

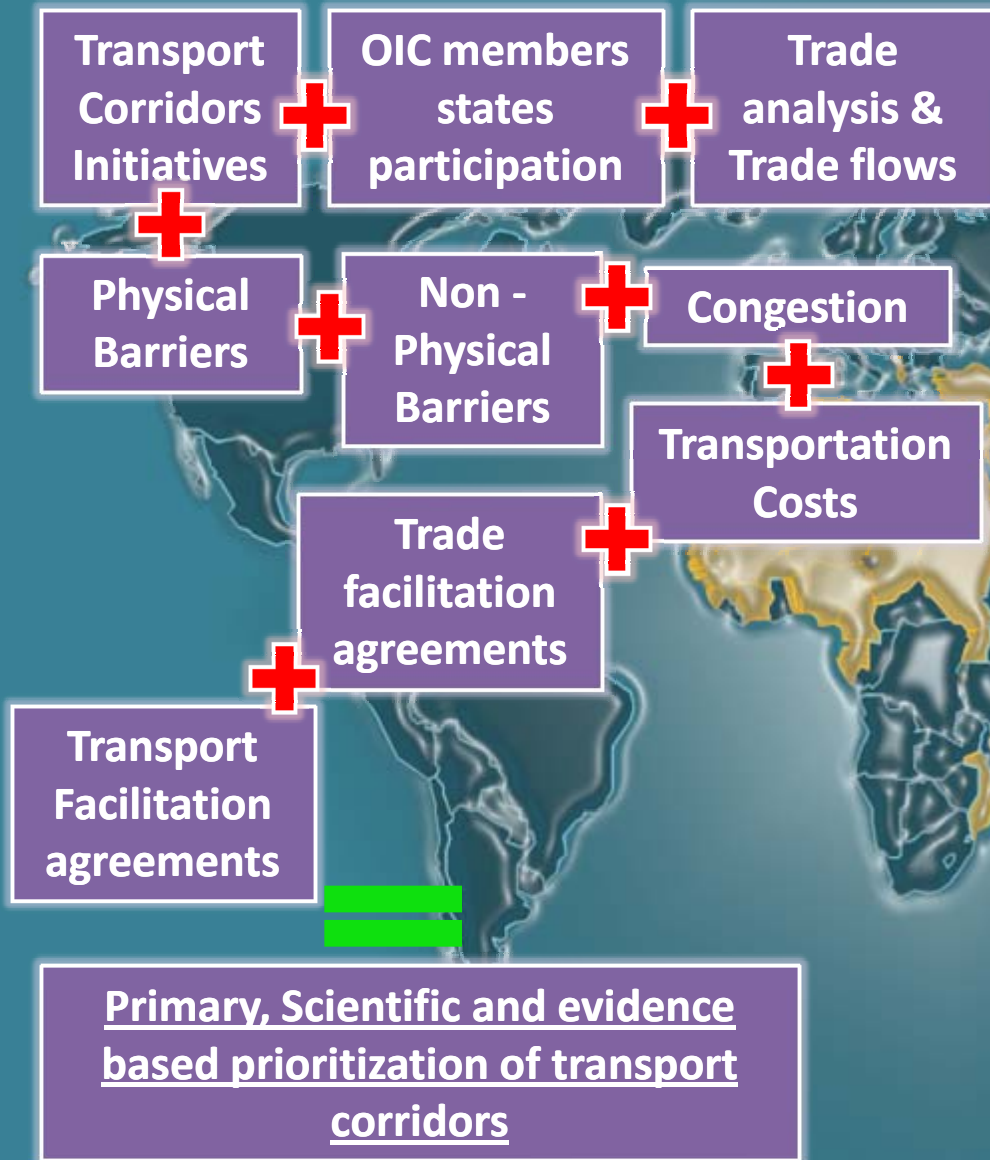
A world map with a dark blue background and light blue outlines of continents. Several regions, including parts of North America, South America, Europe, and Africa, are highlighted in a golden-yellow color. Two semi-transparent grey text boxes are overlaid on the map.

Stock Taking Exercise:

Trade analysis, Physical barriers, Non-Physical Barriers, Transportation costs.



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This study is a desktop research study that is based on several international organizations— institutional research, analysis, and opinions. This means that these bases used for research and analysis *reflect these organizations' political views and objectives*

The majority of the data is from 2009, but some of the data, such as congestion figures, are data of previous years or sometimes of previous decades

The actual situation of roads and railroads and particularly that of their maintenance needs or rehabilitation needs or construction needs is detailed data that should be provided by governments



Contents



Trade Analysis



Physical Barriers



Non-Physical Barriers



Transportation Costs



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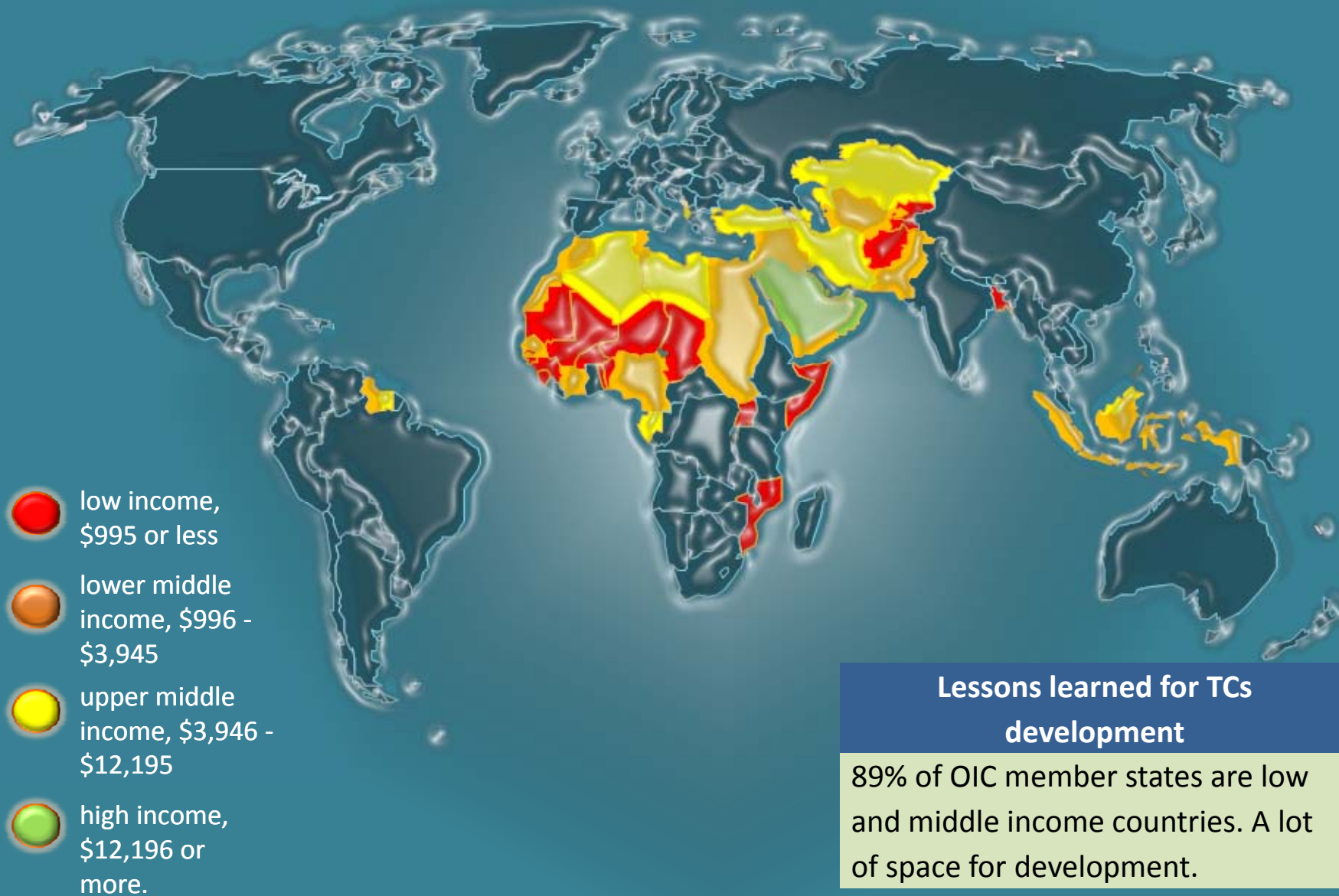
A world map on a teal background. The map shows the outlines of continents. Several regions are highlighted in a light yellow color: North America, South America, Africa, Europe, and parts of Asia and Australia. The title 'Trade Analysis' is overlaid on the map in a large, bold, red font with a white outline. A red horizontal line is positioned below the title.

