



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

Proceedings of the 10th Meeting of the COMCEC Transport and Communications Working Group

“Improving Transnational Transport Corridors In the OIC Member Countries: Concepts and Cases”



**COMCEC COORDINATION OFFICE
October 2017**



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PROCEEDINGS OF THE 10TH MEETING OF THE
COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP
ON

***“Improving Transnational Transport Corridors
In the OIC Member Countries: Concepts and Cases”***
(October 18th- 19th, 2017, Ankara, Turkey)

**COMCEC COORDINATION OFFICE
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Introduction

The Tenth Meeting of the COMCEC Transport and Communications Working Group (TCWG) was held on October 18th-19th, 2017 in Ankara, Turkey with the theme of “Improving Transnational Transport Corridors in the OIC Member Countries: Concepts and Cases”.

The meeting was attended by the representatives of 24 Member States, which are Afghanistan, Algeria, Azerbaijan, Bahrain, Bangladesh, The Gambia, Guinea, Iran, Iraq, Jordan, Kuwait, Mauritania, Morocco, Niger, Nigeria, Palestine, Qatar, Saudi Arabia, Somalia, The United Arab Emirates, Tunisia, Turkey, Uganda and Yemen. The meeting was further attended by the representatives from international organisations and private sector namely TRACECA, SESRIC, Islamic Development Bank Group (IDB), Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and International Transporters Association (UNDTA) as well as COMCEC Coordination Office (CCO)¹.

During the meeting, the representatives of the Member States have shared their experiences, achievements and challenges in transnational transport corridors in their respective countries. Further, they have deliberated the policy issues that might be implemented to enhance the efficiency of the transnational transport corridors. The meeting has mainly considered the study titled “Improving Transnational Transport Corridors in the OIC Member Countries: Concepts and Cases” commissioned by the CCO which aimed at analyzing the state of affairs of transnational transport corridors the OIC Member States and providing policy recommendations for increasing the efficiency of the transnational transport corridors in this respect. The WG has also considered the “COMCEC Transport and Communications Outlook 2017” prepared by the CCO which provided a general overview of transport and telecommunications sectors in the world and OIC Member States.

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. Selçuk KOÇ, Director at the COMCEC Coordination Office, briefly introduced the COMCEC and its activities as well as underlined the importance of studying transnational transport corridors issue.

Mr. KOÇ emphasized that accessibility and connectivity are key drivers of economic competitiveness and improved mobility is an important catalyst for increasing investments. In this respect, transnational transport corridors are critical for economic and social development of countries. Mr. KOÇ also shared some facts and figures related to transnational transport corridors in the world and in the OIC Member Countries.

Afterwards, Mr. Katushabe WINSTONE, Commissioner Transport Regulation and Safety, Ministry of Works and Transport of Uganda, was elected as the chair of the meeting. Mr. WINSTONE welcomed the participants and expressed his appreciations to the participants for electing him as the chairperson.

2. Transport and Communications Outlook 2017

Dr. İsmail Çağrı ÖZCAN, Senior Transport Specialist at the COMCEC Coordination Office made a presentation on the key findings of the COMCEC Transport and Communications Outlook 2017.

At the outset of his presentation, Mr. ÖZCAN underlined the importance of transport and communications as one of the six cooperation areas specified by the COMCEC Strategy. This followed by emphasizing the relationship between transport, logistics, and trade and how they affect each other.

Mr. ÖZCAN continued with providing indices with regard to the international trade and transportation, such as Logistics Performance Index (LPI), Liner Shipping Connectivity Index (LSCI), burden of custom procedures, and quality of transport infrastructure. He emphasized that, with respect to quality of transport infrastructure, both OIC overall and OIC-Sub-Saharan Africa averages fall below world averages in each measure. OIC-MENA performs better than world average except the quality of railroad infrastructure whereas OIC-Asia underperforms world averages in each measure except the quality of railroad infrastructure. He also stated that there is a positive correlation between the LPI scores and international merchandise trade (excluding oil exports) of the OIC countries.

While explaining the LSCI scores, Mr. ÖZCAN mentioned that Malaysia, UAE, Morocco, and Egypt are well connected to the global shipping network whereas Albania, Brunei, Guinea Bissau, and Guyana are the least connected. The best performing countries have large transshipment ports

(e.g. Malaysia, Morocco, and Egypt) and gateway ports (e.g. Malaysia, Saudi Arabia, and Turkey). On the other hand, the least performing countries are either not located on the main liner shipping services or lack the physical and operational capacity to serve large container ships. In terms of average LSCI scores, OIC-MENA region performed better than OIC-Asia region as well as the world starting from 2008. On the other hand, average LSCI scores for OIC-Sub-Saharan Africa region remained well below the world averages throughout the same period.

Mr. ÖZCAN continued his presentation by demonstrating some important traffic figures by transport modes. He stated that there is a large variation in the density of the road networks in the different OIC countries. Albania, Bahrain, Bangladesh, Brunei, Comoros, Gambia, Indonesia, Kuwait, Lebanon, Malaysia, Maldives, Pakistan, Palestine, Qatar, Turkey, and Uganda have more dense networks compared to the remaining countries. The density of the road networks in the OIC countries as a group and individually, is quite low compared to that of the US and the EU. For the OIC countries, the density of the road network is 0.12 compared to 0.67 and 1.34 for the US and the EU, respectively.

Again, there is a large variation in the density of rail networks in different OIC countries. A great majority of the OIC countries have fewer than 1,000 km of rail lines per 100,000 km² land area, while almost half of the OIC countries have no railway network. Average network density of the OIC countries is equal to 426 km of railway per 100,000 km² land area, which accounts almost half of that of developing economies, which averages at 740 km.

Furthermore, he added that the container throughput of the OIC countries has reached 101 million TEU in 2014 up from 79.8 million TEU in 2010. However, the share of OIC countries in the global container throughput has remained flat at around 15% during the period between 2010 and 2014.

Regarding the air traffic, Mr. ÖZCAN mentioned that high income Gulf countries, such as Qatar, UAE, and Bahrain, and island states, such as Brunei Darussalam and Malaysia, have higher per capita air passenger traffic figures. Besides, OIC countries with dominant network airlines are more likely to experience higher per capita air passenger traffic.

Mr. ÖZCAN concluded his presentation by highlighting the environmental effects of transport sector. He stated that there is a positive correlation between transport-related CO₂ emissions and GDP per capita (PPP) in the OIC countries. One reason for this tendency is the increased private car ownership with increasing per capita income, which eventually increases personal trips and accordingly GHG emissions. Another fact is that the countries with higher GHG emissions are mostly from oil producing countries, which often corresponds with lower pump prices for gasoline and consequently more road sector energy consumption.

3. Conceptual Framework for Transnational Transport Corridors

Prof. Dr. Johan WOXENIUS from Fimotions gave a presentation about the main concepts and definitions in the field of transnational transport corridors. Based on transport network theory and a review of historic transport corridors, he presented the structure of factors used throughout the study. He took the audience through the general factors including motives for establishing corridors, Political and institutional factors pinpointing the need for a conscious approach and not limiting to building infrastructure and Economic factors arguing that trade along corridors facilitates economy of scales and scope as well as regional integration.

In addition, Mr. WOXENIUS presented the theory of the flying geese effect saying that the success of one country is likely to spread to neighboring countries as industrialization spills over, as was the case with Japan stimulating the industrialization of the Republic of Korea, Singapore and Taiwan that spread to Indonesia, Malaysia and Thailand and propagated to China and Vietnam.

