

Enhancing and Sustaining Rural Accessibility in OIC Member Countries

Final Draft Presentation

17.09.2025

25th Meeting of the COMCEC Transport and
Communications Working Group



Standing Committee
for Economic and Commercial Cooperation of the
Organization of the Islamic Cooperation

Study Objective s & Scope

The study aims to:

1. Diagnose the main challenges affecting rural accessibility in OIC Member Countries.
2. Identify and analyze effective practices from both OIC and non-OIC contexts.
3. Develop **guiding principles and recommended actions** for improving accessibility.
4. Facilitate **knowledge sharing and capacity development** among stakeholders.

Methodology

This study is structured into multiple phases combining qualitative and quantitative insights:

1. Desk-Based Research

- Literature review and policy mapping across OIC regions.
- Analysis of international benchmarks

2. Field Visits

- In-depth country studies were conducted in **Morocco** and **Indonesia**.

3. Desk-Based Case Study

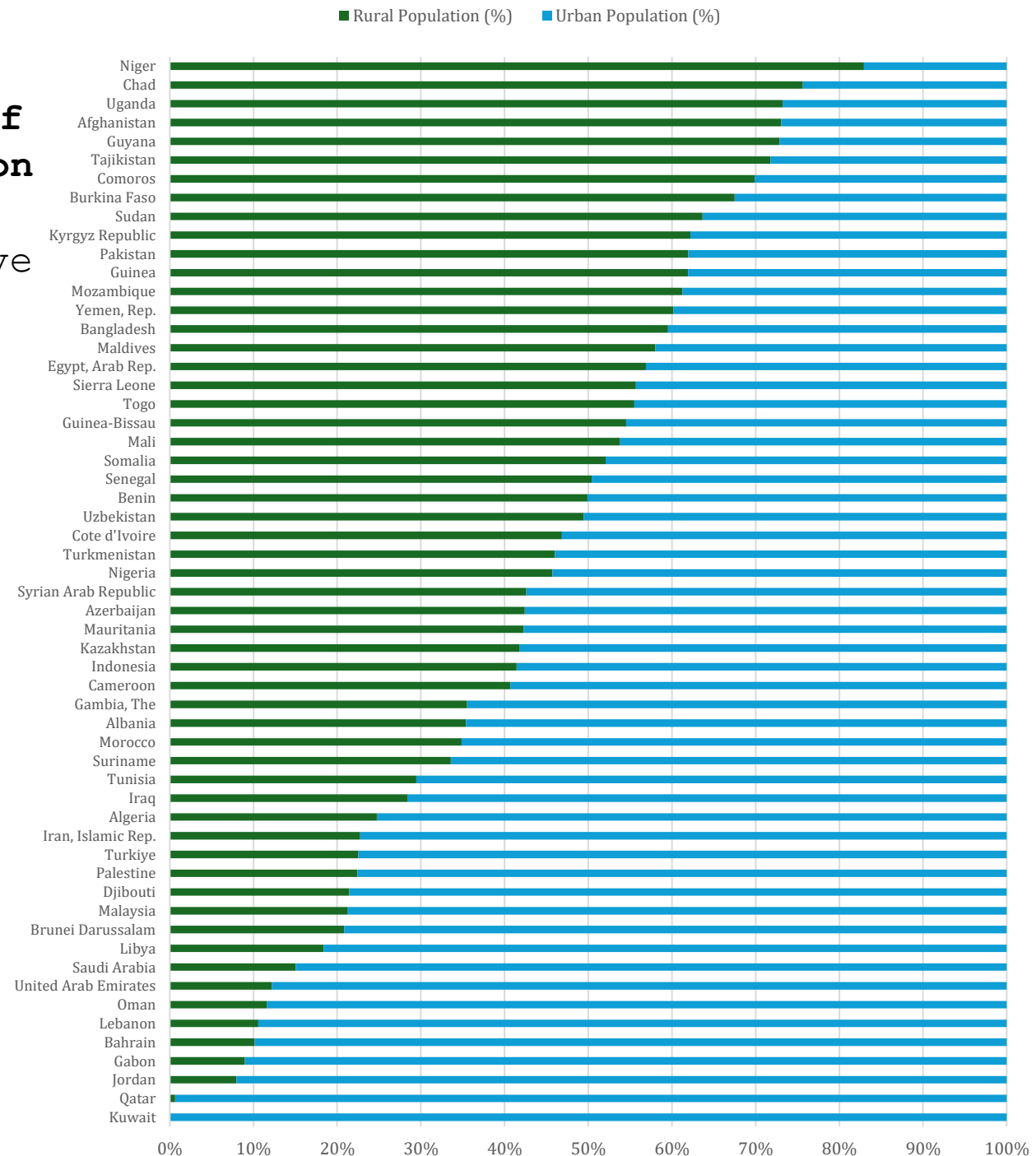
- **Türkiye, Canada, Australia** were analyzed using national datasets and policy documentation.

4. Surveys & Stakeholder Engagement

- Structured questionnaires to understand local needs and perceptions.

Rural Population in OIC Countries

•Around 50% of
the population
in OIC
countries live
in rural
areas.

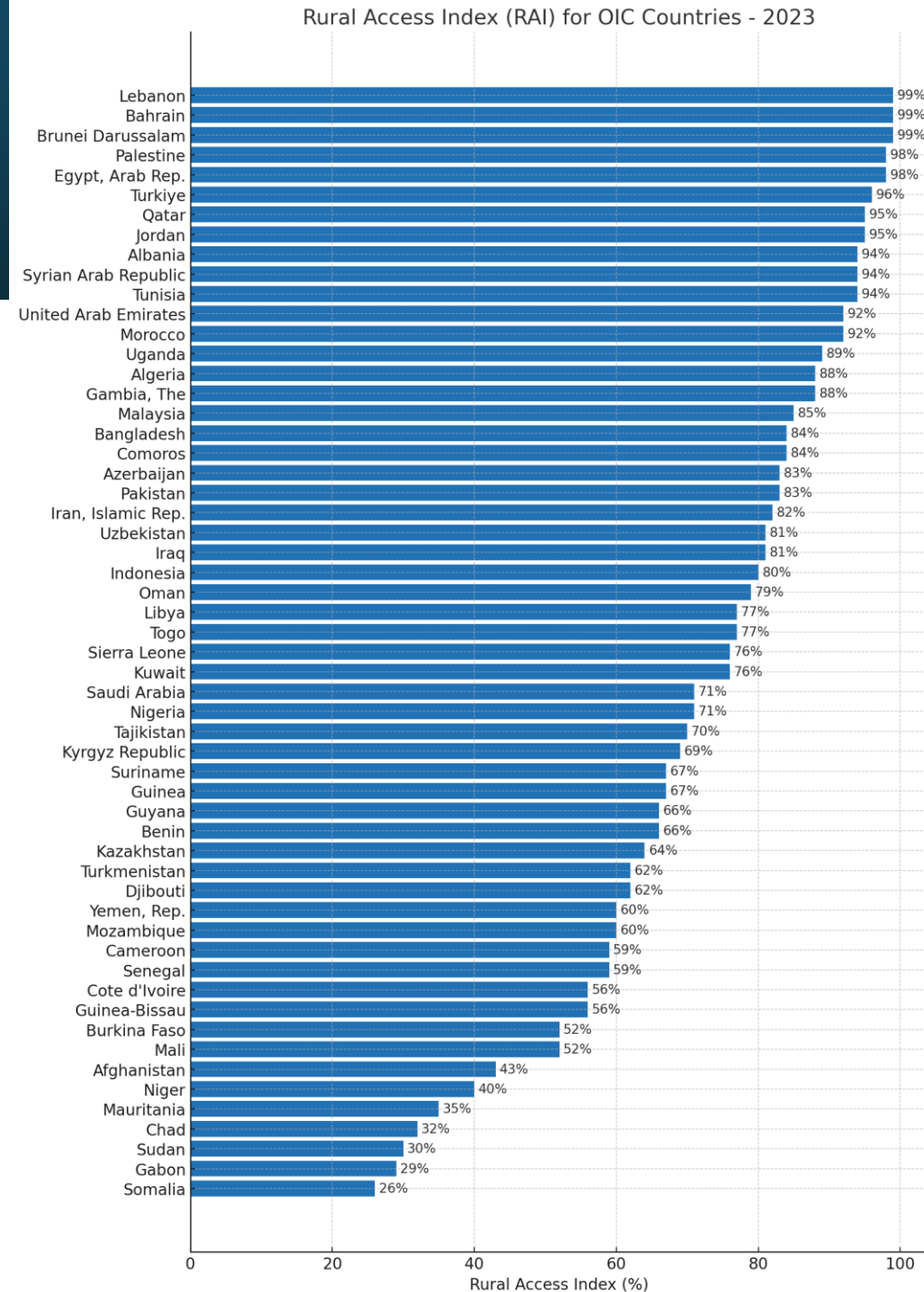
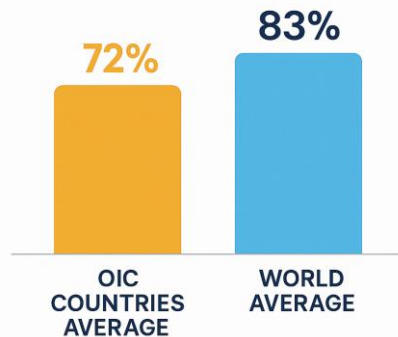


Rural Access Index

- Rural Access Index (RAI) measures the proportion of the rural population living within 2 km of an all-season road – a key indicator of rural connectivity and inclusion.
- **OIC countries lag by 11 percentage points** in rural accessibility compared to the global average.
- The RAI score of OIC countries indicates that **nearly 1 in 3** rural residents in OIC countries **lack reliable, year-round road access**.

