

# UNCTAD Transport Newsletter



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## NOTE

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## Editorial

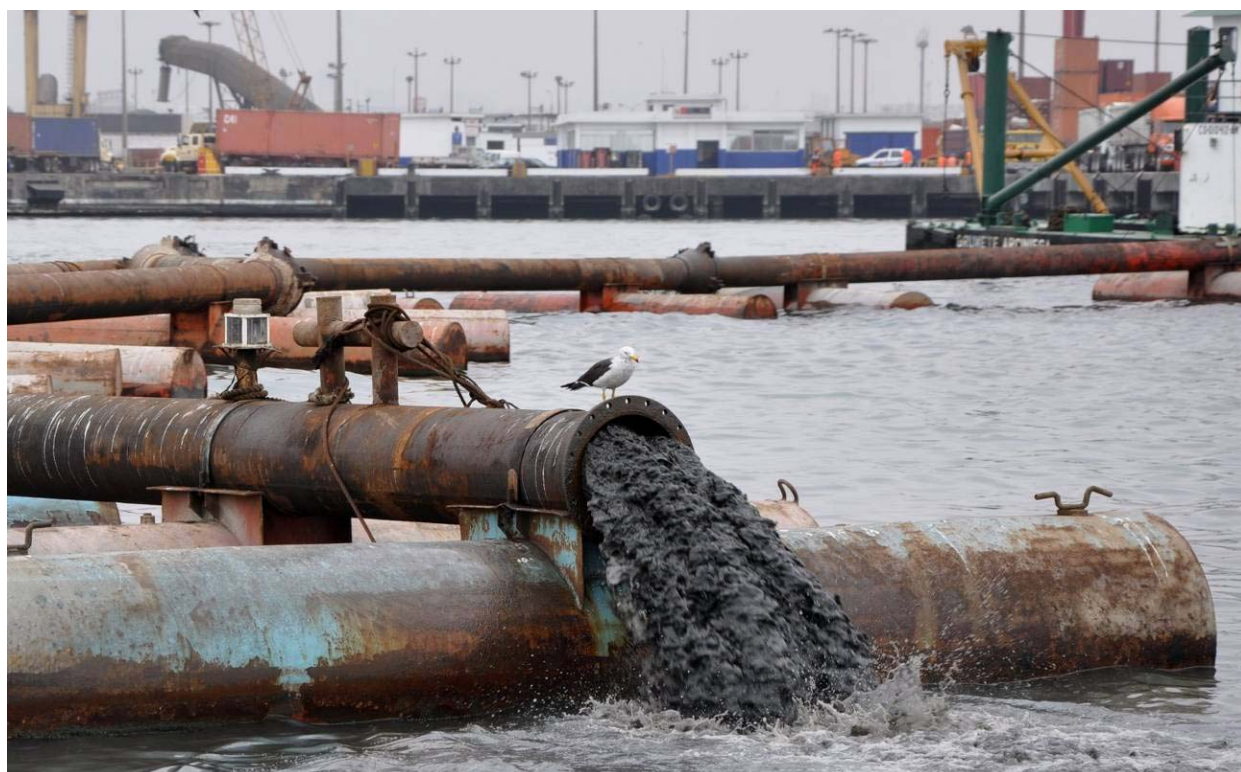
UNCTAD's next Multi-year Expert Meeting on Transport and Trade Facilitation is scheduled for 8–10 December 2009. It will focus on “public and private partnerships for the development of infrastructure to facilitate trade and transport” and aims at an interrelated discussion on trade, investment, services and technical assistance and capacity-building aspects, and how they interact with trade and transport facilitation measures (see p. 21 for further information). On 11 December, UNCTAD further organizes an Ad Hoc Expert Meeting on Transit Ports Servicing Landlocked Developing Countries (LLDCs), which will provide an opportunity for experts and different stakeholders to exchange views on challenges and opportunities of transit ports that serve LLDCs (see p. 20).

In the context of the World Trade Organization (WTO) negotiations on trade facilitation in which members are engaged in since 2004, the importance of national coordinating mechanisms has come to the forefront of countries' preoccupations. UNCTAD and the United Nations Economic Commission for Europe (UNECE) have introduced a repository of such mechanisms (p. 5).

Three articles in this *Transport Newsletter* look at different aspects of international transport, notably liner shipping connectivity and UNCTAD's *Liner Shipping Connectivity Index* (LSCI) (p. 6), dry ports (p. 10) and the *Transports Internationaux Routiers* (TIR) Convention (p. 13). We further announce various recent and upcoming events and documents considered of interest for trade facilitation, transport and development (after p. 15).

Comments and suggestions for our next *Transport Newsletter* are welcome until December 2009.

*The Trade Logistics Branch Team, Geneva, October 2009*



*Dredging in the port of Callao.*

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## Repository of trade facilitation working groups

Trade facilitation involves a wide and diverse range of public agencies with responsibility and oversight over the various procedures and formalities of cross-border trade of goods. Public authority has largely been divested to specialized, quasi-autonomous executive agencies operating in often different locations, such as customs departments, health and sanitary bodies, ministries of commerce, ministries of transport, etc. In such an environment, institutional coordination and stakeholder consultation is essential for the planning and implementation of successful trade facilitation reforms. Private–public consultative mechanisms and bodies have been recommended as a means to provide a platform for this consultation and coordination. Trade facilitation bodies and so-called PRO committees were set up in many countries during the past 20 years, often in the realm of national and regional trade facilitation projects.

In the context of the WTO negotiations on trade facilitation – which have been ongoing since 2004, the importance of such national consultative mechanisms, in particular with a view of identifying countries trade facilitation needs and providing relevant expert advice and information to the national Geneva-based negotiators – the submission by Honduras, Norway, and Switzerland in the WTO Negotiating Group on Trade Facilitation (NGTF) (TN/TF/W/158) calls for the establishment of a private–public trade facilitation body “to facilitate the process of domestic coordination of trade facilitation needs, priorities and implementation”.

Effective consultation with relevant stakeholders serves to ensure that Geneva-based negotiators have the best and most complete information and advice up which to participate in the negotiations. An effective channel of communication between capital-based experts and Geneva-based negotiators furthermore allows for an active participation in the discussions on the various proposals submitted to members in the NGTF.

Achieving sustainability of such a consultative mechanism and body is often a challenging task and requires continuous political support, an active secretariat and presidency, motivated participants, and solid funding. With this repository of national working group on trade facilitation, UNCTAD and UNECE provide useful background information on and encourage the sharing of countries’ experiences with setting up and maintaining national inter-agency public private consultative trade facilitation mechanisms.

The repository offers a collection of country’s experiences and a list of useful background documents on this topic. The country experiences currently include Benin, Burkina Faso, Ecuador, Mali and Saint Lucia. It is planned to expand the number of countries’ participating during this and the following year.

Further to the cases studies, background information can be found in:

- The UN/CEFACT Recommendation No. 4 on National Trade Facilitation Bodies and the related UN/CEFACT Guidelines to the Recommendation;
- The UNCTAD Trade Facilitation Handbook Part I on National Trade Facilitation Bodies: Lessons Learned (Geneva 2005);
- The UNCTAD Technical Note 18 – “Multi-agency working group on trade facilitation”;
- Presentations of the UNCTAD/UNECE workshop on “Strengthening National and Regional Trade Facilitation Organizations” and the report of the meeting;
- The World Bank “WTO Trade Facilitation Negotiations Support Guide”, submitted at the WTO as TN/TF/W/51.

<http://r0.unctad.org/ttl/repository/TFWGintro.htm>.

