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Report

Twenty-second session of the Committee on Transport and Logistics Cairo, 6-7 December 2021

Summary

The Committee on Transport and Logistics of the Economic and Social Commission for Western Asia (ESCWA) held its twenty-second session in Cairo on 6-7 December 2021. The Committee discussed several issues, such as the impact of the COVID-19 pandemic on the Belt and Road Initiative (BRI), the sustainable transport project and the project to establish the Arab Integrated Road Safety Observatory (AIRSO). The Committee held a panel discussion on developments in the field of transport and logistics in the Arab region in light of the COVID-19 pandemic, and included a workshop on the challenges of switching to the electronic version of the Customs Convention on the International Transport of Goods Under Cover of TIR carnets in Arab countries.

At the end of its session, the Committee made a number of recommendations, some directed to the ESCWA secretariat and others to member States. The present report contains these recommendations and outlines a summary of the discussions on each agenda item of the session.

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Introduction

1. The Committee on Transport and Logistics of ESCWA held its twenty-second session pursuant to ESCWA resolution 213 (XIX) of 7 May 1997 concerning the establishment of a Committee on Transport within the Commission, which was endorsed by the United Nations Economic and Social Council (ECOSOC) in its resolution 1997/11 of 18 July 1997; and in accordance with ESCWA resolution 229 (XXI) of 11 May 2001 concerning the frequency of the sessions of the Committee.
2. This report contains a presentation of the recommendations reached by the Committee at the end of its session and the most prominent points raised in the discussions.

I. Recommendations made by the Committee on Transport and Logistics at its twenty-second session

3. At the end of its twenty-second session, the Committee on Transport and Logistics welcomed the progress made by the ESCWA secretariat on the implementation of activities under the ESCWA programme plan in the field of transport and logistics, technical cooperation activities and recommendations made by the Committee at its twenty-first session. The Committee adopted a set of recommendations, some directed to ESCWA member States and others to the ESCWA secretariat.

A. Recommendations to ESCWA member States

4. The Committee on Transport and Logistics addressed the following recommendations to ESCWA member States:

(a) Welcome the progress made by the ESCWA secretariat in the implementation of activities of its programme plan in the field of transport and logistics, technical cooperation activities and recommendations of the Committee at its twenty-first session, and welcome the move towards transforming the knowledge it produces in the field of transport and logistics into electronic platforms and tools for the benefit and direct use of policymakers;

(b) Take advantage of the opportunity to redesign global supply chains resulting from the COVID-19 pandemic by attempting to provide alternatives to very long supply chains, and leverage ESCWA expertise to identify such opportunities for each country separately as needed;

(c) Study the expected effects of economic and technological changes on the transport sector and the national economy, and develop strategies to deal with and benefit from them;

(d) Continue to develop policies on transportation in all its forms, taking into account the road transport sustainability criteria, and use the platform established by ESCWA and its partners for this purpose, to be launched in early 2022;

(e) Continue to follow up on the implementation of Sustainable Development Goals (SDGs) related to transport and logistics at the national level, drawing on ESCWA expertise in this area as needed;

(f) Seek an appropriate balance between transport infrastructure projects and the modernization and development of transport-related policies, in order to create the required complementarity between the two areas;

(g) Provide ESCWA with the names of national coordinators for the project “Geographic Information System (GIS) for Transport Networks and Facilities in the Arab Countries” if not already done, in order to follow up on the training courses and complete the platform data for 2022;

(h) Work towards a collective transition to the application of the electronic version of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), especially in the case of countries located on land corridors connected to road transit, and adopt a common road map to achieve this goal;

(i) Continue efforts to improve road safety, taking into account United Nations General Assembly resolution [74/299](#) of 31 August 2020 on “Improving Global Road Safety”;

(j) Formally notify ESCWA of States’ willingness, if any, to join the Arab Integrated Road Safety Observatory (AIRSO), nominate national coordinators for this project if not yet done and welcome the offer made by Morocco to host AIRSO in accordance with the criteria established by ESCWA and the procedures and regulations of the United Nations.

B. Recommendations to the ESCWA secretariat

5. The Committee on Transport and Logistics addressed the following recommendations to the ESCWA secretariat:

(a) Continue to monitor global developments affecting the transport and logistics sector and study their repercussions on Arab States, in particular the BRI and technological and digital developments;

(b) Brief member States periodically on ESCWA activities and events on developments in the transport and logistics sector in the period between the sessions of the Committee on Transport and Logistics, benefiting from online networking in this context;

(c) Strengthen the Arab States’ capacity to follow up and monitor progress in the implementation of SDGs related to transport and logistics and provide them with the necessary support upon their request;

(d) Build capacity in the application of the internal road transport sustainability criteria developed by ESCWA and its partners within the framework of the sustainable transport project, in preparation for the use of the “electronic platform for transport sustainability indicators” that is being developed to assess the sustainability of road transport in Arab countries, and identify performance gaps to address them;

(e) Continue cooperation and coordination with the Islamic Development Bank to hold training courses for the national coordinators of the project "GIS for Transport Networks and Facilities in the Arab Countries", and support the completion of filling in the data required to feed the system platform;

(f) Coordinate with the United Nations Economic Commission for Europe (UNECE), the International Road Transport Union, the Arab Union of Land Transport, the Arab Academy of Science: Technology and Maritime Transport and the World Customs Organization to organize regional workshops to raise awareness of the need for a collective transition to the electronic model of the TIR Convention and support States wishing to implement the road map for the application of the Convention’s electronic model;

(g) Follow up on the implementation of the pilot project funded by the United Nations Road Safety Fund on “Strengthening evidence-based interventions for road safety in the Arab region” through more effective and reliable data collection, processing and analysis;

(h) Complete the establishment of AIRSO, according to the road map presented in document [E/ESCWA/C.5/2021/7](#);

(i) Continue to build partnerships with international and regional organizations working in the field of transport and logistics in order to prepare plans to strengthen the capacity of Arab States in preparing and implementing policies.

II. Topics of discussion

A. Follow-up issues

Implementation of activities under the ESCWA programme plan in the field of transport and logistics, technical cooperation activities and recommendations made by the Committee at its twenty-first session (Agenda item 4)

6. On the basis of document [E/ESCWA/C.5/2021/3](#), the ESCWA secretariat presented the implemented recommendations of the previous session of the Committee, the activities carried out by the secretariat in the field of transport and logistics under its programme plan for 2021 and the technical cooperation activities implemented at the request of member States. The representative of the ESCWA secretariat stated that those activities had included following up on the implementation of the components of the Integrated Transport System in Arab States, and the preparation of working papers and studies, including: [the National Connectivity Report \(NCR\) in Jordan](#), The impact of COVID-19 on the Belt and Road Initiative: The case of the Arab region, the challenges of energy consumption in the transport sector in the Arab region, a report on technology and innovation for the development of road transport in Arab countries, a concept note on AIRSO and a technical note on the work areas covered by the GIS platform for transport networks and facilities in the Arab countries, among other papers. Those activities had also comprised workshops to reconsider the master plan of the Beirut Port after the 2020 explosion, workshops on road safety and sustainable transport in Jordan and Bahrain, and other activities.

