

# UNCTAD Transport Newsletter

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## NOTE

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## Editorial

Dear readers:

After a busy summer, this Transport Newsletter continues several topics from the previous issue: we report on the outcomes of UNCTAD XI (page 4), provide an update on the preparations of our Expert Meeting on Transit Transport Arrangements (p. 4), review papers presented at IAME 2004 in Izmir (p. 20), and we reproduce the second part of an article on the process of concentration and specialization in the maritime business (p. 9).

Furthermore, we are happy to share with you information about activities of our colleagues at the International Association of Ports and Harbours (p. 17), the World Trade Point Federation (p. 22), the World Economic Forum (p. 19), Dalian Maritime University (p. 21), as well as our Global Facilitation Partnership GFP (p. 17) and the entry into force of the International Convention on Maritime Liens and Mortgages 1993 (p.18). An article about the “New Geography and Trade” and the role of transport infrastructure and services concludes that “not all developing countries are so far benefiting from this new trade geography and further efforts are required to improve transport services and infrastructure especially for least developed and also landlocked countries. The challenge for policy makers is to initiate a virtuous cycle where better transport services lead to more trade, and more trade in turn helps to encourage improved transport services.” (p.14)

Finally, please note the deadline 12 October for the vacancy announcement reproduced on page 24.

For feedback, comments, and suggestions for our next Transport Newsletter (4<sup>th</sup> Quarter 2004), please contact Jan Hoffmann at [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org) before December.

With best wishes from the Palais des Nations in Geneva,

Your Team of the Trade Logistics Branch

Geneva, September 2004

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# **Design and Implementation of Transit Transport Arrangements**

## **UNCTAD Expert Meeting, Geneva, 24–26 November 2004 - NOTIFICATION**

The Expert Meeting on Design and Implementation of Transit Transport Arrangements, convened in accordance with the decision taken by the Commission on Enterprise, Business Facilitation and Development at its eighth session, will be held from 24 to 26 November 2004. The Meeting will open at the Palais des Nations, Geneva, at 10 a.m. on Wednesday, 24 November 2004. If you are interested to participate, please contact your national authorities such as the Ministry of Transport, Foreign Office, or the representation in Geneva.

### **Background and purpose of the Meeting**

Countries that depend on transit trade, notably the landlocked countries, are confronted with a variety of practical constraints that increase the logistics costs of their international trade. For example, it is estimated that landlocked developing countries have to bear, on average, 50 per cent higher international transport costs than their neighbouring transit/coastal countries. The specific constraints are related to Customs and border procedures and also to the fact that cargo and transport services have to adapt to different sets of administrative, legal, commercial and other conditions when passing through a third country. Transit arrangements that aim at diminishing these constraints need to take new developments into account, notably concerning trade facilitation, new technologies, multimodal transport, and transport security. In order to develop and implement specific transit arrangements, the public and private sectors of the transit country and of the landlocked country need to cooperate within each country and between the two countries through appropriate national and regional coordination mechanisms. In many cases, corridor-specific arrangements can be found that lead to win-win situations, where both countries can benefit from synergies and economies of scale in investments and transport operations. During the three-day meeting, experts and resource persons will analyse the present situation and discuss ways and means to best design and implement transit transport arrangements and to overcome the existing constraints of transit trade.

### **Participation**

Member States of UNCTAD are requested to nominate experts at an early date and not later than 10 November 2004. Experts, who will participate in the Meeting in their personal capacities, are expected to have proven expertise in the subject, and may be selected from governmental and non-governmental organizations, private entities or academia. The Meeting may be of particular interest to government officials and representatives of the private sector dealing with trade and transport issues, privatization of transport services, trade and transport law, and trade facilitation and security matters.

Specialized agencies and intergovernmental bodies wishing to participate in the Meeting, as well as non-governmental organizations in the General Category and those in the Special Category wishing to participate as observers, are requested to inform the UNCTAD secretariat of the names of their representatives by 10 November 2004.

### **Background documents and contributed papers**

The provisional agenda for the Meeting, together with the secretariat's annotations thereto, is being circulated as document TD/B/COM.3/EM.22/1. In order to facilitate discussion, the secretariat is preparing a background note, which will be circulated as TD/B/COM.3/EM.22/2. Experts are encouraged to submit written contributions related to their country's experience on the subject under discussion. These papers will be made available to the Meeting in the form and language in which they are received.

The meeting will take place at the United Nations Office at Geneva, Palais des Nations. Simultaneous interpretation will be provided in the six official languages of the United Nations.

#### Further information and contact details

Nominations and related communications concerning representation at the Meeting should be sent to the UNCTAD secretariat, Intergovernmental Affairs and Outreach Service, Palais des Nations, CH-1211 Geneva 10; fax: + 41(0) 22 917 0056; e-mail: [correspondence@unctad.org](mailto:correspondence@unctad.org).

Enquiries concerning substantive issues should be addressed to Mr. Jan Hoffmann, coordinator of the Expert Meeting in the substantive division (Division for Services Infrastructure for Development and Trade Efficiency); office E.7043, Palais des Nations, CH-1211 Geneva 10; tel: +41 (0) 22 917 2032, fax: +41 (0) 22 917 0050, e-mail: [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org).

*For further information please visit*

<http://www.unctad.org/Templates/meeting.asp?intItemID=1942&lang=1&m=9125>

## UNCTAD XI

As announced in the previous Transport Newsletter (2<sup>nd</sup> Quarter 2004), in June, the member States of UNCTAD gathered in June in São Paulo, Brazil for their eleventh Conference on Trade and Development. The decisions adopted at UNCTAD XI, in addition to the Bangkok Plan of Action, form a solid basis to build upon and are essential instruments in the member States' continued commitment to support UNCTAD in fulfilling its mandate as the focal point within the United Nations for the integrated treatment of trade and development.<sup>1</sup> The agreed outcome of the conference is called "The Sao Paulo Consensus".<sup>2</sup> Below, we reproduce selected paragraphs of this document that deal with transport related topics.

### Excerpts from the Sao Paulo Consensus

"41. Efficient transport facilities and trade facilitation arrangements help to reduce transaction costs. They are essential to improve the international competitiveness of enterprises in developing countries and ease their participation in international trade. This is particularly relevant for small and medium-size enterprises (SMEs). In this respect, recently introduced security-related measures have changed the environment of the international transport of goods. Special consideration needs to be given to their impact on developing countries' trade and to the support that their implementation will require."

"47. The development of efficient transport, communications and logistics infrastructure and services, which are strategic factors in building and maintaining enterprise competitiveness, requires priority attention in developing countries. A comprehensive national approach is required to strengthen the use and development of trade and transport capabilities, in cooperation, as appropriate, with neighbouring countries, through, as appropriate, institutional reform, public/private partnerships, adapting legal frameworks, streamlining administrative procedures, promoting the use of information and communication technology and developing managerial capacities. In addition, particular attention is needed to mitigate challenges posed by locational handicaps of landlocked countries and small island developing States. With regard to

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<sup>1</sup> See [www.unctadxi.org](http://www.unctadxi.org) for an overview of the conference.

<sup>2</sup> See [http://www.unctad.org/en/docs/td410\\_en.pdf](http://www.unctad.org/en/docs/td410_en.pdf)

trade facilitation, Governments need to take steps to implement measures, where relevant, on the basis of internationally agreed rules, standards and recommendations. Coordinated trade facilitation measures are becoming increasingly important for enhancing efficiency, reducing transaction costs and maintaining supply capacities, particularly in the light of current security considerations. When putting in place the procedures and equipment required to comply with security regulations, countries should combine them with trade facilitation measures to provide both a more secure and a more efficient trade environment for all international partners. Special consideration will need to be given to the impact of security measures on developing countries' trade and to the support that their implementation will require.”

“49. The objective of UNCTAD’s work in this area is to assist developing countries, in particular LDCs, to design and implement active policies for building productive capacity and international competitiveness, based on an integrated treatment of investment, corporate responsibility, technology transfer and innovation, enterprise development and business facilitation (including transportation and ICT), competitiveness, diversification and export capacity, to sustain a high level of growth and promote sustainable development.”

“59. UNCTAD should continue to play an important role in areas of trade facilitation, transport and related services of interest to developing countries and should continue to undertake research and analysis with a view to assisting developing countries to establish an appropriate framework for policy action in the area of transport. It should analyse and promote the exchange of experiences on new developments relating to trade facilitation and transport, with specific emphasis on their impact on developing countries. UNCTAD, in consultation with competent international organizations, should follow current and emerging developments on security arrangements, analyse their implications for developing countries, and facilitate the exchange of views and experiences among interested parties in order to help build an environment that is facilitative of international trade and that is secure.”

“60. In order to facilitate the transfer of know-how to developing countries, UNCTAD should strengthen its assistance in the area of building transport capacity, including in the field of multimodal transport, logistics, legal frameworks, containerization and its international implications.”

