

UNCTAD Transport Newsletter

No. 32
Second Quarter 2006



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NOTE

The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the Secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

UNCTAD/SDTE/TLB/MISC/2006/2

published by the
United Nations Conference on Trade and Development (UNCTAD)
Trade Logistics Branch, SITE
Palais des Nations
Geneva
www.unctad.org

Editorial

Dear readers:

Welcome to the tenth issue of UNCTAD's quarterly *Transport Newsletter*.

In this issue, you will find several articles on port and shipping issues, notably on port benchmarking, liner shipping connectivity, flag registration, and containerized trade, as well as a list of past UNCTAD publications on port and shipping issues that are now available in electronic format on-line.

We also announce a new UNCTAD publication related to air transport. Two further articles introduce new UNCTAD Technical Notes on Trade Facilitation, as well as the featured topic of the Global Facilitation Partnership (GFP).

Please note that the date for the next UNCTAD Expert Meeting on trade facilitation is now fixed for 16-18 October 2006 (<http://r0.unctad.org/ttl/ttl-events.htm>).

For feedback, comments, and suggestions for our next UNCTAD *Transport Newsletter* (Third Quarter 2006), please contact Jan Hoffmann at jan.hoffmann@unctad.org before September 2006.

The Trade Logistics Branch Team

Geneva, June 2006

Subscriptions

To subscribe or unsubscribe to the UNCTAD *Transport Newsletter*, please use the following on-line form: <http://extranet.unctad.org/transportnews>.

For past issues of the Transport Newsletter, please visit www.unctad.org/transportnews.

New UNCTAD report published: "Carriage of Goods by Air: A Guide to the International Legal Framework"

One important recent development in the field of international transport law was the entry into force, on 4 November 2003, of the Convention for the Unification of Certain Rules Relating to International Carriage by Air, the so-called Montreal Convention 1999. Although the Convention has already attracted 70 Contracting States, it continues, for the foreseeable future, to co-exist at the international level with the earlier Warsaw system conventions. As a result, the international legal framework for carriage by air remains complex. Given the increasing economic importance of air transport and its inherent development potential, modernization, transparency and easy accessibility of laws and regulation in this field are key, in particular for developing countries.

Against this background, the UNCTAD secretariat has prepared a report (*Carriage of Goods by Air: A guide to the international legal framework*, UNCTAD/SDTE/TLB/2006/1) to assist officials and traders in developing countries and in countries with economies in transition in their understanding of the existing legal framework governing the transport of goods by air and to facilitate effective national implementation and application of international conventions in the field. Part A of the report provides a general overview of the international legal liability framework applicable to international carriage of goods by air by considering the relevant international agreements on the subject in chronological order. It also highlights some practical aspects, which are important for the effective national implementation of these international agreements. Part B provides a brief guide to the key substantive provisions of the international legal liability regime, treated in thematic order. In both parts, specific emphasis is placed on the carriage of goods by air, but where appropriate for purposes of comparison, some reference is made to passenger carriage.

For further information contact Regina Asariotis, Chief, Policy and Legislation Section, TLB, UNCTAD, at regina.asariotis@unctad.org. The report is available at www.unctad.org/ttl/legal

Port benchmarking

The pressure to boost port competitiveness has given rise to a number of benchmarking studies. Benchmarking, however, is a business term with several meanings.¹ It could simply refer to identifying and collecting accurate company product data for comparison with a dataset deemed to serve as a model. For instance, a car manufacturer might wish to compare the breakdown rate of his cars against the corresponding rate recorded by the most reliable manufacturer. A more elaborate interpretation of benchmarking requires a company to evaluate its processes in relation to others, in the same or a different industry, regarded as a best practice or model. For instance, an airline running shuttle services between two cities improved the airport turnaround time of its planes using a benchmarking partnership with an Indianapolis 500 car race pit crew.

In recent years, benchmarking has made inroads in ports. During the 1990s, Australia conducted a waterfront reform, and two recent international benchmarking studies conducted by the Productivity Commission assessed progress by making comparisons with its international trading partners.² Using actual charges and physical indicators of performance, the 1998 study concluded that Australia's waterfront lagged behind its partners in the United States, Europe

¹ Benchmarking Training Manual, Asian Productivity Organization (APO), Tokyo 2005. http://www.apo-tokyo.org/00e-books/IS-13_BenchmarkTM.htm

² International Benchmarking of the Australian Waterfront, Research Report, Productivity Commission 1998, AusInfo, Canberra, April; and International Benchmarking of Container Stevedoring, Commission Research Paper, Productivity Commission 2003, July. <http://www.pc.gov.au/research/commres/stevedoring/index.html>

and North/South East Asia for most of the services provided (i.e. pilotage, towage, stevedoring, or land-handling). This study relied on data supplied by shipping lines covering specific trades (i.e. container, break-bulk general cargo and wheat and fertilizer in bulk) in routes to the United States, Europe and Asia. Data corresponding to particular vessels were obtained to ensure that they were comparable. The 2003 study also relied on actual data and concluded that services of Australian container terminals had substantially improved during the period 1997-2002.