Trade Analysis



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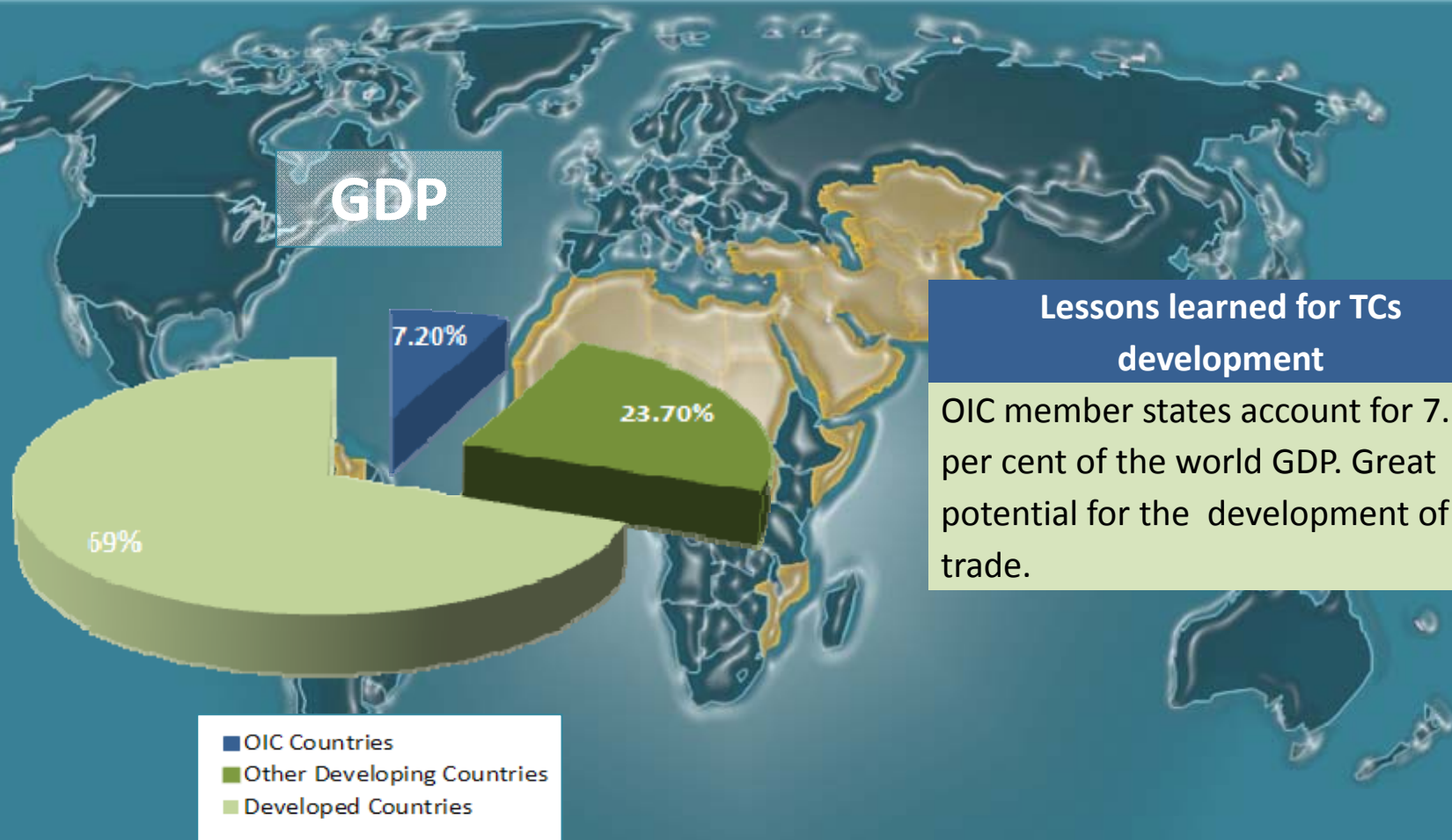
Trade Analysis



Lessons learned for TCs development

89% of OIC member states are low and middle income countries. A lot of space for development.

Trade Analysis



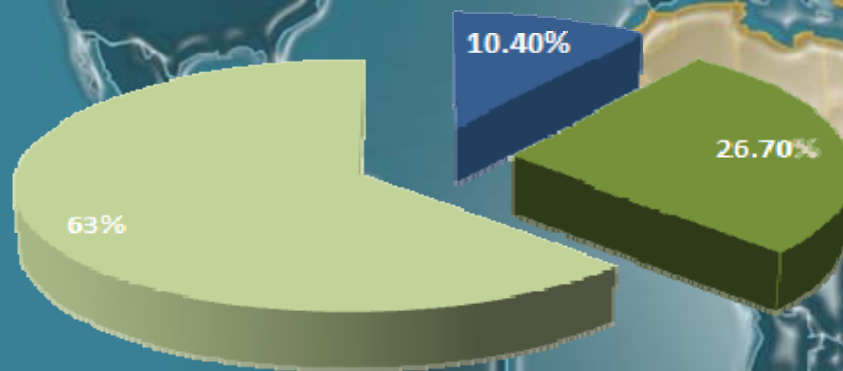
Source: *Statistical, Economic and Social Research and Training Centre for Islamic Countries Annual Report*



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Trade Analysis

Exports



■ OIC Countries
■ Other Developing Countries
■ Developed Countries

Source: *Statistical, Economic and Social Research and Training Centre for Islamic Countries Annual Report*