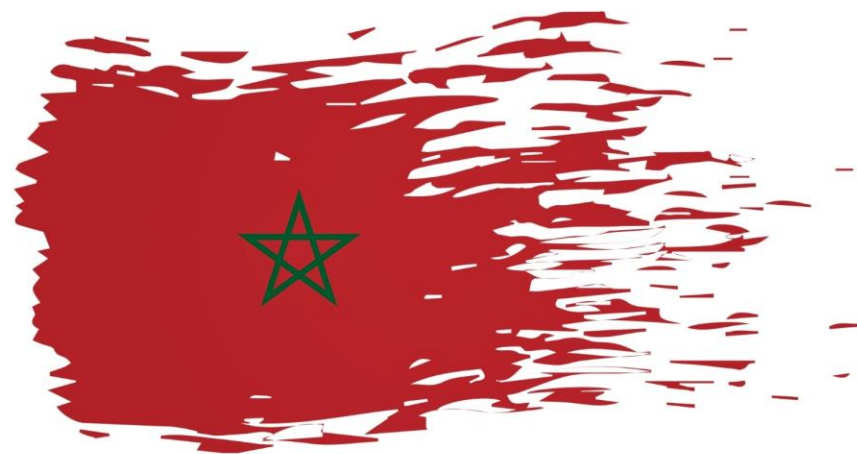


RURAL ACCESS INDEX



Case Study Countries

Country	Desk-based/ Field Visit	Total Population	Rural Population	Rural Population Rate (%)	RAI Score
Morocco	Field visit	37,712,505	13,153,745	35%	91.92
Indonesia	Field visit	281,190,067	116,491,421	41%	80.33
Türkiye	Desk-based	85,325,965	19,229,913	23%	95.79
Australia	Desk-based	26,658,948	3,567,767	13%	95.35
Canada	Desk-based	40,097,761	7,272,932	18%	93.40



MOROCCO

Field Visit
(OIC, Arab Group)



Rural Access Index (RAI)

Rationale for Selection

- ✓ Overcame geographic challenges (mountains)
- ✓ Long-term rural road programs: PNRR 1 & 2, PMAT
- ✓ Model for remote OIC regions

Highlights

- ✓ RAI improved from 34% in 1995 to 80% by 2015
- ✓ 25,000 km of rural roads constructed



37.7 million

Total Population



13.2 million (35%)

Rural Population



100%

Electricity Access



57,300 km

Road Network

Country Overview–Morocco

- Population: ~37.7 million (2023)
- Rural population: 35% (~13.2 million)
- Rural Access Index (RAI): 91.92%
- Strategic location: Atlantic + Mediterranean crossroads
- Key challenge: Mountainous terrain, dispersed settlements
- Agriculture = backbone of rural economy, key for exports & food security
- Persistent **regional disparities** in access to markets, education, healthcare

Governance Reforms Timeline

- 2003 - Liberalization of road freight transport
- 2004 - Liberalization of air transport
- 2006 - Maritime freight liberalization & EU Open Sky Agreement
- 2010 - Logistics Competitiveness Strategy
- 2011 - Moroccan Agency for Logistics Development
- 2015 - Regionalization reforms
- 2016 - New Civil Aviation Code2020 - National Road Safety Agency

Morocco's transport infrastructure network

Roads

- 58,000 km (1,800 km highways, 1,670 km expressways)

Railways

- 2,300 km (200 km high speed)

Ports

- 43 ports (13 for foreign trade)

Airports

- 26 airports (19 international, 150+ destinations)

Transport Performance

	Passengers		Goods	
	2019	2024	2019	2024
Rail transport	38 million	55 million	25 MT	20.8 MT
Maritime transport	5.3 million	5.3 million	154 MT	241 MT
Air transport	25 million	32.7 million	0.1 MT	0.09 MT
Road transport	110 million vehicles per day			

Progress in Rural Accessibility



Rural accessibility rate:
54% (2005) → 78% (2021)



Major drivers:

Rural Roads Program (PNRR)
Program for Reduction of
Territorial & Social Disparities
(PRDTS)



**Still: regional
disparities &
sustainability issues**

Royal Guidelines & National Vision



VISION



An efficient and innovative ministry for inclusive and sustainable transport and competitive logistics serving Morocco's development

4 CHALLENGES



Dual-Purpose Transport Solutions

- Fleet renewal program (2024-2026):
 - Grants up to 290,000 MAD for new vehicles
 - 170,000 MAD for upgrading older vehicles
- Seasonal permits to meet peak demand (festivals, gatherings)
- Ongoing license reviews:



Program for the Reduction of Territorial and Social Disparities in the Rural World (PRDTs)

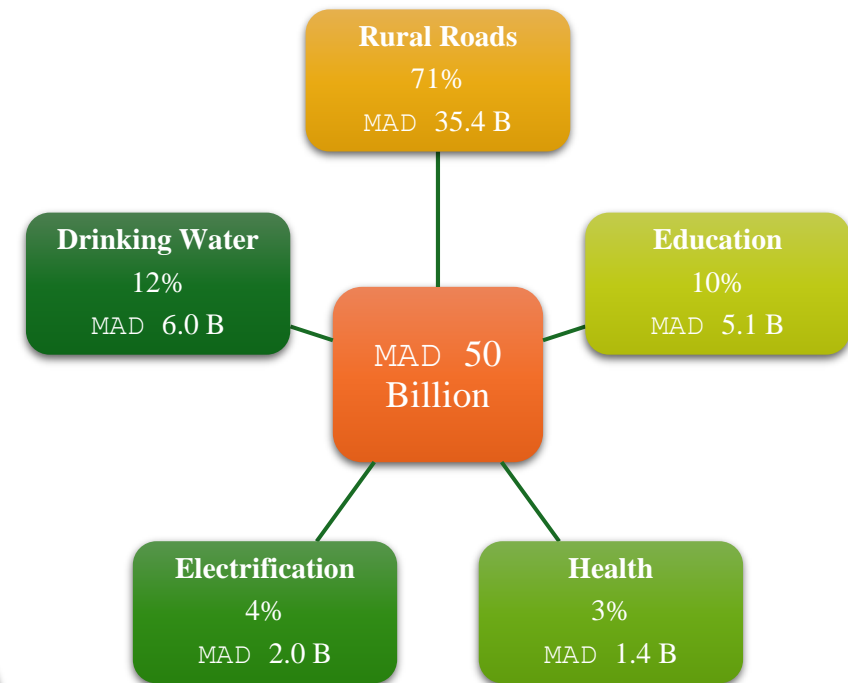
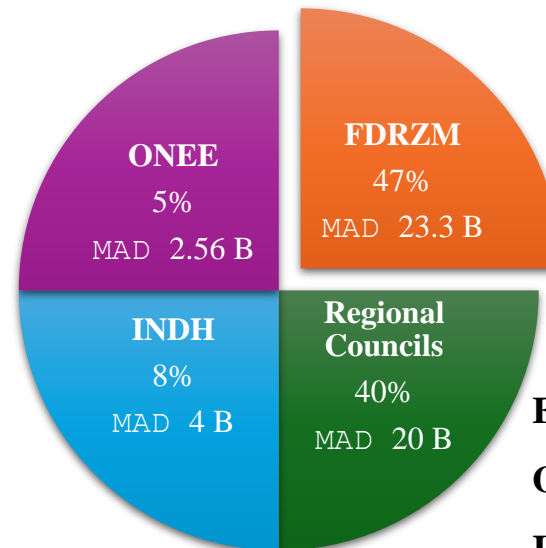
- Launched in **2017** as a flagship program
- Aim: **reduce regional inequalities** by improving basic services & connectivity in rural/mountainous areas
- Directly aligned with SDGs
- Operates as a **cross-sectoral investment program**

PRDTS – Objectives

- Improve **accessibility** for rural & remote populations
- Enhance access to:
 - Roads & transport services
 - Education infrastructure
 - Healthcare facilities
 - Electricity & potable water (AEP)
- Promote **balanced territorial development**

PRDTS – Financing Structure

- Annual budget ~ **50 billion dirhams** over 2017–2023 cycle
- Multi-source financing:
 - Central government
 - Regional councils
 - Sectoral ministries
 - International donors/partners
- Focus on **integrated, co-financed projects**



FDRZM (Rural and Mountainous Areas Development Fund)

ONEE (National Office of Electricity and Water)

INDH (National Initiative for Human Development)

PRDTS – Governance Mechanisms

- Coordinated between ministries
- Based on **advanced regionalization** & participatory planning

Permanent Interministerial Commission for the Development of Rural Areas and Mountain Zones (CIPDERZM)

National Commission for the Development of Rural Areas and Mountain Zones (CNDERZM)

12 Regional Commissions for the Development of Rural Areas and Mountain Zones

Technical Services of Ministerial Departments and Relevant Public Institutions

Strategic Framework

Action Plan

Implementation / Monitoring / Evaluation

Cumulative Physical Achievements – PRDTS

- **Roads & Structures:** 22,109 km of rural roads/tracks built or rehabilitated; 223 structures constructed/maintained.
- **Health:** 987 construction/rehabilitation operations; 832 ambulances/mobile units deployed; 884 medical equipment upgrades.
- **Education:** 4,142 construction/rehabilitation operations; 1,454 school buses provided; 139 school equipment projects.
- **Drinking Water Supply (AEP):** 31,226 new/mixed connections and standpipes; 725 AEP systems; 1,096 km of network extension.
- **Rural Electrification:** 1,135 villages electrified; 1,137 km of new network lines; 351 transformer installations.

PRDTS – Regional Success Stories

Tangier-Tétouan-Al Hoceima: paved road access improved

• **2016 → 2023:** Full shift from low (P1–P3) to high (P5–P6) road accessibility.

• **Low categories (P1–P3):** completely eliminated.

• **Improvements:** All 129 communes advanced; 68 moved to higher categories.

• **Impact:** Road connectivity transformed, spatial inequalities reduced, balanced regional growth supported.

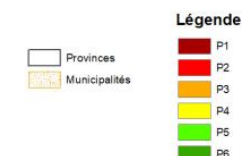
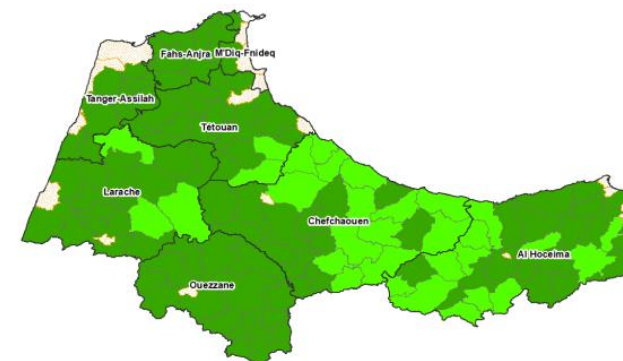
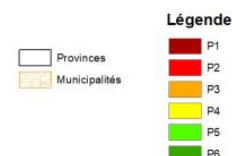
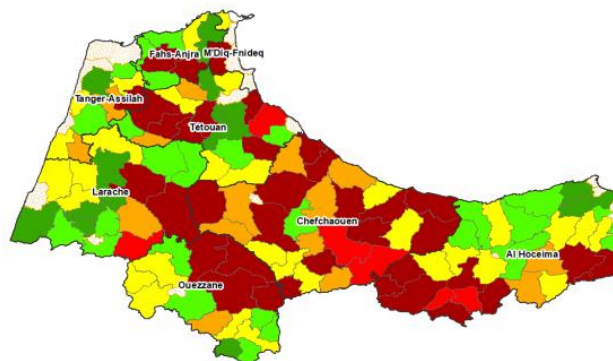
Priorité	Etat 2016	Etat 2023	Evolution
P1	36		-36
P2	6		-6
P3	15		-15
P4	31		-31
P5	27	31	4
P6	14	98	84
Total	129	129	

Accessibilité à la route goudronnée

Région de Tanger – Tétouan –
Al Hoceima

2016

2023



PRDTS – Regional Success Stories

Rabat-Salé-Kénitra:
education
infrastructure
strengthened

• **2016 → 2023:** Major shift from low (P1–P3) to high (P5–P6) accessibility.

