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REPORT OF THE
EXPERT GROUP MEETING ON INTRA- AND INTERREGIONAL
TRANSPORT AND INFRASTRUCTURES
BEIRUT, 18-21 NOVEMBER 1997

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I. ATTENDANCE AND ORGANIZATION OF WORK

A. OPENING AND DURATION OF THE MEETING

1. The programme of work of the ESCWA Transport Section, within the Commission's Sectoral Issues and Policies Division for the biennium 1996-1997, was aimed at, *inter alia*, the convening of an Expert Group Meeting on Intra- and Interregional Transport Infrastructures, held in Beirut from 18 to 21 November 1997.

2. The main objectives of the Expert Group Meeting were to apprise top policy makers in the transport sector throughout the ESCWA region of the recent developments in the field, and to hold in-depth deliberations among those policy makers to identify issues, assess priorities and draw up possible courses of future action. The Meeting also served as a first step towards the appropriate functioning of the intergovernmental Transport Committee, which was established by ESCWA in its resolution 213 (XIX) of 7 May 1997. The resolution was adopted by the Commission at its last session, held in Beirut.

B. ATTENDANCE

3. The Expert Group Meeting was attended by experts from the ESCWA members as follows: Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, the Syrian Arab Republic, the United Arab Emirates and Yemen. The Secretariat of the Gulf Cooperation Council also participated in the Meeting.

4. Resource persons and experts from the United Nations system, specialized agencies and non-governmental agencies (NGOs) also participated in the Meeting. They included experts from the Economic Commission for Europe (ECE), the United Nations Conference on Trade and Development (UNCTAD), the World Bank, the International Road Transport Union (IRU), the Transport Research Laboratory (TRL) in the United Kingdom of Great Britain and Northern Ireland, the American University of Beirut (AUB), the University of Cairo and the Lebanese Chamber of Commerce and Industry.¹

C. MAIN TOPICS

5. The Meeting reviewed a wide spectrum of topics.² The goal was to achieve a wider perspective in dealing with regional issues with a view to identifying priorities. The following topics were discussed:

- (a) The status of transport infrastructure in the region and future prospects;
- (b) Road construction and maintenance policies and standards;
- (c) Information technology in transport facilitation;
- (d) Electronic data interchange (EDI) and the United Nations Electronic Data Interchange for Administration, Commerce and Transport (UNEDIFACT);

¹ See annex I for a complete list of participants.

² See annex II for the organization of work of the Meeting.

- (e) Transport facilitation conventions;
- (f) Advance Cargo Information System (ACIS) and the Automatic System for Customs Data (ASYCUDA);
- (g) Transport safety of highway infrastructures;
- (h) Privatization schemes for transport infrastructures.

II. ACCOUNT OF PROCEEDINGS

6. In his statement, the Chief of the ESCWA Sectoral Issues and Policies Division expressed deep appreciation and gratitude to all the institutions and agencies that had contributed to the Meeting through the participation of their resource persons and/or the sending of material. Special tribute was extended to the Economic Commission for Europe and to the Center for the Facilitation of Procedures and Practices in Administration, Commerce and Transport (CEFACT), which played a leading global role in electronic commerce and in establishing international standards for such communications, namely through UNEDIFACT. Tribute was also paid to the following: the Middle East/North Africa (MENA) region department of the World Bank; the ACIS programme of UNCTAD; the Lebanese Customs, which had arranged for a demonstration at the Meeting to illustrate Lebanon's experience in the application of ASYCUDA; the Transport Research Laboratory in the United Kingdom; and the IRU-TIR (*Transport International Routier*) Department.

