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**Trade and Development Board**  
**Trade and Development Commission**  
**Multi-year Expert Meeting on Transport,  
Trade Logistics and Trade Facilitation**  
Seventh session  
Geneva, 7–9 May 2019

**Report of the Multi-year Expert Meeting on Transport,  
Trade Logistics and Trade Facilitation on its seventh session**

Held at the Palais des Nations, Geneva, from 7 to 9 May 2019

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## Introduction

The seventh session of the Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation, held from 7 to 9 May 2019 in Geneva, had discussions focused on trade facilitation and transit in support of the 2030 Agenda for Sustainable Development.

### I. Chair's summary

#### A. Opening plenary meeting

1. The Director of the Division on Technology and Logistics of UNCTAD opened the seventh session of the Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation. In her opening statement, she emphasized the importance of trade facilitation and transit in support of achieving the Sustainable Development Goals and underlined that the meeting was a good opportunity for experts to share experiences and takeaways for national policy and the international community. She highlighted UNCTAD programmes promoting trade facilitation, namely the UNCTAD Empowerment Programme for National Trade Facilitation Bodies, and UNCTAD technical tools in the field of trade facilitation, such as the Automated System for Customs Data (ASYCUDA) and its electronic single window module, as well as the Trade Information Portal, which aimed at assisting the enhancement of national trade procedures and compliance with obligations under the Agreement on Trade Facilitation of the World Trade Organization. The Empowerment Programme assisted developing countries in cross-border trade reforms, bringing together all relevant stakeholders under national trade facilitation committees to deliberate and collaborate on national trade facilitation needs. The Programme was also being implemented regionally, for example with the East African Community and the Organization of Eastern Caribbean States. AYSCUDA, the largest technical assistance programme of UNCTAD, continued to be implemented in more countries worldwide. Finally, the Director noted that UNCTAD cooperated with a range of other international organizations to provide trade facilitation assistance, for example by acting as the lead agency in organizing the first African forum for national trade facilitation committees, held in Addis Ababa in November 2018.

2. The Chief of the Trade Logistics Branch of UNCTAD provided an overview of the links between trade facilitation and sustainable development. He highlighted that trade facilitation was an important tool to assist in achieving the Sustainable Development Goals. He further highlighted that, as countries were provided assistance to implement needed trade reforms in the area of trade facilitation, this would also contribute to strengthening the multilateral trading system. In addition, he noted the work of UNCTAD in promoting inter-agency cooperation. Finally, he provided an introduction to the five panel discussions to be held during the meeting.

#### B. Trade facilitation and transit in support of the 2030 Agenda for Sustainable Development

(Agenda item 3)

##### *The Sustainable Development Goals and trade facilitation*

3. During the first panel discussion, one panellist shared the experience of the many challenges that policymakers faced in the implementation of trade facilitation reforms in Saint Lucia. Saint Lucia supported the implementation of trade facilitation measures to simplify procedures, considering the significant role that trade facilitation would play in achieving the Sustainable Development Goals. The Agreement on Trade Facilitation and the Goals served as important milestones of global progress and the Agreement provided a channel for national policy reforms that would enable trade, in particular in developing countries, yet challenges remained. Countries in the Caribbean had implemented various reforms in line with the standards of the United Nations Centre for Trade Facilitation and

Electronic Business and the World Customs Organization, and national policymakers increasingly depended on international indicators for comparative measurements of their performance. The panellist noted that trade facilitation would undoubtedly assist in speeding up the achievement of the Goals. He urged UNCTAD to continue its support to the Caribbean region in building both the hard and soft infrastructure necessary for trade facilitation.

4. Another panellist also stressed that trade facilitation would play an important role in achieving the Goals of the 2030 Agenda for Sustainable Development. Trade facilitation could contribute to the achievement of several of the Goals, in particular Goals 1, 2, 3 and 10. Underscoring the importance of trade facilitation as an engine of development and growth, the panellist stated that it was necessary to adopt trade facilitation in national development strategies given its cross-cutting effect on the economy. The World Trade Organization had carried out various projects to promote trade facilitation reforms and one of its recent publications, *inter alia*, focused on mainstreaming trade facilitation in attaining the Goals. The Agreement on Trade Facilitation would help to strengthen the multilateral trading system in an increasingly multipolar world.

