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Transport Newsletter



February 2003

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Explanatory notes

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The term “billion” signifies 1,000 million.

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TRANSPORT NEWSLETTER

Editorial

Now that we are publishing the Newsletter in a new format, we have made some changes in content. Transport has been in the news a great deal this past year, notably with steps being taken to reduce the risk of maritime transport being used by terrorists. We have all heard of the Container Security Initiative and the Customs and Trade Partnership against Terrorism Agreement, and in this issue we examine these and other initiatives in more depth. A related topic is the new regulations for container traffic to the United States, which will have major impacts on carriers and shippers.

Another example of the economic cost of terrorism is the reaction to the 6 October terrorist attack on the French VLCC tanker Limburg. After this attack, the Aden Container Port and Hodeidah Shipping and Transport Co announced that port activity had halved as a result and that the country was expected to lose around \$3.8 million a month. Ships were rerouted to competitor ports in Djibouti and Oman as insurance underwriters imposed a 300 per cent increase in premiums on all vessels and ship owners applied for a war risk surcharge of \$250 per TEU.

Many other serious problems in transport need fixing. Cargo theft is excessive – an estimate by the AAPA of the value of cargo stolen in the United States each year is \$10 billion (this includes both international and national cargo). A comprehensive database of cargo losses compiled through a formal system of reporting and analysis is an essential analytic tool for reducing such losses in the maritime industry. Lloyd's List Maritime Asia reported in August that damages to fruit and vegetables in China, largely as a result of poor transport management, totalled close to \$9 billion – enough food to feed a staggering 200 million people. Transport infrastructure in Africa is deteriorating so badly that much of the continent has been marginalized from the benefits of globalization. While the solutions to these problems are largely national, greater use of information and communication technology to exchange information internationally can improve transport efficiency and security. A major initiative for infrastructure renewal needs to be launched in Africa; it is hoped that NEPAD will act as a catalyst for this.

At the same time, the major carriers have been having a financially disastrous year – Maersk Sealand's operating profits fell some 46 per cent compared to the first six months of 2001, while P&O Nedlloyd had a \$206 million operational loss for 2002. These losses resulted from the economic slowdown but also from the deteriorating freight market. These poor financial results are expected to continue in 2003 because of oversupply and trade imbalances. A compounding factor was the port shutdown on the west coast of the United States. Standard and Poor's analysts estimated that the 10-day shut down cost COSCO \$20 million, CSSL \$10 million, NOL \$10 million and NYK \$8 million. (The report did not comment on other lines.) The shutdown also disrupted logistic chains and even led to the closure of some factories because of lack of parts. New United Motor Manufacturing in California, which uses the Toyota method of keeping auto parts inventories to a minimum, was forced to stop production of some models. Canon and Sony had to switch to air freight for some components. These events demonstrate the crucial role that maritime transport plays in globalization and the lack of a viable alternative if it is disrupted.

CONFERENCES AND MEETINGS

Commission on Enterprise, Business Facilitation and Development (seventh session)

At the Commission's seventh session (24 to 27 February of this year), item 4 dealt with the subject of efficient transport and trade facilitation to improve the participation of developing countries in international trade. The Commission reviewed two publications: "Report of the Expert Meeting on Efficient Transport and Trade Facilitation to Improve Participation by Developing Countries in International Trade: Problems and Potential for the Application of Current Trade Facilitation Measures by Developing Countries" (TD/B/COM.3/52) and "Efficient Transport and Trade Facilitation to Improve Participation by Developing Countries in International Trade" (TD/B/COM.3/53). The discussion was launched by a representative of a leading shipping company and a specialist on the implementation of transport and trade facilitation programmes. Both panellists presented empirical data that illustrated the relevance of transport costs in the marketing of exports and highlighted the need for investment and improved productivity in this sector.

The Commission stressed that transport efficiency and trade facilitation were decisive for development. An extremely important issue linked to transport and trade facilitation involved the recently adopted measures related to security, health and environment. There were concerns regarding the possible marginalization of some countries and ports because of new security requirements. The idea was expressed that security policies and proposals, as well as technical norms for agricultural imports, should be based on multilateral agreements.

The Commission made a number of recommendations to the UNCTAD secretariat and agreed that the next Expert Meeting, to be held in Geneva from 24 to 26 September, would focus on multimodal transport and logistic services.

For further information please visit www.unctad.org and check under Meetings 2003.

Expert Meeting on Efficient Transport and Trade Facilitation to Improve Participation by Developing Countries in International Trade

Experts met from 25 to 27 November 2002 and focused on "Problems of and Potential for the Application of Current Trade Facilitation Measures by Developing Countries". They examined the impact of trade facilitation measures on the international trade of developing countries and on effective capacity-building. Issues discussed included the following: security and trade facilitation; e-technology and trade facilitation; landlocked and transit countries and trade facilitation; measurement of the effectiveness of trade facilitation; multilateral rules on trade facilitation; the legal framework; the implementation of trade facilitation measures; and institutional aspects of trade facilitation. The experts agreed that there was considerable potential for country networks to make significant improvements to their trade through the simplification and harmonization of national procedures using international standards and recommendations. Also, it was clear that most developing countries would need assistance in implementing trade facilitation measures. It was hoped that the WTO negotiations and the new security initiatives would lead to steps that would facilitate trade for developing countries. There were a number of presentations by panellists and national experts on their respective experiences. For more details and links to presentations see www.unctad.org/ttl.

Commission on Enterprise, Business Facilitation and Development (sixth session)

At its sixth session (18 to 21 February 2002), the Commission reviewed the impact of electronic commerce on international transport services and best practices for enhancing the competitiveness of developing countries. The Commission noted the importance of e-commerce as a vehicle for improving the efficiency of transport services and promoting the participation of developing countries in global trade. The Commission emphasized that the obstacles facing many developing countries in this context, in particular least developed countries (LDCs), included lack of transport infrastructure, lack of appropriate legal frameworks, and skill deficiencies among traders and providers of transport services. Recommendations to the UNCTAD secretariat included the following:

- to keep under review and monitor developments relating to economic, commercial, legal and infrastructure aspects of e-commerce affecting international transport services, and analyse the implications thereof for developing countries, and to collect and disseminate this information to member countries;
- to undertake studies on the use of traditional transport documents in international trade, particularly the extent to which negotiable bills of lading are necessary for modern-day international trade, and the extent to which they can be replaced by non-negotiable transport documents, such as sea waybills, and by electronic alternatives;
- to develop and deliver training materials, where appropriate, and disseminate information on best practices in the fields of e-commerce and international transport services for developing countries in cooperation with relevant public- and private-sector organizations; and
- to prepare guidelines for the establishment of model port community systems and logistic platforms in developing countries.

For further information please visit www.unctad.org/en/docs/c3d46.en.pdf.

IAPH World Ports Conference

The National Ports Authority of South Africa (NPA) will host the twenty-third International Association of Ports and Harbors (IAPH) World Ports Conference in Durban (South Africa) from 24 to 30 May 2003. This will be the first IAPH conference to be held in Africa. The theme will be “Ports – The Catalytic Impact” and the subtheme “Uniting World Economies through Ports and Harbours”. The conference will have five working sessions dealing with the following subjects: prospects and challenges of the global economy and trade (with a special focus on African and Latin American economies); emerging trends in world shipping and logistics (strategies of global manufacturers and terminal operators); impacts of IT and technical innovation on ports (including trends in IT business and e-commerce for logistics); port security and environment management (the role of Customs, port police and port authorities); and challenges for the future (which will also cover port competitiveness).

