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REPORT

**FINAL SEMINAR
OF THE INTERREGIONAL TRANSPORT LINKAGES PROJECT:
BEST PRACTICES AND LESSONS LEARNED
ABU DHABI, 23-25 OCTOBER 2007**

*United Nations Development Account Project on capacity-building through cooperation
in developing land and land-sea interregional transport linkages (2002-2007)*

Summary

The main objective of the Final Seminar was to wrap up the joint United Nations Development Account (UNDA) Project, entitled Capacity-building through Cooperation in Developing Land and Land-sea Interregional Transport Linkages, by reviewing lessons learned, and identifying best practices from each region in the implementation of interregional transport linkages ascertained through the Project, and in the facilitation of transport and trade along those routes, particularly at border points.

The Seminar discussed the following: (a) the final draft geographic information system (GIS) maps of interregional transport links, application software and database resulting from the UNDA Project and consolidated by the Economic and Social Commission for Western Asia (ESCWA), with input from the Economic Commission for Africa (ECA), the Economic Commission for Europe (ECE) and the Economic and Social Commission for Asia and the Pacific (ESCAP); (b) the lessons learned by the ECA region from the trans-African highways, and by the ECE and ESCAP regions from the Euro-Asian interregional transport linkages; (c) the relevance of the international transport facilitation agreements and conventions administered by ECE; (d) the ESCAP time/cost-distance methodology and its application; (e) the lessons learned by ESCWA from the establishment and revitalization of national transport and trade facilitation committees (NTTFCs); (f) and future cooperation and coordination among the regions in the fields of infrastructure development and transport facilitation in general, and regarding the implementation of the interregional transport linkages in particular.

The Seminar arrived at a set of conclusions and recommendations on the above-mentioned issues. This *Report* presents the conclusions, recommendations and summary proceedings of the Seminar.

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Introduction

1. Within the context of the United Nations Development Account (UNDA) Project, entitled Capacity-building through Cooperation in Developing Land and Land-sea Interregional Transport Linkages, the Seminar considered a range of issues related to the development of transport in the regions of the Economic Commission for Africa (ECA), the Economic Commission for Europe (ECE), the Economic and Social Commission for Asia and the Pacific (ESCAP) and the Economic and Social Commission for Western Asia (ESCWA). Those issues included the following:

(a) The final draft geographic information system (GIS) maps of interregional transport linkages, application software and database resulting from the Project, and produced and coordinated by ESCWA, with input from ECA, ECE and ESCAP;

(b) The lessons learned and best practices by ESCWA from the development of the road and railway agreements in the Arab Mashreq, as well as the coordination of the Project;

(c) The lessons learned by the ECA region from the project on the trans-African highway network;

(d) The lessons learned by ECE and ESCAP from the Joint Project on Developing Euro-Asian Transport Linkages, as well as from the experience of ESCAP in the development of the Asian highway and trans-Asian railway networks;

(e) The relevance of the international transport facilitation agreements and conventions administered by ECE;

(f) The ESCAP time/cost-distance methodology and its application;

(g) The lessons learned by ECE, ESCAP and ESCWA from the establishment and/or revitalization of national transport and trade facilitation committees (NTTFCs);

(h) The lessons learned and best practices of the Project on enhancing future cooperation and coordination among the regions in the fields of infrastructure development and transport facilitation in general, and regarding the implementation of the interregional transport linkages in particular.

I. CONCLUSIONS AND RECOMMENDATIONS

A. PROJECT COORDINATION AND SEMINAR ORGANIZATION

2. The role of the host country, the United Arab Emirates, represented through the National Transport Authority, in cooperation with United Nations regional commissions, in organizing the Seminar and their kind hospitality was noted with special thanks and appreciation.

3. The role of ESCWA in coordinating the Project and co-organizing the Seminar, together with the National Transport Authority of the United Arab Emirates and other regional commissions, was noted with special thanks and appreciation.

B. STATUS OF THE UNITED NATIONS DEVELOPMENT ACCOUNT PROJECT AND OBJECTIVES OF THE SEMINAR

4. The Seminar welcomed the presentation by the ESCWA secretariat on the objectives and status of implementation of the Project. The objectives included the following: (a) the identification of the interregional linkages and the reflecting of those on the GIS maps; (b) the prioritization of the linkages in the ECE and ESCAP regions and the economic feasibility study in the ESCWA region; and (c) the strengthening of the capacities at a national level on suitable facilitation mechanisms and harmonization of legal regimes through advisory services and national workshops.

