



**ECONOMIC AND SOCIAL
COUNCIL**

Distr.
LIMITED
E/ESCWA/TRANS/2000/6
11 December 2000
ENGLISH
ORIGINAL: ARABIC

LIBRARY & DOCUMENT SECTION
10-06-2003

Economic and Social Commission for Western Asia

REPORT

**EXPERT GROUP MEETING ON COORDINATION OF TRANSPORT POLICIES
IN ORDER TO FACILITATE TRANSBOUNDARY FLOWS IN THE
CONTEXT OF THE TREND TOWARDS GLOBALIZATION
BEIURT, 26-28 SEPTEMBER 2000**

CONTENTS

<i>Chapter</i>	<i>Paragraphs</i>	<i>Page</i>
Introduction.....	1-5	2
I. OBJECTIVES, GENERAL FRAMEWORK AND ORGANIZATION OF THE MEETING.....	6-9	3
A. Objectives.....	6	3
B. General framework and organization of Meeting.....	7-9	3
II. PARTICIPANTS.....	10-11	3
III. OPENING SESSION.....	12-17	3
IV. ORGANIZATION OF WORK.....	18-29	5
V. PROCEEDINGS OF SESSIONS.....	30-51	7
A. First day.....	30-38	7
B. Second day.....	39-47	9
C. Third day.....	48-51	12
VI. RESULTS AND RECOMMENDATIONS.....	52-68	13
A. Development of an integrated transport system in the Arab Mashreq.....	52-55	13
B. Draft agreement on international roads in the Arab Mashreq.....	56-57	13
C. Towards the facilitation of transport in the ESCWA region.....	58-68	13
VII. EVALUATION OF THE MEETING.....	69-72	16

ANNEXES

I. List of participants.....	17
II. List of documents.....	25
III. Articles of Agreement (September 2000 Amendment).....	27

INTRODUCTION

1. The Expert Group Meeting on Coordination of Transport Policies in order to Facilitate Transboundary Flows in the Context of the Trend towards Globalization was held at United Nations House in Beirut, from 26 to 28 September 2000, under the auspices of Mr. Najib Miqati, the Lebanese Minister of Public Works and Transportation, and with the support of the Beirut Chamber of Shipping. The Meeting, the watchword of which was: "Towards a Programme of Action to Facilitate Transport in the ESCWA Region", formed part of the work programme for the biennium 2000-2001 of the Transport Section of the Sectoral Issues and Policies Division of the Economic and Social Commission for Western Asia (ESCWA), which is designed, *inter alia*, to support cooperation in the development of the transport sector at regional level.

2. This Meeting was the third in a series of expert group meetings held in order to prepare for the second session of the ESCWA Committee on Transport, which is scheduled to be held on 6 and 7 February 2001. The Meeting was a continuation of a long-term plan to develop an integrated transport system in the Arab Mashreq (ITSAM). Such a system was approved by ESCWA in a statement issued at its twentieth session, held in May 1999, pursuant to a recommendation made by the Committee on Transport.

3. The ITSAM concept is based on recognition that the transport sector, with all its land, sea and air networks and systems, has strategic importance in providing motivation and support for all development activities in the ESCWA region. The work of this system depends on the following three principal elements:

- (a) An integrated transport network composed of the main means of transport in the ESCWA region;
- (b) A related information network which will serve as a regional database for ESCWA member countries;
- (c) A methodological framework for determining the analysis of issues and the formulation of policies.

4. The development of ITSAM requires prompt and carefully thought-out action to be taken if it is to succeed. Similarly, the identification of issues related to the integration of transport and the formulation of recommendations concerning the relevant policies at regional level make it imperative to address many concerns, including those related to the infrastructure, movement of goods, the harmonization of laws, regulations and procedures, the impact of regional and international agreements, the adequacy of employment policies and the protection of health and the environment.

5. Pursuant to the recommendation of the Committee on Transport, it was decided to draw up a programme of work which would specify priorities and assign roles to the relevant regional organizations, including the League of Arab States, Gulf Cooperation Council (GCC) and other regional organizations and institutions related to the transport sector. This programme of work is expected to provide a framework for the mobilization and coordination of efforts and the formulation of the strategies and mechanisms needed in order to develop an integrated transport system which will facilitate regional and international transport in all parts of the ESCWA region and at all land, sea and air border crossing points in the region.

I. OBJECTIVES, GENERAL FRAMEWORK AND ORGANIZATION OF THE MEETING

A. OBJECTIVES

6. The objectives of the Expert Group Meeting may be summarized as follows:

(a) To assign complementary roles to be carried out in relation to the three principal elements in the development of the integrated transport system, namely, an integrated transport network, a related information network and the methodological framework;

(b) To discuss the draft agreement on international roads in the Arab Mashreq, in preparation for its referral for adoption to the second session of the Committee on Transport, which is to be held on 6 and 7 February 2001;

(c) To review and discuss issues relating to the facilitation of international freight transport in the region, including studies and proposals made by ESCWA related to the issues which must be taken into consideration when regional agreements are formulated;

(d) To review the impact of international and regional developments on regional transport in the region, including GCC States.

B. GENERAL FRAMEWORK AND ORGANIZATION OF MEETING

7. The Expert Group Meeting met over three days, namely 26, 27 and 28 September 2000. On the first day, the Meeting was inaugurated at 9.30 a.m. under the auspices of Mr. Najib Miqati, Lebanese Minister of Public Works and Transportation. Four meetings were held that day, and the first two objectives of the Meeting were discussed. Discussions continued until 7 p.m.

8. During the second day, the discussions at three meetings held between 9 a.m. and 3.30 p.m. focused on the third objective. An additional session, lasting till 6 p.m., was held in order to conclude the previous day's discussions on a draft agreement on international roads.

9. On the third day, the ninth session was devoted to the discussion and adoption of recommendations relating to the second and third objectives. At the tenth session, the fourth objective was discussed. The eleventh and final session was devoted to a review of the results and recommendations and to the adoption of the final report.

II. PARTICIPANTS

10. Experts in the fields of transport, customs and trade from ESCWA member countries and Arab, European and Asian States were invited to provide advice to the ESCWA secretariat. The Meeting was attended by experts from the following Arab countries: Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Oman, Palestine, Qatar, Saudi Arabia, the Syrian Arab Republic, the United Arab Emirates and Yemen.

11. A number of experts selected from national and regional organizations, institutions and companies, relevant professional associations, universities and the private sector also attended.

III. OPENING SESSION

12. Mr. Ahmed Farahat, Chief of the ESCWA Sectorial Issues and Policies Division, inaugurated the session by welcoming Mr. Abdul Hafiz Qaysi, Director-General of the Ministry of Transportation and representative of Mr. Najib Miqati, Lebanese Minister of Public Works and Transportation, who was abroad and unable to attend. Mr. Farahat thanked Mr. Miqati for his sponsorship of the Meeting; all who had contributed to the programme; and all the participants. He also took the opportunity to congratulate Mr.

Obaid Saqr bin-Busit on his election as Chairman of the Council of the World Customs Organization in July 2000, describing that election as an honour for the United Arab Emirates and the whole Arab region.

13. Mr. Elie Zakhour, President of the Beirut Chamber of Shipping, made a statement in which he welcomed participants and noted that globalization had imposed the establishment of huge economic blocs which could not succeed unless the movement of goods was made easier, customs barriers removed and constraints on the flow of goods, cars and trucks and the movement of persons across borders eliminated. He recalled that Mr. Najib Miqati, Lebanese Minister of Public Works and Transportation, had clearly described the reality of the Arab world, which needs a great deal of attention, support and joint action and follow-up by the Governments involved and by sectoral and professional organizations, associations and institutions, in order to free it of obstacles and barriers. Unless the Arab States are able to completely liberate the sector, they will be in no position to embark upon globalization. He referred to the different stages in the development and rehabilitation of Beirut port and noted that a major objective was to encourage shipping companies to increase their use of the port. He urged the Governments of the relevant countries of the region to formulate signals to identify each stage of the implementation process. He stressed that in the absence of prompt action to facilitate the passage of persons, capital and goods, it will not be possible to keep abreast of developments. In closing, he wished the Meeting every success and hoped that any recommendations adopted would respond to the wishes and aspirations of the peoples of the ESCWA member countries.

14. Mr. Obaid Saqr bin-Busit, Chairman of the Council of the World Customs Organization, Chairman of the Customs Council of the United Arab Emirates and Director-General of Dubai Ports and Customs, made a statement in which he welcomed participants. He noted that dramatic changes, which were almost revolutionary, were taking place in the world, and would transform many aspects of life, alliances and blocs. He stressed that the Arab world had the necessary qualifications and brainpower to bring about radical change in fields including the information industry, technology and tourism. He pointed out that the Arab region suffers from a number of constraints which have a negative impact on the growth of interregional transport and trade, which at best is no greater than 10 per cent. This situation places the future of the Arab Free Trade Zone in serious doubt and makes it imperative to study ways of mitigating such negative factors. He said that electronic interchange and the use of information technology (IT) could be successful methods of activating interregional trade and increasing transport movements. However, that would require a revolution in customs systems which would overturn all current and prevailing concepts by adopting transparency and removing not only obstacles but also the barriers between the Government and agents. The principle of equality would have to be adopted in the implementation of laws and procedures, and confidence built between the business community and customs departments. Serious efforts to change attitudes would have to be made on both sides. In conclusion, Mr. bin-Busit thanked the organizers of the Meeting and all those present.