Some of the physical indicators used in these studies are well known to port practitioners. For instance, net crane lifts per hour in the North East Asia route showed Nagoya (Japan) achieving 33 lifts per hour against 24 in Pusan (Republic of Korea) and 19 in Melbourne in 1997, with the corresponding figures for 2002 being 34, 28 and 28. For 2002, the yard utilization in TEU per hectare per year for these ports was 21,611, 32,174 and 14,511 respectively. These indicators measure productivity in the use of assets and, together with others measuring quality of service (i.e. ship turnaround time, cargo dwell time), have traditionally been used by port managers for planning and control purposes.

In this connection, it might be useful to refer to some past UNCTAD publications³ dealing with the collection and dissemination of statistics and performance indicators, as well as Module Five of the UNCTAD TrainForTrade Port Certificate,⁴ in which these items are discussed along with strategic planning and computerization and electronic data interchange (EDI). The availability of standardized statistics and performance indicators on a continuing basis along port ranges could help management to carry out benchmarking exercises simply and decide on more elaborate studies, as the Australian example shows. There is a short World Bank paper⁵ that provides a wealth of information derived from port-based statistics and indicators.

An interesting theoretical approach based on information available from 10 major ports for the period 2002-2003 was devised in India.⁶ In this case seven variables (total cargo throughput, average parcel size, average output per ship day, average pre-berthing detention, ship turnaround time, operating surplus and number of employees) were condensed into a single figure. Then efficiency was measured using five methods (i.e. simple, weighted, geometrical averages, etc.). It was concluded that four methods gave adequate ranges to classify the ports according to their efficiency and that further research was needed to incorporate additional factors such as financial (i.e. operating ratio, etc.) and manpower data.

For global container terminal operators, Drewry provides data and comparisons of container terminal performances in different regions. In the case of “TEU per metre of quay”, the regional averages for global operators range between 694 in Europe and 1,580 in the Far East. The indicator “TEU per ship-to-shore gantry crane” ranges between 90,006 in North America and 161,901 in the Far East, and the regional averages for “TEU per hectare” range between 13,447 in North America and 44,151 in the Far East.⁷

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³ Port Statistics (TD/B/C.4/79/Rev.1) 1971; Port Performance Indicators (TD/B/C.4/131/Supp.1/Rev.1) 1976; Manual on a uniform system of port statistics and performance indicators (UNCTAD/SHIP/185/Rev.1) 1983; <http://r0.unctad.org/ttl/ttl-docs-titles.htm>.

⁴ A 250-hour course for managers of companies in port communities which requires a dissertation to get the Certificate. See <http://learn.unctad.org>

⁵ “Measuring Port Performance”, Patrick Fourgeaud, World Bank, Washington (PF/TWUTD 08/11/2000). http://www.worldbank.org/transport/ports/con_docs/fourgeau.pdf

⁶ Single Index Measure and Port Efficiency, S.N. Chakrabarty, Indian Institute of Port Management.

⁷ Annual Review of Global Container Terminal Operators – 2005, October 2005, www.drewry.co.uk.

Technical Notes on Trade Facilitation Measures in English and Spanish

Under its trust fund project “Capacity building in developing countries and least developed countries to support their effective participation in the WTO Negotiation Process on trade facilitation”, financed by the Governments of Sweden and Spain, UNCTAD has produced several additional Technical Notes during the last few months. Also, a number of Notes have been translated into Spanish. To date, Technical Notes on the following topics have been made available on the Internet:

- Publication of Trade Regulations and their Uniform Administration
- Levy of Fees and Charges
- Use of Customs Automation Systems
- Release of Goods in Event of Appeal
- Customs Procedures - Post Clearance Audit
- Single National Enquiry Points
- Maintenance of Integrity among Officials
- Freedom of Transit and Regional Transit Arrangement
- Documentation Requirements in Maritime Transport
- Right of Appeal against Customs and other Agency Rulings and Decisions
- Prerequisites for Internet Publication
- Risk Management in Customs Procedures
- Simplification of Trade Documentation Using International Standards
- Border Agency Coordination
- Pre-Arrival Customs Clearance
- Separating Release from Clearance Procedures
- Trade Transaction Modelling

Additional Technical Notes are under preparation and will be made available electronically on the same web page.

For further information visit <http://r0.unctad.org/ttl/technical-notes.htm>
or contact jan.hoffmann@unctad.org

AIPPYC

The International Association of Professionals of Ports and Coasts (Asociación Internacional de Profesionales de Puertos y Costas – AIPPYC) has renovated its web-site. The Spanish language site of this Latin-America-based association includes sub-sites on knowledge management, professional contacts, an on-line library and courses. Members of AIPPEC also receive a newsletter “Nodos & Modos”.

www.aippyc.org

UNCTAD port archives

Many UNCTAD publications on port and shipping issues that used to be available only in printed format, or which were even out of stock, have recently been converted into pdf files and are now available on-line on our web site. Below, we reproduce a list of available documents that were published by UNCTAD in the years prior to 2000.