During the Conference there will be an exhibit on new developments in port management and services. For further information, please visit www.iaph2003.co.za.

Ministerial Conference of Landlocked and Transit Developing Countries on Transit Transport Cooperation

In 2002 the UN General Assembly decided to convene an International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation, which will be held on 28 and 29 August 2003 in Alma-Ata, Kazakhstan. The conference will review the current situation of transit transport systems, including the implementation of the 1995 Global Framework of Transit Transport Cooperation, and will formulate appropriate policy measures and action-oriented programmes for developing efficient transit transport systems. The meeting will also include transit countries and the donor community.

For further information, please visit the website of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States www.un.org/special-rep/ohrlls/ohrlls/default.htm.

E-COMMERCE AND INTERNATIONAL TRANSPORT SERVICES

At its sixth session (February 2002), the Commission on Enterprise, Business Facilitation and Development recommended that UNCTAD monitor developments relating to economic, commercial, legal and infrastructural aspects of e-commerce affecting international transport services, and that it analyse the implications of these developments for developing countries and disseminate this information to member countries. Following is a summary of the information that has been gathered.

Major developments include the creation of Internet-based portals and websites for shipping services, the development of port community systems, the use of mobile phones for transmitting SMS messages on vessel arrival information and for trucking operators, and the use of an e-mart to reduce the costs of repositioning empty containers.

For shipping lines, IT suppliers have continued work on developing the three portals, INTTRA, GT Nexus and CargoSmart. The portals enable shippers, forwarders and logistics providers to book and track cargo across multiple shipping lines via the Internet. CargoSmart focuses on carriers, GT Nexus on shippers and INTTRA on both suppliers and users of transport services. Since its inception in January 2001 INTTRA has been used to manage more than 850,000 bookings. Shippers have indicated they would like to see these portals linked.

E-logistics portal	Website
INTTRA	www.inttra.com
GT Nexus	www.gtnexus.com
CargoSmart	www.cargosmart.com

To use INTTRA, a shipper must also register individually with the carriers that are members. The shipper can then, via a single request, get information from multiple carriers. However, rate information and bookings are transmitted individually with each carrier. The system does not compare rates; rather, the shipper does this based on information from the various carriers. At the recent (Nov. 2002) Expert Meeting on efficient transport and trade facilitation, a representative from Maersk Sealand indicated that online cargo bookings had doubled in the

last year and that by the end of 2004, the majority of the firm's clients would be booking online. The main carriers are also developing their own websites. The table below provides a listing of the top carriers' sites and the online services they offer.

The Kenya Ports Authority has announced a project to become an electronic port by the year 2005. The first stage was the introduction of an Enterprise Resource Planning System that integrates human resource management, financial planning, material management, plant maintenance, sales and distribution, and project systems management. The system is operational and provides real-time information. The next phase will be the implementation this year of a waterfront and cargo management system that will improve gate pass control, traffic management, and ship and yard planning and billing. The third stage of the project will be the implementation of a community-based system. This system will link the entire port community and allow the exchange of shipping information via a common platform.

The National Port Authority of South Africa has signed an agreement with Portnet.com Pte. Ltd., a fully owned subsidiary of PSA Corporation, to market, implement and operate the first nationwide Port and Shipping Community system for South Africa. The proprietary port community system will link the six ports of Cape Town, Durban, East London, Port Elizabeth, Richards Bay and Saldanha with the port and shipping community. Portnet.com will work in partnership with the leading technology companies Cisco Systems (networking), Frontline (IT systems), Oracle (database software) and Sun Microsystems (hardware) to create a world-class port system in South Africa. The project is estimated to be worth more than \$4.6 million.

The port community system in Hamburg, Dakosy (www.dakosy.com), has an application named TRUCKSTATION that supports haulers and terminals in the container handling sector around the port of Hamburg. The terminals are notified of planned cargo transports via the "advance notification of transport" system. The terminals reply with status information to the haulers, informing them about any errors in the advance notification (e.g. wrong indication of container height, unexpected delay with container handling or missing documents). This enables haulers to improve planning and disposition arrangements and avoid misdirecting vehicles or moving empty trucks. The hauler transmits a route plan containing details of the transport (e.g. the estimated time of arrival and the truck's number plate) to the terminal, facilitating quick and preferential treatment at the terminal. TRUCKSTATION offers online communication with truck drivers via SMS (short message service) under the product name FOCUS. Drivers receive order data or free-formatted text messages on their mobile phones via SMS. They can choose to continue updating the database with SMS messages or to send free-formatted text information back to the office.

Portnet, the community system in Singapore (www.portnet.com), is offering an SMS service to allow the port community to access current information on ship arrivals via mobile telephone. The sender of an SMS message with part of the ship name is in return sent the date and expected time of arrival. Also, a box exchange marketplace has been established to facilitate the movement of empty boxes. For example, a shipping line with spare capacity for the leg from Singapore to Los Angeles can check to see if there are any empty boxes in the exchange to ship and can make an offer. The system helps reduce the cost of repositioning empty boxes.

Transaction capabilities of top 20 container carriers' websites

Carrier	Website	Cargo tracking	Voyage/schedule locator	Rate/tariff quote	Booking	Bill of lading
Maersk Sealand ^a	www.maersksealand.com	•	•	•	•	•
MSC ^a	www.mscev.ch	•	•			
P&O Nedlloyd ^a	www.ponl.com	•	•	•	•	•
Evergreen	www.evergreen-marine.com	•	•	•	•	•
Hanjin/Senator ^b	www.hanjin.com	•	•		•	•
CMA-CGM ^a	www.cma-cgm.com	•	•	•		
COSCO ^c	www.cosco.com.cn	•	•	•		
APL ^b	www.apl.com	•	•	•	•	•
NYK/TSK ^{abc}	www.nykline.com	•	•	•	•	•
CP Ships ^b	www.cpships.com					
MOL	www.mol.co.jp	•	•	•	•	•
K-Line ^b	www.kline.cm	•	•	•	•	
Zim ^b	www.zim.co.il	•	•		•	
OOCL ^c	www.oocl.com	•	•	•	•	•
CSCL	www.cnshipping.com	•	•			
Hapag-Lloyd ^a	www.hapag-lloyd.com		•		•	
Hyundai ^b	www.hyundaishipping.co.kr	•		•		
Yangming ^b	www.yml.co.tw	•	•	•	•	•
Pacific Int'l. Lines	www.pilship.com		•			(•)
CSAV ^b	www.csav.com	•	•	•		

^aINTTRA ^bGT Nexus ^cCargoSmart

Source: Data from D. Wise and J. Brennan, "E-Commerce: Taking Stock", *Containerisation International*, November 2000, modified and updated by the UNCTAD secretariat in October 2002.

TRANSPORT LITERATURE

Container Terminals: The Development of Automation. Arturo Monfort Mulinas et al. Spanish, 282 pages. 2001. \$60 (approx.).

