



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

Proceedings of the 19th Meeting of the COMCEC Transport and Communications Working Group

“Economic and Social Impact of Transport Infrastructure: An Overview of the OIC Member Countries”



COMCEC COORDINATION OFFICE

October 2022



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PROCEEDINGS OF THE 19TH MEETING OF THE
COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP
ON

***“Economic and Social Impact of Transport Infrastructure: An
Overview of the OIC Member Countries”***
(11th October 2022, Online)

**COMCEC COORDINATION OFFICE
October 2022**

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Introduction

The Nineteenth Meeting of the COMCEC Transport and Communications Working Group (TCWG) was successfully held on October 11th, 2022 in a virtual-only format, with the theme of “Economic and Social Impact of Transport Infrastructure: An Overview of the OIC Member Countries”.

The meeting was attended by the representatives of 23 The Member States, namely; Afghanistan, Algeria, Azerbaijan, Bangladesh, Benin, Cote d'Ivoire, Gambia, Iran, Iraq, Jordan, Kuwait, Malaysia, Morocco, Niger, Oman, Palestine, Saudi Arabia, Sierra Leone, Sudan, Togo, Tunisia, Türkiye, and Uganda. The meeting was also attended by the representatives of The Islamic Corporation for the Insurance of Investment and Export Credit (ICIEC), The Statistical, Economic and Social Research and Training Centre for Islamic Countries (SESRIC), Istanbul Grand Airport (IGA), Izmir Development Agency and COMCEC Coordination Office (CCO)¹.

During the meeting, the representatives of the Member States shared their experiences, achievements, and challenges regarding the economic and social impacts of transport infrastructures in their respective countries. Furthermore, they have deliberated global practices for the assessments of economic and social impacts of transport infrastructures and key success factors and challenges faced in the OIC Member Countries. The meeting has mainly considered the findings of the research report titled "Economic and Social Impacts of Transport Infrastructures: An Overview of OIC Member Countries" which has been conducted by the CCO. The meeting come up with concrete policy recommendations to be submitted to the 38th COMCEC Ministerial Session.

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 General of the COMCEC Coordination Office briefly introduced the COMCEC and its activities as well as underlined the importance of studying the theme of economic and social impacts of transport infrastructures.

Mr. KOÇ emphasized that COVID-19 has had unusual implications on the transportation systems and services of the countries. Measures to contain the outbreak have resulted in a dramatic reduction in transport activity. In the post-pandemic period, the crisis could provide viable opportunities for the countries to formulate and implement sound policies for uninterrupted and seamless transportation.

Mr. KOÇ underscored that during the post-pandemic period, it seems that the countries having a functional transportation system are more likely to get out of the COVID-19 pandemic trap and feel less about its negative impacts. Besides, the existence of a functional transportation system is a prerequisite for economic growth as well as for all segments of society to enjoy the benefits of national economic development.

Furthermore, Mr. KOÇ expressed that high-quality transport infrastructure is crucial for industrial development, agriculture, access to markets, and trade. Not all infrastructure projects, however, have the same impact. Some provide high economic and social returns while stimulating economic and social activity, employment, and government revenue as well. Other projects, on the other hand, produce insufficient returns and dump scarce public resources. In this respect, it is extremely critical to evaluate the effects and importance of transportation investments and improvement in the transportation system on the economy within the scope of economic performance and efficiency.

Lastly, Mr. KOÇ underlined that both direct and indirect impacts of transport infrastructure can be transformative in terms of the economic and social development of countries. Alongside its direct impact, the indirect impact of infrastructure arises through a variety of channels, including the enabling of productive private investment, the creation of new supply chains, or the reshaping of economic geography.

Afterward, Mr. Aziz AKSU, Deputy Director General, Ministry of Transport and Infrastructure of Türkiye chaired the meeting. Mr. AKSU welcomed the participants and expressed her appreciation to the participants for their participation.

2. Conceptual Framework for the Economic and Social Impacts of Transport Infrastructures and Global Trends

Dr. İsmail Çağrı ÖZCAN and Dr. Volkan Recai ÇETİN presented the main findings of the research study on “Economic and Social Impacts of Transport Infrastructures: An Overview of OIC Member Countries” prepared by UMay Consulting. The presentation focused on the following aspects: 1) Objective of the Study; 2) Conceptual Framework; 3) Global Trends; 4) Methodology; 5) Case Studies.

The methodology of the study

Dr. ÖZCAN presented the study’s methodology. The methodology was based on the following pillars of the framework area:

- i. An overview of the transport industry
- ii. Transportation Sector in Policy Documents
- iii. Country-Specific Literature Review
- iv. The parties involved and procedures followed in transportation investment evaluations/decisions
- v. Type of methodologies and risk assessments used to evaluate the economic/social impacts of transportation investments
- vi. Private financing of transport infrastructure
- vii. The examination of the transportation prices, directly and indirectly
- viii. Performance Measurement of Transport Infrastructure
- ix. Case-Specific Empirical Study on the Association Between Transport Infrastructure and Services and Economic Development
- x. Case specific recommendations

First, based on an extensive literature review, a conceptual framework is prepared on how transport infrastructure creates economic and social effects. This is followed by an overview of global trends. As a part of this task, three mega-projects from three regions (China, The United Kingdom, and The United States) are examined in detail. Task 3 covered the in-depth assessment in 6 selected OIC countries. For this task, country-specific literature reviews and desk research was carried out. Field missions were performed for 3 case studies (Uganda, Qatar, and Türkiye). Finally, under Task 4, policy recommendations were developed, based on the individual case studies, international good practices, and the results of the questionnaire.

Conceptual framework and literature review

Dr. ÖZCAN mentioned that the economic effects of transportation infrastructure and services can occur in two ways. Expenditures done during the construction and operation of transport infrastructure can be grouped as expenditure effects. However, the real benefits come from the transportation effects in the form of reduced travel times, decreased transport, and increased

reliability. The improvements in the transport infrastructure lead to a decrease in transportation costs with a decrease in distance or an increase in average transportation speed. This reduction in costs leads to changes in the choice of mode, route, and timing. The decrease in transportation costs and the change in transportation behavior caused by this decrease in turn increase efficiency and accessibility in the region where the transport infrastructure is improving. This not only leads to the growth of economic activities but also an increase in the population of the region.

Dr. ÖZCAN also mentioned some indirect effects. Improvement in infrastructure investment affects accessibility by causing economic enterprises to change their place of establishment. The change in the places of establishment, in turn, affects freight and passenger transportation, causing a change in transportation costs.

The literature review reveals that the improvements in transport infrastructure and services create significant benefits. Notable examples include job creation, income growth, additional investments, the establishment of new businesses, and FDI growth.