15. Mr. Khaled Ashour Al-Marzuk, Assistant Under-Secretary for Transportation in the Kuwaiti Ministry of Communications, spoke on behalf of Mr. Sabah al-Jaber al-Ali Al Sabah, Director-General of the Kuwait Ports Authority. He welcomed the participants and thanked the organizers of the Meeting. He said that the development of an integrated transport system in the ESCWA member countries would significantly support the national economies and increase the revenue of those countries. It was therefore essential to facilitate and simplify administrative and customs procedures at border points and seaports. Studies should be undertaken with a view to developing legislation to promote transport by land, sea and air. Many of the agreements and protocols concluded between ESCWA member countries should be reviewed in order to make best use of the experience gained during their application in recent years. For a number of reasons, there was currently no fair competition between those working in the field of transport in the ESCWA member countries. One reason was the size of the taxes and dues imposed on shippers when they crossed the territory or passed through the border points of certain countries. The facilities at Kuwaiti sea ports had long been widely recognized for their capacity and proficiency and their active support for integrated transport in the ESCWA region. He concluded by thanking the participants.

16. Mr. Hazem al-Beblawi, Executive Secretary of ESCWA, made a statement in which he welcomed participants to the Meeting being held under the auspices of Mr. Najib Miqati, Lebanese Minister of Public Works and Transportation. He thanked all those who had responded to the invitation to attend and noted that their participation was an indication of the desire of their countries and institutions to strengthen the ties of

coordination and cooperation in this vital field. He pointed out that the Meeting was the third in a series of gatherings of experts to be held in order to prepare for the second session of the ESCWA Committee on Transport, which was scheduled to be held in February 2001. The Meeting would review the regional network, the methodological framework for the development of an integrated transport system and the proposed database, the draft agreement on international roads in the region, and proposals for the simplification and harmonization of measures relating to international freight transport and transboundary traffic, aimed at facilitating international transport in the region. Priority would be given to the agreement on international roads in the Arab Mashreq. He concluded by again thanking participants and the sponsor of the Meeting.

17. Mr. Abdul Hafiz al-Qaysi, Director-General of the Ministry of Transportation of Lebanon, spoke on behalf of Mr. Najib Miqati, the Lebanese Minister of Public Works and Transportation. He conveyed the greetings of the Minister to all those present and expressed regret that the Minister's absence abroad prevented him from being with them. He said that the objective of the Meeting would only be realized if all the countries concerned exerted efforts and held discussions and consultations with a view to formulating the programme of work. Such a programme would involve a commitment to implement agreed decisions and recommendations. In view of globalization, it was imperative that the countries involved cooperated and coordinated activities in all fields, especially in that of transport. Consultation was absolutely essential in the light of globalization, and in view of the desire of the countries involved to coordinate transport, customs and foreign trade-related measures. He concluded by repeating his appeal for the demands of globalization to be met with confidence and courage. A relationship with globalization must be established in which benefit may be drawn from its positive aspects, while its negative aspects are tackled. He concluded by thanking the participants for attending.

IV. ORGANIZATION OF WORK

18. The first session of the Meeting was presided over by Mr. Ahmed Farahat, Chief of the ESCWA Sectoral Issues and Policies Division. Papers were presented on the following subjects:

- (a) An integrated transport information system (Mr. Ahmed Farahat, Chief of ESCWA Sectoral Issues and Policies Division, and Mr. Hamdi Nasreddine, Information Technology Director of Interfet);
- (b) The methodological framework for an integrated transport system and the methodology for the prediction of balanced flow models (Mr. Nabil Safwat, Chief of ESCWA Transport Section).

19. The second session was presided over by Mr. Abdulaziz al-Ohaly, Under-Secretary of the Saudi Arabian Ministry of Communications. Papers were presented on the following subjects:

- (a) The European Agreement on Main International Traffic Arteries (AGR) (Mr. Jerzy Witkowski, road transport expert, Transport Division of the Economic Commission for Europe [ECE]);
- (b) The draft agreement on international roads in the Arab Mashreq (Mr. Nabil Safwat, Chief of ESCWA Transport Section);
- (c) The agreement on international roads in the Arab Mashreq and its application in Saudi Arabia (Mr. Abdulraheem al-Zahrani, Professor of Transport and Traffic Engineering, Department of Civil Engineering, King Abdul Aziz University, Jeddah);
- (d) The agreement on international roads in the Arab Mashreq and its application in Yemen (Mr. Abdulhakim al-Aghbari, Director-General of the Yemeni Fund for Road Maintenance).

20. The third session was chaired by Mr. Mahmoud Abdallat, Secretary-General of the Arab Union of Land Transport. The following country interventions on the draft agreement on international roads were made during the session:

- (a) The Syrian Arab Republic: Ms. Ihab Mawaldi;
- (b) Palestine: Mr. Mahmoud Eid Qawasmi;
- (c) Jordan: Ms. Iman al-Ramhi and Ms. Ahlam Ewais;
- (d) Egypt: Mr. Mohammed Talaat Khattab;
- (e) Oman: Mr. Hamad bin Saoud al-Ramadani.

21. Mr. Mohammed Talaat Khattab, First Under-Secretary of the Ministry of Transport and Chairman of the Transport Planning Directorate in the Egyptian Ministry of Transport, presided over the fourth session, in which the main provisions of the draft agreement on international roads in the Arab Mashreq were discussed.

22. On the second day, the fifth session was chaired by Mr. Mahmoud Eid Qawasmi, Director-General of the Ministry of Transport and Communications of Palestine. Papers were presented on the following subjects:

(a) The contribution of computer programmes in facilitating movement in the Arab world (Mr. Obaid Saqer Busit, Chairman of the United Arab Emirates Customs Council and Director-General of Dubai Ports and Customs);

(b) Measures taken by the Jordanian customs authorities in order to facilitate international freight transport across Jordanian territory (Mr. Khalid al-Wazny, Director-General of Jordanian Customs);

(c) The facilitation of international freight transport in Saudi Arabia (Mr. Mohammad Omar Jamjoum, owner and Director-General of Kanana Trading and Contracting Company and Professor of Transport Engineering in the Department of Civil Engineering, King Abdul Aziz University);

(d) The facilitation of international transport through sea ports and destination points, with the focus on the ports of Dubai (Mr. Mahmoud El-Hibir, First Economic Affairs Officer of the ESCWA Transport Section).

23. The sixth session was chaired by Mr. Khaled Ashour al-Marzouq, Assistant Under-Secretary for Transportation in the Ministry of Communications of Kuwait. Papers were presented on the following subjects:

(a) Good practices for the facilitation of the international movement of land and maritime transport (Mr. Mohammad Rahmatallah, transport expert and former Chief of the Transport, Communications, Tourism and Infrastructure Division of the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP));

(b) Introduction of multimodal transport operations in the member countries of the Islamic Development Bank (IDB) (Mr. Mohammad Jamal al-Saati, Senior Projects Officer, Employment and Projects Division, IDB);

(c) Study prepared by ESCWA on the facilitation of international freight transport in the region (Mr. Nabil Safwat, Chief of the ESCWA Transport Section).

24. The seventh session was chaired by Ms. Lara Fakhry, Head of the Department of Land Transport in the Lebanese Ministry of Transportation. Discussions centred on recommendations to facilitate transport in the region, including the following:

- (a) The simplification and clarification of measures and integrity in their implementation;
- (b) The use of electronic data interchange (EDI);
- (c) Organizational structures and administrative unity;
- (d) Valuations and tariff schedules;
- (e) Regional agreements at ESCWA level.

25. A number of pertinent recommendations were agreed (see part VI).

26. Discussions on the draft agreement on international roads were concluded at the eighth, additional session, and agreement was reached on a number of related recommendations (see part VI). The session was chaired by Mr. Mohammad Talaat Khattab.

27. On the third day, the ninth session was chaired by Mr. Yahya Ahmed al-Kohlani, acting Yemeni Deputy Minister of Transport. A number of recommendations were put forward and discussed with respect to an integrated transport system in the Arab Mashreq, the draft agreement on international roads and the facilitation of transport in the region. The recommendations were approved.

28. The tenth session was chaired by Mr. Mohammad Abd al-Rahman al-Marzooqi, Director of the Land Affairs Department in the United Arab Emirates Ministry of Communications. Papers were presented on the following subjects:

(a) The possible impact on transport in the Gulf region of international, regional, and local variables (Mr. Saad al-Qadi, Associate Professor of Engineering at King Saud University, Riyadh);

(b) The impact of international and regional variables on transport and on programmes to liberalize air transport between Arab countries (Mr. Abdul-Jawad al-Dawoodi, Director-General of the Arab Civil Aviation Commission (ACAC)).

29. The eleventh and final session was chaired by Mr. Ahmed Farahat. The final report was discussed and adopted. The ESCWA Transport Section carried out the duties of rapporteur.