5. The Seminar recognized the good work accomplished till date, while acknowledging that much was yet to be done, particularly at the implementation level in the development of infrastructure and the removal of non-physical bottlenecks, and the facilitation of smooth movement of goods, particularly through land border crossings.

6. The Seminar recommended that the regional commissions and member countries continue to work together to enable countries to optimize the output under the Project. It was also recommended that the regional commissions explore further funding towards that end, while progressing the work through their own expertise and resources. In particular, the Seminar requested the regional commissions to prepare a joint proposal for a development account project on transport corridors and routes. An initial project profile was discussed in order that regional commissions would continue consultations towards the elaboration of such a proposal.

C. UPDATE, DISCUSSION AND FINALIZATION OF THE GEOGRAPHIC INFORMATION SYSTEM MAPS, APPLICATION SOFTWARE AND DATABASE

7. The Seminar welcomed the presentation by ESCWA on the second draft GIS maps reflecting the interregional road and rail routes covering the ECA, ECE, ESCAP and ESCWA regions. The presentation on the GIS maps, application software and database was comprehensive. In that context, the regional commissions requested initial comments from participants on the design and clarity of the maps, and on the accuracy of the routes depicted, as well as suggestions for the improvement of the database and applications.

8. The Seminar welcomed the extensive work done on the GIS maps and database, and commended ESCWA for the efforts deployed to finalize the work. In addition, it requested the regional commissions to keep an unencrypted version of the GIS database and to continue further work.

9. The Seminar recognized the importance and the possibility of the database being used by a wide cross-section of stakeholders, including policymakers, transport operators and the general public. In that regard, the Seminar requested ESCWA to inform the regional commissions of the cost and work involved in placing the database on the Internet. That task may constitute the basis for a new project proposal, which the regional commissions were requested to formulate and explore funding for.

10. The Seminar also recognized that further work needed to be done to improve the way in which some of the information was reflected on the maps, as well as to ensure that the interregional routes were accurately indicated. In that regard, participants gave their preliminary views, both verbally and in writing, to the ESCWA secretariat, and were of the view that they needed adequate time to provide final comments.

11. The Seminar agreed to provide input, comments, additions and corrections with regard to the draft GIS maps to the respective regional commissions, to be forwarded to ESCWA by 7 December 2007, taking into account the closure of the Project on 31 December 2007. ESCWA agreed to reflect the comments received by 7 December 2007, and to finalize the maps. The Seminar also recognized that the maps represented essential output of the UNDA Project, since they captured the routes agreed upon by preceding expert groups meetings.

D. LESSONS LEARNED, BEST PRACTICES AND SUGGESTIONS FOR THE FUTURE

1. *Economic Commission for Africa*

12. The Seminar welcomed the presentation made by the ECA secretariat on the current developments regarding the trans-African highway network project and the briefing on the First Interregional Workshop on Policy, Infrastructure and Management of Ports in ECE and ECA Regions and visit of African port experts to Barcelona Port, Barcelona, Spain, on 4 and 5 October 2007.

13. The Seminar noted the efforts by Africa to improve the infrastructure, and recognized the enormity of the task to be accomplished. In that regard, the need to prioritize projects was emphasized, given the limited resources available.

14. The Seminar encouraged ECA to liaise with ECE, ESCAP and ESCWA with the view to sharing experiences on issues related to the signing of agreements on such regional transport linkages as the trans-African highway network. Similarly, ECA was encouraged to share experiences with ESCAP on best practices in public-private partnerships, especially with regard to strengthening governmental capacity.

15. The Seminar noted the presentation made by the delegate from Turkey on the First Interregional Workshop, jointly organized by ECA and ECE and hosted by the Port of Barcelona and the Ministry of Transport and Public Works of Spain. The Workshop provided an excellent opportunity for exchange of experiences between African and European port experts, and participants highlighted the relevant aspects of port development on the European side of the Mediterranean, as well as in Africa. The Workshop concluded with a set of proposals for follow-up activities aimed at further strengthening the hinterland connections of ports, as well as their operations, performance and quality of service.

16. The Seminar noted the importance of ports as modal interchange points to interregional transport and trade, as well as the need for closer cooperation with stakeholders from the private sector. Their involvement could provide useful contribution in addressing particular aspects of port operation management and performance. Therefore, private sector participation in future meetings should be encouraged.