7. During the discussion, the representative of Lebanon noted the interest of ESCWA in the field of transport in his country, and thanked ESCWA for conducting a study on the Beirut Port. He hoped for enhanced coordination between ESCWA and the World Bank, especially since the World Bank was interested in conducting advanced studies on the master plan for the Beirut Port and developing it into a smart port. He also hoped further studies would be conducted on the integration of ports in ESCWA member States, especially in light of the challenges that the Eastern Mediterranean region was facing because of non-Arab countries. The representative of Iraq requested summaries of the technical workshops, their recommendations and future workshop dates. The representative of Egypt focused on climate change, and considered it necessary to develop consistent positions on this subject, and to conduct a deeper study of its effects on transport. She also referred to the need for ministries of transport in the region to have institutional structures for climate change departments, and requested a regional workshop on the subject.

8. The representative of the ESCWA secretariat responded by outlining the workshops conducted the year before, pointing to the participation of Iraq and noting that some workshops were held at a sub-regional or national level, and invitations might not be available to all. In response to the statement made by the representative of Lebanon, he reported that ESCWA had prepared a master plan for the Beirut Port based on the principles of competitiveness and increased capacity. ESCWA was in constant coordination with the World Bank, which based its global proposals on the ESCWA terms of reference in the study. The Lebanese Ministry of Public Works and Transport should form a team to oversee the World Bank's activities related to the development of the Beirut Port, and ESCWA was ready to support that effort. ESCWA had another section on climate change, a workshop had been held in late 2019 to integrate transport issues and its future activities would include more on the interactions between climate change and transport.

B. Transport and logistics under the COVID-19 pandemic

1. Round-table discussion: Developments in transport and logistics in Arab countries under the COVID-19 pandemic (Agenda item 5)

9. The representative of the ESCWA secretariat stated that the secretariat had asked States wishing to participate in that item to report to it in order to benefit others, and several States had responded in writing to that request. The representative of Qatar made the first statement, emphasizing the ongoing coordination between the Qatari Ministry of Transport and Communications and ESCWA in training and capacity-building, reviewing reports issued by ESCWA and activating the implementation of its recommendations. Qatari efforts to develop public transport infrastructure had started with using electric buses to preserve the environment, and then building a road safety system. Qatar had reached advanced levels globally in that regard and had been able to reduce the number of crashes and resulting deaths. The Ministry had planned to reduce traffic congestion by using a platform to connect smart systems and share road information, and use Euro 5 diesel for buses and trucks within its Vision 2020-2030. A number of laws in the field of transport were referred to, such as the law on the regulation of road and rail transport and the issuance of licences to regulate and manage activities to comply with regional and international conditions, as well as the development of digital programmes to improve the transport process.

10. The Ministry had also taken measures to limit the effects of the COVID-19 pandemic on road and public transport, facilitate progressive opening procedures and take into account health regulations in force in the country. Qatar had acceded to the TIR Convention and had taken all necessary measures for road transport under the Convention system in order to increase intra-regional trade and support the Qatari economy. The first truck from the United Arab Emirates had entered the country through the Abu Samra Port, facilitating international transport routes, including the Chinese Belt and Road Initiative.

11. The representative of the State of Palestine emphasized his State's desire to cooperate with ESCWA, participate in its activities and implement its recommendations, but referred to the implementation challenges and barriers caused by the Israeli occupation. Responses to the Palestinian Council of Ministers' observations on amendments to the Palestinian Traffic Law had been completed, and a judicial officer had been assigned to conduct road safety patrols and field inspections. The project of the national team for smart transport had conducted its first pilot in the municipality of Hebron, and the Ministry of Transport and Communications sought to roll it out to all municipalities. A municipal project had been initiated in Ramallah and Al-Bireh Governorates to use modern and electric buses despite limited financial means. The Council of Ministers had decided to establish a secure and up-to-date public transport network through a public project in partnership with the private sector. To achieve that and other projects, the Ministry of Transport and Communications was in the process of developing a new management structure in line with the requirements of smart transport and the new road safety standards, while taking into account the environmental and social impact of projects. Ministry services were already electronic, and it was ready to adopt electronic payment tools but was awaiting completion of the integrated e-government platform. The Ministry cooperated with ESCWA on the project for Sustainable Inland Transport Connectivity Indicators. However, the number of crashes and deaths continued to increase despite the Government's efforts and actions to achieve road safety.

12. The representative of Mauritania reviewed the measures taken by the Ministry of Equipment and Transport to stop the damage caused by the COVID-19 crisis, such as limiting the number of passengers to maintain social distancing in urban transport, stressing that such actions had caused significant harm to public and private sector transport companies and had put in place barriers to inter-city transport, which had been completely shut down at the beginning of the crisis. The measures had included the complete closure of border crossings, which had exacerbated damage. An all-night curfew had been imposed for about a year, which had been a negative for the transport sector. The Mauritanian Government was keen to support the smooth transport of goods with the application of special procedures for truck drivers and logistics workers to provide an outlet for the national economy, and had granted special licences for the movement of infrastructure workers to

ensure continuity. To emerge from the crisis, the Government had taken measures such as allocating financial funds for economic advancement covering infrastructure, renovating the urban transport fleet and providing direct material support to government transportation and logistics agencies, which had preserved the jobs of all workers of such companies. Awareness campaigns on road safety had been conducted, resulting in a 20 per cent reduction in road crashes.

13. The representative of Bahrain, in turn, provided a review of his country's latest transport developments with a view to launching the Bahrain plan for economic recovery from the COVID-19 pandemic. Its pillars included launching a service cover strategy with the aim of developing the economy, creating good job opportunities, increasing competitiveness, attracting more investments into the transport sector, raising the rankings of Bahrain to the top 20 countries globally, increasing the capacity of air freight and ports and increasing the logistics sector's contribution to GDP by 10 per cent by 2030. The strategy worked along six axes: reviewing laws, developing infrastructure, policies and procedures; providing incentives to investors and promoting investment opportunities. The logistics sector was one of the most important priority sectors in Bahrain, where stakeholders were working to make it a regional logistics centre by increasing the connectivity between ports and land-based ports of entry, and making it the preferred option for e-commerce. Bahrain Customs Affairs played a major role in implementing the Truck Management System Project, which would facilitate the transportation of trucks through the Saudi Arabia "Fasah" platform. He looked forward to the linking of the "Ofoq" programme in Bahrain with the "Fasah" programme to regulate the flow of trucks from Bahrain to Saudi Arabia, and he reiterated the importance of collective action to achieve recovery and development plans, along with the support of ESCWA in that area.