• **Improvements:** 60% of communes improved; 31 advanced to upper levels.

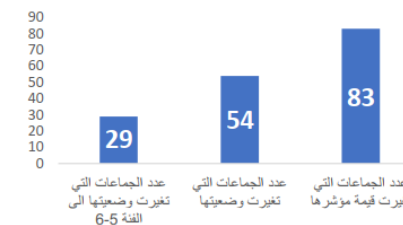
• **Impact:** Stronger education access, reduced disparities, enhanced inclusion & human capital.

Priorité	Etat 2016	Etat 2023	Evolution
P1	2	3	-2
P2	7	3	-4
P3	14	7	-7
P4	42	26	-16
P5	20	44	24
P6	6	11	5
Total	91	91	

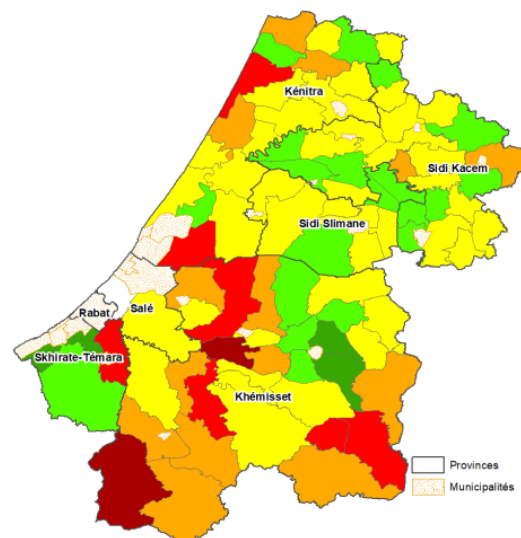
Accessibilité aux infrastructures
d'Education

Région de Rabat - Salé - Kénitra

55 60% ↑ +31

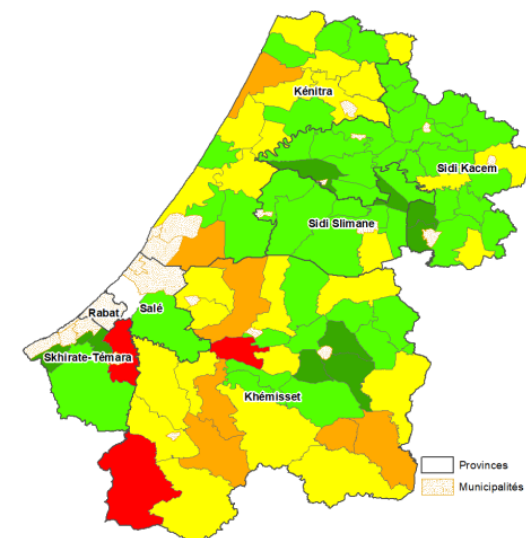


2016



Légende
P1
P2
P3
P4
P5
P6

2023



Légende
P1
P2
P3
P4
P5
P6

Morocco's National Policies

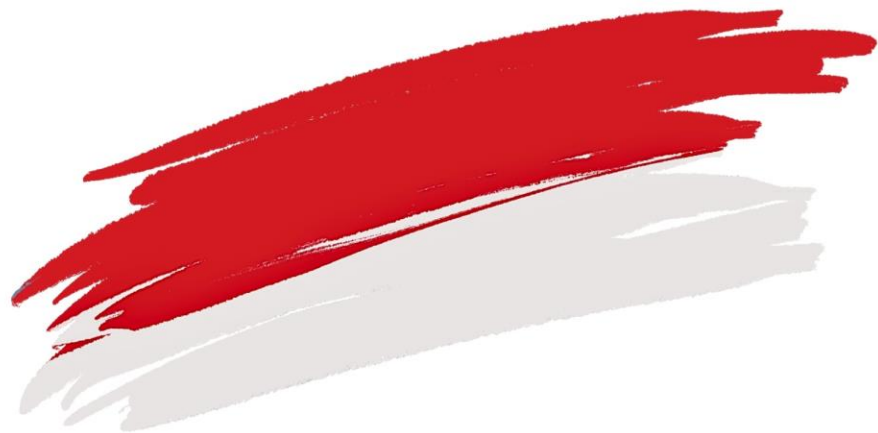
Year	Policy / Legislation	Focus
2003	Liberalization of road freight transport	Market liberalization and modernization of domestic freight
2004	Liberalization of air transport	Market opening and improved connectivity
2006	Liberalization of maritime freight transport + Port reform	Increased competitiveness and efficiency in maritime logistics
2006	Open Sky Agreement with the EU	Liberalization of air services and expanded international routes
2010	National Strategy for the Development of Logistics Competitiveness	Enhancing logistics performance and integration into global supply chains
2011	Establishment of the Moroccan Agency for the Development of Logistics	Institutional strengthening for logistics governance
2015	Organic Laws on Municipalities and Regions	Decentralization and improved governance frameworks
2016	Civil Aviation Code	Updated legal and regulatory framework for the aviation sector
2020	National Road Safety Agency	Strengthening institutional governance for road safety

Rural accessibility projects in Morocco

Project Name	Focus	Budget
National Program of Rural Roads 1 (PNRR1)	Construction and rehabilitation of rural roads; improved access to schools, health, and markets	~ MAD 1.75 billion (1995-2005)
National Program of Rural Roads 2 (PNRR2)	Construction and rehabilitation of rural roads; improved access to schools, health, and markets	MAD 14.4 billion (2005-2017)
PRDTS	Connectivity, service delivery (roads, health, education, water, electrification)	MAD 50 billion (2017-2023)
National Strategy for the Development of Rural Areas and Mountain Zones	Integrated governance, regional planning, socio-economic development	Not specified (2015)
Rural Roads Program (part of infrastructure investments)	Expansion of rural road networks to reduce isolation	MAD 400 billion (overall sector investment)
PMV	Modernizing agriculture via high-value crops, inclusive rural development, irrigation, value chains	~ MAD 150 billion for Pillar I; (2008-2020) ~ MAD 15 billion for Pillar II (2008-2020)
Génération Green 2020-2030	Human-centered rural development and sustainable agriculture; employment, digitalization, rural entrepreneurship	Increasing annual agricultural exports to MAD 60 billion; agricultural GDP reaching MAD 250 billion by 2030

Lessons and Challenges

- **Cross-sectoral coordination** (transport + social services)
- **Regionalization** in decision-making
- **Blended financing** (central, local, donor funds)
- **Remaining disparities** between mountain vs. plain regions
- Sustainability of rural infrastructure **maintenance & financing**
- Seasonal variations in transport demand
- Need for **better integration** with national transport strategy



INDONESIA

Field Visit
(OIC, Asian Group)



Rural Access Index (RAI)

Rationale for Selection

- ✓ 17,000+ islands → complex access issues
- ✓ Community-based PNPM-Rural (2012–2015)
- ✓ Active in ASEAN infrastructure efforts

Highlights

- ✓ PNPM-Rural improved access through community-led road, water, and irrigation projects



281.2 million

Total Population



116.5 million (41%)

Rural Population



Rural **98,6%** | Total **99,4%**

Electricity Access



496,607 km

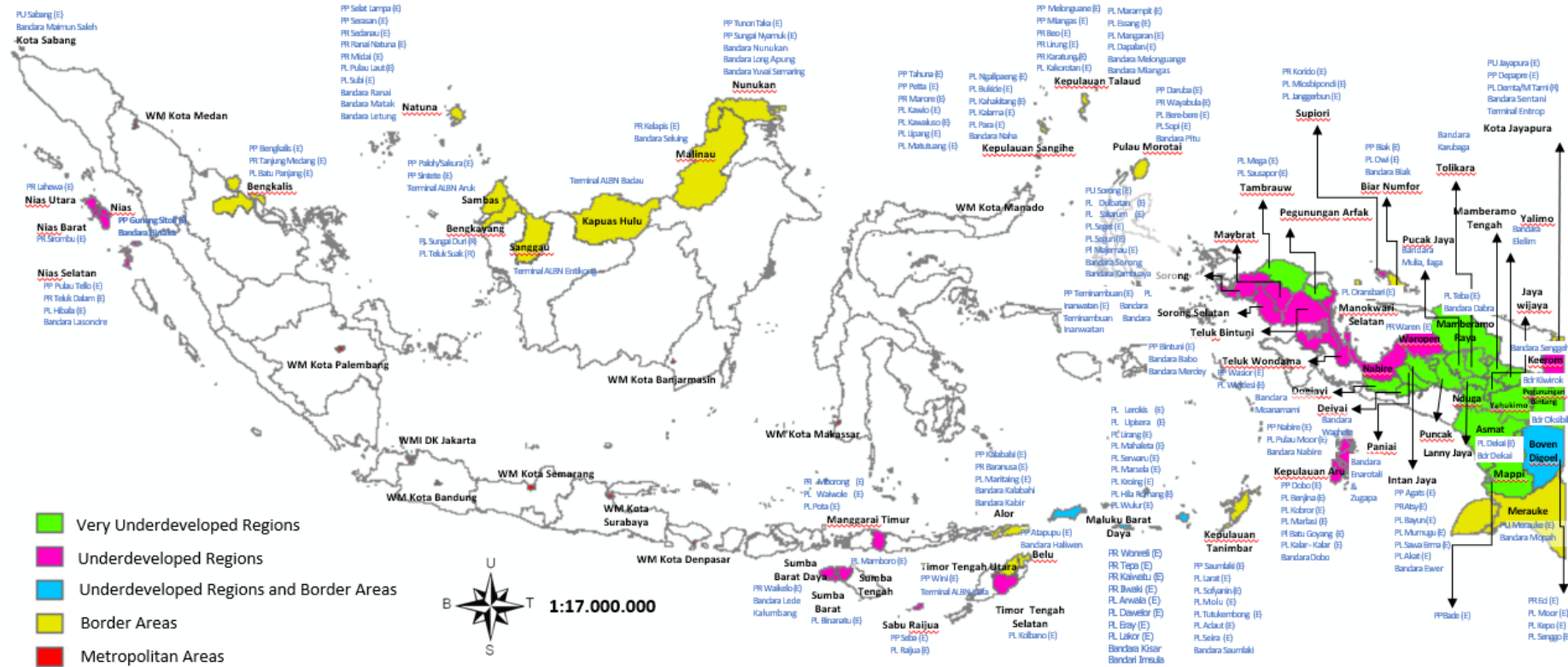
Road Network

Country Overview – Indonesia

- World's largest archipelagic state: 17,000+ islands
- Population: >275 million (41% rural)
- Rural Access Index (RAI): 80%
- Upper-middle income; GDP growth 4–5% (last decade)
- Challenges: geographic isolation, rural–urban disparities

