

Enhancing and Sustaining Rural Accessibility in OIC Member Countries

Guiding Principles and Recommended Practices

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Communications Working Group



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

Guiding Principles & Recommended Practices

Guiding Principles

- High-level **policy directions** for improving rural accessibility.
- Provide a **strategic vision**: how transport should be integrated into development.
- Serve as **common reference points** across countries and sectors.

Recommended Practices

- **Actionable measures** that put guiding principles into practice.
- Drawn from **country case studies** and **successful programs** (e.g., Morocco PNRR, Indonesia RPJMN, Australia ARIA+).
- Offer **concrete steps, tools, and examples** that governments can adapt.

Purpose

Together, they ensure **strategic alignment** (principles) and **practical implementation** (practices) for sustainable, inclusive rural transport.

Guiding Principle 1: Integrate rural accessibility into national & sectoral development

Core Idea plans

- Rural transport must be embedded in **broader development strategies** → ensures coherence, resources, and political will.

Recommended Practices

- **Anchor in national frameworks:**
 - *Indonesia RPJMN* → prioritizes roads, bridges, ports, airstrips for rural/remote areas.
 - Linked with **Village Fund (Dana Desa)** for education, health, and markets.
- **Align with sectoral/regional strategies:**
 - *Morocco Generation Green 2020-2030* tied to rural road investments.
 - **PNRR & PNRR2** → >80% rural population with all-weather access, focused on agri zones.
- **Ensure long-term continuity:**
 - *Morocco's multi-decade rural road programs* → stable,



Guiding Principle 2

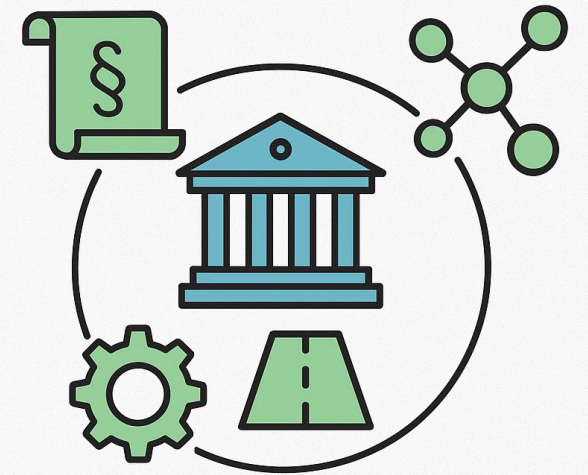
Establish an enabling policy & institutional framework

Core Idea

- Strong **laws, institutions, and mandates** ensure coherent planning and delivery of rural transport.

Recommended Practices

- **Clear Legal Basis**
 - *Indonesia*: Law 22/2009 (Road Traffic & Transport), Regulation 74/2014, Ministerial Reg. 73/2019 → Pioneer Road Transport subsidies for remote areas.
- **Decentralize Planning Authority**
 - *Morocco*: 2011 Constitutional reform → regional & municipal autonomy in planning rural roads & services.
 - *Indonesia*: post-2000s decentralization → local governments as key actors with central support.
- **Dedicated Programs/Agencies**
 - *Türkiye*: **KÖYDES** program for village infrastructure (roads, water, sanitation).



Guiding Principle 3: Utilize data-driven planning & set clear targets

Core Idea

- Rural accessibility planning must be **evidence-based**, using mapping, surveys, indices, and **measurable targets**.

Recommended Practices

- **Use data & indices**
 - *Morocco*: maps agricultural zones + socio-economic data → prioritize feeder roads.
 - *Australia*: **ARIA+ index** → GIS-based measure of remoteness, used for decades in policy.
- **Set explicit targets**
 - *Morocco*: **PNRR goal** → **80%+ rural population with all-weather road access**.
 - *Canada*: broadband & transport → 100% high-speed internet by 2030.

Outcome: Evidence + measurable goals → better resource allocation, transparency, and progress tracking.



Guiding Principle 4: Ensure inclusive & participatory planning

Core Idea

- Rural planning must actively involve **communities & stakeholders** → ensures local relevance and stronger buy-in.

Recommended Practices

- **Engage stakeholders in design**
 - *Morocco*: participatory feeder road planning → bottom-up input from local, provincial, regional levels.
- **Foster ownership via transparency**
 - *Australia*: publishes ARIA+ remoteness data; **Regional Development Australia** engages local governments and citizens.