“66. Most developing countries have made important efforts at trade liberalization under very difficult circumstances, underscoring their interest in using trade as an engine of development and poverty reduction. They deserve due recognition for their efforts in this respect. Some have succeeded in participating in global export growth in a sustainable way. Others, however, have not. The share of the African countries and LDCs in world trade has continued to fall, and their terms of trade have deteriorated, making it difficult for them to build competitive productive and supply capacity. In the face of this, all WTO members have committed themselves to the objectives of duty-free, quota-free market access for products originating in LDCs. Equally important are the special needs of small economies, small island developing States and of landlocked developing countries, within a new global framework for transit transport cooperation for landlocked and transit developing countries in accordance with the Almaty Ministerial Declaration and the Almaty Programme of Action, particularly those relating to their inherent disadvantages and vulnerabilities. The challenge remains to increase the participation of a wider number of developing countries in global export growth. In this context it is necessary to take into account the specific development, financial and trade needs of developing countries, considering that there is no one-size-fits-all trade and development strategy.”

“84. The particular problems of small, vulnerable developing economies, including small island developing States and of landlocked developing countries within a new global framework for

transit transport cooperation for landlocked and transit developing countries, should be given special consideration. In most cases the transit neighbours of landlocked developing countries are themselves developing countries, often of broadly similar economic structure and beset by similar scarcity of resources. Priority should be given to the full and timely implementation of the Almaty Ministerial Declaration and the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries. All efforts must be made to ensure a successful outcome of the International Meeting for the 10-year Review of the Barbados Programme of Action for the Sustainable Development of Small Island Developing States in Mauritius in January 2005, which should contribute to the beneficial integration of the small island developing States (SIDS) into the international trading system and the world economy. The examination of issues relating to the trade of small, vulnerable economies, and the framing of responses to these trade-related issues to facilitate their fuller integration into the multilateral trading system should be actively pursued consistent with the Doha Work Programme.”

“93. Ongoing work within the framework of the United Nations Commission on International Trade Law (UNCITRAL) needs to continue to take into account the concerns and interests of developing countries. As well as market access and investment, policies should encourage long-term sustainability of supply capacities in developing countries. Developing countries should continue to be provided with increased financial and technical assistance to continue their efforts at removing procedural and institutional bottlenecks to reduce transaction costs through the implementation of transport and trade efficiency measures and at improving standards and quality control.”

“107. UNCTAD should examine policy proposals and regulatory regimes relating to transport and trade facilitation, thereby assisting developing countries in formulating policy measures to build their transport supply capacities and to assist traders to take advantage of transport opportunities; analyse the implications of ongoing developments, and assist developing countries in the ongoing work in UNCITRAL; and provide technical assistance to developing countries, including landlocked and transit developing countries, highly indebted poor countries and small vulnerable economies to improve the availability and efficiency of infrastructure facilities to support trade.”

### **Thematic session about trade and transport facilitation**

The conference also included a session about “Trade and Transport Facilitation: Building a Secure and Efficient Environment for Trade”.<sup>3</sup> The session was chaired by His Excellency Enrique A. Manalo (Philippines). The high-level panel that provided an introduction to the topics consisted of:

- H.E. Dato’ Ahmad Husni Mohamad Hanadzlah, Deputy Minister of International Trade and Industry, Malaysia;
- Mr. Jayson P. Ahern, Assistant Commissioner, Office of Field Operations, US Customs and Border Protection;
- Mr. Issa Baluch, President, FIATA and CEO, Swift Freight International, Dubai, United Arab Emirates;
- Mr. Kunio Mikuriya, Deputy Secretary-General, World Customs Organization;
- Mr. Marc Juhel, Transport and Logistics Advisor, World Bank.

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<sup>3</sup> See [http://www.unctadxi.org/templates/Event\\_67.aspx](http://www.unctadxi.org/templates/Event_67.aspx) for agenda and documentation of this thematic session.

The panellists emphasized that physical and procedural obstacles hindering the competitiveness of export industries need to be reduced to the greatest extent possible so that developing countries can achieve economic development through international trade. Limited transport availability and excessive transaction costs not only constitute major barriers to foreign markets and to a greater integration of developing countries into the global economy, but also represent a major impediment to attracting foreign direct investment to least developed countries. Trade and transport facilitation measures can reduce transaction costs through simplified procedures and the use of modern technology. This task has become more complex in the light of increasing security concerns. Complying with new security regulations by putting in place the necessary procedures and equipment should be accompanied by the necessary trade facilitation measures to provide both a more secure and a more efficient trade environment for all international partners. This is a major challenge for least developed, landlocked and small island developing countries.

Developing countries wishing to build a secure and efficient environment for trade now have a wide choice of instruments and institutional structures. Multilateral efforts should be coordinated to help developing countries take advantage of each and every potential partner's role and competence as part of knowledge-building, action-oriented machinery.

In summing up, the Chairman said that the establishment of global initiatives would assist in providing access to the current variety of trade facilitation measures designed and implemented at the multilateral, regional, national and local levels. The GFP, launched by the World Bank with UNCTAD and other development partners, aims at fostering export-led growth and poverty reduction by facilitating trade, and by bringing together all interested parties, public and private, national and international, who want to help achieve significant improvements in transport and trade facilitation in developing countries and countries in transition. Concrete activities of the partnership include the preparation of trade and transport facilitation audits with related action plans, development of performance indicators, design of software to measure customs clearance time, a number of distance-learning programmes, support to dissemination efforts, and research on the cost and impact of trade and transport facilitation measures. The success of these activities will be the result of contributions from all sectors and countries, just as a secure and efficient global trade environment will be to the benefit of transport users and service providers in developing and developed countries alike. The Chairman stressed the desirability of keeping member States of UNCTAD informed on a regular basis of future developments with regard to the GFP. This information should be provided in the context of normal reporting procedures.

The presentations made during this session can be viewed on-line, via Internet video stream.<sup>4</sup>

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<sup>4</sup> See <http://www.un.org/webcast/unctadxi/interactive.htm> for the link to the video stream. Viewers need to have an internet connection and the "Real Player" installed on their PC.



## Concentration in Shipping and the Specialization of Countries in Maritime Sectors (2)

In the previous Transport Newsletter (2<sup>nd</sup> Quarter 2004), we described and analyzed how different maritime businesses are concentrating their activities in different countries. From the perspective of these countries it can be said that countries are “specializing” in different maritime sectors. Hence, the question arises which countries specialize in which maritime sectors?

By way of example, a look at six different maritime profiles of selected Asian economies shows their maritime specialization (Figures 1 - 6). The Y-axis shows each economy’s market share in the world.

As can be seen, Bangladesh and India, for example, have their relative highest market share in ship scrapping; the Republic of Korea in container ship building; the Philippines and Sri Lanka in the provision of seafarers; and Singapore in container port operation.

Although there exists a clear trend that different maritime sectors are hosted in different countries, there still exist strong synergies between some maritime sectors. The correlation between the location of different maritime sectors in different countries may be diminishing, but it is still positive in most cases. Table 1 shows the partial correlation coefficients between the location of different maritime sectors in 51 Asian countries.

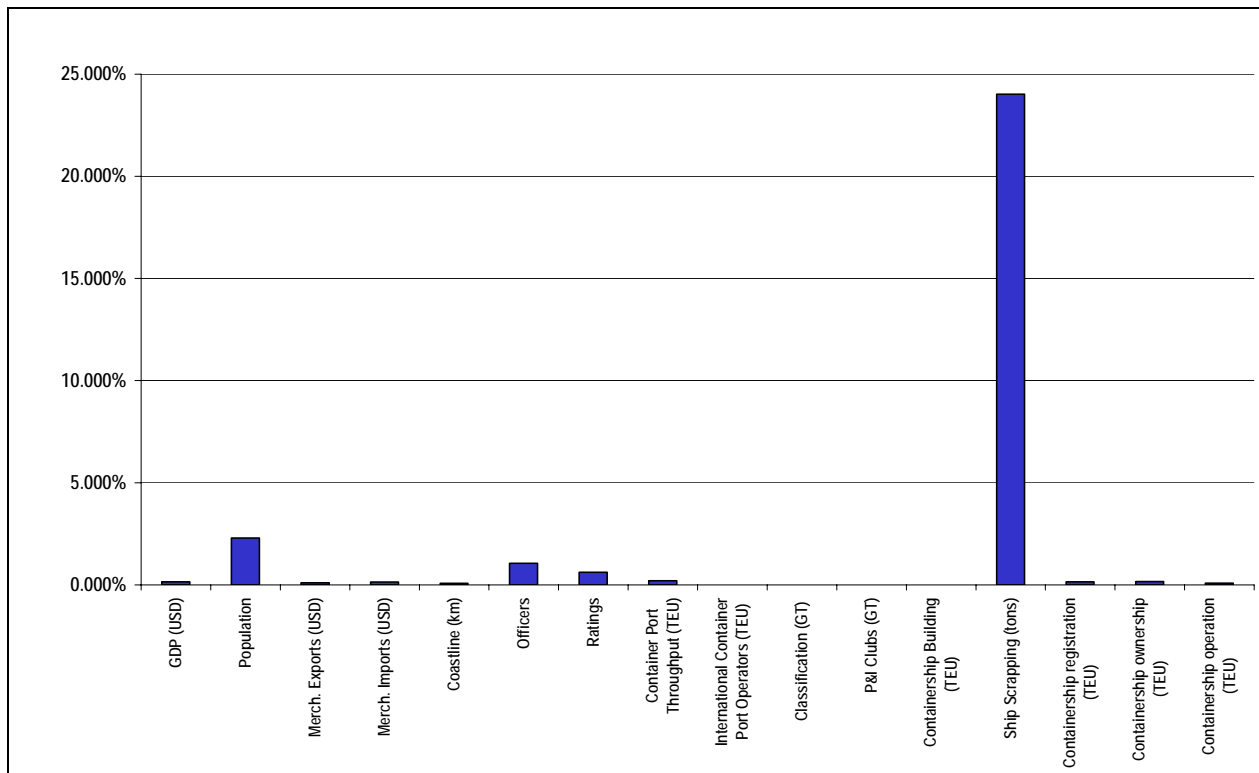
**Table 1: Partial correlation between different maritime sectors, per capita indicators**