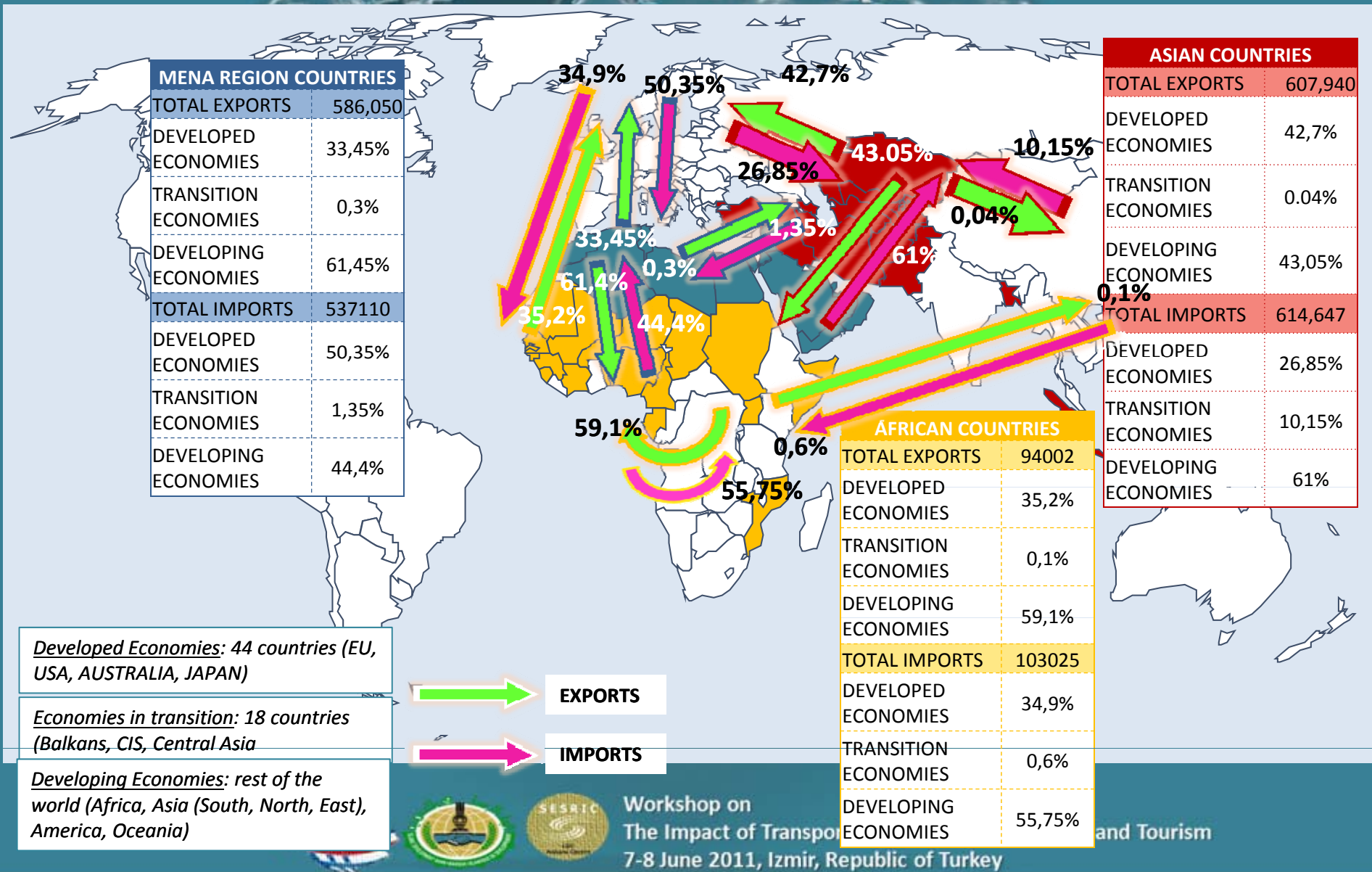
Lessons learned for TCs development

OIC member states account for 10.4 per cent of the world Exports. Great potential for the development of trade.

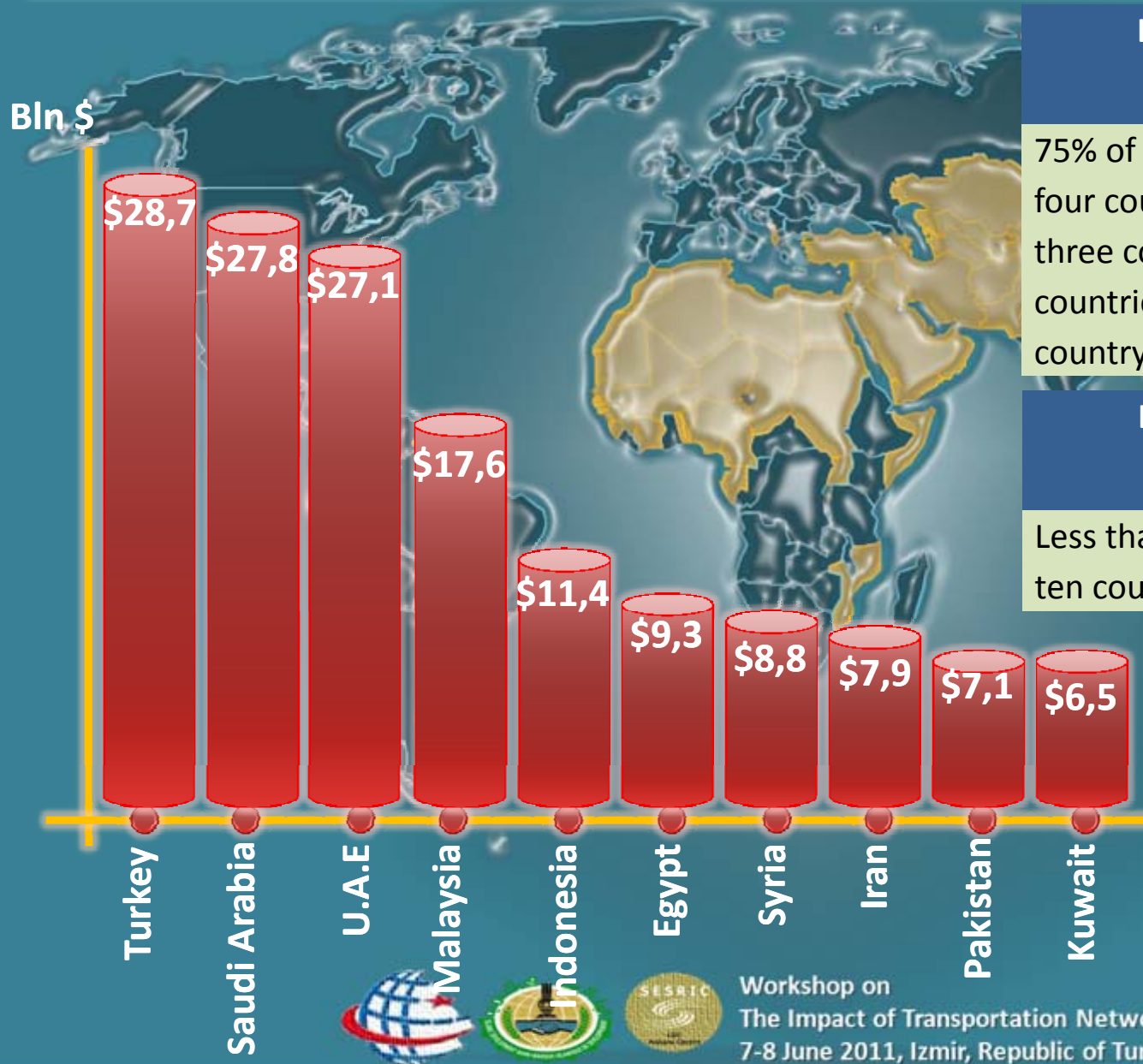


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Trade Analysis



Trade Analysis



Lessons learned for TCs development

75% of Inter - OIC exports come from four countries of the Middle East, three countries of West Asia, two countries of East Asia, and one country of North Africa.

