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## NOTE

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## Editorial

Dear readers:

In 2006, world seaborne trade reached 7.4 billion tons. At the beginning of 2007, the world fleet reached 1.04 billion deadweight tons (dwt), an annual increase of 8.6 per cent. World container port throughput increased by 13.4 per cent to reach 440 million TEUs in 2006. This and extensive further information on maritime developments is included in the 2007 edition of UNCTAD's Review of Maritime Transport (see page 5).

2007 data on liner shipping connectivity is the topic of two articles (see pages 7): Produced in its fourth year, the development of the UNCTAD Liner Shipping Connectivity Index (LSCI) confirms a trend towards a growing "connectivity divide".

Please mark your agenda for the UNCTAD XII Pre Event on the "Globalization of port logistics: Opportunities and challenges for developing countries", on 12 December 2007, Palais des Nations, Geneva (page 4).

Further articles in this issue of the Transport Newsletter look at Regional Cooperation in Transit Transport (page 6) and the TIR convention (page 16), as well as meeting reports (page 14), publications and proceedings (page 19), and upcoming events (page 20).

For feedback, comments, and suggestions for our next UNCTAD Transport Newsletter (Fourth Issue 2007), please contact Jan Hoffmann at [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org) before 15 December 2007.

The Trade Logistics Branch Team  
Geneva, November 2007

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## Globalization of port logistics: Opportunities and challenges for developing countries

*UNCTAD XII Pre Event on 12 December 2007, Palais des Nations, Geneva*

Over the last few decades, the transport industry has been transformed by the demands of an increasingly integrated global economy. As world trade sees an exponential increase in containerized freight since the introduction of containers in the mid-1960s, maritime transport services have become an integral component of comprehensive door-to-door transport services. Containerization has brought about greater efficiency in cargo handling in ports and inland freight stations through the use of specialized equipment, which has contributed to changing transport patterns and practices. The widespread use of containers in multimodal transport operations, supported by information and communication technologies, has enabled logistics services to grow on par with international trade.



The purpose of this meeting is to review the recent evolution of one specific segment of the international transport industry: the logistics of containerised freight in ports, including sea, river and inland terminals. It is also, and by the same token, geared to address the most suitable ways for developing countries to face challenges and opportunities that globalisation of freight logistics services may pose to their national trade and investment policies. During the meeting, the participants will discuss operational and policy issues regarding the development of container terminals as part of international logistics chains. Presentations will examine practical cases as well as eventual reforms of institutional frameworks potentially induced by international negotiations or national regulatory schemes.

### *Agenda*

- World trade, development and logistics: an industry perspective
- Port logistics: strategies for containerised trade
- Inland connections to global networks
- Expected benefits deriving from globalisation of terminal services
- Logistics Services and multilateral negotiations framework
- Policy actions and concession schemes
- Port logistics as an agent for development - implications for UNCTAD XII

The experts, from major market player in the shipping and container terminal industry, international organisations, as well as delegates from Geneva permanent missions to the UN and WTO, will keep in mind the central issue of the meeting which is to see how to contribute to building a stronger capacity for developing countries to participate in global trade. The discussions will also therefore consider the globalisation of international terminal operations and its potential relevance for the discussions on freight logistics services in the framework of the GATS.

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## Review of Maritime Transport 2007

The Review of Maritime Transport is an annual publication prepared by the UNCTAD secretariat. It provides statistical information on international trade and transport, particularly maritime transport and related services. Bearing in mind developing countries' perspective, it reviews developments in world economic performance, seaborne trade, fleet size, types of vessels, ownership of world fleet, countries of registration, tonnage oversupply, average age of world fleet and productivity, as well as freight markets and rates. The *Review* also contains chapters on port developments, including in relation to container port traffic and terminal throughput, and on inland transport and logistics services. In addition it gives an overview of legal developments affecting trade and transport, including those related to trade facilitation, supply chain security, ship recycling and wreck removal. The regional chapter of the 2007 edition of the Review is dedicated to developments in Asia.



Key developments reported in the 2007 edition include:

- In 2006, world seaborne trade (goods loaded) increased by 4.3 per cent to reach 7.4 billion tons.
- At the beginning of 2007, the world fleet broke the 1 billion deadweight tons (dwt) mark for the first time to reach 1.04 billion dwt after expanding by an impressive 8.6 per cent. Developed countries controlled 65.9 per cent of the world total, with developing countries and economies in transition controlling 31.2 per cent and 2.9 per cent, respectively.
- At the beginning of 2007, the average age of the world fleet fell marginally to 12 years. Containerships represented the youngest fleet with an average of 9.1 years.
- According to the latest data available for 2005, global freight costs represented 5.9 per cent of the value of world imports. Developing countries and countries with economies in transition continued to bear the brunt of high transport costs.
- In 2006, world container port throughput increased by 13.4 per cent to reach 440 million TEUs. Developing countries handled 65 per cent of this total. International rail freight transport also expanded, led by growth in China and India, while the global road transport market grew by 4.5 per cent.
- Important regulatory developments in 2007 include the resumption of negotiations on trade facilitation at the World Trade Organization (WTO) and the adoption of the new International Convention on the Removal of Wrecks under the auspices of the International Maritime Organization (IMO).
- Relevant developments in the field of transport and supply chain security include those under the auspices of the World Customs Organization (WCO) and IMO. In 2007, for the

first time, UNCTAD published data on the costs associated with compliance with the International Ship and Port Facility Security Code (ISPS).

In addition to the content of previous editions, the Review of Maritime Transport 2007 provides the following information:

- Long-term trends in world containerized trade growth; evolution of the relationship between world GDP, merchandise exports, seaborne trade and OECD industrial production;
- Major players in the oil, gas and major bulk markets and their respective market shares;
- Long-term trends in world cellular containership fleet and growth in supply and demand in container shipping;
- Long-term trends in terms of freight costs expressed as a percentage of the value of imports; and,
- Size and growth rate of the global freight forwarding market.

The complete report can be downloaded via <http://www.unctad.org/rmt2007>.  
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## UNCTAD Expert Meeting on Regional Cooperation in Transit Transport

The Expert Meeting on Regional Cooperation in Transit Transport – Solutions for landlocked developing countries took place on 27 and 28 September 2007. The meeting provided a forum to explore models and best practices to improve international transit transport operations based on practical solutions with a view to enhancing transit transport for the benefit of landlocked and transit developing countries. Substantive discussions have been grouped under the following topics:

- (a) Industry views and experiences on transit;
- (b) Strategies of a transit country;
- (c) Selected transit arrangements; and
- (d) Conclusions and the Way Forward.

The following conclusions were drawn from the meeting.

In order to position landlocked developing countries to reap the benefits of globalization, it is indispensable to improve access of LLDC traders to global markets. In this context there needs to be more focus on the principle of Freedom of Transit and on the application and implementation of the concept, bearing in mind the interests of users and providers of transit services. If so, transit can provide a win-win situation for both landlocked and transit countries. An unequivocal user requirement arising from the meeting is that supply chains must extend to reach users and consumers in landlocked developing countries. In this context, more work should be undertaken to coordinate between agencies and the users and service providers of the private sector, in particular by improving transparency and predictability, which is a sine qua non requirement for users.