Policy recommendations for the selected OIC case countries

Uganda

Dr. ÖZCAN mentioned that the examination of Uganda suggests that Uganda has a very detailed and well-organized manual for project identification and appraisal preparation. In addition, the analyzed feasibility reports indicate that economic and environmental evaluations are quite comprehensive, based on surveys and public consultations. Still, it should be mentioned that there is room for improvement not only in the project identification and appraisal preparation but also in predicting the economic and social effect of transport infrastructure and services. The followings are case-specific recommendations to address these issues:

- Adopt a pay-back period as a secondary measure for project evaluation

It is observed that the pay-back period is not included in the feasibility studies as a project evaluation method. It is acknowledged that the pay-back period can be a stand-alone capital budgeting technique unlike net present value and internal rate of return. But since this method is very valuable in calculating the liquidity of the projects, it is widely used as a complementing method in addition to net present value and internal rate of return. Therefore, recommended adopting a pay-back period as a secondary method for project evaluations is recommended.

- Employ Monte-Carlo Simulation for risk assessment

Dr. ÖZCAN highlighted that though Monte-Carlo Simulation is specified as a risk evaluation tool, the feasibility studies overviewed are confined to the sensitivity analyses for risk assessments. Since Monte-Carlo Simulation is a more powerful tool in risk forecasting, using this method in addition to sensitivity analysis in the relevant feasibility studies is recommended.

- Examine the effect of the transport sector on the whole economy

The examined feasibility studies reveal that the economic and social benefits are confined to local activities and households. In addition, the role of transportation activities within the entire economy is not studied so far. Launching a new research study on determining the economic and social effects of the transportation industry is recommended. While doing this, adopting a computable general equilibrium methodology will ensure figuring out the forward and backward linkages of the industry.

- Improve the quality of transport statistics

The figures presented to show the current state of the transportation sector in Uganda depict unstable tendencies. This makes us reconsider the quality and reliability of the transportation statistics used to produce these figures. In addition, a group transport parameter, like rail traffic data, is old and needs to be updated. Therefore improving the quality and reliability of transport statistics is recommended.

- Prepare a study on the social and economic effects of Boda Boda use

Dr. ÖZCAN emphasized that there is a huge dependency on Boda Boda in the country, and this mode of transport provides affordable travel with many economic benefits. On the other hand, Boda Boda operations are not regulated and are a big source of traffic crashes, which result in significant economic and social losses. Launching a study to compare the real costs and benefits of the Boda Boda system is recommended. This study should examine the regulatory framework and provide policy options to substitute this system when needed.

Azerbaijan

- Hard and soft transportation infrastructure needs to be improved using alternative financing and procurement mechanisms including PPPs

Concerning Azerbaijan, Dr. ÖZCAN expressed that the country still needs large-scale investments in main corridors on East-West and North-South axes both for railways and roads, although there are improvements. Besides, local roads providing connectivity are in poor condition. This forms an obstacle to people's mobility and also goods' access to the markets which in turn harms agricultural production and manufacturing facilities.

As well as the need for investment in hard infrastructure, efficient and effective operation and maintenance are needed including automatization and digitalization.

Alternative financing mechanisms can be mobilized including the private sector to overcome bottlenecks in transportation and logistics. PPP can be introduced by a sound regulatory framework and capacity building to assure it brings value for money and is financially sustainable.

- The planning and project management systems and capacity of the institutions need to be improved

Dr. ÖZCAN underscored that

A more robust systematic and institutional structure is needed for (transport) planning, project preparation, evaluation, procurement, monitoring, and ex-post evaluation. Guidelines for all these steps will be beneficial to have a systematic and integrated approach by setting up standards and increasing the quality of the projects.

The Ministry of Finance can be functional in the planning process, evaluate the projects and present to the President a pipeline of the most prioritized projects in terms of their strategic and socio-economic cost-benefit and define the amounts of money to which project to allocate. A better public procurement system with a robust institutional setup will increase the success and performance of the projects.

- Transparency in information disclosure about transportation projects including public procurement must be increased

The project pipeline with its main characteristics must be publicized for better planning for all stakeholders, for attracting the private sector, and also for better monitoring and public evaluation. To provide potential investors with a predictable investment environment, documents about project preparation and relevant processes must be shared with the public.

- Transportation statistics can be improved

Dr. ÖZCAN continued that statistics of transportation must be produced and published in terms of domestic, international, and transit transportation separately in ton-km and passenger-km as well as tons and passengers to make a healthy evaluation on how to improve the existing system.

Besides, statistics about user satisfaction like delays in transportation, travel times, and reliability would be beneficial to produce to see the bottlenecks and improve the current situation while Azerbaijan aims to be the logistics hub in the region.

- PPP Guidelines can be prepared

Lastly, Dr. ÖZCAN highlighted that the PPP Law has been finalized and is about to be approved. PPP is a complex procurement mechanism where project preparation, bidding, and contract management capability of the public is more important. For the PPPs to be implemented most effectively in transportation projects, related guidelines for preparing a business case, bidding and contract management must be prepared.

Jordan

- Defining processes and preparing guidelines

Dr. ÖZCAN stated that the life cycle of a public investment project (either PPPs or traditional public procurements) consists of many components such as; project preparation, tendering, contracting, operation, performance monitoring, ex-post evaluation, each of which requires an extensive body of experience and expertise to be conducted properly. Identifying these processes and preparing step-by-step, to-the-point, detailed guidelines for them could help set standards and consequently increase the overall quality of the projects.

- Establishing a sound system for project appraisal and prioritization

To direct the country's resources to the most needed investments, the project should be appraised according to objective and comparable standards to form a pool of prospective projects. Then the projects should be prioritized either within the sector or on a cross-sectoral basis, taking into account some crucial indicators such as the financing capabilities of the country, the marginal benefit of the project, or the urgency of the needs that leads to the project.

- Analyzing the impacts of transport projects

Dr. ÖZCAN underlined that to determine if the projects have affected the country as a whole both in economic and social terms, as it was intended before realizing the project, the economic and social impact of the projects should be analyzed and measured scrupulously. This analysis will not only tell if the money spent on the project was worth spending but also it will serve as a basis for prospective projects by triggering the learning process.

Besides, Jordan could also consider some points further develop its transport infrastructure:

- Improving the use of PPPs

Though Jordan is not unfamiliar with PPPs, the use of this method could be expanded. This might not be possible for maritime and air transport sub-sectors due to geographical constraints but there could still be room for railway or road PPPs.

- Introduction of toll roads

Lastly, Dr. ÖZCAN mentioned that Jordan has currently no toll roads but plans to introduce tolls. This concept could be integrated with PPPs as toll road PPPs. Toll road PPPs are a widely and successfully used concept around the world which could speed up the learning phase for Jordan and also could make it easier for the Jordanian public to adopt this new concept.

Nigeria

- Preparing guidelines

At first, Dr. ÖZCAN shed light on the fact that preparing proper feasibility is the first and probably the most important step to a successful project. The extent of a feasibility study can range from needs assessment at the beginning of the project to economic and financial analyses.