Rural Development Context

- 75,265 villages, 73% of population registered as village residents
- Challenges:
 - 2,919 villages without electricity
 - 1.9m households lack reliable power
 - 22,544 villages poor internet access
 - 10,463 villages underdeveloped/highly

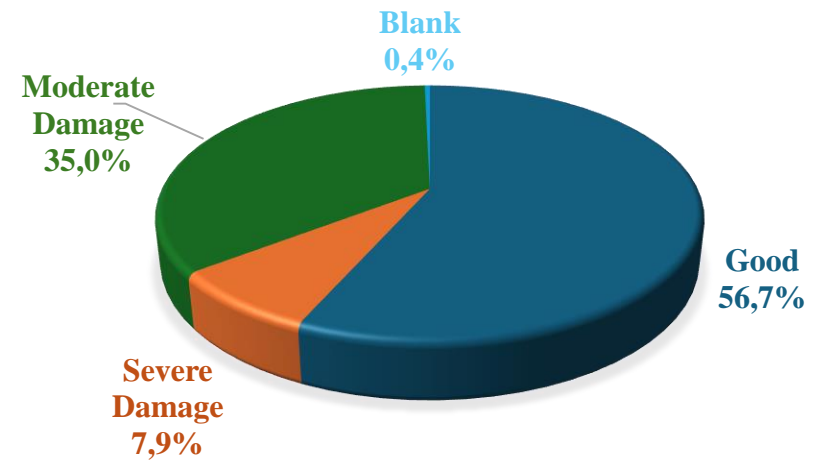
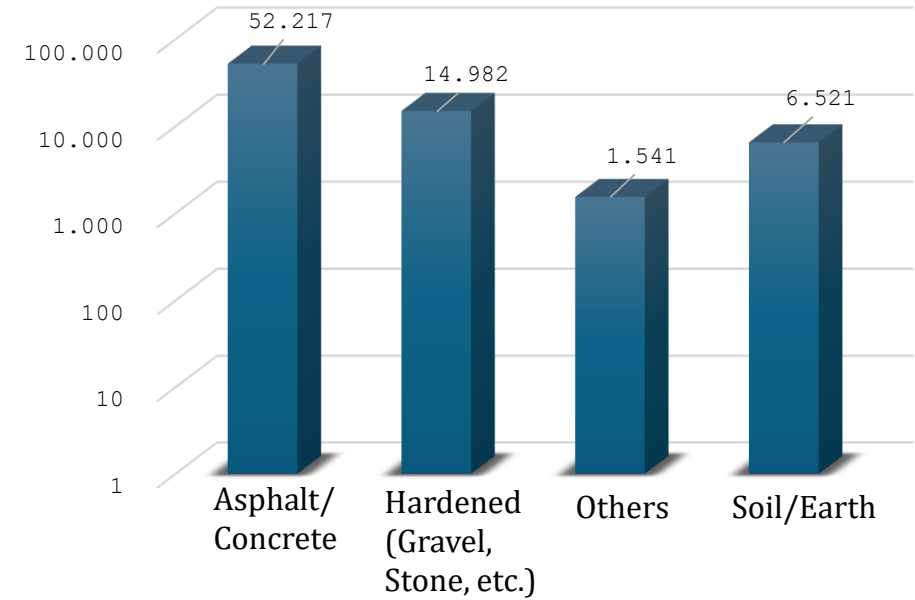


Rural Roads Infrastructure

- 52,000+ villages with asphalt/concrete roads
- 14,982 villages: gravel/stone roads
- 6,521 villages: soil/earth roads

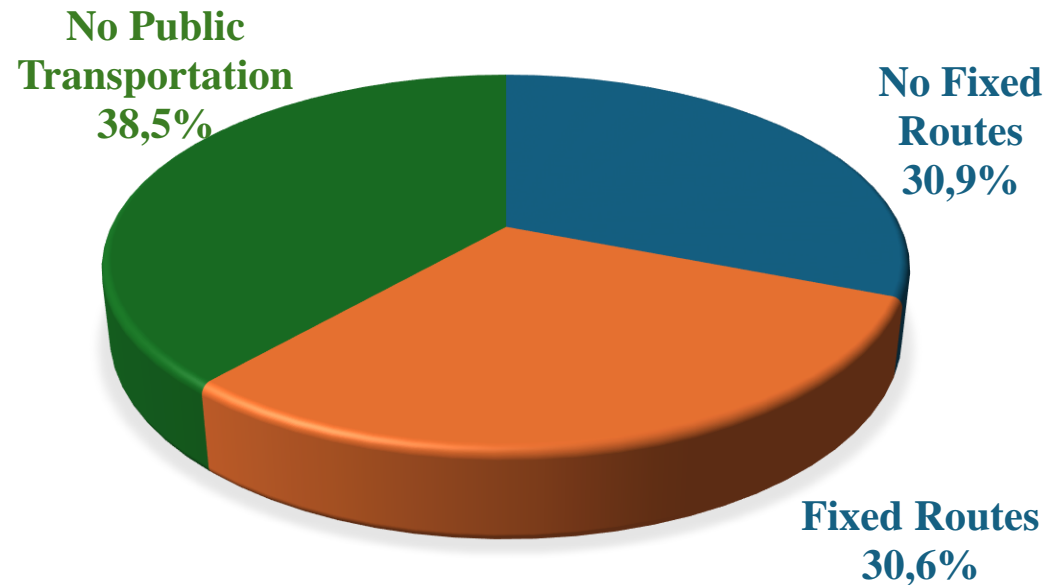
Road Quality

- 56.7% villages: good roads
- 35%: moderate condition
- 8%: poor roads



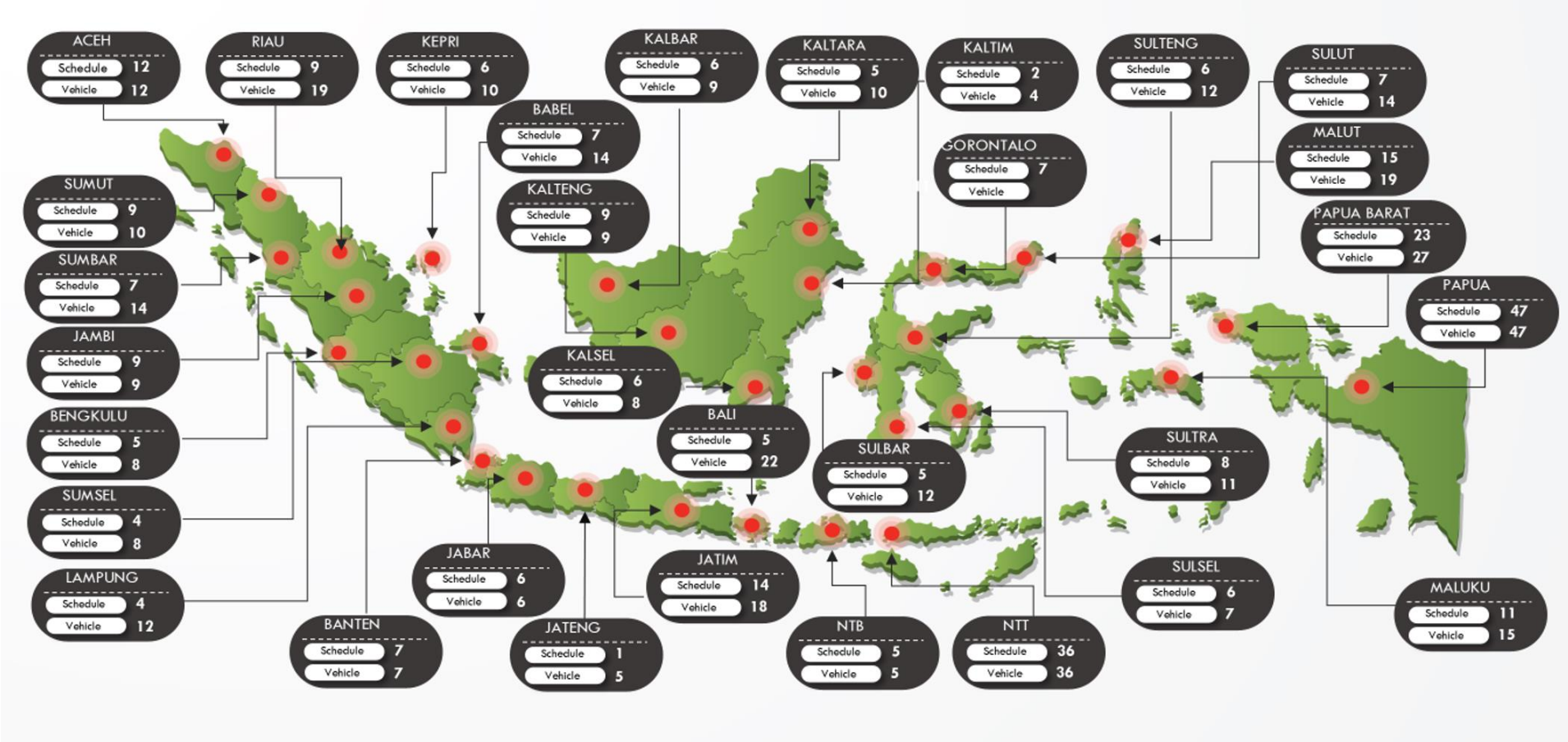
Public Transport in Villages

- 30.6% villages: fixed-route services
- 30.9%: non-fixed routes
- 38.5%: no public transport
 - Limited access to education, healthcare, and labor markets



Pioneer Road Transport (PRT)