14. The representative of Egypt explained that her country had recently witnessed significant developments in transportation projects, particularly in roads, sustainable transportation and logistics. Egypt was committed to implementing its international obligations in the field of transport, in particular the Trade Facilitation Agreement. Efforts had been made to develop components of the transport system in order to align with international developments, specifically container shipping and multimodal transport, to work on structural and legislative reforms and towards smart transport and to raise the competencies of the workforce in the field of logistics led by the Academy of Maritime Transport. Egypt had made efforts to strengthen transport infrastructure and connect to its regional surroundings through seaport and rail networks with Arab and African States, and the Ministry of Transport was taking advantage of the geographical location of Egypt which distinguished it at the logistical level, and was working to establish logistics hubs for the development of multimodal transport. The Ain Sokhna-El Alamein-Cairo-Alexandria high speed rail project linked global trade flows between East Asia and Europe, and the goal was to develop the line so as to add value for Egypt. The line project comprised 16 sub-projects, and an overview of these sub-projects was presented, including the establishment of dry ports and logistics stations.

15. Several other projects throughout Egypt were reviewed, which aimed at increasing transport efficiency, improving maritime connectivity and strengthening working mechanisms. Additionally, the efforts made by Egypt to achieve the Chinese BRI and restructure railways were addressed. As for the roads and bridges sector, the construction of 7,000 new roads had changed the face of transportation in Egypt, and using the smart transportation method to improve road safety had decreased road crash deaths by 44 per cent and the ranking of Egypt had risen in terms of road quality. The railway connection project with the Sudan which included the development of the railway line, in addition to the Chad link through Libya, were referred to, along with the legislation related to the entry of the private sector into the transport sector and the entry of Egypt into the TIR Convention, where it was developing mechanisms for the implementation of the Convention system. The representative of Egypt concluded that the COVID-19 pandemic had delayed many projects.

16. The representative of Somalia asked about the Cape Town-Port Said line, recalling that Somalia was strategically located on the Indian Ocean, and inquired about the reason for excluding Somalia from that line. The representative of Egypt replied that the Cape Town axis was not a decision from Egypt but from Africa as a whole, and that the goal was to link Cape Town and Cairo through Central Africa. Egypt had completed its

section of the line, but the route to Cape Town still had gaps and the supporting parties in Africa were seeking to remedy them.

17. The representative of the Syrian Arab Republic touched on his country's achievements in the area of transportation even amid the war over the previous years. The war had resulted in an absence of international initiatives, particularly in the transport sector, and in significant damage to the transport sector in all its aspects, estimated at billions of dollars. The Syrian Arab Republic had continued to work within limited means and with national expertise to ensure a sound legislative environment for the transport sector and to keep pace with developments and changes in order to maintain its role as an active member of the ESCWA Committee on Transport and Logistics and other international committees and organizations. Efforts had been deployed to automate the transport sector and to develop an academy for maritime transport despite the blockade imposed on the Syrian Arab Republic and the denial of access to education for employees. He expressed his hope in receiving material and knowledge support from ESCWA.

18. As for measures to address the COVID-19 pandemic, the Syrian Arab Republic had taken appropriate measures to reduce the outbreak of the pandemic in coordination with the World Health Organization (WHO). The Syrian Government was interested in training local staff and participating in all international activities related to the transport and logistics sector without the barriers imposed by the blockade. He made some proposals of interest to the Syrian Arab Republic within the purview of the Committee on Transport and Logistics, including training national coordinators to fill geospatial data gaps; making all data on transport procedures and restrictions available in the context of the COVID-19 pandemic and accessible to all those involved in the transport sector; using the new United Nations Road Safety Fund announcement to submit proposals and projects to strengthen road safety in middle and low-income countries in 2020-2022 in coordination with ESCWA, and benefiting from its technical support for sustainable road safety management. The Syrian Arab Republic wished to join AIRSO, and the Government had named its representatives to AIRSO.

19. The technical cooperation between the Syrian Arab Republic and ESCWA in building the capacity of the Ministry in developing legislation on road safety was referred to, and such cooperation activities should be implemented at the earliest opportunity. The country had not been able to register for the workshop on road safety assessment data despite its interest in participating, and it was necessary to avoid technical problems that prevented participation. A panel discussion had been held on developments in transport under the COVID-19 pandemic. The global blockade on the country had affected trade abroad, which had been further exacerbated by the pandemic. The Syrian Arab Republic had taken some measures to achieve a balance between protection against the COVID-19 pandemic and the preservation of transport and trade and had participated in the Sustainable Transport Conference held in Beijing. Recovery from the pandemic would allow everyone to rethink passenger and cargo transportation and thereby promote the achievement of the Agenda for Sustainable Development.

20. The representative of Lebanon spoke of setbacks in the transport and logistics sector in Lebanon over the previous years. The explosion of 4 August 2020 had damaged the Beirut Port, with the most severe damage to the berths and rear cargo areas, though the highly developed container berth had suffered little loss. The equipment in the Beirut Port was functioning properly at that time at maximum capacity and was being managed by an international company. The contract of the current company was soon to expire, and a tender had been filed a month before and a new contract with a new company was expected to commence. The Beirut Port was up to 16 meters deep, had the capacity to handle 1.5 million containers per year and was capable of serving local, regional and global transport. Among other ports in Lebanon, the Tripoli Port in the country's north had been greatly developed to a depth of 15.5 meters and had berths enabling it to provide all services. Lebanon had recently secured a loan from the Islamic Development Bank worth \$86 million for a port expansion and development project in Tripoli, and the tender for the project had been awarded to an Egyptian company that would start its work at the beginning of the following year. The third port in the country was the Saida Port, which was used for specialized services. Ongoing endeavours were being made to integrate the ports by assigning each port to a certain priority.

21. In terms of safety, the General Directorate for Transport had been subject to voluntary inspection of its maritime management, and cooperation with the European Maritime Safety Agency was needed to fill all existing gaps and work towards the application of all international maritime conventions. The economic conditions in Lebanon at that time, together with the COVID-19 pandemic, had serious repercussions on local capacities, as the economic crisis had negatively affected the road transport sector, particularly after the rise in the price of fuel oil and gasoline. The Ministry had drawn up a plan to support the sector aimed at providing passenger facilities, and the plan was awaiting a Cabinet meeting for approval. The Ministry had developed a public transport plan and would coordinate its implementation with the private sector.

22. The representative of Morocco reviewed the national road safety strategy covering the ten-year period 2017-2026, noting that its aim was to take measures to reduce the number of deaths by 50 per cent by 2026. The new strategy had been prepared in technical coordination with experts from the World Bank, and it would be implemented through five-year plans. The first five-year plan, covering the period 2017-2021, had been launched, involving numerous operations and projects, and had identified certain key elements of road safety: safer roads, safe vehicles, and taking care of victims of traffic crashes. The strategic institutional transformation in the field of road safety in Morocco was emphasized, but the consequences of the COVID-19 pandemic had paralysed the transport sector, especially after the total lockdown of up to three months. The National Road Safety Observatory established by Morocco in 2020 was addressed and its tasks were reviewed, including updating data to identify problems, risk factors and priorities in the transport sector. In conclusion, Morocco was ready to host AIRSO, which ESCWA was seeking to establish.

