16. Further request all regional and sub-regional corridor organizations to actively participate in corridor development and management;

17. Call on international financing institutions, regional development banks, multilateral and bilateral donors, the private sector and international organizations to prioritize access and increase their funding to LLDCs and transit developing countries towards transit transport corridor development and management including by providing timely, predictable and sustained financial resources and technical support at the national, regional, inter-regional and international levels;

18. Request international financial institutions, UN system and international and regional organizations to provide technical support to LLDCs to enable them to formulate and implement bankable corridor infrastructure development projects more effectively and efficiently including for feasibility studies, the negotiation of complex contracts and project management;

19. Call for establishment of dedicated corridor development and management funds that countries can access and can be regional or and global;

20. Strengthen corridor management institutions to enhance cooperation and coordination along corridor routes, and promote information sharing;

21. Request international and regional organizations to provide technical support to LLDCs and transit countries to ensure that corridors are sustainable;

22. Stress that it is important for LLDCs and transit developing countries to be incorporated in the advancement of regional initiatives and receive the necessary support.

The Meeting expressed profound appreciation to the Government of Mongolia for generously hosting the meeting. The Meeting expressed gratitude to the substantive support of UN-OHRLLS and financial contribution by the Russian Federation. The Meeting also appreciated the active participation and substantive contributions by LLDCs, transit developing countries, development partners, UN system organizations, multi-lateral and regional development banks, other international and regional organizations, development partners, the private sector, think tanks and other stakeholders.

B. Thematic Sessions

Thematic Session 1: Corridors as key for LLDCs' trade and access to global markets

, noted that LLDCs have urgent need to integrate into global markets as trade is an important driver of sustainable development, as is also well identified in the 2030 Agenda. However, there are some practical challenges that LLDCs face, which call for implementation of corridor development programs. She introduced corridor interventions from three aspects: Institutions, containing governance of corridors, policy making and institutions like external stakeholder committee; Infrastructure, makteg r ab and endr4(aln)4(sl)3( )-232(mr-5(f)-11(co)-6(rri)4(d)14(o)-5

Mr. Nam highlighted the wide cooperation on the China-Mongolia-Russia Economic Corridor Program, as effective practice in advancing regional connectivity, including cooperation on transportation infrastructure, trade and customs issues, development of border-crossing points, energy sector and others. However, he concluded by noting that there is still a need in Mongolia and other Asian LLDCs for tangible and speedy progress in establishing seamless border trade by enhancing soft and hard infrastructure as well as building effective implementation mechanisms.

presented ADB's Regional Cooperation and Integration (RCI) Strategy of 2006, which is still operational priority under ADB's Strategy 2030 and aims to improve connectivity in the region, trade and investment, strengthen multimodal transport links and enhance financial stability and competitiveness of countries by addressing cross-border infrastructure needs. She introduced ADB's support for sub-regional programs and corridor development initiatives, including Central Asia Regional Economic Cooperation (CAREC), Greater Mekong Subregion (GMS) and South Asia Subregion Economic Cooperation (SASEC), helping countries upgrade from transport corridors to economic corridors. She added that ADB also has specific strategies and agendas under each of the sub-regional programs, such as Transport and Trade Facilitation Strategy, Transport Strategy and Integrated Trade Agenda under CAREC. Ms. Dalaikhuu further illustrated that among the

for implementation of the Program (which was later signed in September 2018) and implementation of three priority projects namely Central railway corridor, Central Highway corridor and Electricity transmission line. He stressed the efforts and role that the Government of Mongolia plays in implementing the Economic Corridor Program, including establishing National Working Group by Prime Minister's decree and Research Center for Investment which will be foundation for formation of Joint Center for Investment Planning by the three countries. He added that the Joint Center's responsibilities will be to analyze laws and regulations of the three countries and seek to harmonize them, coordinate with Chinese and Russian organizations and provide coordination between respective organizations in implementing projects. Mr. Sodnom concluded that the Government of Mongolia will hold meeting of the Heads of National Groups to review the implementation of the Program, discuss the process and timeline of priority projects and future steps.