Preparing detailed guidelines for each component of the feasibility that specifically focuses on technically challenging issues like determining the discount rates for financial and economic cash flows, constructing accurate cash flows (taking into account e.g. taxes, depreciation, and such) or demand forecasting could help line ministries to make their project preparations right. Considering that Nigeria has state governments in addition to the federal government, the number of bodies that could use guidance and hence the potential impact that guidelines could make could increase exponentially. Guidelines for PPPs can be also improved in this sense.

- Ex-ante evaluation

Ex-ante evaluation of transport projects either on a cost-benefit analysis basis or an economic impact analysis basis could provide the government with information on whether the project provided value for money or not. Studies made on this topic, as summarized in the literature review, suggest that transport projects in Nigeria can have a significant impact on people's lives sometimes on aspects that were not thought of before. To analyze if expected benefits were provided, ex-ante evaluation could be useful.

- Analyzing the accuracy of forecasts

Dr. ÖZCAN mentioned that a crucial point that generally doesn't get the necessary attention is the quality of demand forecasts which is a key component that directly affects the results of economic and financial analyses. Although Nigeria seems to be holding sound statistics on the use of its transport infrastructure, demand forecasts might still not be 100 percent accurate since it includes foreseeing variables in the future. The forecasts made for a project in the feasibility study could regularly be compared to the realized user volume after the project is put into operation to determine to what extent forecasts deviated from actual numbers. The same case could also be valid for other estimated components of the project such as investment cost or the investment period of the project. This data could be useful for determining the extent of risks for prospective projects which is of more importance if the project is realized as a PPP.

- Information Disclosure

To provide potential investors with a predictable investment environment, documents about project preparation and relevant processes and else could be shared with the public.

- Developing road transportation

Dr. ÖZCAN underlined that transportation in Nigeria mainly depends on road transport and the majority of roads are not asphalted. This becomes a bigger problem in rainy seasons that Nigeria experiences since it becomes hard to use unpaved roads and make them fit for use afterward. Therefore, Nigeria could consider increasing the ratio of paved roads before increasing the conditions of existing paved roads. This decision could be made according to analyses that would measure the potential economic benefits of these two options.

- Developing rail transportation

Dr. ÖZCAN concluded this part by underlining that for a country of Nigeria's scale in terms of area and population, rail transport occupies a surprisingly small place in the country's economy as could be seen in the GDP of the railway sector analyzed above. Nigeria has been taking some steps for introducing and disseminating high-speed railways in the country. But Nigeria has also been working to develop freight transport by rail. The volume of freight transported by rail in Nigeria is low. For example, according to OICStat data, another case-studied country, Jordan, which is smaller than Nigeria many times in terms of GDP, area, and population, transported more freight by rail every year than Nigeria's data is available, after 1986. Utilizing rail transport more will not only drop freight costs but also will take the heavy traffic on roads which will help the purpose of developing road transportation at the same time.

Qatar

- Strategic Environmental Assessment:

At the beginning of this part, Dr. ÖZCAN underscored that the transport appraisal process of Qatar provides a feedback mechanism between proposed projects and Transport Master Plan. Because of that, Strategic Environmental Assessment, which is a report developed on the environment that details the proposed plan or program's potential significant adverse effects on the environment and viable alternatives, could be an important part of the process to evaluate the environmental issues of the whole transport system.

- Environmental Impact Assessment

Dr. ÖZCAN continued by underlining the fact that a transport project's environmental, social, and economic implications should be determined using an environmental impact assessment tool before a decision is made about the project. It seeks to anticipate environmental effects early in the project planning and design process, identify strategies for minimizing negative effects, adapt projects to the local environment, and give predictions and options to decision-makers.

- Risk assessment

Dr. ÖZCAN continued that the risk analysis module is a critical component of transport appraisals. Qualitative and quantitative approaches including sensitivity analysis, Monte Carlo Analysis, Analytical Hierarchy Process (AHP), Technique for Order of Preference by Similarities to Ideal Solution (TOPSIS), Elimination Et Choix Traduisant la Réalité (ELECTRE), Preference Ranking Organization Method for Enrichment of Evaluations (PROMETHEE), Quantified Cost Risk Assessment (QCRA) could be integrated to the whole evaluation systematic.

- Integration of Stakeholder Requirements and Contributions

Then, Dr. ÖZCAN mentioned that although indirect contributions of citizens and stakeholders are compiled in the data-gathering process of the Transport Master Plan using standard household and dedicated surveys, project-based public consultation, and public participation meetings should be organized to account for citizen's opinions before a decision is made about the transport project.

Türkiye

In the last part of his presentation, Dr. ÖZCAN briefly mentioned the policy recommendations for Türkiye as followings;

- Integration of the 2053 Transport and Logistics Master Plan of Türkiye and related transport model to feasibility study preparation and evaluation process
- Preparation of a systematic and user-friendly software interface to prepare and evaluate transport appraisals
- Preparation of Transport Assessment Framework Manual
- Application of Multicriteria Analysis techniques to feasibility studies
- Planning transport investments according to the priorities in the Development Plan
- Considering the corridor approach as a basis for transportation planning
- Implementation of Monte Carlo Analysis in the risk analysis module
- Setting stakeholder and citizen engagement meetings while the development of the transport projects
- Regular and standardized publication of detailed information on PPP projects as in the Public Investment Program
- Preparation of Feasibility Report Preparation Guide to be used in the preparation phase of PPP Projects
- Preparation of the guide on Return on Expenditure Analysis and Public Sector Comparator
- Creation of guidance documents on contract standardization and management

3. OIC Member Countries' Practices and Policy Recommendations

Dr. Volkan Recai ÇETIN presented the main findings of the questionnaire and the overall policy recommendations.

Structure of the survey

At the beginning of his presentation, Dr. ÇETIN mentioned that a survey was conducted with 20 OIC Member Countries to observe their current procedures with regard to the evaluation of transportation projects and the assessment of the economic and social effects of the construction of transportation infrastructure. Participants of the survey are government

agencies (ministry of transport and its affiliated bodies such as civil aviation authority, state highways administration), focal points of the OIC Working Group Meeting, public and private transport service providers, NGOs regarding transportation and logistics, trade and industry unions and academicians working in the field of transportation and logistics.

