



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

**Proceedings of the 12th Meeting of the
COMCEC Transport and Communications Working Group**

**“Planning of National Transport Infrastructure
(NTI) in the OIC Member Countries”**



**COMCEC COORDINATION OFFICE
October 2018**



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PROCEEDINGS OF THE 12TH MEETING OF THE
COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP
ON

***“Planning of National Transport Infrastructure (NTI)
in the OIC Member Countries”***
(11th October 2018, Ankara, Turkey)

**COMCEC COORDINATION OFFICE
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Introduction

The Twelfth Meeting of the COMCEC Transport and Communications Working Group (TCWG) was held on October 11th, 2018 in Ankara, Turkey with the theme of “Planning of National Transport Infrastructure (NTI) in the OIC Member Countries”.

The meeting was attended by the representatives of 15 Member States, namely; Azerbaijan, Benin, Cote d'Ivoire, Egypt, The Gambia, Iran, Iraq, Kazakhstan, Mali, Tunisia, Turkey, and Uganda. The meeting was further attended by the representatives of the United Nations Economic Commission for Europe (UNECE), Asian Infrastructure Investment Bank (AIIB), Bogazici Proje Engineering Inc., SESRIC and COMCEC Coordination Office (CCO)¹.

During the meeting, the representatives of the Member States have shared their experiences, achievements, and challenges regarding the planning of national transport infrastructure in their respective countries. Furthermore, they have deliberated on the policy recommendations for enhancing the effectiveness in the planning of national transport infrastructure. The meeting has mainly considered the study titled “Planning of National Transport Infrastructure in the Islamic Countries” which analyzes the state of affairs of the planning of national transport infrastructure in the OIC Member Countries and provides policy recommendations for enhancing the efficiency of transport infrastructure planning in this respect. The TCWG has also considered the "Transport and Communications Outlook of COMCEC 2018" prepared by the CCO which provides a general overview of transport sectors in the world and the 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. Burak KARAGÖL, Director at the COMCEC Coordination Office, briefly introduced the COMCEC and its activities as well as underlined the importance of studying planning of national transport infrastructure issue.

Mr. KARAGÖL emphasized that the transport infrastructure planning is crucial for both economic and social development of nations and quality infrastructure is a key pillar of international competitiveness. He also underscored that the economic and productivity growth of a given region is closely linked with its transport infrastructure and functioning of transport systems. In this respect, transport infrastructure and transport systems are critical to facilitate accessibility, connectivity, productivity and activity across a region.

Afterward, Mr. Mehran KHAMISIZADEH, Advisor to Deputy Minister, Ministry of Roads and Urban Development of the Islamic Republic of Iran, was elected as the chair of the meeting. Mr. KHAMISIZADEH welcomed the participants and expressed his appreciations to the participants for electing him as the chairperson.

2. Transport and Communications Outlook 2018

Mr. Nihat AKBALIK, Expert at the COMCEC Coordination Office, delivered a presentation on the main findings of the COMCEC Transport and Communications Outlook 2018. At the outset, Mr. AKBALIK underscored the importance of transport and communications sector 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. AKBALIK continued with providing figures with regard to the international trade and transportation, such as Logistics Performance Index (LPI), Liner Shipping Connectivity Index (LSCI), the burden of customs procedures, and quality of transport infrastructure. He emphasized that, with respect to the 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 for the quality of railroad infrastructure. On the other hand, OIC-Asia underperforms than world averages in each measure except the quality of railroad infrastructure.

While explaining the LSCI scores, Mr. AKBALIK 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. However, average LSCI scores for OIC-Sub-Saharan Africa region remained well below the world averages throughout the same period.

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

There is also a large variation in the density of rail networks in different OIC countries. A great majority of the OIC countries have less 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 member countries is equal to 426 km of railway per 100,000 km² land area.

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 member countries in the global container throughput had remained flat at around 15% during the period between 2010 and 2014.

Regarding the air traffic, Mr. AKBALIK 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, the OIC member countries with dominant network airlines are more likely to experience higher per capita air passenger traffic.

Mr. AKBALIK concluded his presentation by highlighting the environmental effects of the transport sector. He stated that there is a positive correlation between transport-related CO₂ emissions and GDP per capita (PPP) in the OIC member 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 Conceptual Framework for Planning of National Transport Infrastructure and Global Trends

Ms. Fadiyah ACHMADI, Director at the consulting company, FIMOTIONS, and Mr. Joel VAN DER BEEK, ECONOVISION economic research, made a presentation outlining the conceptual framework for planning of national transport infrastructure and global trends. It started with stressing the importance of addressing the efficient management of the transport sector as this sector accounts for 2 – 11 % of GDP worldwide and is one of the prime economic sectors.

The focus of this research is on the planning of National Transport Infrastructure (NTI) and the plans that are commonly used such as national development plans, national infrastructure plans, national transportation plans, investment plans and programs, regional transportation plans and white papers. Ms. ACHMADI also stated that this research comes at a time of great change in transport where less transport and not more transport is the paradigm shift. Smart planning, not big planning has become the underlying philosophy, and the use of 'online' not 'on way' to achieve connectivity.

The research is structured in the following seven framework areas. Practical examples from OIC and non-OIC countries were also given during the presentation.

1. Political and legislation

This framework area covers regulatory measures, legislative amendments, organizational changes recommended in the NTI plans, and the degree of harmonization among national and regional governments. Ms. ACHMADI highlighted that policy should guide how the transport sector is being managed as, without policy, the context within which decisions are rationalized becomes problematic. Yet whilst this is appreciated by transport professionals, few transport plans are written within a policy framework.

The trends show that OIC Member States desire to be more *policy driven*. The need for both transport policy and a master plan is increasingly recognized, especially in the Middle East, Asia, and Africa. In Central and Southern Asian countries, this is a rarity. For countries outside the OIC geography, South Africa National Transport Master Plan 2050 might provide one of the best examples of a comprehensive process that considers all the issues.

2. Institutional and organizational

This factor covers institutional procedures, the division of duties and responsibilities among governmental agencies, and integration with inter/trans-national transport networks. The trends show that transport planning is highly *centralized* in less developed countries and *devolved* in most developed ones. Within the OIC geography, Roads and Transport Authority of Dubai is a good practice of successful transport sector governance with its five agencies that have been successfully delivering the ultimate in transportation services to the residents. Outside the OIC geography, there is an abundance of examples of national transport authorities that are responsible for both the transport network and operation and have powers to impose taxes, collect fees and impose fine.

3. Technical factors

Technical factors in NTI planning deal with an integrated approach of policy and transport modes, evaluation of alternatives between and prioritization among transport modes, assessments of the environmental impact of transport infrastructure, and the development of multi-modal transport strategies.

The technical aspects of the NTI planning in OIC countries are going in the right direction. They recognize the importance of an integrated land use and multimodal transport and the application of socio-economic evaluation and Cost-Benefit Analysis to prioritize projects. The importance of multimodal freight logistics in the NTI planning of the OIC countries is also shown by the fact that most OIC countries are signatory parties to international transport corridors.

4. Procedural factors and financing

Procedural factors and financing in NTI planning is about the realization of the stakeholder approach and public inquiries and debates, the degree of participation of the stakeholders, the measures/projections on the pricing of transport infrastructure, and the utilization of private finance and management to attract private finance, improve the system performance and reduce capacity bottlenecks.

NTI plans are complex and have an impact on society. There are many reasons why formal and procedural selection and appraisal guidance in NTI planning is to be preferred to isolated decisions by decision makers, Mr. VAN DER BEEK explained. Comprehensive guidelines include design, financial and economic optimization (benchmarking with project alternatives), allow for additional finance and lay the foundations for a KPI structure (ex-post evaluation). Project funding is key, without finance no project.

