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First Specific Consultative Meeting on the Transit Transport
Systems of the Lao People's Democratic Republic
Vientiane, 14-15 December 2000

**REPORT OF THE FIRST SPECIFIC CONSULTATIVE MEETING
ON THE TRANSIT TRANSPORT SYSTEMS OF
THE LAO PEOPLE'S DEMOCRATIC REPUBLIC**

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INTRODUCTION

1. In its resolution 54/199, the United Nations General Assembly welcomed the efforts being made by the Secretary-General of the United Nations Conference on Trade and Development (UNCTAD), in collaboration with donor countries and institutions, in particular the United Nations Development Programme (UNDP), the regional commissions and relevant subregional institutions, to organize specific consultative groups, to identify priority areas for action at the national and subregional levels and to draw up action programmes.
2. Following a request by the Government of the Lao People's Democratic Republic (PDR) that a specific consultative meeting on transit transport systems of the Lao PDR be organized, the UNCTAD secretariat held consultations with the UNDP, which agreed to provide funds to support the substantive preparations for this meeting. The first such meeting was held in Vientiane, Lao PDR, from 14 to 15 December 2000.

Chapter I

OPENING OF THE MEETING

3. **Mr. Somsavat Lengsavad, H.E. Deputy Prime Minister, Minister of Foreign Affairs of the Lao PDR**, in his opening address, expressed his warm welcome to all the participants in the First Specific Consultative Meeting on the Transit Transport Systems of the Lao People's Democratic Republic and wishing all of them a pleasant stay in Vientiane and success in their work.
4. He said that landlocked developing countries left on their own would not be able to cope with the formidable challenges posed by the acute problems facing them and that this fact was clearly recognized by the international community. Measures taken to ameliorate their landlocked disadvantage had had limited impact. The needs and problems of landlocked developing countries had been highlighted by the first ever annual ministerial meeting of those countries, held in New York on 18 September 2000 during the Millennium Session of the General Assembly. That meeting, which he had had the honour to chair, had called upon the international community to provide greater support and assistance to mitigate the negative consequences of landlocked developing countries' geographical handicap. He emphasized the importance of the effective implementation of the Global Framework for Transit Transport Cooperation between Landlocked and Transit Developing Countries and the Donor Community.
5. The purpose of the meeting should be to identify the transit transport problems facing the Lao PDR and to search for practical solutions. In addition to designing policy measures and actions which it could adopt for the Lao PDR, the meeting should make an important contribution to the forthcoming Fifth Meeting of Governmental Experts from Landlocked and Transit Developing Countries and Representatives of Donor Countries and Financial and Development Institutions, scheduled to be held in July 2001 in New York, and should also contribute to the implementation of General Assembly resolution 54/199 on specific actions related to the particular needs and

problems of landlocked developing countries. Moreover, it should serve as a test for cooperation between landlocked and transit developing countries, to be reviewed at the Third United Nations Conference on the Least Developed Countries, to be held in Brussels from 14 to 20 May 2001.