Lessons learned for TCs development

Less than 30% of the exports of these ten countries are intra-OIC exports

Source: *Statistical, Economic and Social Research and Training Centre for Islamic Countries Annual Report*



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Trade Analysis

O.I.C Asian Countries Exports – Imports (million US \$)

	Exports to	Imports from
European Union	20 %	16.52 %
U.S.A	7.55 %	5.64 %
China	7.08 %	10.89 %
Russia	1.44 %	4.64 %
Japan	9.17 %	7.47 %
Singapore	4.21 %	4.18 %
Other	36.32 %	38.44 %
Unspecified	6.47 %	6.62 %
Asian Countries	15.82 %	19.08 %
O.I.C Asian Countries	1.57 %	2.77 %
O.I.C MENA Countries	0.51 %	1.59 %

Source: WTO database 2009

Lessons learned for TCs development

3 countries do the 66% of Asian Intra regional trade! Indonesia, Malaysia and Iran.

Lessons learned for TCs development

Malaysia is the chief supplier and Indonesia the main customer.



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Trade Analysis

O.I.C MENA Countries Exports – Imports (million US \$)

	Exports to	Imports from
European Union	12.25 %	31.32 %
U.S.A	7.15 %	8.79 %
China	0.96 %	9.29 %
India	6.82 %	4.04 %
Japan	10.45 %	4.64 %
Taipei	6.92 %	0.00 %
Other	35.99 %	33.83 %
Unspecified	5.43 %	2.02 %
O.I.C MENA Countries	2.48 %	3.10 %
O.I.C Asia Countries	6.72 %	0.59 %

Source: WTO database 2009

Lessons learned for TCs development

Intra-MENA trade accounts for 12% of Intra OIC trade!



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Trade Analysis

O.I.C African Countries Exports – Imports (million US \$)

	Exports to	Imports from
European Union	24.47 %	26.64 %
U.S.A	19.74 %	3.54 %
China	6.62 %	12.57 %
India	5.87 %	0.79 %
Japan	0.37 %	1.40 %
Nigeria	0.87 %	3.11 %
Guinea	3.77 %	0.17 %
Other	23.35 %	36.22 %
Unspecified	3 %	2.23 %
African Countries	8.71 %	9.80 %
O.I.C African Countries	6.89 %	5.19 %
O.I.C MENA Countries	1.12 %	2.40 %

Source: WTO database 2009

Lessons learned for TCs development

There was a decline of 25% in trade among the OIC member states of Sub-Saharan Africa in 2009.



A world map with a dark blue background. The landmasses are outlined in a lighter blue. Several regions are highlighted in a golden-yellow color, including North Africa, the Middle East, Central Asia, and parts of Southeast Asia and South America. The title 'Physical Barriers' is overlaid on the map in a large, green, sans-serif font with a white outline and a drop shadow. A horizontal green line is positioned below the title.

Physical Barriers



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Physical Barriers

Physical Barriers summary table.

Physical barriers	Asia Region	MENA Region	Africa Region
Road Infrastructure	✓	✓	✓
Rail Infrastructure	✓	✓	✓
Additional infrastructure connections as bridges etc.	✓	✓	✓
Intermodal Infrastructure	✓	✓	✓
Borders Infrastructure	✓	✓	✓
Operations Equipment	✓	✓	✓

Legend	
✓	Applies to the whole region
✓	Applies to the majority of the countries of the region
✗	Does not apply to the region



Physical Barriers

Projects – Missing links identified by ECO secretariat.

This emphasized the significance of transit transport infrastructure in the region and called for early implementation of regionally important railway projects:

- Construction of railway around Lake Van in Turkey;
- The construction of the Baku-Tbilisi-Kars railway project;
- Construction of Qazvin-Rasht-Astara (Islamic Republic of Iran) -Astra (Azerbaijan) railway;
- Rehabilitation of the Quetta-Taftan railway in Pakistan;
- Construction of the Kazakhstan-Turkmenistan-Islamic Republic of Iran railway;
- Construction of railways from Khairaton and Shair-Khan to Mazar-e-Sharif and Herat;
- Construction of railways of Sheer-Khan-Bandar–Panjpayan–Dushanbe–Saretashan and China, as well as Quetta–Chamman–Spin Boldak–Kandahar–Herat and an early beginning for the feasibility study of all lines in the territory of Afghanistan.

Source: ECO Secretariat



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Physical Barriers

National Infrastructure Investment Needs in Asia: 2010-2020

Country / Subregion	% of Total Asian Investment Need	Estimated Investment Needs (US\$ millions)	Investments as Percentage of Total		Total Investment per Year	Total Investment per Capita (US\$)
			New Capacity	Maintenance		
Central Asia	4.544%	373,657	54%	46%	33,969	1,403
<i>Afghanistan</i>	0.318%	26,142	57%	43%	2,377	901
<i>Azerbaijan</i>	0.344%	28,317	64%	36%	2,574	3,262
<i>Kazakhstan</i>	0.846%	69,538	61%	39%	6,322	4,436
<i>Kyrgyz Rep.</i>	0.107%	8,789	38%	62%	799	1,665
<i>Pakistan</i>	2.172%	178,558	53%	47%	16,233	1,075
<i>Tajikistan</i>	0.139%	11,468	47%	53%	1,043	1,678
<i>Uzbekistan</i>	0.508%	41,764	48%	52%	3,797	1,529
East and Southeast Asia	66.553%	5,472,327	71%	29%	497,484	2,886
<i>Indonesia</i>	5.476%	450,304	70%	30%	40,937	1,981
<i>Malaysia</i>	2.287%	188,084	79%	21%	17,099	6,962
South Asia	28.829%	2,370,497	63%	37%	215,500	1,756
<i>Bangladesh</i>	1.762%	144,903	54%	46%	13,173	906
The Pacific	0.073%	6,023	30%	70%	548	625
Total Asia	100%	8,222,503	68%	32%	747,500	2,335

Source: Author, ADB/ADB (2009), Centennial (2009)



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Physical Barriers



Source: UIC, 2025 Vision for Middle East railways

Physical Barriers



Project Component Costs by Country (US\$ million)

Component	Regional	Iraq	Jordan	Lebanon	Syria	Palestine	Total
1. Institutional and regional	8	17	6	12	21	15	79
2. Infrastructure	0	248	102	51	185	47	633
3. Preparation of Phase 2	1	14	4	25	10	8	62
4. Implementation	1	1	1	1	1	1	6
Total	10	280	113	89	217	71	780
% of total Project	1%	36%	14%	11%	28%	9%	100%



Source: Abdelmoula Ghzala (WB) presentation "Regional Cross-Border Trade Facilitation and Infrastructure Project for Mashreq Countries", Euromed Transport Forum, Brussels, October 1,



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Physical Barriers

Lack of intra-Africa railway connections



Africa represents more than 20% of the world land area and constitutes of at least 53 countries, where 7 (13%) are islands and 15 (28%) are landlocked. 35 (66%) of the countries have some kind of railway infrastructure in operation.

This vast area has no continuous railway infrastructure to bring freight or passengers across the entire continent, east-west or north-south.

Source: UIC, Africa
railways vision 2025



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A world map with a dark blue background. The landmasses are shown in a lighter blue. Several regions are highlighted in a golden-yellow color, including North America, South America, Europe, Africa, and parts of Asia and Australia. The title "Non-Physical Barriers" is overlaid on the map in a large, bold, yellow font with a white outline. A horizontal orange line is positioned below the title.

Non-Physical Barriers



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Non-Physical Barriers

Non-Physical Barriers Summary Table.