In OIC member states the transport planning approach is mostly top-down with the leader's vision sets the strategic direction. The involvement of the private sector and academia in the transportation planning process is often very low. Public consultation and stakeholder participation have been practiced with different levels of involvement. The procedures, however, require strengthening. PPP is being the most common practice of financing although the success rate in increasing project funding from the private sector is low.

5. The content of NTI plans

The content of NTI plans profiles the approach and the structures that are followed when composing the NTI plan. Mr. VAN DER BEEK highlighted aspects like the objectives and performance measures which the NTI plans based on, scientific approaches, methods, and techniques used, typical planning horizons, incorporation of scenario analyses and forecasts into the NTI plans, the allocations and sources of finance and the way that is dealt with review and evaluation.

A typical cycle for NTI planning goes seven steps: (1) identification of problem and needs; (2) problem analysis including description of status quo; (3) policy context and policy objectives; (4) project formulation and appraisal; (5) political choice between shortlisted options; (6) implementation; (7) monitoring and evaluation.

Very few NTI plans are accessible and made public. They are prepared within and for a narrow circle. The value of stakeholder and public consultation is endorsed, but rarely being practiced. In national strategies and development plans security and basic utilities are of high priority. NTI plays a minor role. Exceptions seem to be Afghanistan, Malaysia, Senegal, Turkey, Qatar, and Uganda. NTI plans are output based, while good NTI planning practices are outcome based. Most of the NTI plans are not compliant with or not taking the Sustainable Development Goals into account.

6. Data collection method

Data collection method is about how NTI planning is being dealt with data and statistics collection, mechanisms and methods and with the implementation of household and industry surveys.

Data collection is very expensive. It is a long-term investment, but, "data are the eyes of the driver". There are several reasons to collect data: data are very supportive when it comes to design and dimensioning of infrastructure, planning of cash revenues and non-cash benefits, budgeting maintenance and operations, asset management, measuring the adequateness of the infrastructure, and to assess the impact of infrastructures on the economy's competitiveness.

In some cases, data for plans and projects are collected as needed by consultants and research institutes through surveys of various kinds. In other cases, transportation data are collected annually by the government.

7. Monitoring system

Regarding the aspect of the monitoring system, Mr. VAN DER BEEK explained about the follow-up and monitoring studies of NTI planning, major obstacles, and drawbacks, success and failure factors of the NTI planning implementations and the effectiveness and success of the NTI planning practices.

Evaluation is about self-improvement: the process is meant to be a leaning one for the project owner. When there is a stronger sense of ownership of the intellectual outcome of the process, it is more likely that stakeholders will act on the recommendations.

In OIC member states monitoring is being implemented more than evaluation. In some countries, the monitoring process is coordinated by the ministry who developed the NTI plan, while in other countries it is done by a separate agency. Our survey indicated that 87% of the surveyed OIC Member States believe the improvement in the monitoring and evaluation system is needed; that 50% of surveyed academics are unsure whether the evaluation process in their countries was working well, and 38% of the surveyed academics believed that plan implementation was efficient.

Question(s) and Answer(s)

Question: The success of the NTI planning of a country also very much depends on the national policy that covers all development sectors. In a country where other sectors than transport (such as health and security) have higher priorities, its transport sector would perform less than that in other countries that prioritize transport.

Answer: The consultants agreed with this statement and highlighted that the research focuses on the transport sector only and on assessing the NTI planning performance of the OIC countries by analyzing planning documents and information that is available in the public domain.

Question: In your presentation, you refer to participation by stakeholder groups. How to cope with stakeholder groups that are not able to get to sound communication with the government?

Answer: The consultant underlined that it is in the interest of the project owner to get involved with a variety of stakeholders, also those who are opposing the project. There are successful experiences with governments training stakeholder groups to formulate their arguments.

Another successful approach is in providing the stakeholder group with external professional support in order to formulate and communicate their views.

4. Lessons Learnt from the Selected Case Studies and Policy Recommendations

Ms. ACHMADI and Mr. VAN DER BEEK delivered their second presentation with a focus on six selected cases studies in the OIC geography based on which lessons are learned and policy recommendations are developed. Each major OIC region (Asia, Africa, and the Middle East) is represented by two case studies; one case study is developed based on a study visit and the other one is based on a desk research.

Kazakhstan

A long-term national transport master plan does not exist in Kazakhstan. Transport infrastructure development is included in the State Program that covers all types of infrastructure, and based on this a 5-year transport infrastructure sectoral program is developed. Kazakhstan has sufficient qualified and skilled transport professionals both in planning and monitoring. The ADB provides technical assistance, also as the lead agency under the CAREC framework. Despite the existence of Kazakhstan Public-Private Partnership Centre, the involvement of private sectors in project funding is very low.

Policy recommendations:

- Policy-driven planning that devolves deregulates and promotes subsidiarity;
- Climate change resilience needs to be factored into the selection of projects;
- Improving the transparency of the public consultation process;
- Increasing the involvement of the private sector by enhancing the market environment for private sector participation;
- Setting up an independent (external) objective monitoring to evaluate the implementation effectiveness in achieving the expected results. The focus of the monitoring should include the *outcomes* instead of only on the achieved target and financial resources allocation.

Malaysia

A national transport policy and a national transport master plan do not exist in Malaysia. The highest level of NTI plan is the Eleventh Malaysia Plan, which is a five-year economic development plan that contains key physical infrastructure initiatives, including but not only the transport infrastructure. A specific attention to national transport infrastructure is therefore

rather limited. However, it serves as a best practice as the NTI plans of Malaysia are developed based on an outcome-oriented approach and reflecting a strong integration between land use planning and multi-modal transport. The NTI plans also pay attention to the development of non-motorised transport modes. Malaysia is also a good example when it comes to a monitoring system that is driven by project cycle management.

Policy recommendations:

- The currently being prepared National Transport Policy should have a long-term view in the context of future economic and social needs;
- Prepare a National Transport Master Plan (NTMP) that includes measures, projects and a comprehensive set of directions that will enable the transport policy to be implemented;
- The NTMP should include an objective of reducing greenhouse gas emissions which in turn will stimulate smarter planning, the use of non-motorised transport and demand substitution;
- Improving the institutional capacity to increase the effectiveness of the current planning procedures and techniques;
- The plan performance should be monitored and results published in a dashboard format for public consumption and to promote transparency.

Uganda

Uganda has made very progress in NTI planning. It's NTMP 2008-2023 the framework in which decision making on transport investments is made. The NTI planning of Uganda shows a good approach by recognizing the need for being policy driven, developing a Master Plan, providing enabling legislation, developing implementation planning, sub-sectoral programming, and monitoring and evaluation. The Ministry of Works and Transport and its subsidiaries have some highly knowledgeable and skilled personnel, but generally, they lack 'hands-on' experience to make a national transport plan (most of the work is outsourced to consultants) and lack of capacity to implement. There appears to be no systematic basis for prioritizing projects.

Policy recommendations:

- A transport policy should be developed for Uganda;
- Transport plans should be annually revised to keep it up to date and maintain relevance;
- NMT should be included;
- Institutions must have the capacity to implement plans;
- Plans should have concrete achievable goals, be outcome-based, be aligned to fiscal space;
- Sustainable Development Goals should be mainstreamed into transport plans;
- Monitoring and evaluation processes should be strengthened.

Senegal

The NTI planning in Senegal hinges on three different essential documents, being the National Road Safety Plan, the Transport Sector Policy Letter (LPST) and the National Road and Motorway Master Plan (SDRAN). These are visionary long-term documents and lists of concrete investment projects. The public administration of the transport sector is branched into three ministries (land, air, maritime). Each of them is responsible for sub-sectoral plans and targets. Concrete objectives are deduced from the Senegal Emergent Plan (SEP).

Roads infrastructure in Senegal is one of the most developed in West Africa. Almost all the roads are paved and connect all major towns. Senegal has a road data management system. However, in NTI planning there is a low emphasis on non-motorized transports. The integration of transport with land use planning is crucial.

