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TRADE AND DEVELOPMENT BOARD  
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and Development  
Expert Meeting on the Development of Multimodal Transport  
and Logistics Services  
Geneva, 24–26 September 2003

**REPORT OF THE EXPERT MEETING ON THE DEVELOPMENT OF  
MULTIMODAL TRANSPORT AND LOGISTICS SERVICES**

Held at the Palais des Nations, Geneva  
from 24 to 26 September 2003

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## Chapter I

### CHAIRPERSON'S SUMMARY

#### Introduction

1. The Expert Meeting on the Development of Multimodal Transport and Logistics Services was held from 24 to 26 September 2003, pursuant to the decision taken by the Commission on Enterprise, Business Facilitation and Development at its seventh session. Experts had before them the background document prepared by the secretariat, entitled "Development of multimodal transport and logistics services" (TD/B/COM.3/EM.20/2).

2. The objective of the meeting was to help Governments and the trade and transport industry examine policy alternatives and actions in the wake of new developments so as to promote the development of multimodal transport and logistics services. The substantive discussions have been grouped together here under the following topics:

- (a) Transport services and development;
- (b) Infrastructure and technology;
- (c) Security and safety;
- (d) Facilitation;
- (e) Legal framework;
- (f) Market structure and market access;
- (g) Conclusions and the way forward.

3. Experts came from trade, transport and other ministries, as well as from private sector organizations, public and private transport companies, and specialized organizations dealing with transport, trade and security.

#### A. Transport services and development

4. Transaction costs, and in particular transport costs, are increasing in relevance for countries' competitiveness, especially when compared with customs tariffs, where large reductions can be observed over the last few decades. When the international transport costs of developed countries were compared with those of developing countries, it was noted that the latter pay about twice as much in relation to the value of their imports. Land transport costs are particularly high and differ considerably from corridor to corridor.

5. International transport developments follow international trade patterns, which are mostly East–West in direction. For a number of reasons, some North–South services tend to

be more costly. Of the countries in the South, those that are landlocked face additional obstacles regarding access to markets. Other countries, especially those located at the crossroads of East–West and North–South services, may benefit from these trade patterns and provide trans-shipment services in their ports, thus attracting additional shipping services, which also benefit national importers and exporters. Other countries too may try to provide logistics services to neighbouring countries, if, for example, they invest in trade facilitation or have a safer or more secure environment. In such cases, even smaller countries can potentially benefit from economies of scale thanks to the movement of neighbouring countries' trade.

6. Experts noted that a reduction in transport costs would give considerable impetus to the development process. Reductions could be achieved in the short term through changes in policies and practices at the national and international levels, as well as at the company level. It was, for instance, estimated in one country that each day of additional ship waiting time in its ports costs shippers \$1 million. For South America, it was estimated that each 1 per cent of improvement in international transport costs for containerized goods would save the region more than \$250 million. Inefficient operations in port and customs were estimated to cost Latin America some \$4 billion a year. In several developing countries, regional development was hindered by lack of adequate transport connections.

7. The introduction of multimodal transport and logistics is seen as a powerful tool to reduce transaction costs and thereby increase the competitiveness of traders from developing countries. In this context, experts analysed cost savings resulting from reduced transit times or lead times from order processing to delivery of goods. In a typical case, improved logistics management can lead to a significant reduction of lead time. Realistic examples quoted reductions of lead times from 110 to 50 days, or more than 50 per cent. The implications for trade financing costs are considerable. Applying current interest rates to the global trade volume of \$1.6 trillion for developing countries' imports implies potential savings of billions of dollars in reduced interest rate payments.

8. Given the dynamic nature of the relationship between international transport and trade, it is expected that improvements in multimodal transport and logistics may lead to a virtuous cycle. Improved services lead to more trade, and this additional trade attracts more and better transport services, which in turn help to promote trade. This is particularly relevant in view of growing trade in manufactured and intermediate goods, which require more containerization, faster transport and also improved trade and transport facilitation.