This publication reviews the operating features of container terminals throughout the world and the steps being taken to automate their operational and documentary activities. The book is based on the experience of the Port of Valencia and research carried out by IPEC. A systems approach is used to analyse the activities performed in the terminals, with separate chapters covering the quay, transfer, storage and receipt/delivery operations. The structural, mechanical and electrical features of quay ship-to-shore gantry cranes and other yard equipment are described in detail, as well as the steps being taken by several makers to automate their functions. The documentary processes linked to operations are described in less detail. However, detailed information is provided on technical issues related to data transfer and the Spanish and international bodies involved in its development and regulation. Data transfer is examined by looking at internal systems for operating the terminal and keeping track of containers, equipment and vehicles, and at external systems, for which a brief description of port community systems is given. The book is well illustrated with colour photographs and layouts. It provides a list of terms and useful Internet addresses and will be a valuable addition to port literature in Spanish.

Maritime Transport of Containers: Organization and Management. Perfecto Palacio Lopez. Spanish, 310 pages. 2001. \$48 (approx.).

This publication is a good summary of the issues related to the maritime transport of containers. Written by the managing director of Maritima Valenciana, the largest terminal operator in the Port of Valencia, it covers in seven chapters the technical, operational and legal issues related to the container, the vessel and the terminal. The chapter on containers describes their origins, types, numbering and identification and is followed by practical information on how to container stowage, including dangerous, ventilated and refrigerated goods. The chapter on container ships provides information on their main characteristics and “generations”, including the planned mammoth vessels. The chapter devoted to the organization of liner shipping discusses the “conference system” and the recent consolidation trend. Separate treatment is given to the international and national legal framework underpinning the commercial practices that prevail in this shipping sector. A detailed description of all commercial and administrative parties involved in the trade of containerized goods is also provided in a separate chapter. The chapter on container terminals (about one-third of the text) provides an excellent explanation of the concepts and essential points involved in terminal organization and management. The book has clear colour illustrations and a useful glossary and bibliography.

Requests for the Mulinas and Lopez books, mentioning codes ISBN 84-923957-3-7 and ISBN 84-923957-2-9 respectively, should be addressed to IPEC, Edificio del Reloj del Puerto de Valencia, Muelle del Grao, 46024 Valencia, Spain. Fax: (+34) 96 3993 94 09. Email: ipec@valenciaport.com.

Port Legislation. Jose Lima Torres. Portuguese. 610 pages. \$35 (approx.).

This compendium of Portuguese legislation applicable to ports is of interest to readers from Portugal and Portuguese-speaking countries. However, it may be useful to a larger readership because the legal documents selected by the author, a member of the Board of the Port Authority of Douro and Leixoes, correspond to the changes required as a result of Portugal’s entry into the European Union. The 10 chapters deal with the organization of the port industry, the organization of the port work and port personnel, the tariff system, port operation, pilotage, and the role of shipping agents and concessions.

Requests for this book, mentioning code ISBN 972-40-1489-4, should be addressed to Livraria Almedina, Rua de Ceuta 79, 4050-191 Porto, Portugal. Fax: +351 22 203 9497. Email: atrium@almedina.net.

The Economic Impact of Trade Facilitation Measures: A Development Perspective in the Asia-Pacific Region, 2002, English, 161 pages, free of charge

The World Bank has produced a study for the Asia Pacific Economic Cooperation (APEC) region that attempts to quantify the effect of trade facilitation measures on trade. Trade facilitation was measured using seven factors: port logistics, customs procedures, the regulatory environment, standards harmonization, business mobility, e-business use and administrative professionalism and transparency. The analysis considered how much intra-APEC trade might increase under various scenarios of "improved" trade facilitation. The

model revealed that the greatest gains would come from improvements in the area of port logistics. For example, increasing the indicator for port logistics for Indonesia halfway up to the APEC average would increase trade by \$10.8 billion and for Peru by \$2.7 billion. The study will assist in better targeting capacity-building projects. However a major problem with this model developed for 19 countries was the difficulty of obtaining data regarding the various measures of trade facilitation. Much of the information came from subjective surveys, which highlights the need to develop harmonized indicators of transport and Customs performance.

For additional information, see World Bank,
econ.worldbank.org/files/20929_APEC_TF_Report_Final.pdf.

Lloyd's Ports of the World

Lloyd's Ports of the World has made available an online directory of the world's 2,600 commercial ports at www.LloydsPorts.com. The site replicates the content of the print publication and allows searches by region, country, port name or port authority. Using an automated form, users can update their own listing details. The directory also features daily port and terminal news from Lloyd's List. An annual subscription costs £290 or \$493.

For additional information, see www.lloydsports.com.

TECHNICAL NOTE

The Impact of Transport Security Initiatives on Developing Countries

1. Introduction

The development this past year that will perhaps have the greatest effect on transport costs and operations is the various security initiatives that have been introduced for trade with the United States since the events of 11 September 2001. Although the tonnage of US international seaborne trade is about 10 per cent of the world total, these initiatives could greatly affect world trade and the trade of developing countries, as the United States accounted for 23 per cent of global imports in value terms in 2000, with about 50 per cent of these imports coming from developing countries. Figures from the International Monetary Fund's *Direction of Trade Yearbook 2001* show that in 2000 developing Asia, America and Africa accounted for 25, 17 and 2 per cent of imports to the United States, for a total of \$852.7 billion. This trade is important to the United States, but for the three country groupings, it accounted for 23, 54 and 19 per cent respectively of their total trade.

At issue is the security risk of not being certain of the content of containers. Related to this are the reliability of information on what has been loaded in a container and the need to analyse this huge volume of data to determine which containers present a high risk. US Customs has estimated that some 6 million containers enter the country each year, and industry estimates show the total volume of containers moved doubling by 2010. Security calls for a balancing of costs and risks. Information technology offers a technical solution; the question is whether this is economical and, especially for developing countries, how it will affect their trade. The additional cost may reduce demand for lower-value goods moving in

containers or, in the worst case, make some products uncompetitive. This could harm the trade of developing countries.

Sections 2–4 describe various security initiatives and their current status.

2. US security initiatives

These initiatives focus on Customs treatment for incoming cargo, particularly in containers. The Container Security Initiative (CSI) strengthens public-sector control over trade while the Customs-Trade Partnership against Terrorism (C-TPAT) brings commercial parties together to conduct trade in a secure environment.

Container Security Initiative (CSI)

The goal of the CSI is to reduce the vulnerability of cargo containers to being used to smuggle terrorists or terrorist weapons while accommodating the need for efficiency in global commerce. This initiative includes establishing criteria for identifying high-risk containers, prescreening containers before they are shipped to the United States, using technology to prescreen high-risk containers, and developing smart and secure containers. The Customs Service plans to focus on the 20 largest foreign seaports that are responsible for shipping the most sea containers to the United States. At present bilateral agreements have been established with foreign Governments to allow US Customs agents to work in foreign ports to target suspicious cargo and work with local Customs to prescreen and inspect containers bound for the United States. Cargo from these ports would be fast-tracked and not subject to a second inspection upon arrival in the United States. Agents are presently working in the ports of Halifax, Montreal, Rotterdam and Vancouver and will start work shortly in Antwerp, Bremerhaven, Felixstowe, Hamburg, Hong Kong (China), Kobe, Le Havre, Nagoya, Singapore, Tokyo and Yokohama, as well as other ports in China. There is also a requirement for submitting cargo declarations 24 hours before containers are loaded (see www.customs.gov).