Environmental impact assessment is mandatory and socio-economic evaluation and cost-benefit analysis play a key role in prioritizing projects. The private sector is highly involved in the transport planning decision making. The level of consultation and stakeholder participation in the Senegalese NTI planning is reputed high.

Policy recommendations:

- The NTI plans should aim to provide a long-term multi-modal reference document;
- The inclusion of non-motorized transport in planning and in concrete objectives;
- The NTI for Senegal should serve as a key input to the overall national planning process;
- The NTI plans should also serve regional transport planning such as for the promulgation of transport corridors;
- Plans should be outcome not output based;
- A stronger public-private partnership and a higher involvement of the private sector;
- Financial transfer to local authorities, in line with the transfer of responsibility's mandate for rural roads.

Qatar

In Qatar planning processes are highly centralized. In 2008 Qatar started its integrated planning process with the drafting of the first Qatar National Vision 2030. NTI planning is aligned with the goals of the Qatar National Vision 2030.

The Qatar NTI plans follow an integrated approach regarding the transportation modes. Qatar follows the Transit Oriented Development (TOD) approach. TOD is "a mixed-use commercial and residential area designed to maximize access to public transport and to encourage transit

ridership". TOD reflects the integrated approach between land development and planning of transport infrastructure. They are a key element in stimulating public transport.

Recently Qatar added traffic impact as a new and additional criterion in its project's assessment. Qatar has a strong methodological focus. Skills and capacity are sufficiently available and NTI is well organized and integrated with land use policies.

In NTI planning in Qatar, the position of public parties is dominant, and, as a consequence, the position of private parties is minor. The state budget is the main source of finance of Qatar's transport infrastructures. Since recently private funding is also being considered. In the National Development Strategy 2017-22 (NDS-2) private-public partnership (PPP) is seen as a diversification enabler.

Policy recommendations:

- An integrated transport, energy and environment policy, aligned to the SDGs, would be worthwhile and very progressive;
- Policy needs to set out how new technology and Artificial Intelligence may be used to reduce demand for mobility;
- Opening up for PPP constructions will require level playing field between public and private parties. PPP will lead to new risks in planning and implementation. These risks have to be mitigated;
- Providing a more prominent role for the pricing mechanism and price elasticities of demand, in view of parking, congestion, and PPP;
- The models need to be calibrated and the scenarios need to be updated regularly, due to the fast and massive developments that take place;
- Data availability in the public, commercial or academic sphere could be improved;
- Monitoring & Evaluation processes should further be tested and strengthened.

Oman

The national transport plan is a list of infrastructure projects that have been selected by the Supreme Council for Planning and approved by Decree. Laws empowering the Supreme Council for Planning (SCP) are robust and effective. There is an absence of transport policy, despite the growing complexity of the transport sector. The private sector involvement in the planning process is low.

Given the highly centralized planning processes, the 9th Five Year Plan (Omans Vision 2014) was the most participative so far with representatives from the government sector, the private sector, the civil society, and youth institutions.

The Oman Development Plan is a very good transport infrastructure plan, although it is output and not outcome based. It has a transport component and a list of approved infrastructure projects. Need for more holistic and integrated planning is increasingly appreciated, in view of becoming a major logistics hub. A public transport strategy 2017-2025 was recently approved by the Council of Ministers. Oman National Spatial Strategy (ONSS), is an ongoing process, will provide a comprehensive spatial framework for sustainable high quality urban and rural development in Oman.

The "Tanfeedh" program is to undertake the process of follow-up of the implementation of the 9th Plan. This evaluation is considered an essential component of planning and is very progressive. Supreme Council for Planning requires that the impact of transport projects on the diversification program be systematically evaluated.

Policy recommendations:

- It will be useful for Oman to prepare a *transport policy*, it provides an opportunity for structured stakeholder and transport user engagement to discuss a wide range of issues in this dynamic and rapidly changing sector;
- Plans should include *measures* as well as *projects*, the plan should provide a comprehensive set of directions that will enable policies to be implemented;
- Plans should be *outcome*-based, not only outputs. The specific objectives of the plan may relate to transport sector efficiency issues but also cross-cutting issues as well;
- Plan implementation and performance could be *public domain* - using contemporary means such as dashboards.

General Policy Recommendations for OIC Countries

Mr. VAN DER BEEK underlined that although it is not suggested that NTI planning problems or solutions are the same for all OIC countries, the following recommendations are an effort to consolidate the results of the analysis and provide some specific suggestions towards improving NTI planning, based on our research, observations, and good practice examples.

1. Political and legislation factors:

- A national *transport policy* needs to be developed before developing an NTMP in order to provide a strategic direction towards common objective and goals to be followed by sectoral plans and programs;
- Both policy and plans should be developed from within and to avoid outsourcing the entire process to consultants, in order to ensure buy-in and *ownership*;
- Transport plans should be mandatory and have *legal force* through legislation.

2. Institutional and organizational:
 - The institutional capacity needs to be built by *training* or education of government officials and professionals to increase the effectiveness of the current planning procedures and techniques;
 - The rule of *subsidiarity* should apply, transport master planning should be centralized and subsector and urban planning decentralized;
 - Transport *planning agencies* must be multidisciplinary and cross-sectoral to apply a holistic approach, to ensure integration between modes of transport and adequately cover cross-cutting issues.

3. Technical:
 - NTI plans should *integrate* land use planning and multi-modal transport planning including non-motorised transport;
 - NTI plans should be *outcome* not output based;
 - Methods to prioritize project should be in places, such as socio-economic evaluation and cost-benefit analysis;
 - A national multi-modal transport *model* should be developed and be robust for external effects and shocks and systemic risks.

4. Procedural and financing:
 - Develop common *guidelines* for project appraisal and assessment for the OIC members;
 - Make NTI plans publicly available and communicate them;
 - Strengthening of procedures regarding public consultation and stakeholder *participation*;
 - Improving the transparency of the public consultation process;
 - Increasing the involvement of *the private sector* by enhancing the market environment for private sector participation;
 - Ensure that the planning horizon of NTI plans is *15 to 25* years and that updates come on time;
 - Apply the use of the *pricing* instrument in view of optimization, allocation, and funding. In order to ensure a sustainable financing, a greater share should be funded from road user charges (user pay principle);
 - Increasing the involvement of academia to gain intellectual views in policy formation.
 - Aligning NTI plans to *fiscal space*.

5. The content of the NTI plan:
 - NTI planning should start with problem identification and mapping of needs, and should have concrete *achievable goals* that fit in the policy context;
 - NTI plans should include measures as well as projects and provide a comprehensive set of directions that will enable *policies* to be implemented;

- Investments should be optimized by comparing them to the *best alternative* investment in view of the specific transport objective;
 - Apply common guidelines for project appraisal and assessment for the OIC members;
 - Sustainable Development Goals should be mainstreamed into NTI plans.
6. Data collection method:
- Develop common *guidelines* for data collection for the OIC members;
 - Transportation data should be collected periodically (annually or more frequent) and in a systematic way;
 - Make use of new technologies and share data with the private domain (*open access*);
 - Make use of *big data* or mobile data in transport planning, real-time dynamic planning, the use of swarm intelligence and planning for autonomous vehicles.
7. Monitoring system
- Transport plans should be *annually revised*;
 - Setting up an *independent agency* to monitor and evaluate the implementation of the plan;
 - The focus of the monitoring should include the *outcomes* instead of only on the achieved target and financial resources allocation;
 - Plan implementation and performance monitoring could be public domain using contemporary means such as dashboards.

Question(s) and Answer(s)

Question: Is the high involvement of private sectors in the planning phase of NTI in Kazakhstan a result of the nonexistence of an NTMP in this country?