7. The Executive Secretary of ESCWA, in his address, expressed his appreciation for the quick response of the countries of the region to the invitation to participate in the Meeting. That response reflected the urgent need to establish a genuine link for regular consultation between the ESCWA secretariat and the countries of the region. It was to that end that the ESCWA member States, at the nineteenth session of the Commission, had adopted resolution 213 (XIX) establishing a Transport Committee made up of governmental representatives of the member States who were specialized in the field of transport. The resolution was subsequently approved by the Economic and Social Council and had hence become a legislative authority enhancing the mandate of ESCWA in the field of transport. The Transport Committee would hold its meetings once every two years starting in 1999, and would assume many responsibilities, including participating in establishing and formulating transport priorities for the ESCWA programme of work and the medium-term plans; monitoring developments in the field of transport in the ESCWA member countries; monitoring the progress achieved in the activities of the ESCWA secretariat in the field of transport; follow-up of international and regional conferences, and coordinating regional efforts related to the implementation of the resolutions and recommendations of those conferences. The current Meeting, and a similar meeting on Ports, Economic Restructuring and Global Trends, which had concluded on 29 October 1997, were important steps towards the Transport Committee meeting planned for 1999. Such meetings made it possible to review the state-of-the-art features in the relevant fields of transport, as evidenced by the wide scope of the current Meeting at which the deliberations would assuredly result in clear guidelines for regional cooperation and action.

8. His Excellency Mr. Omar Mesqawi, Minister of Transport of Lebanon, who presided over the opening session of the Expert Group Meeting, welcomed the recent return of ESCWA to Beirut. He stated that the issues addressed at the Meeting were oriented to the concept of development in a global framework, which was manifested in the economic globalization within the GATT (General Agreement on Tariffs and Trade) agreement, the Euro-Mediterranean partnership and other similar arrangements dealing with development cooperation between market producers and market principles. Lebanon aspired to a major role in the transport

sector at all levels and modes. Among Lebanon's achievements in that regard was the new airport to be inaugurated in December 1997, which would be a major link between East and West and which would serve tourism, transit and import-export traffic. The Beirut seaport was being developed to serve as a major container port, the Tripoli seaport was being developed to serve multimodal transport in the region, and the road network was also being expanded through many projects, including the coastal highway and the Beirut ring road. Lebanon was a signatory to more than 25 agreements on maritime transport and trade, a fact which reflected the importance the country attached to that sector. Transport, in its general and comprehensive definition (including communications, information and banking), would be the focus of political challenge in the region for some years to come, and therefore it was vital that more emphasis be placed on the transport sector.

9. The participants received a general overview of the transport infrastructures in the ESCWA region. Of prime importance was the fact that levels of development varied with respect to the various modes of transport. Excellent progress had been achieved in the construction of the national road networks in the region. However, the regional links still suffered from many shortcomings. The missing links, the varying design and operation standards, and the high level of urban traffic along some sections of the regional links were but some of the problems still facing the regional road networks. There was a need to establish in the ESCWA region something similar to the Trans Europe Motorway (TEM) in order to promote the modernization and construction of road infrastructure to the agreed technical, environmental and safety standards. In addition, there was a need to expand the existing railway network, the least developed mode of transport in the ESCWA region, since the railway network constituted potentially the most economical solution to the rising cost and volume of traffic. The infrastructures of some ports in the region should be upgraded in order to improve their container handling capabilities. In general, although the quality and adequacy of the various transport infrastructures were acceptable, more attention and increased budget allocations were still required. Owing to diminishing available government funds, the role of the private sector in providing financing for infrastructural construction and management needed to be formalized.

10. The effect of regional developments on traffic flows in the region and the development and expansion of transport infrastructures was discussed, especially with respect to the three subregional areas: the Jordan Rift Valley, the Tabah-Eilat-Aqaba macro area and the south-east Mediterranean. A presentation was made on the various transport corridors developed by the Regional Economic Development Working Group (REDWG). It was stressed that only when a lasting and just peace prevailed in the region could such schemes be implemented. In addition, a briefing on the Middle East Regional Study (MERTS) was presented; it was aimed at establishing a clear understanding of the transport demands that would emerge if the peace process achieved its goals, and how those demands would affect the transport networks in the region. A major output of MERTS would be a traffic model that predicts traffic volumes based on the routes chosen by both passengers and freight carriers, and on perceived costs of alternative routes and modes.