Mr. WOXENIUS further elaborated on trade facilitation and particularly the importance of efficient border crossings coming back in the following presentations. Social factors are often neglected, but still integrated issues in the improvement of transnational transport corridors, not least for attracting international funding. There is more focus on safety, security and legal liability factors, not least as since vehicles and vessels started to be used for terrorism purposes, but also for controlling what passes the corridor borders.

Mr. WOXENIUS highlighted that technical and operational factors are also at the heart of corridor improvement studies and actions. Seamless and efficient transfer of goods is an obvious priority, but development has to be achieved responsibly. For transnational transport corridors to be relevant in the long term, Environmental and energy factors must be taken seriously.

Mr. WOXENIUS concluded his presentation by emphasizing that corridor performance must be monitored to assess whether progress is made and to identify areas for improvement for the involved countries to agree and act upon.

Question(s) and Answer(s)

Question: Is the commitment of relevant states is enough for the well functioning of a transnational transport corridor?

Answer: Transnational transport corridors issue is multidimensional in character, which directly involves private sector beside the public sector. Without the contribution of the private sector, a corridor cannot achieve a sustainability in its efficiency.

4. Transnational Transport Corridors in the OIC and Selected Case Studies

This presentation was given by Mr. Douglas RASBASH and Ms. Fadiyah ACHMADI from Fimotions. The first part of the presentation covered 1) policies and objectives, 2) European transport corridors, 3) success factors, 4) questionnaire survey key findings and 5) conclusions. Mr. Rasbash noted that transport corridors aim to satisfy a range of often overlapping objectives that includes encouraging trade, reducing transport costs, improving access to markets, enhancing choice of transport modes and promoting regional integration. There are a number of complex inter-relationships, which meant that it was not easy to identify individual success factors, more that they act together. Given the range of success factors, the best example of transport corridors by far are those of the European Union.

Mr. RASBASH mentioned that the EU corridors, also known as TEN-T (Trans-European Networks for Transport) comprise nine individually named corridors that generally link the subcontinent from coast to coast north to south and from east to west. All EU countries have at least one corridor passing through its territory. The EU corridors provide seamless transportation of goods and people without borders. To reach this stage, they evolved through several stages. Firstly, to promote national interests through development of a primary route with a single mode such as either road or rail. Then the routes were considered as multi-modal transport corridors, which subsequently included border crossing and controls as well as transport. TEN-T then included the entire logistics chain including connecting routes, transfer nodes, terminals and warehousing. The final stages of TEN-T evolution introduced spatial and land use planning and ultimately economic interests such as enterprise clusters that truly reflected regional interests. The main success factors were discussed in terms of seven framework areas (1) political and institutional, (2) economic, (3) trade facilitation, (4) social, (5) safety, security and the legal liability, (6) technical and operational, and (7) environmental and energy. These framework areas were used as a basis of the entire study. Various examples of success of the TEN T were described under each criterion. Examples of this were, closer cooperation, lower transport costs, increased local and foreign trade, improved labor mobility and legal rights.

Mr. RASBASH presented the results from the online questionnaire survey that will be useful for OIC countries, which included support the harmonization of transport regulations as well as invest in infrastructure, remove non-tariff barriers to trade and monitor performance.

Mr. RASBASH continued his presentation by overviewing the six case studies carried out by the Fimotions team during the preparation of the research report for COMCEC. These case studies are TAH1 and NTTC in Africa, MNSC and INSTC in the Arab region, and TRACECA and CAREC in Asia.

TAH 1: Trans-African Highway 1 (TAH1) is not a transport corridor in the true sense but an international highway promoted by the UNECA that runs through Egypt, Libya, Tunisia, Algeria,

Morocco, Mauritania, Western Sahara and Senegal. BUT, there is no political agreement to develop into a transport corridor as such there is no secretariat – other than the TAH coordination effort of the UNECA. It is unlikely that TAH1 will transpose to be a transport corridor because North African Mediterranean countries are orientated to Europe - not to each other and all have seaports for trading. However, delegates indicated that Tunisia, Algeria, and Morocco may agree to commence negotiations on a smaller section that may include rail as well as road.

NTTC: Northern Transit Transport Corridor (NTTC) is a successful transport corridor that connects Kenya, Uganda, Tanzania, Somalia, Burundi, Rwanda, and the Democratic Republic of Congo. NTTC has a far-reaching Multilateral Agreement and has a well-funded and active secretariat. Regular high-level meetings are being organized, with technical assistance provided to secretariat by the EU. Importantly there is an observatory also in place that monitors performance and tracks trucks using GPS. Corridor projects are embedded into national plans. Mr. Rasbash indicated that there is good progress with harmonization, which means that NTTC is a well managed corridor that will continue to improve as investments in road, rail and air are supported by reductions in non-tariff barriers (NTBs) and deeper regionalization.

MNSC: Mashreq North-South Corridor (MNSC) is not a transport corridor and meets none of the criteria for such a corridor. As such, there is no corridor management at all. Its virtue is that there is a well-constructed road that passes through the countries. Common road technical standards are in place, which makes the operating environment for the corridor is very good. However, the average Logistic Performance Index (LPI) of the corridor countries is lower than the world average, which means that the physical performance is undermined by lack of harmonized systems and excessive NTBs. Mutual economic activity is reflected in low intra-regional trade, which is 6.3% of global trade. There is no evidence that the intra trade will be increasing, mainly because each country has access to its own port. Furthermore, there is evidence of political initiatives to advance regionalization such as the Arab League. However, conflict and unstable governance has undermined progress.

INSTC: International North-South Transport Corridor (INSTC) is a 7,200 km-long multimodal route that provides a shorter route than the traditional sea route between Russia and India. However, due to inefficient intermodal transfers, the transit costs of this corridor are higher than the traditional route. Ms. Achmadi stressed that even though it has been established more than 15 years ago, the attractiveness of INSTC is still very low. As a result, the corridor has not met the set objective to promote intra trade along the corridor. Another major challenge is the limited capacity of the INSTC secretariat due to the absence of membership fees to finance its work. Apart from the missing links that currently exist along the corridor, INSTC offers good infrastructures, high safety and security, and efficient custom procedures.

TRACECA: The Transport Corridor Europe-Caucasus-Asia (TRACECA) case study involves multimodal routes of T19-T22 and T24. TRACECA is one of the most successful corridors in the OIC region, thanks to its mature secretariat that accumulating experience, giving identity and “a voice”. In the past, TRACECA has received €187 million in EU-funded Technical Assistance (TA) projects, in which the results are currently being implemented. The TA projects also resulted in

a good database. However, due to its high costs and no continued funding from the EU, the database cannot be maintained and as such, a corridor performance monitoring cannot be carried out. Like other OIC corridors, trade between corridor countries is very low while it is very important considering that they are landlocked countries. Increasing this intra trade is mainly hindered by border closings or trade restrictions due to disputes between some of the member states.