Answer: There was very little information that could be collected with regard to this issue. However, it is very unlikely that the nonexistence of an NTMP in Kazakhstan relates to the existence of Kazakhstan Public-Private Partnership Centre. Even though Kazakhstan does not have an NTMP that would provide the blueprint for the development of the sector over at least a 10-year period, it does have a medium-term state program that addresses the needs of infrastructure development in various sectors, including the transport sector.

Question: The research underlines the importance to include non-motorised transport in the national transport master plan. NMT is, however, more relevant at the urban level as it is difficult to include NMT modes in the national transport model.

Answer: NMT is indeed more relevant in the urban transport planning, however, it is very important to develop policy frameworks at the national level with regard to the development of

NMT and to mainstream it to the related plans, such as urban planning and other transport sectoral programs.

5. Roundtable Policy Debate Session

Mr. Mehran KHAMISIZADEH moderated the roundtable session. At the outset, Mr. Selçuk KOÇ, Director at the COMCEC Coordination Office, made a short presentation on the responses of the member countries to the Policy Questions circulated by the CCO.

After fruitful discussions and deliberations, the Working Group has come up with the following policy recommendations² to be submitted to the 34th Ministerial Session of the COMCEC for their adoption.

- **Policy Recommendation I:** Developing guidelines for the preparation and implementation of national transport master plans by taking into consideration international best practices towards having more integrated and sustainable land and transport plans and solutions.
- **Policy Recommendation II:** Identifying comprehensive and relevant Key Performance Indicators for the effective monitoring and evaluation of the performance of transport plans and their outcomes, and sharing the results with the relevant public and private sector stakeholders.
- **Policy Recommendation III:** Improving the planning capacity of the OIC member states by applying contemporary methods such as setting a vision with a set of social and economic objectives.
- **Policy Recommendation IV:** Improving national transport infrastructure planning process and encouraging public-private partnerships (PPPs) particularly for needs assessment, encouraging investments, well-functioning operations and maintenance.

6. Utilizing the COMCEC Project Funding (CPF)

Mr. Burak KARAGÖL, Director 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.

² The Room Document is attached as Annex 3.

In the beginning, Mr. KARAGÖL informed the participants about the timeline for the project submission and mentioned the procedure to be pursued.

Then, Mr. KARAGÖL 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.

Afterward, Mr. KARAGÖL gave general information about the relevant pages of the COMCEC Project Funding website. Furthermore, he enumerated the supported topics in transport and communications cooperation area as followings:

- Preparing national broadband strategies
- Enhancing digital literacy
- Achieving high-speed Internet coverage in rural and isolated areas
- Enactment of financial incentives to operators for deploying 4G infrastructure
- Reducing the cost of broadband services through targeted public policy initiatives
- Lowering the cultural and linguistic barriers through the development of local platforms, content, and applications
- Supporting broadband usage of disadvantaged segments
- Transforming transport routes to transport corridors
- Developing a Corridor Treaty template for enroute countries along the transnational transport corridors
- Establishing national committees for trade and transport facilitation
- Promoting simplification of business processes among the enroute countries along the transnational transport corridors
- Increasing awareness of stakeholders about the potential economic benefits of transnational transport corridors
- Promoting “through railway tariff” among the countries along the transnational transport corridors
- Preparation of a master plan for the development of transport corridors
- Engaging the private sector to develop, finance and manage transport corridor infrastructure in partnership with the public sector
- Encouraging trade and investments along transnational transport corridors
- Facilitating visa issuance for business people and visa stickers for drivers
- Implementing the security-building measures throughout transport corridors
- Enhancing experience sharing on road safety
- Promoting multimodal legal liability
- Improving the design standards of road and rail infrastructure
- Ensuring the sustainability of transport corridor infrastructure

- Harmonization of the vehicle and operational standards
- Improving rail interoperability including a common driver licensing/certification and common conditions of carriage
- Improving communications along the corridor including fiber optic cable and cargo tracking
- Increasing the number and quality of logistics centers along the transport corridors
- Promoting intermodal transport
- Stimulating the use of more environmentally friendly vehicles and vessels
- Developing a data collection system along the transport corridors
- Developing an enabling legal, institutional and regulatory framework for enhancing cooperation among the enroute countries along the transport corridors
- Establishing a dedicated corridor coordination unit for facilitating corridor governance
- Promoting the development of transport corridor governance
- Planning of national transport infrastructure in the OIC member states
- Improving transport project appraisals in the Islamic Countries
- Improving risk management in transport PPP projects in the OIC member countries

Mr. KARAGÖL continued his presentation with Online Project Submission System and indicated the reference materials to be used during the project submission period.

Lastly, Mr. KARAGÖL presented the projects funded in 2018. He expressed that 3 projects are being funded in 2018 in transport and communications area. The projects are being implemented by the Gambia, Iran, and Jordan.

7. Presentations of the Member States

a. Azerbaijan

Ms. Aytan TURABOVA, Leading Adviser, Transport Policy Department, Ministry of Transport, Communications and High Technologies of Azerbaijan, made a presentation on Azerbaijan's experiences concerning the planning of national transport infrastructure.

Ms. TURABOVA started her presentation by giving some information with respect to the transport corridors via Azerbaijan. In this respect, she touched upon the Baku-Tbilisi-Kars (BTK) Railway Project. She outlined the importance of the BTK Railway for the regional transport routes by mentioning that BTK Railway will further contribute to the promotion of Trans-Caspian Route through connecting of Trans-European and Trans-Asian railway networks.

She also expressed that BTK Railway will contribute to the revitalization of Historical Silk Road, serve for common interests and addresses strategic needs of all countries involved.

Ms. TURABOVA continued her presentation by giving some information regarding the Baku International Sea Trade Port. She underscored that the New Baku International Sea Trade Port is located at the crossroads of two major transportation corridors, the East-West and the North-South- an area where main railways and highways networks meet.

Then, Ms. TURABOVA touched upon the Lapis Lazuli corridor. She stated that The Lapis Lazuli corridor connects Afghanistan through Turkmenistan, Azerbaijan, Georgia to the Black Sea and ultimately through Turkey to the Mediterranean Sea and Europe. Lapis Lazuli was created for transit and trade cooperation intended to reduce barriers facing transit trade and develop accustom procedure integration in the region.

Lastly, Ms. TURABOVA touched upon the importance of Absheron Logistic Center for transportation sector of Azerbaijan. Mr. FARACOV expressed that South-West Transport Corridor is a new logistic corridor aiming at enhancing trade volume between India and the Persian Gulf, the Black Sea region and European countries.

b. Benin

Mr. Hyacinthe M. MONTCHO, Development Administrator, Ministry of Planning and Development, delivered a presentation titled "Planning of national transport infrastructure: Case of Benin". At the beginning of his presentation, he gave some information about location, population and GDP growth of Benin. Then he underscored that the issue of the free movement of persons and goods is a major challenge for the political and economic integration of the OIC Member Countries. The transport sector in general and road transport, in particular, plays an important role in this integration. It brings together markets, production areas, and consumer areas.

Mr. M. MONTCHO expressed that road transport supports most of the flows In Benin. About 80% of foreign trade and more than 90% of inter-regional trade passes through the roads. The transport sector contributes 7.1% of GDP of Benin. He also stated that Benin is a transit country for the landlocked countries of the West African sub-region including Niger, Burkina Faso, Mali, and Chad. It is characterized by a diversified system of infrastructures (road, seaport, river, lake, lagoon, railways and air) which contribute to a large extent to the production of national wealth.

Mr. M. MONTCHO continued his presentation by giving some important information concerning the specific modes of transport in Benin. Regarding the rail transport, he stated that the railway network is currently in a state of serious deterioration due to the obsolescence of its rolling

stock and the deterioration of its infrastructure (railways and wharves). It consists of two metric gauge lines namely Cotonou - Parakou (438km) and Cotonou-Pobè (105 km). Concerning the road transport, he highlighted that road transport remains the main mode of transportation because it carries most passengers and goods and is the only means of access to most rural communities. It is the predominant mode of travel at more than 80% of the transport market share. Since the 1980s, there has been a gradual disappearance of large public transport companies for small private transport companies, which usually employ only one or two vehicles and operate in the informal sector.