Customs-Trade Partnership against Terrorism (C-TPAT)

The Customs Trade Partnership against Terrorism establishes partnerships with importers, carriers, brokers, warehouse operators, and manufacturers to improve security along the entire supply chain. The Customs Service, along with its partners, will look at where goods originate, the physical security and integrity of the foreign suppliers, the background of the personnel involved in the transaction, and the means by which goods are transported to the United States. Trading partners will perform a security self-assessment, will follow security guidelines and will develop and implement a security programme. The programme was initially limited to the shipping community but will be opened up to carriers, forwarders, brokers, terminals and port authorities. Commercial benefits of participation in C-TPAT include fewer inspections and "fast-lane" cargo clearance.

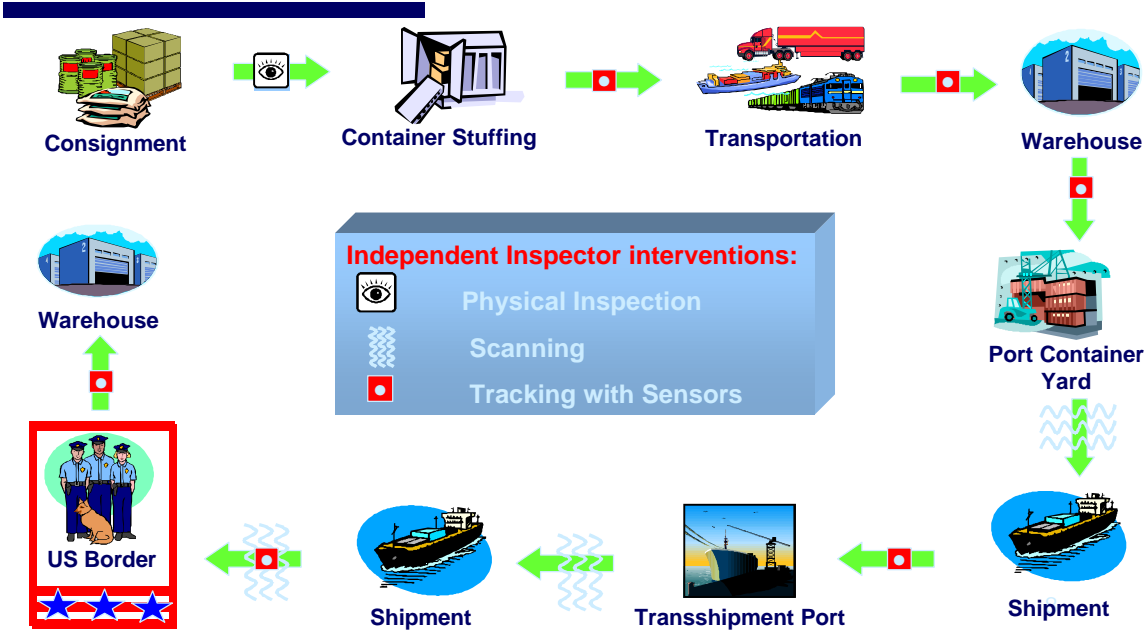
Specific initiatives under the umbrella of C-TPAT include the following:

Operation Safe Commerce (OSC)

This public-private partnership involves various federal and state agencies along with private-sector partners. It seeks to enhance security throughout domestic and international supply chains by developing dependable arrangements for verifying, securing, monitoring and sharing information from the point of origin, throughout the supply chain, to its final

destination. This is one of the US Transport Security Agency's (TSA) maritime security initiatives. (See the figure below on container security validation.)

Container Security Validation



Source: Copyright © 2003 Cotecna SA. Used by permission.

Smart and Secure Tradelanes (SST)

The three largest terminal operating companies, Hutchison Port Holdings (HPH), PSA Corporation Ltd. and P&O Ports, are undertaking this initiative. They are establishing an automatic tracking system for containers entering US ports that involves tagging containers electronically. The three companies are funding this initiative with the support of the US Government. The pilot scheme is being run for container shipments between Singapore, Hong Kong (China) and Seattle/Tacoma. The system uses electronic event-driven alerts, anti-tamper systems, virtual inspections and authenticated audit trails.

US Legislation

On 7 August 2002 Congress approved the US Trade Act. Accordingly, the Customs Service is now authorized to require that information pertaining to cargo destined for exportation from the United States be transmitted to them via an EDI (electronic data interchange) system at least 24 hours before the departure of the vessel. The Customs Service is currently developing two new information systems, the Automated Commercial Environment and the International Trade Data System. These systems will replace numerous antiquated systems and will allow advance collection of information for the targeting of high-risk cargo. They will also allow other Federal agencies with an interest in cargo data to access information.

No marine terminal operator may load such cargo unless the carrier confirms that the cargo has been properly documented. The vessel carrier must notify Customs of any cargo tendered

that has not been properly documented. Civil penalties may be imposed up to the greater of the value of the cargo or the cost of the transportation. Cargo that is not properly documented and remains at the marine terminal for more than 48 hours is subject to search, seizure and forfeiture.

The Act also requires that within one year regulations be promulgated by the Secretary of Treasury for advance notice in the form of a cargo manifest for all import cargo 24 hours before loading via an EDI system. The Customs Service has published a proposed rule in the Federal Register (www.access.gpo.gov/su_docs/aces/aces140.html) that requires the carrier or non-vessel operating common carrier to electronically present cargo manifest information to Customs at least 24 hours before the cargo is laden aboard the vessel at the foreign port. Among other information, the cargo declaration must include the numbers and quantities from the bills of lading, the Harmonized Tariff Schedule numbers, the weight, the consignee's name and address, the container number and the container seal number. (Customs Form 1302 is proposed for the electronic submission to the Customs Service Sea Automated Manifest System (AMS).) This rule would cover all cargo on board, not just cargo destined for the United States, and if the information were not available the cargo could not be loaded. The rule would affect logistics processes worldwide. The whole logistics chain – starting with the exporter and ending at the consignee in the United States – would have to change its procedures.

On 31 October the Customs Service issued its final rule requiring vessels carrying cargo to the United States to file their cargo declaration 24 hours prior to loading cargo on board. Bulk carriers are exempt, and carriers of break bulk cargo may be exempted on a case-by-case basis. The rule came into effect on 2 December 2002 and enforcement commenced 60 days thereafter. Advance information will be analyzed against 900 variables to identify high-risk containers that will need to be inspected in both CSI and non-CSI ports.

The Maritime Transportation Security Act of 2002, which was passed by the US Congress in November, amends the Merchant Marine Act of 1936 and establishes a programme to ensure greater security for US seaports and related facilities. This Act directs the Secretary of Transportation, among others, to assess the anti-terrorism measures maintained by foreign ports and permits US ports to deny entry to vessels that call at foreign ports without effective anti-terrorism measures. These new laws will have a great impact on small and medium-size ports servicing trade to the United States. The Act increases funding for the US Coast Guard to \$6 billion to reflect its increased responsibilities.

Currently, the Coast Guard is enforcing a wide range of security measures on all ships entering US ports. The Coast Guard has temporarily changed the 24-hour notice of arrival requirement for ships entering US ports to 96 hours before arrival at the first US port, and new legislation has been proposed to make this change permanent. New special rules apply for all vessels carrying dangerous cargoes, and additional information is also required in the Advance Notice of Arrival. The notice must now include a listing of all persons on board, including crew members and passengers, and each traveller's date of birth, nationality, and passport or mariner's document number. It must also include the vessel's name, country of registry, call sign, official number, registered owner, operator, and classification society, as well as a general description of the cargo and the date of departure from the previous port, along with that port's name.