Physical barriers	Asian Region	MENA Region	African Region
Poor Governance – Unofficial payments	✓	✓	✓
Multiple check points	✓	✓	✓
Complex bureaucratic procedures / documentation	✓	✓	✓
Security or risk	✓	✓	✓
Non-implementation of international convention	✓	✓	✓
Low level of computerization	✓	✓	✓
Waiting times	✓	✓	✓
Insurance / Tax	✓	✓	✓

Legend

✓	Applies to the whole region
✓	Applies to the majority of the countries of the region
✗	Does not apply to the region



Non-Physical Barriers

The performance measures developed by the World Bank in 2009 for the TRACECA region have shown the following:

- Unofficial border posts continue to be operated along the Kyrgyz/Uzbek/Tajikistan borders;
- TIR trucks are not widespread in South and Central Asia. They are viewed as expensive, unnecessary, and ineffective in preventing delays along the corridors;
- Performance along corridors has shown marginal improvement since 2006. However, unscheduled stops contribute an additional 25-33% in overall travel time;
- Marginal improvements at BCPs since 2008;
- Idle time waiting at the border crossings can be 13hrs 26mins (Korgas). Average time: 2hrs 48mins; shortest time: 5mins (KyzylBel)
- Average of 2 stops per 100 km by traffic police
- Unofficial payments: \$13 - \$106, about 21% of total costs on some corridors
- Average travel speeds 36 - 51 km/hr (excluding stops)
- Overall commercial speed 17 – 28 km/hour (including stops)



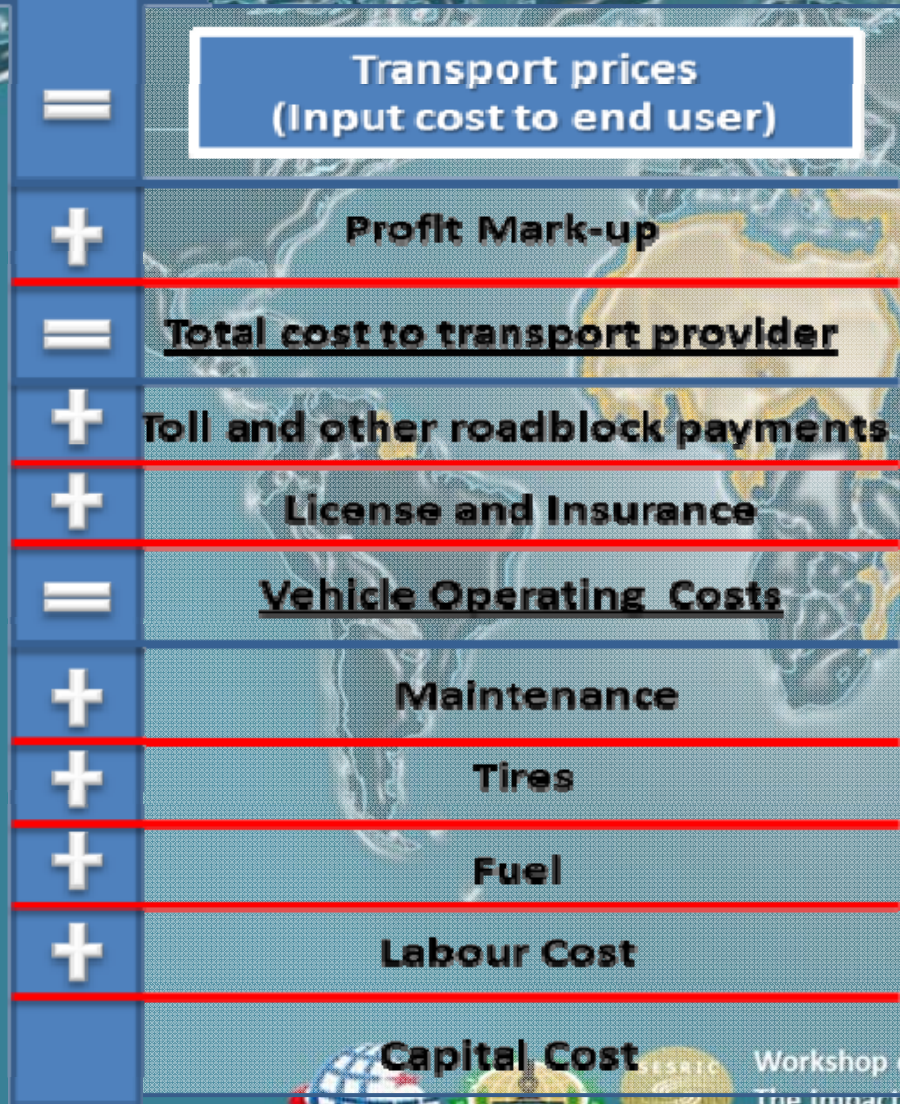
A world map with a dark blue background. The landmasses are shown in a lighter blue. Several regions are highlighted in a golden-yellow color, including North America, South America, Europe, Africa, Asia, and Australia. The title "Transportation Costs" is overlaid on the map in a large, blue, sans-serif font with a white outline. A horizontal blue line is positioned below the title.

Transportation Costs



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Transportation Costs



1. Transport prices are the rates charged by a transport company or a freight forwarder to the shipper or importer. Normally transport prices = TCs + operator's overhead and profit margin.

2. Transport costs (TCs) = VOCs + other indirect costs, such as license, insurance, road tolls, and payment for roadblocks.

3. Vehicle operating costs (VOCs) include various direct costs for operating any given vehicle, notably maintenance, tires, fuel, labor, and capital costs.



Transportation Costs

Regional Averages of Indicators Relating to Cross-Border Trade in 2009

Region or economy	Number of documents (Exports)	Days on borders (Exports)	Export costs (in \$US per container)	Import documents (number)	Days on borders (Imports)	Export costs (in \$US per container)
Sub Saharan Africa	7.8	33.6	1 941.8	8.8	39.4	2 365.4
Latin America and Caribbean's	6.8	18.6	1 243.6	7.3	20.9	1 481.0
East Asia and Pacific	6.7	23.1	909.3	7.1	24.3	952.8
South Asia	8.5	32.4	1364.1	9	32.2	1 509.1
Eastern Europe and Central Asia	6.5	26.8	1 581.8	7.8	28.4	1 773.5
Middle East and north Africa	6.4	22.5	1 034.8	7.4	25.9	1 221.7
OECD	4.3	10.5	1 89.7	4.9	11	1 145.9
OIC average	7.4	31.3	1 541.7	8.4	34.5	1 836.4

Source: The World Bank Group, *Doing Business 2010 / ICDT Analysis*



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Transportation Costs

Statement of the Procedures of Cross-Border Trade of Asian OIC Member States in 2009

Country	Export documents (number)	Days on borders (Exports)	Export costs (in \$US per container)	Import documents (number)	Days on borders (Imports documents)	Import costs (in \$US per container)
Afghanistan	12	74	3350	11	77	3000
Azerbaijan	9	46	2980	14	50	3480
Bangladesh	6	25	970	8	29	1375
Brunei	6	28	630	6	19	708
Indonesia	5	21	704	6	27	660
Iran	7	25	1061	8	38	1706
Kazakhstan	11	89	3005	13	76	3055
Kyrgyzstan	7	63	3000	7	72	3250
Malaysia	7	18	450	7	14	450
Maldives	8	21	1348	9	20	1348
Pakistan	9	22	611	8	18	680
Tajikistan	10	82	3150	10	83	4550
Uzbekistan	7	71	3100	11	92	4600
ASIA Average	8.00	45.00	1873.77	9.08	47.31	2220.15
OIC	7.4	31.3	1541.7	8.4	34.5	1836.4