17. The Seminar welcomed the presentations made by the representatives of Djibouti and the Democratic Republic of Congo on port development and regional integration, and on the development of transport infrastructure and transport services, respectively.

2. Economic Commission for Europe

18. The Seminar welcomed the presentations of the ECE and ESCAP secretariats on the results of the Joint Project on Developing Euro-Asian Transport Linkages 2002-2007, and on the relevance of the Customs Convention on the International Transport of Goods under Cover of TIR* Carnets (TIR Convention) and ECE transport agreements and conventions in the Euro-Asian context. It noted that outcomes included the following: (a) the selection of main Euro-Asian road, rail and inland water transport routes, trans-shipment points and ports; (b) the development of a GIS database; (c) the assessment of routes and their performance; (d) the prioritization of certain projects; (e) the analysis of physical and non-physical obstacles; (f) the organization of national and interregional workshops and expert group meetings; and (g) the elaborations of a joint ECE-ESCAP study.

19. The Seminar also noted that the joint ECE-ESCAP project component recommended concrete follow-up action, including implementation of priority projects, continuation of work on long-term basis, improvement of border-crossing operations, consideration of establishment of a coordination and monitoring mechanism, and ensuring funding for the continuation of the project in a second phase, planned for the period 2008-2011. Against that background, ECE and ESCAP had elaborated a joint proposal for a second phase of the project; however, necessary funding for its implementation remains to be ensured.

20. The Seminar also noted that ECE will establish a monitoring and coordination mechanism on Euro-Asian transport links, based on the ECE-ESCAP Expert Group. In that regard, the ECE Inland Transport Committee is organizing a meeting of ministers of countries in the Euro-Asian region, planned to take place during its February session.

21. ECE legal instruments in the field of transport, in particular the TIR Convention of 1975, the International Convention on the Harmonization of Frontier Controls of Goods of 1982, the Convention on the Contract for the International Carriage of Goods by Road (CMR) of 1956, the Customs Convention on the Temporary Importation of Private Road Vehicles of 1954 and Commercial Road Vehicles of 1956, and the International Convention for Safe Containers (CSC) of 1972, provide excellent tools for improving transport and trade, and for boosting national economies. Member countries not yet contracting parties were encouraged to consider acceding to those conventions and fully implement them.

* TIR stands for "Transports Internationaux Routiers".

22. Among the activities on developing transport infrastructure and facilitation of international transport in Europe and Asia that have been undertaken in the ECE and ESCAP regions, the following could be considered best practices: (a) the trans-European motorway (TEM) and the trans-European railway (TER) projects; (b) the European Commission High Level Group on the Extension of Major Trans-European Transport Axes to the Neighbouring Countries; (c) the ESCAP time/cost-distance methodology; (d) the development of dry ports; (e) the freight village and logistics centre concept; (f) the International Road Transport Union (IRU) and TER project on border crossing monitoring activities for road and rail, respectively; (g) the co-financing at the development and upgrading of the Asian highway network; and (h) the demonstration runs of block container trains.

3. Economic and Social Commission for Asia and the Pacific

23. The Seminar welcomed the presentations by the ESCAP secretariat on the corridor approach to the development and operationalizing of transport networks, the ESCAP time/cost-distance methodology and its application, and on NTTFC mechanisms.

24. Noting the experience of the different regions in the development of the transport corridors, the Seminar recommended the establishment of a forum to facilitate exchange of experiences and lessons learned in that area.

25. The Seminar noted with interest the prospect of using the ESCAP time/cost-distance methodology to analyse routes within and beyond the member countries. The Seminar suggested that the methodology be translated into the French language to enable its wide application along the transport corridors in the ECA region. The Seminar also requested the ESCAP secretariat to assist those countries that wished to utilize the methodology.

26. The Seminar acknowledged the work undertaken by the ECE, ESCAP and ESCWA secretariats on trade and transport facilitation mechanisms, and the work of all the regional commissions in national workshops, and requested the regional commissions to continue assisting member countries to establish and sustain the mechanisms at a national level.

27. The Seminar welcomed the sharing of experiences on specific issues in the development of the transport sector at a national level by Belarus, Bulgaria, the Islamic Republic of Iran, Kyrgyzstan, Tajikistan, Turkey, Ukraine and Uzbekistan.

4. Economic and Social Commission for Western Asia

28. The Seminar welcomed the presentation by the ESCWA secretariat and member countries on good practices and lessons learned from the Project, with particular emphasis on the GIS maps, database and application software, as well as on NTTFCs.