6. The **representative of UNDP** welcomed the convening of the First Specific Consultative Meeting on the Transit Transport Systems of the Lao People's Democratic Republic and expressed appreciation for UNCTAD's role in the preparation for the meeting. She said that lack of territorial access to the sea, aggravated by remoteness and isolation from world markets and prohibitive transit costs and risks, imposed serious constraints on the socio-economic development efforts of landlocked countries.
7. Referring to the factors which accounted for high transit costs, such as inadequate infrastructure, and noting that many of their transit neighbours were themselves developing countries with no adequate financial resources for infrastructure development, she reminded the meeting of paragraph 8 of General Assembly resolution 54/199, which invited donor countries, the United Nations Development Programme and multilateral financial and development institutions to provide landlocked developing countries with appropriate financial and technical assistance in the form of grants or concessional loans for the construction, maintenance and improvement of their transport, storage and other related facilities, and to promote subregional, regional and interregional projects and programmes.
8. The present meeting was of major strategic importance to the subregion. Improved transit systems would not only reduce the Lao PDR's transport costs but could also enable it to play a greater role as a transit country for its neighbours. She hoped that the meeting would adopt a plan of action that would address the needs and problems of the Lao PDR and its transit neighbours. Improved transit systems would both reduce the Lao PDR's transport costs and serve as an important factor in stimulating subregional trade and economic cooperation.
9. The **representative of UNCTAD** congratulated the Government of the Lao PDR on the holding of the First Specific Consultative Meeting on the Transit Transport Systems of the Lao People's Democratic Republic, and thanked UNDP for its financial and logistical support, which was vital for the successful organization of the meeting. He said that the problems of landlocked countries must be viewed against the backdrop of heightened competitive market pressures. With increased competition in major markets forcing businesses to adjust to just-in time production and management systems, the commercial success of any export-oriented industry depended more and more on its ability to satisfy customers, in terms of speed, reliability and flexibility with respect to delivery of goods. The lack of territorial access to the sea, aggravated by remoteness and isolation from world markets, placed landlocked countries at a disadvantage. High import costs inflated the consumer price of imported goods and high transport costs for exports undermined their competitiveness in foreign markets.
10. A rough measure of the transit cost disadvantage faced by landlocked developing countries was provided by balance-of-payment statistics which showed freight costs as a proportion of cost, insurance and freight (c.i.f.) values. In 1998, freight costs had been approximately 4.0 per cent of

the c.i.f. import values of developed economies, and 7.2 per cent of the c.i.f. import values of developing countries, with the average for landlocked countries being 14.7 per cent. In the export market, landlocked developing countries spent in 1998 about 17.7 per cent of their earnings on payment of transport services, with the average for all developing countries standing at 8.7 per cent.

11. The Global Framework for Transit Transport Cooperation between Landlocked and Transit Developing Countries and the Donor Community, endorsed by the General Assembly in 1995, constituted the most consolidated and comprehensive triangular agreement between landlocked transit countries and their development partners. It addressed fundamental transit transport policy issues and provided guidelines for improving transit transport systems. UNCTAD was pleased to note that a great deal of progress had been made in strengthening bilateral and regional cooperation between the Lao PDR and its transit neighbours. Initiatives had been taken at the bilateral level and within the framework of regional organizations such as the Association of South-East Asian Nations (ASEAN) and the Asian Development Bank (ADB). The subregion had also benefited from financial and technical support from bilateral donor countries and from financial and development institutions. The meeting should adopt measures and actions to further improve the transit transport systems of the Lao PDR. It should build on the work done under both bilateral and multilateral frameworks and initiatives, such as those of the Economic and Social Commission for Asia and the Pacific (ESCAP), ASEAN and the Greater Mekong subregion initiative.

Chapter II

REVIEW OF THE TRANSIT TRANSPORT SYSTEMS OF THE LAO PDR

12. For its consideration of the substantive items the meeting had before it an issues paper entitled "Transit transport systems of the Lao PDR" (UNCTAD/LDC/Misc.55), which had been prepared by UNCTAD consultants.
13. The **Chairman** in his opening remarks proposed that the meeting focus on two interrelated objectives: (a) review of the current transit transport systems of the Lao PDR, including the problems faced by the Lao PDR and its transit neighbours and (b) elaboration of elements for a future programme of action that would also serve as an input to the forthcoming Fifth Meeting of Governmental Experts from Landlocked and Transit Developing Countries and Representatives of Donor Countries and Financial and Development Institutions, scheduled to be held in July 2001 pursuant to General Assembly resolution 54/199.
14. The issues paper on transit transport systems of the Lao PDR was introduced by **Mr. Khammoune Bouaphanh**, national consultant. It analysed the current transit transport constraints facing the Lao PDR. In particular, it highlighted issues related to the Lao PDR's external trade and issues related to transit transport, including road and railway infrastructure, Mekong river navigation, airport development, airline services, seaports and transit corridors, and constraints arising from non-physical barriers such as cumbersome customs and border crossing procedures and documentation, as well as issues related to the implementation of bilateral and regional transit

agreements and the need to accede to international legal instruments. The paper also raised issues related to financial and technical assistance requirements. Finally, there were proposals for future action.