, informed that Tajikistan is at the crossroads connecting developed transport networks of the North (Russia and Kazakhstan) with large international trading ports of the South, and the shortest trade route connecting the East and the West. He stressed that transport is the main priority in Tajikistan's development, with rail, road and air transport infrastructure present in the country. He noted that Tajikistan is amongst the countries making efforts to revive the Great Silk Road through development of transport corridors, as an important channel for international cooperation. He highlighted that Tajikistan is taking necessary measures to improve the condition of the transport corridors passing through the country, such as Asian Highway segments and TRACECA and CAREC corridors. He added that the Government has established cooperation with various development partners and international institutions such as ADB, World Bank, EBRD, AIIB and Arab Cooperation Group. Mr. Kholov informed that in order to develop the transport sector, total of 47 investment projects worth $1.5 billion have been implemented, resulting in 2,768km of newly built and rehabilitated roads, 31km of tunnels, 403 bridges, 219km of railways and 7 transport logistics terminals. He concluded that the internal road network of Tajikistan is fully connected to regional and international road networks.

, remarked that transportation system plays an important role in economic and social development and in foreign trade for the Euro-Asia continent. In this regard, he noted that enhancing transport infrastructure in Siberia is one of the priorities for Russia, with the Trans-Siberian railway system being the largest railway network in the world, connecting key ports in far-east Russia with its west border, and expected to increase its transport capacity to $80 million by 2024. He pointed out that main transport between Europe and Asia is enabled by seaports, and seaports are integrated into the logistics systems of Russian Federation.

Mr. Rakshaev informed that the Russian Federation also actively promotes digital corridors by introducing innovative technologies in road transport. He highlighted the importance of creating legal framework and enabling environment for implementation of multimodal transportation and communication network between Europe and Asia, as well as enhancing the supply chain management along the network. He noted that the Russian Federation is signatory to intergovernmental agreements on dry port development, international transport by road along the Asian Highway Network and an intergovernmental agreement on international road transport between Russia, China and Mongolia which came into force in September

2018, with main objectives to facilitate reliable and efficient road transport for trade development among the participating countries.

emphasized the significance of improving connectivity between EU and Asia, since for example, Europe and Asia together account for 60% of the world GDP and 70% of the world population, and have annual trade worth 1.6 trillion Euros. He explained "4-3-2-1 Model" in designing and implementing EU's strategy to enhance connectivity between EU and Asia. This model has four pillars: Transport, Energy, Digital and Human productivity; the actual implementation of connectivity strategy requires three aspects: Partnerships, Connections and Financing; the two principles EU is promoting are Sustainability and Level playing field. He added that the transport aspect calls for diversified trade routes linking EU and Asia and streamlined and shorter customs procedures; energy pillar requires more interconnected regional energy platforms and environmental-friendly solutions; digital pillar calls for enhancement in both digital access and data privacy; human productivity pillar requires advanced cooperation in education, research, innovation, culture and tourism.

Additionally, Mr. Hristea noted that the EU has become the most popular destination for international students, which allows the EU to build physical networks and partnerships for utilizing its financial capacity and intelligence advantage. For implementation of the strategy, he mentioned that EU engages in improving efficient cross-border connections and transport, energy, digital and human networks; strengthening bilateral, regional and international partnerships; and leveraging sustainable financing for investments. He stressed that EU's connectivity strategy is based on understanding that sustainable connectivity aligns with the interest of citizens of Europe and Asia. He outlined several EU connectivity projects in Asia, such as towards construction of road, rail and logistics networks, improving electricity access and markets, EU-ASEAN Air Transport Agreement, or EU-funded regional Research and Education Networks.

briefly introduced current challenges shared by Kazakhstan and other LLDCs of developing transit transportation and noted that the Government of Kazakhstan is developing competitive land routes to facilitate sustainable transport industry and achieve SDGs. Kazakhstan now participates in 11 corridors including 5 railway corridors and 6 road corridors and plans to increase its annual transit traffic to $2 million TEUs, which will create $5 billion revenue in 2020. Within the railway corridor network, Northern Corridor connects Europe and China, Southern Corridor connects Europe and Southeast Asia, bypassing China, Russia and Kazakhstan, while Central Asian Corridor links Kazakhstan and Europe, across middle and eastern Asia. Road network in Kazakhstan is also improving, with 10,000 kilometers reconstructed during 1991-2017 and 4,400 kilometert electricity

