

COMCEC TRANSPORT OUTLOOK 2014

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COMCEC Coordination Office



Transport Working Group Meeting

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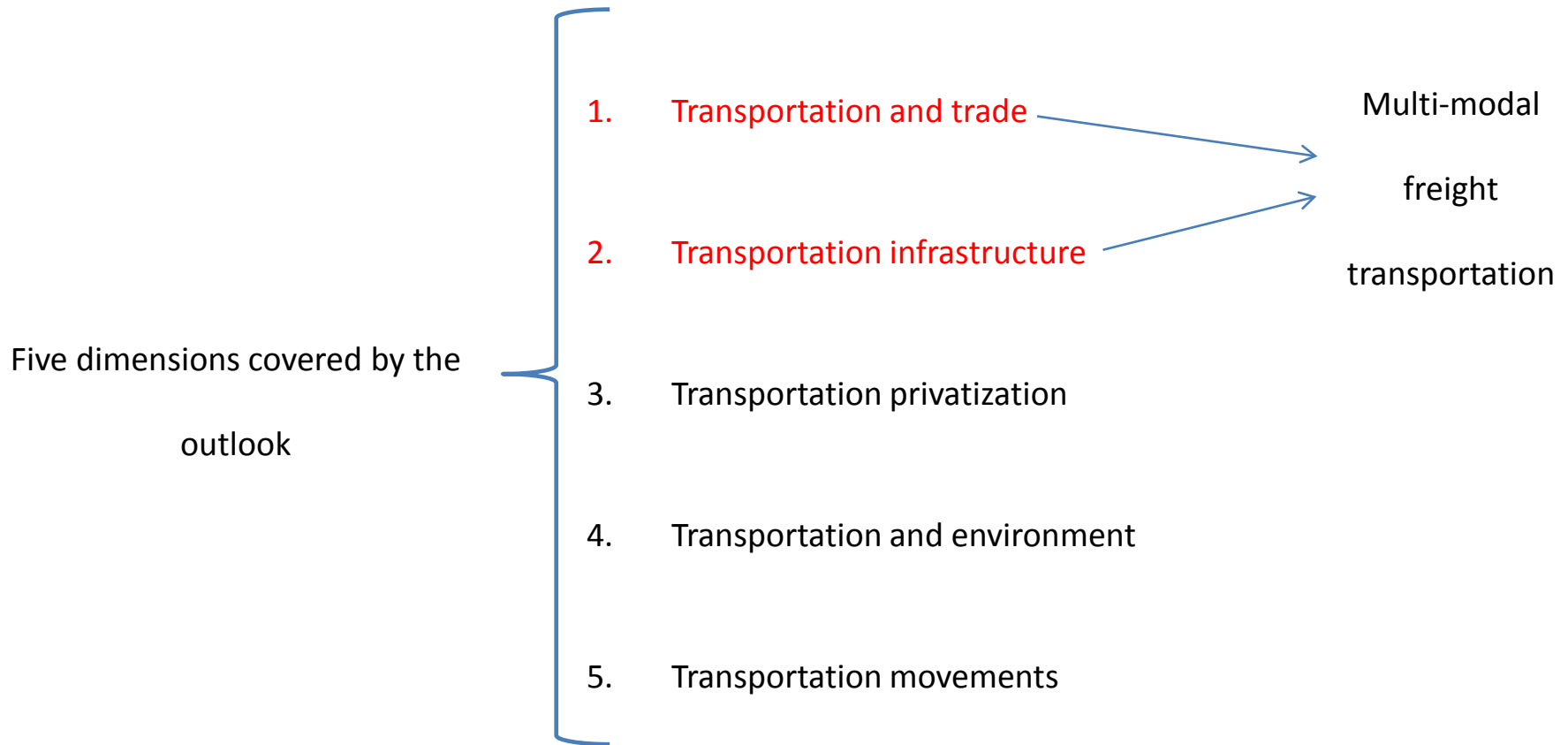
OUTLINE

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4. TRANSPORTATION INFRASTRUCTURE
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IMPORTANCE OF TRANSPORT INDUSTRY WITHIN COMCEC FRAMEWORK

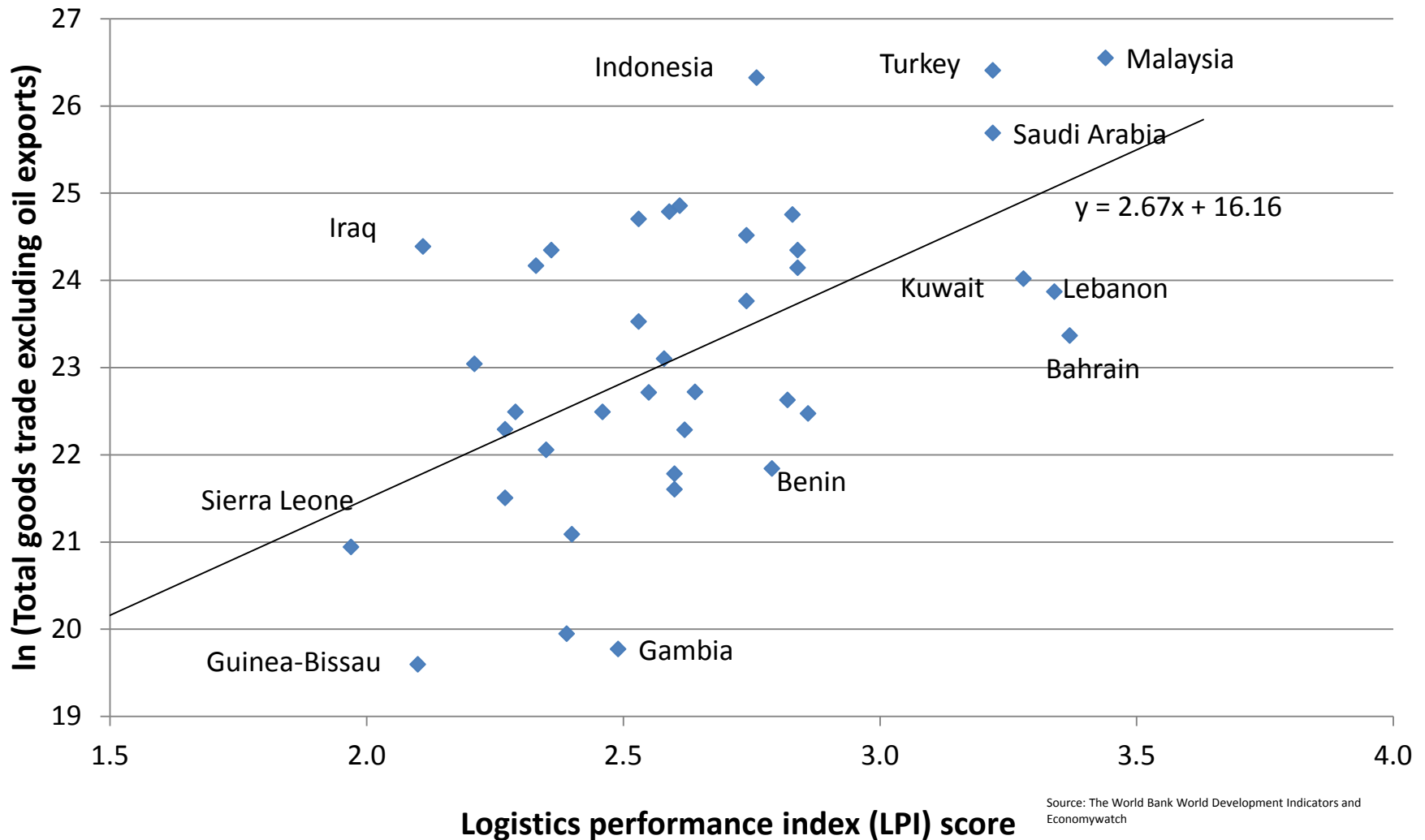
- One of the three principles of COMCEC Strategy is **enhancing mobility** (the other two are strengthening solidarity and improving governance)
- **Transportation** is explicitly declared by COMCEC as one of the three priority sectors together with agriculture and tourism
- **Transportation** is one of the six cooperation areas (the others are trade, tourism, agriculture, poverty alleviation, and finance) specified by the COMCEC Strategy

SCOPE OF THE OUTLOOK



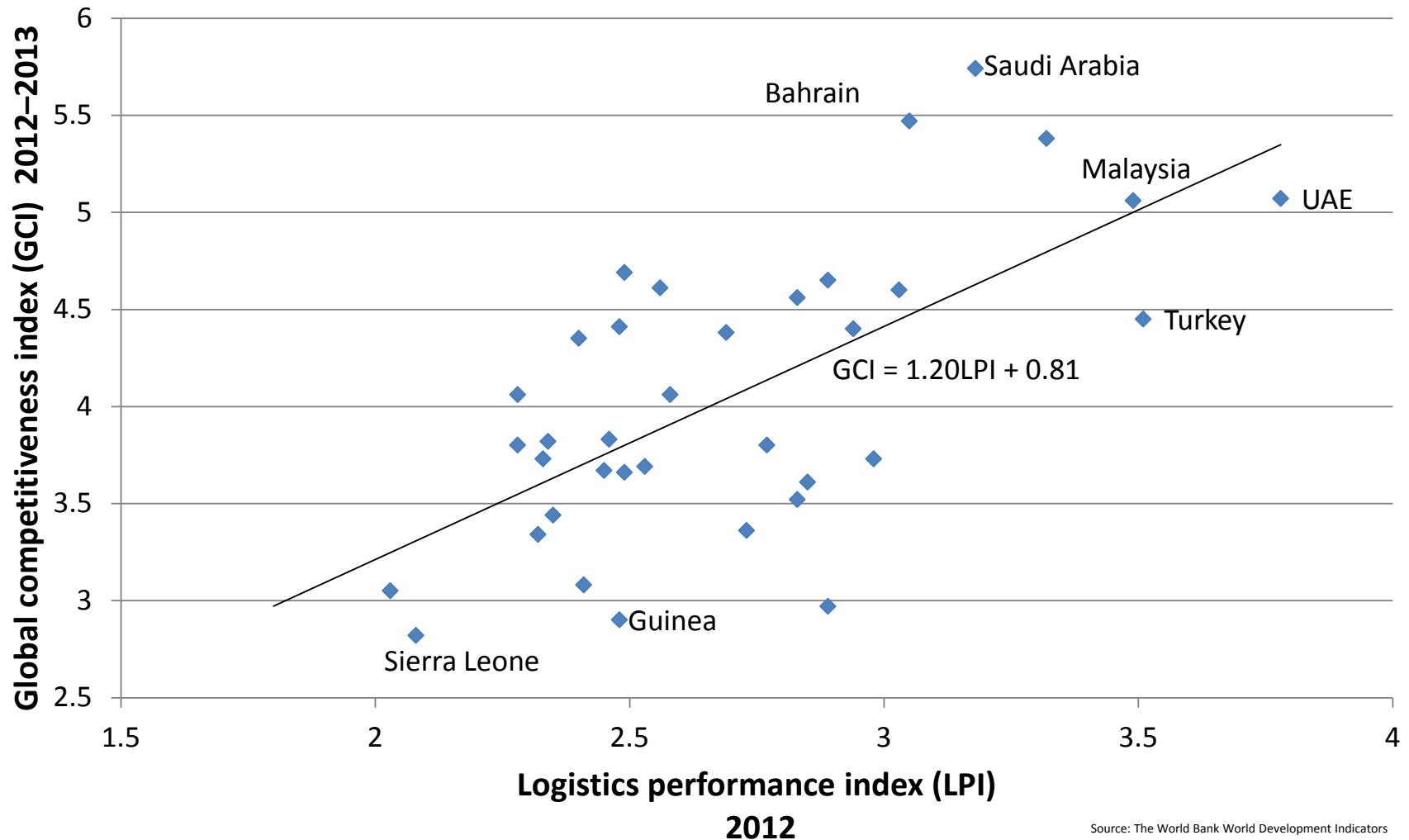
TRANSPORTATION&TRADE (1)