15. The introduction of the issues paper stimulated an animated debate on a broad range of issues related to, *inter alia*, transit transport policy objectives, transit infrastructure development, road maintenance, government regulations and procedures, operational efficiency and external assistance requirements. The representatives of following countries and organizations made statements: Sweden, Viet Nam, Japan, Germany, Lao PDR, World Bank, France, Thailand, Mekong River Commission, Australia, Asian Development Bank, People's Republic of China, Myanmar, Economic and Social Commission for Asia and the Pacific, and UNCTAD.
16. With regard to transit transport policy objectives, the meeting emphasized the need to strengthen current bilateral transit agreements and to accede to international transit conventions. In this context, the compatibility of regional and bilateral agreements was emphasized. In addition, the meeting discussed institutional issues and highlighted the importance of mechanisms for monitoring the implementation of transit transport agreements and arrangements. With regard to improving operational efficiency, the need to promote a more market-oriented environment for transit transport operations was stressed. Opening up the road haulage industry for competition was considered to be an important policy objective.
17. With regard to projects and programmes designed to improve transit transport infrastructure, the need to establish clear priorities was emphasized. Many participants underlined the importance of road maintenance. In this context, the need to establish dedicated Road Funds was stressed. Several donor countries and international organizations indicated their willingness to support the establishment of such funds. Other delegates, while agreeing that road maintenance was important, stressed that the existing infrastructure in the Lao PDR and some of its transit neighbours was inadequate, and that there was still a need for new investments. Issues related to navigation on the Mekong River were discussed. With respect to the improvement of the management and operational efficiency of transit transport operations, the discussion clearly indicated that there was a need for more concerted action to overcome a host of non-physical barriers through simplification and harmonization of customs procedures and administrative documentation and procedures. The meeting took note of initiatives under way to overcome non-physical barriers and stressed the need for effective implementation of agreed measures.
18. The meeting also considered that the effective implementation of agreements required appropriate institutional arrangements at the national and regional levels as well as the financial and technical support of the international community.

Action by the meeting

19. At the closing plenary, on 15 December 2000, the meeting adopted the Vientiane Plan of Action (see annex 1).

Closing statements

20. **H.E. Mr. Phao Bounnapol, Minister for Communication, Transport, Post and Construction of the Lao PDR**, expressed on behalf of his Government heartfelt thanks to all delegates participating in the First Specific Consultative Meeting on the Transit Transport Systems of the Lao People's Democratic Republic. He said that the most important outcome of the meeting was the adoption of the Vientiane Plan of Action, containing priority areas for actions at national, subregional and international levels aimed at improving transit transport systems. The effective implementation of the Vientiane Plan of Action required concerted efforts, cooperation and support from all transit neighbours of the Lao PDR. He appealed to donor countries and international organizations to extend their assistance to the implementation of the Vientiane Plan of Action, which he valued as a precious gift to this subregion, and especially to the Lao PDR in the area of transit transport.
21. The **Chairman** of the meeting commended the spirit in which the deliberations had been conducted. The outcome of the meeting was important not only in practical terms, as seen from the Vientiane Plan of Action, but also in a conceptual sense. The landlocked developing countries were not necessarily perpetually poor and weaker parties in cooperation, but under more favourable conditions could play an important role in regional and subregional trade and development. In conclusion, he commended the UNCTAD secretariat and UNDP for their substantive and financial support.