*If you would like to provide your administration’s or country’s experience to this repository, please contact Birgit Viohl ([birgit.viohl@unctad.org](mailto:birgit.viohl@unctad.org)) or Jan Hoffmann ([jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org)) at UNCTAD’s Division of Technology and Logistics, or Tom Butterly ([tom.butterly@unece.org](mailto:tom.butterly@unece.org)) at the UNECE’s Trade Development and Timber Division.*

## Liner shipping connectivity in 2009

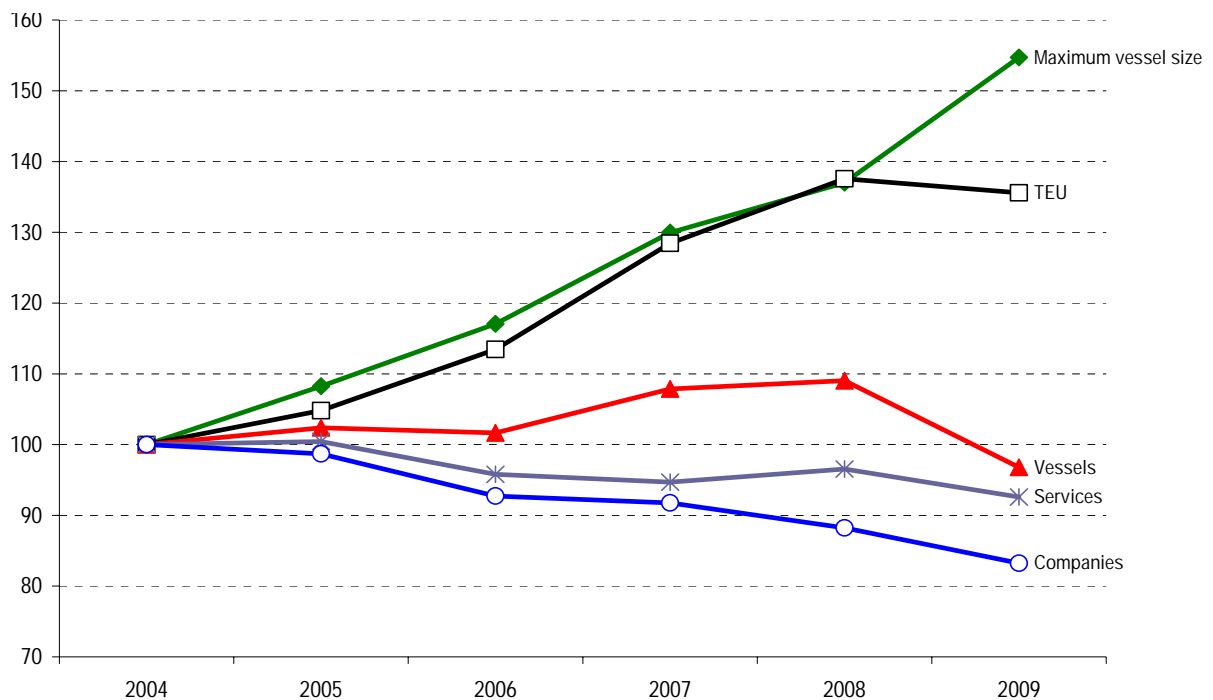
### The UNCTAD LSCI

Generated in its sixth year, UNCTAD's Liner Shipping Connectivity Index (LSCI) aims at capturing how well countries are connected to global shipping networks.<sup>1</sup> In 2009, China continues to have the highest LSCI, followed by Hong Kong (China), Singapore, the Netherlands and the Republic of Korea (table 1).

As regards global developments of the individual LSCI components, the 2009 data also reflects the impacts of the economic crisis. Between July 2008 and July 2009, the number of ships, their total twenty-foot equivalent unit (TEU) carrying capacity, the number of services and the number of companies have all decreased. Only the maximum vessel size has continued to increase as new and larger vessels are being delivered by the world's shipyards. Many of these larger ships then replace smaller vessels, leading to a significant reduction in the average number of vessels per country.

For the first time since UNCTAD has been recording the data, the average container-carrying capacity TEU assigned per country has fallen. Following the continued trend of mergers and acquisitions, the average number of companies offering services per country has decreased by 17 per cent since 2004 (figure 1).

**Figure 1. Trends in connectivity indicators. Index of country averages 2004 = 100**



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

<sup>1</sup> The first version of the 2004 LSCI was introduced in *Transport Newsletter* No. 27, first Quarter 2005. The current version of the LSCI is generated from the five components: (a) number of ships; (b) the container-carrying capacity of those ships; (c) the maximum vessel size; (d) the number of services; and (e) the number of companies that deploy containerships on services from and to a country's ports. The data is derived from *Containerisation International Online*. The index is generated as follows: For each of the five components, a country's value is divided by the maximum value of that component in 2004, and for each country, the average of the five components is calculated. This average is then divided by the maximum average for 2004 and multiplied by 100. This way, the index generates the value 100 for the country with the highest average index of the five components in 2004.

Developing countries which have significantly improved their LSCI ranking since 2004 include Djibouti (following the development of a new container port under international operation), Republic of Korea (which has seen major port investments in Incheon and Pusan), Lebanon (benefiting from port reforms since 2006), Malaysia (strengthening its position by providing liner companies with dedicated container terminals as well as creating an emphasis upon crane and vessel productivity), Morocco (moving up in the ranking since 2007 thanks to a new international transshipment facility in Tangier), Oman (with the opening of new container facilities) and the United Arab Emirates (which has seen prolonged growth and increased container crane efficiency at both Jebel Ali terminal and Khorfakkan Container Terminal) (table 1).

**Table 1. LSCI, 2004–2009**

Economy	2004	2005	2006	2007	2008	2009	Rank 2009	Change 2009/2008	Change 2009/2004
China	100.00	108.29	113.10	127.85	137.38	132.47	1	-4.91	32.47
Hong Kong (China)	94.42	96.78	99.31	106.20	108.78	104.47	2	-4.30	10.05
Singapore	81.87	83.87	86.11	87.53	94.47	99.47	3	5.01	17.60
Netherlands	78.81	79.95	80.97	84.79	87.57	88.66	4	1.09	9.85
Korea, Republic of	68.68	73.03	71.92	77.19	76.40	86.67	5	10.28	18.00
United Kingdom	81.69	79.58	81.53	76.77	77.99	84.82	6	6.83	3.14
Germany	76.59	78.41	80.66	88.95	89.26	84.30	7	-4.96	7.71
Belgium	73.16	74.17	76.15	73.93	77.98	82.80	8	4.82	9.64
United States	83.30	87.62	85.80	83.68	82.45	82.43	9	-0.02	-0.87
Malaysia	62.83	64.97	69.20	81.58	77.60	81.21	10	3.61	18.38
Spain	54.44	58.16	62.29	71.26	67.67	70.22	11	2.56	15.78
Italy	58.13	62.20	58.11	58.84	55.87	69.97	12	14.10	11.84
France	67.34	70.00	67.78	64.84	66.24	67.01	13	0.77	-0.33
Japan	69.15	66.73	64.54	62.73	66.63	66.33	14	-0.30	-2.82
Taiwan Province of China	59.56	63.74	65.64	62.43	62.58	60.90	15	-1.67	1.34
United Arab Emirates	38.06	39.22	46.70	48.21	48.80	60.45	16	11.65	22.40
Egypt.	42.86	49.23	50.01	45.37	52.53	51.99	17	-0.55	9.12
Saudi Arabia	35.83	36.24	40.66	45.04	47.44	47.30	18	-0.14	11.47
Oman	23.33	23.64	20.28	28.96	30.42	45.32	19	14.90	21.98
Greece	30.22	29.07	31.29	30.70	27.14	41.91	20	14.77	11.68
Canada	39.67	39.81	36.32	34.40	34.28	41.34	21	7.06	1.68
India	34.14	36.88	42.90	40.47	42.18	40.97	22	-1.21	6.83
Morocco	9.39	8.68	8.54	9.02	29.79	38.40	23	8.61	29.02
Malta	27.53	25.70	30.32	29.53	29.92	37.71	24	7.78	10.17
Thailand	31.01	31.92	33.89	35.31	36.48	36.78	25	0.30	5.77
Sri Lanka	34.68	33.36	37.31	42.43	46.08	34.74	26	-11.34	0.06
Portugal	17.54	16.84	23.55	25.42	34.97	32.97	27	-2.00	15.43
Panama	32.05	29.12	27.61	30.53	30.45	32.66	28	2.21	0.60
South Africa	23.13	25.83	26.21	27.52	28.49	32.07	29	3.58	8.94
Turkey	25.60	27.09	27.09	32.60	35.64	31.98	30	-3.66	6.38
Mexico	25.29	25.49	29.78	30.98	31.17	31.89	31	0.73	6.60
Sweden	14.76	26.61	28.17	25.82	30.27	31.34	32	1.07	16.59
Brazil	25.83	31.49	31.61	31.64	30.87	31.08	33	0.21	5.25
Lebanon	10.57	12.53	25.57	30.01	28.92	29.55	34	0.63	18.98
Iran, Islamic Rep. of	13.69	14.23	17.37	23.59	22.91	28.90	35	5.99	15.21
Australia	26.58	28.02	26.96	26.77	38.21	28.80	36	-9.40	2.22
Denmark	11.56	24.25	25.39	22.10	26.49	27.68	37	1.19	16.12
Pakistan	20.18	21.49	21.82	24.77	24.61	26.58	38	1.98	6.41
Viet Nam	12.86	14.30	15.14	17.59	18.73	26.39	39	7.65	13.53
Argentina	20.09	24.95	25.58	25.63	25.70	25.99	40	0.29	5.90
Indonesia	25.88	28.84	25.84	26.27	24.85	25.68	41	0.83	-0.20
Jordan	11.00	13.42	12.98	16.46	16.37	23.71	42	7.34	12.71
Romania	12.02	15.37	17.61	22.47	26.35	23.34	43	-3.02	11.32
Colombia	18.61	19.20	20.49	29.13	21.64	23.18	44	1.54	4.56
Ukraine	11.18	10.81	14.88	16.73	23.62	22.81	45	-0.81	11.63
Uruguay	16.44	16.58	16.81	21.28	22.88	22.28	46	-0.60	5.84
Dominican Republic	12.45	13.95	15.19	19.87	20.09	21.61	47	1.53	9.16
Russian Federation	11.90	12.72	12.81	14.06	15.31	20.64	48	5.32	8.73