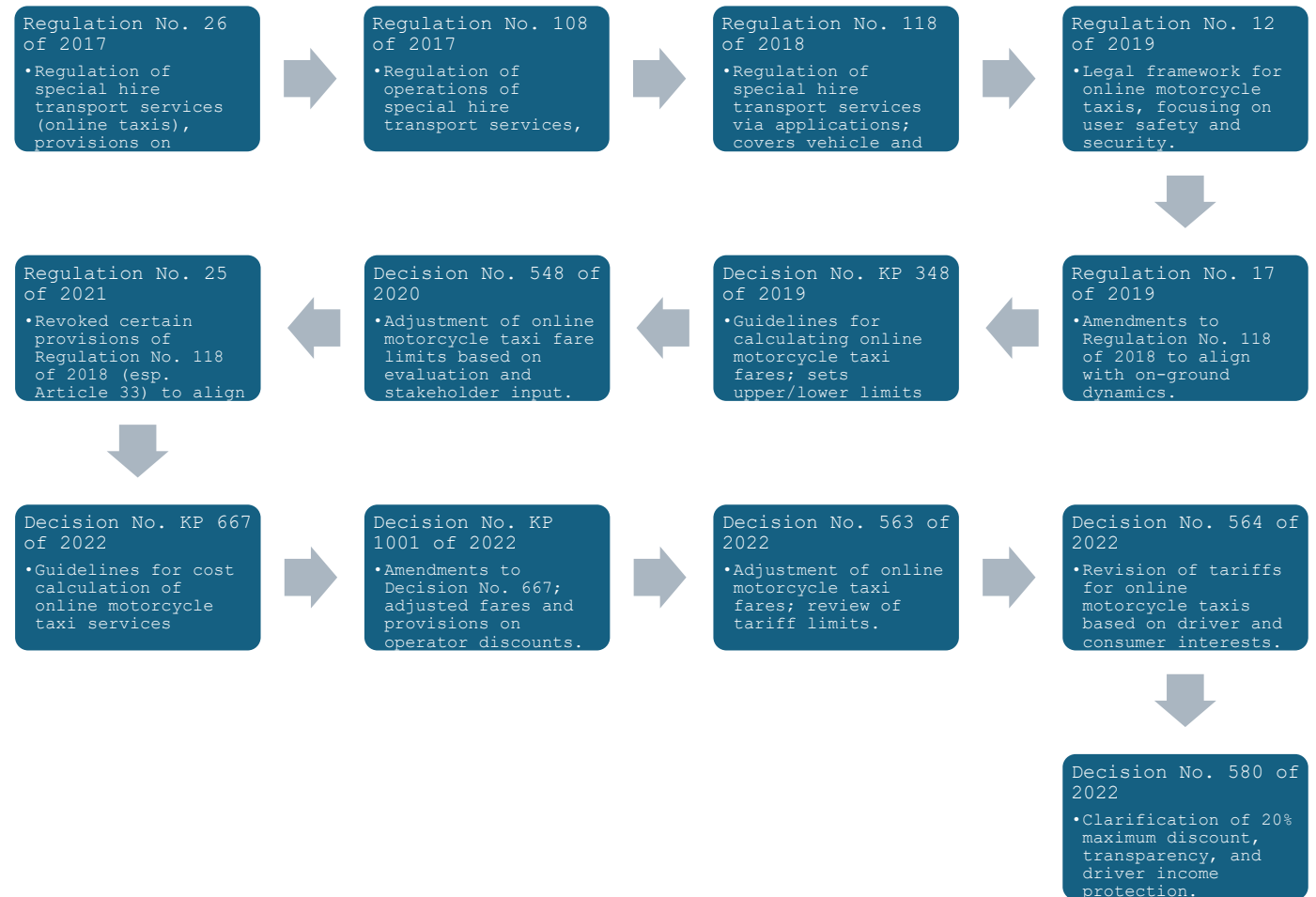
- Subsidized services for remote/border/disadvantaged areas
- 2025: 309 schedules, 32 provinces, >300 vehicles



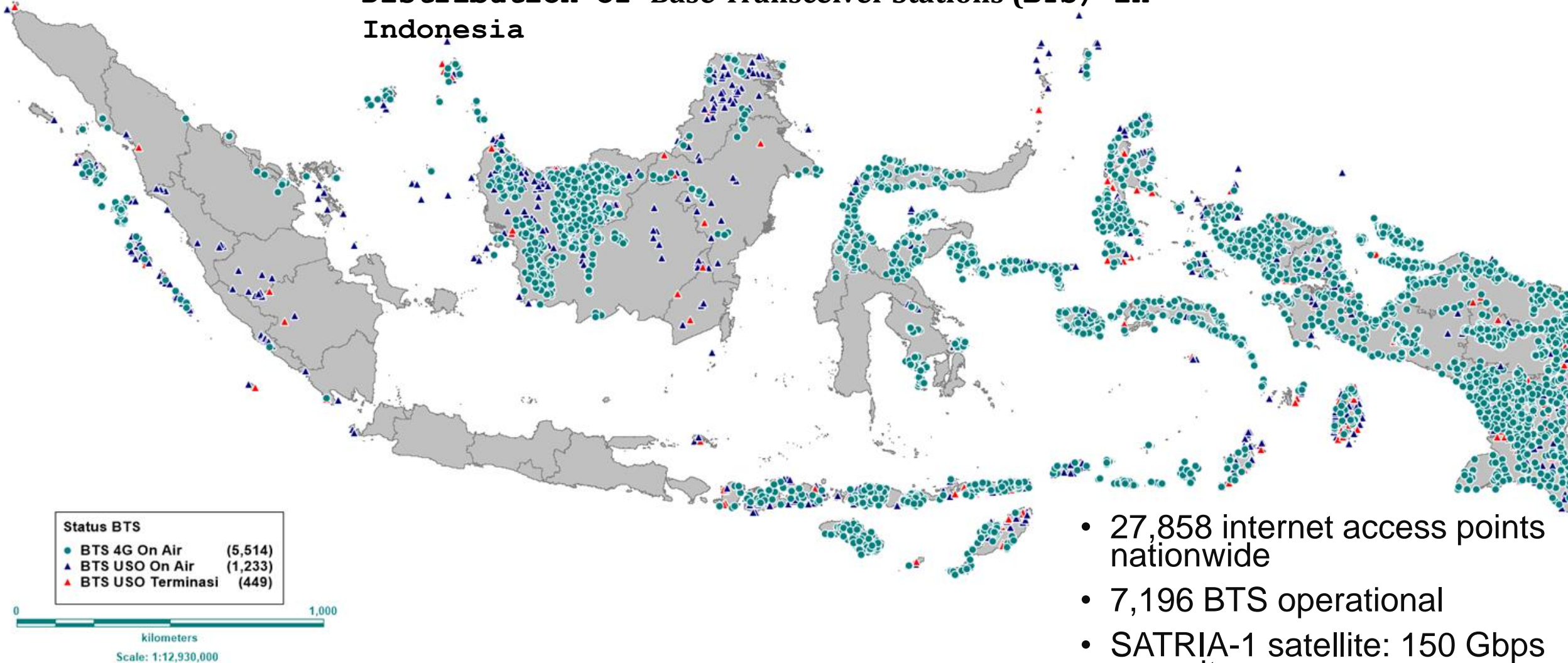
No	Year	Province	Donor Bus	Schedule	Percentage Increase In Schedule
1	2019	32	-	307	3,5%
2	2020	32	-	322	5,1%
3	2021	32	-	324	0,6%
4	2022	32	-	338	4,14%
5	2023	32	-	330	-2,4%
6	2024	32	-	318	-2,4%
7	2025	32	-	309	-2,83%

Informal & Online Transport

- Urban-centered Gojek/Grab absent in rural areas
- Reliance on informal motorbike taxis, charter vehicles



Distribution of Base Transceiver Stations (BTS) in Indonesia



- 27,858 internet access points nationwide
- 7,196 BTS operational
- SATRIA-1 satellite: 150 Gbps capacity
- Fiber optic: 126,073 km submarine, 905,406 km inland

Village Fund Framework – Indonesia

- **Fiscal Base:** IDR 610T (2015–24); per-village ↑ from 280m → 943m;
- **Policy Design:** 15% for Direct Cash Assistance (extreme poverty); focus on food security, digital villages
- **Monitoring:** *Village Index* (Indeks Desa) → 18% indicators tied to rural accessibility
- **Goal:** Transform villages into **resilient, productive, self-sufficient** hubs for national growth

Rural Transportation – Special Allocation Fund (SAF)

- Part of the **Village Fund** framework
- Aims to **reduce rural–urban disparities** in transport access
- Targets: disadvantaged, remote, border, and outermost regions
- Supports: **roads, bridges, ports, water transport, minibuses**
- Integrated with national priorities under **RPJMN**

SAF's Activities Overview

Strategic Village Roads

- Consist of two activities: **Improvement** and **Development**.
- Refers to roads that **do not include** district/provincial/national roads and connect villages/subdistricts and/or regions with **strategic value** in accelerating development in a particular area.

Suspension Bridges

- Renovation or replacement of bridges for **pedestrian traffic** or **max 2-wheel vehicles**.
- Intended for **suspension bridges** that are in poor condition and severely damaged.