Dr. ÇETIN summarized the highlights from the survey results as followings;

- The shares of survey respondents from Arab, Asian, and African Groups of Member Countries are 23.4%, 51.1%, and 25.5 %, respectively.
- For 89.4% of respondents, it is mandatory to prepare a project appraisal for transport infrastructure projects in their countries and 75.6% of respondents report the practice of an investment threshold for feasibility studies.
- 61,5% of the respondents stated that the Ministry of Transportation (or its variants like Ministry of traffic and transportation, Ministry of Roads and Urban Development, and Ministry of Public Work) was the responsible public agency for the examination/evaluation of the transport project appraisals while the remaining 38,5% expressed that Ministry of Finance (or Ministry of Planning, Presidency of Strategy and Budget) fulfilled this task.
- For 28.3% of respondents, project appraisal reports are publicly available in their countries.
- 78.7% of respondents stated that risk analyses (such as sensitivity analysis and Monte Carlo simulations) are included in feasibility studies.
- Ex-post evaluations are adopted in countries of 60.9% of respondents.

Dr. ÇETIN continued his presentation with the economic impacts of transportation projects specified by respondents as followings;

- i. improvement of the movement of goods from rural to urban areas
- ii. facilitating freight transport
- iii. the positive impact of the rail transport system on the environment and economy
- iv. stimulating the economy
- v. increasing the exports
- vi. job creation
- vii. contributing to the state budget
- viii. increase in household income
- ix. improved access to health facilities
- x. contributing to trade and agriculture, empowering the women
- xi. improved social and economic life

In the last part of the presentation, Dr. ÇETIN highlighted the overall policy recommendations formulated based on the main findings of their extensive and detailed research. He listed the policy recommendations as follows;

- A strategic medium- or long-term policy framework that sets the national, local and sectoral priorities and a robust systematic and institutional structure are essential in transport planning, execution, monitoring, and evaluation.
- Project-based public consultation and public participation meetings should be organized to account for citizens' opinions in decision-making.
- Ex-ante evaluations should include a well-identification of the projects, technical, economic, and financial analyses, and risk assessments.
- Projects should be prioritized either within the sector or on a cross-sectoral basis, taking into account some crucial indicators such as the financing capabilities of the country, the marginal benefit of the project, or the urgency of the needs that leads to the project.
- Alternative/options analysis, cost-benefit analysis, wider economic analysis methodologies, sustainability analysis, sensitivity, and risk analysis play critical roles in project evaluation.
- All considerations that have the potential to affect the society and economy should be regarded in a wider manner; Input-Output analysis and computable general equilibrium methodologies should be used.
- Sensitivity analysis; qualitative risk analysis; probabilistic risk analysis; and risk prevention and mitigation stages should be incorporated into the analyses.
- The project management system, defining processes, and capacity of the institutions need to be enhanced.
- Transparency in information disclosure including public procurement should be increased.
- Statistics on transportation should be produced and published in more detail to make a concrete evaluation of how to improve the existing systems.
- Hard and soft transportation infrastructure needs to be improved using alternative financing and procurement mechanisms including PPPs.

4. Presentations of the Member States

a. Türkiye

Mrs. Ceren BAYINDIR, representative of the Ministry of Transport and Infrastructure, presented the experience of Türkiye specifically on the Eurasia Tunnel Project from concept to operation perspective. Her presentation was including the following sections: Project Overview, Due Diligence and Financing, Environmental and Social Impact Assessment, Design and Construction, Economical Impact, and Awards received by the Project so far.

During the Project Overview section, she explained that the project aims to address İstanbul's cross-Bosporus traffic congestion. The project comprises 3 parts and the total Project length is 14,6 km. Part 2 is a 2-deck tunnel under the Bosporus and Part 1 and Part 3 are including road enlargements and junction arrangements. The Project model is Public Private Partnership and the total investment cost is 1,245 billion dollars. She highlighted that there was no cost overrun. The date of operation is 22nd of December 2016 and the tunnel is in its 6th year of operation and it will be handed over to the government in 2042. The administration of the Project is the Republic of Türkiye, Ministry of Transportation and Infrastructure and the investors are Yapı Merkezi from Türkiye and SK Ecoplant from South Korea. The main construction contractor is a joint venture of the same investors. She finalized this section by giving a timeline of the project from tender to opening of the tunnel and highlighted that 8 months early completion of construction realized.

During Due Diligence and Finance Section, she explained that from tender to financial close it took almost 4 years, and technical, economical, environmental, and legal studies and documentation were prepared during this period. And as a conclusion of the comprehensive due diligence process, the project achieved Financial close by receiving 960 million dollars in foreign loans, which is 77,1% of the total investment cost. By adding up 50% of foreign shareholders' equity to a foreign loan, it could be stated that 89 % of the project is Foreign Direct Investment. She added that this loan package has 18 years tenor, which is the longest period in Türkiye in the transportation sector so far.

In the Environmental and Social Impact Assessment section, she explained that although the project is out of the scope of local Environmental Impact Assessment Regulation, an Environmental plus Social Impact Assessment ("ESIA") has been prepared in accordance with international standards; equator principles, IFC, EBRD, and EIB Environmental and Social Performance Requirements and OECD Approach. She also briefly mentioned main subjects of the assessments are Health and Safety, Land Acquisition, Vegetation and natural habitat, Noise and Vibration, Air Quality, Resources and Wastes, Archaeology and Cultural Heritage, and Stakeholder Engagement. This sensitive approach was awarded by European Bank for

Reconstruction and Development EBRD with the Environmental and Social Best Practice Award in 2015.

In Design and Construction Section, she informed that the project is also a technically challenging project which was bored by a special Tunnel Boring Machine ("TBM") under the Bosphorus, where the deepest point is 106 m. TBM was 1st in the World with cutter head power, (33,3 kW/m²), 2nd in the World with excavation pressure, (12 bars), and 6th in the World with excavation diameter, (13.7 m). After giving information regarding TBM, she showed the typical section of the tunnel, which has 2 decks, and each deck has a different traffic flow direction by 2 lanes. She added that due to the height limit, those under 2.8 m vehicles can use the tunnel. She showed the photos of the Operation and Maintenance Building, Ventilation, and Substation Buildings on both sides. She continued with the SCADA system and CCTV&Automatic Detection system, which is well designed to observe every point of the tunnel 24/7 and intervene in the incidents quickly. She highlighted that the intervention time is under 2 minutes. She also mentioned the architectural lighting which is inspired by the dome structure. She also added to show respect to history and Architect Sinan, some symbols have been used in the portal areas.

During Traffic Section, she showed the monthly traffic figures from the operation date of the tunnel. She stated that the traffic is 63.294 in September 2022, which is 90 percent of the Minimum Traffic Guarantee ("MTG") and it is expected to achieve MTG within 1-2 years. After exceeding MTG, the revenue-sharing mechanism will commence for exceed amount.

In the Economic Impact part, she explained that Eurasia Tunnel contributed to Türkiye's economy by 972 million dollars in 5-year of operation, including Time Saving, Fuel Saving, Emission Saving, and Accident Saving. In addition to saving impacts, for the whole operation period, it will contribute 1,7 billion \$ to Gross Value Added, 57.374 employment, and 364 million \$ in tax.