9. In many developing countries, transport, especially road transport and port operations, is an important source of employment. In practice, reforms may in the short term lead to reductions in this employment, at the same time requiring additional training of the remaining (for example) port workers. The expected long-term effects of such reforms may not always be sufficient to overcome political opposition to reform. With regard to trade in transport services, most developing countries have a trade deficit, that is they purchase transport services abroad.

10. Poverty in developing countries is partially linked to lack of transport or transport inefficiency, both of which create a barrier for trade. In one subregion's ports, the cost of inefficiency in the port authorities, customs agencies and inadequate legal frameworks has been estimated to represent bureaucratic overheads of around \$300 to \$800 per full container. This impact on the transaction costs in many cases exceeds the costs of port operations. In most developing countries, even public ports need to be financially self-sustaining, and it is therefore particularly necessary to improve the quality and reduce the costs of port administration.

11. Some experts highlighted the fact that transport is closely linked to other aspects of development. One particular aspect mentioned was the HIV infection rate of truck drivers in many African countries.

12. International organizations, including UNCTAD and the World Bank, were encouraged by delegates to adopt a coordinated approach to supporting initiatives in the area of multimodal transport, logistics services and trade facilitation. The representative of the World Bank said that his organization attached increased priority to these issues in view of their importance for sustainable development.

13. Reducing transaction costs is largely related to actions that need to be taken at the national level and requires political will and government support. Clearly, priority needs to be given to improving transport supply capacities in developing countries in order to stimulate economic growth and development. This is becoming critical if developing countries are to reduce transport cost barriers to trade that have become more significant than tariff barriers. Developing countries need to be assisted in this process. A permanent forum for the exchange of experience, discussion of best practices and consensus-building on issues of a global nature would be desirable within UNCTAD. In addition, UNCTAD through its research and programmes of technical cooperation can assist developing countries in advising on the latest developments in maritime transport and in improving the performance of national transport operators.

## **B. Infrastructure and technology**

14. The availability and the adequacy of transport infrastructure and information and communication technologies are a precondition for multimodal transport and trade, and these widely differ between countries. Containerization has become the dominant method of transporting general cargo, and appropriate facilities and equipment are needed for handling and transporting containers if multimodal transport is to develop. National long-term policies for infrastructure development and their integration into regional initiatives are essential if countries are to benefit from globalization.

15. Transport infrastructure investment needs are still present, and are compounded in some cases by insufficient maintenance levels. It was mentioned that dredging was badly needed in some Latin American and African ports. Lack of investment is also apparent in

several inland waterways, and unsuitable road and rail connections to ports often preclude efficient multimodal operations.

16. Over the last decade concessions to operate transport infrastructure in some countries have contributed to overcoming operational inefficiencies and redressed investment shortcomings. This has been the case with terminal concessions and other forms of private sector participation in Latin American and Caribbean ports, where the rewards of timely port investments have been measurable in terms of increased throughput, ship size and frequency of shipping services.

17. The practice of coordinating transport investment was illustrated by a national experience from Latin America, where national transport infrastructure plans are aligned with regional long-term initiatives such as ITHO (Transport Initiative in the Western Hemisphere) and IIRSA (Regional Initiative for South American Integration). It was mentioned that in some African cases joint financing by transit and landlocked countries may help to put the necessary transport infrastructure in place.

18. A common feature in many countries is the secondary role played by rail and waterway networks in multimodal transport and the efforts being made to redress this imbalance. Achieving a level playing field for all transport modes would contribute to this. Moreover, a change of attitude on the part of inland carriers with regard to serving shippers' needs would also be important in the view of some experts. By way of example, reference was made to a new strategy of barge carriers on the Rhine: they had realized that fast container delivery, which they cannot offer, could be countered and complemented by slower but more reliable container services and are prospering in this business along with their traditional bulk cargo services.