As regards the relation between multilateral, regional and bilateral solutions, there is a clear understanding that the multilateral approach should be considered whenever possible and that regional, bilateral and local solutions should build on the multilateral framework, if possible. However, experience shows that adaptation of the multilateral approach is needed at regional, bilateral or local level as there are no “one size fit all” solutions. The multilateral solutions administered by the WCO, the UN — as for example through the TIR Convention - and the WTO rules can provide for the linkage for landlocked and transit developing countries to integrate into the global markets.

The existence and the efficient use of physical transport infrastructure is a prerequisite for enabling efficient transit solutions. It is essential that infrastructure be considered at local, national and regional levels involving both public and private sector financing. Further investment is required in the institutional infrastructure, at national and regional levels, to improve transit. This includes mechanisms to facilitate the communication between the three main groups of partnerships, i.e. private and public sector, landlocked and transit countries and service providers and users.

Corridor developments were identified as efficient solutions to solve transit issues along specific routes. Such developments need to be supported further, in particular in relation to conceptualization and implementation and through the sharing of best practices. It was emphasized that it is important to ensure the financial sustainability of corridor arrangements by ascertaining that the services and the environment are feasible in the long term, in particular by mainstreaming transit corridors as part of industrial developmental initiatives and policies.

Information technology was considered as the most important support facility for ensuring sustainability of transit solutions. In this context, it is vital to ensure the interoperability between IT systems of various users and countries. This can inter alia be ensured through community systems linking connecting all parties in the supply chain. In this context, Customs transit systems should not only be further integrated through the use of IT systems but should also be subject to further policy reform with a view to enhancing transit treatment.

*The proceedings of the meeting are available via <http://r0.unctad.org/ttl>. For further information please contact Poul Hansen, Trade Logistics Branch, UNCTAD, [poul.hansen@unctad.org](mailto:poul.hansen@unctad.org).*

## **Liner shipping connectivity in Western Asia and Egypt**

### *Liner shipping connectivity*

Costs and quality of international transport affect the manufacturing and products' total costs and well as the access to markets and hence the competitiveness of countries' exports. Global manufacturing and supply chains, especially just-in-time deliveries, depend largely on the provision of scheduled, cost efficient and reliable transport services. Therefore access to efficient transport services is crucial for countries trade development.



A large share of seaborne is containerised and is carried/ transported by so-called liner shipping companies operating a scheduled service network. This liner shipping network has evolved over time into a complex system of services operating on the main trade routes, regional services, and feeder services. Global liner shipping companies coexist with small companies servicing regional and niche markets.

Since 2004, UNCTAD has looked at ways of assessing access to maritime liner shipping services from a country level and the data collected so far provides a picture of the structure of the network and patterns of connectivity. This work aims at contributing to the analysis of global value and supply chains and their corresponding transport networks (see also the following article on p.10) as well identifying determinant s of countries' integration into the liner service network. The remainder of this article discusses the liner shipping connectivity for the case of services provided to countries in Western Asia and Egypt.

### *Western Asia and Egypt*

Large differences in economic performance and structure characterise the region, with Saudi Arabia's GDP being around 25 times larger than Jordan's. The GDP per capita in Qatar and UAE is about 15 times larger than the corresponding values for Yemen, Syrian Arab Republic or Egypt. The main exports of the region are fossils or related products (e.g. 92.6 per cent of Kuwait's exports is fuel) and the region imports mainly manufactured products. Israel, Lebanon, and Jordan are the only countries of the region without significant oil resources, and their exports are therefore mainly composed of manufactured products. Saudi Arabia, the United Arab Emirates, Iran, and to a lesser extent Israel are the region's largest exporters and importers of manufactured goods. Most countries of the region import the majority of their goods from Europe and mostly export to Europe and Asia. Most of region's countries trade very little with each other, the exceptions being Jordan, Lebanon and Syrian Arab Republic, which export mainly to the region.

### *Liner shipping connectivity in the region*

Table 1 provides information on different components that attempt to capture "liner shipping connectivity" of Western Asian countries and Egypt in July 2007. The table also provides information on the number of trading partners with which the country is "connected" through a minimum of one direct liner shipping service.<sup>1</sup>

In July 2007 the United Arab Emirates, Egypt and Saudi Arabia ranked the highest in the LSCI and are amongst the world's best connected 20 countries. Bahrain, Qatar, and Iraq are at the other end of the LSCI ranking (see also the global overview of the LSCI in the subsequent article after page 11). When looking at the number of countries which can be reached with a liner shipping service without transshipment, again Egypt, the United Arab Emirates, and Saudi Arabia are directly connected to the largest number of countries, and Bahrain, Qatar, Kuwait, and Iraq to only 3 or 4 countries. By way of comparison, the UK is directly connected to 106 countries.

Analysing further the countries to which direct services exist, it becomes obvious that the countries are integrated into the liner shipping network by different types of services. Minor regional feeder/hub services coexist with main route services. From Bahrain, for example, there are only direct services to neighbouring countries; from Iraq, Kuwait, and Qatar there are only direct services to the Gulf States, Europe or Asia. Egypt, Saudi Arabia, and the United Arab Emirates however have direct connections to all regions except for Southern and Central America.<sup>2</sup> Services calling at ports in these countries are mostly services operating on the main trade routes (EU-Asia) or, in particular so in the case of Saudi Arabia and the United Arab Emirates, inter-regional services between the Middle East and South and South-East Asia. On these routes many shipping lines offer frequent services and operate large vessels, which is also why these three countries rank the highest in the LSCI.

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<sup>1</sup> The data on direct services between trading partners was collected via CI-Online between July and November 2006. See also Transport Newsletter #34, page 19 ([http://www.unctad.org/en/docs/sdtetlbmisc20065\\_en.pdf](http://www.unctad.org/en/docs/sdtetlbmisc20065_en.pdf)).

<sup>2</sup> Egypt has direct services to Central America, and the United Arab Emirates to Brazil.



**Table 1: Components of liner shipping connectivity in West Asian countries and Egypt, July 2007**

Country	Ships	1,000 TEU	Liner companies	Liner services	Ship size maximum	Avg. Ship size	LSCI 2007	LSCI rank 2007	Info: Number of countries directly connected, November 2006
United Arab Emirates	365	1'094	49	186	9'200	2'996	48	16	52
Egypt.	336	1'095	47	179	8'478	3'258	45	17	56
Saudi Arabia	336	1'301	34	129	9'200	3'873	45	18	51
Lebanon	82	230	18	34	9'200	2'806	30	28	29
Oman	108	415	12	47	8'478	3'841	29	31	30
Iran, Islamic Rep. of	86	213	16	44	6'742	2'473	24	40	22
Israel	128	309	18	68	5'060	2'416	21	43	37
Jordan	42	91	11	20	5'060	2'158	16	56	20
Yemen	44	91	10	21	4'250	2'074	14	64	14
Syrian Arab Republic	46	56	15	22	3'961	1'213	14	65	25
Kuwait	13	10	5	9	1'914	789	6	108	4
Bahrain	5	7	5	6	1'914	1'387	6	110	3
Qatar	14	5	5	5	936	369	4	137	4
Iraq	16	2	3	12	601	144	3	153	4

Source: UNCTAD, based on data from Containerisation International Online.