Chapter III

ORGANIZATIONAL MATTERS

A. Opening of the meeting

22. The meeting was opened by the representative of UNCTAD. H.E. Mr. Somsavat Lengsavad, Deputy Prime Minister, Minister of Foreign Affairs of the Lao PDR, made an opening statement. Statements were also made by representatives of UNDP and UNCTAD (see chapter I above).

B. Election of the Bureau

(Agenda item 1)

23. At its first meeting, on 14 December 2000, the following officers of the Bureau were elected:

Chairman: H.E. Mr. Alounkeo Kittikhoun (Lao PDR)
 Vice-chairman: Mr. Silpachai Jarukasemratana (Thailand)
 Rapporteur: Mr. Nguyen Viet Kien (Viet Nam)

C. Adoption of the agenda and organization of work

(Agenda item 2)

24. At its opening plenary, the meeting adopted the provisional agenda contained in document UNCTAD/LDC/Misc.54, as follows:

1. Election of the Bureau
2. Adoption of the agenda and organization of work
3. Review of transit transport systems of the Lao PDR
4. Adoption of the report of the meeting
5. Other matters

D. Adoption of the report of the meeting

(Agenda item 5)

25. At its closing plenary, on 15 December 2000, the participants in the meeting adopted the report of the First Specific Consultative Meeting on Transit Transport Systems of the Lao People's Democratic Republic. In addition, the participants adopted the Vientiane Plan of Action (see annex I) and adopted a vote of thanks expressing their gratitude and appreciation to the Government and people of the Lao PDR for hosting the meeting, also thanking UNDP for its financial support (see annex II).

Annex I

**VIENTIANE PLAN OF ACTION ON MEASURES DESIGNED
TO IMPROVE TRANSIT TRANSPORT SYSTEMS OF
THE LAO PEOPLE'S DEMOCRATIC REPUBLIC**

Introduction

1. We, the representatives of the Governments of Australia, Cambodia, Canada, China, France, Japan, Germany, the Lao People's Democratic Republic, Myanmar, the Republic of Korea, Sweden, Thailand, the United States of America and Viet Nam, as well as of the Asian Development Bank, the Economic and Social Commission for Asia and the Pacific, the European Union, the Mekong River Commission, the United Nations Development Programme, the United Nations Capital Development Fund, the United Nations Conference on Trade and Development and the World Bank, who participated in the First Specific Consultative Meeting on the Transit Transport Systems of the Lao People's Democratic Republic, wished to reiterate that the lack of territorial access to the sea, aggravated by remoteness and isolation from world markets, prohibitive transit costs and associated risks, imposes serious constraints on the overall socio-economic development efforts of landlocked developing countries. As developing nations handicapped by their geographical location, the landlocked developing countries are in a doubly disadvantaged position to take part in the globalizing world economy and international trade.
2. We noted that in spite of efforts made at national and international levels to overcome these particular problems, the challenges that landlocked developing countries face continue to be formidable. It is in this context that the international community has supported an innovative approach in order to promote more effective cooperative arrangements between landlocked developing countries and their transit neighbours, as well as to encourage a more active supportive role of the donor community. The Global Framework for Transit Transport Cooperation between Landlocked and Transit Developing Countries and the Donor Community includes recommendations for organizing subregional consultative group meetings to identify priority areas with a view to adopting a plan of action.
3. We have reviewed the transit transport systems of the Lao PDR and made an assessment of the problems currently being encountered. We have identified priority areas for actions at the national, subregional and international levels that need to be undertaken in both the short and the long term, as set out under the following five items :

I. TRANSIT TRANSPORT POLICY ISSUES

4. In order to achieve the fundamental transit transport policy objectives which the countries in the subregion have pursued and are determined to continue to support, we recommended that every effort be undertaken to implement a policy that is favourable for further development of the transit trade in the subregion:
 - (i) Strengthening and improving the legal framework governing transit transport operations. In this connection, there are a number of bilateral and regional Agreements, particular by the following:

Agreement concerning International Road Transport between the Government of the People's Republic of China and the Government of the Lao People's Democratic

Republic, dated 3 December 1993;

Agreement on Road Transport between the Government of the Socialist Republic of Viet Nam and the Government of the Lao People's Democratic Republic, dated 24 February 1996;

Agreement on Road Transport between the Government of the Kingdom of Cambodia and the Government of the Lao People's Democratic Republic, dated 21 October 1999;

Trilateral Agreement for Facilitation of Cross-Border Transport of Goods and People between Laos, Thailand and Viet Nam, signed in 1999;

Agreement on Commercial Navigation on the Lancang–Mekong River among the Governments of the People's Republic of China, the Lao People's Democratic Republic, the Union of Myanmar and the Kingdom of Thailand, signed on 20 April 2000;

Agreement on Road Transport between the Government of the Kingdom of Thailand and the Government of the Lao People's Democratic Republic, dated 5 March 1999 (to replace a 1978 Transit Agreement);

ASEAN Framework Agreement on the Facilitation of Goods in Transit;

Agreement of 18 January 2000 between the Government of the Socialist Republic of Viet Nam and the Government of the Lao People's Democratic Republic Amending Some Articles of the Agreement on Goods in Transit, signed on 23 April 1994;

Agreement between the Government of the Kingdom of Thailand and the Government of the Lao People's Democratic Republic on Joint Railway Traffic Working, signed on 4 April 1997.

However, the implementation of some of these Agreements is either slow or ineffective. Their full and effective implementation is important. It is urged that contracting parties should, as may be required, review the Agreements with a view to making them more effective. In this regard, the Economic and Social Commission for Asia and the Pacific (ESCAP) is requested to assist the countries concerned.

- (ii) Promotion of adherence to international transit Conventions and Agreements related to transit trade and transport, which will serve as instruments to further enhance the commitments of the countries in the subregion to strengthen international cooperation in these important areas. Countries are encouraged to consider acceding to the international Conventions in the area of

transit trade promoted by ESCAP in its Resolution 48/11¹

- (iii) Further development and improvement of the institutional mechanisms at the national, bilateral and subregional levels to monitor the implementation of the agreed transit arrangements and Agreements. The existing mechanisms should be fully utilized. The Governments concerned should take measures to improve the efficiency and effectiveness of those mechanisms.
- (iv) Public sector transit transport organizations should be accorded greater autonomy and scope to operate on a commercial basis, taking into consideration the specific features of the development of the national economies.
- (v) Encouragement of the production and trade patterns which promote subregional trade expansion that will benefit the countries in the subregion. Through exploitation of regional trade potentials, the Lao PDR will reduce its heavy dependence on external markets and consequently lessen the heavy burden of transit transport costs.
- (vi) Governments should adopt a policy of liberalizing road transit services by encouraging competition in the road transit transport logistics industry, including concession agreements with private sector. In this regard, the Lao transit transport sector, and particularly private companies, needs greater assistance and support in order to expand its transit services and improve its competitive capacity, which would include the possibility of modernizing its equipment at competitive rates.

II. TRANSIT TRANSPORT INFRASTRUCTURE DEVELOPMENT

5. We have noted that there is still an urgent need to improve the transit transport infrastructure of the Lao PDR. Action will particularly be recommended in the following areas, in no particular order of priority:

(i) Construction of missing links in the railway to connect the railway systems of its transit neighbours, particularly, Thailand. Bearing this in mind, the consultative meeting appeals to relevant international organizations and donor countries to look into the possibility of financing the following projects:

- (a) Nongkai-Vientiane connecting to the Thai railway network
- (b) Vientiane-Thakhaek-Muya connecting to the Vietnamese railway network

(ii) Construction of the specific transport corridors in which all modes of communication and