19. In other countries, underdeveloped inland transport infrastructure goes a long way to explaining the sluggish growth of international and domestic trade. Often, all-weather roads are the exception and poor rail maintenance hinders exports of, for example, mineral commodities and forest products. In one island country, domestic trade is conducted through a large number of ports scattered along the coast, and as none of these ports is modern enough to play a regional role, international cargoes are trans-shipped in neighbouring countries.

20. Major investments can change the pattern of transport services. The plans for the proposed expansion of the Panama Canal and the drive to promote Panama's position as a maritime centre could have an important impact on shipping services, affecting countries of the Western Hemisphere. Similarly, the rail and road investments in one Middle East country are transforming it into a transit transport platform connecting landlocked countries of South and Central Asia to the sea and shortening services between them. On a lesser scale, and in the wake of supply operations for production of newly discovered offshore oil, one small island country has plans to become a regional maritime hub to serve neighbouring African countries.

21. The use of new technologies increases the capacity of transport infrastructure and figures prominently in development plans. Communication and transport networks are closely linked. Shippers or transport providers who, for example, do not have access to the Internet will also be excluded from transport and logistics networks. Several country delegates and also speakers from transport providers emphasized that this fact is crucial, especially for least developed countries. Geographic Positioning Systems are now becoming standard equipment for some Latin American road carriers. The lack of infrastructure for connecting parties in the port community is one of the main commonly observed shortcomings. In Asia, a multimodal transport project aimed at promoting trade combined hardware (i.e. civil works and equipment for inland clearance depots) and software (i.e. ACIS and ASYCUDA).

22. UNCTAD'S Automated System for Customs Data (ASYCUDA) was presented, and it was announced that the new version, "ASYCUDA World", which supersedes "ASYCUDA ++", is now available. At present, more than 80 countries use the ASYCUDA system.

23. Experts noted that electronic means of communication are increasingly used in international transport services, particularly for exchange of information, booking and tracking of cargo, and the preparation of trade and transport documents. A number of references were also made to the use of negotiable transport documents in international trade and possibilities for their replacement by electronic alternatives. It was, however, recognized that the lack of an appropriate legal framework still posed an important obstacle in this context.

24. Improving communications amongst the various modes can significantly reduce delays. The improved coordination of the supply chain can improve the productivity of facilities and thus increase the capacity of transport infrastructure. Private sector involvement in infrastructure development is becoming more and more common for ports, rail, road and inland waterways as a means of attracting capital and expertise. New challenges for the public sector arise with regard to the establishment of the appropriate legal and regulatory framework, as well as the necessary human resource development, where UNCTAD should continue to provide assistance.

### **C. Security and safety**

25. The experts observed that while maritime security and safety had always been of concern to the international community, it had received greater attention in the aftermath of the events of 11 September 2001. References were made to the initiatives adopted by the United States in respect of container security, and in particular to the Container Security Initiative (CSI), the Customs Trade Partnership Against Terrorism (C-TPAT) and the 24-Hour Advanced Manifest requirement. The overall objective of these initiatives is to enhance security along the supply chain by requiring detailed information and cooperation among all actors involved in the trade and transport industry.

26. Concerns were expressed by some delegations regarding the extra costs resulting from re-routing and trans-shipment via CSI ports of developing countries' exports. Joining the CSI programme was therefore considered important for shippers of developing countries. However, the requisite screening facilities were not available at most developing countries' ports, although they are now being installed in some. It was felt that the developing countries had difficulty in meeting the requirements of the C-TPAT, which would significantly affect their exports. Another potentially costly new development was the new requirement to improve the surveillance of empty containers.

27. Experts also discussed the work undertaken by the International Maritime Organization, and in particular the amendments to the International Convention for the Safety of Life at Sea, 1974. Particular emphasis was placed on the new Chapter XI-2 of the Convention, incorporating the International Ship and Port Facility Security (ISPS) Code, which is to enter into force on 1 July 2004. It was suggested that the experiences with Annex 17 of the 1944 Chicago convention in the area of air transport might provide useful guidance.