23. The representative of Iraq reported that the Roads and Bridges Directorate had rehabilitated traffic routes and transformed single carriageway roads in southern regions into dual carriageways, in addition to rehabilitating bridges in the southern and northern regions. Iraq was carrying out 15 road and bridge rehabilitation projects and was building on the experience of Egypt in the field of railway and infrastructure development. The Iraqi naval fleet continued to carry cargo from export areas to Iraqi ports, and the country was seeking to modernize fleet ships, purchase new ships and develop port infrastructure. Iraq was committed to applying international agreements related to port operations and implementing the International Ship and Port Facility Security (ISPS) Code. The Ministry of Transport had requested that the General Secretariat of the Council of Ministers establish a company to reconnect Iraqi airports. The Supreme Committee on Transit had approved the instructions and controls for transit and was in the process of developing the final vision for such controls. A law had been passed that would include the legislative authority's ratification of international port agreements. Iraq had made efforts to implement the electronic payment project for traffic fines and new projects for railways, lines, bridges and surveillance radars.

24. The representative of the ESCWA secretariat touched on the project of the electronic platform for transport systems in Arab countries in response to the comment of the representative of the Syrian Arab Republic on the training of national representatives. The project had begun in 2019 with trainings for national representatives with the support of the Islamic Development Bank, but after the COVID-19 pandemic workshops were held remotely. Some representatives had been replaced and others had retired, meaning that not all of them had received training. ESCWA would therefore hold a special session for new members to follow up the sessions with the entire team. States that had not named their national representatives should do so promptly so that ESCWA could organize its work in 2022 in cooperation with the Islamic Development Bank.

25. The representative of Tunisia indicated that Tunisia had seven commercial ports, nine airports, 20,000 km of paved roads and about 2,200 km of railways, and the transport sector accounted for 11-12 per cent of public investment and 7 per cent of GDP. The COVID-19 pandemic had affected the transport sector, with an unprecedented decline in 2020 compared to 2019. The transport sector had been completely halted and the work of land and air transport companies had been limited to transporting citizens after completing the compulsory quarantine, and all air, sea and land crossings had been closed. However, the Ministry was working to gradually recover from the effects of the pandemic by developing logistics services, completing a smart and sustainable transport and logistics infrastructure, rehabilitating existing infrastructure, developing rail transport and using hydrogen as a future energy alternative. A new modern port had been established, the Tunis-Carthage

International Airport expanded and an information system developed that would facilitate the exchange of documents, passenger information systems and other intelligent systems. In conclusion, he expressed his support for the proposal of Morocco to host AIRSO.

26. The representative of Saudi Arabia presented brief points on procedures adopted in the transport sector, which had been presented in detail in an electronic form. Saudi Arabia had a wide road network of more than 75,000 km, with more than 10,000 km under construction. During the COVID-19 pandemic, a major change in land traffic patterns had been detected leading to Saudi Arabia, following the decision to suspend travel and take precautionary measures.

27. The representative of Oman noted that his country had submitted a comprehensive report on developments in the land, maritime and air transport sector, and so he addressed recent developments. Oman had implemented a 600 km asphalt network, repaired some of the damage it had recently suffered, expanded the berths of some ports and was in the process of implementing logistical projects. With regard to legislation, Oman had joined the Maritime Labour Convention and the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM) and had issued laws related to directing transportation means for the use of smart applications, and to the Roads Act and Shipping Act. In order to recover from the COVID-19 pandemic, the Government of Oman had supported small and medium-sized enterprises in all economic sectors, including the transport sector.

28. Referring to his country's efforts to address and recover from the COVID-19 pandemic, the representative of Somalia reported that Somalia had issued a transport and road safety strategy and had equipped and strengthened the Transport Authority, and he hoped more extensive reports could be issued in future sessions.

29. In the course of the discussion, the representative of Yemen focused on circumstances, crises and political conflicts in the country which had affected the transport and other economic sectors, adding that the repercussions of the COVID-19 pandemic had weighed heavily on Yemen in various aspects of life and humanitarian activity. The maritime transport sector, which Yemen was dependent on for 90 per cent and which consisted of more than 20 ports, had applied precautionary measures despite limited means. Thanks to those efforts, ports had been able to continue operating during the pandemic. The Port had achieved record numbers and a noticeable increase in imports during that period compared with previous years. However, the sector remained below the required standards and needed support and cooperation in order to overcome its constraints, such as the continuous rise in shipping fees to Yemeni regions, which resulted in higher commodity prices, and the passage of containers through intermediate ports, which entailed additional costs and delays in receiving shipments. The cost of shipping to the Aden Port was 16 times higher than the cost of transport to neighbouring ports in Arab States, mainly because the cost of insurance had risen to about \$500 per container compared to \$50 elsewhere. Air transport had been the most affected by the suspension of flights and the heavy losses suffered by companies as a result. The sector had been able to gradually recover and resume operations at airports. Countries facing conflicts must be focused on in order to mobilize efforts, funding and support to help them emerge from crises.

2. Impact of COVID-19 on the Belt and Road Initiative: The case of the Arab region
(Agenda item 6)

30. On the basis of document E/ESCWA/C.5/2021/4, the representative of the ESCWA secretariat gave a presentation on the developments with the pandemic, the challenges they posed to the transport and logistics sector worldwide and the initiatives and solutions offered by the United Nations to address those challenges. Some numerical indicators of the pandemic's impact on air and sea transport in Arab countries were discussed. The Arab-Chinese relations were reviewed, noting that the growth in Chinese imports from the Arab region was due to increased need for oil in China, with Saudi Arabia being its biggest supplier. The Chinese strategy reflected its interests and priorities in the region, respectively: oil and gas, then intraregional trade, followed

by infrastructure. China had investments in the region worth nearly \$94 billion, particularly in Saudi Arabia, followed by the United Arab Emirates and, subsequently, other Arab States.

31. The COVID-19 pandemic had led to a decline in the work and projects of the BRI, but showed what had been called the "Health Silk Road", a part of the BRI targeting the health sectors in general and cooperation among them. The effects of the COVID-19 pandemic were divided into two sections: long term and short term, and the short-term effects had included an excessive rise in the price of transport. Those effects had been addressed by policies, some of which had succeeded and some of which had not. However, what was important at that time was the long-term axis of the global repositioning of supply chains in China. The pandemic had exposed the excessive global dependence on China in the field of transport, prompting many States to review supply chains and means of transportation to mitigate such dependence. Arab States should pay attention to how many countries were moving their supply chains away from China and could benefit from that. The Arab region had a strategic location that would enable it to take advantage of the issue so as to provide alternatives to the supply chains coming from China and reduce dependence on them.