Economy	2004	2005	2006	2007	2008	2009	Rank 2009	Change 2009/2008	Change 2009/2004
Venezuela, Bolivarian Republic of	18.22	19.90	18.62	20.26	20.46	20.43	49	-0.03	2.21
Nigeria	12.83	12.79	13.02	13.69	18.30	19.89	50	1.59	7.05
Slovenia	13.91	13.91	11.03	12.87	15.66	19.81	51	4.15	5.91
Jamaica	21.32	21.99	23.02	25.50	18.23	19.56	52	1.33	-1.76
Côte d'Ivoire	14.39	14.52	12.98	14.98	16.93	19.39	53	2.46	5.00
Ghana	12.48	12.64	13.80	14.99	18.13	19.33	54	1.21	6.86
Bahamas, The	17.49	15.70	16.19	16.45	16.35	19.26	55	2.91	1.77
Chile	15.48	15.53	16.10	17.49	17.42	18.84	56	1.42	3.36
Israel	20.37	20.06	20.44	21.42	19.83	18.65	57	-1.17	-1.71
Djibouti	6.76	7.59	7.36	10.45	10.43	17.98	58	7.56	11.22
Ecuador	11.84	12.92	14.17	14.30	13.16	17.09	59	3.93	5.25
Peru	14.79	14.95	16.33	16.90	17.38	16.96	60	-0.42	2.17
Philippines	15.45	15.87	16.48	18.42	30.26	15.90	61	-14.36	0.45
Trinidad and Tobago	13.18	10.61	11.18	13.72	12.88	15.88	62	3.01	2.70
Senegal	10.15	10.09	11.24	17.08	17.64	14.96	63	-2.67	4.81
Mauritius	13.13	12.26	11.53	17.17	17.43	14.76	64	-2.67	1.63
Guatemala	12.28	13.85	18.13	15.40	15.44	14.73	65	-0.71	2.45
Yemen	19.21	10.18	9.39	14.28	14.44	14.61	66	0.17	-4.60
Costa Rica	12.59	11.12	15.08	15.34	12.78	14.61	67	1.83	2.02
Togo	10.19	10.62	11.09	10.63	12.56	14.42	68	1.86	4.23
Namibia	6.28	6.61	8.52	8.37	11.12	13.61	69	2.49	7.33
Benin	10.13	10.23	10.99	11.16	12.02	13.52	70	1.50	3.39
Cyprus	14.39	18.53	17.39	18.01	11.81	13.31	71	1.50	-1.08
Kenya	8.59	8.98	9.30	10.85	10.95	12.83	72	1.88	4.24
Cameroon	10.46	10.62	11.41	11.65	11.05	11.60	73	0.55	1.14
Congo	8.29	9.10	9.12	9.61	11.80	11.37	74	-0.43	3.08
Angola	9.67	10.46	9.46	9.90	10.22	11.31	75	1.09	1.64
Syrian Arab Republic	8.54	11.84	11.29	14.20	12.72	11.03	76	-1.70	2.49
Puerto Rico	14.82	15.23	14.68	15.96	15.62	10.92	77	-4.70	-3.90
Honduras	9.11	8.64	8.29	8.76	9.26	10.68	78	1.42	1.57
New Zealand	20.88	20.58	20.71	20.60	20.48	10.59	79	-9.89	-10.29
Nicaragua	4.75	5.25	8.05	7.89	8.91	10.58	80	1.68	5.83
El Salvador	6.30	7.32	8.07	7.90	8.67	10.34	81	1.67	4.04
Finland	9.45	10.16	8.58	10.70	9.72	10.15	82	0.43	0.70
Tanzania, United Republic of	8.10	8.59	8.71	10.58	10.46	9.54	83	-0.92	1.44
Libyan Arab Jamahiriya	5.25	5.17	4.71	6.59	5.36	9.43	84	4.07	4.18
Mozambique	6.64	6.71	6.66	7.14	8.81	9.38	85	0.57	2.74
Sudan	6.95	6.19	5.67	5.66	5.38	9.28	86	3.89	2.33
Poland	7.28	7.53	7.50	7.86	9.32	9.21	87	-0.12	1.93
Gabon	8.78	8.76	8.72	8.57	8.93	9.16	88	0.23	0.38
Fiji	8.26	8.32	7.24	7.35	10.31	8.74	89	-1.57	0.48
New Caledonia	9.83	10.34	9.00	8.81	9.23	8.74	90	-0.49	-1.09
Madagascar	6.90	6.83	8.31	7.97	7.82	8.64	91	0.82	1.74
Netherlands Antilles	8.16	8.23	7.82	9.22	8.56	8.57	92	0.01	0.41
Guam	10.50	10.52	9.56	8.73	8.56	8.57	93	0.00	-1.93
Croatia	8.58	12.19	10.47	12.33	15.36	8.48	94	-6.88	-0.10
French Polynesia	10.46	11.14	8.91	8.60	9.01	8.39	95	-0.62	-2.07
Algeria	10.00	9.72	8.70	7.86	7.75	8.37	96	0.62	-1.63
Guinea	6.13	6.89	8.71	8.47	6.41	8.32	97	1.91	2.19
Lithuania	5.22	5.88	5.66	6.83	7.76	8.11	98	0.35	2.88
Bahrain	5.39	4.34	4.44	5.99	5.75	8.04	99	2.29	2.65
Norway	9.23	8.31	7.34	7.80	7.91	7.93	100	0.03	-1.30
Bangladesh	5.20	5.07	5.29	6.36	6.40	7.91	101	1.51	2.71
Ireland	8.78	9.66	8.18	8.85	7.64	7.60	102	-0.04	-1.18
Gambia, The	4.91	6.13	4.80	4.74	4.97	7.53	103	2.56	2.62
Mauritania	5.36	5.99	6.25	7.90	7.93	7.50	104	-0.44	2.14
Papua New Guinea	6.97	6.40	4.67	6.86	6.92	6.58	105	-0.34	-0.39
Kuwait	5.87	6.77	4.14	6.22	6.14	6.54	106	0.40	0.66
Tunisia	8.76	7.62	7.04	7.23	6.95	6.52	107	-0.43	-2.24
Cuba	6.78	6.51	6.43	6.71	6.12	5.92	108	-0.20	-0.86