28. The main objective of the ISPS Code is to establish an international framework involving cooperation between contracting Governments, government agencies, local administrations and the shipping community and port industries, for the purpose of detecting security threats and taking measures to prevent security incidents affecting ships and port facilities used in international trade. The Code provides a standardized, consistent framework for evaluating risk, enabling Governments to offset changes in threat levels with changes in vulnerability for ships and port facilities.

29. For ships, the requirements will include ship security plans, ship security officers, company security officers and certain onboard equipment. For port facilities, the requirements will include port facility security plans and port facility security officers. In addition, implementation of the Code for both ship and port facilities will involve monitoring and controlling access, monitoring the activities of people and cargo, and ensuring that security alert systems are readily available. Furthermore, training will be of the utmost importance for ensuring proper implementation of the required measures. It was emphasized that Governments had to adapt national legislation and programmes to allow implementation of the Code.

30. Experts from developing countries indicated that their countries were already working to meet the new ISPS Code requirements within the deadlines. However, several delegates pointed out that they required technical expertise, infrastructure, training and financial assistance in order to cope with the implementation of the new security measures, otherwise these measures might effectively become a new non-tariff trade barrier. It was felt that there was a need for the international community to find a cost-effective and practical security system, which would be accessible to all countries. Furthermore, it was considered important to promote a more coordinated policy approach with regard to security matters in order to avoid proliferation of overlapping measures. It was therefore important that UNCTAD continue to monitor developments in this area and analyse the implications of the security initiatives for the trade of developing countries.

#### **D. Facilitation**

31. Trade facilitation encompasses a wide range of measures, such as customs reform, transit agreements, and simplification and harmonization of procedures and documents. It allows the public and private sectors to reap the full benefits of transport infrastructure investments and promotes countries' international trade. The combined savings from the implementation of these measures could be significant. A number of countries noted problems with customs clearance, with some imports requiring up to 15 days for clearance. Some countries have implemented reform programmes with the aim of reducing the clearance period to 48 hours or less. At present, on average, clearing customs still takes two to five times longer in developing regions than in developed countries, this being a very serious obstacle to trade in manufactured goods and intermediate products.

32. In some cases, facilitation is hindered by measures to counter smuggling and illicit trades. For instance, transit containers with commercial goods bound for Central Asia are unloaded for inspection in the transit country's seaports and then reloaded to make sure that forbidden items are not part of the content, for fear that these goods would otherwise be smuggled back. The need to use the appropriate Incoterms suited to multimodal transport was also mentioned.

33. The development and the implementation of facilitation measures need to be attuned to local, country and regional needs. In North African ports, port management is addressing problems of cargo clearance and availability of road vehicles for import cargo in order to increase working time in port to more than the current seven hours per day. This initiative requires the involvement of the port community and, more important, strong leadership from the transport ministry. In South Asia, the \$3 million trade facilitation project to upgrade transport legislation and implement rational procedures for domestic and transit cargo to Central Asia relies on public-private partnership for its implementation and success. Other solutions, such as investments in off-dock and inland dry-ports, are an important part of the scheme. Bilateral transit arrangements for landlocked countries such as the ones signed between countries in Central and West Africa would reduce unnecessary control stops along roads through agreement on corridors, itineraries, control check points, vehicle and driver identification and cargo split between carriers from transit and landlocked countries.

34. In other countries, facilitation needs to cope with daunting challenges. The problems arising from the fragmented territory of some island countries are compounded by transport domination by conservative traders, feeder services to major trans-shipment centres abroad, insufficient collaboration between public and private sectors, and lack of transport infrastructure and infostructure.

35. International organizations have helped some developing countries to simplify documentation. At the national level, the creation of trade and transport facilitation committees can assist in the implementation of trade facilitation measures and the adoption of internationally agreed norms, standards and recommendations. Again, strong government

support and regional and international cooperation and coordination, as well as technical assistance, are required in order to implement new procedures and regulations.