She concluded her words with the awards of the project; 5 of them were related to Financial and 8 of them were related to Technical. In addition to that, O&M Building has a Gold Leed certificate and Design Award. She kindly invited the participants to host them at the O&M building in their future visits to İstanbul.

5. Private Sector Perspective on the Economic and Social Impacts of Transport Infrastructures

a. Istanbul Grand Airport (IGA): “Economic and Social Impacts of the Istanbul Airport Project”

Mr. İsmail POLAT, Airport Planning Deputy General Manager, Istanbul Grand Airport (IGA), made a presentation with the theme “Success Story in Aviation: Istanbul Airport”.

At the beginning of his presentation, Mr. POLAT highlighted the state of affairs of the aviation sector in Türkiye in comparison to successful countries over the world. He said that with its high-speed development of the aviation sector, Türkiye is expected to be the sixth largest passenger market in the world by the year 2040 after China, the USA, India, Indonesia, and Japan respectively. Then he mentioned that said that over the past decades, developing countries have experienced significant economic growth, which has also been supported by the expansion and modernization of energy, ICT, municipal services, transportation, and health infrastructures.

Concerning the magnitude of the PPP market in terms of economic sectors, Mr. POLAT mentioned that transportation and energy infrastructure projects dominate the PPP market in Türkiye. He emphasized that investing in transportation has remarkably transformed Türkiye's infrastructure landscape, yet Türkiye is determined to improve it further. Then he showed various mega projects, along with the Istanbul Airport, which has been implemented in Türkiye with the BOT (build-operate-transfer) model such as Yavuz Sultan Selim Bridge, Gebze-Orhangazi-İzmir Motorway, EURASIA Tunnel.

Mr. POLAT continued his presentation by giving some information about the construction and operationalization phases of the Istanbul Airport. He also gave some important information about the main facilities provided in the terminal building of Istanbul Airport as well as cargo services.

Furthermore, regarding its economic and social impacts, Mr. POLAT underscored that Istanbul Airport is expected to contribute to Türkiye by 2025 with 225.677 employment, % 4.89 of the GDP, 40.7 billion USD value-added, 4.4 billion USD additional household income and 22.2 billion EUR + VAT Concession fee to the government over 25 years.

Lastly, Mr. POLAT touched upon the recovery period after the COVID pandemic and the current status of Istanbul Airport. He mentioned that in March 2020, all operations except for Cargo stopped at Istanbul Airport. Between March-June, planning and implementation of operational measures for public health concerns were executed. Operations resumed starting June 1st, 2020, following the inspections and certifications by the Ministry of Transportation and Infrastructure of Türkiye. He said that no single job was lost at IGA during the pandemic period. He ended his

presentation by underlining that sustainable recovery and growth is the basic strategy of the Istanbul Airport for the post-period of pandemic.

b. Izmir Development Agency: “Economic Effects of Transport Infrastructures: Port-Focused Growth Model”

Dr. Saygın Can OĞUZ, Head of the Blue Growth Policies Unit, Izmir Development Agency, delivered a presentation with the theme “Current Situation Analysis and Development Perspective of the Ports of Izmir”. At the beginning of his presentation, Mr. OĞUZ shed light on the city of Izmir and its potential for maritime transport. Then he mentioned how the city of Izmir has followed a port-based growth model for the better usage of its geography and transport infrastructure.

He introduced Izmir, as the third biggest city located on the western coast of Türkiye. He stated that Izmir is Türkiye's largest port with dock length and 2nd largest port with a backyard: TCDD Izmir Port. After

After briefing the participants about the current state and potential of the Izmir in terms of ports, Mr. OĞUZ expressed that Izmir Development Agency launched a study for evaluation of TCDD Izmir Alsancak Port in terms of the regional economy from past to present in 2019. He stated the basic research question was “*What needs to be done to increase the attractiveness of the port city of Izmir in terms of maritime transport and port services?*”. The sub-research areas were as followings;

- Global trends and opportunities in ports and shipping
- Change in Türkiye's foreign trade until 2033 and port-related scenarios
- Current situation analysis of port services and maritime transport in Izmir
- Specific to the Izmir port cluster positioning for the international market 5. Strategies, actions, and projects required for the proposed location

Mr. OĞUZ expressed that after intensive analysis, their important findings were achieved, such as global detections, territorial detections, and strategic detections. Concerning the global detections, he said that Izmir locates between Far East-Europe Main Trade Route. The cargo carried by maritime transport in the world exceeded 11 Billion tons in 2019, and the global cargo volume has grown 20 times in the last half-century. The Mediterranean is located on the Far East-Europe route, one of the most important sea routes in the world. East-West route has the largest share in global container load with 39.1%. The Mediterranean basin is among the world's busiest waterways. Every year, 25 million TEU containers, which make up about 1/8 of the world's container trade, are transported on this line. Every year, Izmir Ports handles 8% of this load (average 2 million TEU) with 4 main container ports. There are over 600 commercial

ports and terminals in the Mediterranean basin, with about half of them located in Greece and Italy.

Regarding the territorial detections, he continued by saying that there are a total of 197 coastal facilities and 185 ports in Türkiye. 45% (89 units) are Marmara, 23% (45 units) are Mediterranean, 18% (35 units) Black Sea 8% (16 of them) is in İzmir.

Concerning the Strategic Detections for İzmir, Mr. OĞUZ highlighted that strategic cargo is the container for İzmir. Compared to 20 years ago, the share of İzmir in containers has decreased by half. Aegean Region loads are shifting to Marmara. Steps are needed to strengthen İzmir's container competition. Mersin Port is also an important competitor for Izmir cargoes along with Marmara Ports. The most dominant port of the region in terms of export cargo is İzmir Port. There is no dramatic difference in terms of characteristics between the ships approaching İzmir Port and Aliğa Ports. The Kemalpaşa Logistics Village is the most critical investment element that can directly increase the handling capacity of the ports. China's Belt and Road Initiative (BRI) is strategically important. There is no inadequacy in terms of port capacity in İzmir. The ports in the region do not operate as a cluster.

Mr. OĞUZ continued his presentation by underlining that the conducted study put forward four important perspectives to be done for boosting the İzmir based on the port-focused growth model and enhancing its competitiveness in the world. The first perspective is the Revival of the TCDD Port of İzmir by strengthening it with infrastructure and superstructure investments and revitalizing it with a new business model. The second perspective is strengthening the Ports of Aliğa by the implementation of physical and infrastructure investments that will increase the competitiveness of the Aliğa port region and support the development of ports with a "clustering" approach and a governance model that strengthens strategic cooperation and communication between them.

The third perspective is Wind Power Specialization of the Port of Çandarlı by considering the wind energy equipment production sector, ensuring logistics specialization for the sector, establishing production and storage areas in this field specialized OIZ in the back area of the port, and evaluating alternative loads (e.g. LNG) by making capacity analyzes. The last perspective is the establishment of the İzmir Port Authority through Making port, railway, and logistics village investments, solving port needs with a holistic understanding, and establishing İzmir Port Authority based on public-private-local government central government cooperation to develop port cooperation with a regional perspective and to increase the competitiveness of the regional ports.