CAREC: Central Asia Regional Economic Cooperation (CAREC) has six competitive corridors that cover 6,900 km of roads and 4,800 km of railways. The case study involves CAREC corridor 3 that passing through Afghanistan, Kazakhstan, the Kyrgyz Republic, Tajikistan, and Uzbekistan. This corridor performs well among other CAREC corridors. The main success factor of CAREC is its strong institutional framework. The corridor management adapts two models: project coordination and legislative models. The corridor management is imbedded in the legislative committees that produce policies and legislation that support the corridor development. However, this corridor has not met the set objective to promote intra-trade along the corridor. The intra trade on corridor 3 is only 8.5% of the trade with rest of the world. The low trade level justifies the need to increase the efficiency of the corridor, which is currently hindered by the political tensions among the corridor countries and unharmonized transit trade procedures that cause delays at BCPs, which are barriers for efficient and smooth trade flows

Multi Criteria Analysis

Ms. ACHMADI wrapped up the presentation of the case studies with a Multi Criteria Analysis (MCA). An MCA was conducted by Fimotions to assess the performance of the six case study corridors, using the seven framework areas as criteria. 12 corridor experts were involved in assigning the weighting of each criterion.

Ms. ACHMADI underlined that the technical and operational factors have the highest weight as the most important factor for the corridor success, followed by political and institutional factors.

In the next step, scores were assigned to each of the six case study corridors for its performance in each criterion. The last step was multiplying the average weight (step 1) by the corridor performance score of each criterion (step 2). The result shows that TRACECA performs the best among the case study corridors, followed by CAREC. Both corridors score the highest on the political and institutional factors. Their mature and well-established secretariats clearly play an important role. TAH1 and MNSC score the lowest in this criterion simply due to the absence of a proper corridor secretariat.

5. Presentations of the Member States

a. Turkey

Mr. Bülent SÜLOĞLU, Head of Department at the Ministry of Transport, Maritime Affairs and Communications, delivered a presentation on Turkey's experiences regarding transnational transport corridors.

At the outset, Mr. SÜLOĞLU highlighted that totaly 74,6 billion \$ of investment made between 2005-2016 through, public and ppp financial schemes in the field of transport in Turkey. He said that totally 67,403 km road network which is made up of 2,542 km (3,8 %) motorway, 31,073 km (46,2%) state road, and 33,788 km (50%) provincial road has been built as of August 2017. Turkey aims to increase the length of dual carriageway network to 26,037 km in 2017, 30,000 km in 2019, and 33,250 km in 2023. The dual carriageways comprise 37.5% of Turkey's total road network; they provide service for approximately 80% of the transportation (vehicle-km) in the total road network network.

Concerning the rail network, Mr. SÜLOĞLU mentioned that Turkey has 12.466 km railway network in which high-speed lines is 1.196 km. He said that %95 of international railway services are being realized through Block Train Operations. 135 domestic and 14 international block freight trains are operated on a daily basis. Then he gave detailed information about the main block trains in Turkey such as block train between Port of Tekirdağ- Europe (Sopron), Çerkezköy- Europe (Sopron), Kosekoy-Tehran-Almaty Container Block Train, Kosekoy-Tehran-Islamabad Container Block Train, Cologne-Çerkezkoy Semi-Trailer Block Train.

Furthermore, he briefed the participants about the re-organization of Turkish state railways by saying that Turkish railway sector is now being liberalized taking into consideration relevant EU legislation.

After giving some facts and figures about the state of intermodal transport in Turkey, Mr. SÜLOĞLU touched upon the nodal points/logistics centers/intermodal freight terminals. Regarding Istanbul Strait Tube Tunnel Project (Marmaray Project), he said that railway tracks in both sides of Istanbul Strait will be connected to each other through a railway tunnel connection under the İstanbul Strait. This Project is one of the major transportation infrastructure projects in the world at present. The entire upgraded and new railway system will be approximately 76 km long. This project will complete the missing link and connects China with London by providing uninterrupted railway journey together with KarsTbilisi-Baku Railway Project.

Concerning the Third Bridge on Istanbul Strait (Yavuz Sultan Selim Bridge), he said that railway passage on the bridge is directly linked to new railway trunk line all the way to ulgarian Border to be built with EU funds. It is expected that congestion across the Strait will be eased and the missing link for railway is completed through land bridge.

Regarding the Kars-Tbilisi-Baku Railway Project, he underlined that 4 million tonnes freight volume will be transported per year. He also underlined the Tripartite Committee formed among Turkey, Azerbaijan and Turkmenistan in order to enhance intermodal operations in Caspian Sea.

At the end of his presentation, Mr. SÜLOĞLU touched upon the development of multimodal transmodal transport on trans-caspian middle corridor in Turkey. He enumerated the projects as followings;

- The Baku-Tbilisi- Kars Railway Project
- Marmaray and 3rd Istanbul Bridge
- Other Istanbul Strait Crossing Project
- New Line construction between Halkalı- Kapıkule
- Development of rail and road networks in east-west and North-south axes
- Improving railway connections of the ports
- Edirne-Kars High Speed Railway Project

b. Iran

Mr. Heidari Hamed REZA, Expert of Transportation made a presentation on his country's experiences in improving transnational transport corridors.

Mr. REZA mentioned that the government of the Islamic Republic of Iran has just established a new paradigm based on rapid growth of railway infrastructures and share of railway transportation to promote the efficiency of its privileged geographical location and its transportation infrastructures and facilities.

He further mentioned that based on the new paradigm of government, the approach of the Islamic Republic of Iran to rail network development is transnational. With respect to this transnational approach and along with the rapid development of railroad network in the country territory, some projects are under construction in cooperation with neighbor countries to link the rail networks on the borders. These projects are valuable opportunities to define new routes and intermodal transportation actions in the COMCEC Countries. The new paradigm is an opportunity for Comcec countries to develop a low risk and reliable plan to increase the transit across the territory of the Islamic Republic of Iran

Furthermore, Mr. REZA touched upon the China's One Belt- One Road (New Silk Road) initiative and the role of Iran in this initiative.

Lastly, Mr. REZA enumerated the most important transit corridors in which Iran is involved in their establishment and development as followings;

- International North - South Transport Corridor
- ESCAP Corridors
 - o Asian Highways Network (AH)

- Trans Asian Railway (TAR)
- TRACECA (Europe- Caucasus-Asia) Corridor
- Euro-Asia Transport Linkages "EATL" (UNECE)
- ECO Corridors
- East Coast Corridor of Caspian Sea (Iran-Turkmenistan-Kazakhstan)
- Ashgabat agreement Corridor (Oman, Iran, Turkmenistan, Uzbekistan, Kazakhstan and Pakistan)
- Islamabad-Tehran -Istanbul Corridor (ITI)
- KTAI+ China Corridor ((Kyrgyzstan- Tajikistan- Afghanistan- Iran) + China)
- Chabahar Agreement (Iran- India- Afghanistan)
- Six lateral Transit Corridor of Persian Gulf- Black Sea (Iran+ 5 countries) (Ongoing)

6. Private Sector/International Institutions' Perspective on Transnational Transport Corridors

a. TRACECA: "Governance of Transnational Transport Corridors: TRACECA's Experiences"

Mr. ANAR ISMAYIL, Land Transport Expert, TRACECA delivered a presentation on the TRACECA's experiences in terms of governance dimension of transnational transport corridors. At the outset, he outlined the importance of the Great Silk Road and TRACECA's position in that historical way. Then he briefed the participants on the establishment of TRACECA and its organizational scheme.

Mr. ISMAYIL continued his presentation by emphasizing TRACECA Master Plan. Then he mentioned the increasing amount of freight volume transported through TRACECA since 2007 onwards.

Furthermore, he enumerated the measures to increase freight traffic efficiency as followings;

- Improvement of normative-legal basis,
- Development of transport infrastructure,
- Development of traffic technology and border crossing procedures,
- Development of logistics, creation of international logistic centres,
- Higher quality of transport services,
- Generation of competitive tariff terms for transit transport.