Mr. M. MONTCHO continued his presentation by underlining the main problems related to passenger and freight road transport as followings;

- the obsolescence of transport equipment;
- the weak organization of transport services;
- the weak development of public transportation;
- the transport system with very little regulation;
- insufficient road network;

He also explained the reforms made so far in order to overcome these challenges as followings;

- Creation of a Land Transport Agency (ANaTT) for the operationalization of actions related to road transport: Issuance of driving license, authorization of transport, registration of vehicles, etc.
- Creation of a National Road Safety Center to ensure the management of the road safety component and any action to prevent traffic accidents;
- Creation of a training center for land transport and infrastructure;
- Establishment of a regulatory framework for the management of road transport of goods and passengers through the creation of road transport directorate;
- Facilitation of transport and transit on corridors through the removal of gates and checkpoints;
- Establishment of toll stations and weighing.

At the end of his presentation, Mr. M. MONTCHO emphasized that the issue of the mobility of people and goods remains a major challenge to be addressed by the public authorities. The main challenge is how resources might be allocated to build sustainable infrastructures in order to attract investments. In this regard, Benin needs more resources from OIC agencies to finance transport infrastructures projects.

c. Iran

Mr. Mehran KHAMISIZADEH, Advisor to Deputy Minister, Ministry of Roads and Urban Development of Iran, delivered a presentation titled “Transport Regional Planning: A proposal on Establishment of the COMCEC Prosperity Trans-Corridor (CPTC)”.

At the outset, Mr. KHAMISIZADEH gave some overview information on the Current Transport Regional Planning on the Corridors in the COMCEC region. He started by highlighting the key common aims of the corridors as followings;

- Providing the transit & transport facilities in line with streamlining the transport
- Implementation of the transport conventions/ agreements,
- Providing the legal framework for implementing the conventions/ agreements,
- Strengthening the comparative advantages of the members in the field of moving the goods and passengers,
- Providing the platform for promoting the level of interregional trade,
- Facilitating the border crossing transport,
- Strengthening the trade-oriented perspective to the international corridor.

After giving a background of the subject on the development of the corridors in the COMCEC Region, Mr. KHAMISIZADEH underscored that CPTC would be a catalyzer for integrating different regions such as EU Region, UNESCAP Region, UNECA Region, and UNESCWA Region. He expressed that COMCEC can play a vital role for;

- streamlining the transit transport between the regions,
- developing the good governance in the corridors,
- encouraging the member countries for promoting the level of transport facilitation in the COMCEC Region,
- regulating a transport dialogue among member countries.

Mr. KHAMISIZADEH touched upon the policy recommendations of the 11th Meeting of the COMCEC Transport and Communications Working Group. Then he explained Iran’s proposal on the establishment of the CPTC. He said that the aim of this proposal is to promote the dialogue in transport line with the COMCEC Strategy, provide the linkages among three continents (Asia, Europe, and Africa), integrate the existing corridors in the COMCEC region and emphasize on the common interests of the member states within the framework of the good governance of transportation.

Furthermore, Mr. KHAMISIZADEH continued by explaining the cooperation areas of the plan as followings;

- Creating the cooperation fields among member states and integrating the transport section with the other sections,
- Capacity building for the routes and corridors passing the COMCEC region in particular, marketing and commercialization of the routes,
- Providing the roadmap for marketing the corridor,
- Identification of the Investment Priorities of the Corridor
- Holding the joint meeting among member states for exchange the experiences and utilization of the best practices,
- To protect the development of the infrastructures in the COMCEC region.

In conclusion, Mr. KHAMISIZADEH mentioned the operational steps for implementing the plan as followings;

- Preparing the COMCEC Transport Network Map,
- Preparing the 5 Years Transport Strategy Plan (2019-2023) for CPTC,
- Preparing the 5 years Transport Action Plan for the Corridor,
- Preparing the roadmap for commercialization the corridor.

In summary, it should be underlined that the Islamic Republic of Iran proposed one Islamic Corridor titled "COMCEC Prosperity Trans-Corridor (CPTC)" in the framework of the COMCEC activities. In this respect, while welcoming, the meeting requested Iran to provide the concept paper of this proposal to the CCO through the diplomatic channels to be submitted to the 34th COMCEC Ministerial Session, for their consideration. Furthermore, to identify the components of this corridor, a feasibility study would be taken by Iran and relevant beneficiaries under the COMCEC Project Funding Mechanism.

d. Iraq

Mr. Safa ALWAN, Senior Engineer, Ministry of Transport, made a presentation on Iraqi Republic Railways (IRR). He mentioned that Iraqi Republic Railways Co. is a state-owned company affiliated to the Iraqi Ministry of Transport. IRR is a member of the International Union Railways (UIC) and works in accordance with UIC specifications and standards, a member of the International Rail Transport Committee (CIT) and Arab Union of Railways.

Mr. ALWAN also touched upon the network of IRR, the project under construction as well as the future projects of IRR.

e. Turkey

Ms. Hilal GÖLBAŞI, Expert, Transport Planning Unit, Ministry of Transport and Infrastructure, delivered a presentation on the National Transport Master Plan of Turkey.

At the outset, Ms. GÖLBAŞI started by outlining the conceptual framework of the National Transport Master Plan of Turkey. She mentioned that the National Transport Master Plan includes a series of infrastructure and comprehensive legislative measures to achieve the objectives between 2017-2035. It aims to modernize the integration of transport and logistics to make the transport system more efficient and competitive with low transport costs.

Ms. GÖLBAŞI explained that before the Project has started, Terms of Reference document has been prepared to define the content, characteristics, process and the outputs of the Master Plan. Then with this document, the tender process started. A consortium composed of 6 international companies win the tender and become responsible for developing the master plan. In the meantime, The Project Coordination and Implementation Unit (PCIU) was formed. Several representatives from different transport modes worked together in this unit. The Consortium member employees and the PCIU members worked in a Project Office through 26 months.

Ms. GÖLBAŞI continued her presentation by mentioning the specific experiences during the preparation of the National Transport Master Plan of Turkey. She said that at the first stage, the current situation was analyzed. The available data sources and information from the Ministry and related institutions was collected to get an idea regarding the current status of transportation dynamics of Turkey. On the second phase, surveys were conducted to collect new data to understand the user behaviors and mobility of people and freight. More than 33 hundred thousand surveys were completed in 2 seasons. Around 750 stakeholder surveys were also completed by face-to-face interviews. According to the all the data obtained, the modeling phase was started. A 4-Step Transportation Demand Forecast Model was developed. The model has 614 traffic analysis zones, 532 of which is internal, 82 of which is external. Based on the model outputs, projects proposals for the target years of 2023, 2029 and 2035 were prepared. Planning was the last stage of the Project. According to the model outputs, alternative scenarios were created. Then alternative scenarios were evaluated by Multi-Criteria Analysis. The main scenario for the Master Plan was chosen and socio-economic and financial analysis was done for this selected scenario. After all, the draft Master Plan was prepared and after validation, it becomes National Transport Master Plan of Turkey.

Furthermore, she expressed that during these Project steps, 7 Steering Committees and 7 workshops were organized. In Steering Committees, the information about the progress of the Project with executives from the Ministries and related institutions (Highways, railways etc)

was shared. The contributions of public and private sectors in transportation field got by the workshops. By the pieces of training, technical information regarding the Project was gained.

Lastly, concerning the content of the National Transport Masterplan, Ms. GÖLBAŞI expressed the vision of the plan and five main objectives and targets, which were defined in line with the vision. To reach the objectives and targets, 2 main strategy groups were followed. First one is infrastructure development policies. Second is the general transportation policies, in other words, soft measures. She stated that a modeling database and transportation demand forecasting model and Masterplan preparation guide for urban transportation were created as the main outputs of the Project.