5. One panellist introduced the latest work of UNCTAD on examples of good practices in meeting the obligations under the Agreement on Trade Facilitation. These examples, from developing countries and the least developed countries, could assist other countries in their implementation of the Agreement. Those examples particularly relevant to Goal 17.9, on enhancing international support for implementing effective and targeted capacity-building, including through South–South cooperation, were due to be published in a compendium to be made available on the UNCTAD website. The panellist presented the examples of the electronic single window in Rwanda and an electronic payment system in Sri Lanka. Developing countries and the least developed countries were urged to share their success stories with UNCTAD, for inclusion in the compendium.

6. Another panellist detailed the linkages between trade facilitation and the Goals. Trade facilitation was relevant in particular for Goals 8.2, 8.3, 9.1, 9.a, 9.c, 10.b, 16.9, 16.10, 16.15 and 17. National trade facilitation committees were a good example of public–private partnerships for trade facilitation since both public and private stakeholders could participate. The UNCTAD Empowerment Programme assisted such committees worldwide in implementing needed trade reforms. With regard to trade facilitation as a tool to deepen regional integration, the panellist highlighted UNCTAD cooperation with the East African Community since 2014. UNCTAD, with funding from Trade Mark East Africa, had supported the institutional framework for trade facilitation of the Community and, in 2018, the Community had adopted a ministerial declaration on trade facilitation.

7. Yet another panellist highlighted the experience of Zambia in the implementation of the measures under the Agreement on Trade Facilitation. With regard to the availability of information on the Internet, one of the obligations under the Agreement, Zambia was implementing an electronic trade portal and working to achieve 96 per cent national Internet penetration to allow for ease of access to information. ASYCUDA World was fully operational in Zambia and ASYCUDA was also being rolled out as the single window platform; notifications of enhanced controls, for example, were now electronic. Zambia had begun to implement electronic payments in 2014 and, at present, 19 commercial banks offered this service. In addition, automated procedures at the one-stop border post Chirundu, between Zambia and Zimbabwe, had reduced processing time and transport costs. The coordinated Border Management and Trade Facilitation Act, 2018, legislated the establishment of the national trade facilitation committee and its structure. The UNCTAD Empowerment Programme was ongoing in Zambia. Finally, Zambia had established a donor platform to ensure donor coordination and the effectiveness of assistance.

8. During the ensuing discussions, participants encouraged UNCTAD to assist in bringing experts from national capitals to participate in future multi-year expert meetings. Several delegates expressed interest in being featured in the forthcoming compendium of good practices in trade facilitation implementation. Questions were raised with regard to the winners and losers of trade facilitation reforms and how to deal with resistance to change. One delegate noted that some government agencies feared losing control and that consultations were critical. The secretariat noted that resistance occurred in both the public

and private sectors, but that there was overwhelming evidence that trade facilitation was beneficial for both growing trade and socioeconomic development. With regard to a query from one delegate on the sustainability of digital infrastructure, it was stressed that investment in maintaining and upgrading such infrastructure was essential, to ensure trade competitiveness, and that costs should be taken up by the regulatory body and passed down to end users such as traders. With regard to queries on donor coordination and stakeholder collaboration, some panellists responded that it was critical to coordinate country needs prior to requesting assistance. National stakeholder coordination through a national trade facilitation committee was indispensable in this context. Finally, all panellists agreed that regional integration could be a major driver of trade facilitation success and development.