outlined the mission, strategy and financing by the African Development Bank Group. She recalled the Trans-African Highway network, which includes 9 transcontinental road projects and more than 56,000 kilometers in length, but noting that Africa's infrastructure needs are about $130 billion per year. She informed that AfDB provides financial support for infrastructure development by promoting Programme of Infrastructure Development in Africa (PIDA) and other corridors, seeking to address the lack of regional connective infrastructure to improve trade and competitiveness. The Regional Integration Strategic Framework (2018-2025) consists of three pillars: infrastructure connectivity, trade and investment and financial integration and provides financial support of $1 billion every three years, with new cycle in 2020-2023. She specially introduced several projects that AfDB supports in the region, including 1) Lomé – Ouagadougou Corridor, where AfDB provided funding for 300 kilometers missing link and one stop border post; 2) Trans-Tunisia Corridor, providing financial support to project linking city of Gabes to the Tunisian-Libyan border; 3) Bamako-Ouagadougou-Accra-Tema Corridor, where support was provided for two juxtaposed border control posts and road development. She stressed however that Africa's corridor development needs exceed the available resources.

Ms. Mupotola highlighted challenges such as capacity and institutional challenges, missing links, weakness in the transit regimes, weak information systems and poor guarantee management. She concluded that there is a need to place equal emphasis on investing on both soft and hard infrastructure, which will be the Bank's focus in the coming cycle, focusing on economic corridors, assessing

between North Africa and South Sahara region. He gave overview of several projects that have been implemented to improve economic integration in the region, such as a railway construction project with Cameroon and Sudan supported by the World Bank and African Development Bank; construction of bridge over a river between Cameroon and Chad; construction of juxtaposed checkpoints at borders between Chad and Niger and Chad and Cameroon; and construction of international airport in N'Djamena. Mr. Noitora concluded that exchanges of experience are very important to Chad and other LLDCs and encouraged the audience to share their successful practices.

pointed out that Zambia's central geographic location in the COMESA and SADC regions presents unexploited opportunities for access to all SADC sea ports. She highlighted that Zambia, as both a landlocked developing country and a transit country, has been working on mutual development of transport corridors in order to speed up regional integration, in line with SADC Protocol on Transport, Communications and Meteorology. She specifically noted linked projects such as the Inter Regional Railway Network; Regional Trunk Road Network; and rehabilitation, modernization and expansion of Ports, Maritime and Inland Waterways, as well as various efforts undertaken under the Regional Strategy for Corridors.

Ms. Tembo shared experience and achievements of Zambia in corridor development, including harmonization of policies and reduction of delays at the One Stop Border Post (OSBP) at Chirundu with Zimbabwe; adoption of Zambia/Zimbabwe Model Law for OSBP by other countries; development of infrastructure to the Mwami-Mchinji Border with Malawi; and setting up of corridors institutions for Dar-es-Salaam Corridor and the Walvis Bay-Ndola-Lubumbashi Corridor. She also remarked on good support from Development Partners, Regional Economic Commissions and International Organizations and Member States to enhance regional connectivity. In terms of key challenges, Ms. Tembo underscored that there are gaps in transport infrastructure mainly due to financing shortfalls, discrepancies in corridor management in the region and inconsistencies in Road User Charges. Accordingly, she recommended countries to create single Corridor Secretariat and have Focal Point Officers in Member States, and invest in transport infrastructure for the provision of basic services as well as the attainment of socio-economic growth.

highlighted the

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Road Corridor Consortium. She remarked that this modality enables work to be done under global sum system where price readjustment is not contemplated, providing incentives to the contractor to deliver the stretch in time and transferring the design and construction risk to the contractor. She stressed that the corridor would ensure integration of Paraguayan territory, ensure better access to Asian market through Chilean ports, bring trade focus to the country and provide experience in transport of grains through access to the Atlantic Ocean. She also pointed out that Paraguay needs to put great emphasis on enhancing inter-modality, ensuring efficient logistics and customs processes, and greater use of digital technology.

In the , participants discussed the need for coordination among high-level corridor groups and political stability as pre-requisites to effective corridor management and operations. Panelists remarked that NEPAD works as the agency to coordinate all programmes in the African Union. Solutions to delays at the border ports were mentioned to include Single Windows, providing economic interests for private sector to attract more financing to the region, and mutual agreements between countries. It was noted that challenges in implementing corridor initiatives remain to be addressed.