3. *Workshop: Challenges of switching to the electronic version of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention)*
(Agenda item 7)

32. Based on document E/ESCWA/C.5/2021/5, the Committee held a workshop on the challenges of switching to the electronic version of the Customs Convention on International Transport of Goods under Cover of TIR Carnets. Discussions started with a recorded message from the representative of the UNECE, in which he commended the effective and long-term cooperation with ESCWA. Phase III of the review of the Convention had ended in May 2021, and the General Secretariat of the Convention had completed the electronic version, together with all the required documents, and had begun the process of linking national customs systems with the international Convention system. The ESCWA secretariat had played a significant role in supporting the implementation of the electronic version of the Convention in the region, and Tunisia had been the first State in the region to link its customs system to it. Additionally, Egypt had acceded to the Convention, and it was hoped that Iraq would rapidly follow. Those efforts would encourage other ESCWA member States to join. In that regard, international organizations had been ready to support member States, including by providing financial support. Some of the advantages of the electronic version were reviewed before addressing the collaboration between UNECE and ESCWA in other activities, such as the development of the Observatory on Border Crossings Status due to COVID-19, and other projects.

33. The representative of the ESCWA secretariat outlined the Convention's working mechanism and the background to its transformation from a customs declaration book to an electronic data exchange system between trucks and successive border crossings. That shift had significant advantages, such as eliminating the need for paperwork, accelerating the transit process, increasing reliability by tracking the owner's and guarantor's trucks and improving communication and interdependence between all road transit authorities, through a unified and centralized data exchange method that reduced the duration and cost of cross-border road transport and increased the volume of regional and international trade. The challenges of switching to the electronic version were then addressed, the most important of which was that the electronic version required all States on a connected land axis to switch to it, since the presence of one State or jurisdiction insisting on the use of paper meant that the electronic model could not be applied at all.

34. A road map for the collective transition to the electronic model of the TIR Convention had been proposed, which would require four phases: (1) preparation; (2) planning, i.e. planning to harmonize and unify regulations and procedures across border crossings; (3) implementation by linking the customs systems and the international system of electronic TIR for each country; (4): operation and monitoring, to identify errors and problems, verify the proper functioning and solve problems, if any. Nothing would force any country to accede to the Convention, but those that abstained from it would find themselves isolated from others. Full accession to the TIR system could take from one to three years, and required national cooperation between transport and customs authorities and regional coordination. The importance and benefits of such coordination were emphasized, particularly for

countries located on connected land corridors, such as between Lebanon and the United Arab Emirates. ESCWA and international partner organizations had a key role to play in providing technical support to States wishing to accede. Some financial means were still available for States requesting support in examining their electronic customs systems and linking them with the international convention system, and the United Nations would provide an opportunity over the following six months to receive support, in the order requested, to examine the electronic system and ensure it could be linked to the international TIR system.

35. Road organizations needed to be urged to join the International Road Transport Union (IRU) in cooperation with the Arab Road Transport, as such accession would support parties in favour of switching to the electronic version, usually ministries and transport institutions, as opposed to resisting parties, generally customs authorities. Joining IRU required its approval of the acceding party, giving it great reliability that would facilitate its work and significantly increase its financial return by stopping waste.

36. The representative of the State of Palestine stressed that, in terms of international coordination and without entering into politics, the Palestine territories were still under occupation. The State of Palestine had signed the Convention, but had difficulty implementing it because of the occupation and its lack of control over its borders. He requested support from Arab States and the United Nations in facilitating the implementation of the Convention under the circumstances, to ensure that the State of Palestine was not excluded from rail networks.

37. The representative of the Arab Road Transport Union stated that the use of the electronic version was in the interest of consumers, as transportation costs would be lower for carriers, resulting in lower prices for consumers. He wondered why the electronic version had not been more widely used in the Arab region despite its advantages, and believed that what would help to expand the scope of the application was to raise awareness through workshops and provide drivers who would cross the borders with some knowledge about automation. The cooperation with ministries of finance and ministries of interior in order to ensure the security aspect of implementation was also important. Many borders and crossings in Arab States were located in distant desert areas where electricity and the Internet might be interrupted. Therefore, total reliance on the electronic version might not be possible. However, carriers and consumers should pressure Governments to accede to the Convention.

38. The representative of Lebanon asked whether the Convention was in fact applied in Arab States. The representative of the ESCWA secretariat replied that the Convention did not prevent any State from conducting truck inspections if it so wished, but that its role in that case was cancelled and lost effect. However, the Convention Committee in Geneva had a clearing-house platform between States where States that felt they were being unjustifiably targeted by other States could raise their voice and find the necessary solutions.

39. The representative of the Arab Academy for Science, Technology and Maritime Transport stressed that the Academy provided recognized certificates on the Convention and that the International Road Transport Union had developed training materials to raise awareness of the electronic version. Academic institutions in Egypt had begun to provide such certificates. He expressed his willingness to cooperate with ESCWA and the Arab Road Transport Union in providing workshops to raise awareness of the Convention's electronic version and suggested that a request be made by the Customs Union Committee to raise awareness of the electronic version. The representative of Iraq inquired about the mechanisms that could achieve rapid movement of trucks at border crossings, which would add efficiency. The representative of the Arab Road Transport Union replied that in many Arab States, truckers crossed in convoys, meaning that a given truck waited at the crossing for a number of other trucks to be assembled in order to cross together, for customs reasons. The electronic convention helped to avoid that method.

40. Questions were raised as to whether there were insurance and compensation in the event that an inspection in a country damaged the goods. The representative of the ESCWA secretariat stated that such cases were outside the scope of the Convention, since the TIR was merely a card acting as a customs declaration when transporting goods at crossings. Any loss or damage of goods fell within the framework of the transport

contract itself and not the Convention. In that context, the work of the Arab Convention on Multimodal Transport had first begun its preparations at ESCWA, and then moved to the League of Arab States. The Convention was effective because of the accession of a large number of States to it, and States were currently working to localize this Convention within their domestic laws. The Syrian Arab Republic was in the process of preparing the multimodal transport law, and Jordan had completed the preparation of that law.

4. *The Suez Canal and the “Ever Given” incident and its impact on transport and trade in the world and on Arab countries*
(Agenda item 8)

41. Prior to the launching of this item, the representative of the State of Palestine expressed appreciation to ESCWA for its efforts, and the representative of the ESCWA secretariat expressed his thanks and gratitude for this gesture. The representative of the ESCWA secretariat gave a brief presentation on the incident of the “Ever Given” ship that led to the six-day closure of the Suez Canal, noting that some expected the situation to continue for several months while ESCWA analysis had predicted that the Egyptian authorities would be able to resolve the problem well in advance of those other expectations, which was in fact what happened. The ESCWA secretariat would seek the assistance of the Arab Academy of Science, Technology and Maritime Transport to review that incident.