	Exports	Imports	Coast	Officers	Ratings	Port through	Port oper.	Class	P&I	Building	Scrapping	Register	Owner	Operation
Imports	<b>0.94</b>													
Coast	0.14	0.07												
Officers	0.08	0.16	0.24											
Ratings	<b>-0.10</b>	-0.03	<b>0.77</b>	<b>0.52</b>										
Port through	<b>0.88</b>	<b>0.94</b>	0.02	0.15	-0.04									
Port oper.	<b>0.85</b>	<b>0.93</b>	-0.04	0.16	-0.05	<b>0.97</b>								
Class	0.00	0.01	0.00	0.13	-0.04	-0.02	-0.03							
P&I	0.00	0.00	0.02	0.09	-0.03	-0.03	-0.03	<b>0.97</b>						
Building	0.06	0.07	-0.06	0.19	-0.03	0.07	0.05	0.29	0.05					
Scrapping	<b>-0.11</b>	<b>-0.10</b>	<b>-0.11</b>	-0.09	-0.06	-0.08	-0.05	-0.04	-0.03	-0.04				
Register	0.14	0.24	0.25	0.02	0.30	0.21	0.16	-0.04	-0.03	-0.02	-0.05			
Owner	0.27	0.39	0.21	0.06	0.27	0.36	0.32	-0.03	-0.02	0.01	-0.06	<b>0.98</b>		
Operation	<b>0.49</b>	<b>0.61</b>	0.14	0.13	0.19	<b>0.59</b>	<b>0.56</b>	0.00	-0.01	0.09	-0.08	<b>0.85</b>	<b>0.93</b>	
Average	0.32	0.35	0.13	0.14	0.11	0.33	0.31	0.12	0.10	0.06	-0.07	0.23	0.28	0.35
Overall average	0.21													

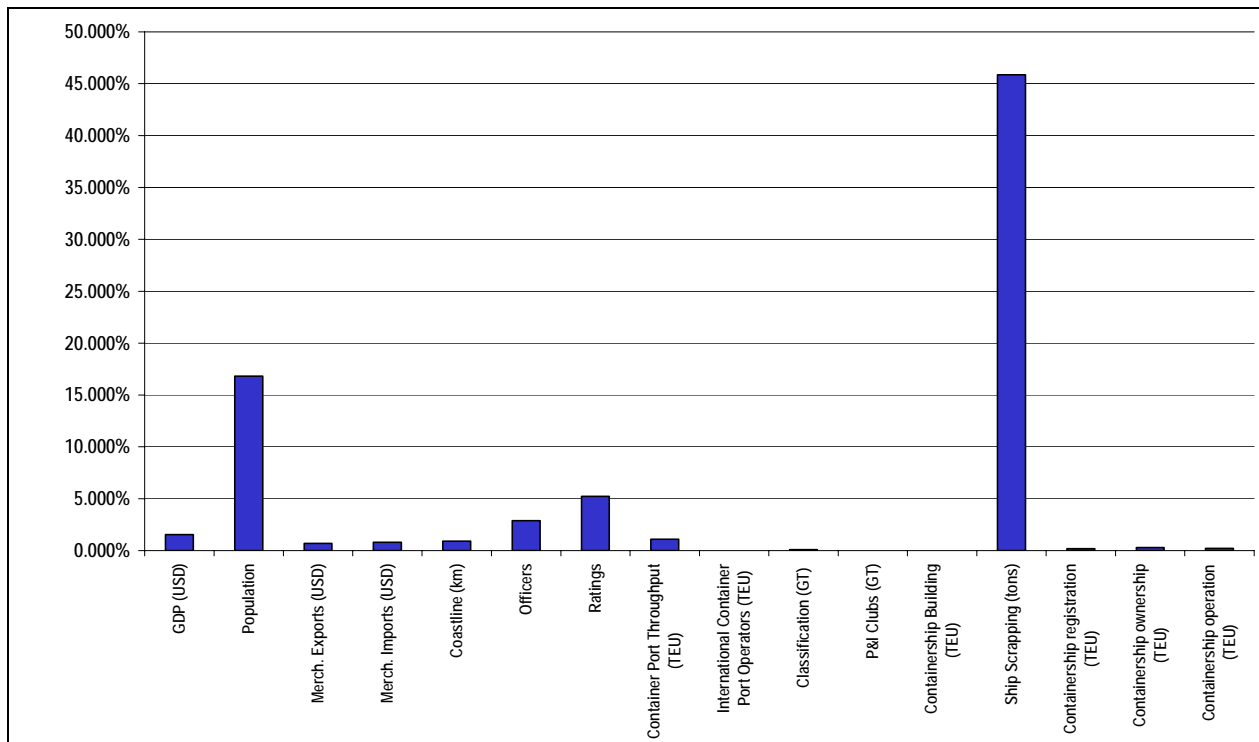
*Note: The correlation coefficients are calculated between per capita indicators for 51 Asian economies. To compute the per capita indicators, for each country, its market share in each sector was divided by its share of the world population.*

As could be expected, port throughput and operation is closely correlated with foreign trade. Ship operation, ownership and registration are also relatively strongly correlated, as are the participation in P&I Clubs and Classification. Seafarers, especially ratings, tend to come from countries with a long coastline, which may be due to a seafaring tradition. Ship scrapping takes place in countries that have relatively little participation in other maritime sectors, and thus the correlation coefficients get close to zero or even negative.

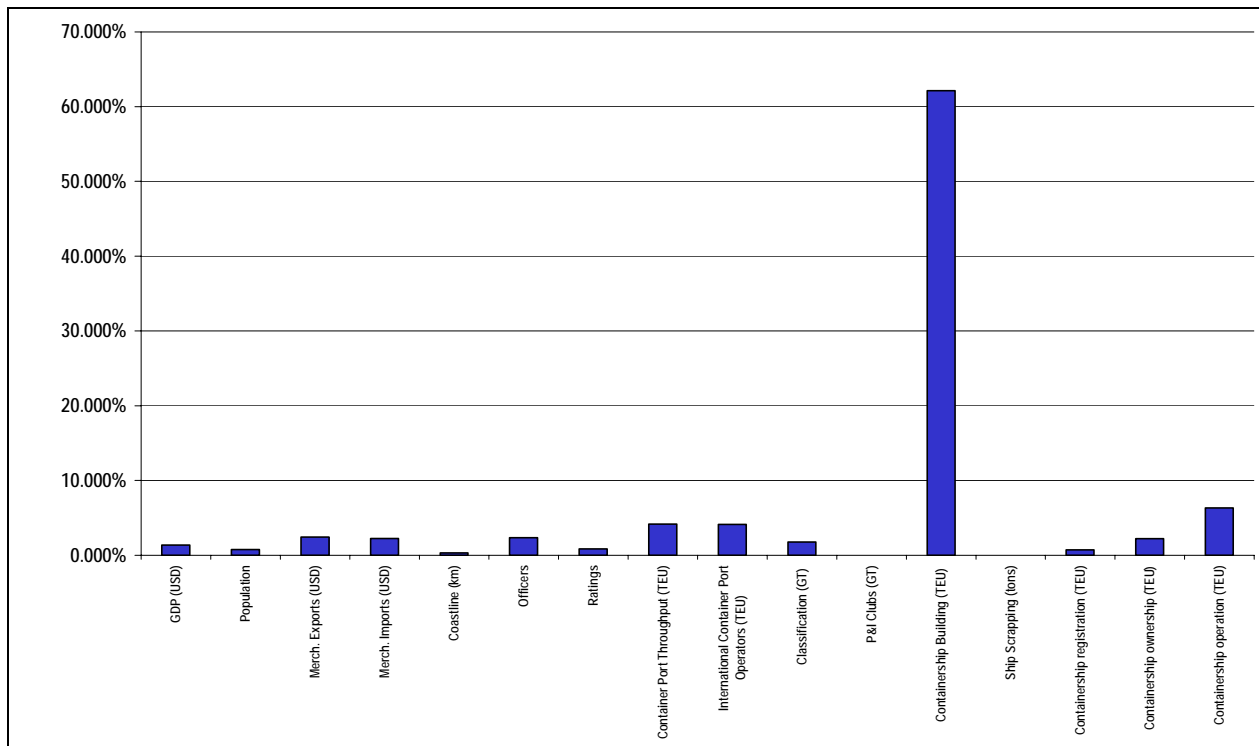
**Figure 1: Maritime profile of Bangladesh**