Between 2004 and 2007 the connectivity (as captured by the LSCI) of all countries in the region has improved, with the exception of Yemen (see Table 2). Lebanon's improvements have been particularly strong. However, despite the improvements in the index, the overall ranking of Egypt, Israel and Kuwait has decreased, indicating that other countries in the world have experienced an even stronger improvement of their connectivity during the same period.

Lebanon's higher ranking is due to the marked increase in the maximum ship size since 2005; going up from 2,825 TEU in 2005 to 9,200 TEU in 2007. Beirut has become a port of call on the EU-Asia route of one major shipping company and this in turn has boosted the port's connectivity. Yemen, on the other hand, has seen a decrease in all components since 2004, which coincide in time with the withdrawal of many shipping lines and the private port operator of the Ma'alla terminal following the bomb attack on the French tanker Limburg in 2003. Although a new concession for the port operation was given to a global terminal operator in 2005, the work on the new container terminal has not yet started.

**Table 2: LSCI change 2004-2007**

Country	Index 2007	Index 2006	Index 2005	Index 2004	Change Rank 04/07	Change Index 04/07
Bahrain	5.99	4.44	4.34	5.39	+ 1	11.12%
Egypt	45.37	50.01	49.23	42.86	- 1	5.84%
Iran, Islamic Rep. of	23.59	17.37	14.23	13.69	+ 12	72.27%
Iraq	2.61	4.06	1.63	1.40	+ 4	86.37%
Israel	21.42	20.44	20.06	20.37	- 8	5.16%
Jordan	16.46	12.98	13.42	11.00	+ 10	49.67%
Kuwait	6.22	4.14	6.77	5.87	- 2	5.84%
Lebanon	30.01	25.57	12.53	10.57	+ 39	183.85%
Oman	28.96	20.28	23.64	23.33	=	24.10%
Qatar	3.59	3.90	4.23	2.64	+ 8	36.23%
Saudi Arabia	45.04	40.66	36.24	35.83	+ 1	25.69%
Syrian Arab Republic	14.20	11.29	11.84	8.54	+ 21	66.39%
United Arab Emirates	48.21	46.70	39.22	38.06	+ 2	26.67%
Yemen	14.28	9.39	10.18	19.21	- 26	-25.64%

Source: UNCTAD, based on data from Containerisation International Online.

Changes in the components of the LSCI for countries in the region are in line with global trends of changes in the LSCI, which has been characterised by increases (per country) in the

number of vessels deployed, the total TEU capacity and ship sizes, amid a reduction in the average number of companies that provide services per country. Despite the global mergers and alliances in the industry, it can be observed that this concentration has not led to a reduction of the number of companies or services in all countries. Where there were few companies offering services to a country, as in the case of Iraq, Islamic Republic of Iran, Qatar, and Bahrain, new companies have entered the market, and the number of services has also increased. Israel and the United Arab Emirates have also seen an increase in the number of services provided to their ports, which suggests that they are increasingly included in existing or new service strings.

#### *Determinants of liner shipping connectivity*

The observed trends in the region suggest that albeit the market size and hinterland connections define the general attractiveness of a country for liner shipping companies to assign direct services, other factors are determinant as well. Yemen and Bahrain, for example, have similarly sized markets (exports and imports of merchandised goods) but their ranking in the LSCI differs widely. Likewise, Egypt, and Saudi Arabia and the United Arab Emirates are very different in market size but are very close in the ranking of the LSCI.

One of such determinants is the geographic location as it influences the inclusion of ports within shipping services and their attractiveness as transshipment ports. Services calling in the ports of Egypt and Saudi Arabia are services operating on the main route from Europe to Asia. Shipping lines operate large vessels on a very tight schedule on those services. Thus operating costs caused by a diversion from the main route are high as are unit costs of container handling in ports. A diversion from the main route and an additional port call therefore need to be justified by the volume of the additional cargo captured. This seems to be the case for Egypt and Saudi Arabia's ports located along the narrow red sea straight. Short distance keeps additional time and operating costs low and, furthermore, shipping lines can deliver cargo from Europe to Egypt on the way to Asia, and capture other manufactured cargo that is exported (including re-exports) from Saudi Arabia or the United Arab Emirates to South and South-East Asia.

Port performance and infrastructure provide an additional competitive edge, especially when ports are competing within the same market. The case of the United Arab Emirates is of particular interest in this regard. Although not exactly situated on the Europe–Asia route, services on those routes include often a call in Dubai or other ports in the United Arab Emirates; ports which have also established their position in the region to become destination ports of many inter-and intra-regional services. Since the completion of the Jebel Ali terminal in 1979 Dubai port has developed into a major logistic hub, ranking 8<sup>th</sup> container port worldwide in 2006. Strategic investment into value added services, such as the Jebel Ali Freezone and the express rail link to the airport cargo village, have contributed to improving the port's competitiveness. Indeed, re-exports from the freezone have grown from US\$ 22.6 billion in 2001 to US\$ 78.8 billion in 2005. Lebanon's improved connectivity also coincides with the construction of a new container terminal which became operational beginning 2005 and the port of Beirut now also has a free zone annexed to it. Thus port performance and infrastructure as well as the fee structure contribute to attracting traffic and liner shipping services.

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## **Liner Shipping Connectivity Index - LSCI 2007**

The LSCI was first introduced in Transport Newsletter #27, 1st Quarter 2005, as an indicator of liner shipping connectivity for 162 countries. The index is calculated based on five components: number of ships, the container carrying capacity in twenty-foot equivalent units (TEU) of those ships, the number of companies, the number of services, and the maximum ship size, always referring to the ships that are deployed to provide liner shipping services to a

country's port(s). The underlying data is derived by UNCTAD from Containerisation International on-line.

In July 2007, China continues to lead the LSCI ranking (Table 3); China has also experienced the highest rise in its index, moving up almost 15 points. Germany increased its ranking to third position, mostly due to larger vessels calling in Hamburg and the continuous growth of services to Asia, combined with expanding hinterland connections that make direct calls to German ports attractive for carriers. Malaysia also shows a marked increase of 12 points. 111 countries increased their LSCI in between 2006 and 2007, five countries saw no change, and 46 recorded a decrease.

As a longer term trend, those countries that were best connected in 2004 were also more likely to further improve their connectivity over the subsequent four years. Dividing the 2004 data in three groups of 54 countries each, we find that 83 per cent of the top third have since then seen an improvement, compared to 65 per cent of the median third, and just 63 per cent of the least connected third. This data confirms a trend towards a growing "connectivity divide". In fact, the average LSCI for Least Developed Countries (LDCs)<sup>3</sup> is only 6.2. The best connected LDC being Senegal, ranked 53, and of the 20 least-connected countries, seven are LDCs. Half of the 20 least-connected countries saw a lower LSCI in 2007 as compared to 2006.