42. Mr. Ismail Abdel Ghaffar Ismail, president of the Academy, gave a glimpse of Egyptian political leaders’ vision for the Suez Canal, noting the importance of the Canal for global trade and the importance of the project to expand two-way traffic in the canal and increase its width and depth in the southern sector to avert similar incidents. The two-way navigation project was expected to be completed within two years. The perspective on transportation needed to be changed in line with artificial intelligence technology and the outcomes of the fourth and fifth industrial revolutions, and it was important to review the region’s education and training systems to take into account developments. The Academy was making efforts to train maritime transport experts in Egypt and other Arab countries. The Academy representative provided a logistical analysis of the incident, beginning with a review of the Canal’s history, its gains, its working mechanisms and the background of the developments under way in the Canal. Turning to the details of the Ever Given grounding incident, the difficult challenges created by the incident and the choices faced by decision makers in Egypt, the efforts of Egyptian experts to resolve the grounding and refloat the ship without damaging its cargo or the channel were to be lauded. Lastly, the repercussions caused by the incident on the movement of goods were addressed. The incident had demonstrated the Canal’s importance and its impact on global supply chains, particularly in Europe, where the prices of certain goods and merchandise had risen as a result.

43. In the course of the discussion, the representative of the ESCWA secretariat inquired about the lessons learned from the incident, so as to avoid more serious environmental impacts if the grounded ship had been an oil tanker instead of a cargo ship. The representative of Lebanon asked about the cause of the incident; the representative of Egypt asked whether the simulation of courses had been solely based on easy transit criteria or whether economic criteria had also been used, and if climate change had been taken into consideration; the representative of the State of Palestine requested further details on the circumstances of the incident and whether the Suez Canal authorities had received compensation for the damages; the representative of Bahrain asked whether new safety standards and procedures had been established in light of the incident for ships to enter and sail through the Canal; the representative of Qatar referred to technologies used in Germany, asking whether such technologies could be utilized and the representative of Iraq asked about future trends after the incident and its impact on the international community’s confidence in the Suez Canal.

44. In reply, the representative of the Academy stressed that the Suez Canal Authority had research and development departments that constantly updated safety procedures and professional standards, and that the highest levels of Egyptian authorities were interested in and followed up on such research and its outputs. Indeed, most of the workers in the Suez Canal were graduates of the Academy. With regard to compensation, the Suez Canal Authority had received the most appropriate compensation within the available circumstances, and obtaining financial compensation was not the only factor taken into account when dealing with the

consequences of such an incident. As to the causes of the incident, the conclusion to be reached in the report on the incident was the authority of the Suez Canal Authority, and the causes of the incident and its repercussions were already known in broad strokes. Navigation had not been reduced in the Suez Canal after the incident, but had in fact increased, which confirmed the growing confidence in the Canal and its work. Egypt had taken the incident seriously and, with its competencies, had been able to quickly restore confidence in the Canal. The COVID-19 pandemic had brought changes to supply chains and added value and production sites were likely to change, which would be in the interest of the Suez Canal.

45. The President of the Academy invited the next session of the Committee on Transport and Logistics to be held at the Academy's headquarters in Alexandria, as part of an international ceremony that the Academy would organize on the occasion of the golden jubilee of its founding, and extended an invitation to visit the training room on crisis management in maritime transport and the Faculty of Artificial Intelligence and learn about their available resources.

C. Transport, logistics and sustainable development

1. Sustainable transport project (Agenda item 9)

46. Based on document [E/ESCWA/C.5/2021/6](#), the representative of the ESCWA secretariat presented the sustainable transport project, explaining the background to the establishment of the ESCWA project in cooperation with the UNECE and the Economic Commission for Latin America and the Caribbean (ECLAC), which covered five countries: Georgia, Jordan, Kazakhstan, Paraguay and Serbia, aimed at developing a set of indicators on the sustainability of inland road transport, to develop an evidence-based sustainable transport policy. The project covered three areas: road transport, rail transport and inland navigation if a country had inland water canals. Jordan was chosen because of its strategic location and its land links with several countries. The standards of Jordan were highly aligned with the standards that had been developed, and official stakeholders cooperated within the framework of the project. Savings were realized in funding as a result of not implementing in-person meetings but rather conducting workshops online, which had allowed for the use of surplus funding to expand the project in the ESCWA region and to include the State of Palestine and Lebanon.

47. The consultant hired by the ESCWA secretariat to follow up on the project in the State of Palestine emphasized that road transport was the only mode available in the State of Palestine, which, given the specificity of the Palestinian situation, might make reporting easier, but would require thinking outside the traditional framework when collecting transportation data, analysing and placing it in its correct framework. The aim of the project in the State of Palestine was to assess the extent of the compatibility and alignment of the Palestinian situation with sustainability indicators in terms of the economic, social and environmental dimensions. The methodology focused on interviews and meetings with stakeholders, in order to produce a final report and make the necessary recommendations. The assessment had covered the crossings of the State of Palestine with Jordan and Egypt, and not the internal crossings. After a quick presentation of the development situation in the State of Palestine, the report included only 114 indicators, and the percentage of achievement in the land transport sector was less than 43 per cent. A discrepancy in the extent of achievements was observed, as the percentage decreased in land crossings and almost no achievements occurred in information technology solutions, with low rates in energy and environment percentages. However, infrastructure recorded medium achievements in addition to the transportation of hazardous materials, which recorded good results in the field of road safety compliance. A workshop had been held to present the report, which had dealt with national policies and had produced a number of recommendations, some of which the consultant reviewed.

48. The representative of the ESCWA secretariat commented on the presentation by emphasizing that not all indicators had been used in all countries, including Jordan, due to the difficulty of doing so. Work was underway on an electronic platform available in several languages, including in Arabic, that included all

relevant indicators. It was expected to be ready in the following two or three months, to be disseminated to all countries and to train contact points in each country to use it. Transport sustainability indicators were of high importance, and the recommendations had included the establishment of a national team whose tasks would be to prepare reports in the coming years, provide the necessary data and activate the electronic platform.

49. In the course of the discussion, the representative of the State of Palestine stated that efforts were underway within current capabilities to implement recommendations such as the establishment of a national team to oversee the project's implementation and data collection. The representative of Egypt asked whether the indicators had definitions and equations, and whether those definitions would be published on the electronic platform so that the Ministry in Egypt could benefit from them in showing the extent of the data collected for the indicators. The representative of Iraq asked when the indicators would be stabilized and what, if any, global standards were available for updating the indicators' measurement. One participant suggested using efficiency indicators rather than performance indicators, noting that performance indicators came from practice, and asked whether there were practices specific to the Arab region, and if it was possible to set reference points for the Arab region instead of using international indicators.

50. In response, the representative of the ESCWA secretariat confirmed that a meeting would be held at the launch of the platform to explain its functioning and mechanisms, and that a user guide would be issued by the platform and the workers on it would be trained. With regard to the stabilization and recalibration of indicators, there was no standard for updating them as they were still new. Those indicators were expected to be updated within two years after learning more about them through experience. The criteria taken into account in developing indicators were availability and efficiency. They had already been adapted after consultation with member States. The indicators had been given weighted values that varied according to each country's reality. The process of adapting indicators would continue in consultation with member States and stakeholders, and what was important was their progress over time and not their current value.