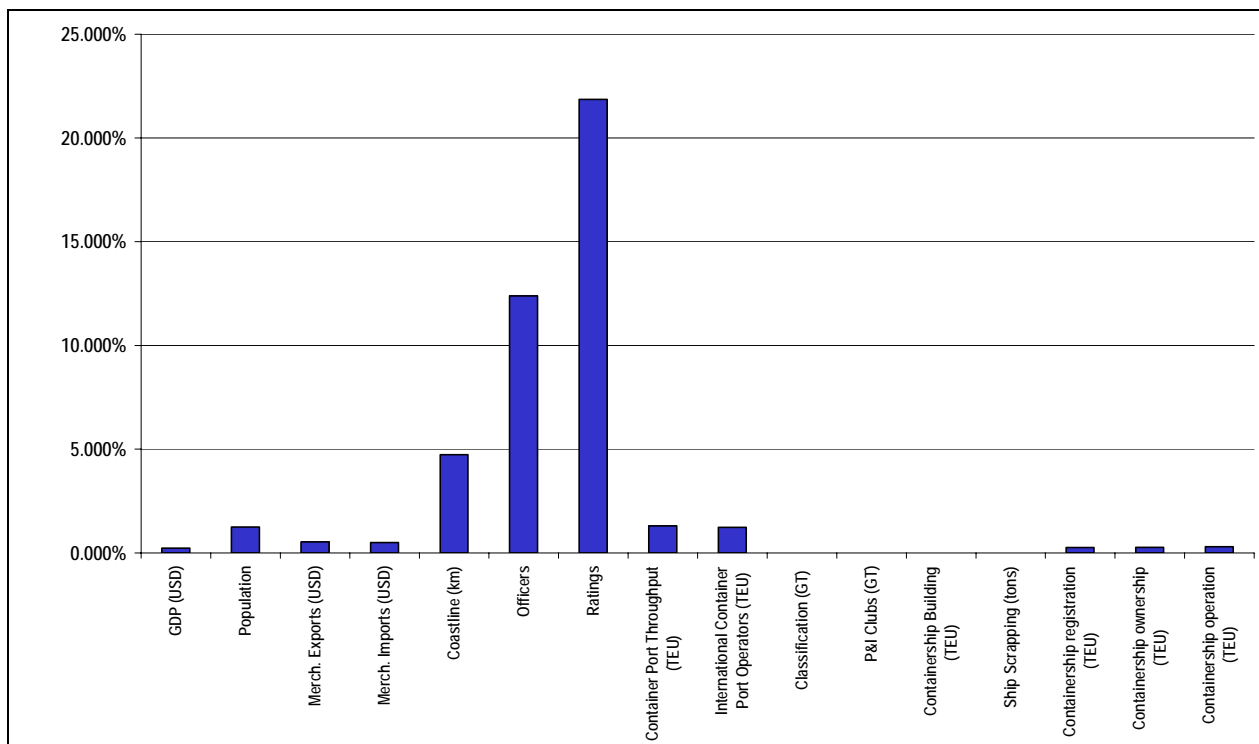
**Figure 2: Maritime Profile of India**



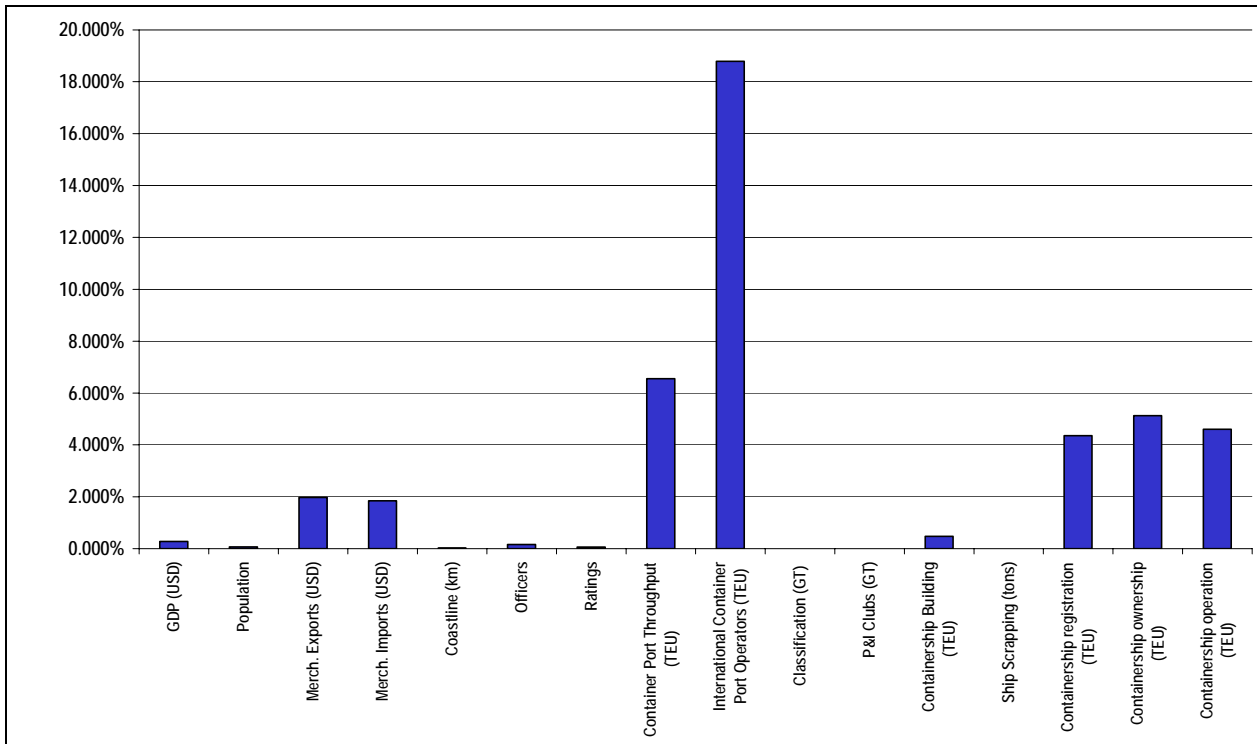
**Figure 3: Maritime Profile of Korea, Republic of**



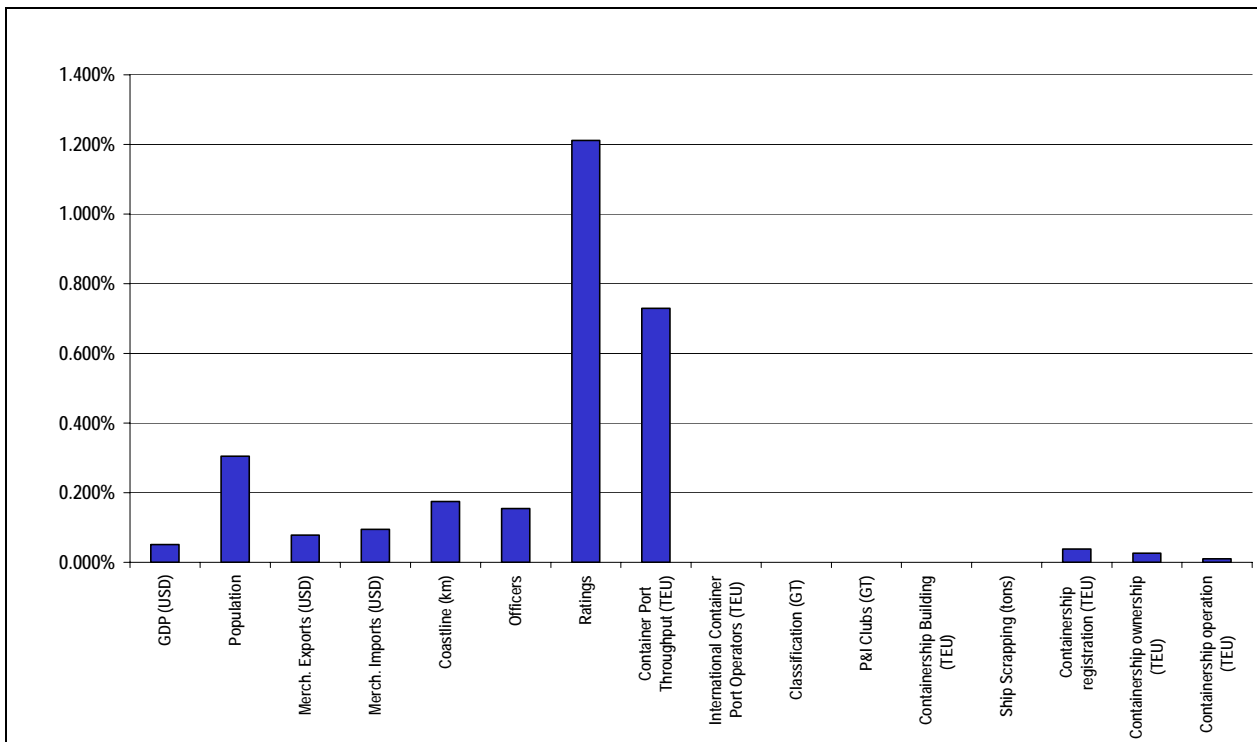
**Figure 4: Maritime Profile of Philippines**