Outcome: **Inclusive, transparent planning** builds trust, reflects real needs, and increases sustainability of rural transport projects.



Guiding Principle 5: Strengthen cross-sector coordination & multi-level governance

Core Idea

- Rural accessibility spans **multiple sectors & government levels** → requires coordination.

Recommended Practices

- **Inter-ministerial coordination**
 - *Morocco*: high-level committees align ministries (Agriculture, Equipment & Water, Interior).
- **Multi-level governance**
 - *Morocco PRDTS*: structure →
 - **National**: policy & funding envelopes
 - **Regional**: adaptation to local context
 - **Local (provincial)**: detailed project planning
 - Guarantees coherence while tailoring solutions to community needs.

Outcome: Horizontal + vertical coordination → more effective, inclusive, and context-sensitive rural transport planning.



Guiding Principle 7: Plan for financial sustainability & partnerships

Core Idea

- Rural accessibility requires **realistic financing** for both construction & maintenance. Partnerships (public, private, community) expand funding capacity.

Recommended Practices

- **Dedicated funding & cost-sharing**
 - *Morocco PRDTS*: road maintenance → 60% regions, 30% central, 10% provinces.
 - *Canada*: grant programs (e.g., Rural Transit Solutions Fund) → federal + provincial/municipal co-investment.
- **Diversify financing**
 - Combine budget allocations, donor aid, PPPs, and local contributions for sustainability.

Outcome: Sustainable financing models ensure infrastructure is **built, maintained, and owned locally**, while partnerships stretch resources and safeguard long-term rural accessibility.



Guiding Principle 7: Monitor implementation progress & output quality continuously

Core Idea

- Monitoring should happen **during and after implementation**.
- Systems ensure **timely corrections** and keep projects aligned with goals.

Recommended Practices

- **Management Information System (MIS):**
 - *Morocco & Indonesia*: digital platforms tracked expenditures, contracts, and physical works.
 - Regular inputs = **real-time management** and solid basis for evaluation.
- **Mid-term reviews:**
 - *Morocco PRDTS*: mid-term review identified beneficiaries, adjusted targeting, and reallocated funds to effective components.

Outcome: Continuous monitoring improves performance, accountability, and ensures benefits reach the most disadvantaged



Guiding Principle 8: Build Institutional & Human Capacity

Core Idea

- Strong institutions and skilled staff are essential for effective and sustainable rural transport delivery.

Recommended Practices

- **Dedicated units & clear roles**
 - *Morocco*: Regional commissions and technical teams managed PRDTS implementation; national steering committee monitored progress .
 - *Türkiye*: KÖYDES program empowered provincial administrations to implement projects with central funding and oversight .
- **Workshops & coordination**
 - *Morocco*: **Regionalization workshops** strengthened institutional capacity at the regional level and integrated transport planning into broader territorial strategies .

Outcome: More accountable project execution, consistent quality across regions, and stronger local institutions to sustain rural accessibility.



Guiding Principle 9: Ensure Equitable Rural EV Transition

Core Idea

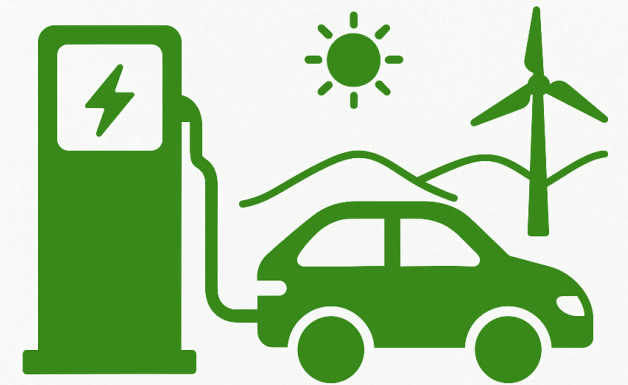
“Charging equity” is vital to avoid rural-urban divides in EV adoption. Rural areas lag due to sparse infrastructure and lower incomes.

Recommended Practices

- **Expand rural charging networks:** Targeted funding for chargers on highways & remote areas (e.g., US NEVI program).
- **Incentivize adoption:** Subsidies/tax breaks for rural residents; pilot EV fleets, car-sharing, and solar-powered chargers in weak grid areas.


Outcome

Inclusive rollout reduces fuel costs, improves air quality, and ensures rural areas share EV benefits. Rural Germany shows uptake can exceed urban when support is strong.



Thank You

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