Total goods trades (excluding oil exports) and LPI scores in OIC countries in 2010



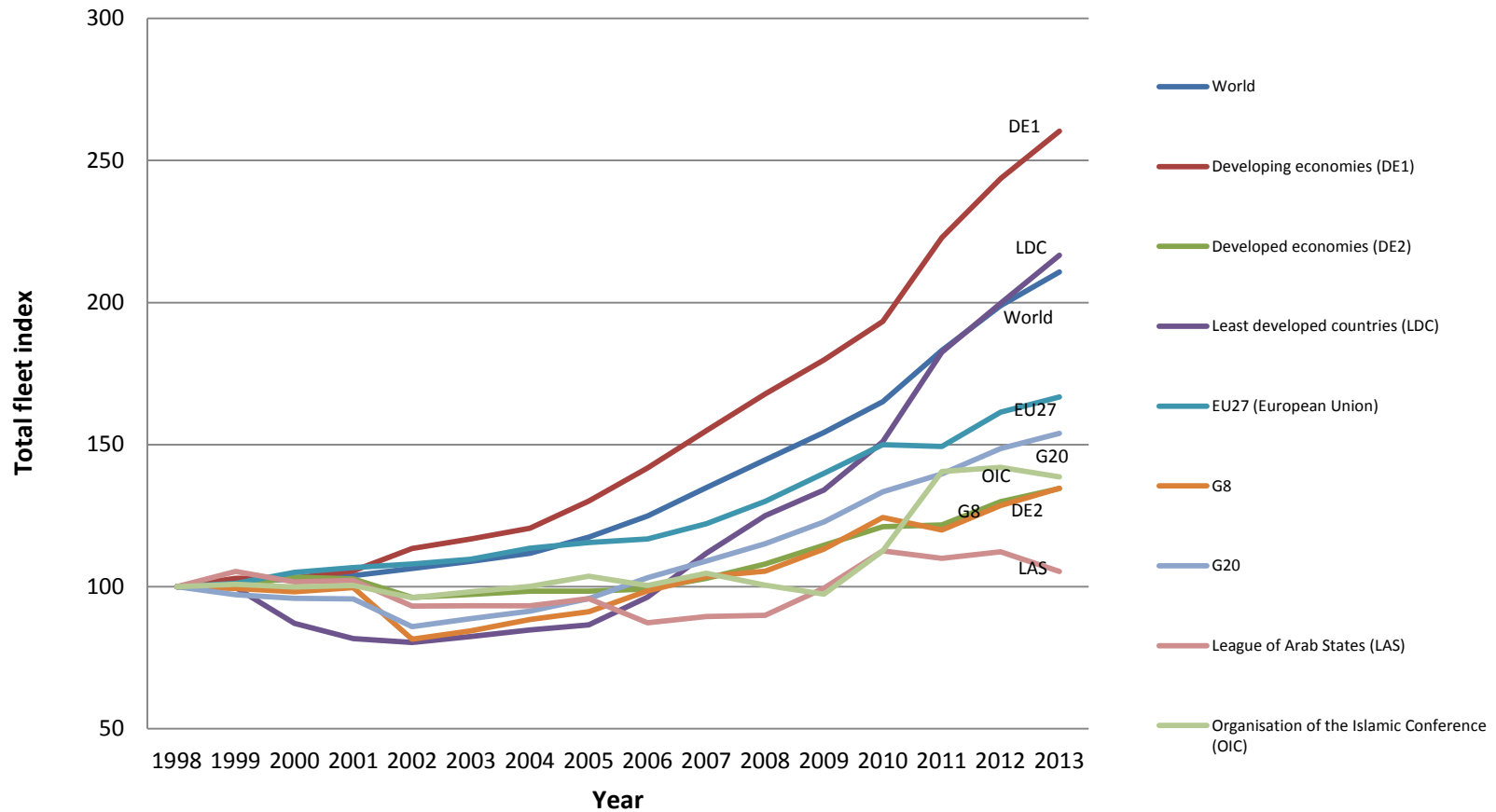
TRANSPORTATION&TRADE (2)

2012 LPI scores and 2012-2013 GCI scores of the OIC countries



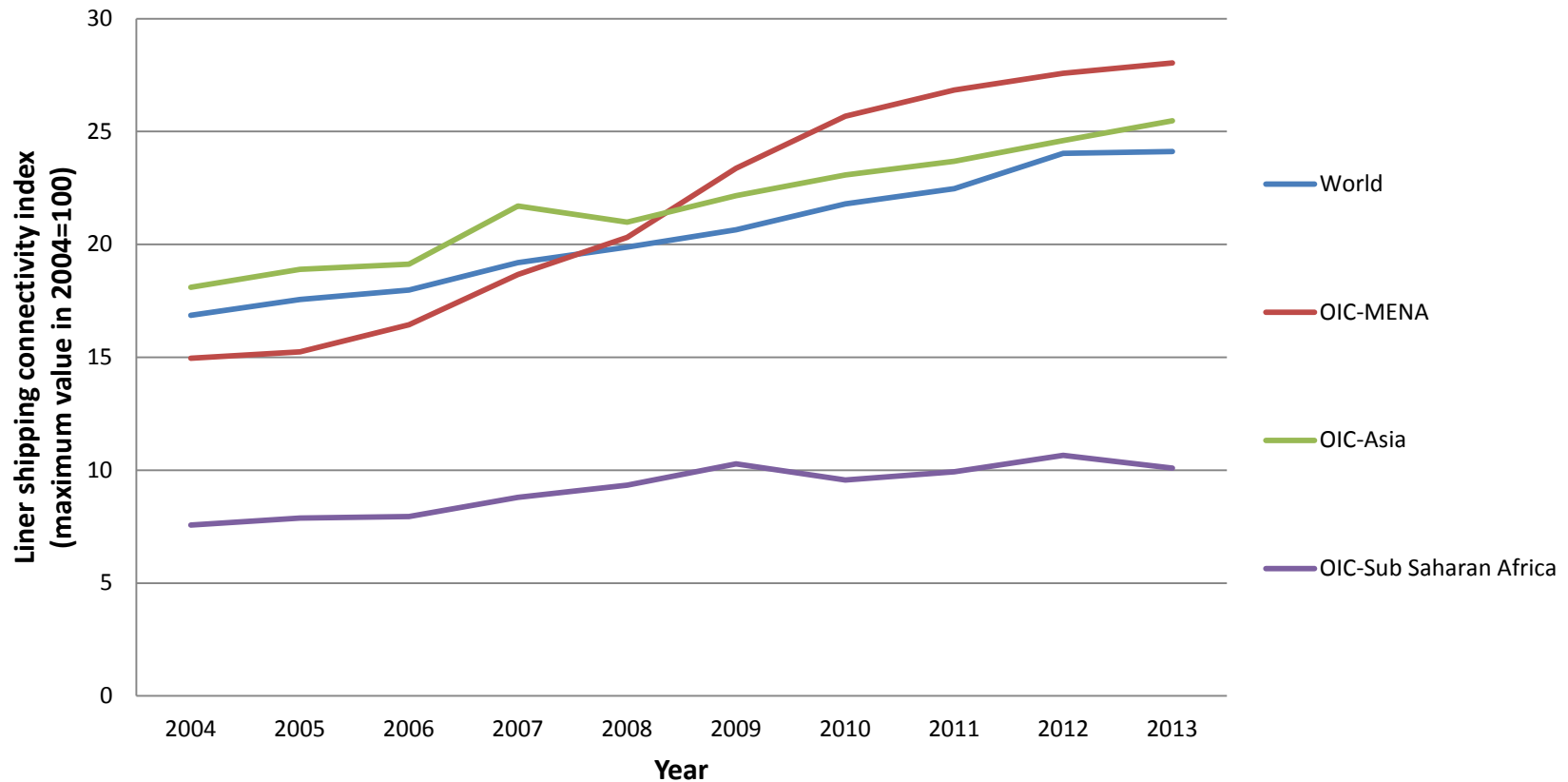
TRANSPORTATION & TRADE (3)

Change in total fleet (in dead weight tons in thousands) by flag of registration for the period 1998-2013 (value in 1998=100)