Thematic Session 4: Strengthening legal frameworks for corridor operations

introduced the benefits of a harmonized international regulatory framework on transit and transport which can ultimately bring down the cost of transport and reduce delays in transit, thereby improving the export competitiveness and integration of LLDCs. She gave overview of the status of ratifications of key international instruments, such as the WTO Trade Facilitation Agreement, TIR Convention, Revised Kyoto Convention and Harmonization Convention, noting the importance of their full implementation, as well as the various regional, sub-regional and bilateral agreements that LLDCs are party to. She noted the different scope of international, regional, bilateral transit and corridor agreements, which all generally include provisions on infrastructure development, harmonization of procedures and documentation, development of shared information systems and resource mobilization.

Ms. Hertova explained that the establishment of transport corridors is usually undertaken through multilateral or bilateral instruments such as treaties, agreements, MOUs or other instruments. She showcased different types of existing corridor agreements, noting that while each corridor is different, many corridors have been established through the conclusion of comprehensive multilateral agreements and MOUs, especially in Africa. Based on available experience, she highlighted that comprehensive corridor management agreements should consider the following: corridor institutional framework and governance structure, responsibility of different stakeholders, coordinated planning and development of transport infrastructure, corridor budgetary resources and funding for the management institutions, trade and g fo g0 GfS00000912 0 612 792 reW*nBT/F1 11.04 Tf124.1 5 Trade g 17[ )]re3(m)4(en)12(tio)-5(n)3(,)11( )c35(f di)-4

briefly introduced UNECE and Euro-Asian Transport Link (EATL) Project, which was carried out from 2002 to 2017 over three phases and brought together 38 countries from Europe and Asia as well as international organizations. Detailed mapping of physical and non-physical obstacles, comparative study of inland versus maritime, and web-based Geographical Information System were part of the EATL project. He cited findings from EATL Phase III Report, namely that cargo transportation on Euro-Asian corridors experienced 140% increase during first half of 2017 compared to the same period in 2016. He pointed out that missing infrastructure links, outdated border-crossing customer transfer procedures, and poor ICT connectivity posit needs for operationalization. He argued that operationalization, meaning ensuring integrated and reliable transport services, requires both horizontal work, including interoperability and operational plan across countries, and vertical work, including national strategy and necessary legal environment and facilitation in the country. He posited that some ways to enhance operationalization include establishing Corridor Management Groups which set up operation targets and monitor the implementation, carrying out Corridor Operationalization Performance Review, and development of Sustainable Inland Transport Connectivity Indicators.

Mr. Janssens explained that the

Mr. Yovo reminded the audience of challenges in corridor management, including lack of a standardized construction and maintenance policy, reluctance of States to apply common regulations, high cost of passage to the juxtaposed border post, and insufficient funding for the implementation of programs and policies relating to the development and management of corridors. He provided recommendations: countries of WAEMU and ECOWAS should

smooth transportation and promoting economic and social development, fostering trade by improving efficiency in the supply chain, minimizing diversion of goods through monitoring mechanisms, acting as bases for planning, regulating and monitoring trade and logistic performances. Specifically, he introduced the Northern Corridor, established in 1985, which covers six member countries (Burundi, DR Congo, Kenya, Uganda, South Sudan, Rwanda), with Council of Ministers and Executive Committee as highest policy making agencies and coordinated by the Northern Corridor Secretariat. There is also an annual Public-Private Consultative Forum to promote engagement of both public and private sector in corridor development. Mr. Leonardo shared best practices from the development stage and management stage of the Northern Corridor. In the development stage, he noted binding agreements between government bodies, supporting infrastructure and transport systems, regulation and standards, and enabling environment as essential elements for corridor development within Africa Region. In the management stage, he noted importance of having appropriate structure, strategic planning which is developed every five year since the Northern Corridor was established, financing arrangements including maintaining three financial mechanisms and charging annual member fees to ensure efficient financing for projects, the need for demand driven and results oriented programs and efficient monitoring.