Mr. ISMAYIL emphasized the cooperation between TRACECA and EU saying that currently there are 85 projects (14 investment projects and 71 technical assistance projects) implemented under TRACECA. He also said that transport infrastructure of the TRACECA corridor is making more than 2 billion Euros.

Mr. ISMAYIL further emphasized that the improvement of transport infrastructure is of key importance for TRACECA countries most of which are landlocked. He underlined that the tendency to dynamic growth of international trade volumes stimulates the activity aimed at optimization of traffic, increase of transport efficiency and promotion of sustainability of traffic in the region.

Concerning One Road, One Belt initiative, Mr. ISMAYIL mentioned that in September 2013 the Government of China announced the initialization of the project on creation of the “Silk Road Economic Belt” in the context of development of the large-scale international initiative named “One Belt, One Road”. A special fund in the size of 40 billion USD was offered for the implementation of this initiative. China plans to construct 30 thousand km of railways by 2020 in order to extend the total network up to 150 thousand km. More than 530 billion USD will be allocated for the implementation of this large-scale project.

Lastly, Mr. ISMAYIL expressed that TRACECA cooperates with many profile organizations (UNECE, UNESCAP, IRU, ECAC and BSEC) in the field of international transport, defining priorities and perspectives of cooperation on the issues of further sustainable development of transport communications in the region Europe-the Caucasus-Asia.

b. NTCCA: "Governance of Transnational Transport Corridors: Experiences in Africa"

Mr. Fred TUMWEBAZE, Acting Executive Secretary of Northern Corridor-Transit Transport Coordination Authority (NTCCA), delivered a presentation on the Africa’s experiences in terms of governance perspective of transnational transport corridors.

In the beginning of his presentation, Mr. TUMWEBAZE mentioned that Africa has a number of Transport Corridors, which mainly links landlocked countries to various maritime ports around the continent. Transport Corridors facilitate Trade and boost regional integration. Most African Corridors have management and/or coordination Authorities to promote efficiency.

Concerning the Northern Corridor, Mr. TUMWEBAZE mentioned that The Northern Corridor is a Transport Corridor linking the Great Lakes countries of Burundi, DR Congo, Rwanda, South Sudan and Uganda to the Kenyan seaport of Mombasa. The Corridor also serves Tanzania, Ethiopia and Somalia. It is a multi-modal Corridor encompassing: Road, Rail, Pipeline and Inland Waterways. The Corridor is the busiest route in the whole of the East and Central Africa.

Furthermore, Mr. TUMWEBAZE mentioned the institutional framework of the Northern Corridor saying that The Northern Corridor Transit and Transport Coordination Authority was established in 1985. Partner States signed a Treaty known as the Northern Corridor Transit and Transport Agreement. The Agreement has 11 Protocols aiming at transforming the Corridor into an economic development Corridor. The Legal Framework took into account the three pillars of Sustainable Transport (social, economic and environmental). The highest policy making organs are the Council of Ministers and the Executive Committee.

Mr. TUMWEBAZE continued his presentation by enumerating the experiences and success stories regarding The Northern Corridor as followings;

- Harmonization and automation of Customs and Administrative procedures.
- The OSBP initiatives and the Single Customs Territory.
- The self-regulatory vehicles axle load control and adoption of high speed weighing in motion.
- Road Safety Initiatives and Regular Road Surveys.
- The Web-based Northern Corridor Transport Observatory portal.
- The Road Side Stations Initiative along the Northern Corridor. • The Northern Corridor Green Freight Program.
- The Public-Private Stakeholders consultative forum.

Then he mentioned the challenges and lessons learned as followings;

- Slow domestication of some of the provisions of the Northern Corridor Agreement and Protocols.
- Varying national priorities in the Northern Corridor Member States.
- Limited capacity and insufficient financing for infrastructure projects in some Member States.
- General governance issues.
- The slow process of regional integration.

At the end of his presentation, Mr. TUMWEBAZE underlined the main steps that shall be taken to increase the efficiency of the African transport corridors as followings;

- Sustaining the partnership in infrastructure development (hard and soft).
- Strengthening the Transport and Trade Facilitation.
- Maintaining strong M&E mechanisms to foster national & regional ownership.
- Harmonizing and streamlining of policy, legal framework and regulations.
- Enhancing of productive capacity and promoting the private sector investment.
- Capacity building at key National, Corridor and Regional levels.

c. IDB Group: "Experiences of IDB Group on Transnational Transport Corridors in the OIC Member Countries"

Mr. Ahmed AL-QABANY, Senior Transport and Urban Development Specialist, IDB (Islamic Development Bank) Group, made a presentation on the IDB's Experience in Transport Corridors in OIC Member Countries. In the beginning of his presentation, he gave some information about the IDB's potential and activities.

Then, Mr. AL-QABANY mentioned the importance of economic corridors and transport corridors in promoting economic and social development of countries. He said that a 10% drop in transport costs, in fact, increases trade by 25%. The United Nations' Almaty Declaration (2003)

recognized the key role of transport cost in international trade competitiveness. Transport costs are typically higher in developing, than in developed, countries because of poor infrastructure, ill-defined processes, weak regulations, and a low regard for transport facilitation. An economic corridor attracts investments to—and generates economic activities in—the areas or regions served by the corridor. However, physical links must already be in place.

Concerning the focus of IDB on the infrastructure of Member Countries as a South-South Multilateral Development Bank, Mr. AL-QABANY mentioned accessibility dimension is a very important of agenda item supported by the IDB. He underlined that 3,9 billion \$ was spent for increasing of accessibility in the member countries during the period 2014-2015. Then he highlighted the current transport project financed by the IDB.

Mr. AL-QABANY continued his presentation by mentioning the study titled “Study on Transport Corridors in OIC Member Countries”. He underlined the key outcomes of the study that roads, connections promote development through the creation of new jobs through the possibilities of moving people and production to areas of production and consumption. Additionally, the development of trade is absolutely connected with transport infrastructure and facilitation measures.

Moreover, Mr. AL-QABANY emphasized the recommendations of the Road Transport Facilitation Strategy of IDB as followings;

- Adhere to main UN Agreements,
- Facilitate border crossing procedures,
- Train the industry (managers, drivers, agents, officials, etc.),
- Remove bottlenecks (infrastructure, knowledge, HR, services),
- Feasibility studies to upgrade cross-border main and ancillary infrastructure,
- Set up a Strategy Committee to drive a strategy for endorsement by LAS or AULT.

Lastly, Mr. AL-QABANY briefed the participants on the 10-year strategic framework of IDB Group. He said that with the guidance of the IDB’s Vision and the emerging challenges in the development landscape, the IDB Transport Sector Policy is planned to be built on the following four pillars:

- Transport in support of economic growth and regional integration,
- Transport that enables social inclusion,
- Promoting Road Safety,
- Sustainable Transport.

7. Utilizing the COMCEC Project Funding (CPF)

Mr. Deniz GÖLE, Expert at COMCEC Coordination Office delivered a presentation on utilizing the COMCEC Project Funding (CPF) for the transport related projects of the member countries as well as the OIC institutions.

At the beginning, Mr. GÖLE informed the participants that the CPF is one of the two main instruments of the COMCEC Strategy. Then, he explained the essentials of the CPF. He stated that the projects can be activity based such as trainings, workshops, conference and seminars or research projects such as research studies and field visits related to research.