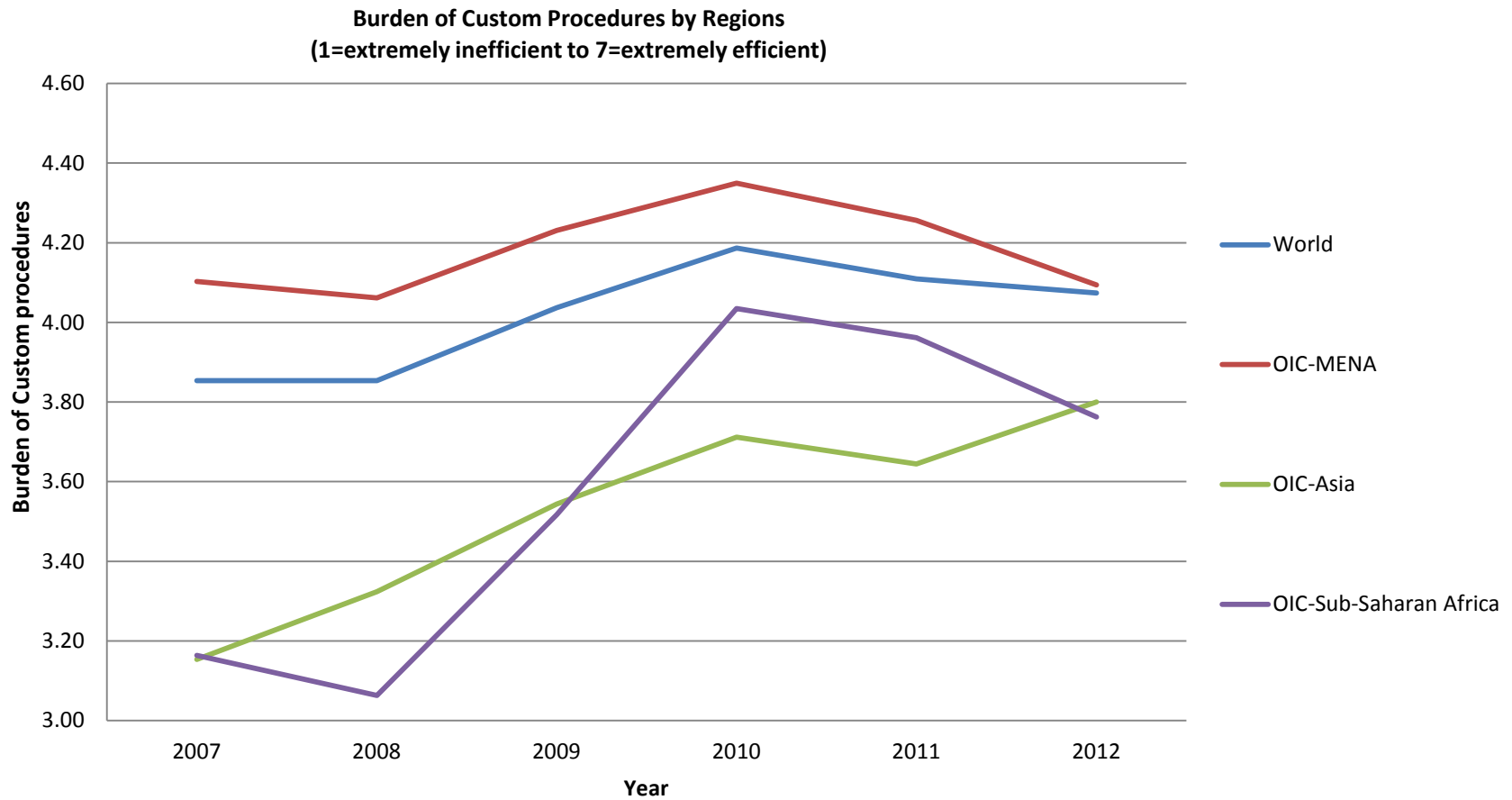
TRANSPORTATION&TRADE (4)

The liner shipping connectivity index by OIC regions in the 2004-2013 period



TRANSPORTATION & TRADE (6)

The burden of custom procedures by OIC regions in the 2007-2012 period



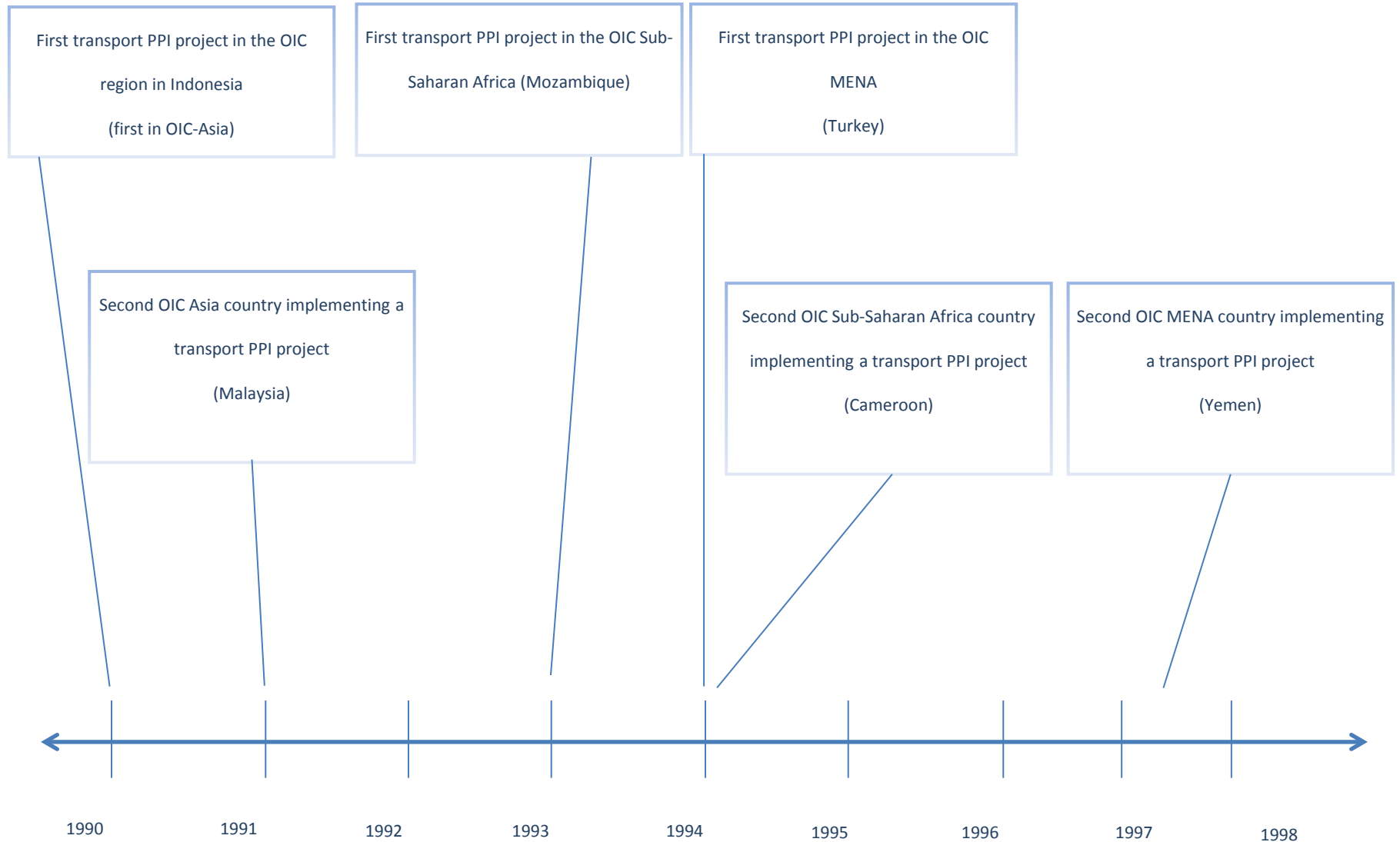
TRANSPORTATION INFRASTRUCTURE

The indexes for the quality of transport infrastructure

Region	Quality of overall infrastructure	Quality of roads	Quality of railroad infrastructure	Quality of port infrastructure	Quality of air transport infrastructure
World Average	4.30	4.00	3.10	4.30	4.60
OIC Average	3.93	3.72	2.45	3.97	4.31
OIC-Sub Saharan Africa	3.26	3.00	1.89	3.79	3.73
OIC-MENA	4.56	4.48	2.59	4.44	4.89
OIC-Asia	4.00	3.68	3.11	3.52	4.31
OIC Maximum	6.4 (UAE)	6.5 (UAE)	4.9 (Malaysia)	6.4 (UAE)	6.6 (UAE)
OIC Minimum	2.1 (Guinea)	2 (Guinea)	1 (Lebanon)	1.5 (Kyrgyz Republic)	2.7 (Sierra Leone)
OIC Median	3.7 (Indonesia and Tajikistan)	3.3 (Algeria 3.4 and Tajikistan 3.2)	2.1 (Brunei Darussalam)	3.9 (Egypt 4 and Uganda 3.8)	4.2 (Indonesia and Tajikistan)

TRANSPORTATION PRIVATIZATION (1)

Timeline of the initial transport PPI projects in the OIC region



TRANSPORTATION PRIVATIZATION (2)

Distribution of PPI projects by infrastructure sectors in the 1990-2012 period

Sectors	Number of PPI projects	Percentage shares
Energy	2,653	45.8%
Telecom	843	14.5%
Transport	1,473	25.4%
Water and sewerage	814	14.0%
Total	5,783	100.0%

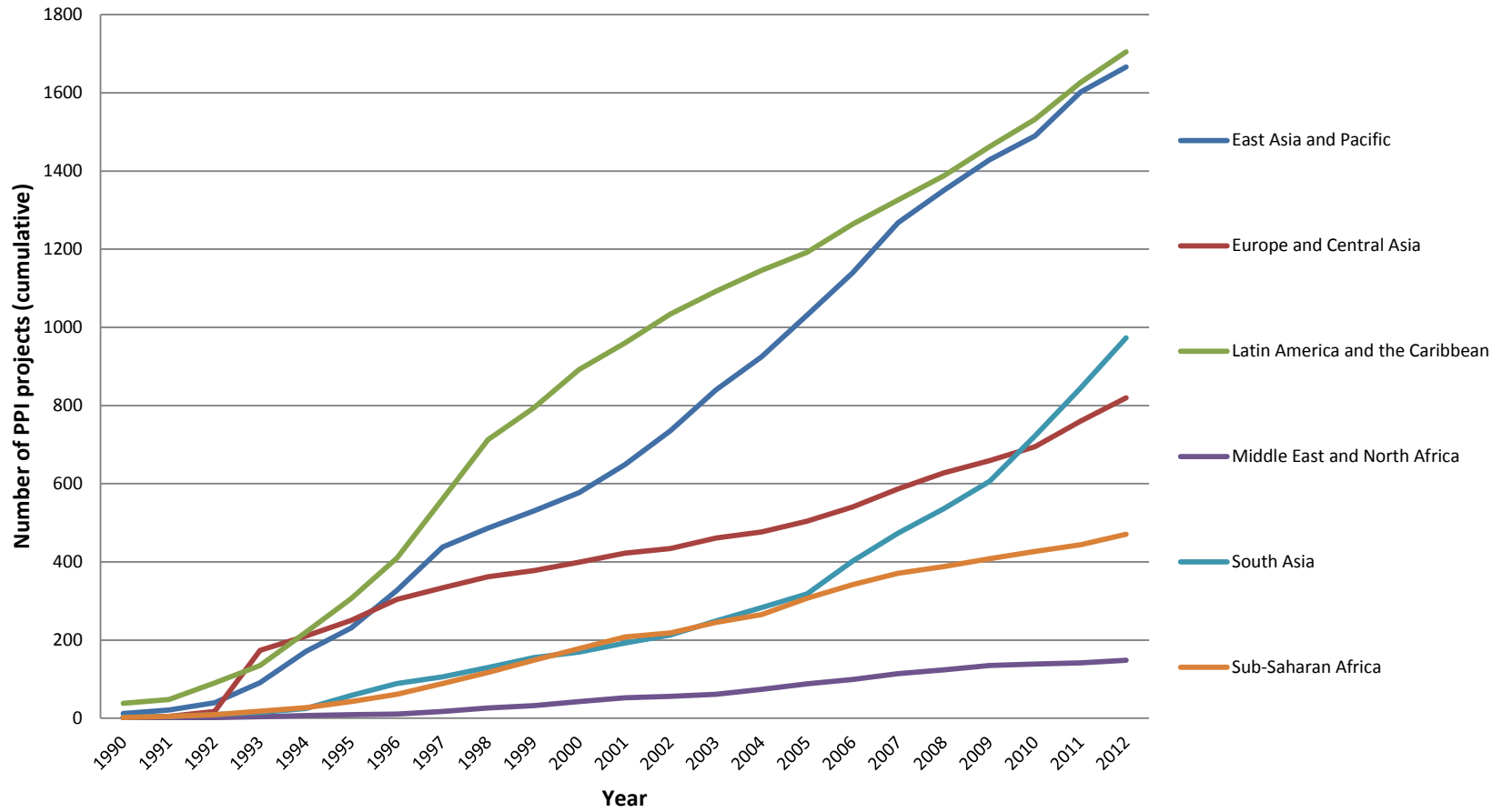
TRANSPORTATION PRIVATIZATION (3)