11. A presentation was made on the UNCTAD growth package. The objectives of the package were to meet the requirements of international trade and to promote trade efficiency. Owing to the emergence of globalization and the liberalization of trade, there was an urgent need to counter the lack of efficient and transparent trade-related services, including customs, transport, banking, insurance and telecommunications. International new trade required efficient door-to-door logistics chains, simpler trade formalities and trade-supporting customs procedures. The UNCTAD growth package consisted of two interlinked components: implementation of trade facilitation measures and implementation of customs reform procedures, including the introduction of ASYCUDA. ASYCUDA could manage the accounting for customs duties and speed up clearance of goods; it provided high quality management information. ASYCUDA was considered an inventory control system which was used to guarantee that revenues from every taxable item were collected. ASYCUDA used all international standards for trade data under the conventions and recommendations of such bodies as the World Customs Organization and the International Organization for Standardization. The

design of ASYCUDA was based on three main concepts: flexibility, independence, and open environment. ASYCUDA was currently implemented in more than 75 countries worldwide.

12. The issue of potential benefits resulting from economic growth through trade facilitation and UNEDIFACT and the role which the Economic Commission for Europe played in that regard were discussed in detail. The trade facilitation issue had recently undergone a re-engineering exercise resulting in the transformation of the former ECE Working Group on Facilitation of International Trade Procedures (WP4) into CEFACT, which was based in Geneva. One of the main reasons for the change was to enable CEFACT to better consider all participants on an equal footing. CEFACT was dedicated to improving the ability of business, trade and administrative organizations in developed, developing and transitional economies to exchange products and relevant services effectively, thus contributing to the growth of global commerce. The focus was on the facilitation of international transactions, through the simplification and harmonization of procedures and information flows. One main area of work within CEFACT was related to legal issues arising from trade facilitation initiatives. The removal of global barriers was crucial to the development and facilitation of global trade. Electronic data information and UNEDIFACT were the major milestones in electronic commerce. There were multiple activities within CEFACT for the review, monitoring and evaluation of ongoing developments in information technology in order to incorporate appropriate technologies into CEFACT work. The major challenge facing the developing countries was that they might be left behind in the development of those technologies, with the vast majority of enterprises in those countries finding themselves at a competitive disadvantage.

13. A presentation was made on the applications of EDI and UNEDIFACT to transport-related systems in the ESCWA region. Since such techniques were relatively new to the region, the introduction of EDI called for an initial phase to promote literacy and awareness. That included preparation of special audiovisual appreciation and training materials and the holding of seminars and training courses at the country and subregional levels. For most countries in the ESCWA region, the most important application of EDI was to their customs departments and the interrelationships to ports, shipping and clearing companies, and banks.

14. A representative of the Lebanese Chamber of Commerce noted that it was important to develop more seminars on EDI, and requested ESCWA to include that project in its future work. For EDI to succeed, it was important to gain the trust of the customs departments, which played an important role in the trade chain and which should assume a leading role. Procedures to serve all parties involved in trade transactions must be established. The GCC representative suggested that training in EDI, UNEDIFACT, ACIS and ASYCUDA should be provided on a subregional basis in the GCC region.

15. With regard to ACIS, it was demonstrated that it provided a good system for monitoring cargo movements. ACIS, which was currently applied in more than 20 countries, was a generic name given to a "tool box" of computer applications to produce management information to address multimodal cargo transit and transport operation problems. It gave both operators and ancillaries reliable and immediate data on transport operations, mainly the location of cargo and transport equipment. That was a major step towards improving day-to-day management and decision-making. ACIS was being successfully implemented for regular trains but not for high-speed trains. There were two system levels involved in the implementation of ACIS: the operator (antenna) and the Central Logistics Unit at the national level. Any country could install ACIS provided that the appropriate trust fund was set up within UNCTAD. ACIS had been implemented together with ASYCUDA, which guaranteed maximum benefit through economies of scale; however, each system could work independently, and many countries worldwide applied only one of them. Each system had its own application. ACIS could be applied to railways alone or it could be used in a more efficient and economical manner if it was also connected to the other transport modes or facilities, such as ports, since that would cover the whole transport chain. For the case of Egypt, where passengers made up more than 90 per

cent of the rail traffic, ACIS might help to introduce an automatic ticketing system (versus the automatic billing system) for passengers.