Source: The World Bank Group / *Doing Business 2010* / ICDT Analysis



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Transportation Costs

Procedures for Cross-Border Trade of Sub-Saharan African Member States in 2009

Country	Export documents (number)	Days on borders for Exports	Export costs (in \$US per container)	Documents for imports (number)	Days on border (imports)	Import costs (in \$US per container)
Benin	7	30	1251	7	32	1400
Burkina Faso	11	41	2262	11	49	3830
Cameroon	10	23	1250	11	26	2002
Chad	6	75	5497	10	100	6150
Comoros	10	30	1073	10	21	1057
Côte d'Ivoire	10	25	1969	9	36	2577
Djibouti	5	19	836	5	18	911
Gabon	7	20	1945	8	22	1955
Gambia	6	24	831	8	23	922
Guinea	7	33	855	9	32	1391
Guinea-Bissau	6	23	1545	6	22	2349
Mali	7	32	2075	10	37	2955
Mozambique	7	23	1100	10	30	1475
Niger	8	59	3545	10	64	3545
Nigeria	10	25	1263	9	41	1440
Senegal	6	11	1098	5	14	1940
Sierra Leone	7	26	1573	7	31	1639
Sudan	6	32	2050	6	46	2900
Togo	6	24	940	8	29	963
Uganda	6	37	3190	7	34	3390
Average Sub Sahara	7.4	30.6	1807.4	8.3	35.35	2239.55
OIC	7.4	31.3	1541.7	8.4	34.5	1836.4

Source: The World Bank Group, *Doing Business 2010 / ICDT Analysis*



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Transportation Costs

Procedures for Cross-Border Trade in the GCC Countries in 2009

Country	Export documents (number)	Days on borders for Exports	Export costs (in \$US per container)	Export costs (in \$US per container)	Days on border (imports)	Import costs (in \$US per container)
Saudi Arabia	5	17	681	5	18	678
Bahrain	5	14	955	6	15	995
United Arab Emirates	4	8	593	5	9	579
Kuwait	8	17	1060	10	19	1217
Qatar	10	22	821	10	26	1037
Oman	5	21	735	7	20	657
GCC Average	6.2	16.5	807.5	7.2	17.8	860.5
OIC	7.4	31.3	1541.7	8.4	34.5	1836.4

Source: The World Bank Group, *Doing Business 2010 / ICDT Analysis*



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Transportation Costs

Procedures for Cross-Border Trade in the Middle Eastern Countries in 2009

Country	Export documents (number)	Days on borders for Exports	Export costs (in \$US per container)	Documents for imports (number)	Days on border (imports)	Import costs (in \$US per container)
Albania	7	19	725	9	18	710
Egypt	6	14	737	6	15	823
Iraq	10	102	3 900	10	101	3900
Jordan	7	17	730	7	19	1290
Lebanon	5	26	1002	7	35	1203
Syria	8	15	1190	9	21	1625
Turkey	7	14	990	8	15	1063
Yemen	6	27	1129	9	25	1475
Middle East Average	7.0	29.3	1300.4	8.1	31.1	1511.1
OIC	7.4	31.3	1541.7	8.4	34.5	1836.4

Source: The World Bank Group, *Doing Business 2010/ ICDT Analysis*



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Transportation Costs

Procedures for Cross-Border Trade in the Arab Maghreb Union Countries in 2009

Country	Export documents (number)	Days on borders for Exports	Export costs (in \$US per container)	Documents for imports (number)	Days on border (imports)	Import costs (in \$US per container)
Algeria	8	17	1248	9	23	1428
Morocco	7	14	700	10	17	1000
Mauritania	11	39	1520	11	42	1523
Tunisia	5	15	783	7	21	858
AMU average	7.8	21.3	1062.8	9.3	25.8	1202.3
OIC	7.4	31.3	1541.7	8.4	34.5	1836.4

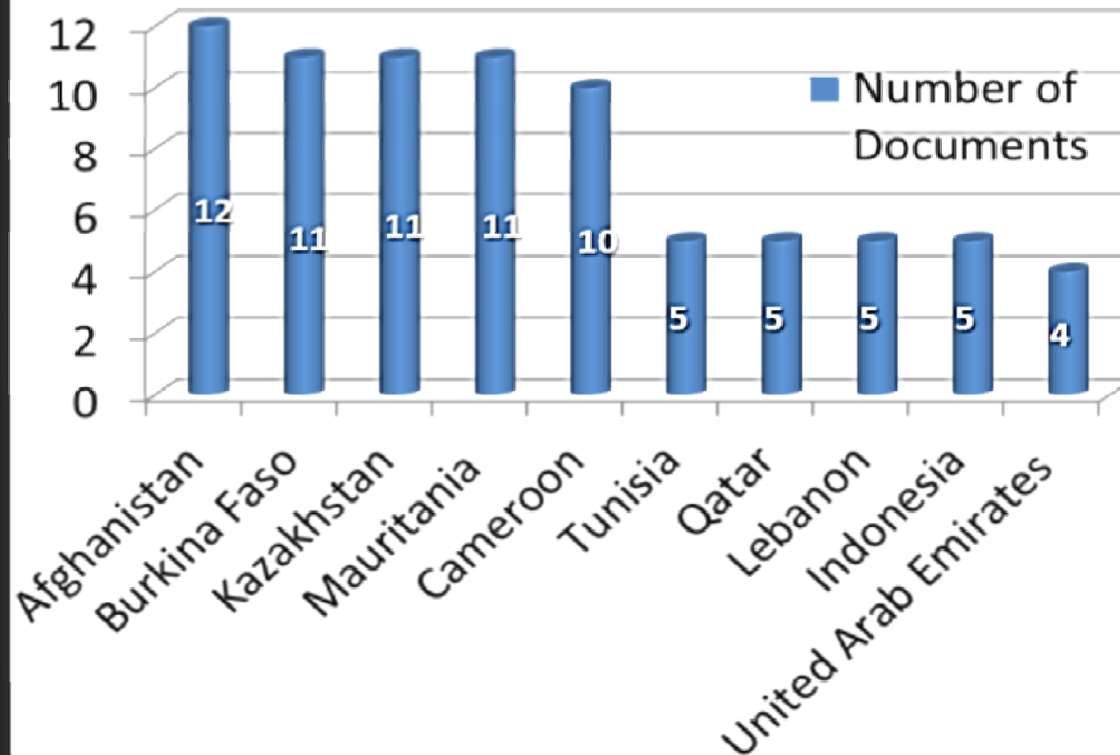
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Transportation Costs