6. Roundtable Policy Debate Session

After fruitful discussions and deliberations, the Working Group has come up with the following policy recommendations² to be submitted to the 38th Ministerial Session of the COMCEC for adoption.

- **Policy Recommendation I:** Developing/Improving a comprehensive strategy including the components of development, planning, and programming capacity for better economic and social impacts of transport infrastructure.
- **Policy Recommendation II:** Integrating the transport infrastructure projects with the higher national policies to serve the needs at best.
- **Policy Recommendation III:** Promoting the prioritization of transport infrastructure projects in line with high-quality economic and financial analyses.
- **Policy Recommendation IV:** Strengthening the conditions for better risk assessments of transport infrastructure projects.
- **Policy Recommendation V:** Enhancing the quality of transport infrastructure projects' statistics and ensuring transparency in information disclosure.
- **Policy Recommendation VI:** Making better use of alternative financing and procurement mechanisms including Public Private Partnerships (PPPs) and implementing ex-post analysis for enhancing the economic and social impact of transport infrastructure.

7. Utilizing the COMCEC Project Funding (CPF)

Mr. Muhammed Ziya SARI, Assistant Expert at COMCEC Coordination Office delivered a presentation on the COMCEC Project Funding (CPF), COMCEC Covid Response Program, and COMCEC Al-Quds Program for the transport-related projects of the member countries as well as the OIC institutions.

Concerning the COMCEC Covid Response Program, Mr. SARI mentioned that the implementation phase started in 2021. This program has been designed by considering the effects of the COVID pandemic. This is the second and final implementation year of this program.

Regarding the COMCEC Al-Quds Program, Mr. SARI said that it has been initiated based on the decisions taken in the previous COMCEC Ministerial Meetings as well as Extraordinary Islamic Summits. The program is carried on in cooperation with the Palestinian authorities and this program aims at improving the capacity of Al-Quds considering the specific

² The Room Document is attached as Annex 3.

economic needs of the region as well as the institutional and human capacity of the relevant stakeholders. The program mainly focuses on tourism, cultural heritage, and destination development and it also consists of several interrelated projects which will be executed in the following years.

Then Mr. SARI provided some details regarding the COMCEC Project Funding mentioning that under the COMCEC Project Funding 103 projects have been implemented up to date and a total of more than 120 projects will be implemented by the end of this year by 29 countries and 5 OIC Institutions. Also, there have been more than 50 countries as beneficiaries in these projects.

Mr. SARI highlighted that the COMCEC Project Funding is a grant-based financing mechanism introduced by COMCEC Coordination Office in 2014 as a policy support instrument under the COMCEC Strategy. The main purpose is to enhance cooperation and solidarity among the member countries, support the implementation of policy recommendations adopted by COMCEC Ministerial Sessions, and increase institutional and human capacity. Mainly activity-based projects are supported under this program. These projects include the activities such as training, seminar, workshop, study visit, publicity meetings, etc.

Concerning the novelties in the COMCEC Project Funding, Mr. SARI said that this year two new project types peer-to-peer experience sharing and needs assessment are added to the previous type of activities. Peer-to-peer experience sharing is an activity that is conducted by the technical expert(s) from the PO country in a host country to share experiences and collect information and data in the host country. The main aim is to acquire knowledge and experience in the selected sectoral theme. A Field Study Report must be produced at the end of the activity. Concerning the needs assessment studies, he said that a study should assess the needs of the project owner member country regarding the related sectoral theme as well as propose solutions to overcome the challenges and requirements of the member country in the related sector. A Needs Assessment Report must be produced at the end of the Project. Furthermore this year, a member country can implement a project individually. In these projects, member countries can propose projects to address the challenges faced in their respective countries. For these projects, the POs are required to elaborate on the specific issues regarding the challenges faced by the country on the selected theme.

Mr. SARI continued his presentation with the implementation statistics, both yearly and on a sectoral basis, for the last 5 years. Also, he gave the details of the contents and activities of the Transport and Communications projects implemented so far.

Lastly, Mr. SARI gave general information about the relevant pages of the COMCEC Project Funding website and mentioned the timeline for the project submission. He indicated the

relevant reference materials in the Online Project Submission System to be used during the project submission period.

8. Closing Remarks

The Meeting ended with closing remarks of Mr. Can AYGÜL, Director at the COMCEC Coordination Office. He thanked all the representatives for their attendance and precious contributions.

Mr. AYGÜL emphasized that seamless and uninterrupted transportation has been one of the major sources of concern for the economic and social development of countries. In this sense, the impact of transport infrastructure is immense for the development efforts of countries. Measuring the economic and social impacts of transport infrastructure is quite important not only for categorizing and prioritizing the investment resources of countries in the short-term, but also to have a comprehensive and integrated long-term planning perspective about transportation investments.

Finally, Mr. AYGÜL brought to the participants' attention that the policy recommendations formulated by the delegations during this working group meeting will be submitted for the kind consideration of the Ministers during the 38th COMCEC Session.

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

Annex 1: Agenda of the Meeting



**THE 19TH MEETING OF THE
COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP**

(October 11th, 2022, Virtual Meeting)

***"Economic and Social Impacts of Transport Infrastructures: An Overview of
OIC Member Countries"***

(2nd Session- Discussion and Review of Final Draft of the Report)

AGENDA

Opening Remarks

1. Global Trends: Economic and Social Impacts of Transport Infrastructures Outside of OIC Member Countries
2. OIC Member Countries' Practices and Lessons Learnt from the Selected Case Studies
3. Member States' Experiences in Economic and Social Impacts of Transport Infrastructures
4. Policy Options for "Economic and Social Impacts of Transport Infrastructures"
5. COMCEC Financial Support Instruments

Closing Remarks

Annex 2: Program of the Meeting



19TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP (October 11th, 2022, Virtual Meeting)*

"Economic and Social Impacts of Transport Infrastructures: An Overview of OIC Member Countries"

13.15-13.30 Joining the Online Meeting

*(The link will be shared prior to the Meeting)

13.30-13.40 Opening

**13.40.-14.05 General Overview of the Research Report and Lessons Learnt from the
Selected**

Case Countries

- *Presentation: Dr. İ. Çağrı ÖZCAN
Consultant
UMAY*

14.05-14.15 - Discussion

14.15-14.35 OIC Member Countries' Practices and Policy Recommendations

- *Presentation: Dr. Volkan Recai ÇETIN
Consultant
UMAY*

14.35-14.45 - Discussion

**14.45-15.15 Member States' Experiences in Economic and Social Impacts of Transport
Infrastructures**

**15.15-15.45 Private Sector Perspective on the Economic and Social Impacts of Transport
Infrastructures**

*Presentation: Istanbul Grand Airport (IGA): "Economic and Social Impacts of
the Istanbul Airport Project"
Mr. İsmail POLAT
Airport Planning Deputy General Manager*