Water Transportation Facilities

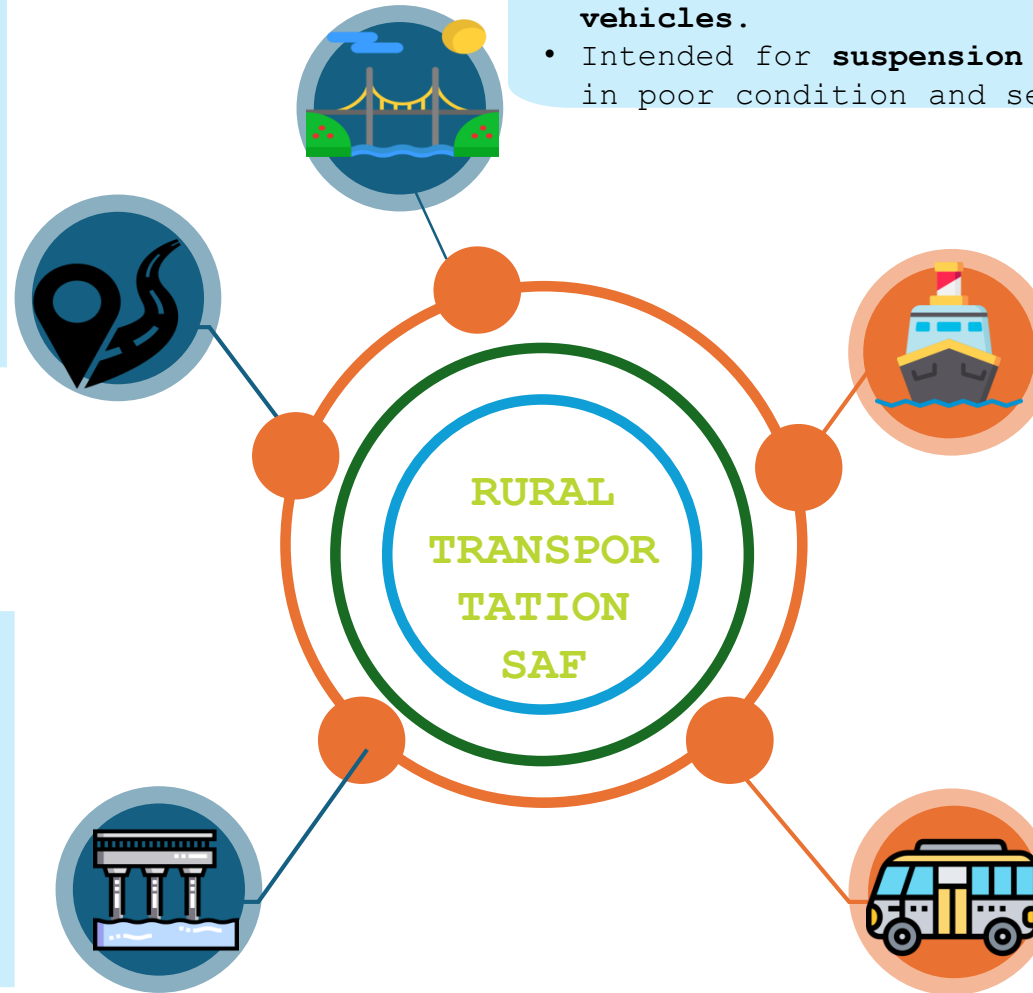
- **Provision of transportation vehicles** for people and goods for villages that require **primary water transportation**, such as coastal, river, and lake areas.
- **Mode:** Ships with a gross tonnage of **below 7 GT / max. 25 passengers**.
- Managed by **BUMDes / BUMDes Bersama / Cooperatives**.

Land Transportation Facilities

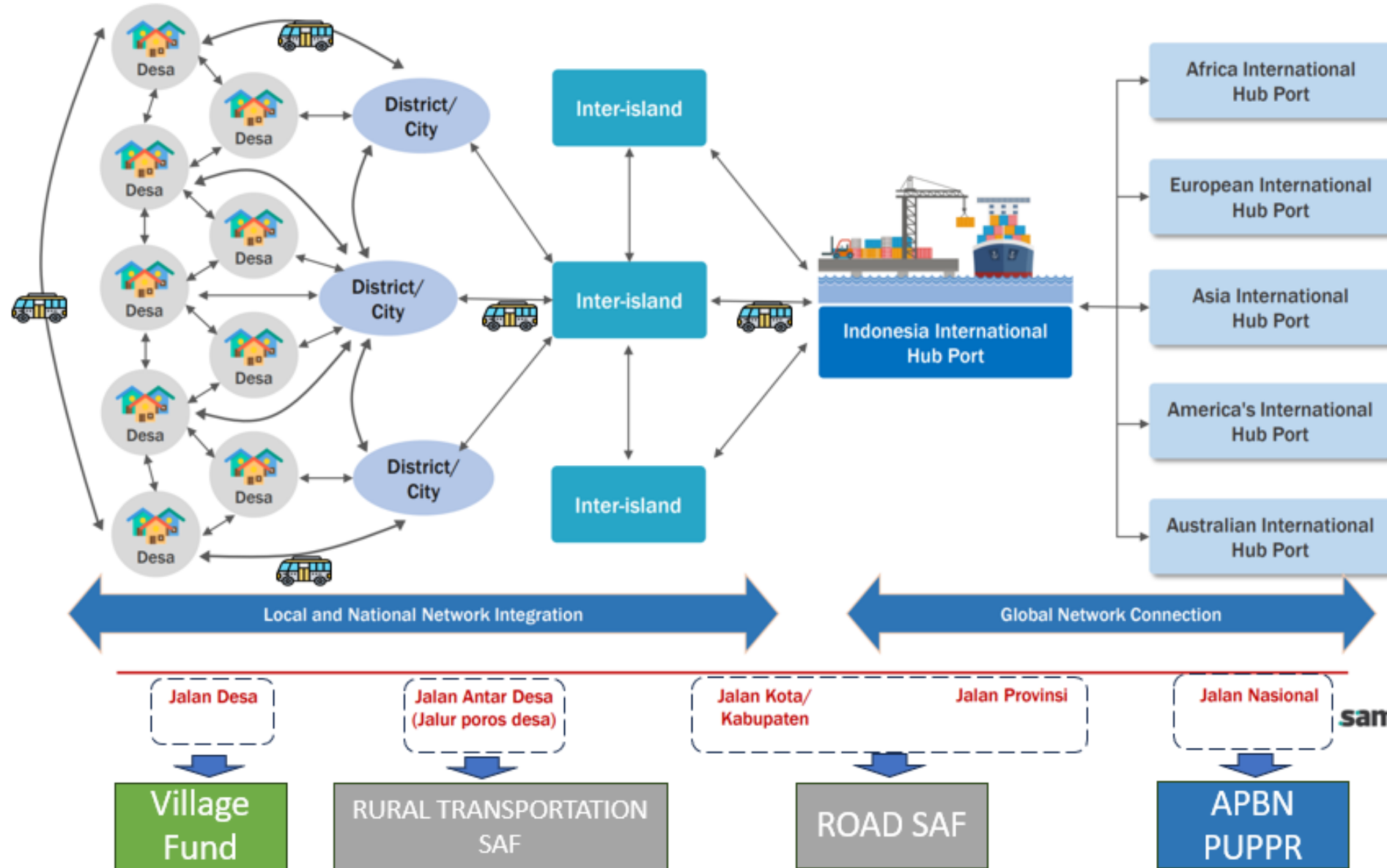
- **Provision of vehicles** for people and goods to increase **mobility** and the **rural economy**.
- **Mode:** Vehicles with a **pick-up/single cabin e.g** Microbus with a 2x4 or 4x4 wheel drive.
- Managed by **BUMDes / BUMDes Bersama / Cooperatives**.

Small Public Ports

- **New development and rehabilitation** of docks that serve **water transportation** between villages/subdistricts at sea, rivers, and lakes with permanent buildings for boarding and unloading goods.
- Not including **Ports listed in the National Port Master Plan (RIPN)**.
- Located in **strategic areas** and supporting the transport network,



Rural Transportation Network System





Physical Outputs – Land Transport

- **Microbus fleets** allocated to remote islands & disadvantaged regencies
- Example: **Taliabu District** – received 8 pickup vehicles (North Maluku)
- Directly addresses absence of public transport in rural areas

Before



After



Physical Outputs – Ports & Water Transport

- Small-scale **wharves and river ports** constructed to support local connectivity
- Example: **Kumba Wharf** (2023) – budget IDR 2.85 billion
- Introduction of subsidized water transport for isolated riverine communities



Before



After



Physical Outputs – Roads &

- **Suspension bridges** built across remote rivers (critical for pedestrian and motorbike access)
- Example: **Sintang Bridge** (West Kalimantan, 2023) – budget IDR 3 billion
- Roads: opening of rural access corridors to link isolated villages

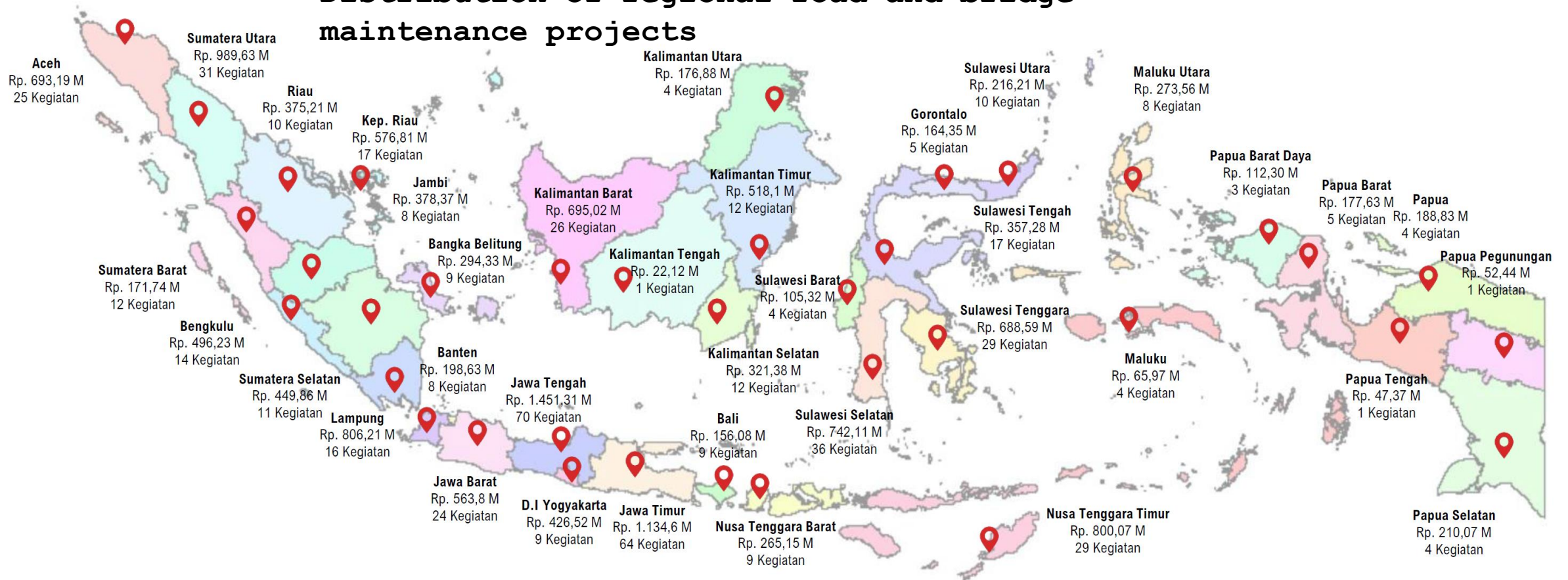
RPJMN (National Medium-Term Development Plan) 2025–2029

- Support Indonesia's goal of becoming a **developed country by 2045**
- Emphasis: **connectivity, inclusivity, and sustainability**
- Strategic role of transport: enabling equal access to services & markets, reducing disparities
- Rural transport = direct enabler of RPJMN's Priority Six (PN6): rural development & poverty reduction