V. PROCEEDINGS OF SESSIONS

A. FIRST DAY

1. *First session: Development of an integrated transport system in the Arab Mashreq*

30. The first session began with the presentation by Mr. Ahmed Farahat on the main characteristics and components of the regional transport information system. He was followed by Mr. Hamdi Nasreddine, Information Technology Director of Interfet Company, with a demonstration of an integrated transport system which had been designed using the Oracle database and specific data on road networks.

31. Mr. Nabil Safwat presented a paper entitled "The methodological framework for an integrated transport system and the methodology for the prediction of balanced flow models". He indicated that the development of an integrated transport system in the region would require a methodological framework which included the achievement of specific goals, based on a comprehensive and integrated analytic approach to be applied on a regular and continuing basis. As part of its work programme for the 2000-2001 biennium, the ESCWA Transport Section had begun preparation of such a methodological framework in two parts. The first covered the general description and main features while the second dealt with the methodology for the prediction of international freight flows (trade). Mr. Safwat summarized the first part, on the proposed methodological framework, before concentrating on the prediction methodology contained in part two, which he explained in detail. The basic assumptions of this methodology were described, together with methods for representing the integrated transport system, with a view to applying the methodology and the results of the clarifications which focus on the ability of the methodology to predict freight flows across the integrated network. He also reviewed the capacity of the methodology to analyse policies and alternatives in order to improve performance levels and increase demand for international freight transport.

2. *Second session: Draft agreement on international roads in the Arab Mashreq*

32. During the second session, Mr. Jerzy Witkowski of the Transport Division of ECE presented a paper in which he recalled that the need to establish an international road network, in Europe, in order to facilitate and develop the movement of international goods, had first been noted after the Second World War. In response to that need, the Inland Transport Committee of ECE undertook a study of the legal means of

unifying the trans-European road network, in order to build safe and effective international highways in Europe. This study led to the formulation of AGR which was opened for signature on 15 November 1975 and entered into force on 15 March 1983. There are 31 contracting parties to this Agreement, which provides European States with the legal methodological framework for the development of a coherent road network in Europe with agreed common technical parameters to which such roads must conform. The European road network developed on the basis of the Agreement, consists of some 100,000 kilometres of road, of which the majority comply with the basic requirements of the Agreement. The experience of 17 years of implementing the Agreement confirms that it has positively contributed to the development of a basic and coherent road network built along the lines of the agreed principles. It has also strengthened the relationship between the countries of the region. As a result, the implementation of a similar agreement or agreements in one or more of Europe's neighbouring regions, such as Asia, the Pacific or Western Asia, where networks intersect, would be of the greatest benefit to international transport. ECE is always ready to provide any assistance in order to develop or implement agreements similar to AGR with respect to the main international traffic arteries in the ESCWA region.

33. Mr. Nabil Safwat presented a preliminary study on the draft agreement on international roads in the Arab Mashreq, reviewing the steps taken in order to identify the regional network for the integrated transport system, which include the axis roads of international importance in the region. He reviewed the efforts which had already been exerted to harmonize international road network specifications in the region. Such networks would become part of the regional transport network envisaged in the draft agreement on international roads in the Arab Mashreq. The study is comprised of two main sections. The first includes a description of the contents of the draft agreement and the methodology and measures followed in the formulation of its components. The second section contains the proposed draft agreement. He explained the methodology used in the formulation of the agreement, reviewed its main sections, and gave excerpts from its three annexes. He also explained the objective of the discussion.

34. Mr. Abdul Rahim Zahrani, Professor of Transport Engineering at the Faculty of Engineering at King Abdul Aziz University in Jeddah, presented a paper entitled "The Agreement on International Roads in the Arab Mashreq and its application in Saudi Arabia". He said that the transport and communications sector in Saudi Arabia was considered to be one of the Government sectors with the greatest impact on the pace of economic and social development. This important sector has grown fast over the past 30 years, and the road network currently amounts to more than 140,000 kilometres, including more than 45,000 kilometres of paved highways. The network was built to high technical specifications, in order to provide superior transport services which are appropriate to the distinctive position of the Kingdom in terms of its location and the Islamic, Arab and economic roles it plays in the Arab Mashreq. The report was designed to introduce the Saudi road network and study the extent of its compatibility with the road network of the countries of the Arab Mashreq. That involved a review of the technical specifications of the road network and traffic control system and a comparison thereof with the specifications proposed in the draft agreement under discussion. There was a high degree of conformity between the international road network in Saudi Arabia and that of the Arab Mashreq in terms of the identification of axes, technical specifications and signs. He proposed certain amendments and minor additions to the draft agreement.

35. Mr. Abdulhakim al-Aghbari, Director-General of the Yemeni Fund for Road Maintenance, presented a paper entitled "The agreement on international roads in the Arab Mashreq and its application in Yemen". He said that the transport sector played an important role in the economies of countries and contributed to economic and social development. Most Arab Mashreq countries have taken important steps towards the creation of road networks which effectively serve their economies and are currently facing the major challenge of maintaining existing roads and finding some kind of balance between building new roads and maintaining existing ones. They are also confronted with the ever greater challenge represented by globalization, the primary goal of which is to merge specific economic groups to form strong economic blocs which are interdependent rather than competitive. This requires the lifting of restrictions, harmonization of laws and freedom of movement. In order to realize those aspects of globalization, and meet its demands with respect to their use of roads, the Arab Mashreq countries must build a road network which links them and harmonize standards and measurements related to roads and means of transport. They must also change laws, regulations and standards.

3. *Third session: Draft agreement on international roads in the Arab Mashreq*

36. In this session, a number of Arab countries spoke on the draft agreement on international roads in the Arab Mashreq. Interventions were made by Ms. Ihab Mawaldi of the Syrian Arab Republic, Mr. Mahmoud Eid Qawasmi of Palestine, Ms. Ahlam Ewais of Jordan, Mr. Mohammad Talaat Khattab of Egypt, and Mr. Hamad al-Ramadani of Oman.

4. *Fourth session: Draft agreement on international roads in the Arab Mashreq, recommendations*

37. The first six articles of the agreement on international roads in the Arab Mashreq were discussed at the session. Discussions were concluded after the next day's programme had been completed at the eighth session. Agreement was reached on some amendments (see part VI of the report).

38. The sessions of the first day were concluded at 7.10 p.m.

B. SECOND DAY

5. *Fifth session: Towards the facilitation of transport in the region*

39. The session began with a paper prepared by Mr. Obaid Saqer Busit, Chairman of the World Customs Organization, Chairman of the United Arab Emirates Customs Council and Director-General of Dubai Ports and Customs. Mr. Busit said that in his paper, he aimed to demonstrate the importance of computer programmes in the field of transport and the movement of goods, services and persons. He called for maximum use to be made of the opportunities provided by IT, and a unified Arab programme for electronic interchange in the transport sector. The paper dealt with the factors which have an impact on trade, transport and tourism in terms of the development of the infrastructure and superstructure; the standard and quality of transport services; cost reductions achieved by cutting the time involved in transport operations; and the factors which impact on the safe movement of passengers and goods. The paper also covered the simplification of customs and security measures at borders, and the extent to which all the foregoing depend on IT. It further considered the direct relationship between transport and trade and the contribution of each to the development of the other. Another issue was the situation of the transport sector in the Arab world and the increase in transport movements at a rate which is overwhelming existing structures. There are disparities in the volume of investment in all areas of the transport sector, and disparities in the standard of transport services provided in different countries. He reviewed the factors causing such differences within the transport sector and in related services in terms of geographical distribution, individual income levels and the laws and regulations governing transport and the related administrative and organizational structures. Border and customs procedures constitute significant obstacles in a number of ways, the most important of which include lack of clarity; the difference in procedures from one country to another; the lack of coordination between countries; the lack of standardized measures; dependence on manual processing; the plethora of documents; the traditional inspection methods; and the lack of commitment to bilateral and multilateral agreements on transport. Mr. Busit stressed that the paper set forth specifications for an appropriate Arab transport programme, together with the basic framework for feasible programmes and the mechanism to realize them. The first step is to study and analyse the Arab programmes that meet the required specifications. He proposed for that purpose the formation of a central Arab committee composed of specialists in the fields of transport and IT, which would formulate the developments and proposals necessary in a programme which is compatible with the required objectives and needs.