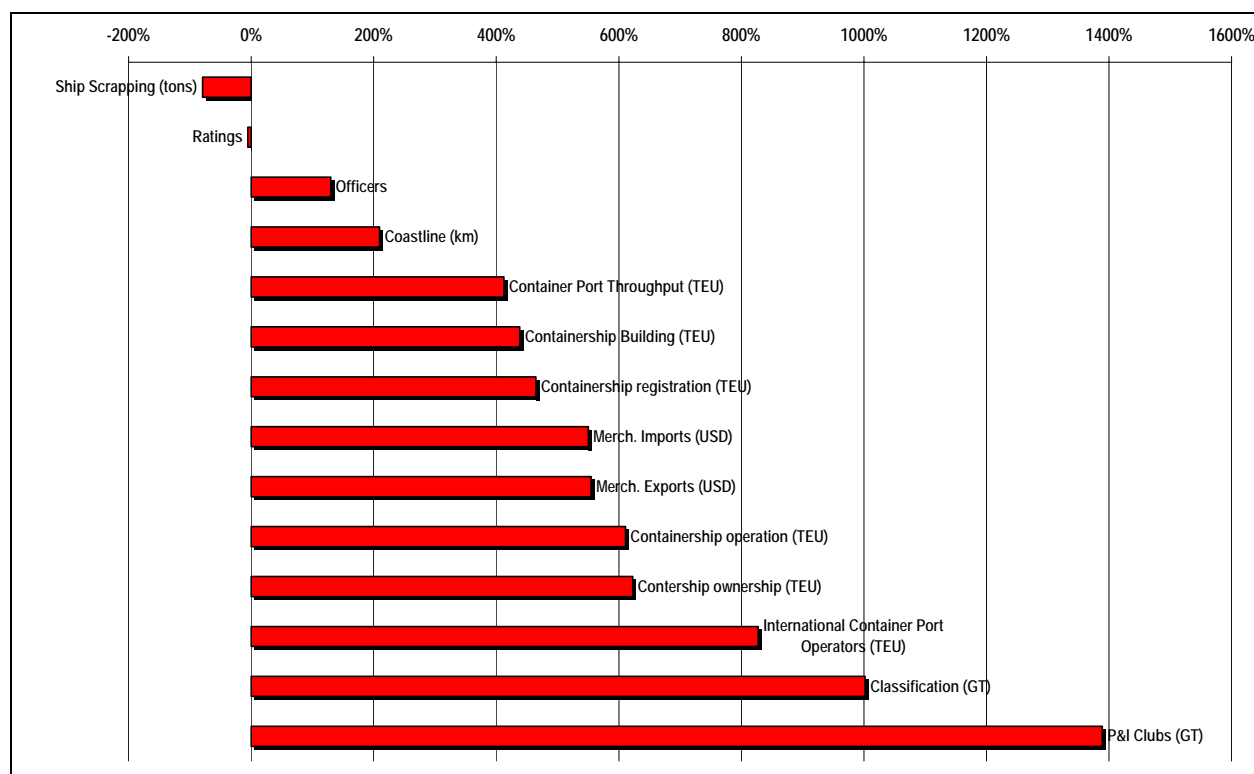
**Figure 5: Maritime Profile of Singapore**



**Figure 6: Maritime Profile of Sri Lanka**



**Figure 7: The GDP per capita in relation to different maritime sectors in Asia**



*The 0% line indicates the average GDP per capita for 51 Asian countries, which is strongly influenced by the GDP per capita of its two most populous countries, China and India. The world average GDP per capita is 131% above the Asian average.*

What maritime sectors are located in what (type of) countries? As a first preliminary exercise, we have computed the weighted average GDP per capita<sup>5</sup> of the countries that are host to different maritime sectors (Figure 7).

Almost all sectors are more commonly found in countries with a GDP per capita above the Asian average and also above the world average. Only ship scrapping and seafarers (especially ratings) are supplied by countries with a relatively low GDP per capita. Officers are more likely to come from countries with a higher GDP per capita than ratings. The service sectors of classification and insurance are those located in the Asian countries with the highest GDP per capita.

Most port and ship related business activities are based in countries whose weighted average GDP per capita is 5 to 9 times above the Asian average. There probably exist mutual causalities: A country needs a certain level of income and development to be able to become a strong player in certain industries. At the same time, being able to maintain a high market share in different shipping sectors also contributes to a higher GDP per capita.

As the world can no longer be divided into maritime and non-maritime nations, policy makers (and interested researchers and international organizations) should attempt to find out which countries are nowadays more likely to specialize in which maritime sectors, and why. Understandably, most countries policy makers would wish their country's "maritime" market

<sup>5</sup> Meaning that each country's GDP per capita is multiplied with its share in the respective maritime sector. The sum of all shares is obviously 100%. Indonesia, for example, has a higher share in seafarers than in ship building, so its national GDP per capita also has a higher weight in the weighted average GDP per capita for seafarers than for ship building.

shares to grow and the trend of concentration and specialization in the maritime industry leads to new challenges and opportunities.

*Jan Hoffmann, Economic Affairs Officer, Trade Logistics Branch, UNCTAD. [jan.hoffmann@unctad.org](mailto:jan.hoffmann@unctad.org)*

## **On the New Geography of Trade: The role of transport services and their costs**

Access to markets through efficient and cost-effective transport services is a basic pre-condition for developing countries to participate in international trade and globalized production processes. The “New Geography of Trade”, i.e. the increased participation of developing countries in merchandise exports and the growth of South-South trade, would not be possible without global shipping networks, port reforms and investments in transport infrastructure as well as trade and transport facilitation. In particular South-South trade has benefited from the establishment of global shipping networks, which connect North-South and East-West shipping routes via transshipment ports. Like this, even countries that are not connected to each other through direct shipping services can now count on regular, albeit indirect, maritime transport connections.

During the two decades between 1980 and 2000, the share of manufactured goods among developing countries’ exports has grown from 20 per cent to 70 per cent. Such trade in manufactured goods increasingly requires door-to-door transport services and “Just In Time” deliveries. For such services, it is important to have access to multimodal transport services, which are not feasible without adequate trade and transport facilitation.

In spite of general improvements during the last decades, on average, developing countries are still paying 70 per cent more for the international transport of their imports than developed countries.<sup>6</sup> The averages for developing countries in Africa and Oceania are even higher, reaching more than double those of developed countries, and for some landlocked LDCs the average can be up to six times as high. Apart from having to pay excessive transport costs, many of the poorest countries also suffer from low transport connectivity resulting from low frequencies, unreliable services and long transit times.

High trade volumes and transport efficiency mutually benefit each other. Lower transport costs obviously promote trade, and at the same time more trade also leads to lower transport costs. Larger ships and high fixed costs in port operations are among the main reasons for economies of scale in transport costs. Hence, there exists a potentially virtual cycle, where less costly transport services lead to more trade, which in turn helps to further reduce transport costs.

There exists ample empirical evidence that transport costs and services are a key component of any trade model that aims to explain the “Geography of Trade”. According to one study, “halving transport costs increases the volume of trade by a factor of five”.<sup>7</sup> Another study “On the Geography of Trade”, highlights the different impacts of port costs and ocean freight costs on the distance of trade.<sup>8</sup> “Good transport infrastructures”, too, appear to be “major determinants in the development process of the external sector”.<sup>9</sup> Apart from explaining trade

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<sup>6</sup> UNCTAD: “Review of Maritime Transport”, New York and Geneva, 2003. [http://www.unctad.org/en/docs/rmt2003&c1\\_en.pdf](http://www.unctad.org/en/docs/rmt2003&c1_en.pdf)

<sup>7</sup> Nuno Limão and Anthony J. Venables: “Infrastructure, Geographical Disadvantage and Transport Costs”, World Bank and London School of Economics, 2001. <http://econ.worldbank.org/docs/994.pdf>

<sup>8</sup> Celine Carrere and Maurice Schiff: “On the Geography of Trade: Distance is Alive and Well”, World Bank Policy Research Working Paper 3206, February 2006. [http://econ.worldbank.org/files/33022\\_wps3206.pdf](http://econ.worldbank.org/files/33022_wps3206.pdf)

<sup>9</sup> Marco Fugazza: “Export Performance and its Determinants: Supply and Demand Constraints”, UNCTAD, New York and Geneva, 2004. [http://192.91.247.38/tab/pubs/itcdtab27\\_en.pdf](http://192.91.247.38/tab/pubs/itcdtab27_en.pdf)

flows, transport infrastructure and costs are also found to be important determinants of economic growth and foreign direct investment.<sup>10</sup>

### The advantage of being at the Centre

Already Raúl Prebisch, UNCTAD's first Secretary-General, developed the Centre-Periphery theory, where developing countries were at the "Periphery" and the developed countries at the "Centre". This "Centre" was not only meant strictly in a geographical sense, but rather referred to an economic distance between the centre and the periphery. In fact, geographical distance may be different from economic distance. Transport connections between Eastern and Western Africa, for example, or between the east coast and the west coast of South America, are still very poor, leading to a high economic distance between them. Most developing regions are still better connected to the industrialized countries than to other developing regions.

There are, however, exceptions. For example, several developing countries have today become "centres" of international transport networks. Hong Kong (China), Singapore, and also Panama have established themselves as transshipment ports and logistics centres. This position generates direct income through the provision of port and logistics services. It also helps to improve the competitiveness of national and regional exports through the availability of additional international transport services.

### Regional integration and transport

Whereas international transport costs are declining, and distance as a transport cost factor has seen its importance decreased, regional trade has been growing faster than inter-regional trade. Intra-Asian container traffic, for example, is growing faster than global container traffic, and Intra-European or intra-MERCOSUR trade has been increasing at a higher rate than trade between these two regional blocks.