In addition, Coast Guard Captains of the Port may employ any security measures that they deem necessary to ensure the safety and security of the port. For example, the Coast Guard has required several facilities handling dangerous cargo to provide additional security

personnel and other security improvements. Facilities not addressing Coast Guard security concerns may have their operations suspended or be subject to civil penalties.

3. International initiatives

On 15 January 2002, the United States submitted a number of proposals to the IMO Maritime Safety Committee for consideration at its meeting in May of that year. These proposals call for a number of specific actions that the United States believes will improve maritime security worldwide. The proposals include mandatory port-of-origin container examinations and the establishment of international measures to improve the security of cargo movement.

The Maritime Safety Committee established a Working Group on Maritime Security that met in London in February 2002 to consider the United States' maritime security proposal. At this meeting, the Group agreed to revisit a previous IMO decision not to require mandatory inspection of containers because of the increased worldwide concerns about container security. The Group also agreed to work with the World Customs Organization (WCO) to develop an international plan to improve the security of containerized cargo. The goals of an IMO and WCO cooperative agreement would be to expand container inspections, make threat assessments, and increase cooperation between all those involved in the container transport chain. In addition, the Working Group supported the United States' proposal to improve the exchange of information among members of the international maritime community.

A second meeting in London from 9 to 13 September worked on the development of an International Code for the Security of Ships and Port Facilities. These new requirements and the guidance provided form the International Ship and Port Facility Security (ISPS) Code through which ship operators and port authorities can cooperate to detect and deter acts of maritime terrorism. This Code will be an amendment to the Safety of Life at Sea Convention (SOLAS). Governments, through port authorities, will be required to develop and update a port facility security plan. An essential first step is to carry out a security assessment by competent persons, which shall include the following elements:

- Identification and evaluation of important assets and infrastructure
- Identification of possible threats to the assets and infrastructure and the likelihood of their occurrence, in order to establish and prioritize security measures
- Identification, selection, and prioritization of countermeasures and procedural changes and their level of effectiveness in reducing vulnerability
- Identification of weaknesses, including human factors, in the infrastructure, policies, and procedures

A port facility security plan will then have to be developed and maintained based on the assessment, and a written plan will need to address the following:

- Measures designed to prevent weapons or any other dangerous substances and devices intended for use against people, ships or ports, and the carriage of which is not authorized, from being introduced into the port facility or on board a ship
- Measures designed to prevent unauthorized access to the port facility, to ships moored at the facility, and to restricted areas of the facility
- Procedures for responding to security threats or breaches of security, including provisions for maintaining critical operations of the port facility or ship/port interface
- Procedures for responding to any security instructions the Contracting Government, in whose territory the port facility is located, may give at security level 3

- Procedures for evacuation in case of security threats or breaches of security
- Duties of port facility personnel assigned security responsibilities and of other facility personnel on security aspects
- Procedures for interfacing with ship security activities
- Procedures for the periodic review and updating of the plan
- Procedures for reporting security incidents
- Identification of the port facility security officer, including 24-hour contact information
- Measures to ensure the security of the information contained in the plan
- Measures designed to ensure effective security of cargo and the cargo handling equipment at the port facility
- Procedures for auditing the port facility security plan
- Procedures for responding in case the security alert system of a ship at the port facility is activated

An IMO Diplomatic Conference to amend the relevant sections of the SOLAS Convention took place in December 2002. The new International Ship and Port Facility Security Code (see SOLAS/CONF.5/34) was adopted and will take effect on 1 July 2004.

Moreover, the World Customs Organization (WCO) has adopted a Supply Chain Security Strategy that is expected to be implemented by June 2003. The WCO has established a Task Force on Security and Trade Facilitation to ensure that the WCO data model is re-examined to ensure that it includes a standardized set of information necessary to identify high-risk goods. The strategy is to promote electronic exchange of Customs information between Customs administrations.

4. Regional initiatives

The seven member countries of the ASEAN Ports Association are in the planning stage to develop a comprehensive shared shipping and security database. Security has become a major issue for ports of the region. They envisage sharing information on ships, their cargo, where they are coming from, where they are going and the names of importers and exporters. Perhaps a good starting point would be implementation of a systems based on the PROTECT system for dangerous goods, developed by European ports.

5. Information on container scanning systems and seals

Numerous security measures concern the control of cargo placed in containers. For container inspection it is generally agreed that, to minimize disruptions to cargo flow, non-intrusive examination rather than physical examination will be used. Non-intrusive examination can involve x-ray or gamma ray systems. On the basis of size, speed, reliability, safety and cost, gamma ray systems are claimed to be superior. (For a description of a gamma ray system manufactured by Science Applications International, visit www.saic.com/products/security/pdf/saic.pdf.) Belgium's Customs Service has recently deployed a mobile x-ray scanner. The HCV Mobile (Heimann Systems) is a truck equipped with a scanning boom and a processing unit. There are plans to use additional scanners in Antwerp as part of the fight against organized crime.

Information collected from Customs authorities in the Netherlands and the United Kingdom suggest that one scanner can inspect around 30,000 containers a year. This calculation is based on the fact that considerable time is needed to interpret and analyse the image and that

the scanner will only be used a portion of each day. According to British Customs, procurement costs for a mobile scanner have varied from \$1.5 million to \$3.3 million depending on whether it was an isotopic (gamma ray) or x-ray system. Fixed scanners, including a building to house them, can cost up to \$20 million, and British Customs has opted for the greater flexibility of mobile units. In the United Kingdom, mobile units are staffed by a team of five (a front and rear safety marshal, a driver, an image interpreter and a radiation protection supervisor). With an effective scanner life of about 10 years, the estimated cost per scan would be about \$40 excluding the cost of follow-up action.

The advantages of electronic container seals and mechanical seals have been compared. Electronic seals provide a high degree of accuracy about the container's position and information about whether it has been tampered with. However, carriers that have used the electronic seal do not find that they offer a higher level of security than conventional ones. A mechanical seal can be scanned many times during a door-to-door move, providing opportunities to detect whether a container has been tampered with.

6. Industry reaction

The president of the World Shipping Council, in a submission to a US House of Representatives subcommittee on the Coast Guard and Marine Transportation, noted that supply chain management techniques applied to international trade had provided literally billions of dollars of savings to US businesses and consumers. Efficient transport and secure transport are not incompatible, and the legislative and regulatory responses should strive to preserve the benefits of an efficient, reliable transport system.

At the Tripartite Shippers' Meeting in New Orleans on 12–14 September 2002, shippers' councils from North America, Europe and Asia issued a declaration calling on policy makers to be careful, when developing new security safeguards, "not to unnecessarily compromise or undermine the efficiency and reliability of the transportation industry or incur unnecessary costs."

In the meantime, several industry groups in the United States have voiced concern about the confidentiality of manifest data once it is filed to Customs. Dockworkers, clerks, sailors, truckers, rail employees, and eventually the general public (including thieves, drug traffickers and potential terrorists) can view the manifest and the bill of lading documents from which it is created. The availability of this information can increase cargo theft, and thus a Customs system must be secure.

The chief executive of SITPRO is concerned by the ascendancy of control over facilitation – the ambition of achieving total security through increased information requirements and the control of all goods. He believes that the use and enhancement of risk management techniques can improve control and thereby security. In his opinion, this, combined with authorization of traders and supply chain integrity, is the best way to achieve higher security without penalizing those countries most in need of export-led growth through international trade.