Afterwards, Mr. GÖLE expressed that the project topics should be in line with principles, strategic objectives and output areas of the COMCEC Strategy. He added that policy recommendations adopted by the COMCEC Ministerial Sessions and Sectoral Themes published on the COMCEC website should also be considered while submitting project proposals. Furthermore, he enumerated the supported topics in transport and communications cooperation area as followings:

- Developing a national road maintenance strategy
- Improving the allocation of adequate and sustainable funding for road maintenance
- Increasing effective utilization of available road funds
- Making use of performance-based contracts in road maintenance
- Establishing a road database management system
- Increasing the awareness on road safety
- Developing a national strategy on road safety
- Establishing an effective road safety database
- Adopting the requirements of the standard ISO 39001 on Road Traffic Management (RTM) Systems
- Promoting broadband infrastructure investments
- Improving transnational transport corridors
- Encouraging the production of local digital content for an increased broadband internet penetration
- Enhancing digital skills through formal and non-formal educational programs
- Governance of transnational transport corridors
- The planning of transport infrastructure.

Mr. GÖLE continued his presentation with the timeline for the project submission and mentioned about the procedure to be pursued. He touched upon main characteristics of designing project proposals. He emphasized that the proposal should bring together at least three member countries. These countries should be member of the Poverty Alleviation Working Group and the proposals should be in conformity with the Project Submission Guidelines.

Thereafter, he explained the purpose and function of the CPF that are:

- supporting the implementation of policy recommendations produced by the Working Group Meetings and adopted by the COMCEC Ministerial Sessions,
- enhancing multilateral cooperation and solidarity among OIC Member Countries
- providing joint solutions for common problems
- increasing institutional and human capacity
- strengthening operational skills on international projects

Mr. GÖLE then described how to submit project proposals and presented relevant parts on the COMCEC website. He also gave some information about common characteristics of successful project proposals.

Lastly, Mr. GÖLE presented the projects funded in the past three years as well as the ongoing projects that are implemented in 2017. He expressed that 14 projects are being funded in 2017 and 1 of them are in transport and communications area implemented by Cote d'Ivoire in the field of road safety.

Questions and Comments:

Question: Which institutions other than governments can submit project proposals?

Answer: The member country governments and the OIC institutions can submit project proposals. NGOs cannot directly conduct projects, rather they can involve in the projects through providing consultancy services.

8. Second Day Session: Main Challenges and Critical Success Factors for the Transnational Transport Corridors in the OIC

Second day session started under the chairmanship of Mr. WINSTONE with two presentations. The first presentation was a keynote presentation made by the Mr. Douglas RASBASH, Transport Policy Consultant at Fimotions with respect to the main challenges and critical success factors for the transnational transport corridors in the OIC. The second presentation was made by Mr. Alpdoğan KAHRAMAN, Senior Expert, UND (International Transporters' Association, Turkey) with respect to the private sector perspective to transnational transport issue.

a. Fimotions: "Main Challenges and Critical Success Factors for the Transnational Transport Corridors in the OIC Region"

This keynote presentation covered the success factors, challenges for OIC corridor development, overall conclusions of the study and recommendations, and next steps. Mr. RASBASH underlined that evidence suggests that transport corridors may help to build the peace, through reducing tensions/conflict in some OIC member states. This will enhance the low level of political integration, noting that 50+ OIC countries have only 20+ formal transport corridors. It is a prerequisite to improve governance of the OIC transport corridors, secretariats need establishing

and better supporting than arising from this, national plans will prioritize regional transport development. Generally, the ease of doing business in OIC and all corridors in the study were similar and needed improvement. Notably, the existence of secretariats correlated with better Ease of Doing Business (EoDB) levels. Trade facilitation and logistics performance was similarly low but again, those corridors with secretariats it was noticeably better. It was noteworthy that trade tariffs are reducing globally, so the motivation for protectionist policies is declining.

Mr. RASBASH underlined some of the main challenges for the OIC with respect to transnational transport corridors. He stated that there is extensive non-interoperable infrastructure – especially railways, common road traffic controls and enforcement standards are needed, rail use is very low, stoppages and transit times add to high transit costs, customs processes need standardizing. Noticeably, environmental issues are not really on the agenda, even though OIC members are signatories to COP21 and Agenda 2030 (Sustainable Development Goals) so there is a challenge to promote control emissions of Green House Gas Emissions through the deployment of green lorry standards, phasing out older more polluting vehicles and exercising more stringent control of driver behavior.

Mr. RASBASH emphasized that the research report provided compelling evidence to advance the cause of transport corridors in OIC countries. Undoubtedly, transport corridors promote dialogue and conflict reduction as protagonists engender a mutual understanding of the objectives for corridor development. Subsequently embedding corridor development into national planning, supporting cross border investment, reducing protectionism opening borders and markets and exchanging information follows.

Mr. RASBASH concluded that the establishment of corridor secretariats backed by treaty/funding is vital. With this in place, it is possible to simplify business procedures, improve trade and investment, reduce non-tariff barriers that lead to lowered costs and boosting economy, harmonising transport regulations that reduces risks and improves efficiency.

b. International Transporters Association (UND): "Private Sector Perspective on Current State, Existing Barriers, and Future Prospects of Corridor Operations"

Mr. Alpdoğan KAHRAMAN, Senior Expert, UND delivered a presentation on the private sector perspective to the transnational transport corridor operations. At the outset of the presentation, he gave some information about the UND saying that UND is a leading professional association in Turkey, established in 1974 by representatives from Turkish road freight transport sector with an aim to solve problems experienced by the sector at national and international levels. He said that today UND represents almost all modes of international transportation and logistics, with membership of 1159 transport and logistics companies based in Turkey.

Mr. KAHRAMAN continued his presentation by giving some facts about the transportation sector. He said that according to the World Bank, 1 –day delay in transport of a certain goods; causes a 1 % loss in its trade. 10% increase in the transportation costs of a commodity, may cause 20 % less trade of that commodity. He also said that Munchen University/Leibniz Center for International Economics Studies indicates that if border controls increase among 27 EU

countries, border controls cause 15 billion Euro loss for EU economy, if 22 EU countries start to implement strict border controls, total economical loss will be between 27 – 65 billion Euros depending on scenarios.

Mr. KAHRAMAN underlined that difficulty in logistics directly causes a difficulty in the economic developments of country. Within this perspective, he said that logistics always prefer low cost, fast, effortless and painless routes.

Mr. KAHRAMAN briefed the participants on the TRACECA Corridor Projects outlining that TRACECA Corridor Projects increased EU's trade with TRACECA Countries by 8,8 % in 5 years. EU-Northern Africa Trade increased by 30 % in 5 years thanks to Euro-Med Corridor projects.