**Deployment of container ships:** 1,549 vessels of the world container fleet include at least one Chinese port in their liner shipping itinerary, followed by Hong Kong (China) (1,225 vessels) United States (1,053 vessels), Singapore, Germany, Republic of Korea, United Kingdom, Malaysia, the Netherlands and Belgium. The average number of ships deployed per country increased by 5.4% between 2006 and 2007.

**Container carrying capacity (TEU):** The vessels that call at Chinese ports have a combined TEU capacity of 5.7 million TEU, an increase of 13 per cent compared to 2006. Second ranked in this category is Hong Kong (China) with 4.5 million TEU, followed by United States, Singapore, Germany, United Kingdom, Republic of Korea, Malaysia, the Netherlands, and Taiwan Province of China.

**Number of liner shipping companies:** Due to mergers and acquisitions, the average number of liner shipping companies providing services per country has further declined between 2006 and 2007 (-1.5 per cent). The highest number of companies are recorded for the Netherlands (102 companies), followed by Belgium, Germany, United Kingdom, Singapore, China, United States, France, Spain and Italy.

**Liner services:** The top 10 countries in this category are China (1,020 services), followed by Hong Kong (China), Singapore, United States, Republic of Korea, Japan, Malaysia, Germany, United Kingdom, Netherlands and Belgium.

**Maximum vessel size:** The average of the maximum vessel size for the 162 countries in our data base increased by 10.4 per cent between 2006 and 2007. In July 2007 six countries were served by the largest vessels of 12,508: China, Germany, Hong Kong (China), Malaysia, the Netherlands and Spain.

**Table 3: LSCI 2004 - 2007**

Country/territory	2004		2005		2006		2007		change 2007/2006
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	
China	100.00	1	108.29	1	113.10	1	127.85	1	14.74
Hong Kong, China	94.42	2	96.78	2	99.31	2	106.20	2	6.89
Germany	76.59	7	78.41	7	80.66	7	88.95	3	8.29
Singapore	81.87	4	83.87	4	86.11	3	87.53	4	1.42
Netherlands	78.81	6	79.95	5	80.97	6	84.79	5	3.82
United States	83.30	3	87.62	3	85.80	4	83.68	6	-2.12
Malaysia	62.83	12	64.97	12	69.20	10	81.59	7	12.38
Korea, Republic of	68.68	10	73.03	9	71.92	9	77.20	8	5.27

<sup>3</sup> For a list of LDC countries please refer to <http://www.un.org/special-rep/ohrrls/ldc/list.htm>

Country/territory	2004		2005		2006		2007		change 2007/2006
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	
United Kingdom	81.69	5	79.58	6	81.53	5	76.77	9	-4.76
Belgium	73.16	8	74.17	8	76.15	8	73.94	10	-2.21
Spain	54.44	15	58.16	15	62.29	14	71.26	11	8.97
France	67.34	11	70.00	10	67.78	11	64.84	12	-2.94
Japan	69.15	9	66.73	11	64.54	13	62.73	13	-1.81
Taiwan Province of China	59.56	13	63.74	13	65.64	12	62.43	14	-3.20
Italy	58.13	14	62.20	14	58.11	15	58.84	15	0.73
United Arab Emirates	38.06	18	39.22	18	46.70	17	48.21	16	1.50
Egypt	42.86	16	49.23	16	50.01	16	45.37	17	-4.64
Saudi Arabia	35.83	19	36.24	20	40.66	19	45.04	18	4.38
Sri Lanka	34.68	20	33.36	21	37.31	20	42.43	19	5.12
India	34.14	21	36.88	19	42.90	18	40.47	20	-2.43
Thailand	31.01	23	31.92	22	33.89	22	35.31	21	1.42
Canada	39.67	17	39.81	17	36.32	21	34.40	22	-1.92
Turkey	25.60	29	27.09	28	27.09	29	32.60	23	5.51
Brazil	25.83	28	31.49	23	31.61	23	31.64	24	0.03
Mexico	25.29	30	25.49	32	29.78	26	30.98	25	1.19
Greece	30.22	24	29.07	25	31.29	24	30.71	26	-0.58
Panama	32.05	22	29.12	24	27.61	28	30.54	27	2.92
Lebanon	10.57	67	12.53	62	25.57	34	30.01	28	4.43
Malta	27.53	25	25.70	31	30.32	25	29.53	29	-0.79
Colombia	18.61	39	19.20	41	20.49	40	29.13	30	8.64
Oman	23.33	31	23.64	35	20.28	42	28.96	31	8.68
South Africa	23.13	32	25.83	30	26.21	31	27.52	32	1.31
Australia	26.58	26	28.02	27	26.96	30	26.77	33	-0.18
Indonesia	25.88	27	28.84	26	25.84	32	26.27	34	0.42
Sweden	14.76	48	26.61	29	28.17	27	25.82	35	-2.35
Argentina	20.09	37	24.95	33	25.58	33	25.63	36	0.05
Jamaica	21.32	33	21.99	36	23.02	37	25.50	37	2.48
Portugal	17.54	41	16.84	43	23.55	36	25.43	38	1.88
Pakistan	20.18	36	21.49	37	21.82	38	24.77	39	2.94
Iran, Islamic Rep. of	13.69	52	14.23	53	17.37	47	23.59	40	6.22
Romania	12.02	61	15.37	48	17.61	45	22.47	41	4.85
Denmark	11.56	64	24.25	34	25.39	35	22.10	42	-3.29
Israel	20.37	35	20.06	39	20.44	41	21.42	43	0.98
Uruguay	16.44	43	16.58	44	16.81	48	21.28	44	4.46
New Zealand	20.88	34	20.58	38	20.71	39	20.60	45	-0.11
Venezuela	18.22	40	19.90	40	18.62	43	20.26	46	1.64
Dominican Republic	12.45	59	13.95	54	15.19	53	19.87	47	4.68
Philippines	15.45	45	15.87	45	16.48	49	18.42	48	1.94
Cyprus	14.39	49	18.53	42	17.39	46	18.01	49	0.62
Viet Nam	12.86	55	14.30	52	15.14	54	17.59	50	2.45
Chile	15.48	44	15.53	47	16.10	52	17.49	51	1.39
Mauritius	13.13	54	12.26	63	11.53	64	17.17	52	5.64
Senegal	10.15	72	10.09	78	11.24	67	17.08	53	5.84
Peru	14.79	47	14.95	50	16.33	50	16.90	54	0.57
Ukraine	11.18	65	10.81	68	14.88	56	16.73	55	1.85
Jordan	11.00	66	13.42	57	12.98	62	16.46	56	3.49
Bahamas	17.49	42	15.70	46	16.19	51	16.45	57	0.27
Puerto Rico	14.82	46	15.23	49	14.68	57	15.96	58	1.28
Guatemala	12.28	60	13.85	56	18.13	44	15.40	59	-2.73
Costa Rica	12.59	57	11.12	67	15.08	55	15.34	60	0.26
Ghana	12.48	58	12.64	61	13.80	59	14.99	61	1.20
Côte d'Ivoire	14.39	50	14.52	51	12.98	61	14.98	62	2.00
Ecuador	11.84	63	12.92	58	14.17	58	14.30	63	0.13
Yemen	19.21	38	10.18	76	9.39	75	14.28	64	4.89
Syrian Arab Republic	8.54	86	11.84	65	11.29	66	14.21	65	2.92
Russian Federation	11.90	62	12.72	60	12.81	63	14.06	66	1.25
Trinidad and Tobago	13.18	53	10.61	71	11.18	68	13.72	67	2.55
Nigeria	12.83	56	12.79	59	13.02	60	13.69	68	0.67
Slovenia	13.91	51	13.91	55	11.03	70	12.87	69	1.84
Croatia	8.58	85	12.19	64	10.47	72	12.33	70	1.86
Cameroon	10.46	69	10.62	69	11.41	65	11.65	71	0.25
Benin	10.13	73	10.23	75	10.99	71	11.16	72	0.17
Kenya	8.59	84	8.98	82	9.30	76	10.85	73	1.56
Finland	9.45	77	10.16	77	8.58	84	10.70	74	2.12
Togo	10.19	71	10.62	70	11.09	69	10.63	75	-0.46
Tanzania, United Republic of	8.10	90	8.59	86	8.71	87	10.58	76	1.86
Djibouti	6.76	98	7.59	91	7.36	95	10.45	77	3.09
Angola	9.67	76	10.46	73	9.46	74	9.90	78	0.44
Congo	8.29	87	9.10	81	9.12	77	9.61	79	0.49