16. The presentation on the implications and benefits of accession to major United Nations transport conventions, which were administered by the Economic Commission for Europe, focused on the various agreements and more than 50 conventions in that field. Thorough coverage was given to the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), 1975, which was one of the most widely used multilateral instruments for the facilitation of international transit. The requirements and obligations under the TIR transit system, which mandated certain specifications on the containers or load compartments only and not on the dimensions of the trucks, were examined. Other requirements for contracting parties included the establishment of a national guaranteeing association which then became part of the guarantee chain linking all TIR contracting countries. The only existing and credible chain was administered and backed by IRU. Lebanon would become the third contracting party in ESCWA after Jordan and Kuwait. The other relevant agreements and conventions in the transport field were also highlighted, including the Convention on the Temporary Importation of Commercial Road Vehicles, 1956, and the Customs Convention on Containers, 1972. The advantages and obligations stemming from the implementation of each agreement and convention were discussed. Since all those international agreements had proved useful in promoting international traffic and trade, the ESCWA region should make efforts to maximize the benefit from the agreements already in force.

17. The discussion focused on the TIR Convention and what modifications had been introduced. The TIR regime was a sort of facilitator and allowed duty-free goods to be transported easily between countries. There were currently two transit regimes within Europe: the T-regime, which applied only within Europe, and the TIR regime for international traffic. There was too great a reliance on paper documents, which was a handicap. TIR, unlike the T-regime, used centralized management. An average of 2 million TIR documents was issued annually, compared with more than 18 million documents issued by the T-regime. For the customs authorities, the TIR system gave financial guarantees and allowed them to station their personnel outside the border points because the controls were made inside the territories and not at the border points. For the transporters, that saved time and additional costs. There were currently 61 contracting parties to TIR. The tools for Lebanon's ratification had been submitted, and Lebanon would become the 62nd contracting party; that would encourage more countries in the region to follow its example. The TIR carnet looked complicated, but it was easy to fill out. Each carnet had a unique number, with special security provisions to avoid forgery, and a guarantee value up to US\$ 50,000. Each carrier had a quota of four carnets at one time and had to establish sufficient credibility to obtain future carnets. Despite the fact that the TIR system was easily monitored, some problems, related to many factors, had arisen since 1990. To give one example, the number of TIR carriers in Bulgaria had increased to more than 7,000 in a very short period of time. The situation worsened when new techniques were used to falsify documents or when poorly formulated documents were accepted. That had created some problems in the application of TIR. Solutions were being worked out to develop a control system based on the use of EDI, namely SAFETIR. Major decisions were taken in order to establish a system to verify the accuracy of data included in the TIR carnet. One of those decisions required that two separate sources—one at the originating point and the other at the final destination—provide matching information so as to ensure reliability and improve the monitoring process. That would provide the customs authorities with a better tool to accept the insurance. SAFETIR ensured that when a carnet was issued at the point of origin, the customs authorities at the destination would repeat the same information on electronic format to ensure matching of information. The standardized forms used in SAFETIR were not exactly according to UNEDIFACT, but were in a similar form, a point that was discussed at the Meeting since there was a consensus that standardized forms should be used by all parties.