UNCTAD Port Monographs

- Evolution of Brazilian Port Legislation, 01/11/99, UNCTAD/SHIP/494(16)
- Quality Management: the Port of Nantes/St. Nazaire experience, 1998, UNCTAD/SHIP/494(15)
- Sustainable development strategies for cities and ports, UNCTAD/SHIP/494(14)
- Freeport development: the Mauritius experience, 1996, UNCTAD/SHIP/494(13)
- Marketing promotion tools for ports, 1995, UNCTAD/SHIP/494(12)
- Electronic Data Interchange concerning ports, 1993, UNCTAD/SHIP/494(11)
- Computerized container terminal management, 1993, UNCTAD/SHIP/494(10)
- Multi-purpose port terminals: Recommendations for planning and management, 1991, UNCTAD/SHIP/494(9)
- Economic approach to equipment selection and replacement, 1991, UNCTAD/SHIP/494(8)
- Steps to effective shed management, 1987, UNCTAD/SHIP/494(7)
- Measuring and evaluating port performance and productivity, 1987, UNCTAD/SHIP/494(6)
- Container terminal pavement management, 1987, UNCTAD/SHIP/494(5)
- Operations planning in ports, 1985, UNCTAD/SHIP/494(4)
- Steps to effective equipment maintenance, 1983, UNCTAD/SHIP/494(3)
- Planning land use in port areas: getting the most out of port infrastructure, 1983, UNCTAD/SHIP/494(2)
- Changing from day-work plus overtime to two-shift working, 1983, UNCTAD/SHIP/494(1)

Other UNCTAD documents on port issues

- Guidelines for Port Authorities and Governments on the privatization of port facilities, 23/09/98, UNCTAD/SDTE/TIB/1
- Report of the Intergovernmental Group of Experts on Ports, 09/04/96, TD/B/CN.4/57
- Port organization and management: Intergovernmental Group of Experts on Ports, 09/02/96, TD/B/CN.4/GE.1/6
- Potentialities for regional port cooperation, 15/01/96, UNCTAD/SDD/PORT/5
- Financing port development, 13/02/96, UNCTAD/SDD/PORT/4
- Comparative analysis of deregulation, commercialization and privatization of ports, 24/05/95, UNCTAD/SDD/PORT/3
- Strategic pricing for ports, 1995, UNCTAD/SDD/PORT/2
- Sustainable development for ports, 1993, UNCTAD/SDD/PORT/1
- Report of the Intergovernmental Group of Experts on Ports, 1993, TD/B/CN.4/28
- Port organization and management: Intergovernmental Group of Experts on Ports, 1993, TD/B/CN.4/GE.1/2
- Strategic planning for port authorities, 1993, UNCTAD/SHIP/646

- The management and development of human resources in ports, 1992, UNCTAD/SHIP/644
- Legal aspects of port management, 11/02/1993, UNCTAD/SHIP/639
- Port marketing and the challenge of the third generation port, 1992, TD/B/C.4/AC.7/14
- The principles of modern port management and organization, 1992, TD/B/C.4/AC.7/13
- Computerized information systems for port operations, 1991, TD/B/C.4/AC.7/11/Supp.1
- Guidelines for port managers on the use of computers, 1990, TD/B/C.4/AC.7/11
- The establishment of transshipment facilities in developing countries, 1990, TD/B/C.4/AC.7/10
- Maintenance of port equipment, 1990, TD/B/C.4/AC.7/9
- Cooperation among ports in developing countries, 1990, TD/B/C.4/AC.7/8
- Port development: the role of UNCTAD, 1990, TD/B/C.4/AC.7/7
- Port administration & organization: a noteworthy experiment in Morocco, 1989, UNCTAD/SHIP/627
- Operating and maintenance features of container handling systems, 1988, UNCTAD/SHIP/622
- The commercial risk factor in container terminal management, 1987, UNCTAD/ST/SHIP/12
- Rights and duties of operators and users of container terminals, 1986, UNCTAD/ST/SHIP/6
- Transshipment ports, 1985, TD/B/C.4/293
- Development of bulk terminals, 1985, TD/B/C.4/292
- Port financing, 1985, TD/B/C.4/291
- Cooperation between ports, 1985, TD/B/C.4/AC.7/4
- Port management training: UNCTAD's approach, 1985, TD/B/C.4/AC.7/3
- Port Development: role of UNCTAD — A summary of UNCTAD's work in ports, 1985, TD/B/C.4/AC.7/2
- Proceedings of seminar on container terminal management, Antwerp, 1985, UNCTAD/SHIP/612
- Manual on a uniform system of port statistics and performance indicators, 1987, UNCTAD/SHIP/185/Rev.2
- Port development: a handbook for planners in developing countries, 1985, TD/B/C.4/175/Rev.1
- Manual on port management (four volumes), 1977, UNCTAD/INV/523/Rev.1
- Appraisal of Port Investment, 1977, TD/B/C.4/174
- Port performance indicators, 1976, TD/B/C.4/131/Supp.1
- Port Pricing, 1975, TD/B/C.4/110/Rev.1
- Berth Throughput: systematic methods of improving general cargo operations, 1973, TD/B/C.4/109 and Add.1
- Port Statistics: selection, collection and presentation of port information and statistics, 1971,

For further information, and to download the electronic versions of these documents, please visit <http://r0.unctad.org/ttl/ttl-docs-titles.htm>

Liner shipping connectivity between pairs of destinations

UNCTAD has compiled data from 162 countries and territories which report regular liner shipping services from and to their container ports.⁸ There are 12,960⁹ pairs of destinations, i.e. destinations that can in principle be “connected” with each other by liner shipping services. Many pairs of destinations, however, are not connected by direct services but require indirect services, i.e. services that are linked to each other in one or more transshipment port.