Intra-regional trade growth may be initiated by lower intra-regional tariffs or other causes, but transport costs and options, too, play an important role in this trend. As shown above, due to larger traded volumes, unit transport costs decline (economies of scale) and frequencies and speed increases. Also, on a regional level, more options (road, rail, river) may become available due to regional policies and investments, or even common transport markets. All this reduces delivery times, allows for more Just-In-Time delivery, and thus increases the demand for goods and components from neighbouring countries. In other words, more intra-regional trade leads to better and less expensive regional transport services, which in turn again lead to more intra-regional trade.<sup>11</sup>

It has to be noted, however, that not all developing regions are experiencing growing intra-regional trade and, instead, still depend mostly on trade and transport services with the North. Also, in spite of the emergence and growth of global and regional transport networks, in many developing countries there still exist large areas that are not effectively connected to these networks. Foreign direct investments and export-led growth will not reach rural areas or cities with inadequate transport infrastructure and services.

### The plight of landlocked countries

Landlocked developing countries (LLDCs) are also among the world's poorest. "Coastal countries are richer than landlocked countries. Outside of highly interconnected Europe, none of the 29 landlocked countries are wealthy: their average income per person is \$1,771. The non-

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<sup>10</sup> See for example John Luke Gallup and Jeffrey Sachs: "Geography and Development", December 2000. <http://www.cid.harvard.edu/caer2/htm/content/papers/bns/dp39bn.htm>

<sup>11</sup> Shashi Kumar and Jan Hoffmann: "Globalization: The Maritime Nexus", in: Handbook of Maritime Economics, London, LLP, 2002.

European countries with access to the coast have an average income per capita of \$5,667, over three times higher.”<sup>12</sup> There exists ample empiric evidence that being landlocked significantly explains low levels of income, growth and foreign direct investment.<sup>13</sup>

Being landlocked, i.e. the dependence on transit transport for overseas trade, should not be confused with remoteness or distance from the sea. Many large countries have regions or cities that are further away from the sea than most Capitals of landlocked countries. Of course, distance, too, has a measurable impact on transport costs, yet this is not related to the specific problems associated with transit transport. Several recent studies have quantified the specific impact of being a landlocked country, and they clearly conclude that it does lead to additional monetary transport costs, just as it leads to higher delivery times, which further inhibit foreign trade. In one particular study the journey of an export container was broken into an overland and a sea component and it was found an extra 1,000 km by sea raises costs by only 4 per cent, while the same distance by land raises costs by 30 percent of a median shipment. “If a country is landlocked, transport costs rise by \$2,170, almost a 50 percent increase in the average cost.” Accordingly, the higher transport cost of transit trade cannot be explained by the higher average overland distance that must be overcome to reach the sea, but rather by uncertainty and inadequate trade and transport facilitation measures.<sup>14</sup>

### Developing countries' trade in goods and in transport services

Developing countries are not only users of transport services, but may also participate actively in their provision within the global transport industry. In particular Asian countries have become important providers of ship building and ship scrapping capacity; most seafarers come from Asian developing countries; and Asian countries are also host to major international shipping and port operating companies. A further strengthening of developing countries' capacities to participate in the global transport business helps to generate direct income through the export of transport and related services, just as it contributes to further improvements of the global trading system and thus a more equitable geography of trade.

### Conclusion

Improved transport services for developing countries are key determinants of the new international trade geography, including South-South trade and increased merchandise exports of developing countries. However, not all developing countries are so far benefiting from this new trade geography and further efforts are required to improve transport services and infrastructure especially for least developed and also landlocked countries. The challenge for policy makers is to initiate a virtuous cycle where better transport services lead to more trade, and more trade in turn helps to encourage improved transport services.

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<sup>12</sup> John Luke Gallup and Jeffrey Sachs: “Geography and Development”, December 2000.

<http://www.cid.harvard.edu/caer2/htm/content/papers/bns/dp39bn.htm>

<sup>13</sup> See for example: - Anwarul K. Chowdhury, United Nations Under-Secretary-General and High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States: “Transport constraints on global competitiveness of developing countries: special problems of landlocked developing countries and the United Nations measures”, Washington, 2003. [http://www.worldbank.org/transport/forum2003/presentations/pdf\\_presentations/chowdhury.pdf](http://www.worldbank.org/transport/forum2003/presentations/pdf_presentations/chowdhury.pdf)

- World Bank: “Transport Services: Reducing Barriers to Trade”, in Global Economic Prospects, Chapter 4, Washington, 2002. <http://www.worldbank.org/prospects/gep2002/chapt4.pdf>

- Ximena Clark, David Dollar and Alejandro Micco: “Port Efficiency, Maritime Transport Costs and Bilateral Trade”, Washington, 2004. <http://www.nber.org/books/IASE11-03/clark-et-al2-28-04.pdf>

- John Luke Gallup and Jeffrey Sachs with Andrew D. Mellinger: “Geography and Economic Growth”, World Bank, April 1998. <http://www.worldbank.org/html/rad/abcde/sachs.pdf>

<sup>14</sup> Nuno Limão and Anthony J. Venables: “Infrastructure, Geographical Disadvantage, Transport Costs and Trade”, London and New York, 2000. <http://econ.lse.ac.uk/staff/ajv/nltv.pdf>.



## **GFP – topic of the month**

The new and faster GFP (Global Facilitation Partnership) web site ([www.gfptt.org](http://www.gfptt.org)) has been launched. It contains an extensive and ever-growing pool of information about documents, data, events, news, and GFP partner activities. Featured topic this month is “Customs Issues”. Below, we briefly reproduce from its introduction.

**Definition:** Customs administrations play a critical role in trade and transport facilitation, as part of their overall mandate to enforce applicable laws, collect national revenues, ensure security and facilitate legitimate trade. Transportation and trade facilitation in the context of Customs is to enhance the efficiency and effectiveness of Customs and Customs procedures in an internationally harmonized manner, so as to serve both better facilitation and controls.

**Overview:** Customs administrations are required to make a positive contribution to national development objectives, and thus their tasks generally consist in revenue collection, trade facilitation, protection of society and security. The key for better transportation and trade facilitation, as well as for better controls, is to enhance efficiency and effectiveness of Customs and Customs procedures in an internationally harmonized manner. For this, it is imperative to ensure avoidance of unnecessary trade restrictiveness (such as cumbersome document requirements, long queue) and minimum trade restrictiveness in necessary Customs procedures while not compromising the quality of controls, by applying modern techniques (such as risk management) and technologies and use of internationally harmonized norms and standards. It is also important to oversee the apparently conflicting issues in order, such as facilitation and security. Improvements in implementation capacity and affecting factors, such as the issue of integrity, also need to be addressed in this context. At the international level, three major strategies are implemented in this field: setting standards on the simplification and harmonization of Customs procedures (the most notably the WCO’s revised Kyoto Convention); promoting international cooperation; and technical assistance and capacity building.

For further information about this issue visit [www.gfptt.org/topics/customs](http://www.gfptt.org/topics/customs)

## **50 years IAPH**

Over the past five decades since its foundation in November 1955, the International Association of Ports and Harbors (IAPH) has formed a global alliance of ports and harbours to promote friendship among themselves and to represent the global port industry in addressing and tackling issues of common interest and concern. Also known as the World Ports Association, IAPH currently comprises some 230 Regular Members from about 90 countries and economies who are public port authorities, private terminal operators and government agencies and more than 100 Associate Members who are engaged in various activities related to ports and harbours - shipping, stevedoring, development and others. The IAPH member ports all combined account for more than 60% of the world sea-borne trade and nearly 90% of world container traffic, according to the 2002 figures.

Founded in 1955, IAPH will be celebrating its 50<sup>th</sup> anniversary in 2005. Starting in January 2005, there will be a series of worldwide celebrations to be staged in Tokyo, Shanghai, and other locations in the world to commemorate the Golden Jubilee within the IAPH circle and demonstrate its long existence to the rest of the maritime world.

## What IAPH does for training?

Among a range of IAPH activities, human resource development is one of key areas. Over the past two decades, IAPH has offered technical and financial assistance to the needs of its member ports in developing countries. Though IAPH does not organize its own training courses/programmes for the membership, making the best use of those organized by other members affiliated with IAPH, it has, since 1980, enabled 131 junior and senior officers from among IAPH member ports in developing countries to attend advanced port training programmes overseas and to bring back the latest knowledge and experience gained to their home ports. This programme known as the “IAPH Bursary Scheme” has been funded solely by voluntary contributions from both our members and non-members, representing a spirit of friendship and cooperation among ports in the world. In some cases, IAPH has also assisted other international organizations such as IMO, UNCTAD, ILO, etc. in organizing seminars and workshops for port personnel through acting as a sponsor, dispatching lecturers, etc.

## IAPH biennial essay contest promoting research and study

Similarly, the IAPH Award Scheme, a biennial essay contest, has encouraged personnel employed at IAPH member ports in developing countries to look into port efficiency and productivity by writing an essay on the subject. As mentioned above, IAPH will be celebrating its 50th anniversary in 2005 and the Essay Contest 2005 will be a special one commemorating the anniversary, focusing on the theme of “Action for a Quality Port”, to which anyone belonging to an IAPH member is invited. The award presentation will take place during the next IAPH conference in Shanghai, China, 21-27 May 2005.