Country/territory	2004		2005		2006		2007		change 2007/2006
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	
Netherlands Antilles	8.16	89	8.23	89	7.82	92	9.23	80	1.41
Morocco	9.39	78	8.68	84	8.54	85	9.02	81	0.49
Ireland	8.78	82	9.66	80	8.18	89	8.85	82	0.67
New Caledonia	9.83	75	10.34	74	9.00	78	8.82	83	-0.18
Honduras	9.11	80	8.64	85	8.29	88	8.76	84	0.47
Guam	10.50	68	10.52	72	9.56	73	8.73	85	-0.82
French Polynesia	10.46	70	11.14	66	8.91	79	8.60	86	-0.30
Gabon	8.78	81	8.76	83	8.72	80	8.58	87	-0.14
Guinea	6.13	104	6.89	95	8.71	82	8.47	88	-0.24
Namibia	6.28	102	6.61	99	8.52	86	8.37	89	-0.15
Madagascar	6.90	96	6.83	96	8.31	87	7.97	90	-0.34
El Salvador	6.30	101	7.32	94	8.07	90	7.90	91	-0.17
Mauritania	5.36	112	5.99	106	6.25	102	7.90	92	1.65
Nicaragua	4.75	122	5.25	116	8.05	91	7.89	93	-0.16
Poland	7.28	92	7.53	92	7.50	94	7.86	94	0.37
Algeria	10.00	74	9.72	79	8.70	83	7.86	95	-0.84
Norway	9.23	79	8.31	88	7.34	96	7.80	96	0.47
Fiji	8.26	88	8.32	87	7.24	97	7.35	97	0.11
Tunisia	8.76	83	7.62	90	7.04	98	7.23	98	0.19
Mozambique	6.64	99	6.71	98	6.66	99	7.14	99	0.48
Papua New Guinea	6.97	94	6.40	103	4.67	119	6.86	100	2.19
Lithuania	5.22	115	5.88	108	5.66	105	6.83	101	1.17
Cuba	6.78	97	6.51	101	6.43	100	6.71	102	0.28
Libyan Arab Jamahiriya	5.25	114	5.17	118	4.71	118	6.59	103	1.88
Samoa	5.44	110	5.33	113	5.09	113	6.50	104	1.41
Bangladesh	5.20	116	5.07	119	5.29	109	6.36	105	1.07
American Samoa	5.17	117	5.30	115	4.86	115	6.28	106	1.41
Paraguay	0.53	160	0.53	160	6.32	101	6.25	107	-0.07
Kuwait	5.87	106	6.77	97	4.14	127	6.22	108	2.07
Saint Kitts and Nevis	5.49	108	5.32	114	5.59	106	6.16	109	0.57
Bahrain	5.39	111	4.34	126	4.44	124	5.99	110	1.55
Latvia	6.37	100	5.82	110	5.10	112	5.87	111	0.77
Barbados	5.47	109	5.77	111	5.34	108	5.79	112	0.45
Estonia	7.05	93	6.52	100	5.76	103	5.78	113	0.02
Sudan	6.95	95	6.19	104	5.67	104	5.66	114	-0.01
Comoros	6.07	105	5.84	109	5.39	107	5.51	115	0.12
Seychelles	4.88	120	4.93	120	5.27	110	5.29	116	0.03
Guinea-Bissau	2.12	152	5.19	117	5.03	114	5.14	117	0.11
Aruba	7.37	91	7.52	93	7.53	93	5.09	118	-2.44
Sierra Leone	5.84	107	6.50	102	5.12	111	5.08	119	-0.04
Bulgaria	6.17	103	5.61	112	4.47	122	4.83	120	0.37
Maldives	4.15	126	4.08	130	3.90	131	4.75	121	0.85
Gambia	4.91	119	6.13	105	4.80	116	4.74	122	-0.07
Iceland	4.72	123	4.88	121	4.75	117	4.72	123	-0.02
Liberia	5.29	113	5.95	107	4.55	121	4.50	124	-0.04
Faroe Islands	4.22	125	4.40	124	4.43	125	4.45	125	0.02
Saint Vincent and the Grenadines	3.56	134	3.58	135	3.40	135	4.34	126	0.95
Vanuatu	3.92	128	4.48	123	4.41	126	4.34	127	-0.07
Suriname	4.77	121	4.16	129	3.90	132	4.29	128	0.39
Guyana	4.54	124	4.37	125	4.60	120	4.29	129	-0.31
Saint Lucia	3.70	132	3.72	133	3.43	134	4.21	130	0.78
Solomon Islands	3.62	133	4.29	127	3.97	129	4.13	131	0.16
Grenada	2.30	149	2.52	147	3.37	136	4.09	132	0.72
Tonga	3.81	131	4.75	122	4.45	123	4.07	133	-0.38
Virgin Islands (U.S.)	1.77	155	3.00	142	3.22	139	3.76	134	0.54
Antigua and Barbuda	2.33	146	2.56	146	2.43	150	3.76	135	1.33
Brunei Darussalam	3.91	129	3.46	136	3.26	137	3.70	136	0.44
Qatar	2.64	145	4.23	128	3.90	130	3.59	137	-0.31
Equatorial Guinea	4.04	127	3.87	131	3.76	133	3.36	138	-0.40
Switzerland	3.53	135	3.40	138	3.20	140	3.27	139	0.07
Cambodia	3.89	130	3.25	140	2.93	144	3.25	140	0.32
Georgia	3.46	137	3.81	132	2.94	143	3.22	141	0.28
Micronesia, Federated States of	2.80	144	2.87	144	1.94	155	3.13	142	1.19
Myanmar	3.12	139	2.47	149	2.54	149	3.12	143	0.58
Palau	1.04	158	1.04	159	1.87	156	3.07	144	1.19
Marshall Islands	3.49	136	3.68	134	3.26	138	3.06	145	-0.20
Kiribati	3.06	141	3.28	139	3.05	141	3.06	146	0.00
Somalia	3.09	140	1.28	158	2.43	151	3.05	147	0.63
Serbia	2.92	143	2.92	143	2.96	142	2.96	148	0.00
Haiti	4.91	118	3.43	137	2.91	145	2.87	149	-0.04
Northern Mariana Islands	2.17	151	2.20	153	1.85	157	2.86	150	1.01