### **E. Legal framework**

36. The experts generally agreed that with the development of containerization multimodal transport was becoming increasingly important. It was recognized that the existence of an appropriate legal framework for multimodal transport was essential for its development. It was pointed out, however, that national transport laws in a number of developing countries were often outdated and needed modernization, and that there was no specific legal framework for multimodal transport. It was also pointed out that shippers required a harmonized international framework for multimodal transport, with one party responsible throughout the transportation. This was considered an essential element in the reduction of transport costs.

37. At the international level there was no uniform legal regime in force to govern liability arising from multimodal transportation. The United Nations Convention on International Multimodal Transport of Goods, 1980 had not received the required number of ratifications to enter into force. The UNCTAD/ICC Rules for Multimodal Transport Documents, which entered into force in 1992, were contractual provisions and required incorporation into commercial contracts, and they gave precedence to any mandatory international convention or national law.

38. The lack of a widely acceptable uniform legal framework for multimodal transport had resulted in developing countries having to resort to regional, subregional or national solutions. It was pointed out that only in Latin America had three different laws and sets of regulations on multimodal transport been prepared by the relevant regional and subregional organizations (ALADI, MERCOSUR and the Andean Community). Reference was also made to the ASEAN Draft Framework Agreement for Multimodal Transport. Furthermore, some countries had also enacted their own legislation on the subject. The proliferation of diverse and individual approaches created further uncertainty.

39. Questions were raised as to the reasons why the Convention on International Multimodal Transport of Goods, 1980 had not entered into force. It was explained that the secretariat document (UNCTAD/SDTE/TLB/2003/1), which reflected the responses to the secretariat's questionnaire on the feasibility of a new international instrument for multimodal transport, had provided a detailed overview of the opinions expressed in this context. The reasons given by the respondents included lack of information and awareness, particularly on the part of the shippers/consignees, and uncertainty about the benefits of the convention; the large number of ratifications (30) required for the convention's entry into force; adverse lobbying by maritime transport interests; and close linkage with the Hamburg Rules. In this context, experts requested that the UNCTAD secretariat reassess the suitability of the convention in promoting multimodal transport and examine changes that might be necessary in order to adapt the instrument to modern transport requirements.

40. References were also made to the ongoing work of the United Nations Commission on International Trade Law (UNCITRAL) for the preparation of a draft instrument on transport law. It was pointed out that while the Draft Instrument had been prepared for application to sea carriage, it was proposed also to cover multimodal transport involving a sea leg. While the draft instrument had the support of large shippers and ocean carriers, strong reservations had been expressed by other transport interests concerning its suitability for application to multimodal transport. It was doubtful whether, as currently drafted, it would improve the present unsatisfactory situation. The draft was still in the preliminary stages of preparation, and it was important that developing countries participate actively in the process of negotiations within UNCITRAL in order to ensure that their concerns were taken into account.

41. It was stated that the UNCTAD secretariat could assist developing countries by preparing studies on the implications of the Draft Instrument for the trade and transport of developing countries. Furthermore, UNCTAD should work closely with the other international organizations and regional organizations in order to facilitate the participation of developing countries in the negotiating process.

#### **F. Market structure and market access**

42. Market access is a critical issue for developing countries, with regard to both multimodal and underlying modal transport operations. Governments need to achieve a fair balance between the interests of traders regarding the provision and availability of cost-effective and adequate multimodal transport services and those of the local carriers needing a certain amount of support for the provision of competitive services. This support, however, should not be such as to encroach upon the shipper's freedom of choice, but rather aimed at improving supply capacities and hence competitiveness. Improving supply capacities is also an important element of international support for developing countries in multilateral negotiations on trade in transport services.

43. Developing countries find it increasingly difficult to maintain a presence as suppliers of multimodal transport services. Experts called on Governments and the international community to assist in designing policies aimed at increasing the supply capacities of developing countries' transport operators. This could be done through such means as facilitating transfer of know-how, increasing managerial capabilities, and promotion of the use of information and communication technologies. Furthermore, partnerships between national and international suppliers should be encouraged.

