



TRANSPORT AND COMMUNICATIONS

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COMCEC

CCO BRIEF
ON
TRANSPORT AND
COMMUNICATIONS
COOPERATION

COMCEC COORDINATION OFFICE

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BRIEF ON TRANSPORT AND COMMUNICATIONS COOPERATION

I. Introduction

Transportation sector stands as the fundamental backbone of the modern world, referring not only to basic movement of people and goods. It plays an integral role in global by facilitating industry, economy, and communication and maximizing the procedures and transactions through ensuring the efficient routing of products. In a globalized world, the efficiency of a transport network determines the smooth functioning of social and economic interaction, which refers to the process of “transport multiplier”¹. In fact, enabling trade, commerce, and the exchange of resources on a global scale, transport has a vital importance for the realization of development goals. Furthermore, efficiency of transportation systems using technology, effective planning and management allows people to move in smooth, timely and comfortable manner. In this regard, transportation is considered as vital for the functioning of societies, driving progress, and fostering development.

Although transport is crucial to supporting economic growth, job-creation, provide accession to essential services, the score of Logistic Performance Index (LPI) of OIC Member Countries exhibit significant disparities from country to country, ranging approximately between 1.9 – 4.0 out of 5.0². In this regard, integrated multimodal transport systems are essential for ensuring the seamless, efficient, and cost-effective movement of people and goods across different transport modes. By enhancing connectivity between different modes of transport (road, rail, air, inland water, and maritime transport), these systems help reduce overall logistics costs and improve the reliability of supply chains and enables a resilient infrastructure capable of adapting to global disruptions.

Considering the importance of the issue, the COMCEC Transport and Communications Working Group (TCWG) has devoted its 26th and 27th Meetings to “Designing Integrated Multimodal Transport Systems in OIC Member Countries”. Improving the cooperation among the Member Countries on this theme through sharing experiences and the successful practices would directly contribute to the realization of related output areas of the COMCEC Strategy.

¹ David Alan Aschauer, “Is Public Expenditure Productive?,” *Journal of Monetary Economics* 23, no. 2 (1989): 177–200, [https://doi.org/10.1016/0304-3932\(89\)90047-0](https://doi.org/10.1016/0304-3932(89)90047-0)., Alicia H. Munnell, “Infrastructure Investment and Economic Growth,” *Journal of Economic Perspectives* 6, no. 4 (1992): 189–198, <https://doi.org/10.1257/jep.6.4.189>.

² World Bank, *Logistic Performance Index* 2023.

II. Transport and Communications Cooperation under the COMCEC

Improving the functioning, effectiveness, and sustainability of transport and communications in the Member Countries is the main objective of the COMCEC Strategy in the field of transport and communications. Within this framework, since the 41st COMCEC Session, the COMCEC TCWG elaborated on designing integrated multimodal transport systems in its 26th Meeting.

A. Designing Integrated Multimodal Transport Systems in OIC Member Countries (26th Meeting of the Transport and Communications Working Group)

The 26th Meeting of COMCEC TCWG was held in virtual-only format on April 20th, 2026, with the theme of “Designing Integrated Multimodal Transport Systems in OIC Member Countries”.

In order to deepen the discussions and contribute to the debates during the meetings, a Research Report with the same theme is being prepared for two consecutive COMCEC TCWG Meetings (26th and 27th). While the preliminary findings of the Report was submitted to the 26th TCWG meeting, the final version of the Report will be submitted to the 26th TCWG Meeting. The study will examine good practices, innovative approaches and successful initiatives in designing integrated multimodal transport systems in the OIC Member Countries or outside, and produce a fact-based Report that can provide a road-map for Member Countries in this regard.

The study is also expected to draw attention to the current challenges and future impacts of designing integrated multimodal transport systems, as well as trigger a serious debate on the identified issues and how to better address them. In addition to its strong theoretical background and analysis, it is expected that the study will provide a versatile report to the Member Countries to be used to design integrated multimodal transport systems.

The 27th Meeting of COMCEC Transport and Communications Working Group will be held in 14-15 September 2026 with the same theme of 26th Meeting.

B. The COMCEC Project Funding Mechanism

COMCEC Project Funding (CPF) is the other important instrument of the Strategy. Projects financed under the CPF need to serve cooperation among member counties and must be designed in accordance with the objectives and the expected outcomes defined by the Strategy in the transport and communication section. Projects also play important roles in realization of the policy recommendations formulated by the member countries during the TCWG meetings.

In 2026, the project, titled “Fostering a Common Regulatory Framework for ITS-Based Ride-Hailing Services in OIC Member States: Building Capacity and Data Integration through a Jordanian Pilot” is being implemented by Jordan in partnership with Türkiye and Saudi Arabia. The project aimed to enhance regulatory governance of ride-hailing services in OIC Member States through experience sharing, data integration, and institutional capacity building.