*Implementation of the Agreement on Trade Facilitation of the World Trade Organization – status and United Nations assistance*

9. The Chair outlined that the second panel discussion would address the status of implementation of the Agreement on Trade Facilitation, details on how to seek assistance from the Trade Facilitation Agreement Facility of the World Trade Organization and information on other technical assistance provided by United Nations organizations in Geneva. One panellist highlighted the objectives of the Agreement with regard to three aspects, namely expediting the movement of goods; improving cooperation between border agencies; and enhancing technical assistance and building capacity for implementation of the Agreement. Information in this regard was accessible through the Facility. With regard to the implementation of the Agreement, there was a clear trend in the measures with the highest implementation rates and the measures with the lowest implementation rates, namely single window, authorized operator and advance ruling measures. The Facility was purely request-driven, and the panellist noted that it should be a last resort for assistance, whereby an application could be submitted to the Facility once a member State had sought and exhausted all other possible sources of assistance.

10. Another panellist highlighted that the United Kingdom of Great Britain and Northern Ireland supported the Empowerment Programme because of the benefits it could unlock for developing countries. In this regard, multilevel trade facilitation agreements could make a difference. A significant portion of trade facilitation-related funding from the United Kingdom was dedicated to monitoring and evaluation, to assess the impact of resources. For every funded project, there was a need to understand whether the project had properly assessed the political economy and who should capture the economic gains of the intervention. In this context, the United Kingdom posed the following five essential questions during the monitoring and evaluation process: Does the work funded reinforce the global Agreement framework? Does the partner understand the political economy? Is the private sector being brought along? Who benefits? Does the implementing partner have the capacity to answer these questions?

11. One panellist detailed the Empowerment Programme, including how to establish a well-functioning national trade facilitation committee, the benefits the Programme could bring to countries and its main characteristics, duration and number of modules. Since 2016, UNCTAD had assisted the national trade facilitation committees of over 20 countries in Africa and, since 2018, the programme had also been delivered in the Caribbean region.

12. Another panellist stressed that transactional efficiency was a key determinant of the international competitiveness of countries. The main barriers in connecting firms to value chains were supply chain barriers, whose removal had a greater effect than the removal of tariffs. Through various measures, supply chain reforms could increase gross domestic product significantly and could increase trade by up to 40 per cent more than the removal of tariffs. Furthermore, the practical modalities of trade facilitation reform were important. For example, information availability was important, but more significant was the user friendliness of the information platform. Trade facilitation reforms that worked for small and medium-sized enterprises could also benefit multinational corporations, but the opposite was not necessarily true. The panellist stated that reforms should therefore be tailored to meet the specific needs of small and medium-sized enterprises. In addition, public-private dialogue should be at the core of the design of reforms, and a national trade

facilitation committee was the natural platform to facilitate such dialogue. The panellist noted that the International Trade Centre was working with small and medium-sized enterprises seeking to benefit from trade facilitation reforms and that countries were encouraged to include in requests for assistance the specific benefits of projects for small and medium-sized enterprises.

13. Yet another panellist detailed the Economic Commission for Europe capacity-building programme for developing countries on digital and sustainable trade facilitation. The Commission had published a guide to aid countries in drafting a national trade facilitation road map. Other work to promote trade facilitation included the publication of an implementation guide, a global survey on digital and sustainable trade facilitation and global and regional reports on digital and sustainable trade facilitation, available on the Commission website. Finally, the Commission was conducting capacity-building programmes for some countries in central Asia and countries with economies in transition.

14. During the ensuing discussions, with regard to queries on how to access the Trade Facilitation Agreement Facility grant programme, one panellist noted that the Facility should be seen as insurance for countries that had not yet obtained assistance and not as an initial resource for assistance. Application forms and guidelines were available on the Facility website. With regard to a query on donor coordination and aid effectiveness, one panellist noted that coordination was both a demand-side and a supply-side problem, requiring better national streamlining, as well as streamlining among international organizations. In this context, Zambia was cited as an example of good practices, having established a donor coordination platform, to avoid donor overlaps and to ensure donor effectiveness. Furthermore, communications between national trade facilitation committee members and their representatives in the Committee on Trade Facilitation of the World Trade Organization were important for aid effectiveness. Finally, with regard to a query on support for small and medium-sized enterprises and private sector engagement, it was stressed that the private sector should be consulted continuously and throughout relevant processes.