Distribution of the transport PPI projects by PPI-types in the 1990-2012 period

Sector	Concession	Divestiture	Greenfield project	Management and lease contract	Total
Energy	200	426	1,983	44	2,653
Telecom	9	195	632	7	843
Transport	863	69	459	82	1,473
Water and sewerage	334	29	330	121	814

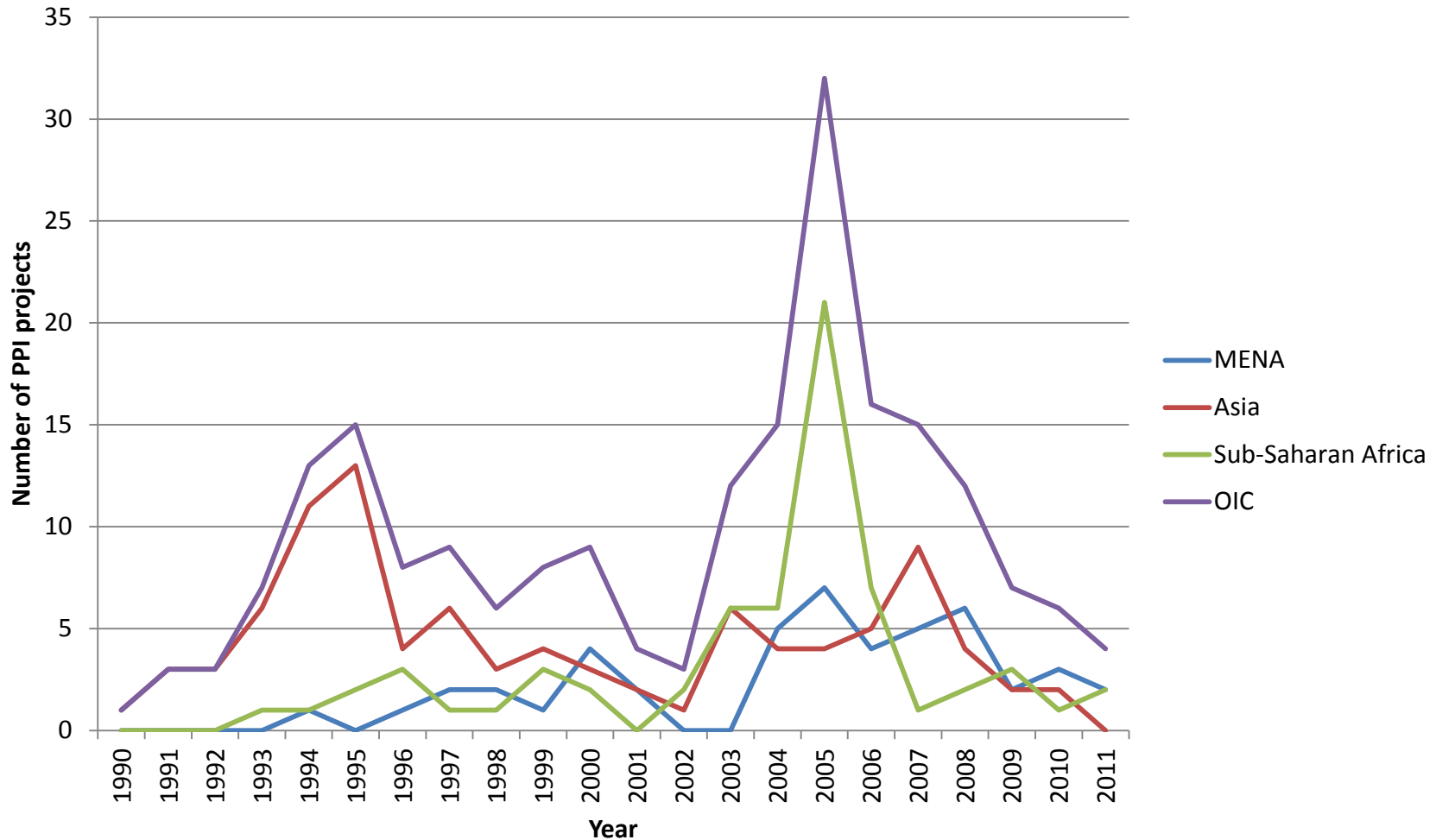
TRANSPORTATION PRIVATIZATION (4)

Changes in the cumulative number of PPI projects by regions for the period 1990-2012



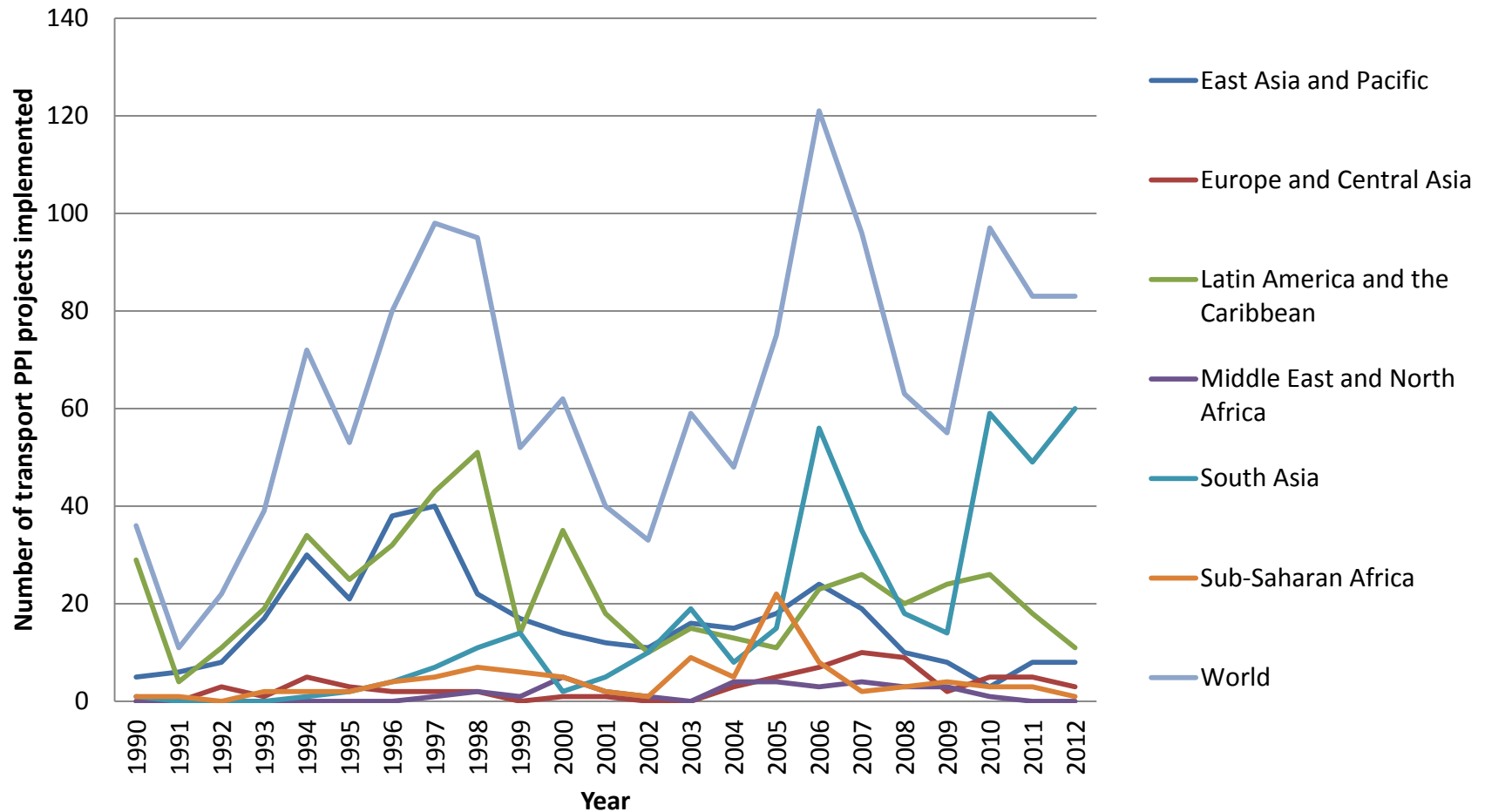
TRANSPORTATION PRIVATIZATION (5)

Changes in the number of PPI projects in OIC regions in the 1990-2011 period



TRANSPORTATION PRIVATIZATION (6)

Changes in the number of transport PPI projects by regions in the 1990-2012 period