Then, Ms. E. Ecenur ÇELİK, Officer, General Directorate Of State Airports Authority, Ministry of Transport and Infrastructure of Turkey continued the presentation by touching upon the Istanbul New Airport Project (INA).

She outlined that according to the Airbus Global Market Forecast study of Turkish Airlines the global aviation hub center was Mid Atlantic region in 1971 and it was replaced by South Mediterranean as of 2011. Besides the results shows this fundamental shift from east to West is expected to continue until 2031. By 2031 the center of gravity for aviation is expected to shift to a location between Asia and Europe to southern Turkey.

Then she underscored the importance of Istanbul by saying that Istanbul is the heart of Turkey's economic, cultural, and historical roots. A major center of global trade for centuries with its young and highly productive population. Besides being the hearth of Turkish economy the geographical location of Istanbul gives the city an unmatched advantage in air transportation. Since the city is located in the middle of the 40% of the World international airline traffic on East-West and North-South axis. Within the 3000 km radius, flight distance airlines can conduct direct flights to both Europe, Africa, and Asia countries. So due to these reasons, Istanbul which is already a natural hub with its geographic position is turning into a global air transport hub. Being the most developed city of the Turkish economy and one of the Worlds trade centers the demand for air transport in İstanbul is increasing day by day New Airport will be one of the most important hub's of the world when operations are started. There are two airports serving the city of Istanbul; main gateway and Europe's 4th biggest airport Istanbul Atatürk (IST) on the European side and Europe's fastest growing airport; Istanbul Sabiha Gökçen (SAW) on the Anatolian side.

However, the Government has decided to build a new airport in Istanbul due to lack of capacity at current airports and determined the location of it on 13 August 2012. General Directorate of

State Airports Authority has issued the tender for 25 Years Build–operate–transfer (BOT) Concession for Istanbul New Airport on January 2013 with a preliminary project. Ataturk airport will close to commercial operations when INA opens.

Concerning the completion time of the INA, she expressed that Istanbul New Airport Project shall be completed within 4 consecutive phases. The first part of phase 1 will be completed in 42 months, October 2018. Upon completion of all phases of the Project, the capacity will reach over 200 million passengers annually and INA will offer flights to more than 350 destinations. She also expressed The INA has located 40 km from the city center. As being one of the biggest airports in the world, INA's footprint shall have an area of 76,5 million m² in total along the seashore of the Black/Euxine Sea. The airport lays at the European peninsula of Istanbul. In terms of transportation, INA will be connected to the city via Yavuz Selim Bosphorus Bridge and the Northern Marmara Motorway with links to Istanbul's public transit system via metro and rapid transit.

Lastly, she emphasized that INA will have the largest intelligent parking lot in Europe when all phases are completed with an 18.000 vehicle capacity indoor parking area and a 22.000 car capacity outdoor area.

f. Uganda

Mr. Isaac TIBIHIKA KIIZA, Senior Engineer, Ministry of Works and Transport of Uganda, made a presentation on the planning of national transport infrastructure in Uganda.

At the outset of the presentation, Mr. KIIZA mentioned the mandate of the Ministry of Works and Transport (MoWT), its strategic objectives and organizational structure. He enumerated the key functions of the MoWT as followings;

- Initiate, formulate and develop National Policies, Plans, and Programmes for safe and efficient Public Transport Infrastructure and Services.
- Monitor and Evaluate the Implementation of National Policies, Plans, and Programmes for safe and efficient Public works, Transport Infrastructure and Services.
- Initiate and review Laws and Regulations on Works and Transport Infrastructure and Services.
- Set standards for the construction industry, transport infrastructure, and services.
- Enforce compliance with national policies, laws, regulations, and guidelines on works, transport infrastructure and services.
- Monitoring and Evaluation of the performance of Transport Sector Agencies.
- Provide technical assistance and support in the acquisition and maintenance of Government Vehicles and Equipment.

Mr. KIIZA continued his presentation by touching upon the key development projects under different modes of transport in Uganda. Regarding the road sector, he said that expressways projects e.g Kampala–Jinja (95km) under procurement, Kampala–Bombo (32km) under design, Entebbe expressway (37km) construction completed among others. He also said that there are some projects under the Interconnectivity and Force Account programmes to rehabilitate selected district and community access roads. A pilot suspended footbridge (90m) has been constructed in Eastern Uganda and commissioned for use.

Concerning the railway sector, he expressed that the railway subsector is managed by the Uganda Railways Corporation. The rail subsector is set to undergo upgrading from the meter gauge rail (1067mm) to the standard gauge (1,435mm). This change will allow for higher operational speeds and harmony with regional railways. Electric locomotives are expected to be introduced on the standard gauge. The revival of the old meter gauge railway line from Tororo through the districts of Mbale, Kumi, Soroti, Lira to the Gulu (342km) with an extension to Pakwach.

With respect to water transport, he stated that water bodies account for 30% of Uganda's area coverage such as lakes, rivers, and swamps. Inland water transport has three main components; rail wagon ferry service between ports along Lake Victoria (Uganda, Kenya, and Tanzania); short distance road vehicle ferries across rivers and lakes; other lake and river services, operated by the private sector. Establishment of the Maritime Training Institute is underway to be situated in Busitema University.

Regarding air transport, he expressed that the Civil Aviation Authority (CAA) manages the air subsector. Uganda has 30 upcountry aerodromes including airports, though the country has got 60 licensed officially with 19 of them having regular but unscheduled services. The main international airport is at Entebbe, 40km south of the Capital Kampala. Up to 17 international airlines operate to and from Entebbe. Uganda has a National carrier, Uganda Airlines, which is set to be revived by April 2019. International traffic dominates flights at Entebbe, up to 97% for passengers and 99% for cargo. International passenger numbers per annum increased during the last 8 years from 781,428 to 1,303,484 in 2016.

Concerning the pipeline transport, Mr. KIIZA stated that Uganda has pipelines emerging as one of the major modes of transport with the discovery of commercially viable reserves of oil and gas in the Albertine region. The subsector is in the process of constructing a 1,435km transmission pipeline from Hoima in Uganda to the port of Tanga in Tanzania. A National Oil and Gas Policy (NOGP) with ten major objectives were prepared by the Ministry of Energy and Mineral Development (MEMD) to guide the subsector. A National Petroleum Authority, National

Oil Company, and National Pipeline Company have been established. These institutions are coordinating the point objectives of the NOGP.

Lastly, Mr. KIIZA said that inadequate budget for development projects and land acquisition are the key challenges of the transport sector in Uganda.

8. Private Sector/International Organizations Perspectives

a. UNECE: "Transport Infrastructure Development: UNECE's Experiences Regarding the Planning of National Transport Infrastructure"

Mr. Roel JANSSENS, Economic Affairs Officer, Sustainable Transport Division, UNECE, delivered a presentation on the UNECE's experiences in terms of Improving transport connectivity in the Euro-Asian region. At the beginning of the presentation, Mr. JANSSENS outlined the UN's role as the global center for inland transport agreements.

Then he briefed the participants on the transport infrastructure developments under the UNECE. In this respect, he touched upon the importance of Euro-Asian Transport Links (EATL), which includes Trans-European Motorway and Trans-European Railway (TEM & TER) projects. He emphasized the goal of EATL Phase III as identifying measures to enhance the operational capacity of the inland transport links between Europe and Asia.

Concerning the main findings of EATL Phase III, Mr. JANSSENS mentioned that economic growth and growth of international trade is not driving the increase in freight flows as before. There are commodity groups traded between Europe and Asia for which inland transport modes can compete with maritime and air modes. Markets created new opportunities - e.g. e-commerce - that can drive freight flows on inland routes between Europe and Asia. Railway transport is developing on EATL routes- the importance of block trains, however further improvements are needed. Road transport does not operate at a long distance. Within this framework, Mr. JANSSENS underscored the need for competitiveness, integration, intermodality, and flexibility of transport sector within the perspective of EATL project.