2. *Developments in road safety issues in Arab countries.*
(Agenda item 10)

51. Prior to discussing this item, the Committee heard a message from the representative of the International Road Transport Union on the challenges of switching to the electronic version of the Customs Convention, in which he emphasized that the system had achieved remarkable successes in recent years by saving time spent at border crossings on customs procedures, reducing costs for transport companies and maintaining high levels of security in international trade. Moving to electronic transactions facilitated trade between States and the electronic version should be supported at the regional level. The Union was willing to provide technical, legal and practical assistance and support.

52. In the course of the item, the representative of the ESCWA secretariat, drawing on document E/ESCWA/C.5/2021/7, addressed developments in road safety issues in the Arab region and the AIRSO project. The projects funded by the United Nations Road Safety Fund and the final version of the Global Plan for the Second Decade of Action for Road Safety 2021-2030 were reviewed, as well as the active participation of ESCWA in preparing the Global Plan for the Decade of Action, as a document that guided States in developing national policies, strategies and plans to improve road safety. The plan was based on the need to work towards achieving a road safety system in five areas: multi-modal transport and urban planning, improving road infrastructure, developing vehicle safety, enhancing road user safety and improving rescue and ambulance operations. The system would achieve efficient funding and develop legal frameworks and local capacities, while addressing gender aspects and the use of modern technology.

53. The details of the AIRSO project were reviewed, the goal of which was to support Arab States in developing and implementing evidence-based policies, strategies and action plans to improve road safety, and fill the gaps in middle and low-income countries in particular in the mechanisms for recording, collecting and analysing updated, reliable and integrated data, since those States did not generally have electronic systems to

prepare road accident reports. In that regard, regional road safety observatories had an important role in bridging that gap and in harmonizing data collection across similar countries.

54. AIRSO did not replace national observatories but rather supported coherence between them by helping them to adopt unified standards derived from experiences and best practices. More than just a database, it would support the coherence of road safety policies and the exchange of experiences and knowledge. ESCWA had taken steps in establishing AIRSO, such as preparing a draft concept note and obtaining funding from the United Nations Road Safety Fund to implement a pilot project as a centre for AIRSO. States that had not yet indicated their willingness to join or host it were asked not to delay in doing so and to name national policy and data coordinators. The hosting requirements included arranging for employees' salaries and expenses of the AIRSO headquarters and operating the electronic platform of AIRSO, which included the design and management of the site, the cybersecurity system and other operational expenses.

55. During the discussion, the representative of Egypt raised the problem of the multiple stakeholders involved in monitoring road crashes and the lack of coherence in that regard, and asked whether that would hinder the presence of policy and data coordinators. The representative of the Syrian Arab Republic had a similar intervention regarding the multiple stakeholders in his country as well. The representative of Iraq expressed his country's desire to join the AIRSO project and confirmed the designation of coordinators, apologizing for not hosting AIRSO due to the current situation in his country. He wondered whether AIRSO needed to establish a database linked to all the relevant ministries to install data quickly and accurately, which meant the need for significant cooperation between all ministries. The representative of Saudi Arabia presented developments in the field of road safety in his country, stating that they were part of five major and subsidiary projects to enhance road safety, including the implementation of road fences, the improvement of dangerous surface intersections, the activation of the GIS and the digital transformation of the accident system. The representative of Morocco reiterated his country's readiness to host AIRSO.

56. The representative of the Arab Road Transport Union talked about the inadequacy of procedures to address the high road fatalities in the Arab world, pointing to the insufficient training in the region. Public transport was not sufficiently addressed and had not yet met the required standards. On another note, income was probably not the most appropriate measure of road safety since many high-income Arab countries had high rates of road crashes. Finally, Arab Governments had not taken necessary steps to improve road safety, and political will was needed.

57. In response, the representative of the ESCWA secretariat acknowledged that a large part of the problem lay in the confusion among data collection and responsibilities, noting that several countries had resolved the problem by establishing a national committee to coordinate road safety. Morocco in particular had taken an additional step by establishing an independent private road safety agency. Policy and data coordinators would not replace the working parties, but rather act as mediators and link between AIRSO and countries' efforts. Each country needed to return to the competent ministry mentioned in the Road Act as the authority with reference, and joint action was important within each agency, committee or national coordination council. The objective of AIRSO was to develop policies, strategies and action plans to improve road safety. Its aim was not to collect data but rather to harmonize and achieve coherence between countries through different experiences. AIRSO would serve its purpose when national centres were available and a data collection platform existed without exchanging correspondence, which was not an easy matter. The issue of the scale used to measure road safety was agreed with, and the WHO had developed a clear classification of countries based on income according to the scale prepared by the World Bank, and some countries, regardless of their income level, suffered from similar problems.

**D. Date and venue of the twenty-third session of the Committee
on Transport and Logistics**

(Agenda item 11)

58. The representative of the Arab Academy of Science, Technology and Maritime Transport in Egypt invited the Committee to hold its twenty-third session at the Academy's headquarters in 2022, and the ESCWA secretariat welcomed the invitation.

E. Other matters

(Agenda item 12)

59. No issues were discussed under this item.

**F. Recommendations made by the Committee on Transport and Logistics
at its twenty-second session**

(Agenda item 13)

60. The recommendations from the discussions were presented to representatives of member States, discussed and adopted after the necessary amendments. The present report sets out the recommendations in their final form.

III. Organization of the session

A. Date and venue

61. The Committee on Transport and Logistics held its twenty-second session in Cairo on 6-7 December 2021.

B. Opening

62. The Committee on Transport and Logistics held its twenty-second session in person on 6 December 2021, at 10 am. Mr. Mohamed El Moctar Mohamed El Hacene, Leader of the Shared Economic Prosperity Cluster at ESCWA, delivered a speech by the ESCWA Secretariat, in which he thanked the attendees for their personal participation in the meeting. Having reviewed the Committee's main agenda, he drew attention to the repercussions of the COVID-19 pandemic on the transport sector in general, the high costs of transporting people and goods and the launching of the United Nations Road Safety Decade 2021-2030 aimed at halving the number of deaths and serious traffic injuries. In conclusion, he expressed his hope for a fruitful meeting that would contribute to the Arab region's further prosperity.

C. Participants

63. Representatives from 16 ESCWA member States participated in the twenty-second session of the Committee on Transport and Logistics. Experts and representatives of several regional organizations also attended. The list of participants is set out in annex I to the present report.

D. Election of officers

64. Rule 18 of the rules of procedure of ESCWA provides that: "Member States shall chair the sessions of the subsidiary bodies of the Commission on a rotating basis, in the Arabic alphabetical order employed by the United Nations. Unless the Commission decides otherwise, those bodies shall elect all their other officers." Somalia was supposed to chair the twenty-second session of the Committee on Transport and Logistics after the Sudan assumed the presidency of the twenty-first session, held until the opening date of the Committee's twenty-second session. However, since this was the first participation for Somalia in the Committee on

Transport and Logistics since joining ESCWA the previous year, the country decided to postpone its chairmanship to the next session and therefore the chairmanship went to Iraq which came after Somalia.