In order to measure liner shipping “connectivity” between pairs of destinations, UNCTAD is at present undertaking research into possible indicators that would provide quantitative information on the direct and indirect liner shipping services between pairs. Such an indicator will have to include information on the number of deployed vessels, their TEU capacity, vessel sizes, and the number of companies that provide services between pairs of destinations, combined with information on maritime distances and the number of transshipments that are necessary for a maritime trade transaction if there is no direct liner service available. Table 1 provides data for the top 25 routes between pairs of destinations in terms of the TEU capacity of those vessels that are deployed on direct liner shipping services between the two destinations.

**Table 1: Assignment of vessels and their TEU capacity to routes between pairs of destinations
Top 25 routes, ranked by TEU, June 2006**

Route	TEU	Vessels	Maximum vessel size	Average vessel size	Carriers
China – Hong Kong, China *	3839910	1028	9449	3735	68
Germany – United Kingdom *	2250164	586	9449	3840	66
Germany – Netherlands *	2130690	582	9449	3661	71
Netherlands – United Kingdom *	2090939	592	9449	3532	82
China – United States **	2027659	458	8238	4427	30
China – Singapore *	1948345	514	9449	3791	50
China – Taiwan, Prov of China *	1936339	496	8073	3904	45
Hong Kong, China – Taiwan, Prov of China *	1914258	581	8073	3295	51
China – Korea, Rep. *	1914018	574	9200	3335	61
Hong Kong, China – Singapore *	1812848	517	9449	3506	50
China – Germany **	1662922	296	9449	5618	27
China – United Kingdom **	1571199	266	9449	5907	24
Belgium – Germany *	1563971	538	9449	2907	76
China – Malaysia *	1539303	385	8750	3998	37
Hong Kong, China – Korea, Rep. *	1535001	481	9200	3191	53
Belgium – United Kingdom *	1534819	510	9449	3009	72
China – Netherlands **	1501368	259	9449	5797	26
Hong Kong, China – United States **	1484955	326	8238	4555	28
China – Japan *	1467611	481	8204	3051	51
Germany – Hong Kong, China **	1409978	244	9449	5779	26
Hong Kong, China – United Kingdom **	1326064	219	9449	6055	24
Hong Kong, China – Malaysia *	1314977	349	8750	3768	36
Hong Kong, China – Netherlands **	1300770	220	9449	5913	26
Belgium – Netherlands *	1223148	451	9449	2712	77
Hong Kong, China – Japan *	1194285	391	7929	3054	41

Source: UNCTAD, based on data from www.ci-online.co.uk, June 2006.

Notes: TEU stands for Twenty Foot Equivalent Unit.

Intra-regional routes are marked *; inter-regional routes are marked **.

⁸ See Transport Newsletters # 27 and # 29, 2005, for country-level liner shipping connectivity indicators. Data are obtained through Containerization International Online, www.ci-online.co.uk.

⁹ $(162 \times 162) / 2 - 162$.

The route with the highest number of assigned vessels and TEU capacity is China–Hong Kong (China) – 1,028 vessels, with 3839910 TEU, deployed by 68 carriers. This reflects the fact that most ships that call at a port in one of these destinations also call in a port in the other, neighbouring, destination. China is by far the largest exporter of containerized cargo, which explains the high supply of liner shipping services to its ports. None of the top 25 pairs of countries includes an African, Latin American or South Asian country.

Seventeen of the top 25 routes in terms of TEU capacity are intra-regional routes, i.e. routes between Asian countries (11 routes) or between European countries (6 routes). Of the remaining 8 interregional routes, the most important one in terms of TEU is China-USA, followed by Asia-Europe routes and Hong Kong–USA. No route between a European and a North American country is among the top eight interregional routes.

The average vessel size is highest on the eight interregional routes. In contrast, the 17 intra-regional routes in the table have smaller average vessel sizes because they include coastal and feeder services. The highest average vessel size in the table is on the route Hong Kong–United Kingdom (6,055 TEU), and the smallest average vessel size is on the route Belgium–Netherlands (2,712 TEU). Between the latter two countries there is a particularly high number of feeder, coastal and even river transport services.