The director of port commerce at the Port Authority of New York and New Jersey (in the United States) has stated that, since it is essential to verify the contents of containers, the process must include certification that the goods packed were as declared, that the operation was done in a secure environment, that the container was sealed and that the container was transported under the control of a responsible party that can ensure the cargo's integrity. Complete and accurate information must be provided along the transport chain.

Maersk Sealand has stated that the proposal for full manifest of US-bound cargo 24 hours prior to loading will dramatically change the container industry. Presently lines in Hong Kong (China) often accept cargo up to 12 hours before the ship sails. In the future, cargo will have to be booked 36 hours before sailing. If boxes begin to stay longer in terminal container yards, annual throughput will fall and costs will increase. Clearer declaration by shippers of the goods in containers can and should be done for the safety of crews and vessels. Greater use of electronic transmission of documents will be the only practical way of achieving these requirements.

The president of the Singapore Shipping Association has called for the right balance between trade facilitation and security measures. The European Commission and the US Customs Service have been unable to reach agreement on the 24-hour notice proposals, but in the end security concerns have been given priority.

7. Impact on developing countries

How will these developments affect developing countries' trade with the United States? First, as was mentioned earlier, there will be a requirement to provide advance information on all containerized cargo destined for the United States. This information is to be sent electronically by the carrier to the US Customs Service. This information must be sent 24 hours before the goods are to be loaded. Delays in the availability or transmission of this information would require the cargo to be loaded on a later vessel. This could pose problems for time-sensitive cargo and would place greater demands on port storage infrastructure. One alternative would be to tranship the cargo via another port allowing the transmission of the cargo declaration after loading the container on the first vessel.

For containerized exports, some shippers in developing countries may need to have an inspection firm certify that the goods packed in a container are as declared. As the container would then need to be sealed, the Customs authority must accept this certification for export clearance of the container. Clearly, the inspection will be done for a fee that will probably be paid by the shipper and will need to be incorporated into the shipper's selling price (or, if this is not possible, will reduce the shipper's profit margin). If certification at the time of packing is not possible, the container will need to be scanned, either in the port of loading or in a transshipment port. Again, this will involve a charge that will be incorporated into the price.

What if there are doubts regarding the contents of the container? In this case, the container simply would not be loaded, and some form of inspection would have to be carried out. The Customs authority would need to check whether the cargo declaration was valid, and inspection at the port would likely be required. If available, a container scan would speed up operations and be less costly. This security clearance would increase costs and certainly delay the delivery of goods.

Another problem to consider is false or fraudulent cargo declarations. What happens if the documentation is in order and the container is sealed, but the contents are not as declared? Unless such a container is chosen for random inspection, it could slip through the system. Another risk is that someone will modify the container's contents en route and then use a counterfeit seal. The development of secure partners along the transport chain is one method of diminishing this risk, as is being done in the C-TPAT initiative.

Shipping companies operated by developing countries will see their operating costs as well as their liability increase. To ship cargo to the United States, they will be required to transmit advance information to the US Customs Service. This is part of the CSI, and containers identified as high-risk will need to be controlled before loading. In small ports where US Customs officers are not present, local Customs will be required to verify the contents of selected containers. It is not clear who will pay for this verification.

Ports in developing countries will need to undertake a port security assessment and prepare a port security plan. This is particularly important as failure to do it could lead to vessels' calling at these ports being barred from calling at US ports. Ports will need to expand their container inspection area, and national Customs may need to invest in costly container scanning systems.

Clearly, additional security has a cost that must be borne by the exporter or the Government. Developing countries that view these additional costs as undermining their competitiveness in accessing the US market may be compelled to direct their trade elsewhere, if that is an option.

RECENT UNCTAD PUBLICATIONS

Review of Maritime Transport 2002 (UNCTAD/RMT/2002)

The Review of Maritime Transport is an annual publication prepared by the UNCTAD secretariat. It tracks major developments in world maritime transport and provides relevant statistical data. The 2002 edition highlights the first decrease in 15 years in world seaborne trade, which in 2001 fell to 5.83 billion tons. Seaborne trade dropped 1 per cent compared to the 3.9 per cent increase of 2000. Total maritime activities decreased to 22,682 billion ton-miles, in comparison with the total of 23,016 billion ton-miles reached in 2000. The world merchant fleet expanded to 825.6 million deadweight tons (dwt) at the end of 2001, a 2.1 per cent increase. New building deliveries were up by 1.8 per cent to 45.2 million dwt, and tonnage broken up and lost increased by 25.2 per cent to 27.8 million dwt, leaving a net gain of 17.4 million dwt. The fleets of oil tankers and dry bulk carriers together make up 70.3 per cent of the total world fleet.

The average age of the world fleet remained at 13.9 years, with almost 34 per cent of the fleet 20 years and older. General cargo vessels had the highest average age at 16.2 years, and container vessels were the youngest at 11 years. In deadweight terms, open-registry countries accounted for 48.5 per cent of the world fleet, while developing countries accounted for only 19.4 per cent.

For 2000, world total freight payments, as a proportion of total import value, increased to 6.21 per cent, up from 5.52 per cent in 1999. For country groupings, the freight factor was 5.21 per cent for developed market-economy countries, compared to 4.53 per cent in 1999, while for developing countries it increased to 8.83 per cent from 8.39 per cent in 1999. The freight factor for developing countries in Africa, highest in the world, increased to 12.97 per cent, and for developing countries in America this increased to 8.58 per cent. For Asian developing countries, the rate increased to 8.51 per cent, while for those in Oceania it decreased to 11.94 per cent.

Problems of and Potential for the Application of Current Trade Facilitation Measures (TD/B/COM.3/EM.17/2)

This report was prepared by the UNCTAD secretariat as a background document for the Expert Meeting on efficient transport and trade facilitation (November 2002). The report examines the use of new technologies in customs and transport management systems, as well as the potential consequences of recent security initiatives; the required environment for trade facilitation, including logistics, transport services and infrastructure; and the legal framework. It then reviews two key elements in the development dimension of trade facilitation: the role of regional and local partnerships in formulating trade facilitation needs and priorities, and countries' stakes and positions with regard to the potential adoption of multilateral binding rules on trade facilitation. The report includes proposals for an integrated approach focusing on specific trade and transport corridors and using supply chain management analysis; for creating trade facilitation clusters at the national, regional and global levels to identify needs and priorities; and for establishing multilateral cooperative networks to provide enhanced technical assistance and capacity-building for developing countries.

The report is available at www.unctad.org/en/docs/c3em17d2_en.pdf.

Reform and Role of the Private Sector in African Ports (UNCTAD/SDTE/TLB/5)

This study, based on the results of an UNCTAD survey in 2001 of 50 African ports, reviews the institutional changes occurring in the port sector in Africa and gives information about the various types of reforms undertaken and the impact of partnerships with the private sector on port performance. The information is directed at the region's political decision-makers and at African port authorities that are opening their port activities to private operators.

Port development is a key to the integration of African countries into global trade. Until recently, African ports were operated as a public monopoly and most were characterized by low productivity, inadequate investments and poor quality of services. The resulting high maritime transport costs harmed the competitiveness of African goods on the international market. To solve these problems, authorities have been introducing institutional reforms and opening port operations to the private sector. Initiated in the late 1990s, reforms have been generally carried out under pressure from regional competition and international financial institutions.