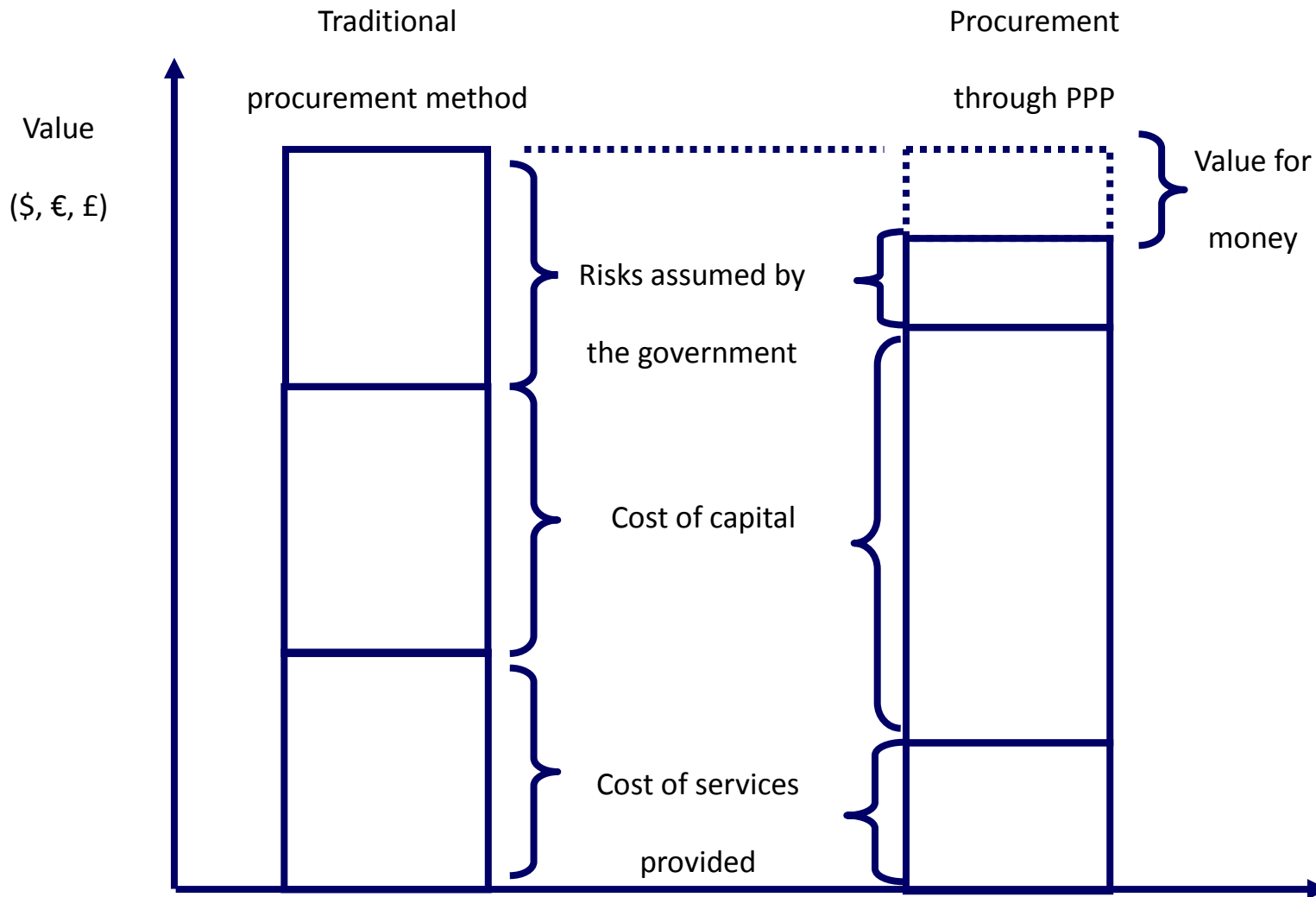
TRANSPORTATION PRIVATIZATION (7)

Distribution of transport infrastructure PPI projects by modes in the 1990-2011

Subsector	Project Count	% Project Count	Total Investment (billion \$)	% Total Investment
Airports	158	10.7%	49,347	13.4%
Railroads	118	8.0%	68,537	18.6%
Roads	811	54.9%	186,57	50.8%
Seaports	388	26.3%	62,805	17.1%
Total	1475	100.0%	367,259	100.0%

TRANSPORTATION PRIVATIZATION (8)

The comparison of the traditional public procurement with PPP-type procurement



TRANSPORTATION PRIVATIZATION (9)

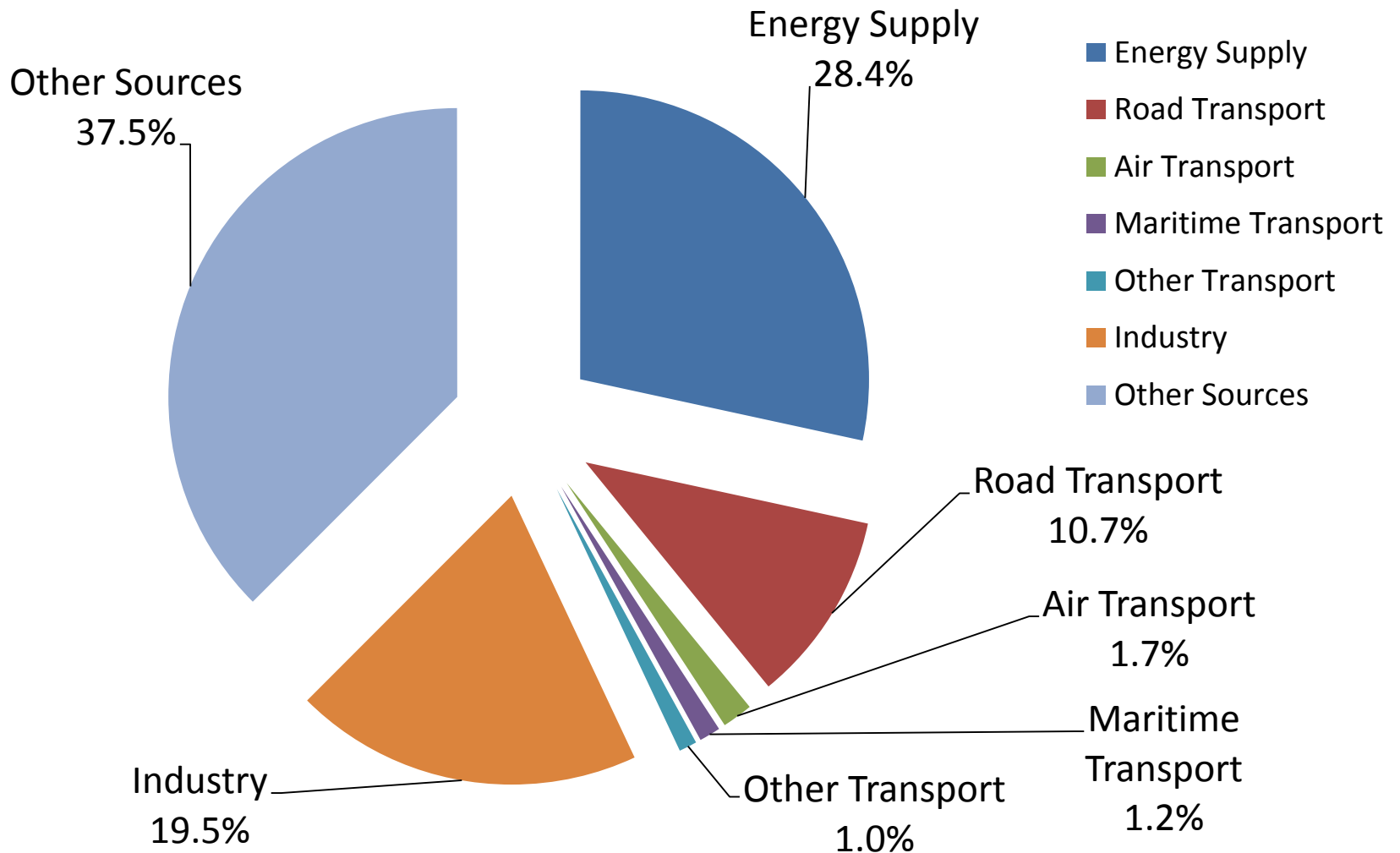
A successful implementation of a PPP/PPI project requires:

- (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) an organized and developed domestic private entrepreneurship (including financial institutions and construction companies)
- (7) public acceptance and support

and OIC countries, on average, generally fail to achieve most of these preconditions

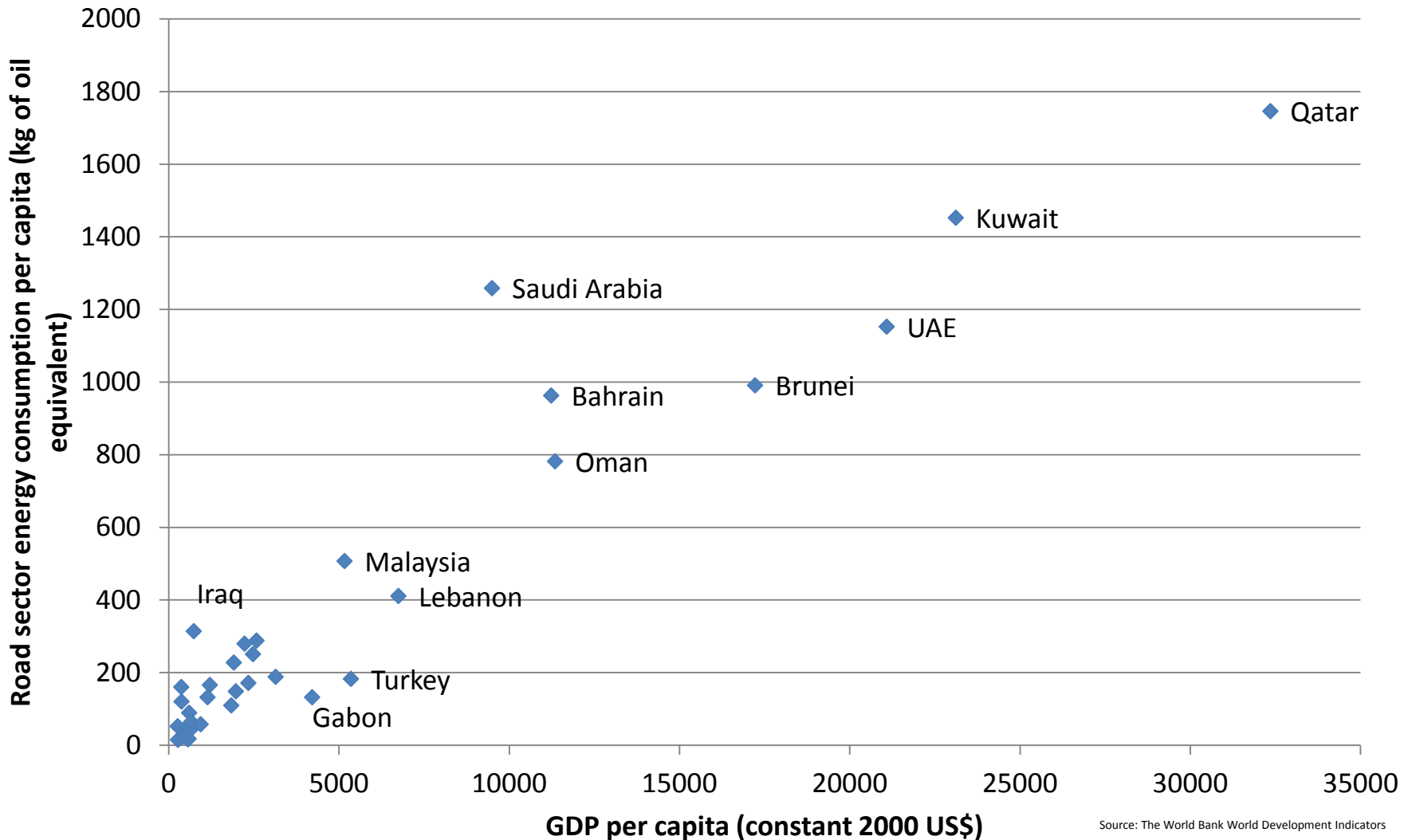
TRANSPORTATION & ENVIRONMENT (1)