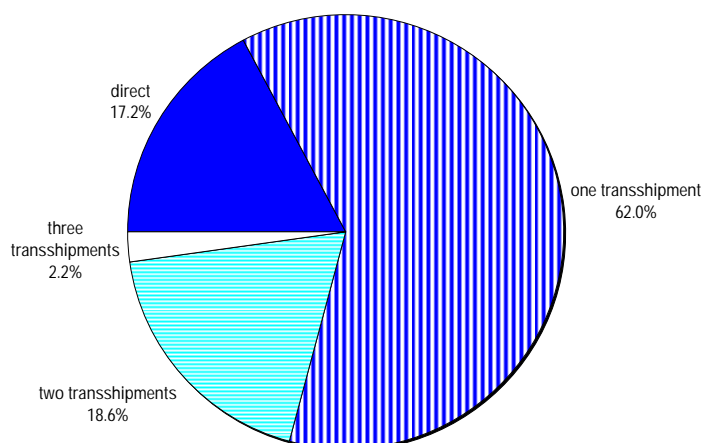
Economy	2004	2005	2006	2007	2008	2009	Rank 2009	Change 2009/2008	Change 2009/2004
Bulgaria	6.17	5.61	4.47	4.83	5.09	5.78	109	0.70	-0.38
Estonia	7.05	6.52	5.76	5.78	5.48	5.71	110	0.24	-1.34
Sierra Leone	5.84	6.50	5.12	5.08	4.74	5.56	111	0.83	-0.28
Liberia	5.29	5.95	4.55	4.50	4.25	5.49	112	1.23	0.20
Maldives	4.15	4.08	3.90	4.75	5.45	5.43	113	-0.02	1.28
Latvia	6.37	5.82	5.10	5.87	5.52	5.18	114	-0.34	-1.19
Cape Verde	1.90	2.28	2.76	2.45	3.63	5.13	115	1.50	3.23
Iraq	1.40	1.63	4.06	2.61	1.20	5.11	116	3.90	3.71
Comoros	6.07	5.84	5.39	5.51	5.15	5.00	117	-0.16	-1.08
Seychelles	4.88	4.93	5.27	5.29	4.49	4.90	118	0.40	0.01
Barbados	5.47	5.77	5.34	5.79	5.36	4.75	119	-0.61	-0.72
Iceland	4.72	4.88	4.75	4.72	4.72	4.73	120	0.01	0.01
Cambodia	3.89	3.25	2.93	3.25	3.47	4.67	121	1.20	0.78
Samoa	5.44	5.33	5.09	6.50	6.66	4.62	122	-2.04	-0.82
American Samoa	5.17	5.30	4.86	6.28	6.44	4.60	123	-1.84	-0.57
Haiti	4.91	3.43	2.91	2.87	3.44	4.40	124	0.95	-0.51
Guyana	4.54	4.37	4.60	4.51	4.36	4.34	125	-0.02	-0.20
St. Lucia	3.70	3.72	3.43	4.21	4.25	4.25	126	0.00	0.55
Vanuatu	3.92	4.48	4.41	4.34	4.36	4.22	127	-0.15	0.30
Faeroe Islands	4.22	4.40	4.43	4.45	4.20	4.20	128	0.00	-0.01
Suriname	4.77	4.16	3.90	4.29	4.26	4.16	129	-0.10	-0.60
Grenada	2.30	2.52	3.37	4.09	4.20	4.13	130	-0.07	1.83
Saint Vincent and the Grenadines	3.56	3.58	3.40	4.34	4.52	4.13	131	-0.40	0.57
Tonga	3.81	4.75	4.45	4.07	4.23	3.99	132	-0.24	0.18
Solomon Islands	3.62	4.29	3.97	4.13	4.16	3.96	133	-0.20	0.34
Brunei	3.91	3.46	3.26	3.70	3.68	3.94	134	0.26	0.03
Micronesia, Federated States of	2.80	2.87	1.94	3.13	3.85	3.85	135	0.00	1.05
Georgia	3.46	3.81	2.94	3.22	4.03	3.83	136	-0.20	0.37
Congo, Dem. Rep.	3.05	3.03	2.66	2.68	3.36	3.80	137	0.45	0.76
Palau	1.04	1.04	1.87	3.07	3.79	3.79	138	0.00	2.75
Myanmar	3.12	2.47	2.54	3.12	3.63	3.79	139	0.16	0.67
Northern Mariana Islands	2.17	2.20	1.85	2.86	3.76	3.76	140	0.00	1.59
Equatorial Guinea	4.04	3.87	3.76	3.36	3.86	3.73	141	-0.12	-0.31
Virgin Islands (United States)	1.77	3.00	3.22	3.76	3.81	3.70	142	-0.11	1.94
Guinea-Bissau	2.12	5.19	5.03	5.22	5.34	3.54	143	-1.80	1.42
Aruba	7.37	7.52	7.53	5.09	5.09	3.52	144	-1.57	-3.85
Eritrea	3.36	1.58	2.23	-	3.26	3.26	145	0.00	-0.10
Saint Kitts and Nevis	5.49	5.32	5.59	6.16	6.19	3.08	146	-3.11	-2.41
Kiribati	3.06	3.28	3.05	3.06	3.06	2.85	147	-0.20	-0.21
Marshall Islands	3.49	3.68	3.26	3.06	3.06	2.85	148	-0.20	-0.63
Somalia	3.09	1.28	2.43	3.05	3.24	2.82	149	-0.42	-0.27
Switzerland	3.53	3.40	3.20	3.27	3.01	2.74	150	-0.27	-0.79
Dominica	2.33	2.51	2.33	2.40	2.31	2.73	151	0.41	0.40
Antigua and Barbuda	2.33	2.56	2.43	3.76	3.82	2.66	152	-1.16	0.33
Sao Tome and Principe	0.91	1.28	1.57	1.64	2.54	2.38	153	-0.16	1.47
Albania	0.40	0.40	0.40	2.28	1.98	2.30	154	0.31	1.89
Belize	2.19	2.59	2.62	2.61	2.32	2.30	155	-0.02	0.10
Greenland	2.32	2.32	2.27	2.27	2.36	2.27	156	-0.09	-0.04
Qatar	2.64	4.23	3.90	3.59	3.21	2.10	157	-1.12	-0.54
Cayman Islands	1.90	2.23	1.79	1.78	1.78	1.76	158	-0.02	-0.14
Bermuda	1.54	1.57	1.57	1.57	1.57	1.57	159	0.00	0.03
Czech Republic	0.44	0.44	0.44	0.44	3.20	0.44	160	-2.76	-0.00
Montenegro	2.92	2.92	2.96	2.96	3.20	0.02	161	-3.18	-2.90
Paraguay	0.53	0.53	6.32	6.30	0.65	0.00	162	-0.65	-0.53

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

## Liner services between pairs of countries

Only 17.2 per cent of pairs of countries are serviced by direct liner shipping services. For 62 per cent of pairs of countries, shippers can find liner shipping connections that require only one transshipment; for 18.6 per cent of routes two transshipments are necessary; and for 2.2 per cent of connections traders would have to use a combination of services that require three transshipments (Figure 2). With regard to these percentage shares, the global liner shipping network has changed very little since UNCTAD first analysed the possible connections between pairs of countries in 2006 (see *Transport Newsletter* #34, fourth quarter 2006).

**Figure 2. Transshipment requirements for liner shipping connections between pairs of countries**



Source: UNCTAD, based on data from *Containerisation International Online*, July 2009.

The characteristics of the direct connections between pairs of countries have changed somewhat since 2006. Above all, on most routes today there are fewer companies providing direct services, and the vessel sizes have increased significantly.