Country/territory	2004		2005		2006		2007		change 2007/2006
	LSCI	Rank	LSCI	Rank	LSCI	Rank	LSCI	Rank	
Congo, Democratic Republic of	3.05	142	3.03	141	2.66	147	2.68	151	0.02
Belize	2.19	150	2.59	145	2.62	148	2.61	152	0.00
Iraq	1.40	157	1.63	154	4.06	128	2.61	153	-1.46
Cape Verde	1.90	153	2.28	151	2.76	146	2.45	154	-0.30
Dominica	2.33	147	2.51	148	2.33	152	2.40	155	0.06
Albania	0.40	162	0.40	162	0.40	162	2.28	156	1.87
Greenland	2.32	148	2.32	150	2.27	153	2.27	157	0.00
Cayman Islands	1.90	154	2.23	152	1.79	158	1.78	158	-0.01
Sao Tome and Principe	0.91	159	1.28	157	1.57	159	1.64	159	0.07
Bermuda	1.54	156	1.57	156	1.57	160	1.57	160	0.00
Czech Republic	0.44	161	0.44	161	0.44	161	0.44	161	0.00
Eritrea	3.36	138	1.58	155	2.23	154	0.00	162	-2.23

Source: UNCTAD, calculated from data of Containerisation International Online, [www.ci-online.co.uk](http://www.ci-online.co.uk).

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## Meeting reports

### Joint ECO\IDB\UNCTAD Regional Workshop on Multimodal Transport in the ECO Region

*Tehran, Islamic Republic of Iran, 25–27 June 2007*

Keeping in view the potential efficiency gains that can accrue to member States of the ECO region from the introduction of multimodal transport and from the implementation of trade and transport facilitation initiatives aiming at regional trade expansion, ECO, UNCTAD and UNESCAP, with financial support of the Islamic Development Bank (IsDB), are implementing a joint project in the field of Multimodal transport (MT) and Trade Facilitation (TF) in the ECO region. The overall objective of the project is to assist ECO member countries to lay a sound basis for Multimodal Transport and Trade Facilitation Operations in the region.

Building on the outcome of the First Workshop on the Trade Facilitation and based on the findings of the Transport component of the project, the 2nd Workshop on Multimodal Transport in the ECO Region was held in Tehran on 25-27 June 2007. The Workshop was attended by the National Consultants and representatives of seven member States, namely the Islamic Republic of Afghanistan, the Republic of Azerbaijan, the Islamic Republic of Iran, the Republic of Kazakhstan, the Islamic Republic of Pakistan, the Republic of Turkey and the Republic of Uzbekistan, as well as an international consultant, representatives of the IsDB, UNCTAD and the ECO secretariat. Based on the objective of the second workshop — which was to provide an opportunity to stakeholders in the member States of the ECO region — the workshop reflected on the following:

- Discussed the findings of the national and international expert(s) regarding MT initiatives focusing on the MT related issues;
- Addressed and identified possible cooperative action among the ECO members to further strengthen cooperation in the area of MT, taking into account the interlinked coverage of multimodal transport and logistics issues within this cooperation scheme;
- Examined the possibility to widen the scope of including trade facilitation initiatives to the promotion of multimodal transport operations; and
- Elaborated on a set of concrete recommendations and outline technical assistance proposals in the area of multimodal transport including trade facilitation aspects;
- Came up with initial recommendations on preparation of a regional programme for implementation of the Transit Transport Framework Agreement (ECO-TTFA).

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## **2nd Iran Transit Forum 2007: Opportunities and Challenges**

*Tehran, Islamic Republic of Iran, 15–16 July 2007*

As the introduction of multimodal transport, trade and transit facilitation and logistic is seen as a powerful tool to reduce transaction cost and thereby increase competitiveness of traders from developing countries in general and with a number of landlocked countries in particular in the ECO region, UNCTAD participated in the above mentioned forum and shared with the participants its experiences on issues related to the trade, transport, transit, customs facilitation and multimodal operations in the ECO region.

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## **Second Meeting of the ECO - TTCC**

*Baku, Azerbaijan, 25–26 September 2007*

UNCTAD participated in the Second Meeting of Transit Transport Coordination Council (TTCC) held in Baku, Azerbaijan on September 25-26, 2007. The representatives from the Republic of Azerbaijan, Islamic Republic of Iran, the Kyrgyz Republic, Islamic Republic of Pakistan, Republic of Tajikistan, and Republic of Turkey, as well as the representatives of the ECO secretariat, International Road Transport Union (IRU), Islamic Development Bank (IsDB), and United Nations Conference on Trade and Development (UNCTAD) participated in the meeting.

The Meeting welcomed UNCTAD's participation and its technical support in the future implementation and operationalization of the TTFA and support to the ECO Secretariat. It was further requested to develop joint projects and activities to enhance the implementation of the TTFA and multimodal transport as far as this relates to the work of the ECO.

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## **OSCE Conference on the prospects for the development of trans-Asian and Eurasian transit transportation through Central Asia till the year 2015**

*Dushanbe, Tajikistan, 23–24 October 2007*

The Organization for Security and Cooperation in Europe (OSCE) in cooperation with the UN Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UNOHRLLS) as well as in cooperation with the Government of Tajikistan organized the “Conference on the prospects for the development of trans-Asian and Eurasian transit transportation through Central Asia till the year 2015” in Dushanbe (Tajikistan).

The Trade Logistics Branch during the meeting presented some of the main activities undertaken by UNCTAD in this field, inter alia our projects on Trade and Transport facilitation in Afghanistan and Pakistan, our assistance to LLDCs in the framework of the negotiations in WTO on GATT Articles V, VIII and X as well as work on transit corridors.

The meeting resulted in a joint statement by the delegations of Kazakhstan, Kyrgyzstan, Tajikistan, Afghanistan and Mongolia welcoming the OSCE's support for the implementation of the Almaty Declaration and the Almaty Programme of Action through capacity-building measures and refers to possible future activities in a number of areas such as exchange of best practices, intensifying regional co-operation and co-ordination, assisting in implementing international legal instruments, and raising awareness of environmentally sustainable transport. It also takes note of a number of concrete proposals formulated during the conference..