Development Targets:

- **GNI per capita:** ↑ to USD 8,000
- **Poverty:** ↓ to 4.5–5%
- **HDI (Human Development Index indisadvantaged areas):** 62.06 (2025) → 65.24 (2029)
- Transport sector positioned as a *catalyst* for these national goals

Distribution of regional road and bridge maintenance projects

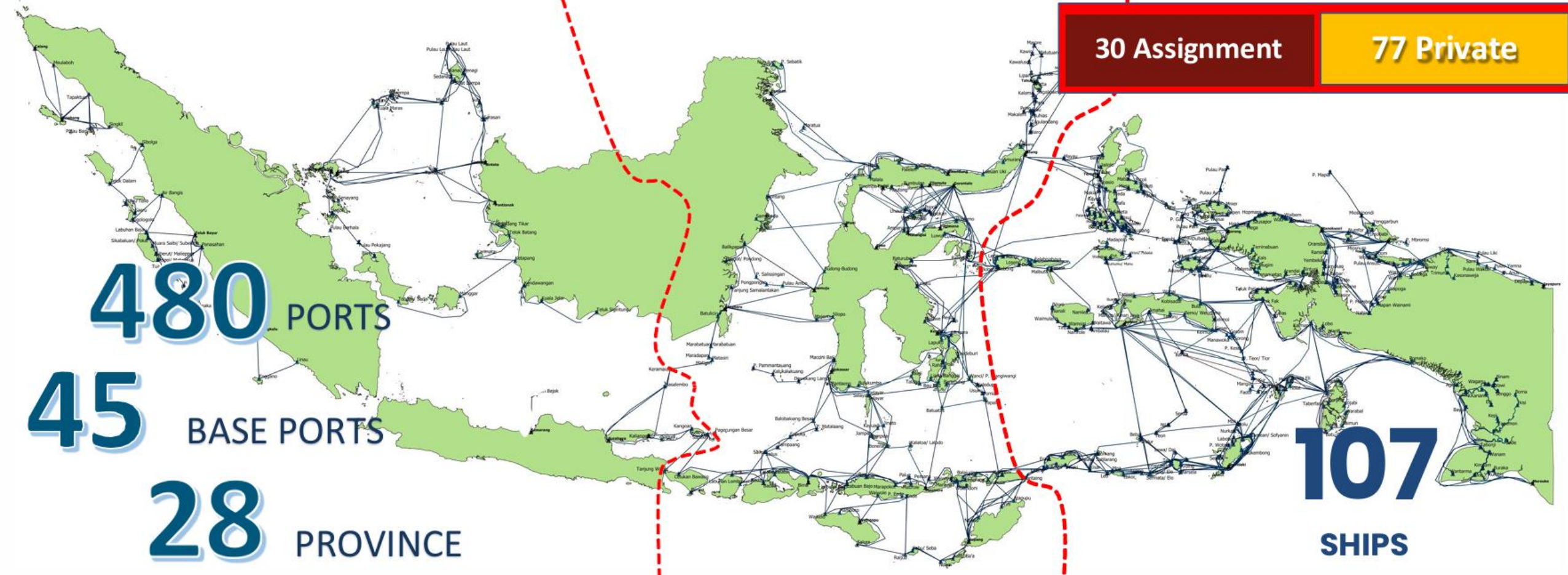


Road Infrastructure Targets (RPJMN)

- Provincial roads stable: 76%
- Regency roads stable: 66%
- City roads stable: 85%
- Focus: rehabilitation, maintenance, expansion of rural road networks

561 projects

- Governance: 31 provinces, 278 regencies, 3
- Road maintenance: 3,315 km
- Bridge maintenance: 3,141 m

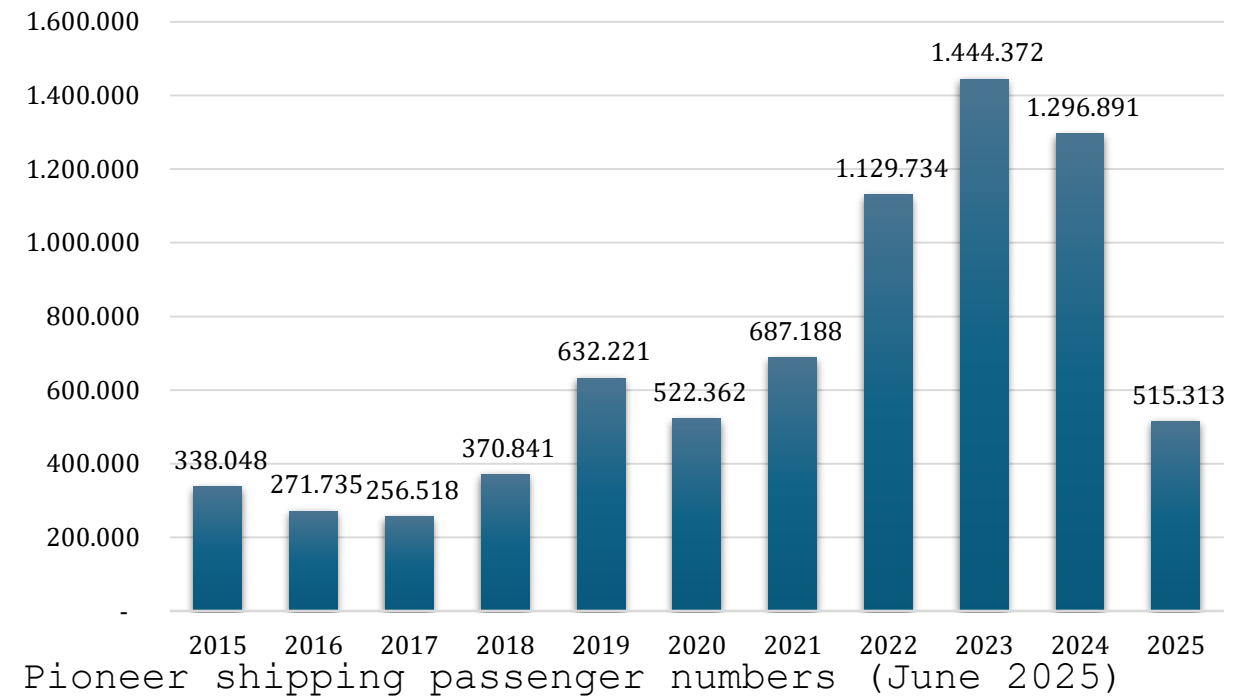
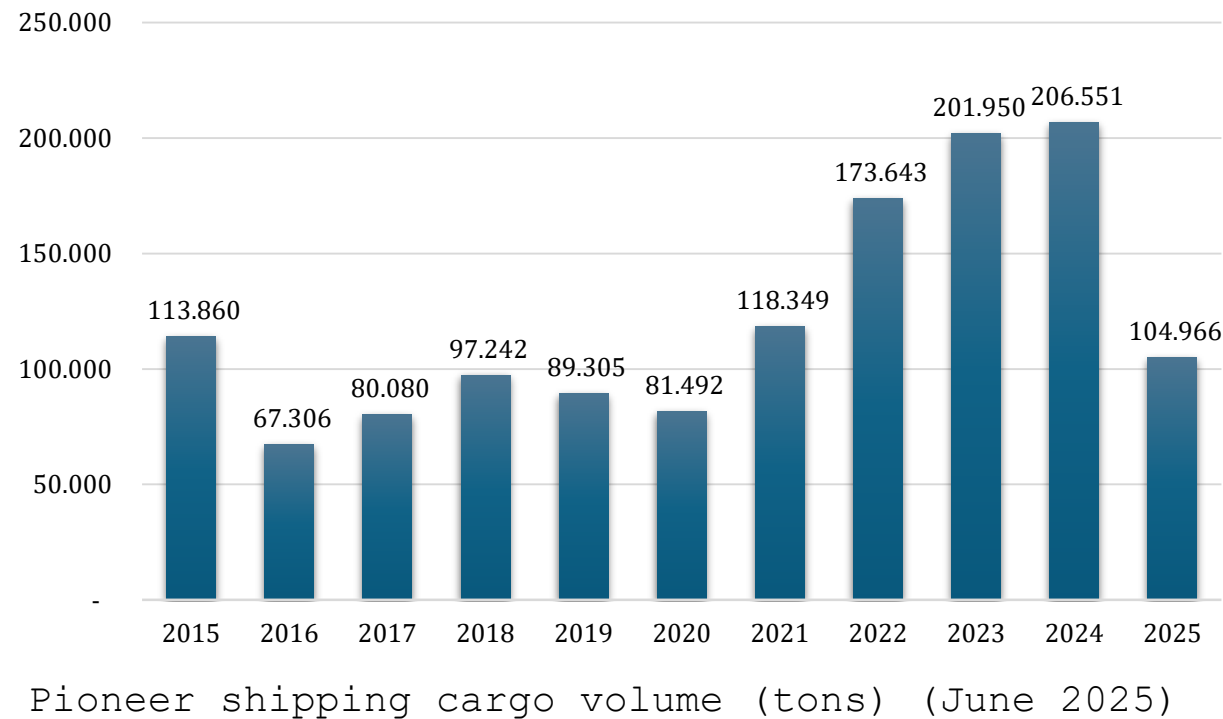


Rural Maritime Transport – Pioneer Shipping Program

- Indonesia = world's largest archipelagic nation (>17,000 islands)
- Maritime transport = lifeline for rural connectivity & logistics
- Provides subsidized passenger & freight services to remote islands
- 107 routes, 480 ports served (2025)

Pioneer Shipping Program

- Cumulative impact (2015–2025):
 - 7.46 million passengers
 - 1.33 million tons cargo



Indonesia's National Policies

Year	Policy / Legislation	Focus
2009	Law No. 22 on Road Traffic and Transport	Legal framework for road transport systems
2013	Ministerial Regulation No. 93	Management of sea transport and pioneer shipping
2014	Government Regulation No. 74	Road transport implementation (passenger & goods)
2018	Ministerial Regulation No. 117	Non-scheduled public transport services
2018	Ministerial Regulation No. 48	Implementation of public service activities with pioneer vessels
2019	Ministerial Regulation No. 15	Scheduled public passenger transport
2019	Ministerial Regulation No. 73	Subsidies for Pioneer Road Transport (replacing Decree No. 60/2007)
2019	Ministerial Regulation No. 55	Cost & revenue rules for pioneer vessels
2023	Presidential Instruction No. 3	Regional road improvement and maintenance (2023–2024)
2024	Ministerial Regulation No. 9	Village Index dimensions & Special Allocation Fund (SAF) indicators
2024	Law No. 66 (amending Law No. 17/2008 on Shipping)	Strengthening pioneer shipping framework