18. In the discussions on the application of ASYCUDA in Lebanon, which was known as NAJM, it was stressed that a reform of procedures was required and was a prerequisite to automation. Rationalization of

procedures could accompany automation of procedures, and therefore countries in the region should not be sceptical about taking the necessary steps towards that automation. In Lebanon, for instance, there were more than 5,000 tariff items before 1995. In 1995, however, when a major tariff reform was implemented following the civil strife in that country, the number of tariff items shrank to 1,700. In addition, when the artificial exchange rate was eliminated, the 72 different tariff rates in effect before 1995 were consolidated into a single uniform customs rate. More standards had to be established and implemented so as to guarantee the application of advanced information technology. The port of Beirut, for instance, currently had more than 400 customs brokers who handled the approximately 400 operations per day. That meant that each broker dealt with only one operation per day. Such a situation was not optimal for implementing a system like ASYCUDA, and there was a need to concentrate forwarders and brokers in order to adapt easily to the technology. The subject of transparency at both national and international levels was stressed. At national level there was a need to make taxpayers aware of the customs clearance procedures and for the international procedures to be consistent with procedures applied elsewhere in order to build confidence and attract international trade. The information given to customs staff should not be in verbal form only, and should be consistent and transparent. EDI was not yet fully implemented in the Beirut seaport, and it was stressed that its introduction would be most valuable.

19. A field visit was arranged to the Beirut seaport to enable the participants in the Meeting to have a firsthand look at the ASYCUDA demonstration. It was shown that ASYCUDA had reduced the time of inspection, since not all shipments were currently being inspected thanks to the application of the selectivity model. The model was supposed to have four colours for clearance, including green (goods cleared) and red (goods requiring physical inspection). Lebanon currently used only the green and red lanes. About 10 per cent of the goods to be cleared went to the green lane while 90 per cent were still physically inspected. It was hoped that by the end of 1997 about half of the goods would receive green lane treatment, which would speed up the clearance process.

20. The presentation on the Intelligent Highway Systems (ITS) and the role of advanced technologies in transportation and the potential applications in the ESCWA region indicated that ITS was an umbrella term which encompassed the application of communication and computer technology to road and multimodal transport. ITS used a control system that provided information for road users. The application of advanced technology in dynamic traffic management was demonstrated, together with fleet and equipment management. The system had the ability to improve the management of the existing road system without investing in additional expensive infrastructure. It included control of traffic signalling, lane diversions, advance information on congested routes through traffic surveillance and relay of information through a control communication centre. A traffic management system from San Antonio, Texas (United States of America) was demonstrated to show its capabilities. The city of Riyadh was one city in the ESCWA region which was applying, to a lesser degree, a similar system. A system for the city of Beirut was also being proposed.

21. The issue of maintenance of transport infrastructures was accentuated in more than one presentation made at the Meeting. Special reference was given to highway maintenance management systems and the Highway Design and Maintenance Standards Model (HDM-III). Most countries in the region gave low priority to maintenance; however, the need to preserve the huge investments that had been made in constructing the road network in the region required that more emphasis be given to maintenance. It was pointed out that every one dollar that was not spent on maintenance caused three dollars to be spent on extra transport costs. The various approaches to maintenance management were discussed, including the condition-responsive approach, the crisis-oriented approach, and the engineering-economic efficiency approach. A consensus was reached on how to avoid too late maintenance and crisis maintenance, which resulted in much higher costs.

22. HDM-III was the result of international collaborative studies carried out from 1969 to 1996 by various international agencies and bodies, such as the World Bank and the United Nations Development Programme (UNDP), academic institutions (Massachusetts Institute of Technology [MIT]), research laboratories such as TRL, and Governments (including those of Brazil, India, Kenya and some Caribbean countries). The model provided an analytical tool for road investments and maintenance and for making decisions regarding transport pricing and regulations. The model provided various outputs which helped in that process such as simulation of the deterioration and maintenance of paved and unpaved roads; simulation of vehicle operating costs (VOC); determining time-streams of road agencies and user costs; and finally evaluation of multiple strategies for multiple road and vehicle types. HDM III was used in many countries worldwide. There were some inquiries about the large volume of collected data needed initially and periodically to run the model, which might hamper its wide application. The model had some limitations; for example, it did not apply to rigid pavements and it did not evaluate road safety or accidents.