Number of Documents

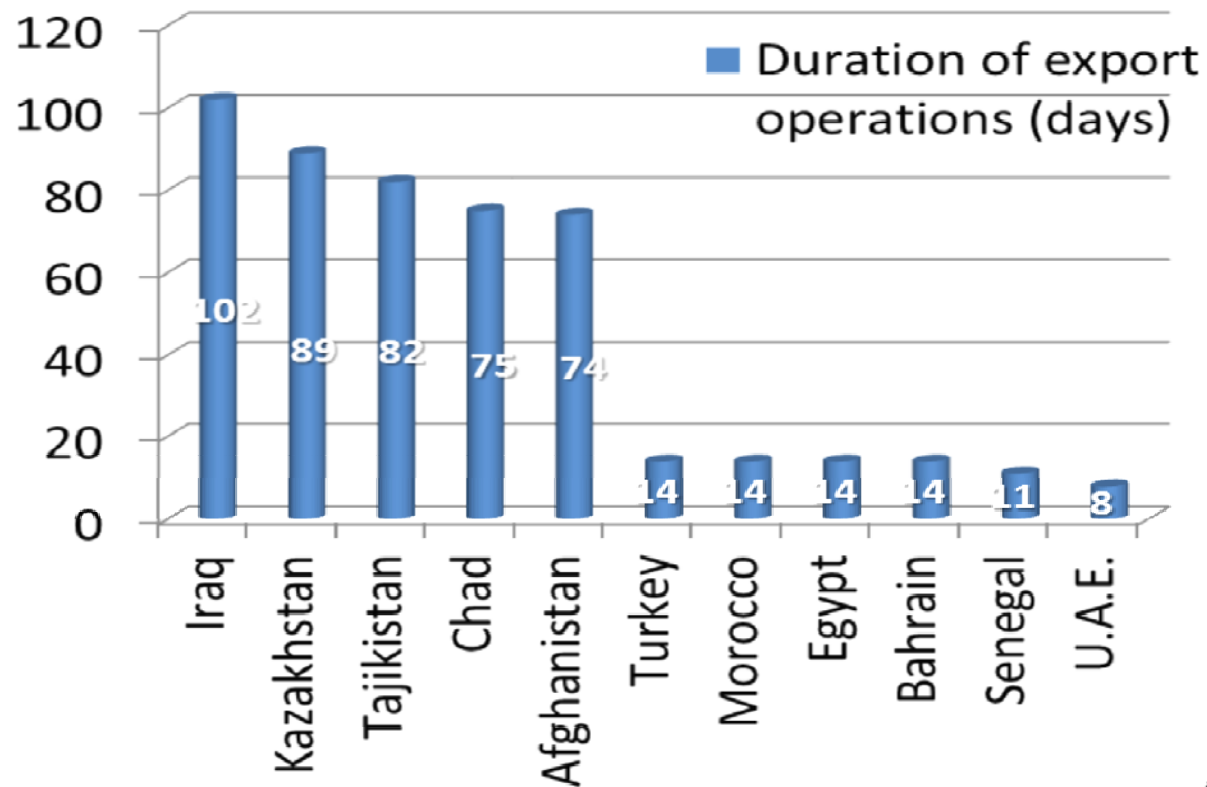


The number of export documents to be produced



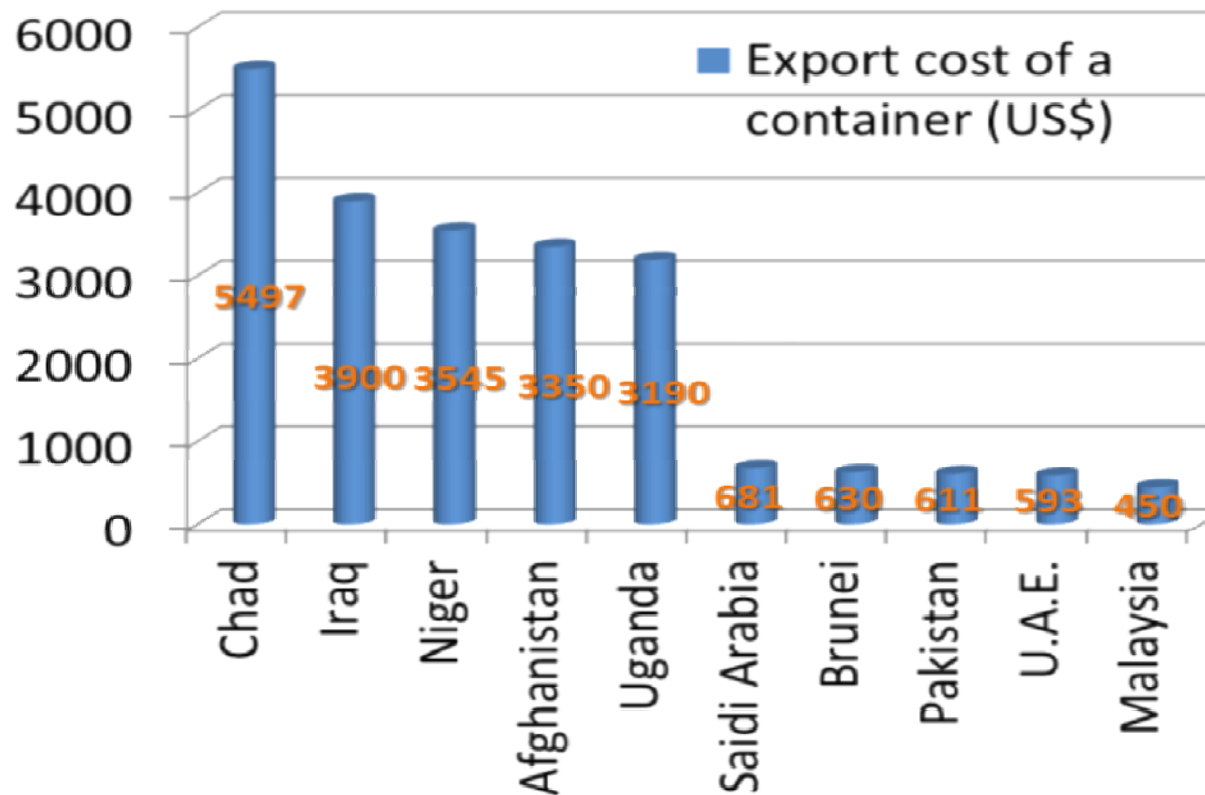
Transportation Costs

Duration of export operations (days)



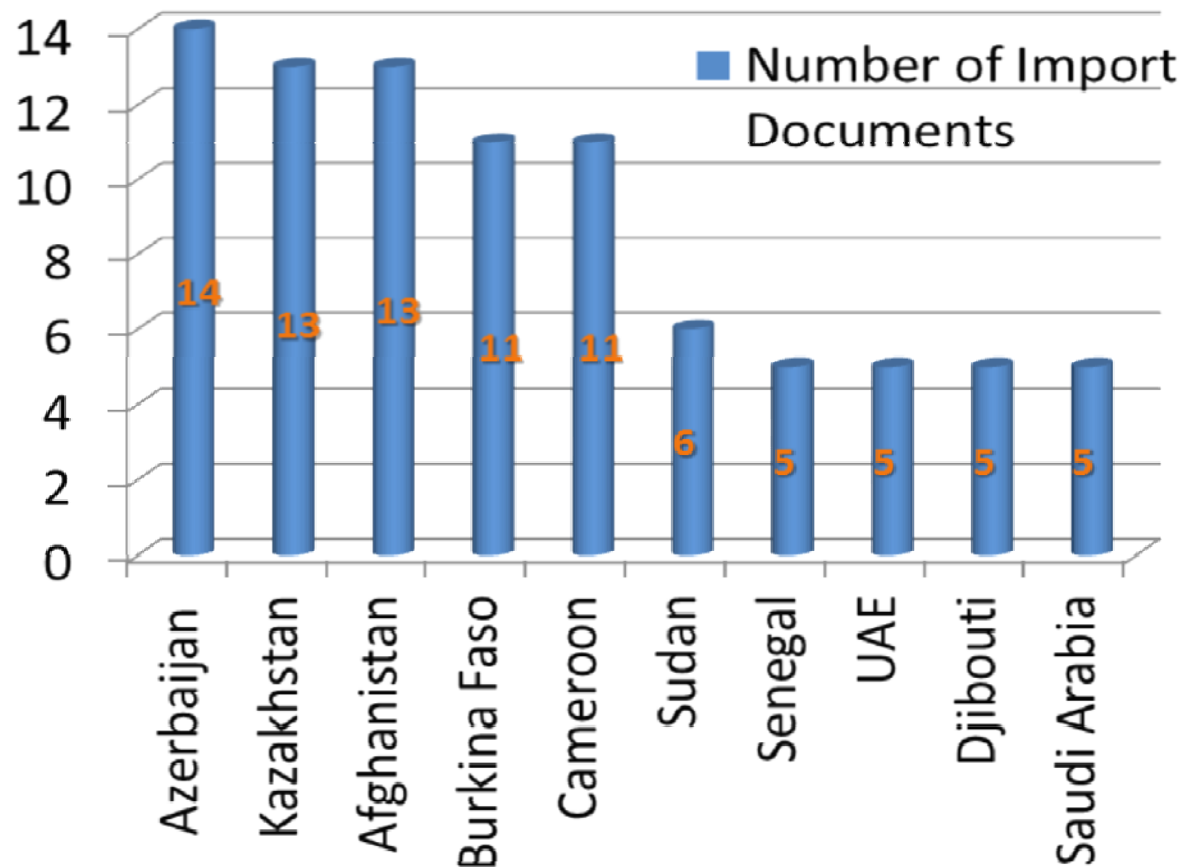
Transportation Costs

Export cost of a container (US\$)