Mr. JANSSENS continued his presentation by touching upon the initiative started by UNECE, called as International Transport Infrastructure Observatory via which data on transport networks and modes; data on corridors, infrastructure projects; and data on traffic and cargo flows will be accessible. Furthermore, real-time monitoring of block train services will be possible.

Mr. JANSSENS briefed the participants on the TIR Transit System as one of the most important parts of the soft infrastructure of the transport sector. He stated that in the TIR Transit System, customs duties and taxes of cargo in transport are covered by an international guarantee system. National road carrier association acts as guarantor during transit operations. Also, TIR Transit System is usable across all modes of transport.

Moreover, Mr. JANSSENS expressed that digitalization is another important part of soft infrastructure which UNECE has focused on so far to improve the overall quality of the transport services. Within this perspective, e-TIR pilot projects between Iran-Turkey, and Georgia-Turkey has been implemented successfully. At the end of his presentation, Mr. JANSSENS touched upon Euro-Asian Railway Facilitation as another initiative with respect to the soft infrastructure works under UNECE.

b. Asian Infrastructure Investment Bank (AIIB): "Financing the Planning of National Transport Infrastructure: The AIIB's Experiences"

Mr. Janping THIA, Principal Economist, Asian Infrastructure Investment Bank (AIIB), made a presentation with the theme "Transport Sector Strategy: Sustainable and Integrated Transport for Trade and Economic Growth in Asia".

At the beginning of his presentation, Mr. THIA highlighted three key characteristics for the transport sector. First, he expressed that large demand is still dominated by road transport among other modes of transport. Total demand around \$500-900 billion per year. Three-quarters of the total demand are for the road subsector. Second, planning, preparation, and construction cycles are still long in the transport sector. Airports and rail take more than 60 months from planning to tender close and environmental, social, and land impact are not addressed sufficiently. Third, the transport sector is sensitive to demand and/or technology changes.

Within this framework of there key characteristics of the transport sector, Mr. THIA underlined that AIIB needs to focus its resources to prioritize "middle-range" projects with large economic impact and some financial returns, prioritize strategic connections and leave space to address clients' needs.

Mr. THIA continued his presentation by explaining the AIIB's approaches to transport sector as followings;

- Ensuring Economic and Financial Sustainability
 - Rigorous cost-benefit and demand sensitivity analysis

- Build in maintenance cost
- Mobilizing Private Capital
 - Providing more support for PPPs, viability gap financing
 - Playing the role of anchor financier
- Promoting environmental and social sustainability
 - Encourage “avoid, shift and switch” projects and project design to reduce carbon
 - Maintain high ES standards, including enhancing safety and gender access
 - Encourage strategic environment & social assessment (SESA) and land use plans
- Developing strategic partnerships
 - Work with regional initiatives to identify projects early
 - Build up financing partners, including the private sector
- Embracing innovative and proven technology
 - Spread green technology to Asia
 - Improve infrastructure productivity (including the use of ICT)

Mr. THIA continued with underlining that realistic demand projections are crucial for better transport infrastructure. Concerning the long planning/construction times of transport infrastructure, he emphasized that financing costs are significant during construction and for suitable projects with good concepts; AIIB is prepared to signal early upfront to help countries/clients attract financing.

Furthermore, Mr. THIA touched upon viability gap financing. He said that viability gap financing is important for PPP Structures. Therefore, getting the right balance is critical. In this respect, AIIB's approach is flexible enough for a bank to finance PPP structures, both from government and or investor portion.

Concerning the environment and land use assessments, Mr. THIA expressed that transport and land use master-planning is important to see the various linkages, and also for transport modal integration. Strategic environment and social assessment are crucial. In this respect, AIIB encourages countries/clients to undertake strategic environmental and social assessment (SESA) before projects. SESA has preferably done at the regional level. Also, he emphasized that standardization of PPP structures makes it easier to securitize of the capital to be used for transport infrastructure.

In the end, Mr. THIA concluded his presentation by underlining that “In developing countries, lack of infrastructure is a far more serious barrier to trade than tariffs - Joseph Stiglitz”.

c. Bogazici Proje Engineering Inc.: "Private Sector Perspective on Planning of National Transport Infrastructure: Challenges and Expectations"

Mr. Yücel Erdem DİŞLİ, Group Manager, Bogazici Proje Engineering Inc., made a presentation on Private Sector Perspective on Planning of National Transport Infrastructure.

At the beginning of the presentation, Mr. DİŞLİ gave information about the activities of Bogazici Proje Engineering Inc. in the field of the transport sector. In this respect he mentioned that consisting of professionals, Bogazici Proje Engineering Inc. has a corporate mission on the efficient and correct allocation of contemporary technologies, assistance to the users for their physical resource management, contribution to the sector in building a quality standard.

Mr. DİŞLİ said that Bogazici Proje Engineering Inc. has specialized in the field of transportation planning and feasibility studies, rail system engineering, highway-road structure engineering, traffic engineering as well as consultancy. He stated that Bogazici Proje Engineering Inc. has had a direct contribution to the preparation of 15 transportation master plans in Turkey since 2009. He also touched upon the railway, highway and bridge projects where Bogazici Proje Engineering Inc. included.

Mr. DİŞLİ continued his presentation by underlining the transportation planning process. Then he touched upon some case studies with their specific challenges and achievements. The cases were Izmir Gulf Crossing Bridge, Istanbul Strait Road Tube Crossing Project (Eurasia Tunnel).

Lastly, he underlined the main challenges they faced during the said projects as followings;

- Travel Demand Model is unavailable at national, regional and local scale,
- No reference for model variables to transfer,
- Lack of standardized methodology for modeling process and calibration criteria.

9. Closing Remarks

The Meeting ended with closing remarks of Mr. Burak KARAGÖL, Director at the COMCEC Coordination Office. He thanked all the representatives for their attendance and precious contributions. Mr. KARAGÖL informed the participants that the 13th Meeting of the COMCEC Transport and Communications Working Group will be held March 14th, 2019 in Ankara with the theme of “Improving Transport Project Appraisals in the Islamic Countries”. He stated that a research report is also being 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 the policy recommendations formulated by the delegations during this working group meeting will be submitted to the kind consideration of the Ministers during the 34th COMCEC Session.

Mr. KHAMISIZADEH, the Chairman of the Meeting, also thanked all the participants for their participatory attitudes and contributions.

Annex 1: Agenda of the Meeting



12TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP

(October 11th, 2018, Ankara, Turkey)

"Planning of National Transport Infrastructure in the OIC Member States"

AGENDA

Opening Remarks

1. COMCEC Transport and Communications Outlook 2018
2. Global Trends in Planning of National Transport Infrastructure
3. Current Situation of the OIC Member Countries in terms of Planning of National Transport Infrastructure and the Lessons Learnt from the Selected Case Studies
4. Policy Debate Session on Improving Planning of National Transport Infrastructure in the OIC Member Countries
5. Member State Presentations
6. Private Sector/International Organizations Perspectives
7. Utilizing the COMCEC Project Funding

Closing Remarks

Annex 2: Program of the Meeting



PROGRAMME

12TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP (October 11th, 2018, Ankara, Turkey)

“Planning of National Transport Infrastructure in the OIC Member States”

- 08.30-09.00 Registration**
- 09.00-09.05 Recitation from Holy Qur’an**
- 09.05-09.15 Opening Remarks**
- 09.15-09.40 Transport and Communications Outlook of the OIC Member Countries**
- Presentation: *Nihat AKBALIK*
Expert, COMCEC Coordination Office
- 09.40-09.50** - Discussion
- 09.50-10.25 Conceptual Framework for Planning of National Transport Infrastructure and Global Trends**
- Presentation: *Ms. Fadiyah ACHMADI*
Sustainable Mobility Specialist, Fimotions
- 10.25-10.50** - Discussion
- 10.50-11.05 Coffee Break**
- 11.05-11.45 Current Situation of the OIC Member Countries in terms of Planning of National Transport Infrastructure and the Lessons Learnt from the Selected Case Studies**
- Presentation: *Mr. Joel van der BEEK*
Manager, EconoVision
- 11.45-12.30** - Discussion
- 12.30-14.00 Lunch**
- 14.00-14.10 Policy Debate Session on Improving Planning of National Transport Infrastructure in the OIC Member Countries**
There will be a policy roundtable under this agenda item. The main inputs of the roundtable will be the findings of the analytic study and the member states’ responses to the policy questions circulated by the COMCEC Coordination Office. At the beginning of the session, CCO will make a short presentation introducing the responses of the Member Countries to the policy questions as well as the Room Document.