Rural accessibility projects in Indonesia

Project Name	Focus	Budget
Village Fund Program (Dana Desa)	Support local infrastructure, education, healthcare, and rural markets through fiscal transfers to villages.	Indonesian Rupiah (IDR) 610 trillion (2015–2024); ~IDR 943 million per village in 2024
Rural Transportation SAF	Improve rural road surfaces, quality, public transport, suspension bridges, and inter-village water/land transport facilities.	Integrated in SAF allocations; IDR 2.85 billion (Kumba Wharf, 2023); IDR 3 billion (Sintang Bridge, 2023)
Pioneer Road Transport Program (Angkutan Jalan Perintis)	Subsidized transport for remote, border, and disadvantaged areas linking to urban centers.	Annual subsidies (vehicle operations); 309 schedules across 32 provinces in 2025
Pioneer Shipping Program	Subsidized maritime routes connecting 480 ports in 28 provinces, mainly in Eastern Indonesia.	Government-funded subsidies; 107 routes in 2025
Digital Connectivity (USO, SATRIA-1, Palapa Ring)	Expand rural broadband through BTS, satellites, and fiber optic networks.	SATRIA-1: 150 Gbps; 27,858 internet access points; 7,196 BTS

Key Takeaways

- Substantial progress in roads, public services, digital connectivity
- Persistent gaps: quality of rural roads, transport availability, regional disparities
- Integrated programs crucial for inclusive development
- Indonesia: a model for multi-modal, archipelagic rural accessibility



AUSTRALIA

Desk-Based Case
(Non-OIC)



Rural Access Index (RAI)

Rationale for Selection

- ✓ Sparse rural population, tough terrain
- ✓ Integrated infrastructure & equity policies
- ✓ Model for low-density accessibility

Highlights

- ✓ ROSI & Remote Airstrip Upgrades boost mobility
- ✓ Smart trials: drones & autonomous vehicles



26.7 million

Total Population



3.6 million (13%)

Rural Population



100%

Electricity Access



873,573 km

Road Network

Australia's National Policies

Year	Policy / Legislation	Focus
1992	Disability Discrimination Act	Equal access to services & infrastructure for people with disabilities
1996	Australia's Rural Road Safety Action Plan	Reducing rural road trauma through improved infrastructure, education, enforcement, and community engagement
2002	Disability Standards for Accessible Public Transport	Accessible public transport infrastructure
2015	National Remote and Regional Transport Strategy	Improving transport connectivity and accessibility in remote and regional areas
2016	NDIS Rural and Remote Strategy	Disability support services in rural & remote areas
2021	Regional Telecommunications Review	Evaluated remote digital & mobile access (Hartsuyker Review)
2022	Better Connectivity Plan for Regional and Rural Australia	AUD 1.1 billion investment in regional/rural connectivity
2023	Regional Connectivity Program	AUD 368.4 million funding for local rural digital projects
2023	Australian Government response to the Rural and Regional Affairs and Transport Legislation Committee report	The plan focuses on improving infrastructure, connectivity, and services in rural and regional Australia
2024	Regional Broadcasting Continuity Bill	Ensures ongoing access to broadcast TV in remote communities

Projects related to rural accessibility in Australia

Project Name	Focus	Budget
Roads to Recovery Program	To fund local road projects to improve accessibility, safety, and regional development across Australia.	2024–25 and 2028-29 Budget: AUD 4.4 billion over five years
Black Spots Program	To enhance road safety by funding improvements at high-risk crash sites to prevent serious injuries and fatalities.	AUD 150 million per year
Remote Roads Upgrade Pilot Program	To address significant deficiencies on key regional and rural roads that limit community access, pose safety risks, and impact on the economic development of the surrounding area	AUD 150 million per year
Remote Airstrip Upgrade Program (RAU)	The RAU Program aims to improve safety and accessibility of aerodromes in remote and very remote parts of Australia.	2024–25 Budget: AUD 50 million over three years
Roads of Strategic Importance (ROSI)	Enhance key regional roads linking agriculture/mining areas to ports and markets.	AUD 297 million
Regional Airports Program (RAP)	The Government supports aviation’s vital role in regional and remote Australia through various programs.	2024–25 Budget: AUD 40 million over three years
Local Roads and Community Infrastructure (LRCI)	Supports local governments to deliver priority road and community projects.	AUD 3.25 billion the LRCI Program over four phases
Growing Regions Program	GRP aims to deliver investment in infrastructure across Australia's regional, rural, and remote areas.	AUD 600 million over four years
Rural Health Outreach Fund (RHOF)	The RHOF’s goal is to ensure Australians living in rural and remote communities can access medical services no matter where they live.	AUD 115 million over four years

Key Takeaways

- **Sparse population:** 85–90% land remote, but only 13% live rural.
- **High RAI:** 95.35% of rural people near all-weather roads.
- **Programs:** ROSI upgrades key routes; RDA & NRHA advocate rural access.
- **ARIA+ Index:** GIS-based tool classifying remoteness, guides planning.
- **Integrated approach:** combines roads, aviation, and broadband for rural access.



CANADA

Desk-Based Case
(Non-OIC)



Rural Access Index (RAI)

Rationale for Selection

- ✓ Extreme climate & remote northern regions
- ✓ Emphasis on smart mobility & digital inclusion
- ✓ Links transport with immigration & health policy

Highlights

- ✓ Seasonal/ice roads & air travel
- ✓ Health access & RNIP for rural development



40.1 million

Total Population



7.3 million (18%)

Rural Population



100%

Electricity Access



1,042,300 km

Road Network

Canada's National Policies

Year	Policy / Legislation	Focus
2018	Investing in Canada Plan (12-year program)	National infrastructure investments; Rural & Northern Communities stream for rural/remote projects
2019	Rural Economic Development Strategy	Roadmap for rural prosperity; broadband, transport, housing, and service equity
2019	Connectivity Strategy	Universal 50/10 Mbps broadband by 2030; inter-agency accountability
2019	Arctic and Northern Policy Framework	Closing infrastructure/service gaps in the North; Indigenous co-development
2020	Universal Broadband Fund (UBF)	Prioritizes underserved & Indigenous communities; Rapid Response stream
2021	Remote Air Services Program (RASP)	Maintains essential flights for remote/road-inaccessible communities
2023-24	CRTC Broadband Fund – Reforms	Simplified approvals; priority for Indigenous-led projects
2024-25	Canada Infrastructure Bank (CIB) – Rural Focus	Broadband loans + clean energy investments in remote regions

Projects related to rural accessibility in Canada

Project Name	Focus	Budget
Universal Broadband Fund (UBF)	Last-mile broadband for rural/remote & Indigenous communities	CAD 3.2 billion
CRTC Broadband Fund	Supports backbone, regional carriers, and last-mile broadband	~CAD 0.75 billion
Canada Infrastructure Bank – Broadband Portfolio	Long-term loans to connect ~430,000 households	CAD 2 billion
Rural Transit Solutions Fund (RTSF)	Grants for rural buses, on-demand services, Indigenous mobility	CAD 250 million
Remote Air Services Program (RASP)	Subsidizes flights to ~140 road-inaccessible communities	CAD 174 million (COVID-19)
Airports Capital Assistance Program (ACAP)	Runway/safety upgrades for small airports	> CAD 1 billion (since 1995)
Marine Atlantic Subsidy	Maintains ferry link Newfoundland–Nova Scotia	CAD 1.8 billion (2015–2024)
Investing in Canada Plan – Rural & Northern Communities Stream	Roads, bridges, community infrastructure	CAD 2 billion

Key Takeaways

- **Large territory:** 18% rural population across vast, harsh geography.
- **Road access:** 93.4% rural population within 2 km of all-season road.
- **Gap:** 117 remote communities rely on ice roads, boats, or air.
- **Multi-modal:** invests in roads, subsidized air, broadband.
- **Equity focus:** Indigenous and northern communities prioritized.
- **Innovation:** telemedicine, drone delivery in remote areas.
- **Takeaway:** infrastructure + service innovation critical for inclusive access.



TÜRKİYE

Desk-Based Case
(*OLC, Asian Group*)



Rural Access Index (RAI)

Rationale for Selection

- ✓ Strategic Asia–Europe link
- ✓ Digital & private investment in rural transport
- ✓ Strong RAI with solid policy support

Highlights

- ✓ Master Plan (2021–2053)
- ✓ PPP highway projects offer rural financing model



85.3 million

Total Population



19.2 million (23%)

Rural Population



100%

Electricity Access



68,526 km

Road Network

Turkiye's National Policies

Year	Policy / Legislation	Focus
1950s	Village Roads Campaign	Village–district connectivity
1970s	All-weather Roads Policy	Seasonal closure reduction
2007-2013	UKKS I	Farm-to-market roads, basic services
2007-2013	IPARD	Farm-to-market roads, storage facilities
2014-2020	UKKS II	Broadband, education, healthcare integration
2014-2020	IPARD II	Farm-to-market roads, storage, rural infrastructure, LEADER
2021-2023	UKKS III	Disaster preparedness in rural roads
2021-2027	IPARD III	Farm-to-market, climate-smart agriculture, rural services
2024-2028	UKKS IV	Watershed & Climate-resilient rural roads

Projects related to rural accessibility in Türkiye

Year	Project Name	Focus	Budget
1990-ongoing	Bussed Education	School transport for rural students	19.1 billion TL/annual (2023-2024)
2005-ongoing	KÖYDES	Rural roads, water, sanitation	16.8 billion TL/(2005-2021) + 1.8 Milyar TL(2022)
2006-ongoing	KKYDP	Processing, storage, infrastructure, market access	4 billion TL/(2006-2022)
2020	ORKÖY	Forest villages, livelihoods	30 billion TL (2025 currency)
2021-2028	TULIP	Watershed & rural road resilience	111.8 billion Euro
2022-2028	TUCSAP	Climate-smart farming	304.8 billion Euro (2022-2028)
2022	Mobile Healthcare Services	Health access in remote areas	N/A
2022	LEADER	Community-led local development	Part of IPARD (~50 m €)

Key Takeaways

- **RAI:** 95.8% of rural people have all-season road access.
- **Historic investment:** Village Roads Campaign, KÖYDES, decades of rural road expansion.
- **Policy:** UKKS, IPARD integrate transport with rural development.
- **Challenges:** uneven regional investment, rural depopulation.
- **Opportunities:** rural tourism, local product markets via better access.

- THANK YOU