29. The Seminar emphasized the importance of conducting regional meetings and forming regional forums among the representatives of NTTFCs to be coordinated by the respective regional commission.

30. The Seminar welcomed the sharing of experiences on specific issues in the development of the transport sector at a national level by Egypt, Jordan, Palestine, Saudi Arabia, the Syrian Arab Republic and Yemen.

31. The Seminar also emphasized the importance of implementing action plans for the facilitation of transport and trade in the respective member countries, and the continued maintenance and upgrade of the GIS maps on interregional linkages, database and application software.

E. FUTURE COOPERATION AND COORDINATION AMONG THE REGIONS IN THE FIELDS OF
INFRASTRUCTURE DEVELOPMENT AND TRANSPORT FACILITATION

32. The Seminar encouraged the regional commissions to coordinate their work on transport issues, and the organizing of regular meetings among them was considered important.

33. Several ideas for future projects were presented and discussed. Among those proposed, the main projects that were endorsed by the Seminar are summarized below:

(a) A project on interregional transport corridors and routes;

(b) A project on the maintenance, upgrading and dissemination of the GIS maps, database and application software, with the regional commissions requested to prepare the draft proposal;

(c) An expansion of the geographical coverage of the proposed second phase of the ECE-ESCAP Joint Project on Developing Euro-Asian Transport Linkages for the period 2008-2011 to include the ECA and ESCWA regions, with ECE and ESCAP requested to explore that possibility;

(d) A study of the ESCAP and ESCWA linkages, as proposed by Kyrgyzstan in recognition of the importance of the Euro-Asian and ECA, ECE and ESCWA transport flows, with the regional commissions requested to undertake that task.

F. OTHER INITIATIVES

34. The Seminar welcomed the progress being made in the proposed Asian highway truck caravan from Tokyo to Istanbul to be jointly organized by ESCAP and IRU in 2008. The Seminar also noted the specific interest of Kyrgyzstan and Tajikistan, both being important land-linking countries. Kyrgyzstan offered to share its experience concerning the organization of the caravan Almaty-Bishkek-Kashi-Islamabad, which is currently taking place under a quadrilateral agreement between Kazakhstan, Kyrgyzstan, China and Pakistan.

35. The Seminar renewed the recommendation to ECA, ECE and ESCWA of the Interregional Seminar on the Economic Assessment of International Transport Linkages and on Transport Facilitation, held in Cairo from 26 to 28 June 2007, to consider organizing similar truck caravans in partnership with IRU to identify physical and non-physical barriers to road transport in the respective regions.

II. PRESENTATIONS AND DISCUSSION SESSIONS

36. Mr. Nabil Safwat, Project Coordinator and Transport Team Leader of the Globalization and Regional Integration Division, ESCWA, briefed the Seminar on behalf of all the regional commissions on the status of the Project and the objectives of the Seminar. The Seminar noted with appreciation the role played by ESCWA in the coordination of the UNDA Project.

37. Each of the regional commissions briefed the Seminar on the development of transport networks, progress made to date and future plans. The Seminar noted the importance of sharing experiences among ECA, ECE, ESCAP and ESCWA, and encouraged the opportunity to learn from one another.

38. Mr. Safwat introduced the second draft GIS maps, the application software and database. The Seminar noted with appreciation the two updated GIS maps showing the interregional linkages among countries coming under the purview of ECA, ECE, ESCAP and ESCWA. It was agreed that delegates from all member countries of the regional commissions would review the routes indicated in the maps by examining their respective descriptions as noted on the back of each map, and submit comments and feedback to the regional commission concerned prior to 7 December 2007. ECA, ECE and ESCAP agreed to send all collected comments on maps by that date to ESCWA, in order to finalize the GIS maps as the main output of the Project.