#### *Technology solutions for trade facilitation implementation*

15. At the outset of the third panel discussion, the Chair noted that the use of technology was an important factor in increasing efficiency and transparency in cross-border trade. The automation of trade and customs procedures had become an important competitiveness benchmark in global value chains, through solutions such as the electronic single window. One panellist provided a detailed overview of ASYCUDA, used in more than 90 countries. Specific articles in the Agreement on Trade Facilitation required the publication of information and the simplification of controls, and ASYCUDA enabled countries to meet these requirements. In addition, the use of ASYCUDA could help countries to improve trade through a host of processes, such as pre-arrival processing, risk management and electronic payments, and to meet obligations with regard to freedom of transit through tools such as the national single window transit system. ASYCUDA provided a cost-efficient solution in establishing a single window and its success was guaranteed through several factors inherent in ASYCUDA single window projects, namely human factors, organization and reforms of business procedures and technology. In this context, the national single window in Rwanda provided an example of how ASYCUDA could work for countries: Rwanda had reduced the time for the clearance of goods by 32 per cent and related costs by 30 per cent.

16. Another panellist highlighted the example of Jamaica in designing the legal environment for a national single window. The foundation of building a single window involved four aspects, namely authorization from the Government; equivalence, whereby electronic versions of manual documentation processes carried the same legal weight; convergence, that is, the streamlining of all agencies and procedures towards the use of the single window; and legal personality, that is, the legal status of the single window operator and its rules and responsibilities. In Jamaica, the single window operator was the customs authority and the building of the single window had demonstrated that collaboration was necessary, both internally in the customs administration and with all outside stakeholders. Generally, there were three phases in establishing a single window, namely design,

formulation and enactment, leading to the commencement of single window operations, which involved a series of business processes, including goods declarations, pre-arrival processing and electronic payments. The main takeaways for the establishment of a single window were mapping, client orientation, involving the private sector and legal assessment.

17. One panellist introduced the issue of the transparency and accessibility of trade information in accordance with the requirements in article 1.2 of the Agreement on Trade Facilitation. The obligation could be efficiently met through the trade information portal platform offered by UNCTAD for implementation in interested countries, provided project funding was available. The newly established trade information portals in Tajikistan and in four countries in the East African Community, namely Kenya, Rwanda, Uganda and the United Republic of Tanzania, illustrated how traders and other stakeholders could find information on import, export and transit procedures through portals at both the national and regional levels. The establishment and operation of a portal required dedicated sustained efforts in user countries. Finally, the panellist highlighted the fact that portals could assist countries in the simplification of cross-border trade procedures, most efficiently through engagement by national trade facilitation committees.

18. Another panellist detailed the work of the United Nations Centre for Trade Facilitation and Electronic Business with regard to blockchain technology, which could help promote the achievement of the Goals. For example, the World Bank had supported Kenya in the development of a mobile telephone-based bond issuance project, which used blockchain technology to encourage savings by individuals by allowing them to purchase government bonds. The project had gained significant acceptance in the country. Challenges remained with regard to the variability of security levels, which could stifle interoperability; data vulnerability; robustness; cost; speed; and the degree of privacy. The panellist noted an ongoing project of the Centre using blockchain technology on a cross-border interledger exchange for preferential certificates of origin.

19. Another panellist introduced selected UNCTAD tools for the sustainability of national trade facilitation committees. The main challenges for such committees fell under six categories, namely a lack of funding, maintaining engagement, incorrect representation, a lack of coordination, a lack of high-level support and resistance to change. The Empowerment Programme addressed many of these issues through in-country training modules for national trade facilitation committees, including 10 new online courses of 45 minutes each. Members of committees could acquire helpful knowledge through these courses at their own pace.