23. A presentation on the development of the infrastructures in one country in the ESCWA region—Jordan—was made. The transport sector played a major role in Jordan's economy, accounting for more than 11 per cent of the country's gross domestic product (GDP). The sector employed about 7 per cent of the total workforce in Jordan. The two major projects for infrastructure involved a plan to construct four railway lines along historically known trade corridors, and an effort to increase the involvement of the private sector. There were five road projects that would involve private sector participation.

24. Safety on road infrastructures was shown to be a major factor, not only from a humanitarian point of view but also with regard to the cost of road accidents which, on the average, amounted to about 1 per cent of the gross national product (GNP) of nations. Reference was made to the software, Microcomputer Accident Analysis Package (MAAP), which had been developed by TRL, and which could assist countries in improving their databases and their capabilities for accident investigation and diagnosis.

25. The presentation on privatization prospects in transport infrastructure showed that there were certain reservations concerning privatization of the transport infrastructures and operations in the ESCWA region. Traditionally, transport operations, especially public transport systems, had been established and operated by the public sector and were not money-generating enterprises. There was a need to establish sound criteria to define which of the transport enterprises should be privatized. It was clear that the private sector would like to take over the profitable enterprises, which would deprive Governments of their traditional revenue generators. The social impact of transport privatization was significant since privatization of transport enterprises usually resulted in less service being provided to unfeasible routes, as well as a negative impact on the labour force. One solution that encouraged the private sector to be involved in less profitable transport enterprises was to offer the private sector a form of subsidy for some time until the enterprise became profitable. Another option was for the Government to carry out some rehabilitation work in order to make the transport enterprise more attractive to the private sector. It was strongly recommended that ESCWA should organize a special meeting for privatization and that all parties involved should participate.

III. SUMMARY AND RECOMMENDATIONS

26. The Meeting reviewed the general status of transport infrastructures and expressed satisfaction with the stage of development attained by most countries in road and air transport as well as ports. The Meeting noted that rail infrastructure was still lagging behind other forms of transport infrastructure in spite of the economic and environmental advantages that rail transport could offer. That Meeting also noted that the socio-economic cost of accidents had been increasing and that safety standards should be given higher priority in road development.

27. The Meeting further noted that the priority areas in transport development had shifted from investment in infrastructural development to improved management and maintenance of the existing assets, utilization of new management techniques and advanced information technologies.
28. The Meeting commended the presentation by resource persons on the recent technology development in transport and trade informatics, and noted that the participants had expressed the interest of their member countries in the implementation of information technology applications in transport, customs, trade and related sectors. The applications that drew particular attention, in addition to EDI and UNEDIFACT, were ACIS, ASYCUDA, SAFETIR, the Highway Intelligence System and the World Bank model for road maintenance.
29. The Meeting stressed the need for further familiarization and promotion seminars and workshops at regional, subregional and country levels to increase the awareness of policy makers and operators in the public and private sectors, with regard to developments in information technology applications. The Meeting requested ESCWA to increase its efforts in that direction in association with the relevant United Nations agencies and in coordination with regional organizations such as the Gulf Cooperation Council.
30. The Meeting reviewed the current status of transport facilitation and the role that the relevant international conventions could play in enhancing trade within the region and with adjacent regions, and was of the view that the implementation of those conventions would alleviate most of the border-crossing problems. The Meeting was also of the view that information technology applications such as ACIS, SAFETIR and ASYCUDA would be important factors in easing the stringent border formalities currently in effect and would improve transport facilitation.
31. The Meeting considered that the role of the private sector and its participation in infrastructure development and operation, as well as in information technology development, was important, and that institutional changes should take into account the enhancement of that role. The Meeting requested ESCWA to analyse the status of privatization in the region and to apprise member countries of successful cases in the region and elsewhere.