17 of the top 25 routes include vessels that are larger than 9,000 TEU. The present maximum vessel size of 9,449 TEU is deployed on 15 of the top 25 routes. Among the eight interregional routes in the table, the two Asia–North America routes are those with the smallest average and maximum vessel sizes. This may partly be due to the vessel size restriction of the Panama Canal. Illustration 1 shows containers on a “panamax” vessel, i.e. a ship that has the maximum dimensions allowed to pass through the Panama Canal. The largest existing container ships have about twice the TEU carrying capacity of a “panamax” vessel.

Illustration 1: Containers on a panamax container ship in the Panama Canal



As regards carriers that deploy container vessels for liner shipping services, the number is highest on intra-European routes, with 82 companies on the route Netherlands–United Kingdom. The smallest number of carriers reported for the top 25 routes is 24 for the routes Hong Kong–United Kingdom and China–United Kingdom.

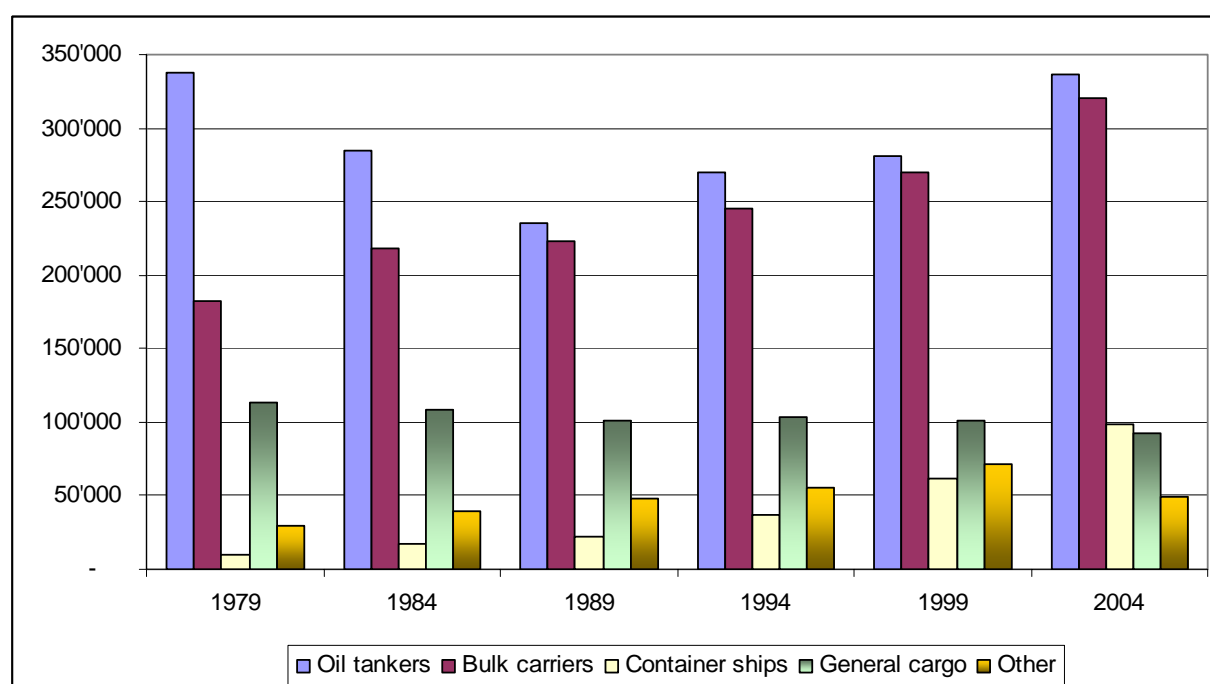
Miaojia Liu and Jan Hoffmann, Trade Facilitation Section, TLB, UNCTAD, jan.hoffmann@unctad.org.

Flag registration – historical data

UNCTAD has made available on-line the historical data of the world merchant fleet by flag of registration and by type of ship. The time series covers the years 1979-2004 and includes annual country-level data for dwt¹⁰ and the number of vessels of 100 gross tonnes and above. The statistics will be expanded in line with the publication of new data in UNCTAD's annual *Review of Maritime Transport*.

Data can be downloaded in various electronic formats and thus provide a rich source of material for research. By way of example, figure 1 shows the growth over time of the world fleet by vessel type.

Figure 1: Development of the world fleet, 1979-2004, dwt



In terms of dwt, oil tankers and dry bulk carriers continue to be by far the biggest groups of vessel types, accounting for 38 and 36 per cent of the world fleet respectively in 2004. The vessel type with the highest annual growth, however, is the container ship; its dwt capacity has grown by 9.4 per cent annually during the last 25 years. During the same period, the total dwt of general cargo ships declined annually by 0.8 per cent; its share of the world fleet reached 10 per cent in 2004, down from 17 per cent in 1979.

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The time series can be viewed, analysed and downloaded via

<http://stats.unctad.org/Handbook/TableViewer/tableView.aspx?ReportId=170>.