20. During the ensuing discussions, with regard to queries on the establishment of trade information portals and whether all countries had set up a portal, the secretariat noted that, to date, few countries had implemented efficient portals, and that UNCTAD hoped to establish such portals in more countries, through the provision of the required software. With regard to another query on national single windows, the secretariat noted that national support and cooperation between relevant government agencies was necessary, as such windows were often operated by customs authorities but might also be operated by other government agencies or independent entities. With regard to a query on ASYCUDA, the secretariat stressed that the design of ASYCUDA for each country was based on national needs, and that ASYCUDA had a high level of security. The secretariat highlighted that a single window was not the same as a trade information portal; a single window was a transactional system, while a portal was an information system. Finally, with regard to a query on the sustainability of national trade facilitation committees and whether UNCTAD work with such committees went beyond the Agreement on Trade Facilitation, the secretariat stressed that there should be a stability of membership and that UNCTAD encouraged national trade facilitation committees, at the time of their establishment, to consider the breadth of their mandates.

#### *Border agency cooperation in trade facilitation*

21. At the outset of the fourth panel discussion, the Chair noted that trade facilitation was a complex multi-stakeholder process at the national, bilateral, regional and international levels. Trade facilitation involved the coordination of many stakeholders, both public and private, in particular microenterprises and small and medium-sized enterprises.

One panellist described the toolkit on quality infrastructure for trade facilitation developed by the United Nations Industrial Development Organization. With regard to the relationship between trade facilitation and quality infrastructure, the panellist noted that trade facilitation relied on the proper operation of national quality infrastructure systems, in particular with regard to the testing, inspection and certification of goods, to ensure the compliance of a product with target market requirements. The web-based toolkit comprised two aspects, namely, government capacity and industry capacity, and allowed for the identification of areas of international trade procedures requiring improvement in a country. The toolkit had already been applied in some countries, such as Malawi and South Africa.

22. Another panellist focused on the topic of improving international standards and border agency cooperation to facilitate safe trade in the sanitary and phytosanitary field. Compliance with standards in this field was important in preserving public health but should not become a barrier to trade. Despite improvement in compliance controls, procedural obstacles with regard to sanitary and phytosanitary standards persisted due to, among others, limited information, multiple inspections, a lack of coordination at borders and complex and lengthy procedures. To achieve win-win situations that facilitated safe and speedy trade, it was necessary to ensure better coordination between sanitary and phytosanitary standards authorities and customs, the use of international standards, improved transparency, the streamlining of sanitary and phytosanitary standards processes, the use of risk-based approaches and the integration of sanitary and phytosanitary standards controls in single windows. A standards and trade development facility knowledge platform had been established that could facilitate safe trade through the building of linkages and trust between sanitary and phytosanitary standards agencies and border agencies, as well as with regard to electronic certification, good regulatory practices and public-private partnerships.

23. One panellist discussed women traders in informal cross-border trade in Malawi, the United Republic of Tanzania and Zambia, and the reasons for and role and characteristics of such small-scale trade. Some of the reasons for informal cross-border trade were costly and burdensome customs procedures, a lack of trade facilitation and a lack of awareness of the rights and responsibilities of traders. Women in informal trade faced various obstacles in eight main areas, namely a lack of organization; limited access to information and communications technology; poor transport for access to markets; a lack of scale and low productivity; poor levels of education; limited access to finance; limited access to land and productive resources; and time poverty. UNCTAD supported such small-scale traders, inter alia, through the creation of a simplified trade regime, to reduce the costs of trading across borders. UNCTAD aimed to continue to carry out capacity-building with regard to entrepreneurial competencies for traders and trade rules and procedures.

24. Another panellist addressed the issue of non-tariff measures, underscoring that they were increasing and were more impactful on trade than tariffs. Non-tariff measures included traditional and often legitimate trade policy instruments, as well as technical barriers to trade. The UNCTAD non-tariff measures programme offered a database of non-tariff measures to facilitate and simplify import and export procedures, including national government requirements. The main challenge for the programme was to maintain the database with frequently updated information. UNCTAD had also developed a regional value chain facilitation tool, to review non-tariff measures and trade facilitation measures at a regional level, thereby contributing to regional integration through the elimination of market access barriers, focusing on selected products and supply chains.