In July 2009, the largest vessels of 13,800 TEU are employed on 36 routes, all of which form part of the Asia–Europe trades. The highest levels of competition are on intraregional routes: there are 58 companies offering their services on the routes Belgium–Netherlands, Belgium–United Kingdom, Netherlands–United Kingdom, and China–Hong Kong (China). Table 2 presents the top 10 routes in terms of vessel deployment. The densest route is between China and Hong Kong (China), where 944 vessels with a container-carrying capacity of 4.52 million TEU deployed.

**Table 2. Top 10 routes, vessel deployment, July 2009**

Route	Number of container ships	Deployed capacity (TEU)	Maximum vessel size (TEU)	Average vessel size (TEU)	Number of companies	Ships per company	Companies per million TEU
China–Hong Kong, China	944	4 522 735	13 800	4 791	58	16	13
China–Rep. of Korea	579	2 415 752	9 200	4 172	28	21	12
China–Singapore	524	2 582 170	13 800	4 928	44	12	17
Germany–Netherlands	518	2 383 126	12 508	4 601	53	10	22
Netherlands–United Kingdom	473	2 083 281	13 800	4 404	58	8	28
Hong Kong, China–Singapore	467	2 224 206	13 800	4 763	41	11	18
Belgium–Germany	457	1 648 736	11 400	3 608	55	8	33
Malaysia–Singapore	447	1 403 016	11 400	3 139	55	8	39
China–Taiwan Province of China	441	1 983 856	8 750	4 499	41	11	21
China–Japan	440	1 642 622	9 200	3 733	52	8	32

Source: UNCTAD, based on data from *Containerisation International Online*, July 2009.

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## Dry ports

A workshop on “Dry Port Development in Asia and Other Regions: Theory and Practice” took place in May 2009 in Hong Kong (China). It was jointly organized by the Hong Kong Polytechnic University and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

### 1. Background and context

An efficient transport network is essential for effective regional integration and efficient supply chains. The Asian Ministerial Conference on Infrastructure, held in Busan, Republic of Korea, in November 2006, adopted the vision of an international integrated intermodal transport and logistics system for Asia and the Pacific. In order to achieve this regional vision, both transport links (including railway, road and waterway) and transport nodes (including seaports, dry ports and intermodal interfaces) need to be fully developed. In Asia, seaports have developed rapidly over the past several decades and many modern seaports have been put in place in Asia. In terms of container throughput, 20 of the world’s top 30 container ports are located in Asia.

The entry into force of the Intergovernmental Agreement on the Asian Highway Network on 4 July 2005 and the Intergovernmental Agreement on the Trans-Asian Railway Network on 11 June 2009 (UNESCAP acts as the secretariat for both agreements) has provided the building blocks to achieve the ministers’ vision and opened a new era of rapid development of land transport across the Asia–Pacific region. Another complementary and important element of the international integrated intermodal transport and logistics system for the region is the development and operation of dry ports, which serve as intermodal interfaces and allow efficient transfer of goods between different modes of transport. Such facilities, however, are not common in many developing countries, in particular LLDCs.

The rationale for UNESCAP to promote development of inland transport network – including the Asian Highway, Trans-Asian Railway and dry ports – is to bring economic development inland. Over the past decade, ESCAP member countries have benefited substantially from the process of globalization and international trade. Closer examination of this regional success, however, reveals that, in general, it is the coastal areas of the region that have benefited the most, with development levels often declining in areas further away from the coastline. In this context, transport infrastructure can act as an effective economic growth pole and bring development from coastal to inland areas.

Compared with sea port, dry port projects tend to attract less international financing. The benefits of dry ports to intermodal transport and shift of transport from road to rail have not yet been fully explored in Asia. Research on dry ports has been emerging but many issues still need to be more comprehensively discussed.

### 2. Proceedings of the workshop

The workshop was chaired by Dr. Tengfei Wang from the UNESCAP, who introduced the background and context of the workshop. The following four papers were presented at the workshop:

- Adolf Ng, “The spatial characteristics of dry ports: evidences from India”;
- Anthony Beresford, “Dry ports: a comparative study of the United Kingdom and Nigeria”;
- Theo Notteboom, “Why do we need dry ports? Some experiences from Europe”;
- Violeta Roso, “Factors influencing the implementation of a dry port: the case of Port Botany’s hinterland”;

Panelists included: Raghubar Dayal, Girish Gujar, Jan Hoffmann, Adnan Rahman and Brian Slack.

The main conclusions of the workshop included, among others, (a) dry ports differ in size, equipment and functions, ownership and management, thus discussions of dry ports are complicated; (b) most discussions of dry ports are, in one way or another, related to the interaction between dry ports and seaports, which might not be applicable to dry ports in Central Asian landlocked countries, where dry ports are far from any seaports and have the opportunities to trade together using land instead of sea transport; and (c) workshop participants suggested that more research should be dedicated to dry port development.



The Hong Kong (China) Polytechnic University sponsored the workshop and the travel costs of some participants. Professor John Liu, Dr. Adolf Ng and Dr. Xiaowen Fu and their team from the Hong Kong Polytechnic University successfully organized the workshop and provided the local logistics services to the workshop.

### 3. Workshop preparations and follow-up activities

Before the workshop, the UNESCAP secretariat has been working collaboratively with a group of international transport economists on a special monograph on dry port development. The UNESCAP secretariat is pleased to see that over 10 papers discussing dry port development have been received, peer reviewed and will be published by the ESCAP secretariat by the end of 2009.

The UNESCAP secretariat believes that the workshop is only a beginning, not an end of the collaboration. The ultimate objective of research is not only for research itself, but also its practical applications. It is hoped that the state-of-the-art research can be reflected in relevant policy guiding development of dry ports in the region, efficient management and operation employed by the dry ports, and more sources of financing of the dry port projects in Asia through the involvement of private sector.

*For more details on the workshop, UNESCAP monograph on dry port development and collaboration with UNESCAP, please contact Mr. Tengfei Wang, Economic Affairs Officer, Transport Facilitation and Logistics Section, Transport Division, UNESCAP, [wangt@un.org](mailto:wangt@un.org).*

## Computerization of the TIR procedure

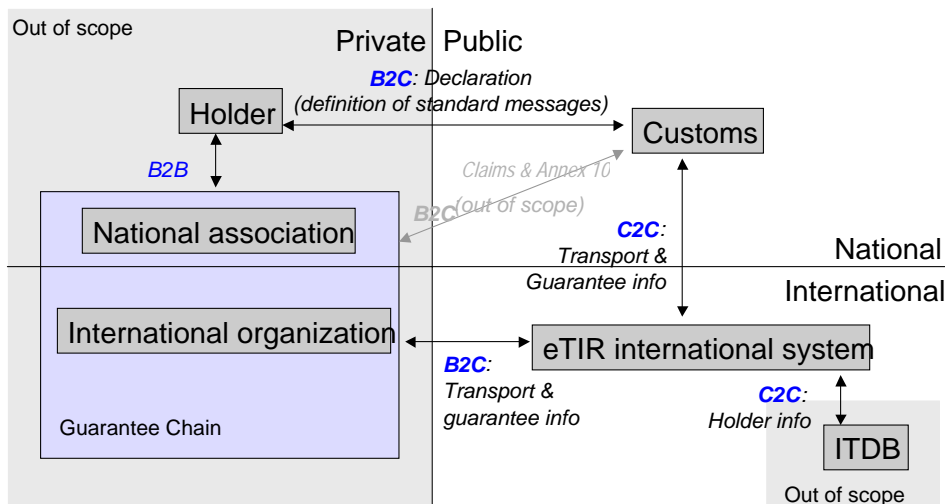
UNECE administers the TIR Convention, which provides for an internationally recognized procedure to facilitate the cross-border transportation of goods in transit through the use of a standard, internationally recognized customs document, the TIR Carnet, which also serves as proof of an internationally valid guarantee. Today, 68 countries are parties to the TIR Convention, of which 56 regularly use the TIR customs transit procedure. Some 3 million TIR customs transit transports are carried out every year and around 41,000 transport operators are authorized to use the TIR system. The TIR Carnets are issued by the International Road Transport Union, which is also responsible for the functioning of the TIR guarantee chain.