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Annex II

ORGANIZATION OF WORK

Tuesday, 18 November 1997

0830 - 0930 Registration

0930 - 1000 Inauguration

- Ahmed Farahat, Chief, Sectoral Issues and Policies Division/ESCWA
- Hazem El-Beblawi, ESCWA Executive Secretary
- H.E. Omar Mesqawi, Minister of Transport of Lebanon

1000 - 1030 Coffee break

1030 - 1100 SESSION (1): **An Overview**

Chairperson: M. Mohsen

- ESCWA Transport and Infrastructure:
A Regional Overview

1100 - 1115 Break

**INTRA- AND INTERREGIONAL TRANSPORT
TRANSPORT FACILITATION ISSUES**

1115 - 1315 SESSION (2): **Electronic Commerce and UNEDIFACT**

Chairperson: M. Noyce

- Globalization trends in Electronic Commerce *R. Walker*
- Trade facilitation and UNEDIFACT: Potentials and
benefits to economic growth *H. Hansell*
- State of EDI Applications in ESCWA Region *A. Dewachi*
- Discussion

1315 - 1330 Break

1330 - 1500 SESSION (3): **Transport Conventions**

Chairperson: C. Hunter

- Automated System for Customs Data
and Management (ASYCUDA), V3,
The case of Lebanon, Live Demo *Salim Balaa'
Lebanese ASYCUDA Team*
- The TIR Regime, a tool to facilitate trade,
to secure the national budget *J. Groenendijk*
- Discussion

Wednesday, 19 November 1997

INTRA- AND INTERREGIONAL TRANSPORT
TRANSPORT FACILITATION ISSUES

0900 - 1130 SESSION (4): **Information Technology Applications**

Chairperson: *H. Hansell*

- Advanced Cargo Information System *C. Hunter*
- Highway Intelligence System *I. Kaisi*
- Discussion

1130 - 1145 Break

1145 - 1315 SESSION (5): **Border Crossing**

Chairperson: *R. Walker*

- A brief overview of UNCTAD's Growth Package including ASYCUDA Version 3 *C. Hunter*
- Land Transport Facilitation in Europe: Experience of the ECE (with emphasis on the TIR Convention); and Implications and Benefits of Accession to Major United Nations Transport Facilitation and Customs Conventions *M. Magold*

1315 - 1330 Break

1330 - 1430 SESSION (6): **Safety Standards**

Chairperson: *M. Magold*

- Safety standards in the ESCWA region *M. Katib*
- Discussion

1900 - 2100 Reception hosted by ESCWA, Coral Beach Hotel

Thursday, 20 November 1997

**INFRASTRUCTURE
POLICY AND STANDARDS ISSUES**

0900 - 1230 **SESSION (7): Road Construction and Maintenance Standards**

Chairperson: A.K. Lashine

- Highway Design Model: An Overview *G. Tharakan*
- Assessment of national road networks: Case-study of Lebanon *A. Kaysi
M. Jordanou*
- Experience with the Application of Highway Design and Road Maintenance Model (HDM) *M. Noyce*
- Highway Maintenance Management Systems (HMMS) *E. Sharaf*
- Review of MERTS Study and Transport Infrastructure Developments in Jordan *W. Dabbas*
- Discussion

1230 - 1245 Break

1245 - 1345 **SESSION (8): Road Construction and Maintenance Standards: Discussion**

Chairperson: A.K. Lashine

1345 - 1400 Break

1400 - 1500 **SESSION (9): Privatization Policies**

Chairperson: G. Tharakan

- Privatization of transport infrastructure *M. Noyce*
- Discussion

Friday, 21 November 1997

ROUND TABLE DISCUSSION

0900 - 1100 **SESSION (10): Regional Outlook and Priorities**

ESCWA Region Experts

Chairperson: A. Farahat

1100 - 1200 **Break**

CLOSING SESSION

1200 - 1400 **SESSION (11): Meeting Findings and Conclusions**

Chairperson: A. Farahat