25. During the ensuing discussions, one panellist noted that the Standards and Trade Development Facility was attempting to develop a green channel for simplifying cross-border trade and that the World Bank was currently setting up a trust fund to assist countries in implementing electronic certificates for phytosanitary standards. With regard to queries on small-scale cross-border traders, the secretariat noted that it was often a challenge for traders to prepare all the documents required by border agencies and that it was fundamentally a responsibility of the Government to promote trade facilitation. Finally, with regard to queries on regional value chains, the secretariat emphasized that the non-tariff measures database was largely dependent on the efforts of countries to update information and data and to provide such updates to UNCTAD.



*Transit solutions supporting trade facilitation*

26. At the outset of the fifth panel discussion, the Chair noted that the transit of goods was a complex, key element for inclusion in global value chains, in particular for landlocked countries. Landlocked developing countries and neighbouring transit developing countries were impacted by efficient and well-functioning transit solutions. One panellist emphasized that, given its status as a landlocked and land-linking country, transit solutions were important in Zambia. Transit corridors and cross-border infrastructure were the two main aspects of successful transit. As a transit country for several countries, Zambia faced some challenges, such as the diversion of goods, which led to the loss of government revenue. Unified criteria for cross-border transit coordination within the region was needed, and strengthening the supervision of transit to avoid smuggling was an important aspect. Finally, the panellist highlighted that countries in the region should work together to improve cross-border infrastructure, which would require many trade facilitation reforms.

27. Another panellist addressed general aspects of transit and the role of transit coordinators in trade facilitation. Transit was complex, as it went beyond customs, requiring a multi-stakeholder approach. Article 11.17 of the Agreement on Trade Facilitation encouraged the appointment of a national transit coordinator, yet did not define the role. UNCTAD had developed a regional training workshop on transit coordinators, which had been delivered to appointed transit coordinators from countries and corridor organizations in the East African Community and selected countries in Western Africa, who had then established their own networks to support transit coordination, allowing countries to share information and assist each other in a peer learning environment. Finally, the panellist noted that information and communications technology tools were important in transit coordination.

28. One panellist noted that transport and trade facilitation was critical for the trade of landlocked developing countries. UNCTAD statistics showed that in 2016, average transport costs had represented about 19 per cent of the value of imports for landlocked developing countries, compared with a world average of 15 per cent. The UNCTAD sustainable transit and transport corridors programme took into consideration other dimensions such as social and environmental factors in the design of transport systems. For example, UNCTAD had provided support to the Northern Corridor linking Burundi, the Democratic Republic of the Congo, Rwanda, South Sudan and Uganda to the seaport of Mombasa, Kenya. UNCTAD also had ongoing activities to help develop and improve the overall sustainable performance of corridors, including through the building of institutional capacity through corridor management arrangements and regulatory frameworks, as well as the promotion of various sustainability principles along corridors. UNCTAD had also established the sustainable freight transport toolkit, an online portal for self-assessment by corridors. Finally, UNCTAD was assisting countries in capacity-building for corridor management with assistance from the Asian Development Bank and the Islamic Development Bank.

29. Another panellist detailed the transit module of ASYCUDA World. Transit documents and guarantees or bonds could be logged into the system, to assist countries in overcoming challenges such as the issue of the diversion of goods in transit. As transit involved multiple countries, it was important to link transit operations from one country to another, in particular the transfer of data between countries. UNCTAD assisted countries in this process through the transit module of ASYCUDA World. Such data transfers were implemented for transit between Benin and the Niger, Burkina Faso and Togo and Côte d'Ivoire and Burkina Faso. The Economic Community of West African States was currently in discussion with ASYCUDA World with regard to a regionwide implementation of transit coordination in accordance with the trade and regional integration support programme of Côte d'Ivoire, supported by the World Customs Organization.