For many years, the TIR Convention proved to be an efficient facilitation tool. However, with progress in technology, the use of the paper TIR Carnet is increasingly becoming archaic, in particular when it comes to linking it to the electronic procedures applied by national customs administrations and the transport industry. At each border crossing, customs officers are faced with the additional work of having to key in up to 50 data elements into their national electronic customs systems. In addition, the current situation does not enable customs authorities to effectively apply risk management procedures based on advance cargo information, as demanded by an increasingly more security-conscious environment.

### eTIR Project

In 2003, the contracting parties to the TIR Convention launched the so-called “eTIR Project”, aimed at providing an exchange platform for all actors (customs authorities, operators and the guarantee chain) involved in the TIR system, known as the “eTIR international system”. The eTIR international system aims to ensure the secure exchange of data between national customs systems and to allow customs to manage the data on guarantees, issued by the guarantee chain to authorized operators.

**Figure 3. Information exchange in the eTIR system**



The figure above graphically represents the information exchange between the actors in the eTIR system. It shows that only a part of the information flow, required for the functioning of the TIR procedure, will pass through the eTIR international system. It also indicates that the eTIR international system does not extend to the submission of a TIR declaration by the operator. At the request of contracting parties and industry, the technical realization of electronic declaration systems will be left up to initiatives at private or national level. However, the eTIR Project will define the content and format of the national declaration messages.

The eTIR system depends on parallel efforts from contracting parties and the guarantee chain to develop or update and interconnect with national and private systems.



### Example of an eTIR transport

In the eTIR system, an operator first requests a guarantee from the guarantee chain to perform a given TIR transport. If the guarantee is granted, the guarantee chain provides the operator with a guarantee reference number. The guarantee chain then registers the issued guarantee with the eTIR international system. As a next step, the operator sends a standard advance cargo information message (i.e. all information contained in the declaration) to the customs authorities of the office of departure, using a national declaration mechanism, allowing them to perform any required risk assessment procedures. Then, the operator presents vehicle, goods and guarantee reference at the customs office of departure for the purpose of lodging the declaration, based on the advance cargo information message already available in the national customs system. Customs inspects vehicle and goods according to the results of the risk assessment and verifies the status of the guarantee with the eTIR international system. If all checks are in order, customs accepts the declaration and forwards the relevant TIR transport data (declaration data, results of the checks, seals numbers, etc.) to the eTIR international system. The eTIR international system provides all customs administrations involved in the TIR transport (according to the itinerary as declared by the operator) with the TIR transport information, thus serving as advance cargo information for the subsequent customs authorities. The guarantee chain will be notified of any change in the status of the guarantee and can consult, at any time, the eTIR international system on the status of guarantees issued.



Upon arrival at a consecutive customs office of entry, the procedure is repeated,

based on the advance cargo information available through the eTIR international system and the risk assessment performed by the customs authorities involved. Specific steps are foreseen in case the TIR transport consists of multiple places of loading or unloading.

Each time the TIR transport reaches a customs office of exit or destination, the customs authorities inform the eTIR international system of the termination of the concerned TIR operation. The same procedure applies for the notification of the discharge of each TIR operation.

### Benefits and challenges

The eTIR system offers benefits to all actors involved in the TIR system. First, it brings additional security and risk management opportunities, thus reducing the risk of fraud. Second, advanced international cooperation will allow all actors to significantly reduce their administrative burden and to maximize the benefits of integrated supply chain management. Finally, the provision of advance cargo information and the exchange of information in real time will speed up the TIR procedure.

However, before the establishment of the eTIR system, a number of steps still need to be undertaken, such as, in particular:

- The finalization of the eTIR Reference Model, defining requirements, concepts and envisaged technical solutions;
- The adoption of amendments to introduce eTIR into the legal text of the TIR Convention;
- The establishment of a customs-to-customs (C2C) exchange platform.

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## ASYCUDA updates

Albania: ASYCUDAWorld is fully operational nationwide. The Albanian Customs' AW system was launched in live operations in the Durres Customs Office.

The Sri Lanka Customs Department is embarking on the modernization of its customs operations, and has recently signed a project to deploy ASYCUDAWorld.

The Automated SYstem for CUstoms DAta (ASYCUDA) information and implementation map has been updated for Afghanistan, Bosnia and Herzegovina, Georgia, the Republic of Moldova and other countries.

The Vanuatu Customs and Inland Revenue exceeds revenue target by vatu 1 billion (\$8.5 million).

ASYCUDAWorld was presented to the Executive Workshop on Electronic Government. The ASYCUDAWorld presentation was followed by a live demo of ASYCUDAWorld single window capabilities and its support to the effective cooperation between border control agencies.

[www.asycuda.org/whatsnew.asp](http://www.asycuda.org/whatsnew.asp)

## Trilingual Vocabulary of Intelligent Transportation Systems

In a world in which both products and information travel at an accelerated pace, the development of intelligent transportation systems appears inevitable and even strategic, given the need to optimize the field of transportation. Intelligent transportation systems cover a broad range of applications, from traveller information to the transportation of passengers and goods, and from the management of road networks and vehicle fleets to the integration of transportation networks.

The *Ministère des Transports du Québec* and the *Office québécois de la langue française* publish the Trilingual Vocabulary of Intelligent Transportation Systems. This French–English–Spanish publication aims at facilitating discussions by defining key concepts, and at increasing knowledge of the intelligent transportation systems in places where increased traffic flows require an innovative approach to the management of transportation networks.

[www.oqlf.gouv.qc.ca/ressources/bibliotheque/dictionnaires/voc\\_sti\\_2\\_0090603.pdf](http://www.oqlf.gouv.qc.ca/ressources/bibliotheque/dictionnaires/voc_sti_2_0090603.pdf)

Contact: Gerard Lebeauvin, [glebeauvin@promotrans.fr](mailto:glebeauvin@promotrans.fr)

## Structural factors underlying mergers and acquisitions in liner shipping

Article by Mike Fusillo, published in *Maritime Economics and Logistics*.

According to the article, the virtual disappearance of liner shipping conferences from United States markets and their elimination in European trade create a significant risk that in place of these collusive price-setting groups, the industry could become increasingly consolidated. The absence of the conference pricing cushion could end up giving an advantage to large, cost-efficient carriers who will drive smaller players from the market. During this competitive process, shippers could see lower freight rates and better service but, as the industry consolidates towards oligopoly, there is the risk that shippers will be faced with fewer alternatives to move their goods, lower service quality and significantly higher prices. The impact on merchandise trade could be substantial. The paper's conclusions provide some support for the neoclassical theory that industry-specific shocks motivate merger activity in liner shipping. In particular, the results appear to show that carriers are prone to seek combinations when demand conditions are unfavourable.

Against the backdrop of increasingly large vessels that need to be filled to achieve their potential cost savings, the reforms will almost certainly raise industry concentration. Fewer carriers are expected to control increasingly large market shares.

<http://mel.iame.info>



## West Africa road transport corruption reports

Committed to the idea that efficient transport means more trade, the United States Agency for International Development (USAID) West Africa Trade Hub signed on in 2005 to a regional government effort to reduce bribes and delays on West African trucking routes. In July 2007, the West African Economic and Monetary Union, the Economic Community of West African States, and the Hub published the first results of bribery and delay data on major transport corridors in Burkina Faso, Ghana, Mali and Togo. The eighth report is available online ([www.watradehub.com](http://www.watradehub.com)).

## Datamar

DatamarWeek is an online weekly newsletter covering maritime, transport and logistics on the East Coast of South America. It is written in English and provides concise coverage of local news developments supplemented by analysis from Datamar's databases (<http://www.datamar.com.br>).



## UNCTAD's Port Training Programme initiates classes in Latin American countries

Following the Training of Trainers workshops in Gijón and Valencia (see *Transport Newsletter* No. 42), the Port Training Programme of UNCTAD's TrainForTrade Programme has now been initiated in Guatemala and Peru.

For more information contact Gonzalo Ayala, UNCTAD, at [Gonzalo.Ayala@unctad.org](mailto:Gonzalo.Ayala@unctad.org) or visit <http://learn.unctad.org>.