Mr. Leonardo talked about key achievements of the Northern Corridor, including

several joint programs have been implemented, such as e-sign between Ulaanbaatar Railways and Russian Railways. Overall, he highlighted that transit transportation volume increased 9% last year compared to the previous year and it is expected to increase further. He then noted that the Government of Mongolia has invested, with support from the ADB, in Zamiin-Uud Regional Logistic Park, which starts operations later in 2019 and is expected to enable capacity of 5 million ton every year. He concluded that international investors and international organizations can play important role in helping LLDCs enhance transport.

shared practices in Transport Corridors development in Uganda, noting that Uganda depends on Northern Corridor (from Mombasa in Kenya) and Central Corridor (from Dar-es-Salam in Tanzania) with total length of 1,170 kilometers and 1,800 kilometers respectively, for international trade and access to the Indian Ocean. He added that Uganda is also working on direct connections across Lake Victoria and new corridor – Djibouti corridor is in development. He informed that 96% of the transit cargo in Uganda is delivered through the Northern Corridor, while 4% through the Central Corridor, even though efforts are underway to develop the required infrastructure on both Uganda and Tanzania side to promote the use of the Central Corridor. He stressed that Uganda enjoys benefits brought by regional connectivity, including right of transit between member states, provision of facilities for transit traffic, and simplification and harmonization of documentation and procedures which has facilitated trade.

Mr. Rwenaga shared that Uganda has developed five One Stop Border Posts at common borders, simplified customs and port clearance procedures to reduce clearance from 8 days to 2 days, modernized customs systems of the revenue authorities to speed up processes and address customs fraud, introduced electronic cargo tracking systems to improve cargo security, and is eliminating Non-Tariff Barriers by establishing seamless committee and introducing transport observatories. Uganda has also harmonized standards and procedures for design and construction of transport infrastructure, transit charges and axle load limits and enhanced prij

develop

development in the future. She stressed that Ministers for Finance and Economy from China, Mongolia, Russia and South Korea meet annually to discuss carefully selected projects with a view to seek development banks to value the projects and financing possibilities.

outlined main international transport and transit corridors that pass through Turkmenistan, including Transport Corridor formed in accordance with Ashgabat Agreement; Lapis Lazuli corridor established under the Agreement between the Afghanistan, Turkmenistan, Azerbaijan, Georgia and Turkey on transit and transport cooperation; TRACECA corridor aimed at developing economic relations in the regions of the Black Sea Basin, the South Caucasus and Central Asia. He affirmed Turkmenistan's priority to utilize the strategic location and potential of the Caspian Sea to improve international economic and political relations. He informed that part of these efforts is to implement large-scale projects to create transport transit corridors in the region. He informed on the Turkmenbashi seaport that provides storage with 3-year tax exemption as well as free storage from 30 to 60 days, connected to the railway network and the international railway "Kerki-Imamnazar-Akina". Mr. Annamammedov shared that the Kazakhstan-Turkmenistan-Iran Railway will serve to transport goods from Europe to the Persian Gulf, the Farap-Turkmenabat railway bridge increased the volume of transit cargo from Uzbekistan, and the Serhatabat station to the Afghan point of Turgundi was also under construction.

Mr. Annamammedov pointed out that Government of Turkmenistan promotes use of innovative technologies and ICT in infrastructure projects, including constructing high-speed highway Ashgabat-Mara-Turkmenabad that serves 2,000 passengers daily. He added that air transport is also important and the Ashgabat International Airport serves 17 million passengers every year. He highlighted the potential for the air terminal to become large logistics center in the region, with capacity of holding 200,000 tons of cargo every year, improving the capacity to connect to global trade. In order to fully take advantage of this terminal, infrastructure such as aircraft parking lots, export and import zones and warehouses have been constructed.

initiative, including some of the standards conflicting with each other; 3) coordination and cooperation on Nacala Corridor; 4) monitoring and data collection on Nacala and Mtwara Corridors; 5) collaboration of different players on eliminating Non-Tariffs Barriers. She provided several recommendations on corridor management, including the need for joint planning of corridor management, standards harmonization, dedicated staff for corridor management and collection of data, and regular meetings that encourage engagement of all stakeholders.

rehabilitation of road network was discussed. The experience of Malawi was shared where the Government expanded the mandate and budget of the road management administration and acts as main guarantor which gives banks confidence to contribute to the road management fund.