For the latest annual figures see the 2005 Review of Maritime Transport at

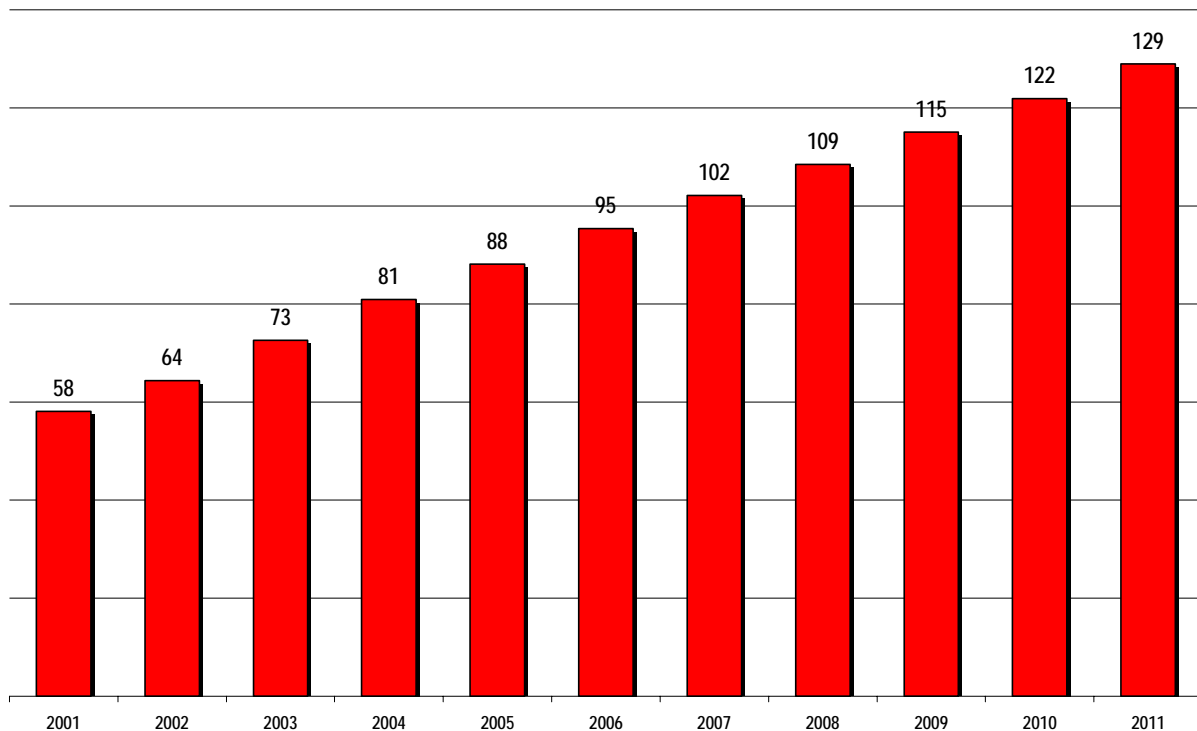
<http://www.unctad.org/Templates/StartPage.asp?intItemID=2614&lang=1>

¹⁰ deadweight ton is a weight measure of a vessel's carrying capacity. It includes cargo, fuel and stores.

Global containerized trade

According to data from GlobalInsight,¹¹ since the beginning of the decade, global containerized trade has grown at a compound annual growth rate of 11 per cent (2001-2005). The forecasted growth rate for the period 2005-2011 is 6.5 per cent. In 2011, global containerized trade is forecasted to amount to 129 million TEU, 2.2 times as much as the 58 million TEU measured in 2001. These data only reflect maritime traffic of full containers, not to be confused with port throughput or the movement of full and empty containers.

Figure 2: Containerized trade, million TEU, 2001- 2011 (forecast)



Source: GlobalInsight, robert.west@globalinsight.com

GFP Featured Topic: Negotiations on Trade Facilitation at the WTO

As has become regular practice, the *Transport Newsletter* introduces the current “featured topic” at the Global Facilitation Partnership (GFP).¹²

Members of the World Trade Organization (WTO) are in the process of negotiating clarifications and improvements of Articles V, VIII and X of GATT. Article V deals with transit issues, Article VIII with import and export-related fees and formalities, and Article X with transparency of trade regulations.

Overview: Trade Facilitation was added to the WTO agenda in December 1996, when the Singapore Ministerial Declaration directed the Council for Trade in Goods “to undertake exploratory and analytical work, drawing on the work of other relevant organizations, on the

¹¹ www.globalinsight.com

¹² www.gfptt.org/topics/wto

simplification of trade procedures in order to assess the scope for WTO rules in this area”. In November 2001, paragraph 27 of the Doha Ministerial Declaration requested the WTO Council for Trade in Goods to review GATT Articles V, VIII and X and identify the trade facilitation needs and priorities of WTO members. Work was expanded in July 2004 when members agreed to the modalities to be followed for the launching of negotiations on trade facilitation (the “[July Package](#)”¹³ and its [Annex D](#)¹⁴). The GATT Articles that are now being revisited by the Negotiating Group on Trade Facilitation (NGTF) are [Article V](#)¹⁵ (“Freedom of Transit”), [Article VIII](#)¹⁶ (“Fees and Formalities connected with Importation and Exportation”) and [Article X](#)¹⁷ (“Publication and Administration of Trade Regulations”).