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## Concentration among international container terminal operators

In the last Transport Newsletter (# 36) we reported on the process of concentration in different maritime businesses. For the top four global container terminal operators, we based our calculations on all TEU operated by terminals where the international operator had a majority share. This way, the top four operators account for a combined market share of 44.2 per cent, and the HHI<sub>4</sub> is 499.

In correspondence with colleagues at Drewry, we received an alternative calculation, which only includes the “equity” TEU, i.e. the throughput corresponding to the share an operator holds in each terminal; for example, if an operator only has a 60 per cent shareholding in a terminal he is only assigned 60 per cent of the throughput of that terminal. Below is an HHI analysis for the top four terminal operators on this basis (Table 4).

**Table 4: Market shares of top 4 container terminal operators**

Container port operators, equity throughput in TEU, 2006			
	Thousand equity TEU	% market share	square
Hutchison (Hong Kong, China)	30 842	6.99	48.84
PSA Corp (Singapore)	41 208	9.34	87.20
APM Terminals (Denmark)	32 438	7.35	54.03
DP World (United Arab Emirates)	26 187	5.93	35.21
Other	310 624	70.39	
Total	441 299	100.00	
		% top four	29.61
		HHI	225

Source: Drewry Shipping Consultants, [www.drewry.co.uk](http://www.drewry.co.uk).

Measured in this way, the global level of concentration among terminal operators is even lower, especially if compared to other maritime businesses, such as ship building or vessel registration. In any case, from the port user’s perspective, concentration will usually have to be analysed on individual trade routes or port ranges with overlapping hinterlands, and in most countries a growing market and increased inter-port competition help to mitigate the potential impact of concentration among port operators.

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## The TIR system in the Central Asian region

For the landlocked countries of Central Asia, an efficient transit system is essential to take full advantage of international trade. High transport costs as well as long and unpredictable transit times for international shipments to and from the region are one of the main barriers faced by traders. Although several agreements (bilateral, regional and multilateral) dealing with trade and transit issues are already in force, many of them have not been properly implemented and enforced.

Today, the main international transit system in the region is the TIR Convention (Convention on the International Transport of Goods under Cover of the TIR Carnets, 1975).<sup>4</sup> The

<sup>4</sup> TIR is the French acronym “Transport International Routier” (“International Road Transport”).



United Nations Economic Commission for Europe (UNECE) is administering the TIR Convention which enables transit movements of goods across international borders under cover of a commonly accepted Customs transit document, the TIR Carnet, with little or no intervention by Customs of intermediate transit countries and accompanied by a financial guarantee. This is covered by the TIR Carnet issued by the International Road Transport Union (IRU) through its national member association in each TIR country. More than 3 million TIR transports are carried out annually in the 55 countries where the TIR Convention is today operational.

#### *TIR in the Central Asia*

The TIR Convention has been ratified by all the countries in the region and TIR transport operations can be undertaken in all of them but Afghanistan. Though the latter is a Contracting Party to the 1975 TIR Convention and had previously organized TIR operations under the 1959 Convention, Afghan authorities are currently in the process of reactivating the TIR system. The TIR Convention is also operational in the many bordering countries in the region including Armenia, Georgia, the Islamic Republic of Iran, Mongolia, the Russian Federation and Turkey. Pakistan and China are currently in the accession process.

During the past 5 years, the Central Asian region has experienced a tremendous growth in the use of the TIR system. Thus the number of TIR Carnets issued in the region increased by 450% (source: ECE). This growth has been particularly notable in Kazakhstan and Kyrgyzstan, both major transit countries for goods originating from China (Table 5). Kazakhstan has also profited from its direct neighboring of the Russian Federation which remains the principal trading route between the Central Asian region and Europe. In addition, Kazakhstan has the largest territory and the majority of authorized TIR operators in the region.

**Table 5: TIR carnets issued by IRU and number of authorized TIR operators for Central Asia**

Contracting Parties	TIR Carnets issued by the IRU to National Associations							TIR operations terminated in 2006	Authorized transport companies
	2000	2001	2002	2003	2004	2005	2006		
Azerbaijan	4'000	3'600	1'300	1'900	3'950	5'000	5'500	11'008	48
Kazakhstan	10'400	9'100	6'400	17'400	17'000	19'600	32'650	52'310	200
Kyrgyzstan	100	550	1'250	2'700	4'900	6'250	11'450	6'654	28
Tajikistan	-	-	-	-	0	50	300	3108	na
Turkmenistan	-	150	0	150	200	400	1'000	6'416	na
Uzbekistan	900	600	500	900	2'400	1'800	4'500	4'940	11

Source: <http://www.unece.org>

Despite these encouraging developments, the Central Asian region is still facing a number of specific challenges in the implementation of the TIR system, some of which are directly linked to the requirements of the Convention while others are inherent to the particularities of the region itself. The latter relate mainly to its remoteness, topography, political and security situation as well as its outdated road infrastructure. In addition, the region's road network, which is very well linked to the Russian Federation and the Commonwealth of Independent States (CIS), requires better connections to other neighbouring and transit countries such as Afghanistan, China, India, the Islamic Republic of Iran, Pakistan and Turkey.

In addition, Customs and other control Officers continue to request transport documents which are not necessary for TIR transports and sometimes even abusively break seals to inspect the cargo. Non official payments are still often demanded in connection with customs clearance and controls. This increases the unpredictability of transport costs and can more than double the

charges (e.g. a TIR transport from Bishkek to Frankfurt can cost between \$1,255 to \$1,805 – \$505 for official payments, plus \$750–\$1,300 for unofficial payments).<sup>5</sup>

Other problems that are directly linked to the implementation, operation of the TIR Convention include two main aspects: operational costs and guarantees and deposit payments.

#### *Operational costs*

The TIR Convention describes the technical approval specifications which a load compartment of a truck, a semi-trailer or a container has to comply with in order to be considered Customs secure. A TIR compliant truck is extremely expensive for local transport companies, and so far only a small number of imported trucks can meet the required technical standards. As an example, the fleet of TIR compliant trucks in Kazakhstan, which is half of the all TIR compliant trucks in the region, comprises 1,600 trucks, and only about 0.5% of the country's total truck fleet. Furthermore, TIR trucks have to be re-certified every two years incurring additional costs for the transporters.

A second impediment to the expansion of TIR operations is the price of the TIR Carnet itself which with a final price of up to US\$ 150 is very high for Central Asian transporters.<sup>6</sup> In addition, in a lot of Central Asian countries, for security reasons, TIR Carnets are issued only in one office of the transport association. This creates additional constraints for local operators to organize a TIR transport.

#### *Guarantees and deposits*

The national member associations of the IRU guarantee on their national territory the payment of duties and taxes which may become due in the event of irregularities during a TIR transport operation. While the TIR Carnet provides a guarantee of up to US\$ 50'000, most of the TIR shipments done in Central Asia do not reach this amount. Therefore, transporters are reluctant to use the system and would like to have less expensive guarantees

Furthermore, according to the general financial requirements of the IRU, transport operators must also make a deposit at the national TIR associations to become approved TIR transporters. In addition to annual membership and entry fees, these charges can amount over US\$ 8,000, which, for operators from the region, is a comparatively heavy financial burden.