Presentation: İzmir Development Agency: “Economic Effects of Transport Infrastructures: Port-Focused Growth Model”
Mr. Saygın Can OĞUZ
Director

15.45-16.25 Policy Debate Session on “Economic and Social Impacts of Transport Infrastructures”

16.25-16.35 COMCEC Financial Support Instruments

16.35-16.40 Closing

Annex 3: The Policy Recommendations

THE POLICY RECOMMENDATIONS OF THE 19TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS WORKING GROUP

The COMCEC Transport and Communications Working Group (TCWG) successfully held its 19th Meeting on October 11th, 2022, in a virtual-only format, with the theme of “Economic and Social Impact of Transport Infrastructure: An Overview of the OIC Member Countries”. During the Meeting, TCWG made deliberations on the policy recommendations related to the economic and social impact of transport infrastructure. The policy recommendations were formulated by taking into consideration the research report entitled with the same theme of the above-mentioned meeting. The policy recommendations are as followings:

Policy Recommendation I: Developing/Improving a comprehensive strategy including the components of development, planning, and programming capacity for better economic and social impacts of transport infrastructure.

Rationale:

For a transport infrastructure to affect the economy, a group of preconditions must be in effect. In addition to the transport infrastructure investments, economic variables such as a high-quality labor force, convenient local economies, and expectations need to be available in the first place. Moreover, the political and institutional setting must be supporting economic development. All these three major preconditions must be available at the same time. Within this framework, a robust systematic and institutional structure is needed for transport planning, project identification and preparation, ex-ante evaluation, procurement, supervision and monitoring, and ex-post evaluation. However, these specific stages should be well guided first by a strategic medium- or long-term policy framework that sets the macro, local and sectoral priorities.

Policy Recommendation II: Integrating the transport infrastructure projects with the higher national policies to serve the needs at best.

Rationale:

Any investment project should bring benefits to a country and raise the welfare of the citizens. All resource inputs used by an investment project have an opportunity in that without the project they could be used and create value elsewhere in the economy either in the private sector or in a different project on the public side. Ex-ante evaluations of transport projects could provide the government with information on whether the project generates value for money or not. In this regard, project economic analysis is a very critical and useful tool aiming to ensure that scarce resources are allocated efficiently. To this end, several elements/steps should be considered and adopted effectively such as well identification of the project(s), technical feasibility, economic analysis of the project(s), financial analysis of the project(s), and risk assessments.

In this respect, every project should first reflect and meet the priorities of the country, which are identified in the relevant policy documents of the country. For this reason, first, a more macro perspective could be employed by using qualitative/quantitative analysis methods such as multi-factor criteria analysis, etc.

Policy Recommendation III: Promoting the prioritization of transport infrastructure projects in line with high-quality economic and financial analyses.

Rationale:

To direct the country's scarce resources to the most needed fields, projects need to be appraised according to objective and comparable standards to develop a pool of prospective projects. Then, the projects should be prioritized either within the sector or on a cross-sectoral basis, taking into account some crucial indicators such as the financing capabilities of the country, the marginal benefit of the project, or the urgency of the needs that leads to the project. At this stage, alternative/options analysis, cost-benefit analysis (CBA), wider economic analysis methodologies, sustainability analysis, sensitivity, and risk analysis play critical roles.

In this regard, a multimodal approach should be developed in order to benefit from the synergy effect and network advantages of the transport system. Improvement regarding not only the project identification and appraisal preparation but also predicting the economic and social effect of transport infrastructure and services is essential.

Moreover, in the evaluations, all considerations that have the potential to affect the society and economy should be regarded in a wider manner. While doing this, adopting Input-Output analysis providing output, income multipliers, and sectoral forward/backward linkages in the economy, computable general equilibrium methodologies should be utilized in addition to standard CBA methodology to capture the wider social and economic effects. In addition to standard criteria set in evaluating the feasibility of projects, adopting a payback period as an additional measure could also provide the decision-makers with practical evaluation perspectives.

Policy Recommendation IV: Strengthening the conditions for better risk assessments of transport infrastructure projects.

Rationale:

The identification of risks in the planning phase of a project and the arrangement of impact values has become a fundamental basis for transport infrastructure projects. Despite robust and well-planned projects, unexpected problems will likely emerge at any stage of the project if possible risks are not identified and assessed beforehand. Therefore, this process has become a requisite in increasing success as well as minimizing the problems of a project.

A risk assessment should be included in the CBA. This is critical, as uncertainty always exists in an investment project inherently. In this regard, sensitivity analysis, qualitative risk analysis,

probabilistic risk analysis, and risk prevention and mitigation stages should be incorporated into the analyses. The qualitative and quantitative approaches such as Monte Carlo Analysis, Analytical Hierarchy Process (AHP), Technique for Order of Preference by Similarities to Ideal Solution (TOPSIS), Preference Ranking Organization Method for Enrichment of Evaluations (PROMETHEE), Quantified Cost Risk Assessment (QCRA) might be considered for the evaluation systematic.

Policy Recommendation V: Enhancing the quality of transport infrastructure projects' statistics and ensuring transparency in information disclosure.

Rationale:

Reliable transport statistics are key for the development of transport infrastructure. Statistics of transportation should be produced and published in terms of domestic, international, and transit transportation separately in ton-km and passenger-km as well as tons and passengers to make a concrete evaluation on how to improve the existing systems. Besides, statistics about user satisfaction, such as delays in transportation, travel times, and reliability would be beneficial to produce to see the bottlenecks and improve the current situation of transport systems. To provide potential investors with a predictable investment environment, documents about project preparation and relevant processes and else could be shared with the public as well.

Furthermore, the project pipeline with its main characteristics must be publicized for better planning for all stakeholders, to attract the private sector, and for better monitoring and public evaluation. To provide potential investors with a predictable investment environment, documents about project preparation and relevant processes must be shared with the public. In this regard, the implementation of a robust Transport Information System may be taken into account for better achievement of this recommendation.

Policy Recommendation VI: Making better use of alternative financing and procurement mechanisms including Public Private Partnerships (PPPs) and implementing ex-post analysis for enhancing the economic and social impact of transport infrastructure.

Rationale:

Alternative financing mechanisms can be mobilized including the private sector to overcome bottlenecks in transportation and logistics. PPP can be introduced by a sound regulatory framework and capacity building to assure it brings value for money and is financially sustainable. PPP is a complex procurement mechanism, where project preparation, bidding, and contract management capability of the public is of particular importance. To ensure the effective implementation of PPPs, related guidelines for preparing a business case, bidding, and contract management need to be prepared.