¹ The Convention on Road Traffic of 1968; the Convention on Road Signs and Signals of 1968; the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) of 1975; the Customs Convention on the Temporary Importation of Commercial Road Vehicles of 1956; the Customs Convention on Containers of 1972; the Convention on the Contract for the International Carriage of Goods by Roads (CMR) of 1956; and the International Convention on Harmonization of Frontier Control of Goods of 1982.

surface transportation between seaports and interior locations are modernized, harmonized and integrated to form an efficient system for moving goods across national boundaries. Multimodal transport arrangements should be promoted in this regard. Donor countries and relevant international financial and development organizations are invited to consider funding the following projects:

- (a) The Northern Economic Corridor (Route 3 – Botene-Luang Namtha-Bokeo)
- (b) The Southern Economic Corridor (Routes 18A and 18B)
- (c) The North-South Corridor (along Route 13 to connect China to Cambodia)
- (d) The Central Corridor (along Route 12 to connect North-Eastern Thailand with the seaport in Central Viet Nam)
- (e) Establishment of dry ports in Vientiane municipality and Savannakhet

(iii) Maintenance and rehabilitation of the existing road network are increasingly becoming important problems for the Lao PDR, as it is providing transit services to its neighbours. In this respect, further sizable resource mobilization is required through road development projects, a road development fund and road user charges.

III. IMPROVEMENT OF MANAGEMENT AND OPERATIONAL EFFICIENCY

6. We have taken note of the fact that the transit transport systems in the subregion are still seriously constrained by a range of non-physical barriers, which must be addressed as a matter of priority. It is recommended that the constraints recognized by this meeting be addressed in a timely manner, taking into consideration the schedule for completion of the ongoing construction of the physical infrastructure, such as the East-West Corridor. Initiatives in this area might include the following :
 - (i) The competent authorities in the countries concerned should hold consultations on ways of providing preferential transit tariffs for freight crossing through their territories by all means of transport, taking into account the particular problems and difficulties of the Lao PDR arising from its landlocked situation. Such tariffs should be published and made available to all parties concerned.
 - (ii) Transit customs and administrative documents and procedures should be simplified, standardized and harmonized in accordance with internationally accepted standards. The introduction of common transport and customs documents and modern Electronic data interchange (EDI) systems based on Electronic data interchange for administration, commerce and transport (EDIFACT) standards should be seriously considered in this regard.
 - (iii) Consultations should be conducted between the competent departments of the countries concerned on the simplification and harmonization of transit charges.

- (iv) Transit goods should not be subject to any taxes.
- (v) Transport border controls should be simplified and harmonized.
- (vi) Countries in the subregion should consider introducing modern compatible computer-based wagon-tracking systems, such as the Advance Cargo Information System (ACIS).
- (vii) The countries in the subregion should consider introducing customs information systems such as the Automated System for Customs Data Entry Control and Management (ASYCUDA) in order to modernize and improve the customs administration and collection system as appropriate.
- (viii) In order to increase the protection of transit cargo, it is recommended that the Governments concerned initiate practical steps in the development and introduction of appropriate insurance and reinsurance arrangements to cover risks related to transit cargo.
- (ix) A Lao Freight Forwarders' Association should be established.
- (x) Human resources development should be increased in order to improve planning and technical skills so as to allow greater participation in global logistics.
- (xi) Transport legislation should be harmonized in line with internationally accepted principles. The development of guidelines for land transport legislation should be considered.

IV. EXTERNAL ASSISTANCE

7. We wished to reiterate that the countries of the subregion have a limited capability to undertake all the actions envisaged above without external support. International financial and development institutions and donor countries will therefore have to make significant contributions to those efforts. Particular attention should be given to human resources development and to development of transport infrastructure used for transit. These will include:

- (i) The extension of the transit transport network.
- (ii) Support of transport infrastructure maintenance and rehabilitation programmes used for transit.
- (iii) Technical assistance programmes related to the introduction of modern information technology, building up capability to negotiate transit arrangements

and monitor their implementation, and training in such areas as freight forwarding services, transit transport management and operations.