Where to start: The World Trade Organization’s [page on Trade Facilitation](#)¹⁸ includes information about the preceding work, the underlying regulatory framework and Ministerial mandates, as well as WTO technical assistance and training activities. The [WTO page on the Negotiations](#)¹⁹ describes the ongoing negotiating process. Via the WTO page [Negotiation Documents](#),²⁰ you can access all submitted proposals, as well as the latest WTO compilation of proposals (Document [TN/TF/W/43 and its revisions](#)²¹).

Substantive issues: The issues dealt with in Article V are covered in more detail under the GFP topic [Transit](#)²² and also under [Trade Logistics](#)²³ and [Transport](#).²⁴ Many of the issues dealt with in Article VIII are covered by the GFP topics [Border Agency Modernization](#),²⁵ [Customs Issues](#)²⁶ and [E-Commerce](#)²⁷ and the corresponding [sub-topics](#).²⁸ Many of the Article X issues are covered by the GFP topics [Customs Issues](#)²⁹ and [Partnerships](#)³⁰ and the corresponding [sub-topics](#).³¹ A set of [UNCTAD Technical Notes](#)³² that cover technical aspects related to specific proposals made at the NGTF, a set of broader [GFP Explanatory Notes](#),³³ [WCO Information Sheets](#)³⁴ on trade facilitation measures and Customs Issues, as well as [UN/CEFACT recommendations](#)³⁵ are relevant reference reading on these issues.

Existing Instruments: The mandate states that due account shall be taken of the relevant work of the [WCO](#)³⁶ and [other relevant international organizations](#)³⁷ in this area.

¹³ http://www.wto.org/english/tratop_e/dda_e/draft_text_gc_dg_31july04_e.htm

¹⁴ http://www.wto.org/english/tratop_e/dda_e/annexd

¹⁵ http://www.wto.org/english/res_e/booksp_e/analytic_index_e/gatt1994_04_e.htm#article5

¹⁶ http://www.wto.org/english/res_e/booksp_e/analytic_index_e/gatt1994_04_e.htm#article8

¹⁷ http://www.wto.org/english/res_e/booksp_e/analytic_index_e/gatt1994_04_e.htm#article10

¹⁸ http://www.wto.org/english/tratop_e/tradfa_e/tradfa_e.htm

¹⁹ http://www.wto.org/english/tratop_e/tradfa_e/tradfa_negoti_e.htm

²⁰ http://www.wto.org/english/tratop_e/tradfa_e/tradfa_negoti_docs_e.htm

²¹ Search for the latest documents with the document number tn/tf/w/43 via <http://docsonline.wto.org>.

²² <http://www.gfptt.org/topics/transit>

²³ <http://www.gfptt.org/topics/tlf>

²⁴ <http://www.gfptt.org/topics/transport>

²⁵ <http://www.gfptt.org/topics/border>

²⁶ <http://www.gfptt.org/Topics/customs>

²⁷ <http://www.gfptt.org/topics/eCommerce>

²⁸ <http://www.gfptt.org/Entities/TopicList.aspx>

²⁹ <http://www.gfptt.org/Topics/customs>

³⁰ <http://www.gfptt.org/topics/Partnerships>

³¹ <http://www.gfptt.org/Entities/TopicList.aspx>

³² <http://r0.unctad.org/ttl/technical-notes.htm>

³³ <http://www.gfptt.org/Entities/ReferenceReadingList.aspx>

³⁴ <http://www.wcoomd.org/ie/WTO/Cover%20note.htm>

³⁵ http://www.unece.org/cefact/recommendations/rec_index.htm

³⁶ <http://www.wcoomd.org>

³⁷ <http://www.gfptt.org/Entities/PartnerList.aspx?type=core>

Special and Differential Treatment: [Annex D](#)³⁸ of the July package states that the results of the negotiations shall take fully into account the principle of special and differential treatment for developing and least developed countries. The extent and the timing of entering into commitments shall be related to the implementation capacities of developing and least developed members. Least developed country members will only be required to undertake commitments to the extent consistent with their individual development, financial and trade needs or their administrative and institutional capabilities. Proposals that attempt to make this statement operational within the NGTF include [TN/TF/W/81](#),³⁹ [TN/TF/W/82](#)⁴⁰ and [TN/TF/W/95](#).⁴¹ The issue is also discussed by the [OECD Trade Policy Working Paper#32](#).⁴²

Technical Assistance: In Annex D it is also recognized that the provision of technical assistance and support for capacity building is vital for developing and least developed countries to enable them to fully participate in and benefit from the negotiations. Relevant international organizations, including the IMF, OECD, UNCTAD, WCO and the World Bank are invited to undertake a collaborative effort in this regard. [UNCTAD](#),⁴³ [World Bank](#)⁴⁴ and [WTO](#),⁴⁵ in cooperation with each other and with IMF, OECD and WCO, are organizing capacity building events to accompany the negotiating process. [OECD](#)⁴⁶ has embarked on a project that aims to strengthen the design, delivery and evaluation of technical assistance and capacity building for trade facilitation. The United Nations regional commissions ([ECA](#),⁴⁷ [ECE](#),⁴⁸ [ECLAC](#),⁴⁹ [ESCAP](#),⁵⁰ and [ESCWA](#))⁵¹ are also organizing seminars and undertaking studies related to the WTO negotiations in their respective regions.