GHG emissions by sources in 2005



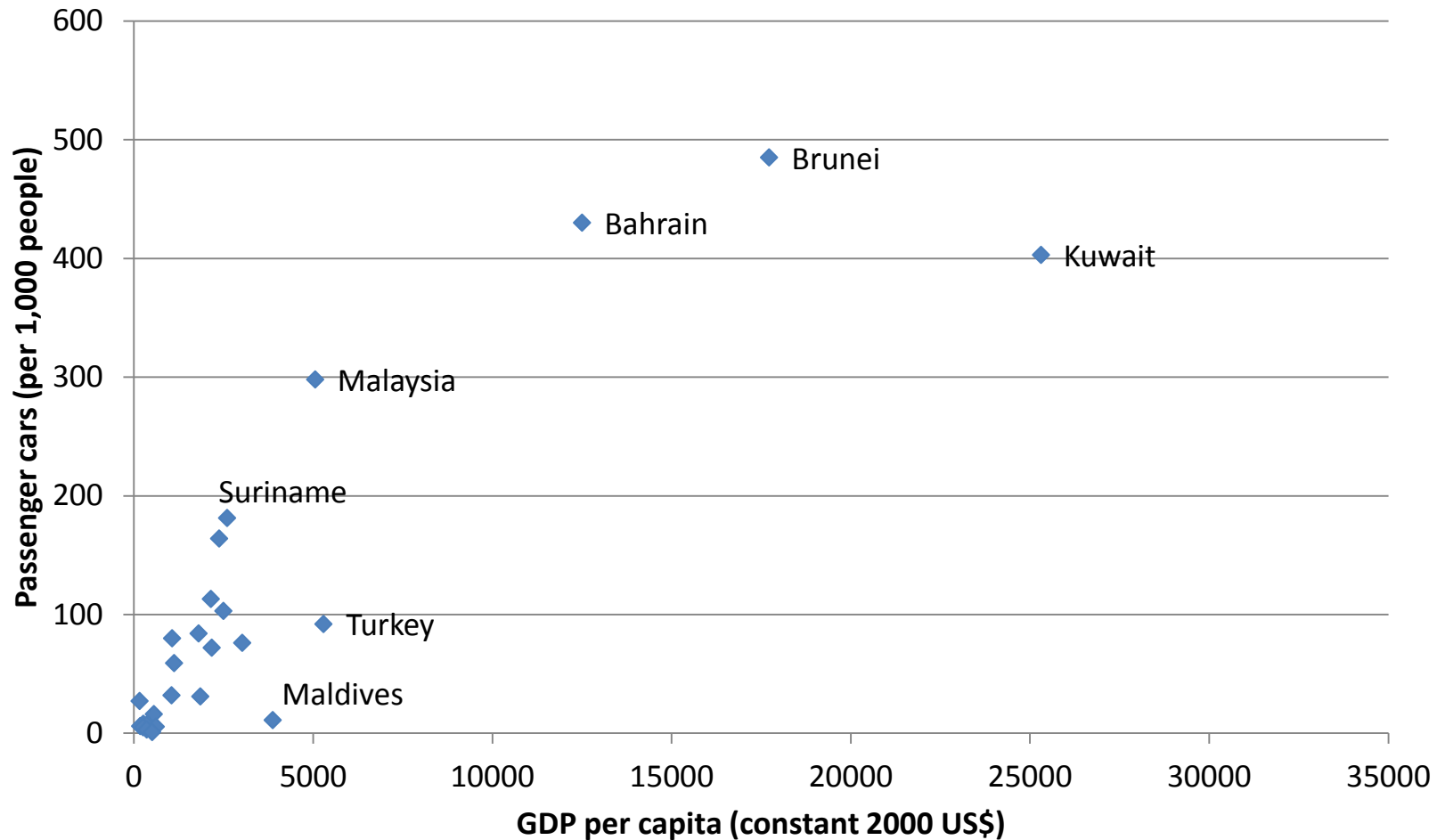
TRANSPORTATION & ENVIRONMENT (2)

Road sector energy consumption per capita and per capita income in 36 OIC countries in 2010



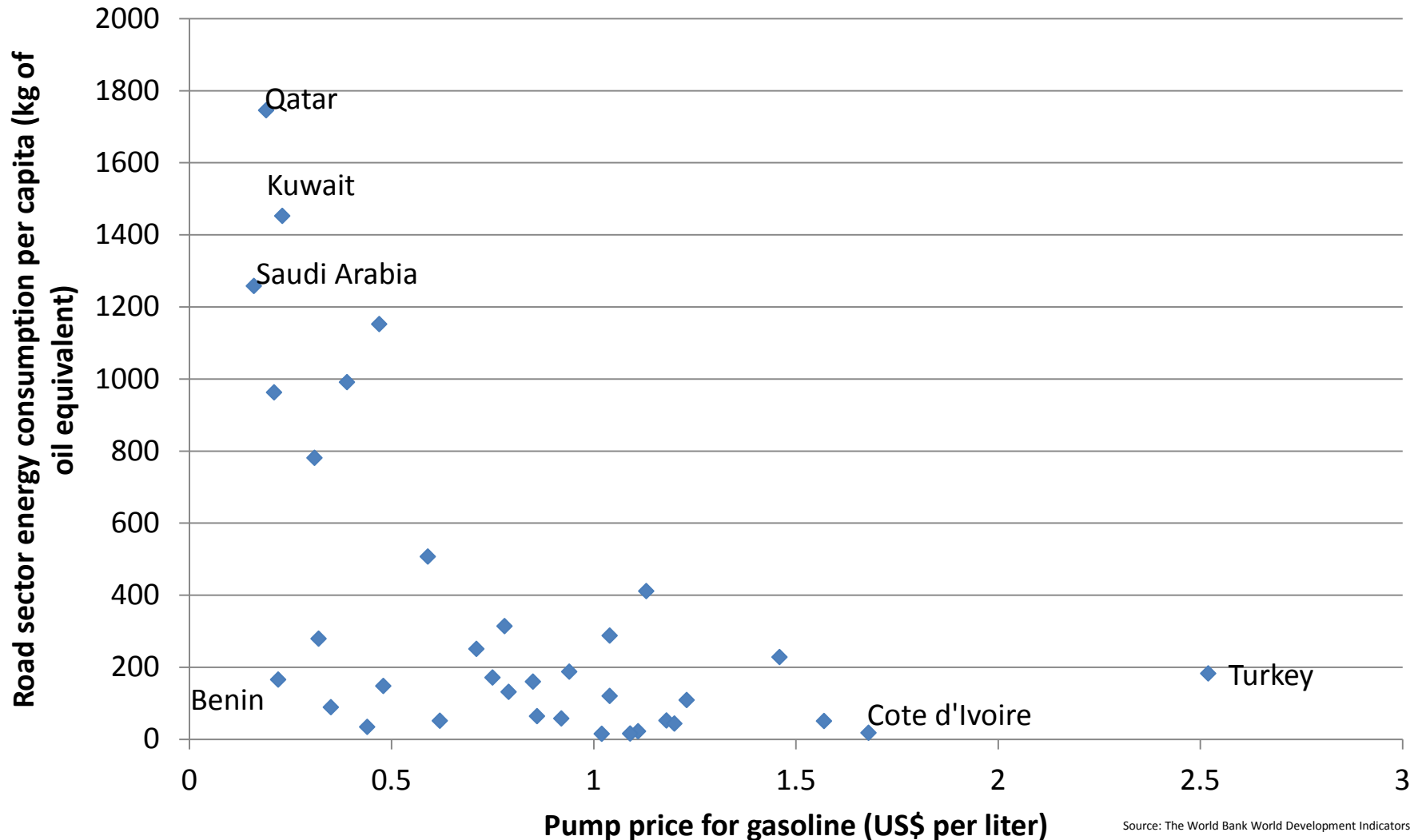
TRANSPORTATION & ENVIRONMENT (3)

Passenger Cars and Per Capita Income in COMCEC Countries in 2010



TRANSPORTATION & ENVIRONMENT (4)

Road sector energy consumption per capita and pump price for gasoline in COMCEC countries in 2010



TRANSPORTATION MOVEMENTS (1)

Air passenger carried at the OIC member states in 2012

MENA		Sub-Saharan Africa		Asia	
Turkey	63,350,312	Nigeria	4,716,148	Indonesia	77,156,652
United Arab Emirates	59,159,300	Sudan	777,346	Malaysia	39,165,390
Saudi Arabia	25,978,600	Togo	745,782	Pakistan	7,746,829
Qatar	17,187,171	Mozambique	559,609	Kazakhstan	4,206,794
Iran	15,456,490	Senegal	543,988	Uzbekistan	2,593,509
Egypt	8,365,687	Mauritania	325,240	Bangladesh	2,429,981
Morocco	6,943,920	Cameroon	248,027	Afghanistan	1,737,962
Bahrain	5,861,787	Suriname	240,525	Azerbaijan	1,560,084
Oman	4,194,024	Mali	181,743	Brunei Darussalam	1,063,635
Algeria	4,082,595	Uganda	181,309	Tajikistan	847,020
Kuwait	3,583,516	Burkina Faso	125,694	Kyrgyz Republic	494,640
Jordan	3,339,070	Sierra Leone	50,193	Guyana	247,780
Tunisia	3,283,597	Cote d'Ivoire	39,485	Turkmenistan	147,500
Lebanon	2,148,669	Gabon	8,298		
Yemen	1,299,707				
Libya	1,084,174				
Albania	980,023				
Iraq	784,944				