Secondly, IAPH holds a biennial contest known as Information Technology (IT) Award in which any IAPH member port can join to compete for excellence in IT application in ports by presenting their case study or project. The IT award presentation will also take place during the Shanghai Conference 2005 in conjunction with the IAPH Golden Jubilee celebrations.

*Dr. Satoshi Inoue, Secretary General, International Association of Ports and Harbors, [y\\_akamatsu@iaphworldports.org](mailto:y_akamatsu@iaphworldports.org). For further information, visit [www.iaphworldports.org](http://www.iaphworldports.org).*

## **Entry Into Force of the International Convention on Maritime Liens and Mortgages 1993**

The United Nations/International Maritime Organization Conference of Plenipotentiaries adopted, by consensus, the International Convention on Maritime Liens and Mortgages in May 1993. The Convention regulates the recognition and enforcement of maritime liens and mortgages at the international level. Its main objectives are: (i) to improve conditions for ship financing and the development of national merchant fleets and (ii) to promote international uniformity in the field of maritime liens and mortgages. The Convention entered into force on the 5 September 2004, having been ratified or acceded to, by 10 States as required by article 19 of the Convention. The following are the Contracting States of the Convention: Ecuador, Estonia, Monaco, Nigeria, Russian Federation, Spain, St. Vincent and the Grenadines, Syrian Arab Republic, Tunisia, Ukraine, Vanuatu.

<http://r0.unctad.org/ttl/docs-legal/unc-cml/International%20Convention%20on%20Maritime%20Liens%20and%20Mortgages,%201993.pdf>

## **The Logistics and Transportation Corporate Citizenship Initiative**

Companies are increasingly being obliged by stakeholders to play a positive role in society as corporate citizens. Business is already required through regulation, finance conditionality and stakeholder demand, to minimise adverse impacts on the communities and environment where they operate. There are now new drivers that encourage global business to position itself as a positive force in society, to promote good governance and the progressive realisation of development rights in poor countries. Conventional theory which suggests the 'business of business is business', and that wealth will trickle down to the poor and disenfranchised, helped by the invisible hand of the market, has been shown not to hold true within many countries. Globalisation is redrawing the boundaries of responsibility for business and in some areas merging responsibilities with those of Governments.

Governments and civil society are looking for new ways to measure progress beyond economic indicators and business is being held accountable for a broader portfolio of performance to widening groups of stakeholders. This challenge is couched in terms of responsible business practice, social and environmental performance and evidence of the respect, protection and promotion of human rights when working in high-risk countries. These requirements are based on the norms established by the International Human Rights Framework which includes the Universal Declaration of Human Rights (1948), Core Labour Standards of the International Labour Organisation (ILO) and the Rio Agreement on Environment and Development (1992). This “accountability” must be approached systematically, and involve tools such as systematic non-financial risks review, corporate governance principles, key performance indicators, stakeholder dialogue, integrated impact assessment (socio-economic, environmental and human rights), and social reporting, audit and third party assurance.

Incidents involving unacceptable levels of pollution, corruption, child labour, bonded labour and extensive work hours have been alleged in most industrial sectors - manufacturing, extraction, IT, chemicals, infrastructure and finance. Declining share prices and costly project withdrawal or delay show that environmental protection, social justice and ethical integrity are bottom line issues. Business has learnt that while international human rights law may not be binding, it provides norms; and if business operates outside of these, condemnation by society and the ensuing reputational damage, deserved or otherwise, can jeopardise profitability. Better to be proactive and have systems to identify and manage risk, rather than to “crisis-manage”.

With these issues in mind, the CEO of DHL, Uwe Doerken, chaired a meeting of the Governors (CEOs and Presidents) of the Logistics and Transportation sector at the World Economic Forum (WEF) Annual Meeting in Davos, Switzerland in January 2003 that discussed the imperative of the sector's need to make a better case for its positive contributions in society and towards economic development, as well as the need to address collectively some of the public interest concerns that exist about transportation companies. This resulted in the formation of a Logistics & Transportation Corporate Citizenship Initiative (L&TCCI), a set of Principles of Corporate Citizenship and a programme of work to ensure their progressive implementation and monitoring.

The mission of the L&TCCI is to demonstrate a pro-active contribution to sustainable development on the part of its members. This initiative brings together some of the major companies in the sector – across shipping, air, road and rail transportation as well as post, freight, express and logistics activities - to work on the key corporate citizenship and sustainable development issues which affect the whole industry. These include challenges such as: building infrastructure in developing countries through partnerships with other sectors,

international organisations and governments; the application of core competencies in logistics and transportation to contribute to the efficient provision of humanitarian assistance in the poorest, most conflict ridden regions of the world; and local communities' concerns about airport noise and transport pollution.

To address these challenges, three work programmes are ongoing within the L&TCCI. These cover: (1) First, the development of a sector code of practice - the Logistics and Transportation Principles of Corporate Citizenship - through a process of consultation, and a guidance document that explains the relevance of each Principle and its basis in national and international law. State-of-the-art electronic audit tools have also been developed to evaluate gaps in performance against the Principles, the costs being shared by participants. (2) Second, the development of an industry handbook which will generate systematic data about the sector, its activities and global presence. It was also include a set of expert viewpoints about the sector and its contributions in society. (3) Third, the identification of key common issues and the development of candidate key performance indicators (KPIs) that could measure how well the sector and individual companies are managing those issues. The indicators are being developed within a multi-stakeholder stakeholder dialogue process, convened by the international 'Global Reporting Initiative', to ensure that those KPIs finally utilised will be meaningful and relevant to those that most need the information. It is intended that the group will report back on its progress at the next Davos meeting in January 2005 and obtain feedback and approval for an intensive continuous programme of work through 2005.

*Professor Alyson Warhurst, Chair of Strategy & International Development, Warwick Business School.  
For further information or to join the L&TCCI please contact Stefano Ammirati ([stefano.ammirati@weforum.org](mailto:stefano.ammirati@weforum.org)) or Alyson Warhurst ([alyson.warhurst@maplecroft.net](mailto:alyson.warhurst@maplecroft.net))*

## Events

### **IAME Izmir 2004 – proceedings**

As announced in the 2<sup>nd</sup> Quarter Transport Newsletter, the International Association of Maritime Economists (IAME) held its annual conference in Izmir, Turkey, on 30 June to 2 July. During a very successful meeting, maritime economists presented academic papers about a wide range of port and shipping related topics. A total of 120 peer-reviewed papers are included in the conference proceedings, many of which cover topics that are likely to be also of interest to readers of the Transport Newsletter.

Selected presentations included the following topics: “A Conceptual Model of Port Clusters and Related Assemblage” by Hong-Seung Roh; “Are Substandard Vessels and Operators in the Mediterranean and Black Sea Area a Barrier Toward Modernisation of the Fleet?” by Ghiorghe Batrinca; “Closing the Infrastructure Gaps towards Regional Integration in Latin America – is Waterborne Transport Suitable?” by Gordon Wilmsmeier and Ricardo Sanchez; “Effects of Trade Facilitation and Security Measures on Transport Costs” by Menno Langeveld; “Factors Influencing the Formation of Freight Rate levels at the Petroleum Transportation Markets” by George Flachos, Emmanouil Nikolaidis and George Konomos; “Freight Transport Selection in International Physical Distribution - Focusing on Japan/Asia Trade” by Shigeru Yoshida and Fei Sun; “Industrial Concentration in Container Ports” by Teng-Fei Wang and Kevin Cullinane; “Integrating Coastal Shipping with the National Transport Network in India” by G Raghuram; “Intermodality vs. Feeder. A Specification on the Current Model of Consolidation of the Hub & Spoke Systems in the Western Mediterranean” by Alga Danila Foschi; “New Trends in Large

Containership Development and its Implications” by Chang Guan and Shmuel Yahalom; “Optimizing the Container Transshipment Hub Port Location” by Alfred J. Baird; “Port Security Costs in the US: A Public Policy Dilemma” by Shashi N. Kumar and David Vellenga; “Prediction and Characteristics of Total Ship Loss in European Waters” by Dimitrios Kokotos, Konstantinos Giziakis, and Christos Manolarakis; “Rules and Economic Impact of U.S. Cabotage (Jones Act) Laws” and “The Future of Containerization” by Ernst Frankel; “The Future of Worldwide Rice Production and Consumption in Relationship to the Maritime Transport from Asia to Africa” by Masayoshi Kubo and Minjmaa Purevdorj; “The Non-Stationarity of Freight Rates Revisited” by Roar Adland, Steen Koekebakker and Sigbjorn Sodal; “The Prevalence of IT in Container Ports: An Empirical Study of Mediterranean Ports” by Vince Valentine, S. Antoniou and W. Xiao; “The Relation between Throughput Volumes and Value Added in Port Clusters” by Peter de Langen;

Regarding port reform, Henriëtte C Van Niekerk from South Africa, presented a paper titled “Contestability, Competition, Concessioning?” She explains that since the 1990s, many common user ports have introduced private sector participation, mostly through concessions or lease agreements. Especially in ports that are in a position to become natural monopolies, to avoid monopolistic behaviour “a sound regulatory framework is necessary, but without preventing commercial entrepreneurship.” The author, discusses port reform, the contestability of terminals, and competition, “along with the regulation needs, if free market competition does not already exist.”