40. Mr. Khalid al-Wazny, Director-General of Jordanian Customs, presented a paper entitled "Jordanian customs and the implementational aspects of the facilitation of international freight transport across Jordan". Given the faith of the Customs Department in its mission and the objectives and aims it seeks to realize, the Department has sought to reorganize and keep abreast of all internal and external changes caused by developments related to Jordan's incorporation into world economic order through membership of the World Trade Organization (WTO), signature of the Euro-Mediterranean Partnership Agreement and application of the Arab Free Trade Agreement. In order to achieve its objectives with transparency and clarity, strengthen the regional and international trade position of Jordan, and advance in the use of sound procedures, Jordanian Customs has taken bold and far-reaching steps towards simplifying customs procedures and facilitating

international freight transport across its territory. One such step was the computerization of customs procedures, which has helped both to simplify those procedures and the work involved and to expedite the completion of formalities, thus saving both time and effort. A manual of customs procedures has been issued and the standardized customs declaration is being implemented, including the principle of random sampling and the adoption of the green, yellow and red channel system. A modern satellite communications network has been set up in order to link customs centres, and customs-related legislation has been modernized in order to keep abreast of recent trade developments. An Internet web site had been created for the Customs Department, which gives information about the Department and handles queries and e-mail. Furthermore, a mechanism has been created for the direct payment of transit declaration and re-export fees, as well as bank guarantees and other promissory notes related to those declarations. This has saved time, effort and expense and has allowed for application of the customs valuation code and the tariff schedule system. This provides control over procedures, ensures the uniformity of decisions and provides transparency. Furthermore, a specialized customs training centre, fully equipped with training facilities and laboratories, has been established in order to train and develop the skills of customs officials, who are essential to successful customs operations.

41. Mr. Mohammed Omar Jamjoum, owner and Director-General of the Kanana Trading and Contracting Company and Professor of Transport Engineering at King Abdul Aziz University in Saudi Arabia, presented a paper on the facilitation of international freight transport in Saudi Arabia. He said that every country has its customs line, namely, the boundary which divides it from its neighbouring countries, and the country's coastline. Saudi Arabia has established customs departments to supervise the movement of goods entering and leaving the country and collect duties imposed on those goods. The customs department has an office at every sea and airport and land border post. The customs representative at each customs department has the authority to inspect and seize persons, goods and means of land, sea and air transport. Goods are not allowed to pass through customs lines at sea ports or land positions between sunset and sunrise except in emergency situations. He noted that the customs system of Saudi Arabia was established pursuant to Royal Decree No. 425 of 5 Rabi'I A.H.1372.

42. Mr. Mahmoud El-Hibr, First Economic Affairs Officer of ESCWA, presented a paper entitled "The facilitation of international transport through seaports and destination points in the region with the focus on the ports of Dubai". He said that the concern of the countries of western Asia over transport in all its land, sea and air forms was growing. This was a clear indication of a genuine desire to facilitate international freight transport and, in particular, to support and increase the volume of exports and transit trade between the countries of the region and neighbouring countries. This desire has led to some improvements in the transport sector in recent years. A number of countries in the region have removed some of the obstacles which impede the flow of foreign trade, especially exports, through sea, land and air gateways; modernized work methods; facilitated formalities by introducing modern electronic procedures and the exchange of information between trade- and transport-related sectors on, for example, security and customs procedures; and modernized and developed the infrastructure, including roads, seaports and airports. Tremendous progress has been made in facilitating international freight transport in the United Arab Emirates, including import and export procedures, seaport formalities, customs procedures at land and air gateways and the increased use of IT for the exchange of data related to all procedures. Dubai ports, which use the most modern container-handling systems, represent a focal point for the reshipment and distribution of goods throughout the region and to other regions. The paper reviewed and analysed this experiment, which is unique to the region, with a view to making it accessible to the other countries of the region which are striving to facilitate international freight transport, reduce costs and improve the competitiveness of their exports in external markets.

6. Sixth session: Towards the facilitation of transport in the region

43. The session began with the presentation of a paper by transport expert Mr. Mohammad Rahmatallah, entitled "The facilitation of transport in Asia and Europe". He said that, because of globalization, the strategic role of transport in international trade had undergone basic changes. In the past, sea transport has been the most important means of international freight transport. Recently, however, with increased social, cultural and economic interaction between countries, and the increased demand for goods to be transported from door to door, the role of land transport as a basic link in supply and export had increased significantly.

In order to provide reliable, simple and effective services and facilities between various countries, there was a need for infrastructure in the form of harmonized, integrated and standardized networks, and standardized, harmonized procedures and formalities at border points for goods, passengers and vehicles which would facilitate the movement of goods, drivers and crews. In order to help the ESCWA region to adopt easy and suitable procedures for cross-border operations, the paper focused attention on the European experience subsequent to agreements between European countries relating to border crossings. It also referred to the experience of the ESCAP region in facilitating the transport of international goods and passengers by sea and land. On the basis of the experiences of Europe and Asia, the paper put forward a number of recommendations for review and discussion at the Meeting.

44. Mr. Mohammad Jamal al-Saati, Senior Projects Officer of IDB, presented a paper entitled "Multi-modal transport systems in States members of the Islamic Development Bank". He said that the application and use of multimodal transport systems in developing countries will contribute effectively to the removal of obstacles to trade movement between countries. He noted that some States members of the Bank are difficult to access or land-locked, which increases transport costs and has a negative impact on commercial exchange-related movements. The proposed system of transport would reduce those negative aspects. The multimodal system would help to improve and establish existing trade movements by organizing schedules and reducing costs, while increasing the volume of trade and providing greater opportunities for competition, thereby accelerating the pace of economic growth in those countries. This input from the Bank will contribute to the improvement of social and economic conditions in the countries involved in the study. There will be an increase in the movement of goods and the volume of trade exchanged between those countries, neighbouring countries, Gulf States and Arab, African and other countries, and it should be possible to draw on this experience and apply it in the future to other Arab countries.

45. Mr. Nabil Safwat presented the draft ESCWA study on the facilitation of international freight transport in the region. The study comprises six volumes, the first of which contains a general introduction and three parts. The introduction underlines the importance of the study and its methodology and organization. The first part reviews some international and regional agreements related to the facilitation and simplification of international freight transport procedures. The second part contains a comparative analysis of international freight transport procedures at the major sea and land gateways in the five countries included in the study, namely, Egypt, Jordan, Lebanon, the Syrian Arab Republic and the United Arab Emirates, and concludes by identifying the most important problems and impediments to international freight transport in the region. The third and most important part of the first volume includes the recommendations of the study and a suggested model for international freight transport procedures through the ports of the countries of the region. Volumes two to six of this study are similar in subject matter, layout and content. The main focus of each is a detailed description of international freight transport operations through sea and land gateways in one of the five countries included in the study. Each volume begins with an introduction to the country involved, followed by a detailed description of import, export, transit and re-export procedures through one of the main ports of the country concerned. This includes the steps which must be taken by each of the parties involved, the documents required, costs, and the time taken to finish the formalities. This part is followed by a detailed description of the procedures for the entry and exit of trucks through one of the main land gateways of the country involved. In addition to listing the procedural steps, each volume elucidates those steps to the extent possible, by using tables and graphs in which arrows show the relationship between the procedures and the parties which implement them, in accordance with the model for international trade procedures adopted by the United Nations Centre for the Facilitation of Procedures and Practices for Administration, Commerce and Transport.

7. Seventh session: Towards the facilitation of transport in the region

46. This session discussed a number of subjects related to the facilitation of transport in the region, including the simplification, clarity and scrupulous implementation of procedures; EDI; organizational structures; administrative harmonization; valuations; tariff schedules; and agreements.

8. *Eighth session: Draft agreement on international roads in the Arab Mashreq*

47. During this session, discussion of the articles of the draft agreement on international roads was completed.

C. THIRD DAY

9. *Ninth session: Recommendations relating to the draft agreement on international roads and the facilitation of transport in the region*

48. Recommendations relating to the development of an integrated transport system in the Arab Mashreq, the draft agreement on international roads and the facilitation of transport in the region were discussed at this session. The recommendations were prepared by the drafting committee, which was composed of some of the experts present and the secretariat of the Meeting, and were discussed and adopted, once the views of those present had been taken into consideration.

10. *Tenth session: The impact of regional and international variables on regional transport*

49. Mr. Saad al-Qadi, Associate Professor of Transport Engineering in the School of Civil Engineering of King Saud University, Riyadh, presented a paper entitled "The impact of regional and international variables on transport in Arab Gulf States". The paper sought to review variables at international, regional and local level, in an attempt to predict possible impacts on the transport sector in GCC States. The paper consisted of sections which dealt with the possible impact on the transport sector of the aforementioned variables. The first section dealt with the effects which may be expected when GCC States join WTO. The second section dealt with the impact of the creation of a great Arab free trade zone and an Arab common market. The third section discussed the expected impact of the creation of the free trade zone, the Gulf customs union and the Gulf common market. The fourth section dealt with privatization and structural reorganization policies in the transport sector. The fifth section discussed developments in transport techniques, communications and information and their possible impact on transport in GCC States. The paper also reviewed the broad outlines of the methodology used in order to analyse the capacity of the transport sector in GCC States to confront future demands and challenges.