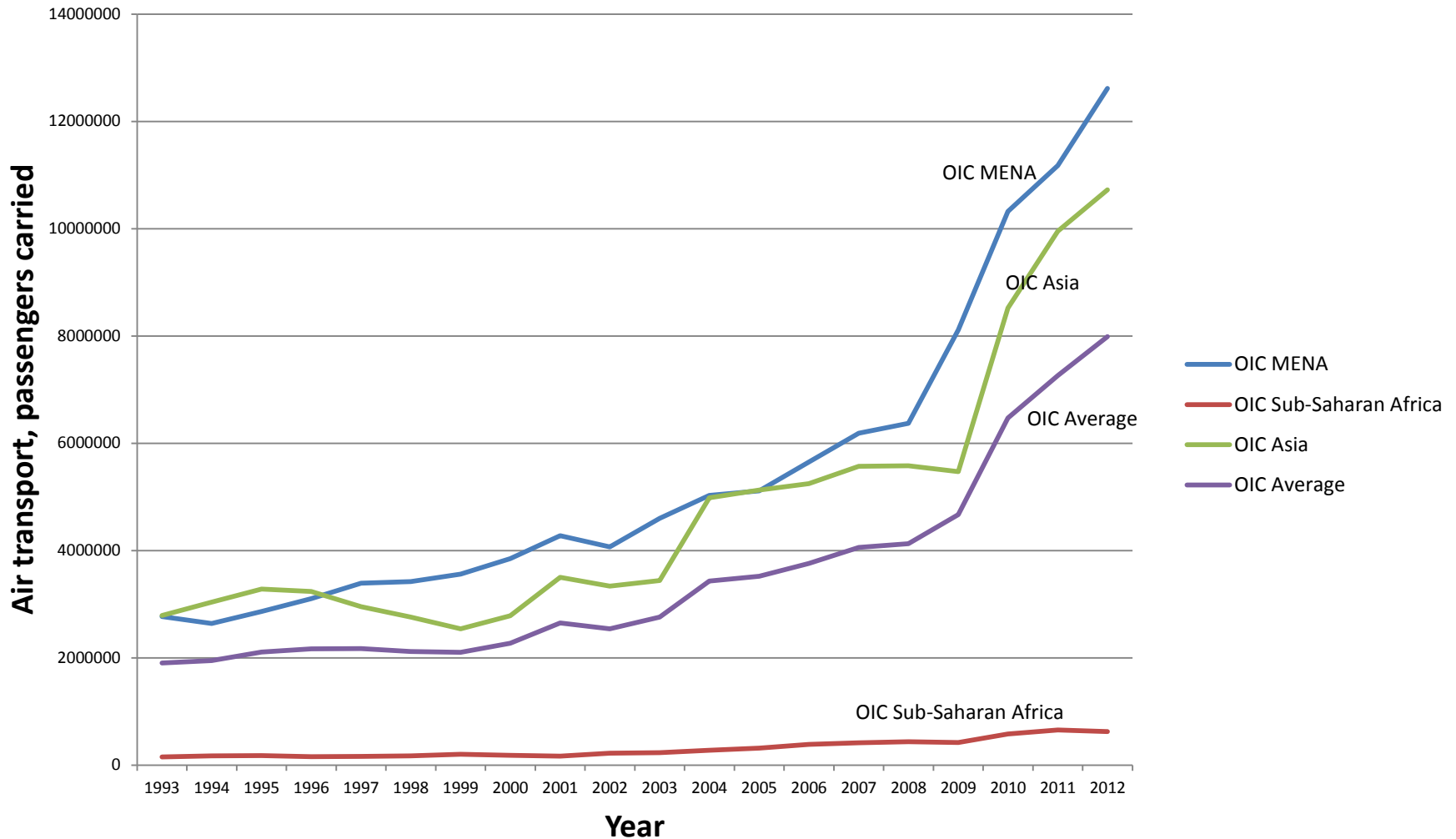
TRANSPORTATION MOVEMENTS (1)

Per capita air passengers carried at the OIC member states in 2012

MENA		Sub-Saharan Africa		Asia	
Qatar	8,38	Suriname	0,45	Brunei Darussalam	2,58
United Arab Emirates	6,43	Togo	0,11	Malaysia	1,34
Bahrain	4,45	Mauritania	0,09	Indonesia	0,31
Oman	1,27	Senegal	0,04	Guyana	0,31
Kuwait	1,10	Nigeria	0,03	Kazakhstan	0,25
Saudi Arabia	0,92	Mozambique	0,02	Azerbaijan	0,17
Turkey	0,86	Sudan	0,02	Tajikistan	0,11
Jordan	0,53	Mali	0,01	Kyrgyz Republic	0,09
Lebanon	0,49	Cameroon	0,01	Uzbekistan	0,09
Albania	0,31	Sierra Leone	0,01	Afghanistan	0,06
Tunisia	0,30	Burkina Faso	0,01	Pakistan	0,04
Morocco	0,21	Gabon	0,01	Turkmenistan	0,03
Iran	0,20	Uganda	0,00	Bangladesh	0,02
Libya	0,18	Cote d'Ivoire	0,00		
Algeria	0,11				
Egypt	0,10				
Yemen	0,05				
Iraq	0,02				

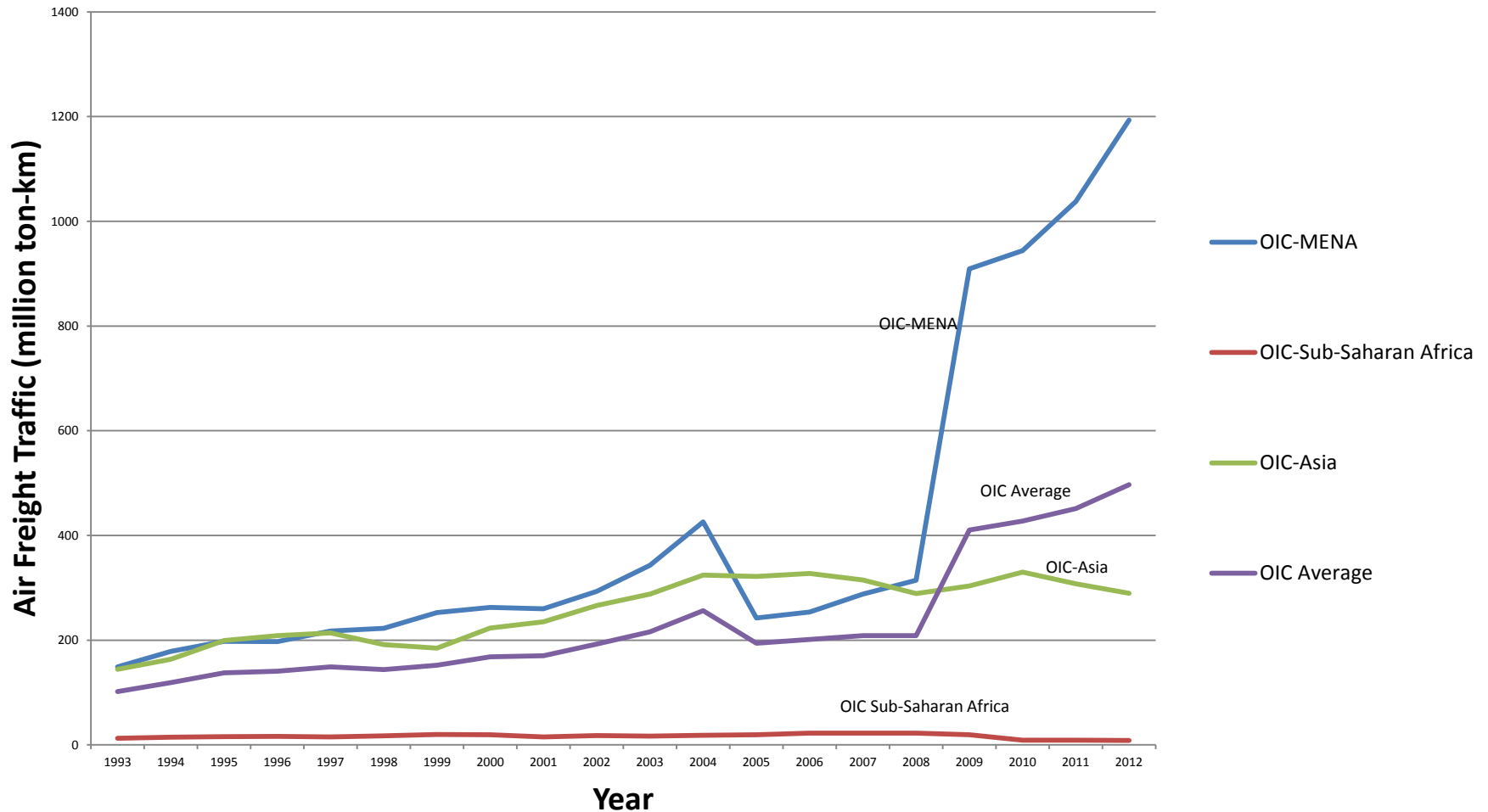
TRANSPORTATION MOVEMENTS (1)