Circumstances vary from country to country, and there is no single model of reforms and public/private partnerships. Forms of cooperation with private operators can differ within the same country and from one region to another. Africa's eastern and southern regions are further along in privatizing port operations. Although data regarding the impact of public-private cooperation on port performance were limited, the first year of private-sector management showed encouraging results. Performance indicators improved strongly, with increases in container handling productivity, container throughput, and quality of services. Nevertheless, some ports are still suffering from the performance of other partners (Customs, security operations, etc.) and from equipment shortages for inland transport. In the medium term, most African ports will move towards a landlord type of management, with separation of the regulation and operation functions. Given the limited traffic in the majority of ports, this option is considered the most suitable for the continent.

Draft Instrument on Transport Law (UNCTAD/SDTE/TLB/4)

The efficient functioning of transport services depends largely on the existence of an up-to-date and supportive legal framework. Internationally, three conventions co-exist to govern the carriage of goods by sea. However, in the absence of a widely accepted and modern uniform regime, individual States have started opting for national solutions. The proliferation of diverse national regimes and the increasing lack of uniformity of regulation at the international level are of particular concern given the growing globalization of trade. To address these concerns, the UNCITRAL Commission, at its thirty-fourth session, created a working group to consider possible uniform regulation of maritime transport. In view of UNCTAD's involvement with the subject, the Commission provided that the work should be carried out in close cooperation with interested intergovernmental organizations such as UNCTAD. The Comité Maritime International (CMI) prepared a Draft Instrument for consideration by the UNCITRAL Working Group at its meeting in April 2002 in New York (A/CN.9/WG.III/WP.21).

Given the mandate provided in the UNCTAD X Plan of Action (TD/386 paras. 148, 149, 150 and 152) and as part of the agreed cooperation with UNCITRAL, the UNCTAD secretariat has prepared a commentary on the Draft Instrument (UNCITRAL working document A/CN.9/WG.III/WP.21/Add.1, available in all UN languages). The commentary constitutes substantive input to the Working Group's discussions on the subject. The UNCTAD document reproduces the commentary, with the text of the Draft Instrument integrated for ease of reference. See www.unctad.org/en/docs/posdtetlbd4.en.pdf.

Least Developed Countries Report 2002: Escaping the Poverty trap: National and International Policies for More Effective Poverty Reduction in LDCs (UNCTAD/LDC/2002)

The least developed countries (LDCs) are a group of 49 countries that have been identified by the United Nations as "least developed" in terms of their low GDP per capita, their weak human assets and their high degree of economic vulnerability. This report is the first international comparative analysis of poverty in the LDCs. It shows that extreme poverty is pervasive and persistent in most LDCs, and that the incidence of extreme poverty is highest in LDCs that are dependent on primary commodity exports. Most LDCs are caught in an international poverty trap, which is exacerbated by the current form of globalization. Improved national and international policies can help LDCs escape the poverty trap. Indeed, a central message of the report is that there is a major but currently underestimated opportunity for rapid reduction of extreme poverty in the LDCs through sustained economic growth. However, the new Poverty Reduction Strategy Papers (PRSPs), which are currently the focus of national and international efforts to reduce poverty in poor countries, are not grasping that opportunity.

World Investment Report 2002: Transnational Corporations and Export Competitiveness (UNCTAD/WIR/2002)

The *World Investment Report*, one of the United Nations' flagship reports, is prepared by UNCTAD's Division on Investment, Technology and Enterprise Development. The first major finding regarding the year 2001 is that foreign direct investment (FDI) inflows declined to \$735 billion – less than half the 2000 figure. Behind this decline are the slowdown in the world economy and weakening business confidence, both of which were accentuated by the events of September 11, 2001, in the United States, and both of which contributed to a sharp reduction in cross-border mergers and acquisitions (which take place predominantly between industrialized countries). In light of the prolonged economic recession and the slow recovery

of business confidence, especially in the United States, UNCTAD does not expect a rebound of FDI flows this year. However, developments differ markedly between various parts of the world. The FDI downturn was concentrated in the developed countries (-59%), with only modest declines in flows to developing countries (-14%) and even a small increase in flows to Central and Eastern Europe (2%). There were also significant variations within the third world, with lower levels of inflows to Asia and Latin America but an increase in flows to Africa. Africa, however, still remains a marginal recipient of FDI.

Trade Development Report 2002 (UNCTAD/TDR/2002)

The Trade and Development Report analyses current economic trends and major international policy issues and makes suggestions for addressing these issues at various levels. The current report addresses the theme “Developing countries in world trade”. The report demonstrates that, although integration into world trade is essential, it is not in itself sufficient for ensuring a country's development. The report questions the conventional wisdom that export growth and foreign direct investment (FDI) automatically generate commensurate income gains. Why are developing countries trading more but earning relatively less? The report's authors believe that developing countries are competing among themselves to export similar labour-intensive manufacturing products to the same markets, and it suggests that they move into higher-value exports by upgrading technology and improving productivity. What is next for developing countries after Doha and Monterrey? And what will China's WTO accession mean for other developing countries – and for China itself? These are some of the other questions addressed in the report.

TECHNICAL ASSISTANCE AND TRAINING

The Port Training Programme: E-Port Certificate Course

UNCTAD's TrainForTrade programme is designed to strengthen developing-country institutions involved in training for international trade and trade-related services. TrainForTrade provides help in the following areas:

- analysis of training needs
- development and adaptation of pedagogical material
- networking between institutions
- training of trainers
- use of modern technology, including for distance learning

The UNCTAD Port Certificate Course (in French) is now available through distance learning. The eight-module course represents 2 months of work spread out over a six-month period. At the end, participants are asked to write a report and will have acquired a global understanding of modern port management. They will be able to:

- assess the current and future role of a commercial port
- define user requirements
- perform the daily tasks involved
- contribute to the improvement of port efficiency
- describe the role and functions of an innovative port that integrates the future needs of the Port Community

From October 2001 to March 2002, participants from two countries (Senegal and Comoros) took the online course. The course included a local coordinator and facilitator as well as an electronic discussion forum on the TrainForTrade Internet platform, with international experts available to answer participants' questions. The ports of Marseille and Dunkerque in France and the port of Ghent in Belgium are acting as instructors in this exercise, using a distance learning approach.

For more on the TrainForTrade programme, please visit www.unctad.org/trainfortrade.

International Seminar on Strategic Port Pricing

INDESMAR (the Peruvian Maritime Institute), OAS (the Organization of American States) and UNCTAD organized a seminar on strategic port pricing in Lima, Peru, from 25 to 27 September 2002. The seminar was designed to:

- increase awareness of the role of pricing in developing commercial plans for port authorities
- provide guidance on establishing tariffs that promote investment
- provide guidance on pricing that will assist in opening new national, regional and international markets
- facilitate the development of special tariffs reflecting the demands and needs of clients for port services
- identify and analyse the financial conditions necessary to set rates port concession rates that promote trade and investment.

The 31 participants represented 8 countries (Colombia, Costa Rica, Ecuador, Guatemala, Honduras, Nicaragua, Venezuela and Peru) and came from both the public and private sectors. UNCTAD provided a manual on strategic pricing designed to assist Port Authorities in reforming ports' tariff structures. The manual explains port pricing in the context of business pricing. Chapter 1 describes types of port companies and their strategies for succeeding in a competitive environment. Chapter 2 focuses on the financial objectives of port companies and on setting prices that achieve a satisfactory return on investments. Chapter 3 deals with establishing marketing objectives and with setting prices using the CPV (cost, performance, value) approach. Chapter 4 reviews the impact of port prices on users. Finally, Chapter 5 covers financial clauses for concessions.