Agenda: All Annex D organizations (IMF, OECD, UNCTAD, WCO, World Bank), as well as other organizations such as the United Nations regional commissions, are organizing capacity building events so as to accompany the negotiating process. In order to avoid duplication and overlaps and to assure a broad coverage of topics and regions, these events are all listed in the [GFP Agenda](#).⁵²

For further information contact Jan Hoffmann, jan.hoffmann@unctad.org or visit the GFP topic at <http://www.gfptt.org/Entities/TopicList.aspx>.

³⁸ http://www.wto.org/english/tratop_e/dda_e/annexd

³⁹ <http://docsonline.wto.org/DDFDocuments/t/tn/TF/W81.doc>

⁴⁰ <http://docsonline.wto.org/DDFDocuments/t/tn/TF/W82.doc>

⁴¹ <http://docsonline.wto.org/DDFDocuments/t/tn/TF/W95.doc>

⁴² <http://www.oecd.org>

⁴³ <http://www.gfptt.org/entities/ActivityProfile.aspx?id=ca23fc92-4c2d-4991-9912-19200d1c8c0e>

⁴⁴ <http://docsonline.wto.org/DDFDocuments/t/tn/TF/W51.doc>

⁴⁵ http://www.wto.org/english/tratop_e/tradfa_e/1

⁴⁶ <http://www.gfptt.org/entities/ActivityProfile.aspx?id=3393ef5e-75c1-472f-8bd9-8300165d641b>

⁴⁷ <http://www.uneca.org/>

⁴⁸ <http://www.unecce.org/trade/workshop/workshop.htm>

⁴⁹ <http://stnt01.eclac.cl/WB/?boardID=rectifac>

⁵⁰ <http://www.unescap.org/tid/artnet/activity.asp> and <http://www.unescap.org/tid/itt/>

⁵¹ <http://www.escwa.org.lb/divisions/grid.asp?division=grid>

⁵² <http://www.gfptt.org/entities/EventList.aspx>

Agenda

Upcoming events on trade and transport facilitation with UNCTAD participation

Jul 03-07, 2006: Regional Workshop on Trade Facilitation for English-speaking Caribbean Countries. Barbados

Jul 12-14, 2006: Annual conference of the International Association of Maritime Economists, IAME. Melbourne

Jul 17-18, 2006: Australia Intermodal, Melbourne

Jul 24-26, 2006: WTO – NGTF, Geneva

Jul 27-28, 2006: International Forum “Customs and World Trade and Technology Transfer Issues for Free Zones and the Companies Located in Them”, Geneva

Aug 21-25, 2006: Regional workshop on Trade Facilitation for Latin American countries. Asunción

Aug 21-25, 2006: Regional workshop on Trade Facilitation for Central Asian and Eastern European countries

Aug 22-23, 2006: Regional workshop on Trade Facilitation for the Pacific region, Nadi, Fiji

Sep 17-21, 2006: FIATA World Congress, Shanghai

Sep 29, 2006: International Workshop on Risk Management in Port Operations and Logistics, London

Oct 16-18, 2006: UNCTAD Expert Meeting on Trade Facilitation. Geneva

<http://r0.unctad.org/ttl/ttl-events.htm>

Oct 19, 2006: ASYCUDA meeting. Geneva

Oct 25-30, 2006: ITMMA Maritime and Port Symposium. Antwerp

Oct 31-Nov 1, 2006: Seminar on trade facilitation platforms, Geneva

Other upcoming events on trade and transport facilitation

Jul 09-11, 2006: Transportation Research Board Summer Conference. La Jolla, USA

Jul 17-20, 2006: National workshop on trade facilitation, Jakarta, Indonesia

Sep 14-16, 2006: Conference: Shipping in the Era of Social Responsibility. Cephalonia, Greece

Sep 25-26, 2006: International Conference on National Security, Natural Disasters, Logistics & Transportation: Assessing the Risks & the Response. University of Rhode Island, Kingston, USA.

Sep 25-27, 2006: Freight Demand Modelling: Tools for Public-Sector Decision Making. Washington

Sep 28: Supply Chain Security Management 2006 Conference, Montreux, Switzerland

Sep 29: International Workshop on Risk Management in Port Operations, Logistics and Supply Chain Security, London, United Kingdom

Oct 08-12, 2006: Practical Course on International Trading Problems. Morschach, Switzerland

Oct 19-20, 2006: International Conference on Material Handling, Constructions and Logistics. Belgrade

Nov 29- Dec 01, 2006: 4th International Logistics and Supply Chain Congress, Izmir, Turkey

For further details and continuous updates please visit www.gfpt.org/Entities/EventList.aspx?list=all.