Air passengers carried in the OIC regions in the 1993-2012 period



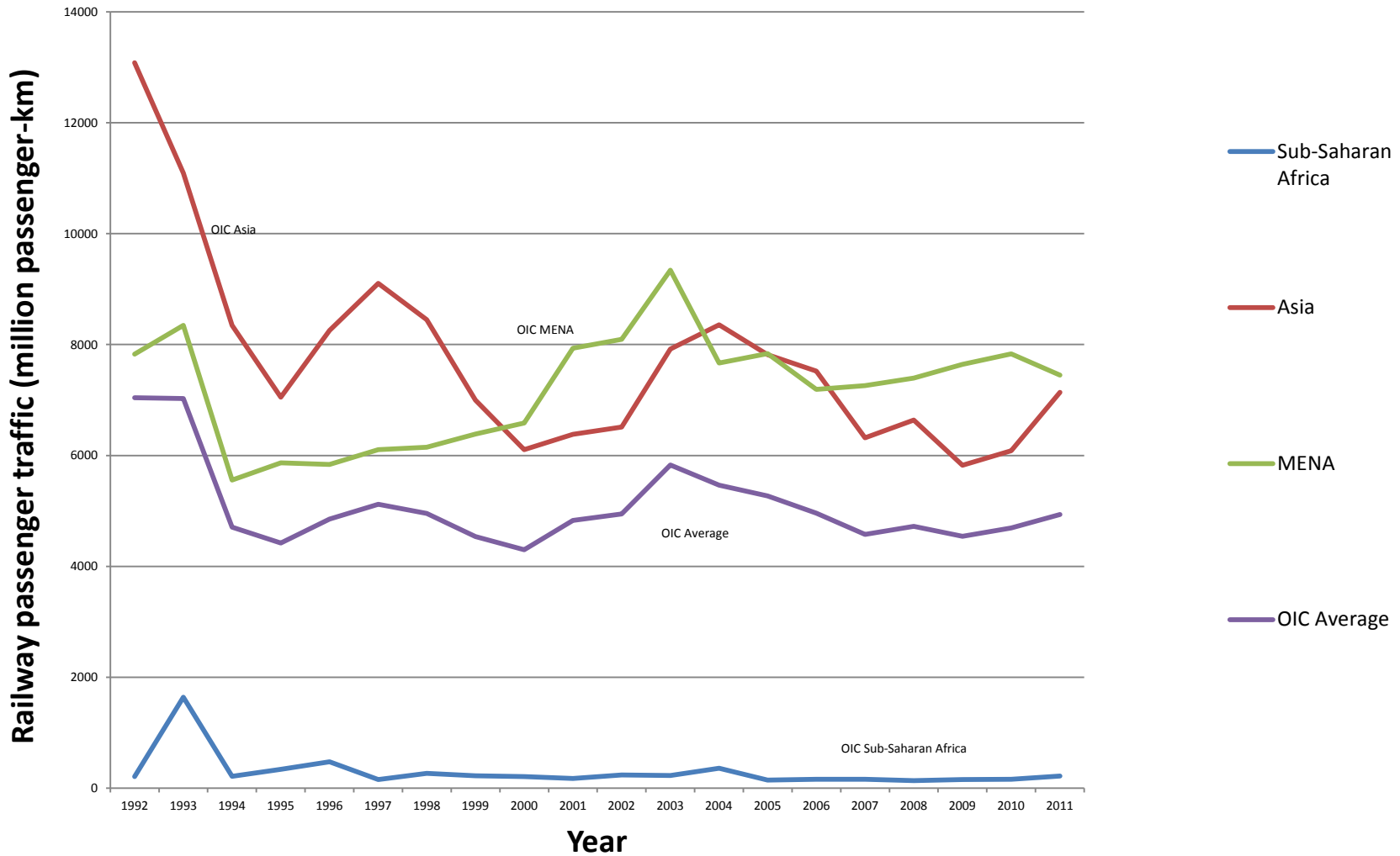
TRANSPORTATION MOVEMENTS (1)

Air freight carried in the OIC regions in the 1993-2012 period



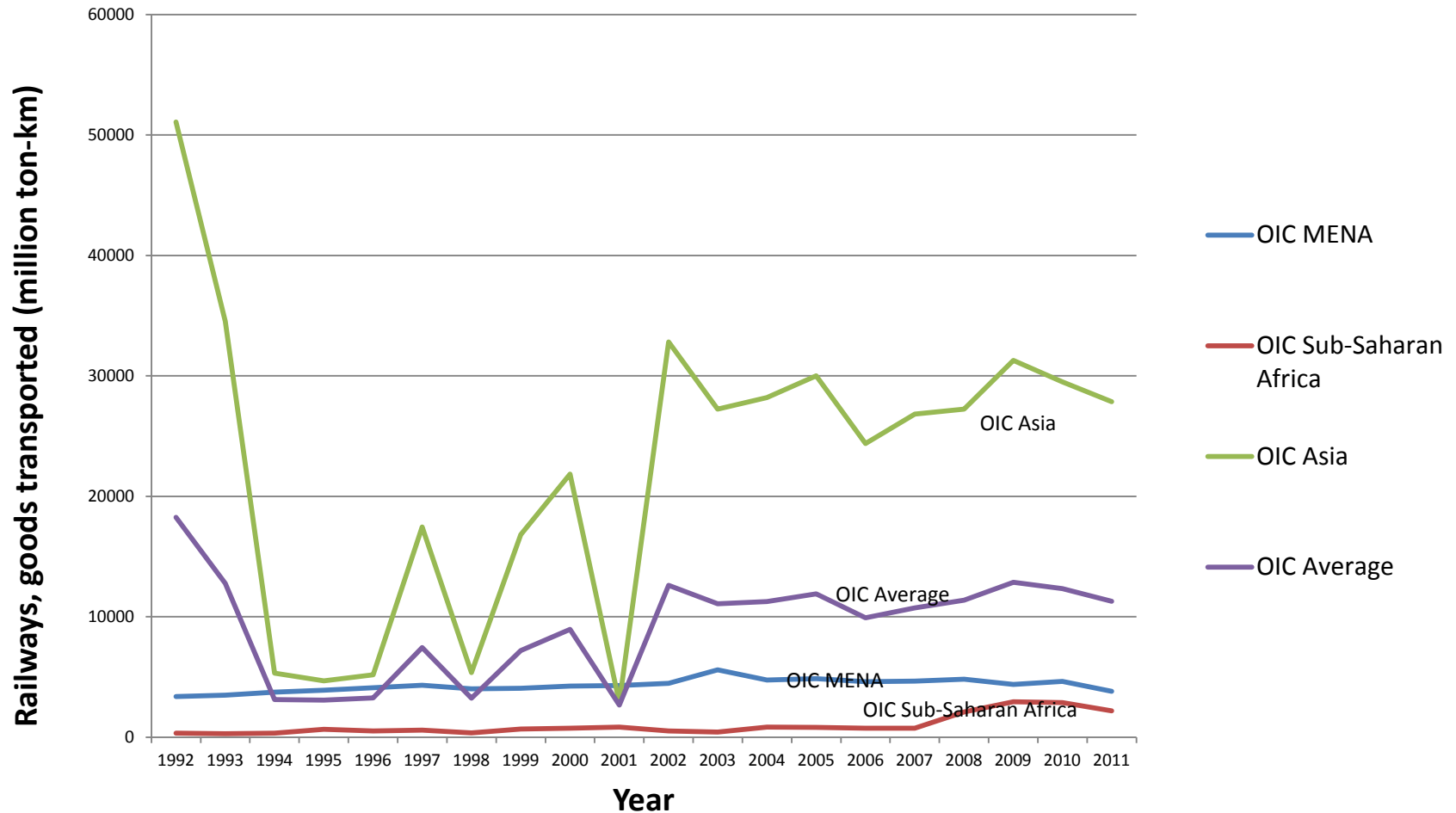
TRANSPORTATION MOVEMENTS (1)

Rail passengers carried in the OIC regions in the 1992-2011 period



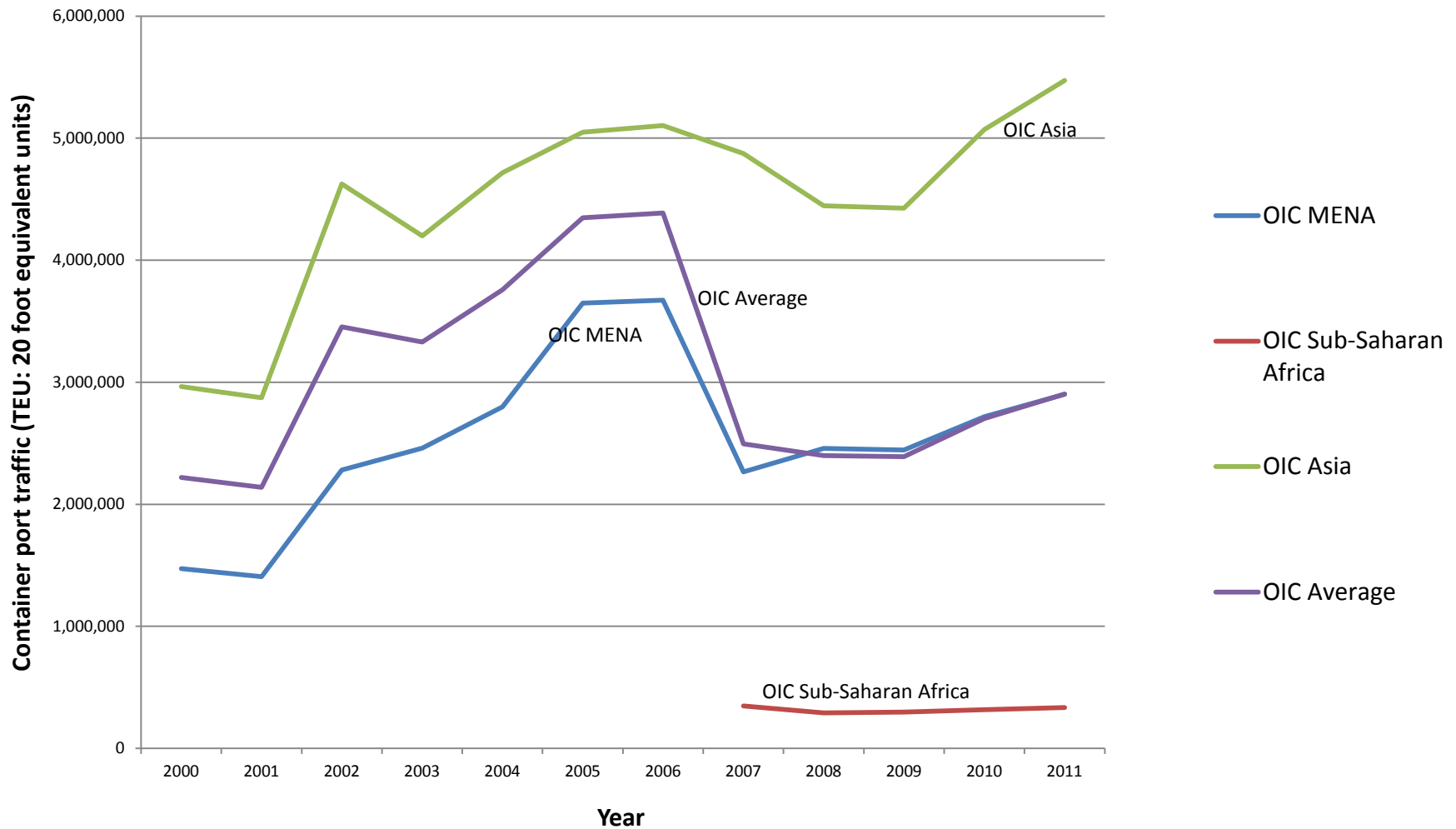
TRANSPORTATION MOVEMENTS (1)

Rail freight carried in the OIC regions in the 1992-2011 period



TRANSPORTATION MOVEMENTS (1)

Container port traffic in the OIC regions in the 2000-2011 period



POLICY IMPLICATIONS

- A great diversification among the OIC countries
- Need to abstain from adopting “one size fits all” type of policies and strategies
- Considerable potential for cooperation in the transport industry
- Success factors:
 - (1) adoption of a sound policy framework
 - (2) right cooperative approach
 - (3) institutional capacity and human resources development
 - (4) accumulation of expertise

THANKS...

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