## Future Challenges for the Port and Shipping Sector

Edited by Hilde Meersman, Eddy Van de Voorde and Thierry Vanelander, the book covers a number of topics that are expected to affect the future of the maritime and port industries. Chapters include (a) Maritime trade, future trade flows, evolutions in international trade, shipping capacity and demand; (b) Developments in ship construction and their economic consequences; (c) Future developments in ports: technology and economics; (d) The future role of port authorities: the role of national and international public authorities; process of concessions; cooperation between ports; (e) The future development in ports: hinterland transportation; landside handling; and (f) Financial developments: alternative financing of investments; hedging operations; mergers and cooperation; capital markets.

ISBN-10: 1843117711. ISBN-13: 978-1843117711

## Port Economics

The book *Port Economics* by Wayne K. Talley is the study of the economic decisions (and their consequences) of the users and providers of port services. A port is an "engine" for economic development by providing employment, worker incomes, business earnings and taxes for its region. The book provides a detailed discussion of types of carriers that use ports, the operation of cargo and passenger ports as well as the operation of specific ports such as Hong Kong (China), Hamburg, Le Havre, Savannah, Miami and Panama.

The book aims at enhancing readers' understanding of port economics by (a) classifying port users and suppliers of port services in the context of economic demand and supply curves; (b) denoting that the demand for port services has two prices – the price paid to the port by the users and the price (or actual and opportunity costs) incurred by port user carriers, shippers and passengers; and (c) presenting the economic theories of carriers, shippers and passengers.

The numerous up-to-date references will be of benefit to students and researchers of the economics of the shipping trade, to government officials in developing port and shipping policies, and to port operators in understanding the port-choice selection process by shipping lines and other carriers.

ISBN-10: 0415777224. ISBN-13: 978-0415777223

## Port Competition

The new book by Adolf Ng discusses the theory and practice of port competition. Apart from providing a theoretical framework, it aims at identifying the major factors affecting port attractiveness, assesses port choice behaviour, investigates current port competitiveness and forecasts their future prospects within the market. This book argues that the key for ports to sustain competitiveness does not only depend on a port's administrative system, but also how it executes the system and makes things work. The cases analysed focus on Northern European ports, but its conclusions may also be applied to ports in other regions.

ISBN-10: 363916766X. ISBN-13: 978-3639167665

## Trends in the Transport Sector

This 2009 publication presents statistics on transport markets in International Transport Forum (ITF) countries for the period 1970–2007, including charts to highlight the major trends. Data are provided on rail, road, inland waterway, and pipeline transport for both freight and passengers. Data are also provided on road injuries and investment and maintenance expenditures undertaken in various segments of the transport sector.

<http://www.oecdbookshop.org/oecd/display.asp?sfl=identifiers&stl=742009041P1&LANG=EN>

## International Transport Forum

The sixth edition of the ITF news bulletin is devoted to the 2009 meeting of the International Transport Forum (ITF): “Transport for a Global Economy, Challenges and Opportunities in the Downturn”. The Forum web site provides additional information, including Key Ministerial Messages, web casts, interviews, photos, conclusions from sessions, and detailed analysis.

The dates of next year's forum are set for 25–28 May 2010 in Leipzig, at which the ITF will focus on “Innovation in Transport”.

<http://internationaltransportforum.org/home.html>

## Workshop on Euro-Asian Transport Links

The workshop on “Euro-Asian Transport Links Phase II: Facilitation of Euro-Asian Transport in the ECO Region”, organized by the UNECE and the Economic Cooperation Organization, took place 27–29 April 2009. Proceedings and presentations are now available online.

[www.unece.org/trans/main/wp5/wp5\\_ge2\\_workshop1.html](http://www.unece.org/trans/main/wp5/wp5_ge2_workshop1.html)  
[Robert.Nowak@unece.org](mailto:Robert.Nowak@unece.org)

## The Global Institute of Logistics

The Global Institute of Logistics was founded in 2003 by the members of the Global Logistics Forum under the Chairmanship of the late Robert V. Delaney 1936–2004, the renowned United States logistics commentator and author.

The institute acts as a bridge between the academic world and the world of business, aiming at educating the global supply chain community on the latest in academic thinking while at the same time balancing and correcting the various hypothesis emanating from the academic community with the real experience of early adopters. The institute actively fosters and promotes collaboration amongst stakeholders in the global logistics community. It also acts as a learning centre for a growing community of multinational corporations, third party logistics providers and their supply chain partners.

[www.globeinst.org](http://www.globeinst.org)

## Asia–Pacific Trade Facilitation Forum 2009

The “Asia–Pacific Trade Facilitation Forum 2009: Setting the Regional Agenda” is scheduled for 25–26 November 2009 in Bangkok, Thailand.

Co-organized by UNESCAP and the Asian Development Bank, the forum will a) provide an open regional platform for countries from Asia and the Pacific to exchange information, experiences and practices for trade facilitation; (b) identify priority areas for regional cooperation and integration; and (c) learn about new tools and services which can increase the efficiency of cross-border transactions and ultimately improve the competitiveness of firms in the region.

A key objective of this year's forum will be to identify recurring and emerging challenges in key areas of trade facilitation (transit, computerization and automation, and supply-chain security and risk management) and evolve a regional agenda for action. The forum will also include a multimedia exhibition on trade facilitation.

For further information contact Yann Duval, Trade Facilitation Section, Trade and Investment Division, UNESCAP.

[www.unescap.org/tid/projects/tfforum.asp](http://www.unescap.org/tid/projects/tfforum.asp), [duvaly@un.org](mailto:duvaly@un.org)



## Supply Chain Security

A new Supply Chain Security (SCS) Guide by the World Bank includes explanations of the salient aspects of SCS, and its essential regulatory, conceptual, technological and procedural components. It also describes the main SCS elements: Advance (electronic) Cargo Information, Risk Management, Non-Intrusive Inspection and Operators' Certification, as well as some less conspicuous features such as mutual recognition, interoperability, and layered approach. The guide further presents diverse trends that appeared as the SCS concept unrolled, reflecting different emphases, sensitivities and approaches.

[http://siteresources.worldbank.org/INTPRAL/Resources/SCS\\_Guide\\_Final.pdf](http://siteresources.worldbank.org/INTPRAL/Resources/SCS_Guide_Final.pdf)



## International Association of Maritime Economists

The International Association of Maritime Economists 2010 Annual Conference will take place in Lisbon, Portugal, from 7 to 9 July 2010.

The 2011 conference will be hosted by the United Nations Economic Commission for Latin America and the Caribbean.

[www.iamme.info](http://www.iamme.info)

## Overcoming Border Bottlenecks: The Costs and Benefits of Trade Facilitation

This publication seeks to shed light on the economic significance of overcoming border bottlenecks through trade facilitation. It discusses in particular the benefits that can be generated by trade facilitation, as well as the costs and challenges of achieving it, so as to make sure that countries can fully reap the gains of further multilateral trade liberalization.

[www.oecd.org](http://www.oecd.org)

## United Nations Layout Key for trade documents

The Layout Key for trade documents (LK = U.N.LK also ISO6422) is the long-standing, key meta-standard, whose original 18 “items” or core data elements (section 6) have later been developed into the 1,500 entries of the Trade Data Elements Directory (TDED = U.N.TDED also ISO7372).

The electronic Layout Key Joint (U.N. Cefact - ISO/TC154) working group of ISO/TC154 is launching a “New Work Item Proposal” concerning Electronic Documents. The old Layout Key standard is to be updated and re-issued as ISO 6422 Part 1 and the new project is to be developed and published as ISO 6422 Part 2, both new parts building a single package.

*François Vuilleumier, Secretary, UNTDED - ISO7372 Joint Maintenance Agency, [lvu2@bluewin.ch](mailto:lvu2@bluewin.ch). [www.iso.org/iso7372ma](http://www.iso.org/iso7372ma)*

## Global Transport Knowledge Partnership

The global Transport Knowledge Partnership (gTKP) is a partnership of global organizations, local policymakers, experts and interested users working to make effective use of international transport knowledge. gTKP currently offers free access to sector experts and best practice knowledge in seven themes in road transport.