- Presentation: *"Member Countries' Feedbacks on the Policy Environment Concerning Planning of National Transport Infrastructure"*
Mr. Selçuk KOÇ
Director, COMCEC Coordination Office
- 14.10-15.15** - Policy Discussion
- 15.15-15.30** **Utilizing the COMCEC Project Funding**
 - Presentation: Mr. Burak KARAGÖL
Director, COMCEC Coordination Office
- 15.30-15.45** - Discussion
- 15.45-16.00** **Coffee Break**
- 16.00-17.00** **Member State Presentations**
 - Presentation(s)
 - Discussion
- Private Sector's/International Organizations' Perspectives**
- 17.00-17.15** - Presentation: *"Transport Infrastructure Development: UNECE's Experiences Regarding the Planning of National Transport Infrastructure"*
Mr. Roel JANSSENS
Economic Affairs Officer,
UNECE
- 17.15-17.30** - Presentation: *"Financing the Planning of National Transport Infrastructure: The AIIB's Experiences"*
Mr. Jangping THIA
Principal Economist
Asian Infrastructure Investment Bank (AIIB)
- 17.30-17.45** - Presentation: *"Private Sector Perspective on Planning of National Transport Infrastructure: Challenges and Expectations"*
Mr. Yücel Erdem DIŞLI
Transportation Group Manager and Board Member,
Bogazici Proje Engineering Inc.
- 17.45-18.00** - Discussion
- 18.00-18.10** **Closing Remarks and Family Photo**

Annex 3: The Policy Recommendations

THE POLICY RECOMMENDATIONS HIGHLIGHTED BY 12TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP

The COMCEC Transport and Communications Working Group (TCWG) successfully held its 12th Meeting on October 11th, 2018 in Ankara, Turkey with the theme of “Planning of National Transport Infrastructure in the OIC Countries”. During the Meeting, TCWG made deliberations on the policy recommendations related to the transport infrastructure planning. The policy recommendations were formulated by taking into consideration the research report titled “Planning of National Transport Infrastructure in the Islamic Countries” and the responses of the Member States to the policy questions sent by the COMCEC Coordination Office. The policy recommendations are as followings:

Policy Recommendation I: Developing guidelines for the preparation and implementation of national transport master plans by taking into consideration international best practices towards having more integrated and sustainable land and transport plans and solutions.

Rationale:

Transport planning is a comprehensive subject that is linked to various social, economic and environmental factors. Transport planning includes not only road, rail, and other infrastructure but operations and management to ensure that modes of transport do not compete but complement each other. Transport planning is also crucial for ensuring a well functioning urban transport. In addition to motorized transport, the importance of non-motorised transport is becoming clearer, especially cycling and pedestrianization. Smarter planning is achieving more with less. It is a complex process, therefore, developing guidelines, including a template for a national transport masterplan, that take international best practices into consideration, is of vital importance to facilitate successful preparation and implementation of transport master plans in the OIC Member States.

Policy Recommendation II: Identifying comprehensive and relevant Key Performance Indicators for the effective monitoring and evaluation of the performance of transport plans and their outcomes, and sharing the results with the relevant public and private sector stakeholders.

Rationale:

Monitoring and evaluation are very important for ensuring smooth implementation of the national transport infrastructure plans. It is about self-learning meant for the project owner. However, this process is carried out by a few of the member states only. Nonetheless, only some member countries have such a system. Identifying and compiling various key performance indicators (KPIs) is critically important for measuring progress and making sound evaluations. KPIs are also useful for benchmarking, setting targets, raising standards, and the successes/failures. The followings are the most commonly used KPIs for transport master plans;

- Present Value of Benefits (PVB) – total discounted benefits during the appraisal period
- Present Value of Costs (PVC) – total discounted economic costs incurred during the appraisal period
- Economic Net Present value (ENPV) –the absolute size of the project net benefits.
- The benefit to Cost Ratio (BCR) – the ratio between total benefit and costs. This gives the relative size of the project net benefits but is independent of project size
- Economic Internal Rate of Return (EIRR) – Similar to BCR it is independent of project size and gives an indication of the scale of benefits relative to the investment cost.

Policy Recommendation III: Improving the planning capacity of the OIC member states by applying contemporary methods such as setting a vision with a set of social and economic objectives.

Rationale:

The quality and effectiveness of the infrastructure investment plans are of utmost importance for attracting investments and to leverage private sector interest. Improving the capacity for preparing transport master plans and infrastructure investment plans including human skills, processes, and tools is vital for ensuring the adequate quality. In this framework, a mechanism for assessment of the institutional capacity of relevant agencies can be developed and planning tools, including econometric and transport modeling and the use and application of big data, can be utilized.

Policy Recommendation IV: Improving national transport infrastructure planning process and encouraging public-private partnerships (PPPs) particularly for needs assessment, encouraging investments, well-functioning operations and maintenance.

Rationale:

Involvement of both private and public sectors is vital for the successful design, implementation, and evaluation of a national transport infrastructure plan. Active stakeholder involvement would

contribute to the success of effective operations and maintenance, as well as sound in all modes of transport. The contribution of public-private partnerships to the effective implementation of a transport master plan can be revealed by making ex-ante and ex-post evaluations. Furthermore, general public opinion and public consultation during the transportation planning process and implementation are vital for better transport infrastructure planning.

Instruments to Realize the Policy Advice:

COMCEC Transport and Communications Working Group: In its subsequent meetings, the Working Group may elaborate on the above-mentioned policy areas in a more detailed manner.

COMCEC Project Funding: Under the COMCEC Project Funding, the COMCEC Coordination Office calls for projects each year. With the COMCEC Project Funding, the Member Countries participating in the Working Groups can submit multilateral cooperation projects to be financed through grants by the COMCEC Coordination Office. For the above-mentioned policy areas, the Member Countries can utilize the COMCEC Project Funding and the COMCEC Coordination Office may finance the successful projects in this regard. These projects may include organizing seminars, training programs, study visits, exchange of experts, workshops and preparing analytical studies, needs assessments and training materials/documents.

Annex 4: List of Participants

**LIST OF PARTICIPANTS
12TH MEETING OF THE TRANSPORT AND COMMUNICATIONS
WORKING
GROUP 11 OCTOBER 2018, ANKARA**

A. MEMBER COUNTRIES OF THE OIC

REPUBLIC OF AZERBAIJAN

- Mr. TEYMUR ABBASOV
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- Ms. AYTAN TURABOVA
Leading Advisor, Ministry of Transport Communications and High Technologies

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Engineer, Strategy Development Authority
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- Mr. ALPER YAĞUŞ
Expert, Republic of Turkey General Directorate of State Airports Authority
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B. THE OIC SUBSIDIARY ORGANS

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FOR**

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- Mr. ERHAN TURBEDAR

Researcher, SESRIC

C. SPEAKERS

SPEAKER

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Economic Affairs Officer, United Nations Economic Commission for Europe
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- Mr. MEHMET AKİF ALANBAY
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