



CCO BRIEF ON TRANSPORT AND COMMUNICATIONS

**COMCEC COORDINATION OFFICE
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I. Introduction

Transport and communication are widely recognized as the key enablers of economic growth, regional integration and social development. In this regard, the efficiency of a transport system depends on how effectively road, rail, maritime, air and inland waterway transport are integrated between each other beside the capacity of individual modes. Integrated multimodal transport systems connect intermodally through coordinated infrastructure, operations, documentation and information exchange, which thus leads to decrease in transport and logistics cost, shorten delivery times as well as the increase the reliability of supply chains.

International transport costs remain a significant global constraint on trade, and are highly sensitive to global disruptions. Moreover, this burden is disproportionately distributed across countries, with Least Developed Countries (LDCs) facing import costs that are more than twice those of developed countries¹. This challenge is particularly relevant for the OIC Member Countries, which are spread over four continents and cover one sixth of the world's total area, encompassing a highly heterogeneous geographical structure ranging from landlocked countries to archipelagic states. In addition, varying levels of economic and social development, together with regulatory divergences, make enhanced cooperation in transport a necessity for OIC Member Countries. Taken together, these geographical and structural characteristics underscore the need for better integration of different modes of transport to facilitate more efficient and resilient connectivity across the OIC region.

Within this broader context, integrated multimodal transport systems is crucial for efficient, resilient and sustainable connectivity. However, freight transport remains heavily dependent on road transportation, while transfers between modes can create critical bottlenecks due to inadequate connectivity among logistics hubs, dry ports and other transport nodes. In addition, fragmented institutional responsibilities, non-harmonized legal frameworks and liability regimes, and limited interoperability of information systems can prevent the benefits of transport investments from being effectively transmitted across the network. Addressing these gaps is therefore essential to enable seamless connections between transport modes and to fully realize the efficiency and resilience gains of multimodal transport systems.

Recognizing 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 UN Trade and Development, UNCTADstat.

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 and 27th Meetings.

A. Designing Integrated Multimodal Transport Systems in OIC Member Countries (26th and 27th Meetings of the COMCEC Transport and Communications Working Group)

The 26th Meeting of COMCEC TCWG was held in virtual-only format on 20 April 2026, and the 27th Meeting of COMCEC Transport and Communications Working Group was held on 14-15 September 2026 in Ankara. These two consecutive meetings elaborated on the theme of “Designing Integrated Multimodal Transport Systems in OIC Member Countries”.

In order to deepen and enrich the discussions during the abovementioned meetings, a research report with the same theme has been prepared. While the preliminary findings of the Guide was submitted to the 26th TCWG meeting, the final version of the report was submitted to the 27th TCWG Meeting. The Report provided a conceptual framework and examined good practices, innovative approaches and successful initiatives in designing integrated multimodal transport systems in the OIC Member Countries. In addition to the desk-based case studies examining Türkiye, the Netherlands and Vietnam, the Report also includes a detailed analysis based on in-depth research in the selected Member Countries, namely Azerbaijan and Egypt.

Through a comprehensive conceptual framework, in-depth field and desk-based studies, and a useful and applicable road map in designing integrated multimodal transport systems for the Member Countries, the report offers insight into this field by highlighting the successful practices and certain challenges that Member Countries have faced in this process.

In light of the main findings of the guide and the deliberations during the meetings, the 27th Meeting of the COMCEC TCWG has come up with the following policy recommendations:

- *Developing integrated multimodal transport networks for improving connectivity among gateways, corridors, inland nodes and freight-generating areas through coordinated infrastructure, hinterland and intermodal-node planning.*
- *Strengthening operational integration across transport modes for improving reliability and reducing delays at multimodal interfaces through coordinated scheduling, modal-transfer management and performance monitoring.*

- *Advancing digital transformation and data interoperability for improving the efficiency, transparency and continuity of multimodal freight movements through integrated digital platforms, electronic procedures and secure data and information exchange.*
- *Strengthening institutional and regulatory coordination for facilitating integrated multimodal and cross-border freight transport through clear and transparent responsibilities, inter-agency cooperation, regulatory harmonization and corridor-level governance.*
- *Enhancing the resilience and competitiveness of multimodal corridors for maintaining reliable freight flows during major disruptions through contingency planning and coordinated corridor management.*
- *Developing financially sustainable multimodal transport investments for improving project bankability and long-term service delivery through sound project preparation, appropriate public-private arrangements and diversified financing sources.*
- *Enhancing institutional and human capacity for effective implementation of integrated multimodal transport policies through continuous training, knowledge exchange between countries and institutional capacity building.*

All the documents including the Guide and presentations made during the WG Meetings are available on the COMCEC website. (www.comcec.org)

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 should 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 the 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 the regulatory governance of ride-hailing services in OIC Member States through experience sharing, data integration, and institutional capacity building.



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