At the end of his presentation, Mr. KAHRAMAN touched upon the needs of private sector in terms of transnational transport corridors. He enumerated the said needs as follows;

1. Strong logistic infrastructures
 - -roads and establishment of efficient borders
 - -regular ro-ro lines
 - -strong intermodal connections
2. Full Commitment to trade facilitation agreements
 - Cooperation between borders,
 - Simplify border crossing processes and procedures,
 - Put some facilitative project like single window into practice to simplify and modernize customs procedures,
 - Harmonizing customs formalities between countries,
 - Increasing efficiency of customs formalities,
 - Introduce projects to facilitate customs and transport transactions,
 - Adapting necessary conventions for integration with the World trading system,
3. Digitalization in transportation and borders
4. Removing visa barrier for drivers

9. Roundtable Discussions on Policy Recommendations for the Exchange of Views Session of the 33rd COMCEC Ministerial Meeting

Mr. Fatih ÜNLÜ, Senior Expert at COMCEC Coordination Office moderated the roundtable session. Mr. UNLU opened the Session by highlighting the importance of transnational transport corridors for the economic and social development of OIC Member countries and emphasizing on the close cooperation among the states. The session continued with the presentation made by Mr. İsmail Çağrı ÖZCAN, Senior Transport Specialist at the COMCEC Coordination Office,

concerning the responses of the member countries to the Policy Questions circulated by the COMCEC Coordination Office in advance of the meeting and the Questionnaire on the policy environment in the member countries concerning transnational transport corridors.

After fruitful discussions and deliberations, the Working Group has come up with the following policy recommendations² to be submitted to the 33rd Ministerial Session of the COMCEC for their adoption within a format as deemed appropriate.

1. Political and institutional factors

- Transforming transport routes to transport corridors with a permanent secretariat or strengthening the capacity of the established Secretariats,
- Developing a Corridor Treaty template as a benchmark for the utilization of enroute countries,
- Increasing awareness of the decision makers regarding the need for enhanced cooperation and coordination as well as shared responsibilities to improve the overall performance of the transnational transport corridors,
- Establishing national committees for trade and transport facilitation, comprising different ministries and stakeholders.

2. Economic, financial and social factors:

- Promoting simplification and streamlining of business processes/procedures among the enroute member countries including payments at the border crossing points or pre-payments in advance of reaching the borders,
- Increasing awareness of public and private stakeholders about the potential economic benefits of transnational transport corridors,
- Utilizing international resources including COMCEC Project Funding Mechanism to promote establishing corridor secretariats,
- Promoting “through railway tariff” among the countries along the corridor,
- Preparation of a master plan for the development of transport corridors including short, medium, and long term financing requirements,
- Engaging the private sector to develop, finance and manage transport corridor infrastructure in partnership with the public sector,
- Encouraging intra-trade and investments with a view to enhancing movement of people and work opportunities as well as reducing poverty along transport corridors.

3. Trade Facilitation:

- Reviewing the existing trade agreements to identify relevant factors to remove non-physical barriers to trade,
- Stimulating intra-trade to increase demand towards the transnational transport corridors in the OIC region,
- Increasing the efficiency of customs inspection by creating One Stop Border Posts, utilizing risk management techniques (such as ASYCUDA system), green channeling and new technologies in customs,

² The Room Document is attached as Annex 3.

- Developing an efficient trade statistic collection system,
 - Promoting Single Window Systems,
 - Facilitating visa issuance for business people and visa stickers for drivers.
- 4. Safety, security and legal liability:**
- Implementing the security-building measures/programs throughout transport corridors,
 - Enhancing sharing experiences in road safety,
 - Building road side service stations including rest areas to improve drivers' welfare and minimize fatigue,
 - Promoting multimodal legal liability.
- 5. Technical and operational factors:**
- Improving the design standards of road and rail infrastructure including road/rail transfer nodes, gauge changing system, and border crossings,
 - Ensuring the sustainability of transport corridor infrastructure including the maintenance of roads through the application of appropriate user charges,
 - Harmonization of vehicle/operational standards, e.g. vehicle weights and dimension, and gross vehicle mass,
 - Improving rail interoperability including a common driver licensing/certification and common conditions of carriage,
 - Improving communications along the corridor including fibre optic cable and cargo tracking,
 - Improving logistics infrastructure, such as multiple-user warehouses through enhanced coordination and cooperation among the relevant stakeholders,
 - Increasing the number and quality of logistics centres along the corridors.
- 6. Environmental and energy factors**
- Promoting intermodal transport particularly encouraging the use of rail and maritime transport through investments in efficient mode transfer facilities,
 - Stimulating the use of more environmentally friendly vehicles and vessels through incentives and regulation, for reducing carbon emissions and air pollutions along the corridor.
- 7. Corridor Performance Monitoring**
- Developing a data collection system along the corridors including but not limited to:
 - trade volumes and composition, including the movement of hazardous cargos
 - traffic flow and composition
 - journey time and vehicle speed
 - border crossing processing times
 - transit costs and fees
 - road accidents,
 - Analyzing and disseminating the above-mentioned data for reporting on the performance of transport corridors and the implementation of the above policies.

10. Closing Remarks

The Meeting ended with closing remarks of Mr. Selçuk KOÇ. He thanked all the representatives for their attendance and precious contributions. He underlined that the policy debate session was highly beneficial since it was agreed upon important policy recommendations. Mr. KOÇ informed the participants that the 11th Meeting of the COMCEC Transport and Communications Working Group would be held on on March 15th, 2017 in Ankara with the theme of “Governance of Transnational Transport Corridors in OIC 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 in advance of the meeting.

Finally, he brought the participants’ attention that 32nd COMCEC Ministerial Session decided on “Improving Transnational Transport Corridors among the OIC Member Countries” as the theme for the Exchange of Views Session at the 33rd Session of the COMCEC. Therefore, the policy recommendations formulated by the delegations during these two-days meeting will be submitted to our Ministers in the 33rd COMCEC Session for their adoption.

Annex 1: Agenda of the Meeting



AGENDA

10TH MEETING OF THE COMCEC

TRANSPORT AND COMMUNICATIONS WORKING GROUP

18-19 October, 2017 Ankara, Turkey

“Improving Transnational Transport Corridors in the OIC Member Countries”

October 18th, 2017

Opening Remarks

1. Transport and Communications Outlook of the OIC Member Countries
2. The Conceptual Framework for Transnational Transport Corridors
3. Transnational Transport Corridors Outside the OIC Geography
4. Transnational Transport Corridors in the OIC Region
5. Member States’ Presentations
6. Perspective of International Institutions / Private Sector
7. Utilizing the COMCEC Project Funding

October 19th, 2017

8. Main Challenges and Critical Success Factors for the Transnational Transport Corridors in the OIC Region
9. Policy Recommendations for the Exchange of Views Session of the 33rd COMCEC Ministerial Meeting

Closing Remarks

Annex 2: Program of the Meeting



PROGRAMME

10th MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP

18-19 October, 2017 Crowne Plaza Hotel, Ankara

*“Improving Transnational Transport Corridors in the OIC Member Countries:
Concepts and Cases”*

October 18th, 2017

- 08.30-09.00 **Registration**
- 09.00-09.05 **Recitation from Holy Qur’an**
- 09.05-09.15 **Opening Remarks**
- 09.15-09.35 **Transport and Communications Outlook of the OIC Member Countries**
*Presentation: Dr. İ. Çağrı ÖZCAN
Senior Expert, COMCEC Coordination Office*
- 09.35-09.45 **Discussion**
- 09.45-10.25 **The Conceptual Framework for Transnational Transport Corridors**
*Presentation: Mr. Johan WOXENIUS
Hinterland Transport Expert, Fimotions*
- 10.25-11.00 **Discussion**
- 11.00-11.15 **Coffee Break**
- 11.15-11.55 **Transnational Transport Corridors in the OIC and Selected Case Studies**
*Presentation: Mr. Douglas RASBASH, Transport Policy Consultant,
Fimotions
Ms. Fadiyah ACHMADI, Sustainable Mobility Specialist,
Fimotions*