- (iv) Donor countries and international financial and development institutions are requested to provide resources for ad hoc consultancy services, as appropriate, to help implement the Vientiane Plan of Action.
- (v) Donors are also invited to consider providing financial resources or experts on a non-reimbursable loan basis to ESCAP in order to assist in a number of areas, including implementation of border crossing and transit transport facilitation measures, developing guidelines on domestic land transport legislation and developing related training materials for human resources development.

V. FOLLOW-UP INSTITUTIONAL MECHANISMS

In order to facilitate the implementation and follow-up of the actions outlined above, we agreed that a second consultative meeting on transit transport systems of the Lao PDR should be held in the first quarter of 2003 to monitor the progress of the agreed actions and follow-up arrangements. In this context, it is desirable that study tours or workshops for officials in this subregion be organized in order to familiarize them with the success stories in the operation of transit transport arrangements in other subregions, such as Latin America and Africa. UNCTAD is requested to organize these activities. Donor countries, international financial and development institutions, including UNDP are requested to provide financial support.

Annex II

VOTE OF THANKS

Friday, 15 December 2000

The participants in the First Specific Consultative meeting on the Transit Transport Systems of the Lao People's Democratic Republic, having met in Vientiane, Lao PDR, from 14 to 15 December 2000, expressed their gratitude to the Government and people of the Lao PDR for hosting the meeting and for the hospitality extended to them during their stay in the Lao PDR.

Also, participants expressed appreciation to UNDP and UNCTAD for sponsoring the meeting.

Annex III

LIST OF PARTICIPANTS

AUSTRALIA

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 Mr. Souphonh CHANTHAVIXAY, Deputy Director of Administration Division, MCTPC
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Mr. Bounsoum VANHAHEUANG, Transport Savannakhet

Mr. Pothong NGONPHACHANH, Managing Director of Lao Aviation

Mr. Sounthone PHILAVANH, Deputy Director, Vientiane Port

Mr. Palami PHOMMATHANSY, Director General, Post Enterprise

Mr. KEOVANHPHONE, Director of State River Transport

Mr. Bounnhong BAYRASY, Marketing Manager, TEF

Mr. Khamphoune TEMERATH, Director of State Bus Company
Mr. BOUNGNOK, Savannakhet Transport Service
Mr. SONGDATA, Managing Director, Lao Freight Forwarder
Mr. THIPDAVANH, SDT
Mr. SAKONE, Air Transport
Mr. Prachith SAYAVONG, Director of Society Mix of Transport
Mr. SOUDDALAI

Annex IV

CHECKLIST OF DOCUMENTS

1. UNCTAD/LDC/Misc. 57 Checklist of documents of the First Specific Consultative Meeting on the Transit Transport Systems of the Lao PDR
2. UNCTAD/LDC/Misc. 54 Provisional agenda of the First Specific Consultative Meeting on the Transit Transport Systems of the Lao PDR
3. UNCTAD/LDC/Misc. 55 Issues paper by the UNCTAD consultants: Transit transport systems of the Lao PDR
4. UNCTAD/LDC/Misc. 56 Work programme of the First Specific Consultative Meeting on the Transit Transport Systems of the Lao PDR
5. A/RES/54/199 Resolution on specific actions related to the particular needs and problems of landlocked developing countries
6. TD/LDC/AC.1/13 Improvement of transit transport systems in landlocked and transit developing countries: issues for consideration
7. A/C.2/55/2 Communiqué of the first Ministerial Meeting of the Group of Landlocked Developing Countries and the Donor Community
8. TD/B/42(1)/11
TD/B/LDC/AC.1/7 Global Framework for Transit Transport Cooperation between Landlocked and Transit Developing Countries and the Donor Community
9. TD/B/LDC/AC.1/15 Report of the Meeting of Governmental Experts from Landlocked and Transit Developing Countries and Representatives of Donor Countries and Financial and Development Institutions