44. Countries that have privatized or granted concessions for ports, railways, roads or other transport-related infrastructure have generally had positive experiences regarding cost reductions and service improvements. In many cases, however, these operational improvements have not been matched by corresponding reforms in public administrations, customs and regulatory bodies.

45. One particular obstacle that was noted by several countries was the consideration of containers as tradable goods. Such treatment implies time-consuming and costly administrative steps, often impeding the introduction of multimodal transport, which would require the use of containers.

46. It was found that in most countries a majority of recognized multimodal transport operators tend to be branches of international, usually foreign, companies. Also, on the maritime side nowadays a majority of service providers are foreign-based or at least foreign-flagged. It was observed that in the 1990s freight rates fell substantially following the abolition of cargo reservation regimes, which opened up maritime transport markets to international competition. A long-term trend of decreasing freight rates was noted, in spite of short-term fluctuations.

47. Carriers from some developing countries are in many cases unable to provide basic shipping services. Multimodal carriers from developing countries might have difficulty in complying with statutory requirements to obtain a licence, notably the amount of security deposit. In one case, the amount was increased from \$100,000 to \$500,000, and this reduced the number of licensed operators from 22 to 7. In another case, a customs guaranty of \$232,000 is required and the carrier is expected to maintain minimum assets of 80,000 Special Drawing Rights.

48. With regard to the remaining cargo reservation regimes, bilateral agreements and cabotage restrictions, it was considered that abolition of such measures would clearly be to the benefit of transport users and the population of developing countries as a whole. However, the opening of cabotage markets in particular might prove to be problematic and not attainable.

49. Concerns were expressed that in some cases a limited choice of suppliers of liner shipping services could result in higher transportation costs.

50. It was observed that in several countries increased competition between ports, including with ports in neighbouring countries, had put pressure on some ports to modernize, reduce bureaucracy and introduce private sector investment. Similarly, one expert explained how in his country the introduction of competition from rail and coastal shipping to trucking had led to lower trucking freight rates. Also, some landlocked countries try to promote the use of competing corridors, which go through different transit countries. Thus, market pressures can encourage reforms in other areas that are relevant for a country's competitiveness, such as trade facilitation, security, and investments in infrastructure and technologies.

51. Access to markets is being negotiated in the WTO, where transport services are part of the General Agreement on Trade in Services (GATS). It was pointed out that competition in transport services should be encouraged in order to reduce costs and promote the development of logistics providers, which is often blocked through protectionism and restrictive measures. Market access was considered an important issue that could be used to stimulate the growth and efficiency of developing countries' service providers and promote

the development of logistics services. Experts requested UNCTAD to continue to give support to developing countries in identifying their needs and requirements in logistics services in the context of the GATS negotiations.

### **G. Conclusions and the way forward**

52. It was generally agreed that access to logistics and multimodal transport services was crucial for competitiveness in a globalized economy. Many developing countries, especially small island, landlocked and least developed ones, have only limited access to these services. At the same time, the requirement that operators be able to provide adequate logistics and multimodal services is growing in line with increasing demands for deliveries that are faster and more frequent, reliable and secure. In this context, experts highlighted the importance of the issues covered by the meeting.

53. Experts stressed the need to involve shippers in transport-related policies and projects. Although transport providers and their practical knowledge also need to be taken into account, it is the perspective of the transport users that provides the link to the ultimate goal of improving multimodal transport and logistics services – namely, to increase the competitiveness of countries so that they are able to participate in the globalized economy.

54. Although many of the reforms that are necessary for improving multimodal transport and logistics services depend on decisions at the national level, it was recognized that international cooperation concerning capacity-building, policy advice, regional and international coordination or financial and technical cooperation also have an important role to play. In particular, experts highlighted the importance of a uniform international framework for the development of multimodal transport.