50. Mr. Abdul-Jawad al-Dawoodi, Director-General of ACAC, presented a paper entitled "The impact of regional and international variables on transport and the programme to liberalize air transport between Arab countries". The paper dealt with the consequences of the liberalization of air transport in the European Union and the General Agreement on Trade in Services and the extent of their respective impact on Arab air transport. He noted that ACAC had prepared a programme for the liberalization of air transport between the Arab countries and considered it the most suitable current response to those developments. In order to achieve ACAC objectives and respond to the request of the General Secretariat of the League of Arab States to study the possible involvement of ACAC in implementation of the Arab free trade zone, the Commission had prepared a programme for the liberalization of air transport between Arab countries, being persuaded that this was a feasible contribution towards implementation of that zone. The Commission had subsequently formulated legal and administrative mechanisms for that programme, which are designed to provide each stage of it with procedures and formalities to ensure that all Arab air transport has the ability to adapt, be it in terms of organizational structures or trade methods and procedures. This would ensure that implementation takes into consideration the interests of all the parties involved and all the market characteristics and needs. He said that ACAC would be pleased to cooperate with ESCWA in taking joint, coordinated action to serve the interests of the Arab region and establish a unified, integrated transport system which would contribute to the development of trade and economic exchange and facilitate linkage and communication between the countries of the region.

11. *Eleventh and final session: Final report*

51. At the final session, which was presided over by Mr. Ahmed Farahat, the amended recommendations were read by a representative of the drafting committee and discussed, and the Meeting concluded with the adoption of the final report, in which the views of those present were taken into consideration.

VI. RESULTS AND RECOMMENDATIONS

A. DEVELOPMENT OF AN INTEGRATED TRANSPORT SYSTEM IN THE ARAB MASHREQ

52. A review was conducted of ESCWA's accomplishments in the following fields:
- (a) The development of a regional transport information system;
 - (b) Models for the prediction of current international freight flows as part of the methodological framework for policy analysis.
53. The experts paid tribute to these accomplishments and expressed their support for the predictive models presented by ESCWA. They were in favour of completing the models, while noting that the predictions should include the following variables:
- (a) Flow volumes between countries on the integrated regional network;
 - (b) The time taken by movements and procedures;
 - (c) The cost of movements and procedures.
54. The experts affirmed the importance of and need for correct and detailed information in order to apply such models.
55. Those present stressed the importance of using such models in order to help decision makers involved with policies for the facilitation of transport and trade in the region.

B. DRAFT AGREEMENT ON INTERNATIONAL ROADS IN THE ARAB MASHREQ

56. The draft agreement on international roads and its European counterpart were reviewed, together with working papers on the extent of conformity between the draft agreement and what is being implemented in certain member countries. A number of written interventions on the draft were submitted from Egypt, Iraq, Jordan, Oman, Palestine and the Syrian Arab Republic.
57. Spontaneous interventions were also made and extensive discussions took place for the second time on the draft. The participants expressed their appreciation for the effort exerted in preparing the draft agreement and made the following recommendations:
- (a) The importance of the existence of an agreement on international roads in the Arab Mashreq must be affirmed;
 - (b) In the light of the discussions and the comments expressed at the Meeting, some provisions of the agreement should be amended;
 - (c) Changes to the regional network (see annex I to the agreement) should be amended in accordance with the proposals made by member countries;
 - (d) Annexes II and III to the agreement must be amended in the light of the relevant comments and interventions, which should be reviewed by ESCWA before the final version of the annexes is prepared;
 - (e) Once the aforementioned amendments have been made, the draft agreement should be submitted to the Committee on Transport at its second session, scheduled for February 2001.

C. TOWARDS THE FACILITATION OF TRANSPORT IN THE ESCWA REGION

1. *The simplification of procedures and change of laws*

58. In order to develop and coordinate procedures and laws, the following recommendations were made:
- (a) The number of procedural steps, signatures, visas and documents required should be reduced;

(b) Terms and names, procedures, rules, forms, truck, wagon and road specifications should be harmonized and a unified safety system should be applied in the countries of the region;

(c) Countries with common land borders should establish joint customs centres in order to avoid the duplication of freight checking and inspection operations. Customs seals should be adopted for transit goods. In this respect, the experience of Europe could be drawn upon;

(d) Rules, regulations and decrees should be amended so as to be compatible with the simplification, harmonization and computerization of procedures; electronic processes should be adopted for the payment of fees and the processing of documents; and electronic signatures should be introduced.

2. The transparency of procedures, formalities and regulations

59. Thought should be given to the publishing of a printed or electronic procedural manual, to be constantly updated, in order to permit all those concerned easy access to the information required. Such information would include, *inter alia*, procedures; rules governing the evaluation of prices; customs tariffs schedules; the procedures and costs involved at ports and in customs formalities; the rules governing certificates of origin; and the requirements of inspection authorities.

3. Illegal practices

60. In order to improve operations and eradicate illegal practices, the following recommendations were made:

(a) Necessary practical steps should be taken in order to achieve the highest level of integrity and eradicate illegal practices in port and customs services and goods inspection procedures, while ensuring that procedures are not complicated thereby;

(b) The standards drawn up by the World Customs Organization in 1993, known as the Arusha Declaration concerning Integrity in Customs, should be adopted in order to achieve integrity in customs services;

(c) Powers should be established or activated for the inspection of those working at border crossing points and in order to receive complaints about the performance of such officials; and a mechanism for responding to such complaints should be established;

(d) The professional and environmental situation of those working at border crossing points, including customs and inspection authorities, should be improved and such officials should be offered appropriate incentives.

4. Manpower development

61. In view of the importance of manpower development, the following proposals were made:

(a) Manpower should be developed, capacity-building programmes introduced and training courses involving modern procedures and methods and requirements for the implementation of international agreements should be made more widely available to those working in transport-related operations and international freight transport, including customs officials at land, sea and air crossing points;

(b) Standards should be formulated for the performance of all those who work in international freight transport operations, and applied in a manner which would make it possible to follow up the performance standards of such workers and identify shortcomings, especially those which are deliberate.

5. Computerization, EDI and IT

62. In order to maintain uninterrupted communications and increase awareness, the following are recommended:

(a) The computerization of formalities in sectors involved in international freight transport operations, including customs, ports, exporters and importers, banks, trade-related professions and inspection authorities. Such computerization should also cover customs data, manifests, on-board container distribution plans, warehouse regulations, payment of duties and related formalities, permits, goods invoices and inspection authority certificates;

(b) The application of IT and electronic interchange of data between all the parties involved in the procedures, in order to link all such parties in an integrated system, in which a standardized EDI system is used, that is compatible with international standards for e-mail.

6. *The development of organizational structures and administrative standardization*

63. The participants recommended that, in order to further the development of organizational structures and standardize administration, the following steps should be taken:

(a) Inspection procedures related to, *inter alia*, agriculture, food, health, quarantine and specifications should all be placed under the supervision of a single inspection authority, such as the Egyptian General Authority for Control of Imports and Exports. Such an authority may, if need be, take samples of goods and issue a single certificate of validity which includes the views of all the inspection authorities involved;

(b) National committees should be established in order to facilitate transport and trade. Members should include representatives of all Government and non-governmental parties involved. The main function of such committees would be to deal with all matters related to the facilitation of transport and international trade;

(c) The organizational structures and work practices of the authorities responsible for transport operations and the circulation of goods should be developed and cooperation and exchange of expertise between the countries of the region should be strengthened;

(d) There should be increased coordination between all personnel, including customs and security services, at land, sea and air border posts.

7. *Valuation and tariff schedules*

64. In order to facilitate and standardize procedures, the following actions are recommended:

(a) The application of international criteria, such as those adopted by WTO in its agreement on customs valuation; the use of international and Arab trade databases, including the Inter-Arab Trade Information Network and the continued updating of goods valuation and related techniques;

(b) The application of the tariff nomenclature used by the World Customs Organization since 1988, as set forth in the WCO Harmonized System and its amendments. Tariffs should not be excessive and the experiences of the regional countries which have been pioneers in this field should be drawn upon.

8. *Continuous working hours*

65. The countries of the region are urged to keep land and sea border posts open around the clock in order to meet commercial needs and satisfy users' requirements.

9. *The conclusion of new agreements and ratification of existing agreements*

66. In view of the importance of international agreements, the following recommendations are made:

(a) The countries of the Arab Mashreq should make a commitment to regional agreements concerning the simplification and harmonization of freight transport procedures through international gateways of all kinds. It should be noted that these agreements provide special features and facilities for the

countries of the Arab Mashreq and will lead to a growth in trade between those countries and reduce their dependence on imports from foreign countries;

(b) The relevant international agreements should be ratified and a commitment made to their application. These include the Customs Convention on the International Transport of Goods under Cover of TIR Carnets and the International Convention on the Simplification and Harmonization of Customs Procedures (Kyoto Convention);

(c) International agreements on the transport, movement and storage of dangerous materials must be implemented.

10. *The adoption of a multimodal international freight transport system*

67. With a view to increasing international trade competitiveness, member countries are urged to adopt a multimodal transport system in order to facilitate the transport of regional exports and imports; to cooperate with regional and international organizations; and to ratify the relevant United Nations' agreements.

68. The participants recommended that the role of ESCWA should be strengthened in the following respects:

(a) It should support member countries in applying the recommendations set forth above;

(b) It should be involved in the formulation of regional agreements on the simplification and harmonization of international freight transport procedures in the region;

(c) It should extend technical assistance to member countries, with a view to establishing national committees for the facilitation of transport and international trade;

(d) It should coordinate action taken by the countries of the region with a view to adopting models and procedural systems, including computerization and EDI, in cooperation with the newly-created authorities that have applied such models and systems, of which examples are the Dubai Ports Authorities and Dubai Ports and Customs;

(e) It should urge national, regional and international financing institutions to provide the necessary funds for implementation of the above-mentioned recommendations.