On the other hand, to determine if the projects have affected the country as a whole both in economic and social terms, as was intended before realizing the project, the economic and social impact of the projects should be analyzed and measured scrupulously. The forecasts made for a project in the feasibility study could regularly be compared to the realized user volume after the project is put into operation to determine to what extent forecasts deviated from actual

numbers. The same case could also be valid for other estimated components of the project such as investment cost or the investment period of the project. This data could be useful for determining the extent of risks for prospective projects, which is of more importance if the project is realized as a PPP.

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 projects to be financed by the COMCEC. For the above-mentioned policy areas, the Member Countries can utilize the COMCEC Project Funding and the COMCEC Coordination Office can support financing successful projects in this regard. These projects may include training programs, study visits, workshops, organizing seminars, peer-to-peer experience sharing, needs assessments, and producing promotional materials/documents.



Annex 4: List of Participants

**LIST OF PARTICIPANTS
19TH MEETING OF THE COMCEC TRANSPORT AND COMMUNICATIONS
WORKING GROUP
(11 October 2022, online)**

A. MEMBER COUNTRIES OF THE OIC.

ISLAMIC REPUBLIC OF AFGHANISTAN

-Mr. ELTAF AHMAD ALAMYAR

Gen Dir of IT R&D, Ministry of Communication and Information Technology

PEOPLE'S DEMOCRATIC REPUBLIC OF ALGERIA

-Ms. LAOUDJ SABRINA

Responsible for the management of the Sub-Directorate for Multilateral Cooperation, Ministry of Transport

REPUBLIC OF AZERBAIJAN

-Ms. AYTAN TURABOVA

Leading Advisor, Ministry of Digital Development and Transport

-Mr. AYAZ VELIYEV

Advisor, Ministry of Digital Development and Transport

PEOPLE'S REPUBLIC OF BANGLADESH

-Mr. MOHAMMAD HAIDER KAMRUZZAMAN

Transport Engineer, Ministry of Transport

REPUBLIC OF BENIN

-Mr. ZINSOU BIENVENU

Head of Planning and Studies Service, Land Transport Department

REPUBLIC OF COTE D'IVOIRE

-Mr. TOURE ABDOULAYE

Secretary General, Ministry Of Transport

REPUBLIC OF GAMBIA

-Mr. SULAYMAN GAYE

Senior Planner, Ministry of Transport, Works and Infrastructure

ISLAMIC REPUBLIC OF IRAN

-Mr. Mehran Khamisizadeh
Advisor MRUD
Focal Point T& C WG COMCEC

REPUBLIC OF IRAQ

-Mr. AMMAR HADI
Head of Space Affairs Department, Ministry of Communication
-Ms. ISRAA HANOON
Chief Engineer, IRAQ

HASHEMITE KINGDOM OF JORDAN

-Mr. SHADI ALABBADI
Head of Studies and Planning Department, Jordan Maritime Commission

THE STATE OF KUWAIT

-Ms. SUHA ASHKANANI
Managing Director, Public Authority for Roads and land transport

MALAYSIA

-Mr. AHMAD FAROUK ABDZAKI
Senior Assistant Secretary, Ministry of Transport, Malaysia
-Ms. AINI RISLAH BINTI MD RAMLI MDRAMLI
Principle Assistant Secretary, Ministry of Transport Malaysia

KINGDOM OF MOROCCO

-Mr. ABDELLATIF LHOUAOUI
Director of Communication and Institutional Relations and Acting Director of Cooperation,
Ports National Agency
-Ms. NISRINE IOUZZI
Head of Strategy, Planning and Financing, Direction of Ports and Maritime Public Domain

REPUBLIC OF NIGER

-Mr. MALAM DJIBO MAILOU
Deputy Director of Foreign Trade, Ministry of Trade

SULTANATE OF OMAN

-Dr. SAIF SAID ALSINANI
Director General of Planning, Ministry of Transport, Communications and Information
Technology

THE STATE OF PALESTINE

-Ms. SHUROUQ ANTAR

Director of Transportation and Engineering Department, Ministry of Transport

KINGDOM OF SAUDI ARABIA

-Mr. QASİM ALALAWİ

Senior Specialist, GAFT

-Mr. WALEED ALDAKHİL

International Organizations specialist, The Saudi General Authority of Foreign Trade

REPUBLIC OF SIERRA LEONE

-Prof. Dr. ADAMS STEVEN

Senior Technical Adviser to the Ministry of Transport and Aviation, Ministry of Transport and Aviation

REPUBLIC OF SUDAN

-Ms. JİHAD OSMAN

Project Coordinator, Ministry of Transport

REPUBLIC OF TOGO

-Mr. KOMLAN TINDANO

Secretary General of the Ministry of Road, Air and Rail Transport, Ministry of Road, Air and Rail Transport

REPUBLIC OF TUNISIA

-Mr. MOHAMED DALDOUL

Head of service, Ministry of Trade And Exports Development

REPUBLIC OF TÜRKİYE

-Mr. AZİZ AKSU

Deputy Director General

Ministry of Transport and Infrastructure of Türkiye

-Mr. HALİL KALAYCI

European Union Expert

Ministry of Transport and Infrastructure of Türkiye

REPUBLIC OF UGANDA

-Mr. KATUSHABE WINSTONE

Commissioner Transport Regulation and Safety/Chief Licensing Officer of Motor Vehicles
Ministry of Works and Transport

B. PRIVATE SECTOR/INTERNATIONAL ORGANIZATION

ISTANBUL GRAND AIRPORT (IGA)

-Mr. İsmail POLAT
Airport Planning Deputy General Manager

IZMIR DEVELOPMENT AGENCY

-Mr. Saygın Can OĞUZ
Director

C. THE OIC SUBSIDIARY ORGANS

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

-Dr. ESAT BAKIMLI
Senior Researcher, SESRIC
-Mr. SEYİD TAHİR MAHMUD
Researcher, SESRIC

D. OIC STANDING COMMITTEES

THE ISLAMIC CORPORATION FOR THE INSURANCE OF INVESTMENT AND EXPORT CREDIT (ICIEC)

-Mr. ALTAYEB FADLALLAH
Specialist, Strategic Planning & Communications, ICIEC/IsDB
-Mr. MOATAZ ZAWAM
Lead Underwriter, ICIEC/IsDB

G. COMCEC COORDINATION OFFICE

-Mr. SELÇUK KOÇ
Deputy Director General, COMCEC Coordination Office
-Mr. CAN AYGÜL
Head of Department, COMCEC Coordination Office
-Mr. MEHMET ASLAN
Head of Department, COMCEC Coordination Office
-Mr. MEHMET CELALETTİN AKTAŞ
Head of Department, COMCEC Coordination Office
-Mr. NİHAT AKBALIK
Expert, COMCEC Coordination Office
-Ms. EDA AKÇA
Expert, COMCEC Coordination Office