For more information on INDESMAR and the OAS Inter-American Committee on Ports please see www.inconet.net.pe/indesmar and www.oas.org/cip.

UNCTAD Training Strategy for Port Communities

An international meeting on co-ordination of UNCTAD's new training strategy for port communities was held in Oporto (Portugal) in May 2002. The Transport Section of UNCTAD provided substantive support to the Human Resources Development Section. There was agreement to assist partners to this programme in a selected number of their initiatives to provide management training in developing countries.

A two-day Port Pricing Module delivered by UNCTAD staff members was part of a six-week port management course given by the Leixões Port Authority of Oporto in October 2002. The course was attended by 30 participants, including 20 from member countries of PALOP (an organization grouping all Portuguese-speaking African countries) and 10 from Portugal.

There were 9 participants from Angola, 4 from Cape Verde, 2 from Guinea Bissau, 3 from São Tomé and Príncipe and 2 from Mozambique. This was a good opportunity to address middle-level port managers and administrators from least developed countries.

Institute of Transport and Maritime Management Antwerp (ITMMA)

After six years of success with the M.Sc. programme in Transport and Maritime Management, ITMMA in 2002 launched a doctoral programme in transport and maritime economics. These English-language postgraduate programmes aim to help executive-track staff members become top executives able to cope with the challenges of the competitive international market. The programmes rely on the expertise of the University of Antwerp and the know-how and managerial capabilities of private and public companies and organizations based in Antwerp.

The new programme runs for eight months and includes 12 courses and an executive report. Of the seven compulsory core courses, four deal with transport matters (Advanced Maritime Economics, Advanced Port Economics, Special Topics on Transport Economics and Transport Policy Workshop) and three with management issues (Integrated Logistics, Strategic Management Tools and Structural Changes in the World Economy). Participants also select five optional courses from the following list: Hinterland Transportation, Marine and Transport Insurance, Maritime Law, Transport Law, Maritime Technology Workshop, Shipping Management, Techniques of International Trade and Transport, Terminal Management, Regional and Environmental Economics, and Airport and Airline Economics.

More information on these programmes, including application forms, is available at www.itmma.com.

World Maritime University (WMU)

In 2003, WMU will offer a series of Professional Development Courses (PDC) lasting four to five days that will allow practitioners to update their professional knowledge. WMU offers 11 regular M.Sc. programme modules to external participants. These include programmes on stability, fire safety, tanker safety and pollution prevention, survey and certification, life-saving appliances, ISM implementation and maritime security. There is also a programme on port marketing organized jointly with the port of Hamburg. External participants receive a Certificate of Attendance at the end of the course. For more information, please contact the University's PDC Coordinator, Jan Horck, at jan.horck@wmu.se and visit www.wmu.se.

Master's Degree in Maritime and Logistics

Erasmus University in Rotterdam offers a Master of Science (M.Sc.) course in maritime economics and logistics. This fully accredited degree programme is open to students from all over the world. The programme covers shipping, ports and logistics, with a balance between theory, practice, economics and business, operations and policy. It equips young professionals with the most modern tools for efficient decision-making and the ability to evaluate their decisions in the context of the complex institutional framework of international transport.

Information about the degree is available at www.maritimeeconomics.com.

Master's Degree in Marine Management

Dalhousie University in Halifax, Canada, offers a one-year interdisciplinary Master of Marine Management degree targeted particularly at mid-career professionals. The programme can accommodate 20 students, who are required to complete a total of five credits within 12 months in areas such as coastal area management, sea use planning, fisheries management, maritime transport, and coastal tourism, to name a few.

To learn more about the degree and available scholarships, please visit www.dal.ca/mmm.

Antwerp / Flanders Port Training Centre (APEC)

APEC is an international port training centre that organizes training sessions, seminars and workshops to transmit port knowledge to the international port community. APEC stimulates business and private contacts among participants and the Antwerp port community.

Information about APEC is available at www.portofantwerp.be/APEC/NL_html/en_mainset.htm.

International Port Training Institute (IPER)

The Port Institute of Le Havre (France), IPER offers training seminars in port management and operations, maritime structures and port equipment, maritime traffic management, and human resource management. In 2003 IPER, in association with Macquarie University in Australia, is piloting a master's programme in value chain and logistics management.

For more on IPER, see www.ma-cci.com/iper/calendrier2003GB.pdf

MISCELLANEOUS

Port Management Association of Eastern and Southern Africa (PMAESA)

The PMAESA held its twenty-eighth Council Meeting and Ports Conference in Cape Town from 2 to 7 November 2002. The meeting was hosted by the National Ports Authority of South Africa (NPA). Topics focused on the industry and the region, as well as the theme "African ports in transition: What are the challenges and solutions?"

A representative of UNCTAD made a presentation on "Reforms and the role of the private sector in African ports". Other topics covered such areas as perspectives and challenges of the global economy and trade, port reform, global seaport safety and security issues, integrated port logistics and port efficiency, and integration of ports and leisure activities as tourist attractions. Gama Siyabonga, the current CEO of the NPA, and Oliver Hartmann were respectively re-elected president and secretary general of the PMAESA for three years. The PMAESA has recently inaugurated a quarterly newsletter, and it also provides overviews, contact information, membership information, news, links, and a database on the ports of the region on its site www.pmaesa-agpaea.org.

Pan-African Association for Port Cooperation (PAPC)

The PAPC held its second statutory council meeting on 10 July 2002 in Casablanca, Morocco. The second Pan-African Ports Conference, was organized under the aegis of the PAPC in conjunction with the IAPH, in Ngorogoro, United Republic of Tanzania, from 9 to 11 December 2002. The theme of the conference was “Partnership for ports and trade development”. Full information is available at www.tanzaniaports.com or www.afriports.org.

American Association of Port Authorities (AAPA)

The AAPA represents port authorities in the United States, Canada, the Caribbean and Latin America as well as firms and individuals with an interest in the seaports of the western hemisphere. The AAPA offers an extensive array of education and training programmes, covering virtually all areas of interest to the port industry. These programmes provide invaluable information on the latest trends and developments affecting seaports in the region. Programmes generally include panel discussions involving industry experts; question and answer sessions; interactive participant activities, technical tours of port facilities; and so forth. Many of these training programmes are also required elements of the AAPA's Professional Port Manager (PPM) programme. The PPM designation is intended to enhance professionalism in port management and assist public port authorities and agencies in hiring or promoting qualified senior-level seaport executives. For further information about the training programme, please refer to www.aapa-ports.org.

International Port Training Conference (IPTC)

The seventeenth IPTC will be held in Hamburg, Germany, from 1 to 4 June 2003. The theme of the conference will be "A vocation merging with existing competencies in the world transport and logistic industries: The need for developing an international modular educational programme". The conference will examine the achievements of modular programmes presently used in training; will consider the advantages of modular education with a view to further advancing the concept of standardization of port training; and will decide on a programme for future action in this area.

UNCTAD TRANSPORT PUBLICATIONS

Please visit www.unctad.org/ttl for a comprehensive list of transport publications.