39. Mr. Nabil Moustafa, ESCWA consultant, elaborated further on the modification of the draft GIS maps, application software and database. He listed the amendments and improvements already applied based on the recommendations of the Cairo Seminar in June 2007, and on his missions to ECA, ECE and ESCAP for that same purpose. Mr. Moustafa presented the two updated GIS maps, displaying the regional commissions with their respective interregional transport linkages, both road-sea and rail-sea, in addition to giving a live demonstration on functionalities, tools and database provided in the CDs distributed during the presentation.
40. Mr. Robert Lisinge from ECA presented the trans-African highway network and other regional corridors in Africa. He highlighted the importance of regional transport networks to the development of Africa and the long history of regional transport initiatives in that continent. He then discussed the major constraints to the development of regional infrastructure, as well as the progress made in addressing those challenges.
41. Mr. Donat Bagula Mugangu, representative of the Democratic Republic of Congo, briefed the participants on the existing corridors in Africa and the lessons learned from the Project. He also described ongoing projects and tasks in the development of transport infrastructure and multimodal transport security, and in the transport facilitation processes in the country, and ended by putting forward recommendations for future interregional collaboration.
42. Mr. Abdourahman Elmi Ismael gave a presentation on the Port of Djibouti, identifying in detail existing infrastructure and terminals, functions and performance, in addition to explaining the shipping routes of the region. He also briefed the participants on the two initial phases for a proposed development plan of the port.
43. Mr. Emre Dincer from Turkey presented an overview of the First Interregional Workshop on Policy, Infrastructure and Management of Ports in ECE and ECA Regions and visit of African port experts to Barcelona Port, Barcelona, Spain, on 4 and 5 October 2007. The Workshop was organized and sponsored by ECA and ECE, and hosted by the Port of Barcelona and the Ministry of Transport and Public Works. He explained that one of the aims of the Workshop, as part of the UNDA Project on developing interregional transport linkages, was to bring together European and African port experts for sharing experiences and best practices on cost-effective, efficient and simplified seaport operations. In addition, it had provided a venue for reviewing main challenges related to policy, infrastructure and management of ports as important modal interchange points to international transport in view of the globalization of the world economy.
44. Mr. Miodrag Pesut from ECE gave a detailed presentation on the ECE and ESCAP components of that project and achievements accomplished, including the selection of the main Euro-Asian road, rail and inland water transport routes, and the establishment of GIS maps and a database. He also illustrated the results of the prioritization of projects, as well as the assessment of financial needs for their realization, and concluded by recommending actions needed to ensure the follow-up actions, including the ministerial meeting of countries in the Euro-Asian region planned for 19 February 2008 in Geneva, on the occasion of the seventieth session of the ECE Inland Transport Committee.
45. Mr. Artur Bouten, Legal Officer at the ECE TIR secretariat, gave an overview of the main legal instruments administered by ECE in the field of border crossing facilitation, namely, the TIR Convention of 1975, the International Convention on the Harmonization of Frontier Controls of Goods of 1982, CMR of 1956, the Customs Conventions on the Temporary Importation of Private Road Vehicles of 1954 and Public Road Vehicles of 1956, and CSC of 1972. He stressed the well-documented functionality of the TIR Convention as a simple and efficient tool to improve transport and trade, and to boost the economies of countries applying the TIR system. Furthermore, he explained that the TIR guarantee system, which provides global coverage for customs duties and taxes up to an equivalent of \$50,000 at the price of around \$40 to \$50 per TIR carnet, should make it affordable for the transport industry in all regions.
46. Ms. Aygul Duysenhanova from ESCAP presented the experience of ESCAP in the development and operationalizing of the regional transport networks, including the Asian highway and trans-Asian railway networks. The presentation included an introduction to the corridor concept for transport network

development, approaches to the implementation of transport corridors and an overview of selected existing transport corridors.

47. Ms. Denise Sumpf from ESCAP gave a presentation on the ESCAP time/cost-distance methodology. She explained the purpose of route analysis and the benefits of the revised methodology for comparing improvements on selected routes over time; and on comparing alternative modes of transport on the same route, and for alternative routes. The example of the rail route from Bandar Abbas to Bandar Anzali in the Islamic Republic of Iran was given to illustrate the use of the methodology, and the analytical functionalities and indicators for potential bottlenecks explained.

48. Ms. Geetha Rodrigo Karandawala from ESCAP presented the *Study on National Coordination Mechanisms for Trade and Transport Facilitation in the UNESCAP Region*. She listed the obstacles against smooth and efficient flow of trade and transport across national borders, and the purposes behind trade and transport facilitation mechanisms. She also gave examples of existing facilitation coordinating mechanisms between countries and subregions within the ESCAP region, and initiatives of the United Nations and other international organizations in that field. Pointing to the overlapping of trade facilitation and transport facilitation, Ms. Karandawala presented a proposed organizational chart of a national inter-agency trade or transport facilitation committee or body, projecting the role of each inter-agency separately, as well as indicating their joint activities. She highlighted recommendations on functions, staffing and work programmes, financing arrangements, and on subregional and regional coordination between national inter-agency trade or transport facilitation committees or bodies.