VII. EVALUATION OF THE MEETING

69. A questionnaire was distributed to all participants in order to find out their views on technical and organizational aspects of the Meeting. A total of 45 participants responded to the questionnaire.

70. With respect to the technical aspects, some 48 per cent of participants rated them as 'excellent'; 35 per cent as 'good'; and a small percentage (some 13 per cent) as 'average'. Only 1 per cent rated the technical aspects as 'below average' or 'weak'. This indicates that the technical standards were very high, thanks to the participation of all present.

71. With regard to the organization, 60 per cent rated it 'excellent' and 31 per cent 'very good', which indicates that the level of organization at the Meeting was high. A total of 36 per cent considered the services provided during the Meeting as 'excellent', 22 per cent as 'very good', 27 per cent as 'average' and 15 per cent found services to be 'below average' or 'weak'. The main reason for this was the absence of coffee and tea at breaks except from the cafeteria, at participants' own expense, which is not the type of hospitality that they are used to receiving from ESCWA.

72. In addition to responding to the questionnaire, participants made a number of positive remarks and proposals, which will be taken into consideration in future programmes and work plans of the ESCWA Transport Section.

Annex I*

LIST OF PARTICIPANTS

السيد محمد أمين سالم أبو عساف مدير عام الشركة الموحدة لتنظيم النقل البري الشركة الموحدة لتنظيم النقل البري المساهمة العامة المحدودة عمّان	المملكة الأردنية الهاشمية السيد خالد الوزني مدير عام الجمارك دائرة الجمارك عمّان
<u>دولة الإمارات العربية المتحدة</u> السيد محمد عبد الرحمن المرزوقي مدير إدارة الشؤون البرية وزارة المواصلات أبوظبي	السيد عبد الحميد الكباريتي وزارة النقل عمّان السيدة إيمان الرمحي وزارة الأشغال العامة والإسكان عمّان
السيد عبيد صقر بوست رئيس مجلس الجمارك بدولة الإمارات العربية المتحدة مدير عام دائرة الموانئ والجمارك بدبي دبي	الأنسة أحلام عويس وزارة الأشغال العامة والإسكان عمّان
السيد محمد حسن خوري نائب مدير جمرك الغويفات دائرة الجمارك أبوظبي	السيد جبر النابلسي رئيس قسم الأبحاث والدراسات مؤسسة الموانئ عمّان
السيد جمال حسن الحوسني مساعد مدير إدارة النقل للتصميم والدراسات دائرة الأشغال (أبوظبي) أبوظبي	السيد عطية محمد عاقل رئيس قسم العلاقات الدولية سلطة الطيران المدني عمّان
السيد خالد جواد القطب كبير مهندسي النقل والمرور دائرة الأشغال (أبوظبي)	السيد غالب قاسم صالح الصرايرة مدير جمرك جابر دائرة الجمارك عمّان
السيد رصين قدري مفتي رئيس شعبة الدراسات والتصميم بلدية أبوظبي	السيد نضال البشابشة مدير عام مؤسسة الخليج للتخليص والترانزيت مؤسسة الخليج للتخليص والترانزيت عمّان

* Issued as submitted by the Division.

الإمارات العربية المتحدة (تابع)

السيد عامر علي
سلطة موانئ دبي
دبي

السيد كارلوس الهاشم
شركة جوعان للنقل العام
دبي

دولة البحرين

السيد راشد علي الجنيد
مدير الشؤون الإدارية والمالية
وزارة المواصلات
المنامة

المملكة العربية السعودية

السيد عبد العزيز بن عبد الرحمن العوهلي
وكيل وزارة المواصلات لشؤون النقل
وزارة المواصلات
الرياض

السيد عبد العزيز بن محمد التويجري
وكيل وزارة المواصلات المساعد للتخطيط
وزارة المواصلات
الرياض

السيد فهد محمد الصباغ
السكرتير الأول
سفارة المملكة العربية السعودية في لبنان
بيروت

السيد عصام جميل ناضره
مدير الإتفاقيات الجوية الثنائية والتعاون الدولي
رئاسة الطيران المدني
جدة

السيد حامد البار
أستاذ مشارك للنقل
جامعة الملك عبد العزيز
جدة

الجمهورية العربية السورية

السيد شفيق داؤد
معاون وزير النقل في سوريا
وزارة النقل
دمشق

السيد أحمد جلال الدين فضلون
مدير النقل الطرقي
وزارة النقل
دمشق

السيد أمل أبو عياش
مدير العقود
وزارة المواصلات
دمشق

السيدة إيهاب الموالي
نائب مدير التخطيط
وزارة المواصلات
دمشق

السيد باسم سعيدان
مدير العبور والمناطق الحرة
مديرية الجمارك
دمشق

السيد غسان عبد الغني
أمين جمارك جديدة
مديرية الجمارك
دمشق

السيد شوقي فيتروني
مدير إدارة التير في سوريا
اللجنة الوطنية السورية
دمشق

السيد إبراهيم شلهوب
مهندس
وزارة النقل

جمهورية العراق

السيد صبري كاطع عبد
وكيل وزارة النقل والمواصلات
وزارة النقل والمواصلات
بغداد

السيد علي كرم محسن
مدير صيانة الطرق والجسور
وزارة الإسكان والتعمير
بغداد

سلطنة عُمان

السيد حمد بن سعود الرمضاني
مدير دائرة الدراسات والتخطيط
المديرية العامة للطرق
وزارة الإسكان
مسقط

السيد جميل بن علي سلطان اللواتي
نائب الرئيس
غرفة تجارة وصناعة عُمان
مسقط

فلسطين

السيد محمود عيد القواسمي
مدير عام وزارة النقل والمواصلات
وزارة النقل والمواصلات
غزة

دولة قطر

السيد صالح راشد السليطي
مساعد مدير إدارة التخطيط للشؤون الفنية
وزارة الشؤون البلدية والزراعة
الدوحة

دولة الكويت

السيد صباح جابر العلي الصباح
مدير عام مؤسسة الموانئ الكويتية
مؤسسة الموانئ الكويتية

السيد خالد عاشور المرزوق
وكيل الوزارة المساعد لقطاع النقل
وزارة المواصلات

السيد صالح محمد الهدود
مؤسسة الموانئ الكويتية

السيد أحمد محمد الطراورة
مؤسسة الموانئ الكويتية

السيد عبد العزيز جمال عبد العزيز
مؤسسة الموانئ الكويتية

السيد فاضل عبد الله البغلي
مؤسسة الموانئ الكويتية

السيد عدنان جواد الصايغ
مؤسسة الموانئ الكويتية

السيد سالم علي تقي
مؤسسة الموانئ الكويتية

السيد عبد العزيز عبد الله ملا يوسف
مؤسسة الموانئ الكويتية

السيد عبد الله الجساس
مؤسسة الموانئ الكويتية

السيد هشام المطيري
مؤسسة الموانئ الكويتية

السيد خالد النشوان
مؤسسة الموانئ الكويتية

السيد محمد البلوشي
مستشار قانوني
مؤسسة الموانئ الكويتية

السيد عسكر سعود الرشيد
مساعد مدير التخطيط والتطوير
شركة الملاحة العربية المتحدة

الجمهورية اللبنانية

السيد عبد الحفيظ القيسي

المدير العام

وزارة النقل

بيروت

السيد محمد حسن عساف

رئيس ديوان المديرية العامة للنقل البري والبحري

وزارة النقل

بيروت

الآنسة لارا فخري

رئيس دائرة الوصاية والنقل البري

وزارة النقل

بيروت

السيد حسان محي الدين شعبان

خبير في شؤون النقل

وزارة النقل

بيروت

السيد جوزف زكي بوسمرة

رئيس مصلحة التصميم والبرامج في مديرية الطرق

وزارة الأشغال العامة

بيروت

السيد جابي مكرزل

مدير مشروع فعالية التجارة

وزارة الاقتصاد والتجارة

بيروت

السيدة رفيف برو

وزارة الاقتصاد والتجارة

بيروت

السيد حسن حنيني

مراقب أول في إدارة الجمارك

مديرية الجمارك العامة

بيروت

السيد جان حلبي

مراقب أول

المديرية العامة للجمارك

بيروت

السيد مروان فارس الخوري

مرفأ بيروت

بيروت

السيد سامي جوجو

مدير الغرفة

غرفة الملاحة الدولية في بيروت

بيروت

السيد مالك عاصي

رئيس دائرة التجارة الخارجية

وزارة الاقتصاد والتجارة والصناعة

بيروت

السيد سعيد حيدر

رئيس مكتب المعلوماتية

المديرية العامة للاستثمار والصيانة

وزارة الاتصالات

بيروت

السيد محمد نمر عويدات

مهندس

المديرية العامة للطرق والمباني - مديرية المباني

وزارة الأشغال العامة

بيروت

السيد جورج أميل شاغوري

رئيس النقابة

نقابة موظفي شركات السفر والسياحة والملاحة في لبنان

بيروت

السيد غسان سوبرة

رئيس النقابة

نقابة مخلصي البضائع في لبنان

بيروت

الجمهورية اللبنانية (تابع)