- 11.55-12.30 **Discussion**
- 12.30-14.00 **Lunch**
- 14.00-15.30 **Member States' Presentations**
- 15.30-15.45 **Discussion**
- 15.45-16.00 Coffee Break
- 16.00-17.00 **Perspective of International Institutions / Private Sector**
- Presentation: "Governance of Transnational Transport Corridors: TRACECA's Experiences"*
Mr. Anar ISMAYIL
Land Transport Expert, TRACECA
- Presentation: "Governance of Transnational Transport Corridors: Experiences in Africa"*
Mr. Fred TUMWEBAZE
Acting Executive Secretary, Northern Corridor Transit and Transport Coordination Authority (NCTTCA)
- Presentation: "Experiences of IDB Group on Transnational Transport Corridors in the OIC Member Countries"*
Mr. Ahmed AL-QABANY
Senior Transport & Urban Development Specialist
Islamic Development Bank Group
- 16.45-17.00 **Discussion**
- 17.00-17.20 **Utilizing the COMCEC Project Funding**
- Presentation: Mr. Deniz GÖLE*
Expert, COMCEC Coordination Office
- 17.20-17.30 **Discussion**

October 19th, 2017

- 09.30-10.30 **Main Challenges and Critical Success Factors for the Transnational Transport Corridors in the OIC**

Keynote Presentation: "Main Challenges and Critical Success Factors for the Transnational Transport Corridors in the OIC Region"
Mr. Douglas RASBASH,

Transport Policy Consultant, Fimotions

Presentation: "Private Sector Perspective on Current State, Existing Barriers, and Future Prospects of Corridor Operations"
Mr. Alpdoğan KAHRAMAN
Member of Executive Committee, International Transporters Association

10.10-10.50 **Discussion**

10.50-11.05 Coffee Break

11.05

11.05-12.50 **Moderated Session: Policy Recommendations for the Exchange of Views Session of the 33rd COMCEC Ministerial Meeting**

During the 33rd COMCEC Ministerial Session a Ministerial Exchange of Views Session will be organized with the theme of "Improving Transnational Transport Corridors in the OIC Member Countries". In this moderated session, the participants will extensively deliberate on the theme with a view to come up with concrete policy recommendations for submission to the 33rd COMCEC Session.

Moderated by Mr. Fatih ÜNLÜ
Senior Expert, COMCEC Coordination Office

11.05-11.20 *Presentation: "Member Countries' Feedbacks on the Policy Environment Concerning Transnational Transport Corridors"*

Dr. İ. Çağrı ÖZCAN
Senior Expert, COMCEC Coordination Office

11.20-12.50 **Discussion**

12.50-13.05 **Closing Remarks and Family Photo**

13.05-14.30 **Lunch**

Annex 3: The Policy Recommendations

Draft Policy Recommendations to be submitted to the Exchange of Views Session of 33rd COMCEC Session

The 32nd COMCEC Session agreed on “Improving Transnational Transport Corridors in the OIC Member Countries” as the theme of the Exchange of Views of 33rd Session of the COMCEC and requested the COMCEC Transport and Communications Working Group (TCWG) to come up with policy recommendations on the aforementioned topic and report it to the 33rd COMCEC Ministerial Session. In this framework, the Working Group, come up with the following challenges and problems as well as the possible policy options with regards to improving transnational transport corridors in the member countries.

Challenges and Problems:

The TCWG, in line with the discussions during the 10th Meeting of the COMCEC TCWG, highlighted the following possible challenges and problems:

- Limited awareness of relevant stakeholders, especially at the decision maker level, about the economic benefits of smooth functioning of international transport corridors,
- Weak political will among the enroute countries,
- Inadequate cooperation and coordination among the enroute countries including lack of a common framework and management system. This leads to ineffective coordination in terms of allocation of tasks and responsibilities, including planning and financial aspects, among the enroute countries as well as participating donor agencies,
- Lack of diversified Transnational Transport Strategies/Policies targeting the various needs of private sector,
- Inadequate, inaccurate, or outdated information about the operations concerning transnational transport corridors and effective data collection system,
- Low interoperability and lack of interconnections. In this respect, the main challenges are;
 - Inadequate interoperability among the road, rail and maritime modes of transport,
 - Insufficient harmonized business procedures among the enroute countries throughout the transport corridors,
 - Lack of ICT interconnectivity for travel planning, information and management
 - Mismatch between international conventions, national laws and regulations, and operational issues,
 - The problems in addressing environmental challenges and providing seamless as well as reliable transport,
- Sub-optimal balance of traffic between road and rail,
- Political issues between the countries that result in trade restrictions and bottlenecks at border crossing points,
- Ensuring the sustainability of transport corridor infrastructure in terms of road maintenance and crucially averting significant losses in asset value,

- The high cost of insuring cargo in transit.

Policy Recommendations:

In light of the above-mentioned challenges and problems, TCWG came up with a set of policy recommendations, which are critical for ensuring the smooth functioning of the existing transnational transport corridors in the OIC Member Countries.

8. Political and institutional factors

- Transforming transport routes to transport corridors with a permanent secretariat or strengthening the capacity of the established Secretariats,
- Developing a Corridor Treaty template as a benchmark for the utilization of enroute countries,
- Increasing awareness of the decision makers regarding the need for enhanced cooperation and coordination as well as shared responsibilities to improve the overall performance of the transnational transport corridors,
- Establishing national committees for trade and transport facilitation, comprising different ministries and stakeholders.

9. Economic, financial and social factors:

- Promoting simplification and streamlining of business processes/procedures among the enroute member countries including payments at the border crossing points or pre-payments in advance of reaching the borders,
- Increasing awareness of public and private stakeholders about the potential economic benefits of transnational transport corridors,
- Utilizing international resources including COMCEC Project Funding Mechanism to promote establishing corridor secretariats,
- Promoting “through railway tariff” among the countries along the corridor,
- Preparation of a master plan for the development of transport corridors including short, medium, and long term financing requirements,
- Engaging the private sector to develop, finance and manage transport corridor infrastructure in partnership with the public sector,
- Encouraging intra-trade and investments with a view to enhancing movement of people and work opportunities as well as reducing poverty along transport corridors.

10. Trade Facilitation:

- Reviewing the existing trade agreements to identify relevant factors to remove non-physical barriers to trade,
- Stimulating intra-trade to increase demand towards the transnational transport corridors in the OIC region,
- Increasing the efficiency of customs inspection by creating One Stop Border Posts, utilizing risk management techniques (such as ASYCUDA system), green channeling and new technologies in customs,
- Developing an efficient trade statistic collection system,
- Promoting Single Window Systems,
- Facilitating visa issuance for business people and visa stickers for drivers.

11. Safety, security and legal liability:

- Implementing the security-building measures/programs throughout transport corridors,
- Enhancing sharing experiences in road safety,
- Building road side service stations including rest areas to improve drivers' welfare and minimize fatigue,
- Promoting multimodal legal liability.

12. Technical and operational factors:

- Improving the design standards of road and rail infrastructure including road/rail transfer nodes, gauge changing system, and border crossings,
- Ensuring the sustainability of transport corridor infrastructure including the maintenance of roads through the application of appropriate user charges,
- Harmonization of vehicle/operational standards, e.g. vehicle weights and dimension, and gross vehicle mass,
- Improving rail interoperability including a common driver licensing/certification and common conditions of carriage,
- Improving communications along the corridor including fibre optic cable and cargo tracking,
- Improving logistics infrastructure, such as multiple-user warehouses through enhanced coordination and cooperation among the relevant stakeholders,
- Increasing the number and quality of logistics centres along the corridors.