C. Closing Session

thanked all the participants for attending the meeting and actively engaging in the discussions. He reaffirmed Mongolia's active involvement in bilateral, multilateral and international agreements in the field of transit and transport. He recalled the Mongolia-Russia-China Economic Corridor Program which is making important progress in working towards implementing its transit transport infrastructure projects. He expressed hope that participants can learn from the experience of Mongolia which is actively cooperating with other countries to contribute to the development of the Asia-Pacific region.

concluded by expressing her gratitude to the Government of Mongolia for hosting and co-organizing the meeting. She extended a special note of appreciation to all the participants. She reiterated that LLDCs and transit countries in different regions and sub-regions make efforts to develop and operationalize transit transport and economic corridors, which are crucial for building connectivity and enhancing competitiveness and trade potential. She noted the positive experiences that were shared during the meeting and the commitment of both LLDCs and transit countries to work towards corridor development. She hig

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ANNEX I: Programme of the meeting

Novotel Ulaanbaatar Hotel
Ulaanbaatar, Mongolia
29-30 October 2019

8:00 – 9:00	
9:00 – 9:30	- Message from the President of Mongolia - H.E. Ms. Batmunkh Battsetseg, Deputy Minister for Foreign Affairs of Mongolia - Ms. Fekitamoeloa Katoa 'Utoikamanu, Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS) - Mr. Tapan Mishra, UN Resident Coordinator in Mongolia
9:30	
9:30 – 10:45	- Ms. Gladys Mutangadura, Senior Programme Management Officer, UN-OHRLLS - Mr. Edouard Chong, Transport Connectivity and Logistics section, Transport Division, UN ESCAP - Message from UN ECA, delivered by Mr. Edouard Chong

10:45 – 11:00	
11:00 – 12:30	

	- Ms. Moono Mupotola, Director, Regional Development & Regional Integration, African Development Bank - Mr. François Noitora, Director-General, Ministry of Infrastructure and Transport, Chad - Ms. Irene Tembo, Chief Planner, Ministry of Transport and Communications, Zambia - Ms. Gilda Arrellaga, International Affairs Advisor, Ministry of Public Works and Communications, Paraguay
18:00-20:30	Venue: “Nomin” Hall, Ministry of Foreign Affairs

9:00 – 10:30

	Mr. S.BURENTUGS	Senior Veterinary Inspector, Export, Import and Border Quarantine Inspection Division, General Agency for Specialized Inspection
	Mr. S.TSEVEGMID	Senior Officer, Financial Management Division, Development Bank of Mongolia
	Mr. CH.TSOGTBAYAR	Vice Chairman in charge of Traffic Safety Issues, Ulaanbaatar Railway JVC
	Mr. L.BYAMBASUREN	Chief Engineer, Ulaanbaatar Railway JVC
	Mr. D.CHIMEDDORJ	Director, Business Strategy and Planning Department, Erdenes MGL LLC
	Mr. SH.DORJRAGCHAA	Director, Erdenes Shivee Energy LLC
	Ms. J.OYUNCHIMEG	Head of Policy and Strategy Department, Mongolian National Chamber of Commerce and Industry
	Mr. A.GANKHULEG	Officer, Policy and Strategy Department, Mongolian National Chamber of Commerce and Industry
	Ms. KH.BALJMAA	Governor of Altanbulag Free Zone Administration
	Mr. J.TUVSHINBAYAR	Officer, International Cooperation and Information Technology Division, Altanbulag Free Zone Administration
	Mr. N.ZURGAANJIN	Head of International Cooperation and Information Technology Division, Altanbulag Free Zone Administration
	Mr. A.AMANKYELDI	Governor, Altanbulag Free Zone Administration
	Mr. A.BATCHULUUN	Senior Officer, Research, Development and Quality Management Center, National Auto Transportation Center
	Ms. E.CHANTSALDULAM	Officer, Transport Coordination Division, National Auto Transportation Center
	Ms. P.OYUN-ERDENE	Officer, Transport Coordination Division, National Auto Transportation Center
	Mr. E.GANZORIG	Officer, Transport Coordination Division, National Auto Transportation Center
	Mr. S. TUVSHINTUR	Director-General, Maritime Administration of Mongolia
	Mr. D. AMARTUVSHIN	Director of the Administration and Management Department, Maritime Administration of Mongolia
	Mr. G.BATBAYAR	Director, Air Transport Policy and Planning Department, Civil Aviation Authority of Mongolia

	Mr. Jan Hoffmann	Chief, Trade Logistics Branch, Division on Technology and Logistics
	Mr. Sangmin Nam Mr. Edouard Chong	Deputy Head, East and North-East Asia Office