Regarding the relationship between transport costs and trade, Inmaculada Martínez, Eva María Pérez, Elena San Juan, and Celestino Suárez presented a paper titled “How Important are Transport Costs for International Trade? An Empirical Study for Spanish Exporting Sectors”. They explain that recent literature has come to re-emphasize the relevance of transport costs as a determinant of international trade. The paper shows some interesting differences across industry sectors. In general, estimations “show that higher distance and poor partner infrastructure lead to higher transport costs” and that “higher transport costs significantly deter trade, specially for high value-added sectors.” Vehicle components present the highest elasticity, indicating that a decrease of 1 % in transport costs will increase exports by 3.9%.

The IAME 2004 conference proceedings consist of two volumes of a total of 1441 pages. They are only available in hard copy.

*For further information about the conference please visit <http://conference2004.iame.info>. To obtain the conference proceedings please contact Okan Tuna [otuna@deu.edu.tr](mailto:otuna@deu.edu.tr) at the Conference Secretariat (Price US\$ 100 US\$ plus delivery for non-IAME members; US\$ 50 plus delivery for IAME members).*

### **International Conference on Logistics Strategy for Ports, Dalian – Proceedings**

Between 22 and 26 September, Dalian Maritime University (DMU) and the Institute of Transport and Maritime Management of Antwerp (ITMMA) organized a very successful academic conference about ports and their role in logistics. A wide range of English language research papers were presented, mostly but not exclusively dealing with developments in China and North East Asia.

The conference proceedings include 104 peer-reviewed articles. They are grouped into the sessions (A) Shipping Industry Development, (B) Logistics Park Design and Operation, (C) Hinterland Connections, (D) Port Organization and Logistics, (E) Port competition, Strategy and Cooperation, (F) IT in Supply Chains and Port Operation, and (G) North-East Asia International Shipping Center Construction.

Among the specific topics are papers dealing with stock market “pricing fluctuations of China’s port and shipping listed companies”, “A game theory approach to measuring the viability of mega-ships”, “Value chain optimization for multi-modal transportation network”, “Existing transport regulations are inadequate for trade – what can be done now?”, “Inland freight distribution and the sub-harbourization of port terminals”, and “Private entry and emerging partnerships in container terminal operations: Evidence from Asia”.

ITMMA’s Willy Winkelmanns, in his keynote presentation, warned that as port traffic continues to grow, the port’s basic resources, such as sufficient land and water surfaces, are becoming scarce goods. Social and environmental functions are permanently challenging economic functions of the seaport. As a consequence, port competition no longer depends solely upon market conditions, but also on non-market conditions, which are influenced by stakeholder relationships. Jan Hoffmann from UNCTAD provided an analysis of the market shares of China in different maritime sectors. Professor Zuwen Wang, president of the Dalian Maritime University, opened the conference, and highlighted that “with the rapid development of economic globalization today, logistics is playing a more essential role in port development and international trade.” Along the same line, Prof. Yongchang Quian, President of China Communication Transportation Association, suggested that for a successful long-term port development, ports need to (1) become logistics centres, (2) improve multimodal transport capabilities, (3) enlarge port storage capacities, (4) coordinate with other relevant entities such as customs, (5) build information platforms, and (6) serve the economy of the port’s city and its hinterland.

*For further information visit <http://iclspl.dlmu.edu.cn>. To obtain a hard copy of the conference proceedings (US\$ 100), please contact Prof. Renping ZHANG at [faodmu@mail.dlptt.ln.cn](mailto:faodmu@mail.dlptt.ln.cn).*

### **Short-term specialized course on public private partnerships in port**

From 16-19 November 2004, the Institute of Transport and Maritime Management Antwerp (ITMMA) of the University of Antwerp will organize a short-term specialized course on “Public Private Partnerships in Port, Structures, Pricing, Funding and Performance Measurement”.

Target group: High-level decision makers and managers in sea and inland ports and similar enterprises. High-level public servants in departments of infrastructure, environment and mobility. Venue: ITMMA House, University of Antwerp.

*For further information please visit [http://143.129.203.3/itmman/artman/uploads/ppp\\_001.pdf](http://143.129.203.3/itmman/artman/uploads/ppp_001.pdf)*

### **V General Assembly Meeting of the World Trade Point Federation**

To take place in Murcia, Spain, from 23-26 November 2004. The World Trade Point Federation (WTPF) is an international NGO that was created by its members, the Trade Points, to take over the UNCTAD Trade Point Programme, launched in 1992. The main objective of the WTPF is to assist, through its network of Trade Points (trade information and facilitation centres with experienced staff in trade-related issues), small and medium-sized enterprises (SMEs) worldwide, especially those in developing countries to increase their participation in international trade by providing them with the best access to it.

The WTPF is organizing, with the support of UNCTAD, its Vth General Assembly meeting in Murcia, Spain, from 23 to 25 November 2004. The event will take place under the auspices of Trade Point Murcia, Spain, together with the Institute of Promotion of the Region of Murcia and Ministry of Economy, Industry and Innovation. At this occasion, the latest trade-related

services, market access tools and e-commerce facilities will be presented to the Trade Points. Moreover, discussions at regional level will be held to enhance interregional trade and partnerships and to network amongst fellow Trade Point colleagues from more than 90 countries. In line with its proceedings, the General Assembly meeting will discuss WTPF matters related to the progress report, the plan of action for 2005 and any other issue convoked by the Assembly. Trade Points from 90 countries around the world are expected to attend this meeting.

*For further information visit [www.tpmurcia.org/vasamblea](http://www.tpmurcia.org/vasamblea) or contact Arlette Verploegh at [arlette.verploegh@unctad.org](mailto:arlette.verploegh@unctad.org)*

### **International Logistics Congress**

From 2-3 December 2004, Dokuz Eylül University School of Maritime Business and Management, the Logistics Association of Turkey, and Cass Business School City University, are organizing the International Logistics Congress 2004, to take place in Izmir, Turkey. The conference is to cover the most recent developments in logistics and supply chain management.

*For further information please visit <http://web.deu.edu.tr/maritime/logistics2004.htm>*

### **IAME 2005 Cyprus**

Next year's conference of the International Association of Maritime Economists will take place in Cyprus. Note that the deadline to submit an abstract for IAME 2005 is 15 December 2004.

*For further information please visit [www.iame2005.org](http://www.iame2005.org).*

### **Correction:**

In the previous Transport Newsletter (2<sup>nd</sup> Quarter 2004), on page 16, due to a formatting error, the containerized trade forecast showed a wrong dimension. The true figures need two more digits. For example, in 2003 the containerized trade reached 65,666,500 and not 656,665 TEU.

## Vacancy

Please note that there is a vacancy in UNCTAD's Trade Logistics Branch, and qualified and interested candidates are invited to apply:

### **Economic Affairs Officer, P-3, 04-ECO-UNCTAD-404056-R-GENEVA (G)**

Deadline for applications: 12 October 2004. Duty Station: Geneva. United Nations Core Values: Integrity, Professionalism, Respect for Diversity

#### **Responsibilities**

Under the general guidance of the Head of the Trade Logistics Branch and the supervision of the Chief of the Transport Section in the Division for Services Infrastructure for Development and Trade Efficiency (SITE), UNCTAD, the Economic Affairs Officer will: 1) prepare research and policy reports in the areas of transport/logistics and trade and transport facilitation for the Commission on Enterprise, Business Facilitation and Development and its parent or subsidiary organs; 2) provide advice to Government officials and industry executives on technical and policy issues related to international transport, multimodal transport and logistics and trade facilitation; 3) provide substantive support services to sessions of the Commission on Enterprise, Business Facilitation and Development and its parent or subsidiary organs; 4) provide administrative and substantive backstopping of technical assistance projects in international transport and trade facilitation; 5) organize training seminars and workshops and prepare course materials falling within the competence of the Trade Logistics Branch; 6) participate in and represent UNCTAD at intergovernmental or private sector meetings; 7) carry out day-to-day general administrative duties, including replies to correspondence and coordination with United Nations agencies and other intergovernmental and international organizations.

#### **Competencies**

Planning and organizing - Good planning and organization of work; ability to plan, coordinate and monitor own work plan and technical assistance projects; Communication - Proven ability to prepare written reports that are clear, concise and meaningful; and to have effective oral communication and presentation skills; Teamwork - Strong interpersonal and communication skills. Ability to establish and maintain effective working relations with colleagues and people of different national and cultural backgrounds with respect for diversity.

#### **Qualifications**

Education: Advanced university degree, in economics, transport management or business administration or related field.

Work Experience: Three to five years of progressively responsible post-graduate experience in the areas of transport and trade facilitation. Knowledge of latest developments in logistics, multimodal and maritime transport management and policy. Experience in backstopping of technical cooperation programmes and projects; organization and delivery of training courses and proven ability to analyse development-related trade and trade facilitation issues, including drafting of related policy papers.

Languages: Fluency in spoken and written English. Knowledge of other UN languages, particularly French, would be an asset.

Other Skills: Sound knowledge of IT developments and computer applications in trade and transport facilitation.

*To apply and for any further information please visit*  
<http://jobs.un.org/Galaxy/Release1/vacancy/vacancy.asp>