55. A practical way forward may also be closer cooperation between traders and logistics providers. Concerning a lack of capacity-building, in several cases a lack of human resource development was identified as the missing complement to investments in infrastructure. Concerning facilitation and investments, stronger regional cooperation and coordination appear to be a viable approach in many developing regions. Particularly in the area of trade and transport facilitation, cooperative efforts between UNCTAD and relevant regional and subregional organizations are expected to produce positive and practical results.

56. In order to avoid persistent exclusion from global production processes, especially for least developed, landlocked and small island States, a concerted effort by national Governments and international organizations to overcome these difficulties appears necessary. UNCTAD, in cooperation with other relevant organizations and regional and subregional organizations of developing countries, was called upon to put in place the necessary mechanisms to support developing countries' endeavours to participate in and fully benefit from opportunities offered by modern multimodal transport and logistics services. This was considered to be a crucial element of a coherent strategy for integrating developing countries into the world economy and enhancing a trade-based development process.

## **Chapter II**

### **ORGANIZATIONAL MATTERS**

#### **A. Convening of the Expert Meeting**

57. The Expert Meeting on the Development of Multimodal Transport and Logistics Services was held at the Palais des Nations, Geneva, from 24 to 26 September 2003.

#### **B. Election of officers**

(Agenda item 1)

58. At its opening meeting, the Expert Meeting elected the following officers to serve on its bureau:

Chairperson: Mr. Magnus T. Addico (Ghana)

Vice-Chairperson-cum-Rapporteur: Mr. Christoph Seidelmann (Germany)

#### **C. Adoption of the agenda and organization of work**

(Agenda item 2)

59. At the same meeting, the Expert Meeting adopted the provisional agenda circulated in document TD/B/COM.3/EM.20/1. The agenda for the Meeting was thus as follows:

1. Election of officers
2. Adoption of the agenda and organization of work
3. Development of multimodal transport and logistics services
4. Adoption of the report of the Meeting

#### **D. Documentation**

60. For its consideration of the substantive agenda item, the Expert Meeting had before it a note by the UNCTAD secretariat entitled "Development of multimodal transport and logistics services" (TD/B/COM.3/EM.20/2).

#### **E. Adoption of the report of the Meeting**

(Agenda item 4)

61. At its closing meeting, the Expert Meeting authorized the Rapporteur to prepare the final report of the Meeting under the authority of the Chairperson.

**Annex**

**ATTENDANCE \***

1. Experts from the following States members of UNCTAD attended the Meeting:

Afghanistan	Niger
Algeria	Nigeria
Angola	Norway
Benin	Oman
Botswana	Pakistan
Cameroon	Panama
China	Philippines
Colombia	Poland
Cuba	Qatar
Czech Republic	Republic of Korea
Denmark	Republic of Moldova
Ecuador	Russian Federation
Eritrea	Sao Tome and Principe
Finland	Serbia and Montenegro
Gabon	Slovenia
Germany	Spain
Hungary	Sudan
Indonesia	Switzerland
Iran (Islamic Republic of)	Syrian Arab Republic
Jamaica	Thailand
Madagascar	Tunisia
Mali	United Republic of Tanzania
Nepal	United States of America

2. The following intergovernmental organizations were represented at the Meeting:

Common Market for Eastern and Southern Africa  
South Centre  
Maritime Organization for West and Central Africa

3. The following United Nations agencies were represented at the Meeting:

Economic Commission for Europe  
Economic Commission for Africa

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\* For the list of participants, see TD/B/COM.3/EM.20/INF.1.

4. The following specialized agencies and related organization were represented at the Meeting:

United Nations Industrial Development Organization  
World Bank  
World Trade Organization

5. The following non-governmental organization was represented at the Meeting:

*Specialized Category*

International Multimodal Transport Association

6. The following special invitee attended the Meeting:

Mr. John Panzer, Sector Manager, International Trade Department, World Bank,  
Washington DC, United States of America

7. The following resource persons attended the Meeting:

Mr. A. Rasheed Janmohammed, Chairman, Pakistan Shippers' Council  
Mr. O.V. Kolyshkin, International Dangerous Goods and Containers Association,  
Saint Petersburg, Russian Federation