#### *Ratification of international transport conventions*

The TIR Convention does not address certain issues which are necessary to undertake international goods transports by road, such as road transport permit, visa, driving licences, perishable or dangerous goods, vehicle standards etc.

UNESCAP recommendation 48/11 is strongly encouraging countries to accede to and implement other important transport and trade facilitation conventions. These conventions are extremely important for TIR member countries to ensure an efficient transport operation under a TIR Carnet.

A number of international and regional organisations such as the Asian Development Bank, UNESCAP, SPECA, ECO, OSCE, or the Shanghai Cooperation Economic are supporting the proper implementation of the TIR system in the region. This convergence of energies is a good sign for future development of the TIR system in Central Asia. Furthermore, the coming accession of China to the TIR Convention shall create great opportunities for further development of TIR transport operations between China and Europe through Central Asia. It shall contribute, to a larger extent, to the facilitation of transit and transport of goods through the region and to the development of global trade.

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<sup>5</sup> Central Asia: increasing gains from trade through regional cooperation in Trade policy and Customs transit, Asian Development Bank, 2006, Table 6.3.

<sup>6</sup> *Ibid*, Table 6.2, ADB, 2006.

## Publications and proceedings

### UN-ECE Symposium on Trade Rules, Regulations and Standards

*23 October 2007, Salle XII, Palais des Nations, Geneva*

An enabling regulatory environment for growth aims at meeting a society's specific development needs while, at the same time, remaining aligned with the rules, regulations, standards and best practice developed by the World Trade Organization and other international and regional organizations. The Symposium explored the different levels of rulemaking governing the production and exchange of products and services and how to best use them in order to encourage economic growth. "Levels" refers to both the substance of rulemaking (as in the differences between standards, rules and regulations) and the geographic coverage (national, regional and international).

Presentations can be downloaded via [www.unece.org/trade/ct/ct\\_2007/symposium.htm](http://www.unece.org/trade/ct/ct_2007/symposium.htm)

### Risk Management in Port Operations, Logistics and Supply Chain Security

*Khalid Bichou, Michael G.H Bell, and Andrew Evans (Editors), Centre for Transport Studies, Imperial College London, UK, ISBN: 9781 84311 655 4.*

The 9/11 attacks and other subsequent events have fostered further dimensions to port, maritime and supply chain security with a raft of compulsory and voluntary measures being put in place at both domestic and global levels. This book addresses operational and management challenges that port, international logistics and supply chain operators face today in view of the new security regulations and the requirements of increased visibility throughout the supply chain. Through a structured and peer-reviewed selection of contributions from both academia and industry, this book provides a framework associating the interdependent aspects of risk, reliability and supply chain security and their impacts on the port and logistics industries.

[http://www.informa.com.au/marlin/30000000861/MARKT\\_EFFORT/marketingid/20001506434](http://www.informa.com.au/marlin/30000000861/MARKT_EFFORT/marketingid/20001506434)

### ISL: Handbook of Container Shipping Management

*Christel Heideloff, Senior Economist, ISL, Bremen; Prof. Dr. Thomas Pawlik, Kiel University of Applied Sciences (Editors). ISSN 0174-5728*

The impact of container shipping on trade and international transport is tremendous. The purpose of the Handbook of Container Shipping Management is to provide the reader with a scope of information to understand the basics of the container shipping market. There is a strong emphasis on supply and demand dimensions. In this context, readers will find a wide range of topics:

- Container trade: trade flows, globalisation, trends and developments, charter markets, container port developments, forecasts
- Market structures: logistics strategy, container shipping interfaces, the hub and spoke concept, ports in the Hamburg-Antwerp range
- Market environment: maritime and international law, cooperation forms, conferences, non-operating owners, chartering
- Capacity issues: current and future fleet growth, ship size development, deployment, top carriers, shipbuilding, ship financing

The handbook combines basic information on the container shipping market with actual developments and is thus relevant for students and practitioners. The textbook is a product of a unique collaboration of experts from research and industry.

<http://www.isl.org/infoline/index.php?module=Pagesetter&func=viewpub&tid=6&pid=0>

## **Ports, Cities and Global Supply Chains**

*James Wang, University of Hong Kong; Daniel Olivier, Transport Canada; Theo Notteboom, ITMMA, University of Antwerp; and Brian Slack, Concordia University, Montreal (editors); Ashgate*

Global trends in policy and technology related fields are rapidly reshaping the port industry worldwide. International in scope, this volume provides multidisciplinary insights into the role port cities adopt in dealing with global supply chains. Throughout the book, concepts of strategic management, supply chain management, port and transport economics and economic and transport geography are applied to offer an in-depth understanding of the processes underlying global supply chains and associated spatial and functional dynamics in port-cities. The book also discusses policy outcomes and implications relevant to port-cities positioned in different segments of global supply chains.

[www.ashgate.com](http://www.ashgate.com)

## **Upcoming events**

### **International Association of Maritime Economists (IAME) 2008 Annual Conference**

*2–4 April 2008, Dalian, China*

The IAME 2008 Annual Conference will be jointly organized by the University of Plymouth, United Kingdom, and Dalian Maritime University, China. The conference theme is denominated “Sustainability in International Shipping, Port and Logistics Industries and the China Factor”.

*For further information visit [www.iame2008.org](http://www.iame2008.org) or contact Dr. Teng-Fei Wang, [tengfei.wang@plymouth.ac.uk](mailto:tengfei.wang@plymouth.ac.uk).*

### **International Transport Forum**

*May 2008, Leipzig, Germany*

The denomination of the “European Conference of Ministers of Transport” (ECMT) has been changed to “International Transport Forum”. The International Transport Forum plans to bring together each year not only Transport Ministers but also stakeholders of civil society to discuss a topic of world-wide strategic importance. The inaugural Forum which will take place in May 2008 in Leipzig on the theme “Transport and Energy: The Challenge of Climate Change”.

<http://www.internationaltransportforum.org/>

### **Transportation Research Board annual meeting**

*13–17 January 2008, Washington, D.C., USA*

The TRB Annual Meeting program covers all transportation modes, with more than 3,000 presentations in nearly 600 sessions addressing topics of interest to all attendees — policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions. The spotlight theme for 2008 is "Partnerships for Progress in Transportation".

[http://www.trb.org/news/blurbs\\_detail.asp?id=8181](http://www.trb.org/news/blurbs_detail.asp?id=8181)

## **New Contracting Parties to International Conventions adopted under the auspices of UNCTAD**

### **United Nations Convention on the Carriage of Goods by Sea, 1978**

Entry into force: 1 November 1992; Contracting States: 33

Dominican Republic - 28 September 2007 (a)

*For more information on the latest status of this and other Conventions, please visit*  
[www.unctad.org/ttl/legal](http://www.unctad.org/ttl/legal)