13. Environmental and energy factors

- Promoting intermodal transport particularly encouraging the use of rail and maritime transport through investments in efficient mode transfer facilities,
- Stimulating the use of more environmentally friendly vehicles and vessels through incentives and regulation, for reducing carbon emissions and air pollutions along the corridor.

14. Corridor Performance Monitoring

- Developing a data collection system along the corridors including but not limited to:
 - trade volumes and composition, including the movement of hazardous cargos
 - traffic flow and composition
 - journey time and vehicle speed
 - border crossing processing times
 - transit costs and fees
 - road accidents,
- Analyzing and disseminating the above-mentioned data for reporting on the performance of transport corridors and the implementation of the above policies.



Annex 4: List of Participants

LIST OF PARTICIPANTS
10th MEETING OF THE TRANSPORT AND COMMUNICATIONS WORKING
GROUP
18-19 October 2017, Ankara

A. MEMBER COUNTRIES OF THE OIC

ISLAMIC REPUBLIC OF AFGHANISTAN

- Mr. ABDUL HADI NADIM
ECO Desk Expert, Ministry of Transport
- Mr. AHMAD YAMA AIMAQ
Head of Foreign Relation, Ministry of Transport

PEOPLE'S DEMOCRATIC REPUBLIC OF ALGERIA

- Mr. MOURAD KHOUKHI
Director General, Ministry of Public Works and Transport

REPUBLIC OF AZERBAIJAN

- Mr. NIJAT MIKAYILOV
Senior Adviser, Ministry of Transport, Communications and High Technology

KINGDOM OF BAHRAIN

- Mr. MOHAMMAD ABDULLAH KAMAL
Attache, Embassy of Bahrain in Ankara
- Mr. NADİR CEMİL ABDULHAMIT
Political Advisor

PEOPLE'S REPUBLIC OF BANGLADESH

- Mr. SABUJ AHMED
Second Secretary, Embassy of Bangladesh in Ankara

REPUBLIC OF GAMBIA

- Mr. SULAYMAN GAYE
Planner, Ministry of Transport, Works and Infrastructure

REPUBLIC OF GUINEA

- Mr. AHMADOU KOUMI BARRY

Studies and Planning Officer, Ministry of Transport

ISLAMIC REPUBLIC OF IRAN

- Mr. SADEQI MOHSEN
Deputy of General Director
- Mr. HEIDARI HAMED REZA
Expert of Transportation

REPUBLIC OF IRAQ

- Mr. SALMAN THARWAT
Commercial Attache, Embassy of Iraq in Ankara

HASHEMITE KINGDOM OF JORDAN

- Ms. SAWSAN SHABSOUGH
Researcher, Ministry of Transport
- Ms. HALA ARAR
Transport Policies & Strategic Planning Division Head, Ministry of Transport

THE STATE OF KUWAIT

- Mr. ABDULHADI ALMERRI
Director, Ministry of Communication
- Mr. AHMAD ALAZEMI
Controller, Ministry of Communication

ISLAMIC REPUBLIC OF MAURITANIA

- Mr. BELKHEIR BELKHEIR
President, Authority Transport Regulation
- Mr. MAHMOUD BA
Director, Ministry of Infrastructure and Transport
- Mr. DHEHBI DHEHBI
First Counsellor, Embassy of Mauritania in Ankara

KINGDOM OF MOROCCO

- Mr. MOHAMMED YOUSFI
Director, National Ports Agency
- Mr. SGHIR EL FILALI
Director, National Ports Agency

REPUBLIC OF NIGER

- Mr. MAMADOU ADAM
COMCEC Transport and Communication Focal Point

FEDERAL REPUBLIC OF NIGERIA

- Mr. HARU ALHASSAN
Director, Nigerian Communications Commission

THE STATE OF PALESTINE

- Mr. NAZIH QABAHA
Director of Technical Control, Ministry of Transport

STATE OF QATAR

- Mr. SALEH ALMARRI
Transport Planning Specialist, Ministry of Transport and Communications

KINGDOM OF SAUDI ARABIA

- Mr. FAYEZ ALHARBI
Assistant Undersecretary , Ministry of Transport

REPUBLIC OF SOMALIA

- Mr. ABDIHAKIN YUSUF ABDALLA
Coordinator, Ministry of Transport
- Mr. YUSUF AHMED HASSAN
Commercial Consular, Embassy of Somalia in Ankara

REPUBLIC OF TUNISIA

- Mr. KAREM KAMERJI
Director of Network Configuration Manager, Ministry of Equipment, Habitat and Spatial Planning

REPUBLIC OF TURKEY

- Mr. ŞEREF TABAK
Deputy Director General, Ministry of Transport
- Ms. SELEN GÜNEL SUSUZ
Head of Department, Ministry of Transport
- Mr. BÜLENT SÜLOĞLU

- Head of Department, Ministry of Transport
- Ms. KADRIYE BODUR GÜMÜŞ
EU Expert, Ministry of Transport
- Ms. EDA BURCU BULUT
EU Expert, Ministry of Transport
- Mr. HASAN BOZ
EU Expert, Ministry of Transport
- Mr. HIDIR İLYAS KARABIYIK
Expert, Ministry of Transport
- Ms. NEFİSE BUYURGAN
Branch Manager, Ministry of Transport
- Mr. MUSTAFA ALADAĞ
Branch Manager, Ministry of Transport
- Mr. ARDA BAŞ
Engineer, Ministry of Transport

REPUBLIC OF UGANDA

- Mr. WINSTONE KATUSHABE
Commissioner Transport Regulation and Safety, Ministry of Works and Transport

STATE OF THE UNITED ARAB EMIRATES

- Mr. HAMAD KHALIFA AL ZAABI
Head of Road Engineering and Traffic Safety, Ministry of Interior

REPUBLIC OF YEMEN

- Mr. MUTLAQ MUBARAK YASLAM AWN
General Manager, Ministry of Transport

D. THE OIC SUBSIDIARY ORGANS

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

- Mr. FADI FARASIN
Researcher

E. SPECIALIZED ORGANS OF THE OIC

ISLAMIC DEVELOPMENT BANK (IDB)

- Mr. AHMED AL-QABANY
Senior Transport & Urban Development Specialist

B. INVITED INSTITUTIONS

- Mr. JOHAN WOXENIUS
Hinterland Transport Expert, FIMOTIONS
- Ms. FADIAH ACHMADI
Sustainable Mobility Specialist, FIMOTIONS
- Mr. DOUGLAS RASBASH
Transport Policy Consultant, FIMOTIONS
- Mr. FRED TUMWEBAZE
Acting Executive Secretary (CEO), Northern Corridor Transport Coordination Authority (NCTCA)
- Mr. ANAR ISMAYIL
Land Transport Expert, TRACECA
- Mr. ALPDOĞAN KAHRAMAN
Senior Expert, UND (International Transporters' Association, Turkey)

E. COMCEC COORDINATION OFFICE

- Mr. SELÇUK KOÇ
Head of Department
- Mr. BURAK KARAGÖL
Head of Department
- Mr. MEHMET ASLAN
Head of Department
- Mr. FATİH ÜNLÜ
Senior Expert
- Mr. DENİZ GÖLE
Expert
- Mr. İSMAİL ÇAĞRI ÖZCAN
Expert
- Mr. NİHAT AKBALIK
Expert