السيد عبدالحميد الفيل
نائب الرئيس
الغرفة الدولية للملاحة في بيروت
بيروت

السيد سمير سرياني
الرئيس
نقابة وسطاء النقل الجوي والبري والبحري
بيروت

المهندس آلان قرداحي
مسؤول قطاع النقل في إدارة البرامج
مجلس الإنماء والإعمار
بيروت

السيد عصام قباني
صاحب وكالة شحن وسفر
بيروت

المهندسة هالة شمس
مسؤول قطاع النقل في إدارة البرامج
مجلس الإنماء والإعمار
بيروت

السيد وليد توفيق لطوف
بيروت

السيد محي الدين غنوم
المدير التنفيذي
نقلات الجزائري
بيروت

السيد الياس الحلو
مهندس رئيسي - قطاع النقل في إدارة المشاريع
مجلس الإنماء والإعمار
بيروت

السيد علي بو حيدر
المدير التجاري
نقلات الجزائري
بيروت

السيد فادي صععب
رئيس مجلس الإدارة والرئيس
شركة الخطوط الجوية عبر المتوسط
بيروت

السيد حسين ضاهر
مدير قسم النقل المتعدد الوسائط
نقلات الجزائري
بيروت

السيد ريمون عقل فرحات
مستشار للشؤون الدولية والصناعية
شركة خطوط الجوية عبر المتوسط
بيروت

السيد جابر يال طراف
نائب مدير قسم النقل المتعدد الوسائط
نقلات الجزائري
بيروت

السيد إيلي جرجس عيد
الرئيس
شركة المجموعة الملاحية المتحدة
بيروت

السيد محمد أمين حبال
خبير بحري
نقلات الجزائري
بيروت

السيد سامي محمد الأتات
مدير عام الشركة
وكالة بلو ويف للشحن البحري
بيروت

السيد عامر قيسي
مدير عمليات
GTS
بيروت

الجمهورية اللبنانية (تابع)

السيد وسام حصري
غرفة التجارة والصناعة والزراعة
بيروت

المهندس ربيع عسيران
دار الهندسة نزيه طالب وشركاه
بيروت

السيد تمام نقاش
شريك مدير
تيم انترناشيونال
بيروت

السيد يوسف سلام
شريك مدير
تيم انترناشيونال
بيروت

السيد محمد عيتاني
نائب رئيس الجمعية
جمعية أصحاب السفن اللبنانيين
بيروت

السيد محسن خنافر
مرقاً بيروت
بيروت

السيد بسام بستاني
خطيب وعلمي
بيروت

السيد أيهم حسن
مهندس
الجامعة الأمريكية في بيروت
بيروت

جمهورية مصر العربية

السيد محمد طلعت خطاب
وكيل أول وزارة النقل
نائب رئيس مجلس إدارة تخطيط مشروعات النقل
وزارة النقل
القاهرة

السيد فؤاد شرين عبد الحلیم
رئيس مصلحة الموانئ والمنائر
وزارة النقل البحري
الإسكندرية

السيد محمد فرج علي لطفي
القائم بأعمال مستشار شؤون الموانئ والمنائر بقطاع
النقل البحري
وزارة النقل البحري
الإسكندرية

السيد محمد عز الدين محمد سليمان
رئيس الإدارة المركزية لجمارك سيناء
مصلحة الجمارك

السيد محمد نبيل الشيمي محمد محمود
المدير العام بقطاع التجارة الخارجية
وزارة الاقتصاد والتجارة الخارجية
القاهرة

السيد عبد الله محمد عبد الرحمن
مدير عام إدارة الاتفاقيات والمعاهدات والتسهيلات
بالنقل الجوي
الهيئة المصرية العامة للطيران المدني
القاهرة

السيد محمد أحمد عواد
مدير أبحاث السوق بالنقل الجوي
الهيئة المصرية العامة للطيران المدني
القاهرة

الجمهورية اليمنية

السيد يحيى أحمد الكحلاني
القائم بأعمال وكيل وزارة النقل
وزارة النقل
صنعاء

السيد حسين حسين السياغي
وكيل الهيئة
الهيئة العامة للطيران المدني والأرصاد
صنعاء

الجمهورية اليمنية (تابع)

السيد عبد الحافظ القعيطي
مدير عام ميناء المكلا
وزارة النقل
المكلا

السيد محسن بن بريك
مدير عام خطوط اليمن البحرية
وزارة النقل
عدن

السيد فهد محمود صالح هامشري
مدير عام مكتب وزارة النقل في عدن
وزارة النقل
عدن

الأمانة العامة لدول مجلس التعاون الخليجي

السيد سلطان غانم الغانم
مدير إدارة النقل والمواصلات
الرياض
المملكة العربية السعودية

الهيئة العربية للطيران المدني

السيد عبد الجواد الداودي
مدير عام الهيئة العربية للطيران المدني
الرباط
المملكة المغربية

السيد أسامة كتاني
مدير النقل الجوي في الهيئة العربية للطيران المدني
الرباط
المملكة المغربية

البنك الإسلامي للتنمية

السيد محمد جمال الساعاتي
مسؤول أول مشاريع
إدارة النقل والمشاريع
جدة
المملكة العربية السعودية

الاتحاد العربي للسكك الحديدية

السيد مرهف الصابوني
الأمين العام
حلب
الجمهورية العربية السورية

الاتحاد العربي للنقل البري

السيد محمود العبدالات
الأمين العام
عمان
المملكة الأردنية الهاشمية

اتحاد الموانئ البحرية العربية

السيد أحمد السيد حميده
أمين عام اتحاد الموانئ البحرية العربية
الإسكندرية
جمهورية مصر العربية

الاتحاد العربي للناقلين البحريين

السيد أنور غزاوي
مدير المكتب الإقليمي للاتحاد العربي للناقلين البحريين
في بيروت
ورئيس جمعية أصحاب السفن اللبنانيين
بيروت
الجمهورية اللبنانية

اللجنة الاقتصادية لأوروبا

Mr. Jerzy Witkowski
Road Transport Expert
Transport Division
ECE
Geneva, Switzerland

استشاريي الإسكوا

السيد محمد عمر جمجوم
عضو هيئة تدريس، كلية الهندسة
جامعة الملك عبد العزيز
جدة
المملكة العربية السعودية

اللجنة الاقتصادية والاجتماعية لغربي آسيا

استشاريي الإسكوا (تابع)

السيد أحمد فرحات
رئيس شعبة القضايا والسياسات القطاعية

السيد عبد الحكيم الأغبري
مدير عام المجلس اليمني لصندوق صيانة الطرق
صنعاء

السيد نبيل صفوت
رئيس قسم النقل
شعبة القضايا والسياسات القطاعية

الجمهورية اليمنية

السيد محمود الحبر
مسؤول أول شؤون اقتصادية
قسم النقل
شعبة القضايا والسياسات القطاعية

السيد عبد الرحيم الزهراني
أستاذ بقسم الهندسة المدنية
جامعة الملك عبد العزيز
جدة
المملكة العربية السعودية

السيد إياد الطائي
مسؤول أول شؤون اقتصادية
قسم النقل
شعبة القضايا والسياسات القطاعية

السيد سعد القاضي
أستاذ بقسم الهندسة المدنية
جامعة الملك سعود
الرياض
المملكة العربية السعودية

السيد توربن سول
مسؤول شؤون اقتصادية
قسم النقل
شعبة القضايا والسياسات القطاعية

السيد حمدي نصر الدين
مدير تكنولوجيا المعلومات
شركة إنترفت
ميلتون كينز
المملكة المتحدة

