.08	2.00	2.17	2.13	2.31	2.90
140	<a href="#">Guyana</a>	2.27	2.02	1.99	2.31	2.25	2.28	2.70
143	<a href="#">Afghanistan</a>	2.24	2.22	1.87	2.24	2.09	2.37	2.61
145	<a href="#">Burkina Faso</a>	2.23	2.22	1.89	1.73	2.02	2.77	2.77
146	<a href="#">Sudan</a>	2.21	2.02	1.78	2.11	2.15	2.02	3.09
148	<a href="#">Iraq</a>	2.11	2.07	1.73	2.20	2.10	1.96	2.49
149	<a href="#">Guinea-Bissau</a>	2.10	1.89	1.56	2.75	1.56	1.71	2.91
153	<a href="#">Sierra Leone</a>	1.97	2.17	1.61	2.33	1.53	1.73	2.33
155	<a href="#">Somalia</a>	1.34	1.33	1.50	1.33	1.33	1.17	1.38

Note: LPI is a multidimensional assessment of logistics performance, rated on a scale from one (worst) to five (best)

Customs: Efficiency of the clearance process by border control agencies, including customs

Infrastructure: Quality of trade and transport related infrastructure (e.g. ports, railroads, information technology)

International Shipments: Ease of arranging competitively priced shipments)

Logistics Competence: Competence and quality of logistics services (e.g. transport operators, customs brokers)

Tracking and Tracing: Ability to track and trace consignments

Timeliness: Timeliness of shipments in reaching destination within the scheduled or expected delivery time