49. Mr. Michalis Adamantiadis from ECE gave a presentation on the main objectives, tasks and expected achievements of the proposed second phase of the joint ECE and ESCAP project on the developing of Euro-Asian transport linkages for the period 2008-2011. He set forth the steps taken in order to ensure financial support for the continuation of the project.

50. Mr. Safwat from ESCWA gave a presentation on the rationale for, and the process of establishing NTTFCs in the ESCWA region as an example of best practice. Facilitation was viewed as an important part of the integrated transport system in the Arab Mashreq. Approval and support for the establishment of NTTFCs were obtained at the twenty-first ESCWA ministerial meeting in 2001 and at the third session of the Committee on Transport in 2002. ESCWA proceeded to prepare an NTTFC guide in Arabic, undertook several national facilitation studies and conducted a series of facilitation workshops in member countries. The campaign to establish NTTFCs was well received, and currently nine ESCWA member countries, namely, Egypt, Iraq, Jordan, Lebanon, Oman, Palestine, Saudi Arabia, the Syrian Arab Republic and Yemen, have set up such committees or steering committees for their establishment.

51. Experts from those ESCWA member countries participating in the Seminar, namely, Egypt, Jordan, Palestine, Saudi Arabia and Yemen, conveyed the facilitation status and development of their respective countries, including experiences in establishing NTTFCs and listing the different stages that had led to the existence of those committees and the consistent technical support received from ESCWA during that endeavour.

52. The ESCWA project focal points from Jordan, Palestine, Saudi Arabia, the Syrian Arab Republic and Yemen briefed the Seminar on the lessons learned through the five years of the project, and the activities their respective countries engaged in during that period. They also gave their future outlook and recommendations for further interregional projects.

III. ORGANIZATION OF WORK

A. VENUE AND DATE

53. The Final Seminar of the Interregional Transport Linkages Project: Best Practices and Lessons Learned was held from 23 to 25 October 2007 at the Armed Forces Club in Abu Dhabi under the auspices of H.E. Sultan Bin Said al-Mansouri, Minister of Governmental Sector Development and Chairman of the Board of the National Transport Authority. The Seminar was organized by ESCWA, with the cooperation of

the National Transport Authority, ECA, ECE and ESCAP, within the framework of the UNDA Project entitled Capacity-building through Cooperation in Developing Land and Land-sea Interregional Transport Linkages.

B. OPENING

54. The Seminar was jointly opened by Mr. Nasser Saif al-Mansouri, Director-General of the National Transport Authority, on behalf of H.E. Sultan Bin Said al-Mansouri, Minister of Governmental Sector Development and Chairman of the Board of the National Transport Authority; Mr. Nabil Safwat, Project Coordinator and Transport Team Leader, Globalization and Regional Integration Division, ESCWA; Mr. Michalis Adamantiadis, Chief, Transport and Infrastructure Section, Transport Division, ECE; Ms. Geetha Karandawala, Chief, Transport Facilitation Section, Transport and Tourism Division, ESCAP; and Mr. Antonio Pedro, Chief, Infrastructure and Natural Resources Development Section, ECA.

C. PARTICIPANTS

55. The Seminar was attended by the Project focal points who had been officially nominated by their respective countries in the ECA, ECE, ESCAP and ESCWA regions. Other national officials and delegates from the public and private sectors concerned with the development of transport infrastructure and facilitation at interregional border crossings attended, together with consultants from the four regions and representatives from IRU, the Committee of the Organization for Cooperation of Railways (OSJD) and the Islamic Development Bank (IDB). A list of participants is attached in the annex.

D. AGENDA

56. Presentations and discussions were held over three days. The agenda of the Seminar is summarized and set forth below:

1. Opening.
2. Presentations by regional commissions on the development of transport networks, progress made to date and future plans.
3. Status of the Project and objectives of the Seminar.
4. Update, discussion and finalization of the GIS maps, application software and database.
5. Presentations by regional commissions on lessons learned, best practices and suggestions for the future.
6. Discussion on future cooperation and coordination among the regions in the fields of infrastructure development and transport facilitation in general, and regarding the implementation of the interregional linkages in particular.
7. Discussion and recommendations of the Seminar.
8. Closing.

Annex*

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