30. One panellist discussed the Customs Convention on the International Transport of Goods Under Cover of TIR Carnets (TIR Convention, 1975; TIR stands for "Transports Internationaux Routiers"), the only global transit system. The system had five pillars, namely, secure vehicles or containers; an international guarantee; use of the TIR carnet; mutual recognition of customs controls; and controlled access. A project on an electronic system aimed at full computerization of the procedures and had the potential to expand

implementation of the Convention beyond its current geographical scope. Smooth operation of the system was dependent on public–private cooperation, the issuance and management of guarantees and documents by private sector partners, the management of data on guarantees by customs and customs-to-customs data exchanges. All United Nations Member States could accede to the Convention and be approved to use the system following compliance with a set of user conditions.

31. Another panellist shared the experience of Mongolia, a landlocked country, with transit implementation and related challenges. Trade costs in Mongolia were two times higher than the regional average. In recent years, Mongolia had been improving trade facilitation by strengthening relationships with neighbours through bilateral and regional agreements, as well as through in-country policy reforms. Challenges remained, however, and more cooperation with other countries was required to succeed in trade facilitation efforts. An example of the various regional cooperation measures undertaken by Mongolia was the economic cooperation between China, Mongolia and the Russian Federation, which was also open to other countries.

32. During the ensuing discussions, several delegates queried the link between infrastructure and trade facilitation. The secretariat noted that infrastructure matters were normally agreed at the bilateral and regional levels and were generally beyond the mandate of the World Trade Organization. With regard to a query on dispute settlement with regard to transit, two panellists emphasized the importance of political dialogue and bilateral discussions as reliable dispute resolution mechanisms. With regard to a query on dry ports, the secretariat noted that an UNCTAD handbook designed in 1990 was at present under review and could be useful material in this regard. Finally, with regard to a request to organize transit coordinator training for regional representatives from the Economic Community of West African States, the secretariat noted that such training would be included in planning, provided resources were available.

## **II. Organizational matters**

### **A. Election of officers**

(Agenda item 1)

33. At its opening plenary meeting on 7 May 2019, the Multi-year Expert Meeting on Transport, Trade Logistics and Trade Facilitation elected Mr. Lundeg Purevsuren (Mongolia) as its Chair and Mr. Stephen Février (Organization of Eastern Caribbean States) as its Vice-Chair-cum-Rapporteur.

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

(Agenda item 2)

34. Also at its opening plenary meeting, the Multi-year Expert Meeting adopted the provisional agenda for the session (TD/B/C.I/MEM.7/19), as follows:

1. Election of officers.
2. Adoption of the agenda and organization of work.
3. Trade facilitation and transit in support of the 2030 Agenda for Sustainable Development.
4. Adoption of the report of the meeting.

**C. Adoption of the report of the meeting**

(Agenda item 4)

35. At its closing plenary meeting, on 9 May 2019, the Multi-year Expert Meeting authorized the Rapporteur, under the authority of the Chair, to finalize the report after the conclusion of the session.

## Annex

### Attendance\*

1. Representatives of the following States members of the Conference attended the session:

Algeria	Mexico
Angola	Mongolia
Brazil	Morocco
Bulgaria	Niger
Burkina Faso	Nigeria
Congo	Oman
Costa Rica	Panama
Côte d'Ivoire	Philippines
Ecuador	Russian Federation
Egypt	Saint Lucia
Gabon	Saudi Arabia
Guatemala	Spain
Guyana	Trinidad and Tobago
India	Turkey
Iran (Islamic Republic of)	Uganda
Kenya	Ukraine
Kuwait	United Kingdom of Great Britain and Northern Ireland
Madagascar	Yemen
Malawi	Zambia

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

African, Caribbean and Pacific Group of States  
South Centre  
Union of African Shippers' Councils

3. The following United Nations organs, bodies and programmes were represented at the session:

Economic Commission for Europe

4. The following specialized agencies and related organizations were represented at the session:

United Nations Industrial Development Organization  
Universal Postal Union  
World Trade Organization

5. The following non-governmental organizations were represented at the session:

*General category*

International Network for Standardization of Higher Education Degrees

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\* This attendance list contains registered participants. For the list of participants, see TD/B/C.I/MEM.7/INF.7.