E. Agenda and organization of work

65. At its first meeting, the Committee on Transport and Logistics adopted the agenda as presented in document [E/ESCWA/C.5/2021/L.1](#).

F. Documents

66. Annex II to the present report contains the list of documents submitted at the twenty-second session of the Committee on Transport and Logistics.

Annex I

List of participants

A. ESCWA member States

Bahrain

Mr. Bader Hood Al Mahmood
Assistant Undersecretary for Ports Affairs
Ministry of Transportation and
Telecommunications

Egypt

Ms. Mona Kotb
Head of the Central Research Department
Ministry of Transport

Ms. Ibtisam Abdel Fattah Mustafa Shaheen
Director General of International Relations and
Conventions
Ministry of Transport

Iraq

Mr. Talib Abdullah Baish
Technical Agent
Ministry of Transport

Mr. Ali Ahmed Mahmoud Al-Baroudi
Director of the National and Regional
Coordination and Integration Division
Ministry of Transport

Mr. Adel Noman Shihab
Chief Engineer
Ministry of Transport

Jordan

Mr. Tariq Al Habashneh
Director General
Land Transport Regulatory Commission
Ministry of Transport

Lebanon

Mr. Ahmed Tamer
Director General of Land and Maritime Transport
Ministry of Public Works and Transport

Mr. Mounir Sobh
Director of Joint Management
Ministry of Public Works and Transport

Ms. Jihad Al-Ashi
Media Adviser to the Minister of Public Works and
Transport
Ministry of Public Works and Transport

Libya

Mr. Adel Bakhit Ibrahim
Technical Cooperation Office Director
Ministry of Transportation

Mauritania

Mr. Mohamed Mahfouz Ould Aal Obeck
Advisor of the Minister
Ministry of Equipment and Transport

Mr. Mohammed Al-Mukhtar Ahmed Banan
Department of Studies, Programming and
Cooperation
Ministry of Equipment and Transport

Morocco

Mr. Abdul Razzaq Dinar
Minister Plenipotentiary Deputy Ambassador
Embassy of Morocco in Egypt

Oman

Mr. Ahmed bin Suleiman Al-Yarubi
Director of Land Transport
Ministry of Transport

State of Palestine

Mr. Ammar Yassin
Deputy Minister
Ministry of Transport and Communications

Mr. Youssef Al Darawsheh
Director General
Engineering and Road Safety Sector
Ministry of Transport and Communications

Qatar

Mr. Hamad Issa Al-Abdullah
Assistant Undersecretary for Land Transport
Ministry of Transport and Communications

Mr. Hamad Ali AlMarri
Director of the Land Transport Licensing
Department
Ministry of Transport and Communications

Mr. Jamal Mohammed Al-Shraim
Assistant Director of Road Safety Department
Ministry of Interior

Mr. Shoaib Mohammed Al-Mannai
General Directorate of Coasts and Borders Security
Ministry of Interior

Mr. Nasser Saif Al-Kuwari
Department of International Cooperation
Ministry of Interior

Saudi Arabia

Mr. Ahmed Bin Othman Al-Otaibi
Project Quality Management Director
Ministry of Transport

Mr. Hamad Mohammed Al-Abdullah
Administrative Supervisor
Ministry of Transport

Mr. Khaled Mohammed Al Kathiri
Traffic and Safety Engineer
Ministry of Transport

Mr. Abdullah bin Misfer Al-Qahtani
Director of the Department of Transit and
International Transport
Public Transport Authority

Mr. Mohammed Abdullah Al-Shubaily
Vice President
Ports General Authority

Mr. Musaed Abdullah bin Shinar
Director General of International Cooperation
Ports General Authority

Mr. Fahd bin Mohammed Al-Mohammadi
Director General
General Directorate of Compliance
Ports General Authority

Somalia

Mr. Abdullah Abukar
Director of Planning Department
Ministry of Public Works and Reconstruction

Mr. Sayed Sayed.
Head of Environmental Effects Department
Ministry of Public Works and Reconstruction

Syrian Arab Republic

Mr. Mohamad Ammar Kamal El-Deen
Assistant Minister for Land and Maritime
Transport
Ministry of Transport

Mr. Sinan Al-Khair
Director of the Directorate of Planning and
International Cooperation
Ministry of Transport

Tunisia

Mr. Abdul Qadir Al Kamali
Director in the General Department of Strategy,
Institutions and Public Enterprises
Ministry of Transport

Yemen

Mr. Amer Saeed Al-Zarouri
Assistant Undersecretary for the Financial and
Administrative Affairs Sector
Ministry of Transport

Mr. Zain Mohamed Zoom
Acting Assistant Undersecretary for Maritime and
Port Affairs
Ministry of Transport

Mr. Ali Haidara Mahrouq
Acting Chairman of the General Authority for
Regulating Land Transport Affairs
Ministry of Transport

Mr. Mufid Fadl Ali Mohamed
Director of Port Management
Ministry of Transport

B. International and regional organizations

Arab Academy for Science, Technology and Maritime Transport

Mr. Ismail Abdul Ghafar Ismail
President of the Academy

Mr. Khaled Al Sakty
Dean of the College of International Transport and
Logistics, Cairo Branch

Mr. Moustafa Abdelkader Rashid
Economic Advisor
Assistant President of the Academy for Arab
Affairs

Arab Federation of Chambers of Shipping

Mr. Ahmed Saeed Ibrahim
Assistant Secretary-General

Arab Union of Land Transport

Mr. Mahmoud Hamad Al-Abdallat
Secretary-General

Arab Union of Railways

Mr. Najeeb Al-Fares
Secretary-General

International Road Transport Union (Remote)

Mr. Rami Karout
Advisor for the Middle East

United Nations Economic Commission for Europe (Remote)

Mr. Sami Ghanimi
Information Systems Officer
Sustainable Transport Division

Annex II

List of documents

Title	Item	Symbol
Information for participants		E/ESCWA/C.5/2021/INF.1
Provisional agenda and annotations	3	E/ESCWA/C.5/2021/L.1
Organization of work	3	E/ESCWA/C.5/2021/L.2
Implementation of activities under the ESCWA programme plan in the field of transport and logistics, of technical cooperation activities and recommendations made by the Committee at its twenty-first session.	4	E/ESCWA/C.5/2021/3
Impact of COVID-19 on the Belt and Road Initiative: The case of the Arab region	6	E/ESCWA/C.5/2021/4
Workshop: Challenges of switching to the electronic version of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention)	7	E/ESCWA/C.5/2021/5
Sustainable transport project	9	E/ESCWA/C.5/2021/6
Developments in road safety issues in Arab countries	10	E/ESCWA/C.5/2021/7
List of documents		E/ESCWA/C.5/2021/INF.2