السيد محمد رحمة الله
خبير نقل
بنغلاديش

Annex II

LIST OF DOCUMENTS

Symbol	Title
E/ESCWA/TRANS/2000/WG.1/L.1	
E/ESCWA/TRANS/2000/WG.1/2	Revised International Convention on the Simplification and Harmonization of Customs Procedures
E/ESCWA/TRANS/2000/WG.1/3	نظام الطرق البرية والمواصفات القياسية لتصميمها في فلسطين
E/ESCWA/TRANS/2000/WG.1/4	Good practices for facilitation of land and maritime transport for international movement
E/ESCWA/TRANS/2000/WG.1/5	The European Agreement on Main International Traffic Arteries of 1975: background, objectives and how it works
E/ESCWA/TRANS/2000/WG.1/6	Facilitating the international transport of goods by road under the International Road Transport Convention
E/ESCWA/TRANS/2000/WG.1/7	التوافق بين شبكة طرق المملكة العربية السعودية وشبكة الطرق الدولية في المشرق العربي (ITSAM)
E/ESCWA/TRANS/2000/WG.1/8	ورقة عمل حول مشروع اتفاقية الطرق الدولية في المشرق العربي فى ضوء ما يتم تطبيقه في الجمهورية اليمنية
E/ESCWA/TRANS/2000/WG.1/9	الآثار المحتملة للمتغيرات الدولية والإقليمية والمحلية على النقل في دول الخليج العربية
E/ESCWA/TRANS/2000/WG.1/10	الجوانب التنفيذية التي اتخذتها دائرة الجمارك الأردنية لتبسيط الاجراءات الجمركية وتسهيل نقل البضائع دولياً عبر أراضيها
E/ESCWA/TRANS/2000/WG.1/11	Introduction of the multi-modal transport operations to the Islamic Development Bank's member countries
E/ESCWA/TRANS/2000/WG.1/12	دليل مختصر للمواصفات القياسية بالطرق السريعة بسلطنة عُمان
E/ESCWA/TRANS/2000/WG.1/13	مساهمة برامج الحاسب الآلي في تسهيل الانتقال في الوطن العربي
E/ESCWA/TRANS/2000/WG.1/14	اجراءات نقل البضائع الدولية في المملكة العربية السعودية
E/ESCWA/TRANS/2000/WG.1/15	شبكة الطرق المصرية: الوضع الراهن والرؤية المستقبلية
E/ESCWA/TRANS/2000/WG.1/16	غير مستعمل
E/ESCWA/TRANS/2000/WG.1/17	غير مستعمل
E/ESCWA/TRANS/2000/WG.1/18	غير مستعمل
E/ESCWA/TRANS/2000/WG.1/19	اتفاقية الأمم المتحدة للنقل الدولي المتعدد الوسائط المعقودة بتاريخ ٢٤ أيار/مايو ١٩٨٠ مبادئ ومسؤوليات
E/ESCWA/TRANS/2000/2	الإطار المنهجي لوضع وتحليل سياسات تطوير نظام النقل المتكامل فى المشرق العربي المجلد الأول الوصف العام والجوانب الرئيسية

Symbol	Title
E/ESCWA/TRANS/2000/2/Add.1	Methodological framework for the formulation and analysis of policies for the development of the Integrated Transport System in the Arab Mashreq (ITSAM framework): volume II; a policy sensitive model for predicting international freight flows (trade)
E/ESCWA/TRANS/2000/3	مشروع اتفاق الطرق الدولية في المشرق العربي
E/ESCWA/TRANS/2000/4	تسهيل نقل البضائع الدولية في منطقة الإسكوا المجلد الأول الخلاصة والنتائج والتوصيات
E/ESCWA/TRANS/2000/4/Add.1	تسهيل نقل البضائع الدولية في منطقة الإسكوا المجلد الثاني وصف عمليات نقل البضائع الدولية في الجمهورية اللبنانية
E/ESCWA/TRANS/2000/4/Add.2	تسهيل نقل البضائع الدولية في منطقة الإسكوا المجلد الثالث وصف عمليات نقل البضائع الدولية في المملكة الأردنية الهاشمية
E/ESCWA/TRANS/2000/4/Add.3	تسهيل نقل البضائع الدولية في منطقة الإسكوا المجلد الرابع وصف عمليات نقل البضائع الدولية في الجمهورية العربية السورية
E/ESCWA/TRANS/2000/4/Add.4	تسهيل نقل البضائع الدولية في منطقة الإسكوا المجلد الخامس وصف عمليات نقل البضائع الدولية في دولة الإمارات العربية المتحدة
E/ESCWA/TRANS/2000/4/Add.5	تسهيل نقل البضائع الدولية في منطقة الإسكوا المجلد السادس وصف عمليات نقل البضائع الدولية في جمهورية مصر العربية
No symbol	مداخلة مقدمة من الجمهورية العربية السورية حول مشروع اتفاق الطرق الدولية في المشرق العربي
No symbol	مداخلة مقدمة من سلطنة عُمان حول مشروع اتفاق الطرق الدولية في المشرق العربي
No symbol	مداخلة مقدمة من المملكة الأردنية الهاشمية حول مشروع اتفاق الطرق الدولية في المشرق العربي
No symbol	مداخلة مقدمة من جمهورية العراق حول مشروع اتفاق الطرق الدولية في المشرق العربي
No symbol	مداخلة حول مشروع اتفاق الطرق الدولية في المشرق العربي مقدمة من وزارة النقل والهيئة العامة لتخطيط مشروعات النقل - جمهورية مصر العربية

Annex III

ARTICLES OF AGREEMENT (SEPTEMBER 2000 AMENDMENT)

The Parties to this Agreement, conscious of the importance of facilitating land transport by road and the need to increase cooperation and intraregional trade and tourism through the formulation of a well-studied plan for the construction and development of an international road network that satisfies both future traffic needs and environmental requirements, have agreed as follows:

Article one: Adoption of the International Road Network

The Parties hereto adopt the international road network described in annex I to this Agreement (the "Arab Mashreq Road Network"), which includes roads that are of international importance in the Arab Mashreq, and should therefore be accorded priority in the construction and development of the national road networks of the Parties hereto and in their national projects.

Article two: Orientation of the routes of the International Road Network

The Arab Mashreq Road Network consists of the main routes having a north/south and east/west orientation and may include other roads in the future, to be added in conformity with the provisions of this Agreement.

Article three: Technical specifications

Within a maximum period of 15 years, all roads described in annex I shall be brought into conformity with the technical specifications described in annex II to this Agreement. New roads built after the entry into force of this Agreement shall, when built, be subject to the technical specifications described in the said annex II.

Article four: Signs and markings

Within a maximum period of seven years, the signs and markings used on all roads described in annex I shall be brought into conformity with the standards set forth in annex III hereto. Signs and markings installed after the entry into force of this Agreement shall, when installed, be subject to the standards set forth in the said annex III.

Article five: Signature, ratification, acceptance, approval and accession

1. This Agreement shall be open to members of the Economic and Social Commission for Western Asia (ESCWA) for signature from () to ().*
2. The members referred to in paragraph 1 in this article may become Parties to the present Agreement by:
 - (a) Signature not subject to ratification, acceptance or approval (definitive signature);
 - (b) Signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval;
 - (c) Accession.

* The period during which the Agreement is open for signature shall be 12 months as of the date designated by the Committee on Transport.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument with the depositary.

4. After the entry into force of the Agreement in accordance with Article Six of this Agreement, the remaining ESCWA members shall be urged to accede to the Agreement without delay.

5. States other than ESCWA members may become Parties to this Agreement, pursuant to paragraph 2 in this article subject to the approval of two thirds of the ESCWA members that are Parties to this Agreement. Accession shall take effect, unless three ESCWA members that are Parties to this Agreement object, within three months following the date of approval.

Article six: Entry into force

1. The Agreement shall enter into force 90 days after five States have either signed it definitively or deposited an instrument of ratification, acceptance, approval or accession.

2. After entry into force of this Agreement in accordance with paragraph 1 in this article and after the expiration of the period during which it is open for signature, as defined in Article Five, it shall become binding on any other State 90 days after that State's definitive signature, ratification, acceptance, approval or accession.

Article seven: amendments

1. After the entry of the Agreement into force, any Party thereto may propose amendments to the Agreement, including its annexes.

2. Proposed amendments to the Agreement shall be submitted to ESCWA's Committee on Transport.

3. Amendments shall be considered adopted if approved by a two-thirds majority of the Parties thereto. In the case of amendments to annex I of the Agreement, such majority must include all Parties directly concerned by the proposed amendment.

4. ESCWA's Committee on Transport shall, without delay, notify the depositary of all amendments thus adopted.

5. The depositary shall notify all Parties hereto of amendments thus adopted, which shall enter into force three months after such notification, unless more than one-third of the Parties object thereto within three months of the date of notification.

Article eight: Denunciation

Any Party may denounce this Agreement by written notification addressed to the depositary. Such denunciation shall take effect 12 months after the date of deposit of the notification, unless revoked by the Party prior to the expiration of that period.

Article nine: Termination

This Agreement shall cease to be in force if the number of Parties thereto is less than five during any period of 12 consecutive months.

Article ten: Dispute settlement

1. Any dispute arising between two or more Parties to this Agreement which relates to its interpretation or application and which the Parties to the dispute have been unable to resolve by negotiation or other means of settlement shall be referred to arbitration if any Party so requests. In such a case the dispute shall be submitted to arbitrators to be selected pursuant to an agreement between the disputants. If the Parties fail to

agree on the selection of one or two arbitrators within three months from the request for arbitration, any Party may request the Secretary-General of the United Nations or whomever he delegates to designate one arbitrator to whom the dispute shall be referred for decision.

2. The appointment of one or two arbitrators pursuant to the provisions of paragraph 1 in this article shall be binding on the parties to the dispute.

Article eleven: Limitations of application of this Agreement

Nothing in this Agreement shall be construed as preventing a Party hereto from taking any action that it considers necessary to its internal or external security or its interests, provided such action is not contrary to the provisions of the United Nations regulations.

Article twelve: Depositary

The United Nations Secretary-General shall be the depositary of the Agreement.

Article thirteen: List of technical terms and annexes

The list of technical terms and the three annexes to this Agreement are integral parts of the Agreement.

In witness whereof, the undersigned, being duly authorized thereto, have put their signatures to the Arabic, English and French versions of this Agreement, all of which are authentic, in the city of ()
on -----/-----/-----.