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

## What constraints Africa's exports?

What are the binding constraints to Africa's exports: transit, paperwork, or ports and customs costs? In a paper presented at the September 2009 conference of the European Trade Study Group, authors Nadia Rocha and Caroline Freund use detailed data on the breakdown of trade times to answer this question.

The authors conclude that transit costs are the most constraining. A 1 per cent reduction in inland travel times leads to a 1–2 per cent increase in exports. Put another way, a one-day reduction in inland travel times translates into nearly a 3 per cent reduction in all importing country tariffs.

One explanation for the domination of transit is that it is associated with more uncertainty than other costs. Our results imply that improvements in moving goods inland must be included in trade facilitation programs in Africa.

[www.etsg.org/ETSG2009/ETSG2009Programme.html](http://www.etsg.org/ETSG2009/ETSG2009Programme.html)

## Workshop on Harmonization Convention

The International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention) establishes a global framework for coordinated border management and reduction of border formalities as well as the number and duration of all types of border controls of goods. The recent accessions of Jordan, the Lao People's Democratic Republic and the Republic of Moldova have brought the number of contracting parties to this Convention to 53.

In May 2008, a new annex 8 to the convention came into force. This is the first time that an annex to the Harmonization Convention deals with a particular mode of transport, i.e. road transport, in recognition of the fact that the road transport industry should be considered as the main beneficiary of the facilitation measures set out in the Convention. The new annex 8 covers, inter alia, facilitation of visa procedures for professional drivers, standardized weighing operations and vehicle weight certificate, minimum infrastructure requirements for efficient border crossing points and provisions to monitor the border crossing performance.

On 18 June 2009, UNECE and the Organization of the Black Sea Economic Cooperation organized a seminar on the implementation of annex 8 to the Harmonization Convention. Its proceedings and presentations are now available online.

[www.unece.org/trans/seminars/WP30\\_HarmonizationConvention\\_Jun09.htm](http://www.unece.org/trans/seminars/WP30_HarmonizationConvention_Jun09.htm)

## Integrated scenario on transport

An integrated scenario on transport and energy until 2030 and the potential impact of the economic crisis on transport were discussed at the fourth iTREN-2030 workshop in Brussels, on 22 April 2009. Proceedings are now available online. The workshop included a discussion on the potential impacts of the economic crisis on transport and their inclusion in long term forecast scenarios.

[www.isi.fhg.de/projects/itren-2030/workshop-apr-2009.htm](http://www.isi.fhg.de/projects/itren-2030/workshop-apr-2009.htm)

## Online Harmonized Commodities Code database

On ASYCUDA's web site, UNCTAD's users can enter a keyword or the first few digits from the commodity code, e.g. enter "book" to view commodities with the word book in the description, or enter "490" to view commodities whose code begins with 490. Commodity codes can be as general as 1 digit or as specific as 6.

<http://www.asycuda.org/onlinehs.asp>

## UNECE Transport Review

Second Edition, May 2009: "Transport without borders".

The second edition of the *UNECE Transport Review* deals with border crossing facilitation issues. It was published in May 2009 on the occasion of the International Transport Forum, which this year focuses on transport for a global economy. Contributors span a range of experts on border crossing facilitation issues, addressing the topic from different angles and through wide geographic scope.

[www.unece.org/trans/transportreview.html](http://www.unece.org/trans/transportreview.html)



## Ad Hoc Expert Meeting on Transit Ports Servicing Landlocked Developing Countries

Palais des Nations, Geneva, 11 December 2009

More than 90 per cent of the world's trade moves across the sea utilizing one of the most economical modes of transport available for long distance. This helps bring the cost of transport down and allows a greater sourcing of material. However, getting to or from the sea is the single biggest challenge faced by landlocked developing countries (LLDCs). LLDCs geographical remoteness from the sea means they have to transport cargo in smaller, less efficient shipments and depend upon the trade and transport systems in neighbouring countries. For some countries, the problem is confounded by passing through other LLDCs in what is known as being double landlocked. This transit dependence increases transaction costs and complicates the country's export and import processes. As a result, LLDCs trade less and grow more slowly compared to the neighbouring coastal countries.

Most landlocked countries do not depend exclusively on one trade route; often they have a choice of ports. The choice on transit route depends mainly on the transport costs, the time to transport and the security of goods. In an era on uncertain fuel prices, LLDCs can find that the cost of their imports and exports can vary considerably. The



The global economic crisis has compounded the situation as liner operators have cut back on frequency of services or removed them completely. Whereas for ships economies of scale can be achieved by grouping cargo together, this is not the same for LLDCs. A regular shipment of say, 20 containers per week is much better for an LLDC than 80 containers per month arriving on one day. In an extreme case, this could mean increasing the number of trucks to move cargo by four-fold just to avoid storage charges in ports.

It is with the above in mind and, especially in the wake of the global economic crisis, that UNCTAD considers it timely to convene an Ad Hoc Expert Meeting on Transit Ports Servicing Landlocked Developing Countries. The meeting planned for 11 December 2009 is aimed at providing an opportunity for experts and different stakeholders to exchange views on challenges and opportunities of neighbouring transit ports that serve LLDCs.

The meeting is being planned in two sessions, involving stakeholders from the public and private sectors and the international community:

- Session I will address the current challenges faced by transit ports servicing LLDCs, including how developments in transit ports are affecting LLDCs trade and LLDCs information needs; and
- Session II will focus on solutions: improving transit operations for LLDCs, and will focus on ways in which transit ports/countries and LLDCs can interact to ensure effective and sustainable trade and thus alleviate transit port inefficiencies.

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## Public and private partnerships for the development of infrastructure to facilitate trade and transport

UNCTAD's next Multi-Year Expert Meeting on Transport and Trade Facilitation is scheduled for 8–10 December 2009.

The Trade and Development Board, at its fifty-fifth session, approved the terms of reference for a Multi-year Expert Meeting on Transport and Trade Facilitation. In accordance with the terms of reference, the second session of the multi-year expert meeting will focus on public and private partnerships for the development of infrastructure to facilitate trade and transport. The expert meeting will be held from 8 to 10 December 2009 at the Palais des Nations in Geneva, in room XXI. It will be inaugurated at 10 a.m. on Tuesday, 8 December.



Transport and trade facilitation infrastructure and services have become essential components for developing countries' competitiveness in the global market. The demands for ever faster and more reliable trade logistics services have drawn increasing attention to trade and transport facilitation, which can be more important than tariffs to determine the cost of traded goods. This encompasses particular challenges for LLDCs confronted with the need to connect to global shipping networks

through neighbouring countries' seaports, combined with additional border crossings and often high distances for overland transport.

Partnering between the public sector and the relevant business sectors is critical in enhancing the efficiency and sustainability of transport and trade infrastructures and services. Governments are increasingly seeking private partners for the financing, building, operation and maintenance of such infrastructure and services. Public–private partnerships have proven to be successful cooperative means for the provision of public infrastructure and services. Different models for public–private partnerships reflect the multitude of possible contractual relationships.

In the context of the current economic crisis, investment in transport infrastructure and services is confronted with additional challenges. Both the public and the private sector have found their possibilities to obtain financing reduced, and it is important that both sectors work closely together to avoid that a cyclical decline in transport investment today would result in capacity constraints and obstacles to trade tomorrow.

The meeting will explore modalities and best practices for public–private partnerships and the role of technology in developing and operating efficient transport infrastructure and services to facilitate international trade and transport in developing countries. The meeting will take into account the implementation of the Almaty Programme of Action in Landlocked and Transit Developing Countries as well as specific issues faced by Least Developed and Small Island Developing States. It will also consider the potential impact of future commitments ensuing from the World Trade Organization negotiations on trade facilitation. The findings and recommendations of this expert meeting will be reported to the second session of the Trade and Development Commission, to be held 3–7 May 2010.

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