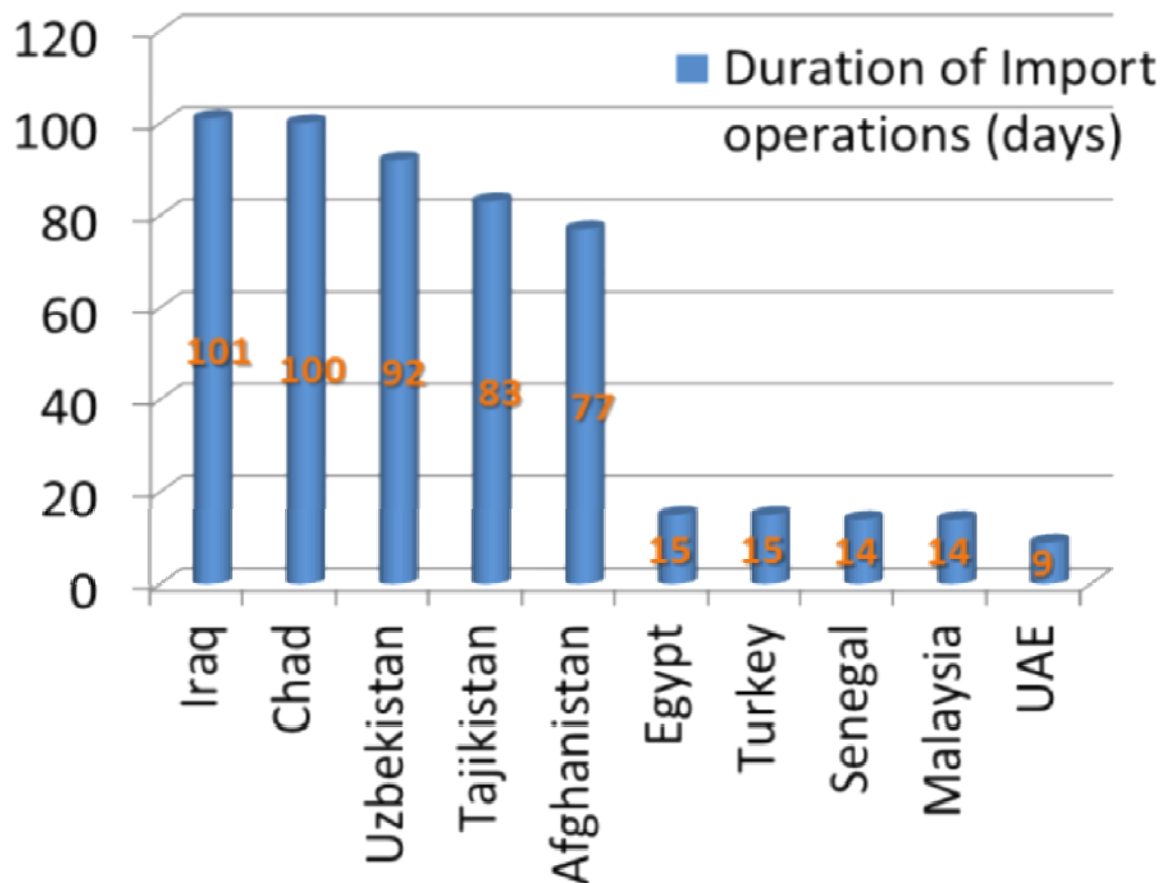
Transportation Costs

Number of Import Documents



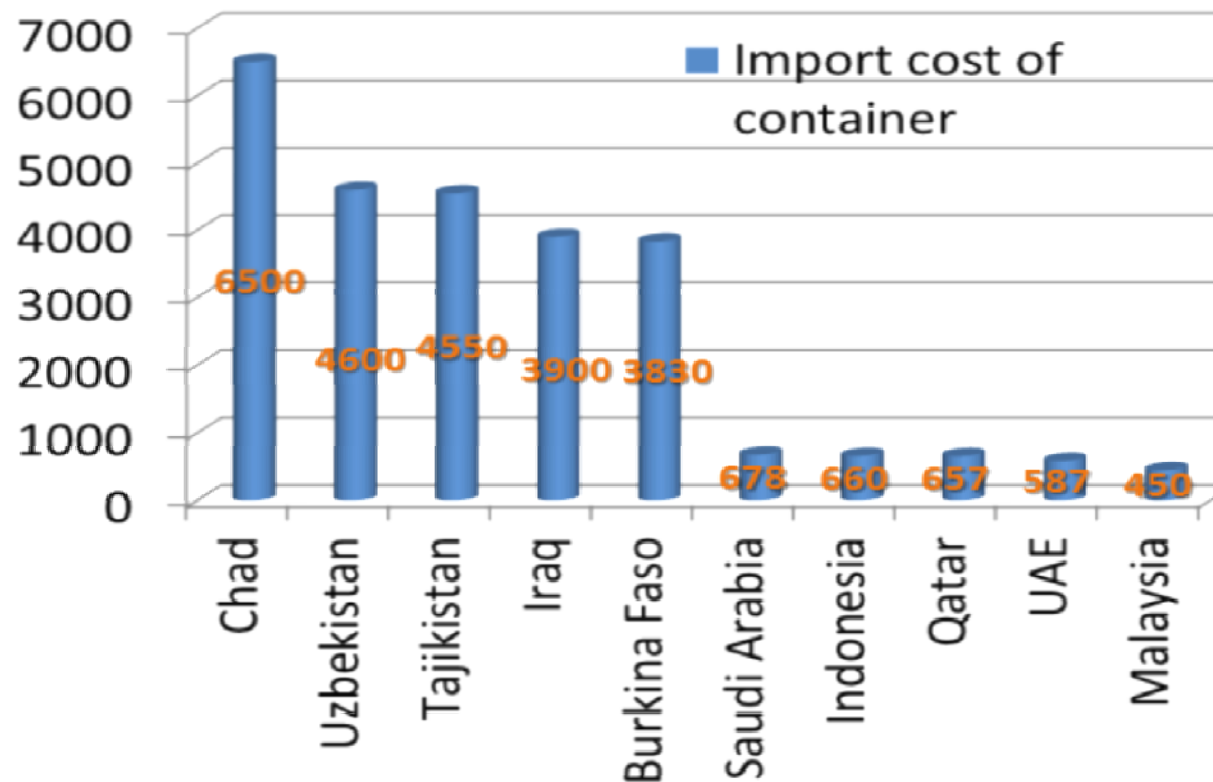
Transportation Costs

Duration of Import operations (days)



Transportation Costs

Import cost of container



شبکه



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