Source: <http://info.World Bank.org/etools/tradesurvey/mode1b.asp>

### Annex-III: Ranking of OIC Countries in UNCTAD Liner Shipping Connectivity Index

	Index points									Rank 2010
	2004	2005	2006	2007	2008	2009	2010	Average annual growth 2004–2010	Growth 2010/2009	
<b>Albania</b>	0,40	0,40	0,40	2,28	1,98	2,30	4,34	0,66	2,04	128
<b>Algeria</b>	10,00	9,72	8,70	7,86	7,75	8,37	31,45	3,57	23,08	35
<b>Bahrain</b>	5,39	4,34	4,44	5,99	5,75	8,04	7,83	0,41	-0,21	99
<b>Bangladesh</b>	5,20	5,07	5,29	6,36	6,40	7,91	7,55	0,39	-0,36	102
<b>Benin</b>	10,13	10,23	10,99	11,16	12,02	13,52	11,51	0,23	-2,01	76
<b>Brunei Darussalam</b>	3,91	3,46	3,26	3,70	3,68	3,94	5,12	0,20	1,18	122
<b>Cameroon</b>	10,46	10,62	11,41	11,65	11,05	11,60	11,34	0,15	-0,26	77
<b>China</b>	100,00	108,29	113,10	127,85	137,38	132,47	143,57	7,26	11,10	1
<b>China, Hong Kong</b>	94,42	96,78	99,31	106,20	108,78	104,47	113,60	3,20	9,12	2
<b>Comoros</b>	6,07	5,84	5,39	5,51	5,15	5,00	5,74	-0,06	0,74	111
<b>Côte d'Ivoire</b>	14,39	14,52	12,98	14,98	16,93	19,39	17,48	0,52	-1,90	61
<b>Djibouti</b>	6,76	7,59	7,36	10,45	10,43	17,98	19,55	2,13	1,57	55
<b>Egypt</b>	42,86	49,23	50,01	45,37	52,53	51,99	47,55	0,78	-4,44	20
<b>Gabon</b>	8,78	8,76	8,72	8,57	8,93	9,16	8,55	-0,04	-0,62	92
<b>Gambia</b>	4,91	6,13	4,80	4,74	4,97	7,53	5,38	0,08	-2,15	117
<b>Guinea</b>	6,13	6,89	8,71	8,47	6,41	8,32	6,28	0,02	-2,04	107
<b>Guinea-Bissau</b>	2,12	5,19	5,03	5,14	5,34	3,54	3,50	0,23	-0,05	144
<b>Guyana</b>	4,54	4,37	4,60	4,28	4,36	4,34	3,95	-0,10	-0,38	136
<b>Indonesia</b>	25,88	28,84	25,84	26,27	24,85	25,68	25,60	-0,05	-0,08	47
<b>Iran (Islamic Republic of)</b>	13,69	14,23	17,37	23,59	22,91	28,90	30,73	2,84	1,83	37
<b>Iraq</b>	1,40	1,63	4,06	2,61	1,20	5,11	4,19	0,47	-0,92	132
<b>Jordan</b>	11,00	13,42	12,98	16,46	16,37	23,71	17,79	1,13	-5,91	60
<b>Kuwait</b>	5,87	6,77	4,14	6,22	6,14	6,54	8,31	0,41	1,77	95
<b>Lebanon</b>	10,57	12,53	25,57	30,01	28,92	29,55	30,29	3,29	0,74	39
<b>Libyan Arab Jamahiriya</b>	5,25	5,17	4,71	6,59	5,36	9,43	5,38	0,02	-4,05	116
<b>Malaysia</b>	62,83	64,97	69,20	81,58	77,60	81,21	88,14	4,22	6,93	6
<b>Maldives</b>	4,15	4,08	3,90	4,75	5,45	5,43	1,65	-0,42	-3,78	158
<b>Mauritania</b>	5,36	5,99	6,25	7,90	7,93	7,50	5,61	0,04	-1,88	113
<b>Morocco</b>	9,39	8,68	8,54	9,02	29,79	38,40	49,36	6,66	10,95	18
<b>Mozambique</b>	6,64	6,71	6,66	7,14	8,81	9,38	8,16	0,25	-1,22	96
<b>Nigeria</b>	12,83	12,79	13,02	13,69	18,30	19,89	18,28	0,91	-1,61	59
<b>Oman</b>	23,33	23,64	20,28	28,96	30,42	45,32	48,52	4,20	3,20	19
<b>Pakistan</b>	20,18	21,49	21,82	24,77	24,61	26,58	29,48	1,55	2,89	40
<b>Qatar</b>	2,64	4,23	3,90	3,59	3,21	2,10	7,67	0,84	5,57	100
<b>Saudi Arabia</b>	35,83	36,24	40,66	45,04	47,44	47,30	50,43	2,43	3,13	17
<b>Senegal</b>	10,15	10,09	11,24	17,08	17,64	14,96	12,98	0,47	-1,98	73
<b>Sierra Leone</b>	5,84	6,50	5,12	5,08	4,74	5,56	5,80	-0,01	0,24	110
<b>Somalia</b>	3,09	1,28	2,43	3,05	3,24	2,82	4,20	0,18	1,38	131
<b>Sudan</b>	6,95	6,19	5,67	5,66	5,38	9,28	10,05	0,52	0,78	82
<b>Suriname</b>	4,77	4,16	3,90	4,29	4,26	4,16	4,12	-0,11	-0,04	133
<b>Syrian Arab Republic</b>	8,54	11,84	11,29	14,20	12,72	11,03	15,17	1,11	4,15	68
<b>Togo</b>	10,19	10,62	11,09	10,63	12,56	14,42	14,24	0,67	-0,18	70
<b>Tunisia</b>	8,76	7,62	7,04	7,23	6,95	6,52	6,46	-0,38	-0,05	105
<b>Turkey</b>	25,60	27,09	27,09	32,60	35,64	31,98	36,10	1,75	4,12	29
<b>United Arab Emirates</b>	38,06	39,22	46,70	48,21	48,80	60,45	63,37	4,22	2,91	15
<b>Yemen</b>	19,21	10,18	9,39	14,28	14,44	14,61	12,49	-1,12	-2,12	75

Source: UNCTAD, based on data provided by Containerisation International Online, [www.ci-online.co.uk](http://www.ci-online.co.uk).